DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT (DSEIR), VOLUME 1

FOR

San Jose City College Facilities Master Plan Update 2021

(SCH#1999122011)

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CHAPTER 1 - EXECUTIVE SUMMARY

This Executive Summary for San Jose City College Facilities Master Plan Update 2021 (Update) Draft Subsequent Environmental Impact Report (DSEIR) summarizes the environmental effects that are forecast to occur from implementation of the Update. It also contains a summary of the Project background, Project objectives, and Project approvals and a summary of the Alternatives. Subchapter 1.7 summarizes the environmental impacts, mitigation measures, and level of significance after mitigation.

1.1 INTENDED USE OF THIS ENVIRONMENTAL IMPACT REPORT

This DSEIR has been prepared in accordance with the California Environmental Quality Act (CEQA) Statutes and Guidelines, 2004, pursuant to Section 21151 of CEQA. The San José/Evergreen Community College District (District) is the local Lead Agency for the Update and has supervised the preparation of this DSEIR. This DSEIR is an information document which will inform and assist public agency decision makers and the general public of the potential environmental effects of the Update, including significant effects that will be caused by implementing the Update. Possible ways to minimize significant effects of implementation of the Update and reasonable alternatives to the Update are also identified in the DSEIR. This document assesses the impacts, including unavoidable adverse impacts and cumulative impacts, related to the construction and operation/occupancy of the Update.

This DSEIR is also intended to support the permitting process of all agencies from which discretionary approvals must be obtained for particular elements of this Update.

1.2 PROJECT BACKGROUND

The Update is a refinement of the Prior Plan. The Prior Plan was approved in 2000 and allowed for the overall facilities development of approximately 639,002 Outside Gross Square Feet (OGSF) of which 423,402 is designated Assignable Square Feet (ASF).

The Update will allow for the overall facilities development of approximately 533,577 OGSF/357,241 ASF. This is a reduction of 105,425 OGSF/66,161 ASF from the Prior Plan (please reference Table 4-1). A detailed Project Overview, Project Description, and Project Chronology and Phasing are contained in Chapter 4.0 of this DSEIR.

The District prepared and circulated a Notice of Preparation (NOP) for the Update. The NOP review period began on October 8, 2008 and ended 30 days later, on November 7, 2008. Respondents were requested to send their suggestions for, and comments on, environmental information and issues that should be addressed in the SEIR no later than thirty days after receipt of the NOP. The NOP was distributed to interested agencies, the State Clearinghouse, and surrounding property owners and residents along with the Initial Study. Six (6) letter responses and two (2) e-mail responses to the NOP were received.

1.3 PROJECT OBJECTIVES

The Update is being proposed under the jurisdiction of the District. The objectives of the Update, which were originally listed in the *San Jose City College Facilities Master Plan EIR*, prepared by Impact Sciences, Inc., dated May 11, 2000 (reference the Technical Appendices to this DSEIR in the enclosed CD) are:

- To support the current instructional programs and student services and identify instructional programs and support services which need to be modified to meet the needs of the College's service area population;
- To keep pace with, and anticipate the changing needs of the students and the communities served by the College;
- To develop partnerships with business and industry within the service area;
- To develop alternative strategies for delivering instruction to students;
- To develop a plan that would fully incorporate technology into all aspects of the operation of the courses, programs and services of the College;
- To develop a Facilities Plan that supports the anticipated courses, programs and services of the College for the next decade, and to assure that the plan is flexible enough in design to accommodate changes in instructional methodology technology, and delivery systems;
- To emphasize comprehensive planning and how it should be used as a basis for decision-making;
- To develop a stronger educational program basis to substantiate future facility needs; and
- To up-date the existing campus and provide modern, attractive facilities appropriate for the instructional programs and support services offered.

1.4 PROJECT APPROVALS

As previously stated, before any development can occur, the District must adopt the Update and certify the SEIR. It is the approval of the Update that will allow the proposed development to proceed and allow the corresponding changes to the physical environment. This SDEIR is expected to be used as the information source and CEQA compliance document for adoption of the Update by the District.

This DSEIR may also be used by the following responsible agencies, dependent upon the review, approval or permit requirements of each in regards to the Update:

- Division of the State Architect (DSA);
- City of San Jose;
- City of San Jose Fire Department;
- Santa Clara Valley Water District;
- San Jose Water Company;
- Santa Clara Valley Transportation Authority (VTA); and
- California Department of Transportation (Caltrans).

1.5 IMPACTS

Based on data provided in this DSEIR, it is concluded the proposed project could result in significant impacts to the following environmental issues: Aesthetics, Land Use/Planning, Recreation and Transportation/Traffic. All other potential impacts were determined to be less than significant without mitigation or can be reduced to a less than significant level with implementation of the mitigation measures identified in this DSEIR or the attached Initial Study (Subchapter 9.1). Subchapter 1.7 summarizes the environmental impacts and proposed mitigation and monitoring measures.

The following issues (related to the Initial Study Checklist) have been determined to experience either: no impact, a less than significant impact, or a less than significant impact with mitigation incorporated, either in the Initial Study (Subchapter 9.1) or in this DSEIR.

Aesthetics: Have a substantial adverse effect on a scenic vista; substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; or create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Agricultural Resources: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland mapping and Monitoring Program of the California Resources Agency, to non-agricultural use; conflict with existing zoning for agricultural use, or a Williamson Act contact; or involve other changes in the existing environmental which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use.

Air Quality: Create objectionable odors affecting a substantial number of people; conflict with or obstruct implementation of the applicable air quality plan; violate any air quality standard or contribute substantially to an existing or projected air quality violation; result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors); or expose sensitive receptors to substantial pollutant concentrations

Biological Resources: Have a substantial adverse effect, either directly or through habitat modifications, on any specifics identified as a candidate, sensitive, or special status species in local or regional plans, polices, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service; have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; conflict with any local policies or ordinances protecting biological resources, such as a tree preservation

policy or ordinance; or conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Cultural Resources: Cause a substantial adverse change in significance of a historical resource as defined in Section 15064.5; cause a substantial adverse change in significance of an archaeological resource pursuant to Section 15064.5; directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or disturb any human remains, including those interred outside of formal cemeteries.

Geology/Soils: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides; result in substantial soil erosion or the loss of topsoil; be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse; be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property; or have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

Hazards/Hazardous Materials: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment; for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project would result in a safety hazard for people residing or working in the project area; for a project within the vicinity of a private airstrip, the project would result in a safety hazard for people residing or working in the project area; impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

Hydrology/Water Quality: Violate any water quality standards or waste discharge requirements; substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted); substantially alter the existing drainage pattern of the site or area, including through the

alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; otherwise substantially degrade water quality; place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; place within a 100-year flood hazard area structures which would impede or redirect flood flows; expose people or structures to a significant risk or loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or inundation by seiche, tsunami or mudflow.

Land Use/Planning: Physically divide an established community; or conflict with any applicable habitat conservation plan, or natural community conservation plan.

Mineral Resources: The loss of availability of a known mineral resource that would be of value to the region and the residents of the state; the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

Noise: Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels; exposure of people residing or working in the project area to excessive noise levels (for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport); exposure of people residing or working in the project area to excessive noise levels (for a project within the vicinity of a private airstrip); exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Population/Housing: Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere; or displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Public Services: Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for any of the public services (Fire Protection, Police Protection, Schools, Parks, Other public facilities).

Recreation: Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

Transportation/Traffic: Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks; substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment); result in inadequate emergency access; result in inadequate parking capacity; or conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Utilities/Service Systems: Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed; result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's anticipated demand in addition to the provider's existing commitments; be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; or comply with federal, state, and local statutes and regulations related to solid waste.

Based on the analysis contained in the DSEIR, the following issue areas have been determined to have a potential for significant impact. More detail is summarized in subchapter 1.7 (below) and contained in Chapter 5.0 (Environmental Evaluation) of this DSEIR.

1. Aesthetics: The Aesthetic analysis in the DSEIR (subchapter 5.3) indicates that implementation of the Update will substantially degrade the existing visual character or quality of the site and its surroundings.
2. Land Use/Planning: The Land Use/Planning analysis in the DSEIR (subchapter 5.4) indicates that implementation of the Update will conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigation an environmental effect.
3. Recreation: The Recreation analysis in the DSEIR (subchapter 5.6) indicates that implementation of the Update will include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.
4. Transportation/Traffic: The Transportation/Traffic analysis in the DSEIR (subchapter 5.7) indicates that implementation of the Update will cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (e.g., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections) and exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designate roads or highways.

1.6 ALTERNATIVES

The California Environmental Quality Act (CEQA) and the State CEQA Guidelines require an evaluation of alternatives to the proposed action. Section 15126 of the State CEQA Guidelines indicates that the "discussion of alternatives shall focus on alternatives capable of eliminating any significant adverse environmental effects or reducing them to a level of not significant...." For this project, four alternatives have been selected for evaluation in an effort to reduce the proposed project impacts to a less than significant level.

The no project alternative evaluated in this DSEIR assumes that the property develops as envisioned under the Prior Plan scenario. The no project alternative was determined to be environmentally superior to the proposed Update. The no project alternative has been evaluated as not being a feasible alternative because it does not meet any of the project objectives contained in Subchapter 4.2 of this document.

In addition to the no project alternative, three other alternatives were evaluated in Chapter 6.0. An "Alternative Location" was found to be environmentally inferior to the Update and was also determined not to meet the objectives of the Update due to the potentially increased air quality impacts at the alternative location and the surrounding circulation system impacts anticipated to be increased, the impacts would be greater at the EVC. The alternative location alternative does not meet the objectives of the District by providing the educational programs in the SJCC vicinity to meet the needs of the students that attend the SJCC Campus. By relocating the Update components to the EVC Campus, the District cannot get the desired student participation rate, as the student demographics differ at the two Colleges. Lastly, the baseball program has been well established at the San Jose City College Campus and must remain on this Campus, along with the other components of the sports program.

A "No Closing of the Southern Campus Entry" alternative was analyzed and also found to be environmentally superior to the implementation of the Update. Lastly, an "Intersection Improvements to Project Entry at Leland Avenue" alternative was analyzed and found to have the same environmental impacts as the Update. The last two alternatives also met the objectives of the Update.

1.7 SUMMARY OF IMPACTS AND MITIGATION MEASURES DISCUSSED IN THIS DSEIR

The following is a summary of the impacts, mitigation, and level of significance (with mitigation incorporated) from implementation of the Update. Mitigation measures have been carried forward from the Initial Study and extracted from Chapters 2.0 and 5.0 of this DSEIR. The source of the mitigation measure is identified after the issue area.

Aesthetics (Source – DSEIR)

Implementation of the Update is anticipated to have a demonstrable negative aesthetic effect adjacent to the location of the proposed Baseball Field Complex.

5.2.5-1 The poles shall be painted a light blue color to provide compatibility with the color of the sky.
5.2.5-2 The District shall explore options for the color of the netting. The District shall use the lightest color netting available. In the event that either green or black netting are the only colors available, then the color of the netting shall be black.
5.2.5-3 A low-maintenance, evergreen vine shall be planted on the 20' high wooden wall.
5.2.5-4 Trees shall be planted to the north and south of the 90' high wall along Leigh Avenue to provide screening for long-range views of the Baseball Field Complex, poles and netting.

Even with mitigation incorporated, impacts are still considered significant.

The following mitigation measure has been refined from the Prior Plan EIR and the Initial Study for tree removal:

5.2.5-5 Prior to the final design of each component of the Update, a landscape architect shall review the construction footprint for that project. All possible measures shall be used to preserve and protect mature and memorial trees identified as very healthy. Trees that cannot be saved should be considered for re-location or replaced with new trees (due to the costs of tree re-location, trees that cannot be saved would most likely be replaced).
5.2.5-6 The District shall conduct an update to the 1998 Arborist Report.

With the incorporation of these mitigation measures, impacts from tree removal will be considered less than significant.

The following mitigation measures have been refined from the Prior Plan EIR for light and glare impacts:

5.2.5-7 For all new development the College should install low-profile, low intensity lighting, directed downward to minimize light and glare.
5.2.5-8 The final design of the 120-foot tall light tower shall include lighting design that minimizes negative impacts to the surrounding residential neighborhood. There shall be no spill-over of light or glare from the tower onto sensitive off-Campus uses. The light tower will be lit from within and incandescent or fluorescent bulbs should be used. The light tower will be designed to be visible to be a "translucent lantern." The tower shall not emit light like a parking lot light.

With the incorporation of these mitigation measures, impacts from light and glare will be considered less than significant.

Agricultural Resources (Source – Initial Study)

No impacts are forecast; therefore, no mitigation is required.

Air Quality (Source – DSEIR)

Construction and operation of the Update will result in less than significant adverse impacts to air quality. Mitigation measures for impacts are outlined below for construction, construction airborne toxins, and Greenhouse Gas Emissions. No mitigation is required for operational impacts.

Construction Emissions Mitigation

5.3.5-1 Construction activities must comply with the "Basic Control Measures" and "Enhanced Control Measures" and applicable "Optional Control Measures" for dust emissions and recommendations for exhaust emissions as outlined in the BAAQMD CEQA Guidelines. The appropriate level of mitigation shall be determined based on the total area of disturbance resulting from all planned projects occurring simultaneously. These requirements include:

Basic Dust Control Measures (apply to all construction sites)

- ***Water all active construction areas at least twice daily.***
- ***Cover all trucks hauling soil, sand, and other loose debris or require all trucks to maintain at least two feet of freeboard.***
- ***Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.***
- ***Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.***
- ***Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.***

Enhanced Dust Control Measures (apply to construction sites greater than four acres)

- ***Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).***
- ***Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).***
- ***Limit traffic speeds on unpaved roads to 15 mph.***
- ***Install sandbags or other erosion control measures to prevent silt runoff to public roadways.***
- ***Replant vegetation in disturbed areas as quickly as possible.***

Optional Dust Control Measure (apply to construction sites that are large in area, located near sensitive receptors, or which for any other reason may warrant additional emissions reductions)

- ***Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.***

Equipment Exhaust Control Measures ***(apply to all construction projects to the extent feasible)***

- ***Require 90-day low-NOx tune-ups for off-road equipment.***
- ***Limit allowable idling to 5 minutes for trucks and heavy equipment.***
- ***Utilize equipment whose engines are equipped with diesel oxidation catalysts if available.***
- ***Utilize diesel particulate filter on heavy equipment where feasible.***

With the incorporation of these mitigation measures, impacts remain less than significant.

Construction Airborne Toxics Mitigation

5.3.5-2 All structures to be demolished must be surveyed for the possible presence of ACMs. If ACMs are within the structure, they must be removed following the detailed procedures in BAAQMD Rule 11-2.

With the incorporation of this mitigation measures, impacts will be reduced to a less than significant level.

Operational Emissions Mitigation

Impacts are less than significant; therefore, no mitigation measures are required.

Greenhouse Gas Emissions Mitigation

Project-specific mitigation recommendations to reduce the global cumulative impact from project implementation include the following:

5.3.5-3 The District shall develop a Sustainability Master Plan which shall serve to guide future development on the Campus. Contents of the Plan may include, but not be limited to the following mitigation measures to reduce emissions of GHG's:

Land Use and Transportation

- ***Distribute information that will promote increased utilization of public transit***
- ***Provide support for the existing rideshare program to encourage the use of alternatives to the single occupant vehicle (SOV) for Campus access***

Energy Conservation

- ***Construct the new classroom and office buildings to meet LEED (Leadership in Energy and Environmental Design) Silver Certification***
- ***Maximize use of low pressure sodium and/or fluorescent lighting***
- ***Require acquisition of new appliances and equipment to meet Energy Star certification***

Urban Forestry

- ***Plant trees or vegetation to shade buildings and thus reduce heating/***

cooling demand.

- ***Select landscaping that is fast-growing while minimizing water demand to sequester carbon while reducing electrical loads associated with regional water transportation.***
- ***Participate in green waste collection and recycling programs for landscape maintenance***

Biological Resources (Source – Initial Study)

There is potential for trees to be removed as a result of the Proposed Project. The following mitigation measures will be required:

4-1 No earlier than 45 days and no later than 20 days prior to the removal of any woodland habitat that would occur during the nesting/breeding season of native bird species potentially nesting on the site (March 1 through August 1), a qualified biologist will conduct a survey. This biologist will determine if active nests of special-status birds or common bird species protected by the Migratory Bird Treaty Act and/or California Fish and Game Code are present in the construction zone or within 50 feet of the construction zone (100 feet for raptors). If active nests are found within the survey area, clearing and construction within 50 feet (100 feet for raptors) would be postponed or halted, at the discretion of the biological monitor, until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting.

4-2 The District shall conduct an update to the 1998 Arborist Report. Based on the findings within the Updated Arborist Report, all existing mature and memorial tress determined as very healthy shall be preserved and protected during Campus renovations.

After implementation of the mitigation measures (above), impacts will be reduced to a *less than significant level*. No other mitigation measures are required.

Cultural Resources (Source – Initial Study)

The Proposed Project may cause a substantial change in significance of a historical resource as defined in Section 15064.5 and may disturb any human remains, including those interred outside of formal cemeteries. The following mitigation measure will still be required:

5-1 Archaeological spot check monitoring would be conducted by a qualified archaeologist during earthmoving activities to minimize potential impacts to unknown historic resources.

With the incorporation of the above referenced mitigation measure, impacts will be reduced to a less than significant level.

Geology/Soils (Source – Initial Study)

All construction components of the Update will be required to comply with the latest version of the California Building Code (CBC), and specifically with the requirements for public school facilities (which are more stringent than those for general structures). Also, the Update calls for

the removal of older Campus buildings and replacement with new ones that could increase seismic safety on the Campus. The following mitigation measure will still be required:

6-1 ***Structural designs for buildings and other improvements constructed as part of the Facilities Master Plan will comply with the current version of the California Building Code (California standards for seismic risk, for Seismic Zone 4, and requirements for public school structures).***

6-2 ***The College shall have geotechnical investigations prepared for each future project within the Facilities Master Plan, on a case-by-case basis. The geotechnical investigations shall provide detailed geotechnical recommendations for the conditions at the particular development site. The individual project design and construction shall incorporate and implement all of the recommendations in site-specific geotechnical investigations.***

6-3 ***All grading and earthwork for each project shall be performed under the observation of the geotechnical consultant.***

6-4 ***During the design and prior to any earth disturbance from any of the proposed Facilities Master Plan projects, the College shall develop an erosion control plan. During each individual project, construction personnel shall implement all relevant measures of the plan during earthmoving and other construction activities. Said erosion control plan shall comply with the regulations and recommendations of local, State and Federal Agencies with jurisdiction over issues related to erosion.***

With the compliance with the latest version of the CBC, demolition of older structures and the incorporation of the above referenced mitigation measures, impacts will be reduced to a less than significant level.

Hazards/Hazardous Materials (Source – DSEIR)

The Department of Toxic Substances Control (DTSC) commented on the NOP. They recommend environmental concerns from demolition of the older structures on-site be investigated and mitigated in accordance with the DTSC's *"Interim Guidance, Evaluation of School Sites and Potential Soil Contamination as a Result of Lead from Lead-Based Paint, Organochloride Pesticides from Termiticides, and Polychlorinated Biphenyls from Electrical Transformers, dated June 9, 2006."* The following mitigation measure will be required for any demolition of older structures.

7-1 ***The District shall investigate and mitigate environmental concerns from demolition of older structures on-site in accordance with the DTSC's "Interim Guidance, Evaluation of School Sites and Potential Soil Contamination as a Result of Lead from Lead-Based Paint, Organochloride Pesticides from Termiticides, and Polychlorinated Biphenyls from Electrical Transformers, dated June 9, 2006."***

With the incorporation of the above referenced mitigation measures, impacts will be reduced to a less than significant level.

Hydrology/Water Quality (Sources – Initial Study and DSEIR)

Implementation of the Update could have a less than significant impact with mitigation incorporated that would violate any water quality standards or waste discharge requirements; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or otherwise substantially degrade water quality. The following mitigation measure (renumbered from the Initial Study) will be incorporated to the construction phase of any project.

> ***5.4.5-1 A Stormwater Pollution Prevention Plan (SWPPP – which is required for any development over five acres) will be prepared prior to any construction activities. The District will also implement standards (BMP's) to reduce construction-related impacts to water quality.***

Since the certification of the Prior Plan EIR, new regulations have been enacted to protect water quality during the operational phases of a project. This is achieved through the development of a Water Quality Management Plan (WQMP). The requirement for the preparation and implementation of the WQMP is contained in the following mitigation measure (renumbered from the Initial Study):

> ***5.4.5-2 Prior to site grading the District shall approve a Water Quality Management Plan as required by the program requirements in effect at that time.***

With the incorporation of the above referenced mitigation measure, impacts will be reduced to a less than significant level.

Land Use/Planning (Source – DSEIR)

Reference mitigation measures pertaining to conflicts with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigation an environmental effect (Aesthetics, Hydrology/Water Quality). *Implementation of the Update is anticipated to have a demonstrable negative aesthetic effect adjacent to the location of the proposed Baseball Field Complex. Even with mitigation incorporated, impacts are still considered significant*.

Mineral Resources (Source – Initial Study)

No impacts are forecast; therefore, no mitigation is required.

Noise (Source – DSEIR)

Although construction noise is identified as being a less than significant impact, the following mitigation measures were identified in the noise study to reduce due to the implementation of the Update:

> ***5.5.5-1 Short-term construction noise intrusion and vibration impacts will be limited by conditions on construction permits requiring compliance with***

the City of San Jose Noise Ordinance. The allowed hours of construction are from 7:00 a.m. to 7:00 p.m. on Monday through Friday. Pile driving, if required, should be restricted to the hours of 8:00 a.m. to 4:00 p.m. on Monday through Friday.

Noise generation from Campus activities will generally have a minimal impact on surrounding residential uses. The following conditions will maintain impacts at less than significant:

5.5.5-2 Baseball field improvements will incorporate a "user friendly" PA system of distributed small speakers.
5.5.5-3 Repair activities at the new Operations and Maintenance Building shall be conducted indoors with closed doors.

With implementation of the above mitigation measures, noise impacts from the implementation of the Update are reduced to a less than significant level.

Population (Source – Initial Study)

No impacts are forecast; therefore, no mitigation is required.

Public Services (Source – Initial Study)

The Proposed Project could have a less than significant impact with mitigation incorporated for new or altered governmental services in any of the following areas which would result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection and other governmental services. To ensure that all impacts are addressed, the following mitigation measures will be implemented:

Police Protection Services

13-1 The Facilities Master Plan will place night-time lighting and security phones at selected locations on the Campus, based on a review by the District. In addition, a signage plan for emergency services shall be implemented in the pedestrian areas and parking lots to provide an increased measure of safety.

Fire Protection Services

13-2 The District will comply with applicable fire and life safety standards and code requirements such as fire hydrant flows, hydrant spacing, adequate fire turning-radius, access and design.

13-3 The District will comply with the Division of State Architect/Office of Regulatory Services standards and the City of San Jose Fire Department's requirements regarding the installation of automatic sprinkler systems.

13-4 The District shall utilize their Emergency Response Plan that includes a plan for responding to fires.

13-5 The detailed architectural plans shall be reviewed by the San Jose Fire Department for emergency access.

With the incorporation of the above referenced mitigation measure, impacts will be reduced to a less than significant level.

Recreation (Source – DSEIR)

Reference mitigation measures pertaining to recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment (Aesthetics). *Implementation of the Update is anticipated to have a demonstrable negative aesthetic effect adjacent to the location of the proposed Baseball Field Complex. Even with mitigation incorporated, impacts are still considered significant*.

Transportation/Traffic (Source – DSEIR)

VTA

VTA provided a comment letter on the NOP. They have requested that the following mitigation measure be included for the Update to address their concerns regarding the configuration of the existing bus turnouts:

5.7.5-1 The project include bus stop improvements, consistent with the design parameters provided by VTA in their letter dated November 6, 2008, for the existing bus stops on Leigh Avenue (south of Moorpark Avenue) and on Leigh Avenue (opposite Kingman).

Incorporation of this mitigation measure addresses the concern raised by VTA.

On-Site Campus Parking

A mitigation measure has been added to ensure that any impact generated by new development on Campus does not create a significant impact to parking.

5.7.5-2 Prior to the approval of any additional development project on Campus, the District shall conduct a parking needs assessment to determine if adequate parking exists on site. If it is determined through the assessment that addition parking is needed as development occurs, then the District shall install the parking prior to occupancy of the new development.

With the implementation of this mitigation measure, any impacts due to on-site Campus parking will be reduced to a less than significant level.

Special Events

A mitigation measure has been added to ensure that any impact generated by special events on Campus does not create a significant impact to adjacent residential neighborhoods.

5.7.5-3 The District shall create a special event parking management plan in conjunction with the San Jose Police Department to mitigate the effects of parking intrusion on the surrounding neighborhoods. This parking plan should include, but not be limited to, a plan to guide spectators to open parking spaces in the western parking lots on Campus.

With the implementation of this mitigation measure, any impacts due to special events on Campus will be reduced to a less than significant level.

South Bascom Avenue/Moorpark Avenue

Implementation of the Update will have significant impact at the South Bascom Avenue/Moorpark Avenue study intersection during the PM peak hour. The following mitigation measure will be required:

5.7.5-4 South Bascom Avenue/Moorpark Avenue. The District shall pay a fair-share contribution payment to mitigate the project's impact to the intersection of South Bascom Avenue/Moorpark Avenue. This fair-share contribution is determined by dividing the added project trips by the total number of added trips to an intersection. Under the fair-share contribution calculation methodology, District would be responsible for 14.2% of the cost of the mitigation.

The intersection of South Bascom Avenue/Moorpark Avenue is controlled and operated by the City of San Jose. While the mitigation would reduce the impact to a *less than significant level*, San Jose City College has no authority to ensure that the proposed mitigation can be in place to mitigate the project's impacts. If an agreement is reached between the college and the City for mitigation, then this impact could be considered mitigated and less than significant. *Until the time that an agreement is in place the impact at the South Bascom Avenue/Kingman Avenue intersection would be considered significant and unavoidable*.

South Bascom Avenue/Kingman Avenue

Implementation of the Update will have significant impact at the South Bascom Avenue/Kingman Avenue intersection because the unsignalized intersection satisfies the PM peak hour signal warrant. The following mitigation measure will be required:

5.7.5-5 Two mitigation options for the South Bascom Avenue/Kingman Avenue intersection are proposed to mitigate the impact at this location.

- ***Option 1: Restrict westbound left-turns on Kingman Avenue. This configuration would increase the amount of vehicles making right-turns onto South Bascom Avenue and would also increase the number of northbound left-turns (U-turns) at the South Bascom Avenue/Renova Drive intersection. The increase in U-turns is due to traffic that previously turned left that is now forced to turn right and make a U-turn at Renova Drive to head southbound on South Bascom Avenue. Even with the additional U-turn volume, the South Bascom Avenue/Renova Drive intersection would operate acceptably at LOS C during both peak hours. This option will result in LOS B operations at the South Bascom Avenue/Kingman Avenue intersection during the both peak hours.***

- ***Option 2: Signalize the South Bascom Avenue/Kingman Avenue intersection. This option would maintain the existing lane geometry at the intersection. The southbound left-turn would operate under permitted phasing. Implementation of a signal at this location would likely require coordination with the adjacent signal at the South Bascom Avenue/Renova Drive intersection. It is possible that further signal coordination may be required at the South Bascom Avenue/Fruitdale Avenue intersection as well. This option would result in LOS B operations at the South Bascom Avenue/Kingman Avenue intersection during the AM peak hour and LOS A operations during the PM peak hour.***

The intersection of South Bascom Avenue and Kingman Avenue is controlled and operated by the City of San Jose. While either mitigation option would reduce the impact to a *less than significant level*, San Jose City College has no authority to ensure that the proposed mitigation can be in place to mitigate the project's impacts. If an agreement is reached between the college and the City for mitigation, then this impact could be considered mitigated and less than significant***.*** *Until the time that an agreement is in place the impact at the South Bascom Avenue/Kingman Avenue intersection would be considered significant and unavoidable*.

South Bascom Avenue/Fruitdale Avenue

Implementation of the Update will have significant impact at the South Bascom Avenue/Fruitdale Avenue study intersection during the PM peak hour. The following mitigation measure will be required:

5.7.5-6 A fair-share contribution payment would be an appropriate solution to mitigate the project's impact at this intersection. Fair-share contributions are determined by dividing the added project trips by the total number of added trips to an intersection. Under the fair-share contribution calculation methodology, San Jose City College would be responsible for 38.2% of the cost of the mitigation.

The intersection of South Bascom Avenue/Fruitdale Avenue is controlled and operated by the City of San Jose. While the mitigation would reduce the impact to a *less than significant level*, San Jose City College has no authority to ensure that the proposed mitigation can be in place to mitigate the project's impacts. If an agreement is reached between the college and the City for mitigation, then this impact could be considered mitigated and less than significant. *Until the time that an agreement is in place the impact at the South Bascom Avenue/Kingman Avenue intersection would be considered significant and unavoidable*.

Utilities/Service Systems (Source – DSEIR)

The Update would have a less than significant impact, with mitigation incorporated, so that it would have sufficient water supplies available to serve the project from existing entitlements and resources. No new or expanded entitlements are needed. The following mitigation measures, some of which were required in the Prior Plan EIR to mitigate water supply, will be implemented. Mitigation measure 16-2 has been expanded to address the comments regarding drought tolerant plants received from Santa Clara Valley Water District (SCVWD) on the NOP.

16-1 The District will implement water conservation measures in new buildings, including low-flow showers, toilets and faucets.

16-2 The irrigation watering system shall be designed utilizing the latest, state-of-the-art equipment to conserve water. In addition, drought tolerant plants shall also be utilized for all new construction or replacement.

16-3 At the start of each individual project, pipe capacity shall be reviewed, and upgraded as needed, to meet fire flow requirements and water demand.

With the incorporation of the above referenced mitigation measures, impacts will be reduced to a less than significant level.

CHAPTER 2 - INTRODUCTION

Note: All Chapter 2 figures are located at the end of each subchapter, not immediately following their reference in the text.

2.1 BACKGROUND

The Regional and Project Site Location of the San Jose City College Facilities Master Plan Update 2021 (Update) is shown on Figure 2.1-1. Figure 2.1-2 shows the location of the Update site (Campus) on the City of San Jose General Plan Land Use Element Map. Figure 2.1-3 is the Facilities Master Plan Update 2021. Figure 2.1-4 is an aerial photograph. Implementation of the Update will require the San José/Evergreen Community College District (District) to approve the Update.

2.2 PURPOSE AND USE OF A SUBSEQUENT SEIR (SEIR)

The California Environmental Quality Act (CEQA) was adopted to assist with the goal of maintaining the quality of the environment for the people of the State. Compliance with CEQA, and its implementing guidelines, requires that an agency making a decision on a project must consider its potential environmental effects/impacts before granting any approvals or entitlements. Further, the state adopted a policy "that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects." Thus, an agency, in this case the District, must examine feasible alternatives and identify feasible mitigation measures as part of the environmental review process. CEQA also states "that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof." (§21002, Public Resources Code)

The District is required to identify the potential environmental impacts of the project and where potential significant impacts are identified the agency must determine whether there are feasible mitigation measures or alternatives that can be implemented to avoid or substantially lessen significant environmental effects of a project. The first step in this process, completion of an Initial Study to determine whether an EIR is required, has been completed for Update, the "project being considered for approval and implementation" by the District. Based on the information in the Initial Study, the District concluded that implementation of the Update might cause significant impacts to the following issues that would require further analysis beyond that contained in an EIR certified for the San Jose Facilities Master Plan in 2000 for the following issue areas: aesthetics, air quality, land use/planning, noise, recreation and transportation/traffic. The District directed that a Subsequent EIR (SEIR) be prepared to address the environmental impacts identified in the Initial Study (impacts listed above) that pose a potential for significant adverse impact based on the preliminary analysis.

Based on the discussion in Section II (Environmental Factors Potentially Affected) and Section VI (Impact Assessment Checklist & Discussion) of the Initial Study, the District has concluded that a SEIR will be prepared for the Update.

The CEQA Guidelines Section 15162 provides the following test for determining if a subsequent EIR or Negative Declaration is required:

(a) When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:
  (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
  (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
  (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
    (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
    (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
    (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If the Lead Agency determines that neither a subsequent EIR or negative declaration are necessary, the lead agency should consider whether it would be appropriate to prepare an Addendum to a certified EIR or negative declaration.

The CEQA Guidelines Section 15163 provides the following test for determining if a supplement EIR or Negative Declaration is required:

(1) Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and
(2) Only minor additions or changes would be necessary to make the previous SEIR adequately apply to the project in the changed situation.
  (a) The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.

(b) A supplement to an EIR shall be given the same kind of notice and public review as is given to a draft EIR under Section 15087.
(c) A supplement to an EIR may be circulated by itself without recirculating the previous draft or final EIR.
(d) When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.

CEQA Guidelines Section 15164(a) sets forth the test that the District shall use to determine if an Addendum is the appropriate CEQA document:

(a) The lead agency or a responsible agency shall prepare an Addendum to a previously certified EIR if some changes are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

In evaluating the Update, the District's focus was two-fold. First, the District compared the Update with the list of the project issue areas set forth in the Prior Plan EIR (listed in the Initial Study). Second, the District reviewed the Prior Plan EIR to determine what items discussed therein could be further clarified or elaborated due to the Update modifications and with the passage of time since the certification of that EIR. As a result of this investigation, the District determined that the conditions described in Section 15162 (a) of the CEQA Guidelines would occur as a result of the project; thereby, causing the District to prepare a Subsequent EIR (SEIR) for the Update.

The District prepared and circulated a Notice of Preparation (NOP) for the Update. The NOP review period began on October 8, 2008 and ended 30 days later, on November 7, 2008. Respondents were requested to send their suggestions for and comments on environmental information and issues that should be addressed in the SEIR no later than thirty days after receipt of the NOP. The NOP was distributed to interested agencies, the State Clearinghouse, and surrounding property owners and residents along with the Initial Study. Six (6) letter responses and two (2) e-mail responses to the NOP were submitted.

No new issues for consideration in the SEIR, not already identified in the Initial Study, were raised by the comment letters. This Draft SEIR (DSEIR) has been prepared to address the issues identified above and provide an informational document intended for use by the District, interested and responsible agencies and parties, and the general public in evaluating the potential environmental effects of implementing this project. A copy of the Initial Study is attached in Chapter 9, Subchapter 9.1 and a copy of the NOP, comment letters and e-mails are provided in Chapter 9, Subchapter 9.2 of this DSEIR.

CEQA requires that the District, the CEQA Lead Agency, consider the environmental information in the project record, including this DSEIR, prior to making a decision on the Update. The decision that will be considered by the District is whether to approve the referenced entitlements for the project, or to reject the Proposed Project. This DSEIR

evaluates the environmental effects to aesthetics, air quality, land use/planning, noise, recreation and transportation/traffic issues.

The District will serve as the CEQA Lead Agency pursuant to the State CEQA Guidelines Section 15015(b)(1). This DSEIR has been prepared by the Maas Companies, Inc. under contract to the District. The Maas Companies, Inc. was retained to assist the District to perform the independent review of the project required by CEQA before the DSEIR is released. The District has reviewed the content of the DSEIR and concurs in the conclusions and findings contained herein.

2.2.1 Scoping Meeting and Notice of Preparation (NOP)

A Notice of Preparation (NOP) for the preparation of a Subsequent Environmental Impact Report (SEIR) for the San Jose City College Facilities Master Plan Update 2021 (Update) was prepared and distributed in the manner prescribed in Section 15082 of the CEQA Guidelines. In addition, the NOP was sent to the persons who were identified as having an interest in the DSEIR. A copy of the NOP and the NOP distribution list are included in subchapter 9.2 of this DSEIR (note – all of the items underlined in this subchapter are included in subchapter 9.2). The circulation period for the NOP was from October 8, 2008 through November 7, 2008.

A scoping meeting was on the held in the Student Center of the SJCC Campus for the Update on the evening of October 10, 2008. A notice of the scoping meeting was mailed to the recipients of the Notice of Preparation (NOP), property owners and residents within a 600' radius of the Campus, as well as an advertisement in the San Jose Mercury News. A. The mailing to the property owners and residents within a 600' radius of the Campus, as well as an advertisement in the San Jose Mercury News are beyond what is required under Section 15082 of the CEQA Guidelines. Approximately twenty-one (21) persons, including SJCC personnel signed the attendance sheet. Overall, it is estimated that 25 people were in attendance. A comprehensive project description was presented. In addition, the Initial Study and NOP of the Update were presented. The scope of issues to be analyzed in the CEQA Guidelines was presented. The members in attendance asked question and provided comments, which are summarized on the scoping meeting minutes.

The CEQA related issues raised at the scoping meeting include the following:

- Aesthetics of the existing ninety foot (90') poles (and other height poles) surrounding the baseball field. Impacts of the poles and netting to all adjacent residences.
- Parking adequacy on Campus, impacts from events at the athletic fields and the status of the second parking structure.
- Status of the transparent light tower - proposed at the main entrance as part of the Multidisciplinary Classroom Complex. It would be approximately five stories high (roughly 120 feet).
- Campus traffic, circulation patterns and impacts to residential neighborhoods.
- Noise sources: trucks, service vehicles, motorcycles and the PA systems for the sports fields.
- Loss of mature trees.

After the meeting, SJCC Staff was advised that there were additional neighborhood organizations that may be interested in the Project as well as the SEIR. A subsequent letter was mailed to them, as well as all persons who attended the scoping meeting, dated October 20, 2008. This letter was not required per the CEQA Guidelines, but was sent out in a spirit to inform and solicit input and included an update as well as a link to an "ftp" site where the NOP and Initial Study could be viewed. No phone calls, e-mails, comments letters or other correspondence were received from the additional neighborhood organizations during the NOP review period or to date.

A total of six (6) letters and two (2) e-mail responses were received during the NOP review and comment period. The response letters/e-mails are contained in subchapter 9.2 and are discussed below.

2.2.2 Responses to the NOP

The following are responses to the comment letters submitted in response to the NOP. The District's responses follow the comment(s) in *italic* font.

- ***Response Letter #1 from State of California, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit, letter dated October 8, 2008.***

  1. This letter was a distribution of the NOP to the reviewing agencies contained on the attached distribution. These reviewing agencies included: Resources Agency, Office of Historic Preservation, Department of Parks & Recreation, Department of Water Resources, Fish and Game Region 3, Native American Heritage, California Highway Patrol, Caltrans District 4, Department of Toxic Substances Control and the Regional Water Quality Control Board Region 2.

  2. This letter referenced the State Clearinghouse Number (SCH#1999122011), included a 30 day statutory comment period and provided contact information for SJCC and the State Clearinghouse.

  Response(s): No additional analysis is required in the DSEIR based on the information in this letter.

- ***Response Letter #2 from Department of Toxic Substances Control, letter dated October 30, 2008.***

  1. In this letter, the Department of Toxic Substances Control (DTSC) acknowledged the scope of the Update. The letter also acknowledged that there could be potential environmental concerns from demolition of the older structures on-site. They recommend these concerns be investigated and mitigated in accordance with the DTSC's "*Interim Guidance, Evaluation of School Sites and Potential Soil Contamination as a Result of Lead from Lead-Based Paint, Organochloride Pesticides from Termiticides, and Polychlorinated Biphenyls from Electrical Transformers, dated June 9, 2006."* Lastly, the letter invited SJCC to participate in DTSC's School Property Evaluation and Cleanup Program.

Response(s): The Initial Study indicated that Hazard impacts did not result in an "Unavoidable Significant Impact" in the Prior Project EIR. Hazards were discussed in "Significant Irreversible Environmental Changes" (Section 8.0 of the Prior Project EIR). According to this Section, the District would implement standard (required) safety procedures to prevent worker exposure to asbestos, should asbestos be found during building demolition. In addition to this requirement, the above referenced DTSC recommendation will be included as a mitigation measure for the Update. The DTSC's "*Interim Guidance, Evaluation of School Sites and Potential Soil Contamination as a Result of Lead from Lead-Based Paint, Organochloride Pesticides from Termiticides, and Polychlorinated Biphenyls from Electrical Transformers, dated June 9, 2006" is included in the Technical Appendices to this DSEIR. No additional analysis is required in the DSEIR based on the information in this letter.*

- ***Response Letter #3 from City of San Jose, Department of Planning, Building and Code Enforcement, letter dated November 19, 2008.***

1. In this letter, the City of San Jose, Department of Planning, Building and Code Enforcement (City) acknowledged receipt of the NOP.
2. The primary concerns pertained to Traffic. The City of requested that the "EIR fully analyze program and project level traffic for the proposal and identify and mitigate any projected traffic impacts." In addition, the City indicated that "the EIR should address program, project and cumulative traffic impacts, specify any proposed road and intersection improvements, and analyze consistency with the City of San Jose's Transportation Level of Service Policy as well as consistency with the Santa Clara County VTA guidelines." Contact personnel were provided and the City indicated that they were looking forward to reviewing the Draft SEIR during the public review period.

   Response(s): The traffic issues raised by the City will be fully addressed in the DSEIR in the manner prescribed above. A Traffic Study is being prepared for the DSEIR.

- ***Response Letter #4 from Santa Clara Valley Transportation Authority (VTA), letter dated November 6, 2008.***

1. This letter acknowledged VTA staff reviewing the Initial Study that accompanied the NOP.
2. The SEIR should address potential Transportation Demand Management (TDM) measures in the analysis of the Transportation/Traffic impacts. Also, the SEIR should consider the role that transit can play in reducing single-occupant automobile trips to the Campus.
3. In addition, VTA's Congestion Management Plan (CMP) requires a Traffic Impact Analysis (TIA) for any project that is expected to generate 100 or more peak-hour trips and that the VTA *Transportation Impact Analysis Guidelines* (TIA Guidelines) be used when preparing the TIA.
4. Lastly, VTA recommended the project include bus stop improvements for the existing bus stops on Leigh Avenue (south of Moorpark Avenue) and on Leigh Avenue (opposite Kingman).

Response(s): The items raised by VTA will be addressed in the DSEIR. A Traffic Study (TIA) is being prepared for the Update and will discuss TDM measures and will utilize VTA's Guidelines when preparing the TIA. Lastly, the bus stop improvements will be included as mitigation measures for Transportation/Traffic in the DSEIR.

- ***Response Letter #5 from Caltrans, letter dated November 5, 2008.***

1. This letter acknowledged that Caltrans reviewed the NOP and provided the following comments. Caltrans indicated that they are primarily concerned with potential impacts of the proposed project on State highway facilities in Santa Clara County and the regional State transportation network in adjacent counties.
2. Caltrans indicated the District's responsibilities for mitigation from project impacts to the state highways. The letter indicated: "the project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. The project's traffic mitigation fees should be specifically identified in the environmental document."
3. Caltrans indicated that a TIA needed to be prepared in coordination with Caltrans Staff and the Caltrans *"Guide for Preparation of Traffic Impact Studies."* Seven (7) specific items required in the TIA were listed.
4. Lastly, Caltrans indicated that they looked forward to reviewing the TIA (including Technical Appendices) and the DSEIR.

Response(s): The items raised by Caltrans will be addressed in the DSEIR. A Traffic Study (TIA) is being prepared for the Update and will utilize Caltrans' Guidelines when preparing the TIA.

- ***Response Letter #6 Ms. Randi Kinman, letter dated November 7, 2008.***

1. I do want to reiterate my concern that crucial offices were not on the notification list at the outset. The County Supervisor and several neighborhood organizations were not on the original contact list, making it impossible for them to have a full 30 days to review the initial study.

Response: Comment noted. Pursuant to Section 15082(a) of the CEQA Guidelines: "Immediately after deciding that an environmental impact report is required for a project, the lead agency shall send to the Office of Planning and Research and each responsible and trustee agency a notice of preparation that an environmental impact report will be prepared." The notice of preparation (NOP) for the DSEIR was prepared and distributed in the manner prescribed in Section 15082 of the CEQA Guidelines. In addition, the NOP was sent to the persons who were identified as having an interest in the DSEIR. The County of Santa Clara was a recipient of the NOP and did not respond within the 30-day comment period.

A scoping meeting was held on October 10, 2008. The notice of the scoping meeting was mailed to the recipients of the NOP, property owners and residents within a 600' radius of the Campus, as well as an advertisement in the San Jose Mercury News. The mailing to the property owners and residents within a 600' radius of the Campus,

as well as an advertisement in the San Jose Mercury News are beyond what is required under Section 15082 of the CEQA Guidelines. After the meeting, San Jose City College Staff was advised that there were additional neighborhood organizations that may be interested in the Project as well as the DSEIR. A subsequent letter was mailed to them, as well as all persons who attended the scoping meeting, dated October 20, 2008. Again, this letter was not required per the CEQA Guidelines, but was sent out in a spirit to inform and solicit input. No phone calls, e-mails, comments letters or other correspondence was received from the additional neighborhood organizations.

Background Information, Initial Study and Chronology

2. A comparison between the original plan and the "new" or current plan should be laid out side by side. There are several things that were not in the "old" plan that have already been completed (e.g. surface parking lots on Leigh) and it is not clear from the document that these were not in the original document.

   Response: Comment noted. This information was summarized in the Initial Study and will be further elaborated upon in the Project Description for the DSEIR.

3. The document indicates a net loss of building space but does not include a square foot study of pervious vs. impervious square feet. This is an important note because current storm water run off policies look at pervious square foot gain or loss. In addition, it is not an accurate depiction of the project to state a net loss of building space if we are gaining impervious parking lots.

   Response: Comment noted. This will be further elaborated upon in the Project Description in the DSEIR.

4. Throughout the document there is reference to anticipated student body counts of 12,169 by 2021. Since we have been advised that the campus has seen double digit increase in enrollment and is now at over 10,000 students, it would seem likely that a 2,000 student increase over the next 13 years is underestimating the count. While this means the campus should congratulate itself on being relevant and needed these days, is there a better way to estimate the student body numbers for the future? What is the maximum capacity at any given time? What are the numbers of faculty and staff required to operate, maintain and run the campus with these numbers? Can we assume in future calculations that 1000 students equal a specific number of faculty and support staff? If so, can this be included in future documents?
   Response: Comment noted. This will be further elaborated upon in the Project Description in the DSEIR.

5. The second parking structure has been pushed from one phase to another and does not appear to be in the time line as originally anticipated. In addition, it was stated at public meetings that there is no real expected time line for this structure as it is "too expensive". Can the documents reflect original time line for all pieces of the entire project, where they have moved to and how they appear now? It is important for all of to know what was planned and promised originally compared to what is planned and

expected now.

Response: Comment noted. The second parking structure is included as part of the Facilities Master Plan Update 2021. This item will be analyzed in the DSEIR.

6. It is difficult to compare the original EIR with the new report since I don't have a copy. Even an electronic copy would be helpful for everyone involved. If this isn't possible, then I'm afraid I'm going to have to ask for a side-by-side comparison when the current document refers to the previous one.

   Response: Comment noted. The Prior Plan EIR has been utilized as an earlier study and will be included in the Technical Appendices of the DSEIR. The Prior Plan EIR is on file with the San José/Evergreen Community College District.

7. While the housing across Hwy 280 was and is currently in the unincorporated county, much of it will be annexed by the time this current process is complete.

   Response: Comment noted. No other analysis is needed at this time.

Aesthetics

8. The major fault in the document is to assume that the aesthetics are only concerned with views and vistas affecting the campus itself. Addition of minor landscaping cannot reduce the aesthetic impact of 90' netted towers and a monolithic interface with Leigh Avenue along the proposed ball field site. This project reaches the level of significant impact even with proposed mitigation as it adversely impacts both day and nighttime views for the surrounding area. The front yards of our homes, the sides of apartments and the backyards of historic Eichlers are now met with what feels like a large cage. In the case of adjacent apartments, privacy is also being sacrificed.

   Response: Comment noted. The DSEIR will identify the Project's current aesthetic environmental setting, analyze the Project's impacts and propose mitigation measures to avoid or reduce these impacts, where feasible. In addition, the DSEIR will determine if there are cumulative impacts and any unavoidable adverse impacts. The DSEIR will conclude whether the impacts have been mitigated, or whether they will become either a cumulative or unavoidable adverse impact, or both.

9. SJCC participated in San Jose's (SJ) Redevelopment Agency (RDA) Strong Neighborhood Initiative (SNI) development process prior to the completion of the original EIR. SJCC staff sat on the Burbank/Del Monte (B/DM) Neighborhood Advisory Committee (NAC) board while this process took place and SJCC is well aware that the area was considered economically, socially and visually blighted. The proposal that creates a monolithic wall of fencing along Leigh Avenue, along with a large wooden fence, creates a visually blighted condition that detracts from the stated purpose of developing pedestrian friendly paths through our neighborhoods and connecting SJ schools.

   Response: Comment noted. See response for Comment No. 8, above.

10. Additionally, the originally EIR evidently states that landscaped perimeters act as a visual buffer, reducing the impact of the campus. Since the majority of this buffer has been removed, this creates a significant impact that cannot be mitigated. While tree planting comes at the end of a project, there is no proposal to replace the mature lines of trees already removed within a decade of their removal. This implies that there is no mitigation.

    Response: Comment noted. See response for Comment No. 8, above.

11. The original EIR did not discuss the "new" placement of the ball field, so for this and the reasons previously stated, the SEIR should include aesthetic impact relating to views and vistas.

    Response: Comment noted. See response for Comment No. 8, above.

Agricultural Resources

12. I have no comments on this section.

    Response: Comment noted. No further analysis is needed at this time.

Air Quality

13. I believe that the air quality issue is one that should be addressed as it relates to where the bulk of long term campus related auto and bus traffic affects residential units. The original plan called for multiple multi-story parking garages and a full interface in and out of the campus at the Leland/Moorpark intersection. This plan was changed without benefit of study, changing the existing traffic patterns. With a significant amount of traffic entering/exiting the Leigh Avenue side of campus, and with no ability to process through traffic via Leland, the Leigh Avenue side continues to be exposed to the bulk of traffic. This residential side of the campus includes low income and senior housing with a high risk population. In addition, events that bring people to the campus in buses use the Leigh Avenue surface lots, creating congestion and airborne pollutants at a level not previously discussed.

    Response: Comment noted. As discussed in the Initial Study, the following issues areas will be further analyzed in the DSEIR:
    - *Conflict with or obstruct implementation of the applicable air quality plan.*
    - *Violate any air quality standard or contribute substantially to an existing or projected air quality violation.*
    - *Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).*
    - *Expose sensitive receptors to substantial pollutant concentrations.*

14. What were the results of the air quality studies from the 2000 EIR as cited in the new document?

    Response: Comment noted. According to the Initial Study, Air Quality was analyzed in Section 5.3 of the Prior Plan EIR. According to the Prior Plan EIR, implementation of the Prior Plan would result in the generation of air pollutants during construction and operation activities. Fugitive dust generated by on-site grading activities would be less than significant given that the College would implement dust control measures recommended by the Bay Area Air Quality Management District (BAAQMD). Operational emissions from stationary sources and vehicle trips would not exceed the thresholds of significance recommended by the BAAQMD and, therefore, would not be considered individually significant. Given that the San Jose 2020 General Plan EIR identified unavoidably significant impacts related to regional air quality, and that the Prior Plan would generate more vehicle trips than accounted for in the General Plan EIR, it was concluded that the Prior Plan's contribution toward operational emissions impacts would also be significant. Mitigation measures could reduce operational emissions; but it was determined that there was no guarantee that these measures were feasible or that they would be maximally effective in reducing operational emissions. Cumulative impacts related to operational emissions remained significant and unavoidable.

    The Prior Plan EIR determined that the Prior Plan impacts related to localized carbon monoxide (CO) emissions along all study roadway intersections and freeway segments of SR-87 and SR-17 would not exceed the State or Federal standards and therefore would not be significant. Localized CO emissions generated by the Prior Plan would contribute to the exceedances of the 8-hour CO standard at the freeway segments along I-880 and I-280. However, the CO 8-hour standard was already exceeded along the I-880 and I-280 under the existing conditions, and the project-generated traffic would not result in a measurable increase in CO levels over existing conditions. Therefore, project-specific impacts from the Prior Plan related to CO emissions along freeway segments of I-880 and I-280 would be less than significant. It was concluded that the localized CO levels generated by cumulative projects (including the Prior Plan) would not exceed Federal or State standards and would not be significant.

    Subsection G of Section 5.3 of the Prior Plan EIR (Level of Significance After Mitigation) concluded that implementation of the measures identified in the Prior Plan EIR would reduce construction-related impacts to less than significant levels; however, cumulative impacts related to operational emissions would remain unavoidably significant.

    Air Quality impacts did generate "Significant Irreversible Environmental Changes" (Section 8.0). As stated above, cumulative impacts related to operational emissions would remain significant and unavoidable. Only the Prior Project's non-impacts to expose sensitive receptors to substantial pollutant concentrations; or create objectionable odors affecting a substantial number of people were considered an "Effect Found Not to be Significant" (Section 10.0).

Ultimately, the District adopted a Statement of Overriding Considerations as the Prior Plan resulted in significant unavoidable impacts related to this issue area.

Biological Resources

15. The biological impact of removing mature trees extends beyond the need to preserve raptor and protected species habitat. I see nothing in the document that time lines any tree replacement mitigation and understand that this is usually left to the end of the project, but that would mean a decade before replacements have been planted. This is not acceptable.

    Response: Comment noted. The species identified are those required per CEQA. The Biological Resources, as identified by CEQA are as follows: whether the Proposed Project would have a substantial adverse effect, either directly or through habitat modifications, on any specifics identified as a candidate, sensitive, or special status species in local or regional plans, polices, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service; have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

    Two issue areas: 1) whether the Proposed Project would have a substantial adverse effect, either directly or through habitat modifications, on any specifics identified as a candidate, sensitive, or special status species in local or regional plans, polices, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; and 2) whether the Proposed Project would interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites were identified as having Project impacts that were "Less Than Significant With Mitigation Incorporated." These mitigation measures, which are listed below, were included in the Initial Study and will apply to the Update.

    The local biodiversity of the campus and surrounding areas has been impacted by the removal of vegetation. Residents are experiencing periodic seagulls associated with the construction sites and an influx of nuisance birds like pigeons. Restoration of habitat should go along with the project. Inclusion of bat houses will diminish the need

to mitigate for insects. This will have a beneficial ripple affect. Native species should be planted in accordance with local policies.

4-1 No earlier than 45 days and no later than 20 days prior to the removal of any woodland habitat that would occur during the nesting/breeding season of native bird species potentially nesting on the site (March 1 through August 1), a qualified biologist will conduct a survey. This biologist will determine if active nests of special-status birds or common bird species protected by the Migratory Bird Treaty Act and/or California Fish and Game Code are present in the construction zone or within 50 feet of the construction zone (100 feet for raptors). If active nests are found within the survey area, clearing and construction within 50 feet (100 feet for raptors) would be postponed or halted, at the discretion of the biological monitor, until the nest is vacated and juveniles have fledged, as determined by the biologist, and there is no evidence of a second attempt at nesting.

4-2 The District shall conduct an update to the 1998 Arborist Report. Based on the findings within the Updated Arborist Report, all existing mature and memorial tress determined as very healthy shall be preserved and protected during Campus renovations.

The other issues were identified has having "No Impact" from the Project.

Tree removal and replacement was addressed in the Visual Quality Section of the Prior Plan EIR. No specific time requirement for tree replacement was included as a mitigation measure in the Prior Plan EIR. The timing for replacement of trees/planting of new trees is on-going and should be coordinated with the completion of each individual project within the Master Plan. Aesthetics will be addressed in the DSEIR (reference responses to No. 1, above). No further analysis is needed in the DSEIR for Biological Resources.

16. In addition, the removal of large, mature trees and the surrounding greenscape has diminished the ability of the campus to prevent storm water run off. The thousands of gallons each tree stored during the wet season is now flowing down the drains and this results in the Moorpark/Leigh intersection flooding with small rains lately.

    Response: Comment noted. We appreciate your observations and opinion regarding this issue. The Project's Civil Engineer indicated the following:

    - *It is true that a net increase in impervious surface (buildings, walks, parking) will increase storm water runoff if no detention or retention is provided.*
    - *Trees draw water from the ground not surface runoff. The removal of trees would not significantly add to surface runoff of storm water.*
    - *According to a conversation with Jeff Daniels, City of San Jose Department of Transportation, maintenance records indicate that the only problem that they have had in the past two years at the corner of Moorpark and Leigh is the inlet at the southwest corner filled up with pine needles and caused localized flooding. Once the needles were removed the water subsided.*

Based on this information, not further analysis is needed in the DSEIR.

Cultural Resources

17. No comments at this time.

    Response: Comment noted. No further analysis is needed at this time.

Geology/Soils

18. My only comment on this section is to reiterate conversations we've had concerning the sound wall to be built on the south side of the campus and how it interfaces with existing buildings.

    Response: Comment noted. This is an on-going issue and does not have any environmental effects, beyond those anticipated in the Prior Plan EIR that need to be analyzed in the DSEIR. This comment does not relate to Geology/Soils.

Hazards

19. I believe that the SEIR needs to address emergency access, not just on the campus, but the problems that have arisen since some of the changes have been made. The realignment of the Leland/Moorpark interface along with the clumping of parking on Leigh Avenue has created a situation that congests traffic, making it more difficult for emergency access. This issue needs to be revisited as the Moorpark Avenue side of campus is a primary route for ambulances leaving the vicinity of Valley Medical Center. I have routinely been stuck in this area when emergency vehicles are trying to access Hwy 280 and have witness the complete stall of traffic that hinders a rapid response. This is a public safety issue for both the campus and general public. It is exacerbated during times when the campus is being used to capacity with events and ball games and hundreds of pedestrians adding to the vehicle mess.

    Response: Comment noted. Since the circulation of the NOP, follow-up conversations were made with the San José/Evergreen Community College Police Department (College PD), the San Jose Police Department (SJPD), the San Jose Fire Department (SJFD) and the American Medical Response (AMR- ambulance service). The following is a synopsis of the conversations:

    - *Ray Aguirre, Chief of Police for the San José/Evergreen Community College Police Department (College PD). The College PD has primary jurisdiction over both San Jose City College (SJCC) and Evergreen Valley College (EVC - located 14 miles away). The College PD has four (4) permanent officers to police both Colleges. They work two (2) shifts each and work Monday through Saturday. The San Jose Police Department (SJPD) takes all calls (after hours). The College PD has four (4) reserve officers for coverage of sick/vacationing officers. He indicated that reportable crimes in the area are pretty standard and not above or beyond*

what is normal. The College PD has become more proactive and engaged in the community and they try to be seen on and off campus and in the neighborhoods. He indicated that he has seen no upsurge of crime but he could definitely use 6-7 more officers ideally to work graveyard and not depend on SJPD and for better man power in general. As for large events, they contract with SJPD for the number of officers they need per event. Six years ago they had an incident where things were not organized well and there was a problem. Since then they have formed an events committee and they organize and staff officers as needed, handle custodial services and IT and the organizers of the events pay for security and the College PD reserves the right to turn down any event that they feel would not be good for the college or the community. As far as auto theft and burglary in general, he says it is typical for area and compared to De Anza College in Cupertino, which is in a nicer area even, the SJCC has a lower rate for these problems. Trespassing is an issue as the campus is open and anyone can walk onto campus or the surrounding neighborhood and vagrancy can be an issue as well.

- *Brad Cloutier, Bureau of Fire Prevention. Station 4 on Leigh Avenue provides both truck and engine service. The engines are the first to respond to any emergency; then any subsequent emergencies are dispatched by the truck company. He indicated that the only way response times would be hindered near the Campus or on-site is if there are emergencies in progress that the trucks and engines responded to already then station 10 (next closest) or other stations would have to cover. While Moorpark is sometimes congested – Leigh is usually open and easily accessible. American Medical Response handles ambulance service in the area.*

- *Geoff Kady, Fire Department Bureau of Support Services. He indicated that Station 4 achieves the eight minute response time at 98.3% of the time. Their goal is an eight (8) minute 8 response time 80% of the time. He also indicated that Station 10 is operating with an 82.1% efficiency.*

- *Chris Moore, Deputy Chief (San Jose Police Department). He indicated that the City is safe overall and that particular neighborhood is doing well because the neighbors are so involved.*

- *Marcie Morrow, American Medical Response (AMR). AMR is meeting their contracted requirement for response times and other than normal rush hour traffic. It was indicated that there is no problem with congestion near the College; especially since the response times are being met.*

Based on the analysis in the Initial Study and the information obtained from the pertinent public services entities (above), any impacts from the Update can be mitigated to a less than significant level. No additional analysis is required in the DSEIR.

Hydrology and Water Quality

20. While the project does not affect a major waterway, the cumulative affect of removing vegetation, increasing surface parking and not initiating mitigation measures has had its effect on local storm systems. It is a simple math equation to count the number of trees that have been removed, multiply by the amount of water each stored and figure out that amount is now (at least partially) running off. Simply watching the storm drains back up is evidence something is not working right and has been getting worse each year. This is an unbelievable hazard for pedestrians who are utilizing the campus or trying to access the local transit stop.

    Finally, a mitigation plan to limit pesticide and chemical run off should be developed.

    Response: Comments noted. We appreciate your observations and opinion regarding this issue. The Project's Civil Engineer indicated the following:

    - *It is true that a net increase in impervious surface (buildings, walks, parking) will increase storm water runoff if no detention or retention is provided.*
    - *Trees draw water from the ground not surface runoff. The removal of trees would not significantly add to surface runoff of storm water.*
    - *According to a conversation with Jeff Daniels, City of San Jose Department of Transportation, maintenance records indicate that the only problem that they have had in the past two years at the corner of Moorpark and Leigh is the inlet at the southwest corner filled up with pine needles and caused localized flooding. Once the needles were removed the water subsided.*

    According to the Project's Civil Engineer, the key factor in determining the impact of development on the local storm system is to calculate the "peak" runoff. The peak runoff is calculated by determining the time it takes for the entire site to contribute to the runoff. If some or all of the new development runoff is "detained" or slowed down so that its runoff contribution is after the traditional "peak" flow, the "peak" flow will then be reduced and provide a benefit to the local storm system. For example, the proposed artificial turf baseball field, which is over 2.5 acres, provides for a reduction in the peak runoff by increasing the time the storm water runoff reaches the local storm system. The field increases the length of the runoff, decreases the slope of the runoff and encourages the water to infiltrate the field's permeable base and collected in a perforated sub-drain system. All these factors create a detention of the storm water and decrease the overall "peak" runoff.

    This issue does not require any further analysis in the DSEIR.

21. The increase in surface parking lots also increases localized run off of pollutants.

    Response: Comment noted. This issue was addressed in the Initial Study. According to the Initial Study, the Proposed Project could have a less than significant impact with mitigation incorporated that would violate any water quality standards or waste discharge requirements; create or contribute runoff water which would exceed the

capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or otherwise substantially degrade water quality. Construction related impacts would be avoided through preparation of a Stormwater Pollution Prevention Plan (SWPPP), which is required under NPDES for development over five acres. The following mitigation measure will be incorporated to the construction phase of any project.

> ***8-1 A Stormwater Pollution Prevention Plan (SWPPP – which is required for any development over five acres) will be prepared prior to any construction activities. The District will also implement standards (BMP's) to reduce construction-related impacts to water quality.***

Since the certification of the Prior Plan EIR, new regulations have been enacted to protect water quality during the operational phases of a project. This is achieved through the development of a Water Quality Management Plan (WQMP). The WQMP contains best management practices (BMP's) and other measures necessary to protect water quality. These best management practices can include management activities, as well as mechanical and infiltrative treatment measures.

The implementation of these practices is expected to minimize or eliminate any impacts to water quality. The requirement for the preparation and implementation of the WQMP is contained in the following mitigation measure:

> ***8-2 Prior to site grading the District shall approve a Water Quality Management Plan as required by the program requirements in effect at that time.***

With the incorporation of the above referenced mitigation measure, impacts will be reduced to a less than significant level. It was determined that these issue areas would not be analyzed further in the DSEIR.

22. What is the plan to prevent pesticide or polluted run off from fields or surface lots? How has the campus mitigated these issues or how does it plan to and when?

    Response: Comment noted. See the response for 8.b., above. According to the Project's Civil Engineer, pesticide and chemical runoff will be reduced based on the fields being converted from grass to artificial turf, which do not require chemical or pesticide treatment. Surface lots can be mitigated by implementing any of the SCVURPPP C.3 storm water treatment measures; such as a vegetated buffer strip, bio-swale, or a hydrodynamic separator.

    Mitigation measures (see above) were provided in the Initial Study. This issue does not require any further analysis in the DSEIR.

Land Use and Planning

23. The current proposed ball field and some of the existing, unapproved (via EIR) improvements are in conflict with local planning and land use guidelines. While the

document originally called out San Jose 2020, this is in update status and the SEIR should go along with proposals being developed for the SJ 2040 plan. In any case, I find some significant flaws in aligning local policies with the campus plan. Since the flaws occur in areas adjacent to each other, more consideration should be given to meeting local standards.

Response: Comment noted. As stated in the Initial Study, the Proposed Project may create a potentially significant impact that could conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. The San Jose 2020 General Plan does not have jurisdictional authority over the Campus, as the College is part of the State Community College System. However, an updated discussion of consistency with policies of the San Jose 2020 General Plan as they pertain to adjacent land uses will be provided in the DSEIR. In addition, the DSEIR will also consider applicable policies of the Santa Clara County General Plan relative to the homes north of the Campus. While not applicable in the immediate discussion above, the inclusion of approximately 90' high poles and fencing and a 20' high wall adjacent to the baseball field along Leigh Avenue creates the potential for incompatible adjacent land uses. This includes the potential impacts created by errant balls exiting the baseball field onto adjacent roadways and properties. Additional analysis, as it pertains to impacts from the Proposed Project on adjacent land uses, will be included in the Aesthetic Resources Section of the DSEIR.

24. The conclusion regarding the ball field that the impacts can be mitigated is flawed because it assumes that 90' netted poles will mitigate the negative impact of a ball field placed in an area incompatible with adjacent use. The nets actually exacerbate the first problem of incompatible land use while creating their own separate problem.

    Response: Comment noted. Please refer to response to 1.a. in Aesthetics. This issue will be further analyzed in the DSEIR.

25. The field creates a block long wall incompatible with the ideals of walkable communities. This is the main walkway for students attending all levels of education and is now converted to a lengthy, treeless stretch of concrete and wire. Local building would require a set back from the sidewalk for an 8-story project or even a fence exceeding 8'. The "proposed" field is on a zero set back.

    Response: Comment noted. Access points to the Campus have been provided along Leigh Avenue, adjacent to the baseball field. This issue are does not require any further analysis.

26. Construction of active fields adjacent to living quarters is not approved locally as it creates an extreme conflict and hardship for residents when the fields are in use. These fields are just feet away from living spaces with no buffer.

Response: Comment noted. The potential impacts from the proposed location of the baseball field in proximity to adjacent residences, including aesthetics, noise land use compatibility and traffic will be analyzed in the DSEIR. Mitigation measures will be proposed to avoid or reduce impacts to a less than significant level, when applicable.

27. Sound systems on campus already are a source of misery for residents. Adding another one adjacent to bedroom windows would not be approved if this were under local jurisdiction and shows a lack of regard for the privacy or welfare of residents.

    Response: Comment noted. Comment noted. The noise effects of new sound system will be analyzed in the DSEIR.

28. The lack of on site parking for the ball field would not meet local standards. The obvious thing for people using the field to do will be to use surface residential streets, creating a negative impact.

    Response: Comment noted. Parking will be addressed in the DSEIR.

29. The City of San Jose is installing a signalized intersection at Leigh and Kingman to alleviate the problems associated with illegal in excessive traffic in this area. The driveway currently in use at the field will be closed, creating a field with no vehicle access.

    Response: Comment noted. Traffic circulation will be addressed in the DSEIR.

30. There is no way to diminish the impact that a 90' net fence has on the neighborhood. The poles are the first thing we see when we walk out our door or sit in our yards. There would, accordingly, be no way to mitigate the impact of a field in constant use. It can be argued that the SJCC use is finite and seasonal, but the campus extends (as it should) it's facilities to other groups and leagues.

    Response: Comment noted. Aesthetic impacts will be addressed in the DSEIR. The baseball field will have restrictions on its use (i.e., no night time use) and will not be in constant use.

31. Besides the ball field, the document should include the "new" surface parking that was installed on Leigh Avenue. Several lots not included in the original EIR have been built without benefit of public input prior to development. This was a significant land use decision that has long term impacts on the entire project. It affects residents because it tips the balance of parking and traffic away from commercial streets and onto residential streets. It allows a complacent attitude towards the proposed second parking structure because it provides "alternative" parking.

    Response: Comment noted. The existing environmental setting will be part of the DSEIR. An additional parking structure is included as part of the Facilities Master Plan Update 2021. This item will be analyzed in the DSEIR.

32. The time line and agreement for the wall on the south side of campus need to be part of the SEIR. There have been too many changes and push backs coming from SJCC on this issue and the neighborhood has had to fight this issue over and over.

    Response: Comment noted. It is anticipated that the wall will be installed in the Summer, 2009.

Mineral Resources

33. I have no comment on this section.

    Response: Comment noted. No further analysis is needed at this time.

Noise

34. The existing changes to the campus under the 2000 EIR have created noise issues that need to be addressed and mitigated in the SEIR. While mitigation of construction noise is possible and should be contained, the long term problems of the sound system that came with the rehab of the football field is a problem for the neighbors that only gets worse each year.

    Response: Comment noted. Construction and operational noise sources will be analyzed in the DSEIR.

35. Tighter controls over construction issues need to be implemented. Neighbors should receive timely notice of demolition and major projects in advance. Mitigation measures should be in place and stiff penalties should be meted out for violations. In addition, better care should be given when relocating things like garbage dumpster areas because the noise from emptying them at 6am can create a problem for people living across the street.

    Response: Comments noted. Construction and operational noise sources will be analyzed in the DSEIR. Project design, impacts and potential mitigation measures will be recommended in the DSEIR.

36. The ongoing problem of the sound system at the football field needs to be addressed before any installation of new sound systems elsewhere continues. The levels are incompatible with local guidelines, have been documented repeatedly over the years and have become worse each year. Again, removal of mature trees was a significant act in neighborhood intrusion.

    Response: Comment noted. Construction and operational noise sources will be analyzed in the DSEIR.

37. The proposed sound system for the proposed baseball field is not acceptable under any circumstance. It does not meet local standards and is completely incompatible

with adjacent land use. It should be noted that time and time again the neighborhood asked SJCC staff and administration and were each time assured that no bleachers and no sound system would be installed. In addition, the constant noise from practice (which goes on for months outside the season) and the increase in noise from use of the field will be at unacceptable levels. Recent studies in San Francisco trace ambient, lower level and aggravating noise to many health conditions that diminish the lives of its citizens. It should be inferred from this that the constant ping/dink/whack of bat on ball is going to be an aggravation and nuisance to those who live just yards from home plate.

Response: Comment noted. Construction and operational noise sources will be analyzed in the DSEIR.

38. Finally, while it is easy for the campus to look at each component of the improvement project separately, you need to remember we in the neighborhood have been living in a construction zone (not of our choosing) for almost a decade. Consolidation of projects and timely completion will mitigate the ongoing noise.

    Response: Comment noted. Projects cannot be consolidated, due to scheduling and funding allocations. It is the intent of the College to provide updates to the neighbors, on a regular basis, regarding the planning, timing and duration of individual projects. This issue does not require any further analysis in the DSEIR.

Population/Housing

39. Please have enrollment numbers reflect not only current enrollment numbers, but how that is calculated for the future, what the campus capacity is and how many support personnel are required.

    Response: Comment noted. This will be further elaborated upon in the Project Description in the DSEIR.

Public Services

40. Again, existing conditions, due to changes in the campus, must be addressed. The assumptions of the original EIR did not take into account “unintended consequences” that have been documented and discussed.

    Response: Comment noted. The DSEIR will focus on the following issue areas: Aesthetics, Air Quality, Land Use/Planning, Noise, Recreation and Transportation/Traffic. Each issue area will contain a discussion on the current environmental setting, as required in the CEQA Guidelines.

41. For instance, public safety was greatly hampered during the initial phases and streets along the east (Leigh) side of campus were full of vehicles daily and during special events. It took concerted effort and several years before the auto and subsequent

residential burglaries were reduced. We are again seeing that having a lot of easy targets on the street adds to public safety issues. The City of San Jose and its residents have spent years and revenue mitigating the problems from overflow parking and uncontrolled traffic. We have installed permit parking, signage to allow street sweeping and lobbied constantly for traffic calming.

Response: Comment noted. The Traffic Analysis to be performed for the DSEIR will review the current environmental setting. As stated in the Public Safety Section of the Initial Study, the Proposed Project would have no substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for schools, parks and other public facilities. The Proposed Project involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan. The Proposed Project will result in an overall decrease in OGSF and ASF. There were no impacts from the Prior Plan on these issue areas and the same conclusions apply to the Proposed Project. These issue areas will not be analyzed further in the DSEIR.

The NOP, Initial Study, notice of scoping meeting, and scoping meeting follow up letter were also sent to the San Jose Evergreen Valley College Police Department (College PD) and the City of San Jose Planning, Building and Code Enforcement. No phone call, e-mails, comments letters or other correspondence was received from these entities. Follow-up conversations were made San Jose - Evergreen Campus Police Department (College PD), the San Jose Police Department (SJPD), the San Jose Fire Department (SJFD) and the American Medical Response (AMR- ambulance service).

Based on the analysis in the Initial Study and the information obtained from the pertinent public services entities (see Response No. 18 for more detail), any impacts from the Update can be mitigated to a less than significant level. No additional analysis is required in the DSEIR. A copy of this DSEIR, with will be sent to the public services agencies for their review and comment as these responses pertain to Public Safety issues.

42. The campus is a mini-city without a police force. There is a need to develop a comprehensive policy for on site officers at all times, extended jurisdiction and action during special events and better coordination for emergency services. The campus has not presented a service plan that addresses existing safety issues and should not continue to expand without one. The ongoing illicit and illegal activities that occur around the perimeter of the campus cannot be addressed by part time staff.

    Response: Comment noted. See Responses No. 19 and 42. No additional analysis is required in the DSEIR.

43. Lighting around the perimeter of the campus needs to be enhanced to allow safe pedestrian passage. Since it is accepted that students are using public surface streets due to the lack of onsite parking, the campus needs to upgrade its perimeter.

On site parking needs to be developed to accommodate all who use the campus or work there.

Response: Comment noted. See Responses No. 19 and 42. No additional analysis is required in the DSEIR.

44. Public safety depends on the ability to safely move vehicle traffic in and out of the campus. The current design leaves no direct freeway access from the Leland/Moorpark point and is not conducive to moving traffic in or out of campus. This means people take the "easy" way and make illegal turns in and out of Leigh Avenue drives. The campus has created a problem on Leigh that cannot be solved until all the original access points are put into place.

    Response: Comment noted. Transportation and traffic, as well as parking will be analyzed in the DSEIR.

45. There must be security in and around the neighborhoods during large events. The cost of policing illegal parking, trespassers, litter and obnoxious behavior must be borne by the campus and its users. This has been a well documented problem that must be fixed before any discussion of expansion of sports facilities goes forward. We never have violence after a concert but I can guarantee there have been tens of thousands of dollars spent on policing before, during and after football and track and field events.

    Response: Comment noted. See Responses No. 19 and 42. No additional analysis is required in the DSEIR.

46. The ability for police and fire to respond on or off campus depends on being able to obtain access currently not available to them because people are stuck through multiple signals at intersections.

    Response: Comment noted. See Responses No. 19 and 42. No additional analysis is required in the DSEIR.

Recreation

47. While I agree with the assumption that students and faculty will not be utilizing the scan resources of "local" parks, I would hope that the campus returns to the idea of being part of the community and opening it's facilities to local youth programming. This served as a valuable resource in a neighborhood that has no community centers or resources.

    Response: Comment noted. No further analysis is needed at this time.

Transportation

48. Many of the transportation and traffic issues have been addressed in other sections because the transportation/parking/traffic issue permeates all issues. Until there is an agreement that the current situation is not working out well for everyone, there can be no mitigation. The current situation is faulty at best and dangerous at worst.

    Response: Comment noted. Transportation and traffic will be analyzed in the DSEIR.

49. Current San Jose policies require that parking for any business, school or club be provided on site. This is not being done currently and the lack of prioritizing the second parking structure leads to the impression that the campus does not intend to mitigate the parking problem it has created.

    Response: Comment noted. Transportation and traffic, as well as parking will be analyzed in the DSEIR.

50. The lack of parking and inadequate traffic flow pattern leads to dangerous situations. The lack of direct access and a four way light at Leland and Moorpark means people cannot easily access the freeway. This causes problems on Leigh. The lack of parking on the Bascom side means people drive through the neighborhoods searching for parking, causing congestion.

    Response: Comment noted. Transportation and traffic, as well as parking will be analyzed in the DSEIR.

51. The SEIR should document all of the parking, traffic and congestion problems that have been implemented by the city to mitigate the problem.

    Response: Comment noted. Transportation and traffic, as well as parking will be analyzed in the DSEIR.

52. SJCC should develop a better pedestrian interface on the Kingman/Sherman Oaks side of campus and close this to all vehicle access as promised.

    Response: Comment noted. Transportation and traffic, as well as parking will be analyzed in the DSEIR.

53. Close the Leigh Avenue side of the lots to all but right in, right out and construct a low level barrier to discourage the current high rate of illegal u-turns while allowing emergency access.

    Response: Comment noted. Transportation and traffic, as well as parking will be analyzed in the DSEIR.

54. Bus parking should be central to campus and not on Leigh.

    Response: Comment noted. Based on a comment letter received from VTA on the NOP, VTA prefers that the bus turnout be located on Leigh Avenue. They recommend modifications to the configuration of the bus turnout for better access and maneuverability.

55. Work with the City and County to install "No Vehicle over 6'" signage along perimeter of campus to improve safety of pedestrians and vehicles.

    Response: Comment note. The perimeter streets are not under the jurisdiction of the Campus. This is not a CEQA related issue, specifically. Parking and Transportation/Traffic will be addressed in the DSEIR. Mitigation measures related to these issue areas will be proposed as appropriate.

56. Complete comprehensive traffic studies around the perimeter of the campus to determine existing traffic patterns and allow intelligent design of new ones.
    Response: Comment noted. Transportation and traffic will be analyzed in the DSEIR.

Utilities and Service Systems

57. Significant changes have been made locally, state wide and nationally in upgrading how we build and maintain our land. I would hope that some of these items would be included:
    Use of graywater and recycled water systems.
    Native and low water landscaping, pervious hardscape.
    Immediate implementation of tree replacement plan.
    On site composting, electronic waste and recycling programs.
    Sustainable and green building practices.

    Response: Comment noted. According to the Initial Study, the Proposed Project involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan. The Proposed Project will result in an overall decrease in OGSF and ASF. Since the Proposed Project would result in similar types of uses as those on the campus currently, and there is an overall reduction in the total OGSF and ASF, impacts will be less than the Prior Project. Since the adoption of the Prior Plan, older, less water efficient buildings have been demolished, new water efficient buildings have been constructed and water efficient landscaping has been installed. The following mitigation measures, some of which were required in the Prior Plan EIR to mitigate water supply, will be implemented:

    16-1 The District will implement water conservation measures in new buildings, including low-flow showers, toilets and faucets.

    16-2 The irrigation watering system shall be designed utilizing the latest, state-of-the-art equipment to conserve water.

In addition, all buildings are subject to the California Building Code, which is regularly updated to include energy saving and conserving materials. Lastly, comments from the Santa Clara Valley Water District (SCVWD) resulted in expanded language in Mitigation Measure 16-2 being expanded to read: "The irrigation watering system shall be designed utilizing the latest, state-of-the-art equipment to conserve water. In addition, drought tolerant plants shall also be utilized for all new construction or replacement." This issue will not be analyzed any further in the DSEIR.

58. In addition, I would like documentation of the gain or loss of pervious ground based on what first existed, what was originally proposed and is now proposed.

    Response: Comment noted. This information was summarized in the Initial Study and will be further elaborated upon in the Project Description for the DSEIR.

- ***Response E-mail #1 from Santa Clara Valley Water District, dated October 15, 2008.***

Comment: This e-mail, which was received from the Santa Clara Valley Water District (SCVWD) acknowledged reviewing the Initial Study for the Update. SCVWD expressed that the proposed project does not require their approval or that they have any right-of-way or facilities within the project area. They indicated that they were concerned with "increasing water conservation when new or redevelopment occurs." They commented on mitigation measure 16-2 which reads: "The irrigation watering system shall be designed utilizing the latest, state-of-the-art equipment to conserve water." They request that the mitigation measure be expanded to include recommending the use of drought tolerant plants. Mitigation measure 16-2 will be modified to read: "The irrigation watering system shall be designed utilizing the latest, state-of-the-art equipment to conserve water. In addition, drought tolerant plants shall also be utilized for all new construction or replacement. "

Response(s): With the modification of Mitigation Measure 16-2, no additional analysis is required in the DSEIR based on the information in this letter.

- ***Response E-mail #2 from Michael LaRoca, dated November 6, 2008.***

Comment: This letter indicated that they reviewed and commented on the Initial Study for the NOP. Those comments are itemized and responses to each comment are contained below. The letter also indicated that there were the following environmental factors that would be affected by the project. These are:

1. Hazards/hazardous materials such as airborne particulate matter during demolition.

   Response: Comment noted. Please reference Letter #2 from Department of Toxic Substances Control, letter dated October 30, 2008. In this letter, the Department of Toxic Substances Control (DTSC) acknowledged the scope of the Update. The letter also acknowledged that there could be potential environmental concerns from demolition of the older structures on-site. They recommend these concerns be investigated and mitigated in accordance with the DTSC's "Interim Guidance,

Evaluation of School Sites and Potential Soil Contamination as a Result of Lead from Lead-Based Paint, Organochloride Pesticides from Termiticides, and Polychlorinated Biphenyls from Electrical Transformers, dated June 9, 2006." Lastly, the letter invited SJCC to participate in DTSC's School Property Evaluation and Cleanup Program.

The Initial Study indicated that Hazard impacts did not result in an "Unavoidable Significant Impact" in the Prior Project EIR. Hazards were discussed in "Significant Irreversible Environmental Changes" (Section 8.0 of the Prior Project EIR). According to this Section, the District would implement standard (required) safety procedures to prevent worker exposure to asbestos, should asbestos be found during building demolition. In addition to this requirement, the above referenced DTSC recommendation will be included as a mitigation measure for the Update. Lastly, airborne particulate matter during demolition will be included in the Air Quality Analysis prepared for the DSEIR and will be discussed in the DSEIR.

2. Public services impact as it related to public safety services call for services.

   Response: Comment noted. See Responses No. 19 and 42. No additional analysis is required in the DSEIR.

3. The impacts from on-going construction activities will have on the City and County infrastructure as well as the adjacent community members and their residences.

   Response: Comment noted. Those impacts associated with the Update that were determined by the Initial Study will be analyzed in the DSEIR.

4. Page 4, Table 2 of the Initial Study: "X" Building – "Should this be X, Y, Z Buildings?"

   Response: Comment noted. This should be the X, Y and Z buildings. This will be reflected in the Project Description in the DSEIR.

5. Page 5, Table 3 of the Initial Study: Library/LRC – "Was this completed in Phase 1?"

   Response: Comment noted. Yes, this was completed in Phase 1. Table 3 is correct as presented. No changes or additional information is needed in the DSEIR.

6. Page 6 of the Initial Study: Reference was made that the City of San Jose provided water service. The comment indicated that the water service is provided by the San Jose Water Company.

   Response: Comment noted. The San Jose Water Company shall be referenced in the DSEIR.

7. Page 7 of the Initial Study, Table: "X" Building – "Should this be X, Y, Z Buildings?"

   Response: Comment noted. This should be the X, Y and Z buildings. This will be reflected in the Project Description in the DSEIR.

8. Page 8 of the Initial Study: "I question this enrollment amount. Prior enrollment figures quoted were stated at 10,500 students. The current college president has stated that enrollment are up 14% which has an impact on parking ratio requirements."

   Response: Comment noted. The enrollment numbers have been tabulated by the Mass Companies, Inc. and verified by the San José/Evergreen Community College District Staff. The enrollment numbers have been utilized for the Traffic Study and will be included in the DSEIR.

9. Page 8 of the Initial Study: "Homes to the north of the College are in unincorporated Santa Clara County and the City of San Jose."

   Response: Comment noted. This change will be incorporated into the DSEIR.

10. Page 8, Item 11: "Santa Clara County Water District should read Santa Clara Valley Water District."

    Response: Comment noted. This change will be incorporated into the DSEIR. It should be noted that the NOP was mailed to the Santa Clara Valley Water District.

11. Page 8, Item 11: "San Jose Municipal Water District should read San Jose Water Company."

    Response: Comment noted. This change will be incorporated into the DSEIR. It should be noted that the NOP was mailed to the San Jose Water Company.

12. Page 9 of the Initial Study, Environmental Factors Potentially Affected, Hazards/Hazardous Materials: "Demolition of existing buildings and structures may pose a hazardous materials situation and should be included in environmental factors considered."

    Response: Comment noted. Please reference Response No. 1 to this e-mail.

13. Page 9 of the Initial Study, Environmental Factors Potentially Affected, Public Services: "Impact on SJPD resources i.e. speeding, illegal ingress and egress from college campus, and excessive amounts of calls for service has is an economic drain on city resources and needs to be addressed."

    Response: Comment noted. Please reference Response No. 19 to the comment letter from Ms. Randi Kinman.

14. Page 17 of the Initial Study, Aesthetic Resources: "Community members were told that new and/or existing sports facilities would not be lit at night with the exception of the football stadium but the existing lights have been replaced and/or modified which has cause additional glare to the adjacent residences."

    Response: Comment noted. Light and glare will be analyzed in the DSEIR.

15. Page 58 of the Initial Study, Public Services: "The current college president has indicated that there is inadequate police services or features in place to properly protect project area users or facilities and should require further analysis in the SEIR."

    Response: Comment noted. Please reference Response No. 19 to the comment letter from Ms. Randi Kinman.

16. Page 65 of the Initial Study, Transportation/Traffic: This area should be further analyzed in the SEIR. If the current parking ratios do not currently exist the phasing of increased parking capacity should be increased to mitigate inadequate parking capacity.

    Response: Comment noted. Existing and proposed parking requirements and adequacy will be analyzed in the DSEIR.

2.2.3 List of Issue Areas Found to have No Impact, be Less Than Significant, or Less Than Significant with Mitigation Incorporated

The following issue areas were evaluated in the Initial Study and found to have no impact, or be less than significant, less than significant with mitigation incorporated.

- Aesthetics: have a substantial adverse effect on a scenic vista; substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- Agricultural Resources: convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland mapping and Monitoring Program of the California Resources Agency, to non agricultural use; conflict with existing zoning for agricultural use, or a Williamson Act contact; or involve other changes in the existing environmental which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use.
- Air Quality: create objectionable odors affecting a substantial number of people.
- Biological Resources: have a substantial adverse effect, either directly or through habitat modifications, on any specifics identified as a candidate, sensitive, or special status species in local or regional plans, polices, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service; have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

- Cultural Resources: cause a substantial adverse change in significance of a historical resource as defined in Section 15064.5; cause a substantial adverse change in significance of an archaeological resource pursuant to Section 15064.5; directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or disturb any human remains, including those interred outside of formal cemeteries.
- Geology/Soils: expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides; result in substantial soil erosion or the loss of topsoil; be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse; be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property; or have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.
- Hazards: create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Sect 65962.5 and, as a result, would create a significant hazard to the public or the environment; for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project would result in a safety hazard for people residing or working in the project area; for a project within the vicinity of a private airstrip, the project would result in a safety hazard for people residing or working in the project area; impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.
- Hydrology and Water Quality: violate any water quality standards or waste discharge requirements; substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; otherwise substantially degrade water quality; place housing within a 100-year flood hazard area as mapped on a Federal Flood

Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; place within a 100-year flood hazard area structures which would impede or redirect flood flows; expose people or structures to a significant risk or loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or inundation by seiche, tsunami or mudflow.

- Land Use and Planning: physically divide an established community; or conflict with any applicable habitat conservation plan, or natural community conservation plan.
- Mineral Resources: the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; or the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.
- Noise: exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels; exposure of people residing or working in the project area to excessive noise levels (for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport); or exposure of people residing or working in the project area to excessive noise levels (for a project within the vicinity of a private airstrip).
- Population & Housing: induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere; displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.
- Public Services: result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection; police protection; schools; parks, other public facilities.
- Recreation: increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- Transportation/Traffic: result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks; substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment); result in inadequate emergency access; result in inadequate parking capacity; or conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).
- Utilities and Service Systems: exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed; result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's

anticipated demand in addition to the provider's existing commitments; be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; or comply with federal, state, and local statutes and regulations related to solid waste.

These issue areas were analyzed in the Initial Study (Subchapter 9.1) and were found to have no impact, be less than significant, or less than significant with mitigation incorporated and therefore do not require further analysis in this DSEIR.

2.2.4 Issue Areas Remaining Significant

The following issue areas were determined in the Initial Study to remain significant areas of impact with implementation of the Update and would require further analysis in this DSEIR. Some of these issues have been determined to have a less than significant impact with mitigation incorporated in the DSEIR (reference analysis contained in Chapter 5.0 (Environmental Evaluation).

- Aesthetics: substantially degrade the existing visual character or quality of the site and its surroundings; create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.
- Air Quality: Conflict with or obstruct implementation of the applicable air quality plan; violate any air quality standard or contribute substantially to an existing or projected air quality violation; result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors); or expose sensitive receptors to substantial pollutant concentrations.
- Land Use and Planning: conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigation an environmental effect.
- Noise: exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
- Recreation: include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.
- Transportation/Traffic: cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (e.g., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections); a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; or exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designate roads or highways.

2.2.5 Areas of Any Controversy / Issues to be Resolved

Aesthetics, air quality, land use and planning, noise, recreation and transportation/traffic resources were identified in the Initial Study, and presented at the public scoping meeting as areas of controversy which had issues that need to be analyzed in the DSEIR. These issues were also raised in the comment letters received for the NOP. In addition, hazards, hydrology, water quality and public services resources were also areas of controversy or issue requiring resolution raised during the NOP review process and/or at the public scoping meeting. As a result of further research, conversation, analysis and refinement of mitigation measures, these issues were found to remain less than significant and will not be analyzed further in the DSEIR. The aesthetics, air quality, land use and planning, noise, recreation and transportation/traffic resources issues to be addressed in this DSEIR are routine issues that do not pose any new or unusual areas of controversy or any issues requiring resolution. The standard professional analysis is deemed sufficient to address the remaining issues of potential significant impact identified above.

2.3 SCOPE AND CONTENT OF THIS DSEIR

In accordance with Sections 15063 and 15082 of the State CEQA Guidelines, the District prepared an Initial Study to identify the environmental resources and manmade systems that could experience significant environmental impact if the Update is implemented. After applying mitigation measures, the District's Initial Study concluded that potential impacts associated with ten (10) issue areas evaluated would have either no impact, a less than significant impact or a less than significant with mitigation incorporated if the Update is implemented as proposed (see analysis in Section 2.2.2).

Six (6) issue areas were identified as having the potential to cause significant adverse environmental impacts. The specific environmental issues/topics analyzed in this focused DSEIR are the potential impacts to aesthetics, air quality, land use/planning, noise, recreation and transportation/traffic issues.

Comments on the scope of the DSEIR were considered by the District and after this consideration; the overall focus of the DSEIR remained the same as identified in the Initial Study and Notice of Preparation.

In addition to evaluating the environmental issues listed above, this DSEIR contains all of the sections mandated by the CEQA and State CEQA Guidelines. Table 2.3-1 provides a listing of the contents required in a DSEIR along with a reference to the chapter and page number where these issues can be reviewed in the document. This DSEIR is contained in two volumes. Volume 1 contains the CEQA mandated sections and Volume 2 contains the technical appendices which are enclosed as CD in this DSEIR.

Table 2.3-1
REQUIRED DSEIR CONTENTS

Required Section (CEQA)	Section in DSEIR	Page Number
Table of Contents (Section 15122)	same	ii
Summary (Section 15123)	Chapter 1	1-1
Project Description (Section 15124)	Chapter 4	4-1
Environmental Setting (Section 15125)	Chapter 3	3-1
Significant Environmental Effects of proposed project (Section 15126a); Environmental Impacts	Chapter 5	5-1
Unavoidable Significant Environmental Effects (Section 15126b)	Chapter 5	5-1
Mitigation Measures (Section 15126c)	Chapter 5	5-1
Cumulative Impacts (Section 15130)	Chapter 5	5-1
Alternatives to the Proposed Action (Section 15126d)	Chapter 6	6-1
Growth-Inducing Impacts (Section 15126g)	Chapter 7	7-1
Irreversible Environmental Changes (Section 15126f)	Chapter 7	7-1
Effects Found Not to be Significant (Section 15128)	Chapter 5	5-1
Organizations and Persons Consulted (Section 15129)	Chapter 8	8-1
Appendices	Chapter 9	9-1

2.4 DSEIR FORMAT AND ORGANIZATION

This DSEIR contains nine chapters which, when considered as a whole, provide the reviewer with an evaluation of the potential significant adverse impacts from implementing the Update. The following paragraphs provide a summary of the content of each chapter of this DSEIR.

Chapter 1 contains the Executive Summary for the DSEIR. This includes an overview of the Update and a tabular summary of the potential adverse impacts and mitigation measures.

Chapter 2 provides the reviewer with an Introduction to the document. This chapter of the document describes the background of the Update, its purpose, and its organization. The CEQA process to date is summarized and the scope of the DSEIR is identified. Technical evaluations prepared for the DSEIR are discussed and the format and availability of the DSEIR are provided.

Chapter 3 identifies the project boundaries and the environmental setting.

Chapter 4 contains the project description used to forecast environmental impacts. This chapter describes for the reviewer how the existing environment will be altered by the Update.

This chapter sets the stage for conducting the environmental impact forecasts contained in the next several chapters.

Chapter 5 presents the environmental impact forecasts for the six (6) issue areas considered in this DSEIR. For each of the six (6) environmental issues identified in Section 2.3, the following impact evaluation is provided for the reviewer: the project's existing environmental setting; the potential impacts forecast to occur if the project is implemented; proposed mitigation measures; unavoidable adverse impacts; and cumulative impacts.

Chapter 6 contains the evaluation of alternatives to the Update. Included in this section is an analysis of the no project alternative and other project alternatives.

Chapter 7 presents the topical issues that are required in a DSEIR. These include: any significant irreversible environmental changes; and growth inducing effects of the project. As of January 1, 1995, the assessment of short-term benefits relative to long-term impacts is no longer required because it is considered redundant to other sections in a DSEIR. This change was adopted as part of SB 749 (Thompson) which became law in January 1995.

Chapter 8 describes the resources used in preparing the DSEIR. This includes persons and organizations contacted; list of preparers; and bibliography.

Chapter 9 contains those materials referenced as appendices to the DSEIR, such as the Initial Study, Notice of Preparation, scoping meeting materials and responses to the NOP. Appendix material is referenced at appropriate locations in the text of the DSEIR.

2.5 AVAILABILITY OF THE SAN JOSE CITY COLLEGE FACILITIES MASTER PLAN UPDATE 2021 DRAFT SUBSEQUENT EIR (DSEIR)

The DSEIR for this project has been distributed directly to all public agencies and interested persons identified in the NOP mailing list (see Subchapter 9.1, Chapter 9), the State Clearinghouse, as well as any other requesting agencies or individuals who have expressed an interest to date. All reviewers will be provided 45 days to review the DSEIR and submit comments to the District for consideration and response. The DSEIR is also available for public review at the following locations during the 45-day review period:

San José/Evergreen Community College District
4750 San Felipe Road
San Jose, CA 95135-1599

San Jose City College
2100 Moorpark Avenue, Library
San Jose, CA 95128

Dr. Martin Luther King, Jr. Library
150 E. San Fernando Street
San José, CA 95112

Published or electronic copies of the DSEIR are available for purchase from the District for a nominal fee upon request from interested parties.

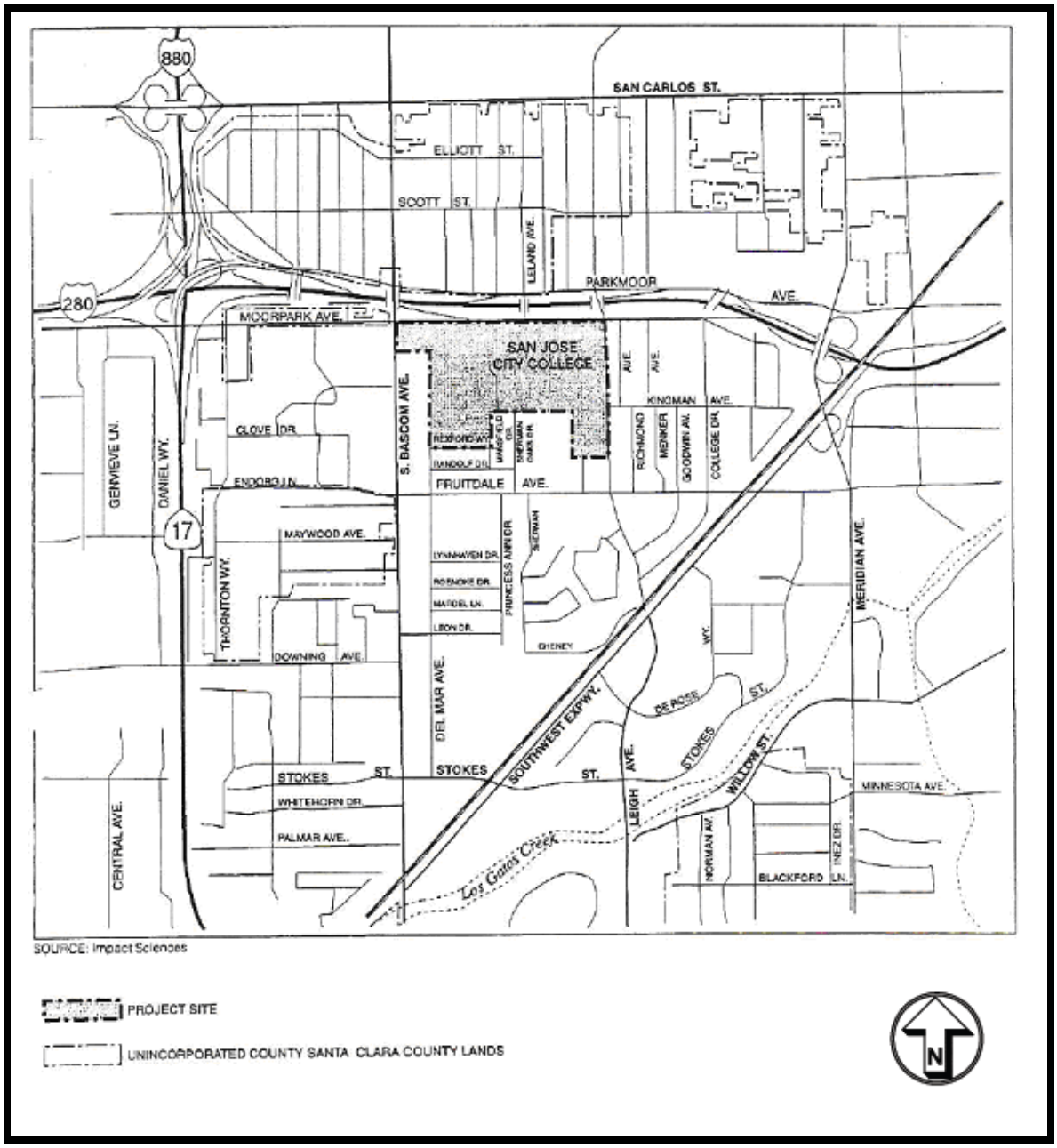
2.6 DISTRICT REVIEW PROCESS

After receiving comments on the DSEIR, the District will prepare a Final SEIR for certification by the Board of Trustees of the San José/Evergreen Community College District prior to making a decision on the project. Information concerning the SDEIR public review schedule and District meetings for this project can be obtained by contacting:

Robert Dias, Executive Director, Facilities - Construction Management - Operations
San José/Evergreen Community College District
4750 San Felipe Road
San Jose, CA 95135-1599
408-270-6400
robert.dias@sjeccd.org

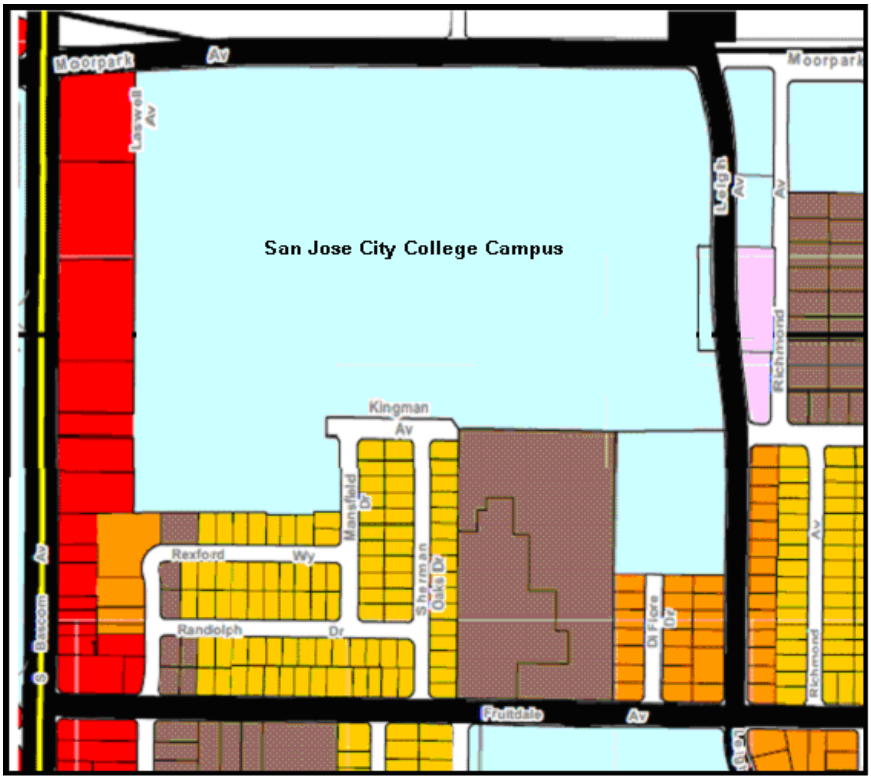
Other agency approvals (if required) for which this environmental document may be utilized include:

- Division of the State Architect (DSA);
- City of San Jose;
- City of San Jose Fire Department;
- Santa Clara Valley Water District;
- San Jose Water Company;
- Santa Clara Valley Transportation Authority (VTA); and
- California Department of Transportation (Caltrans).



NTS

Project Site Location
Figure 2.1-1



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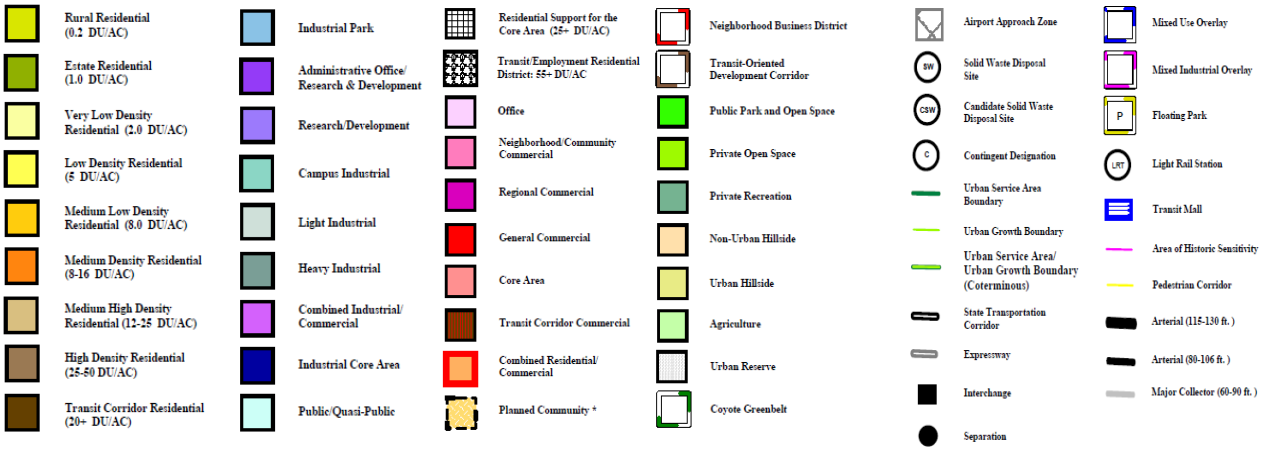
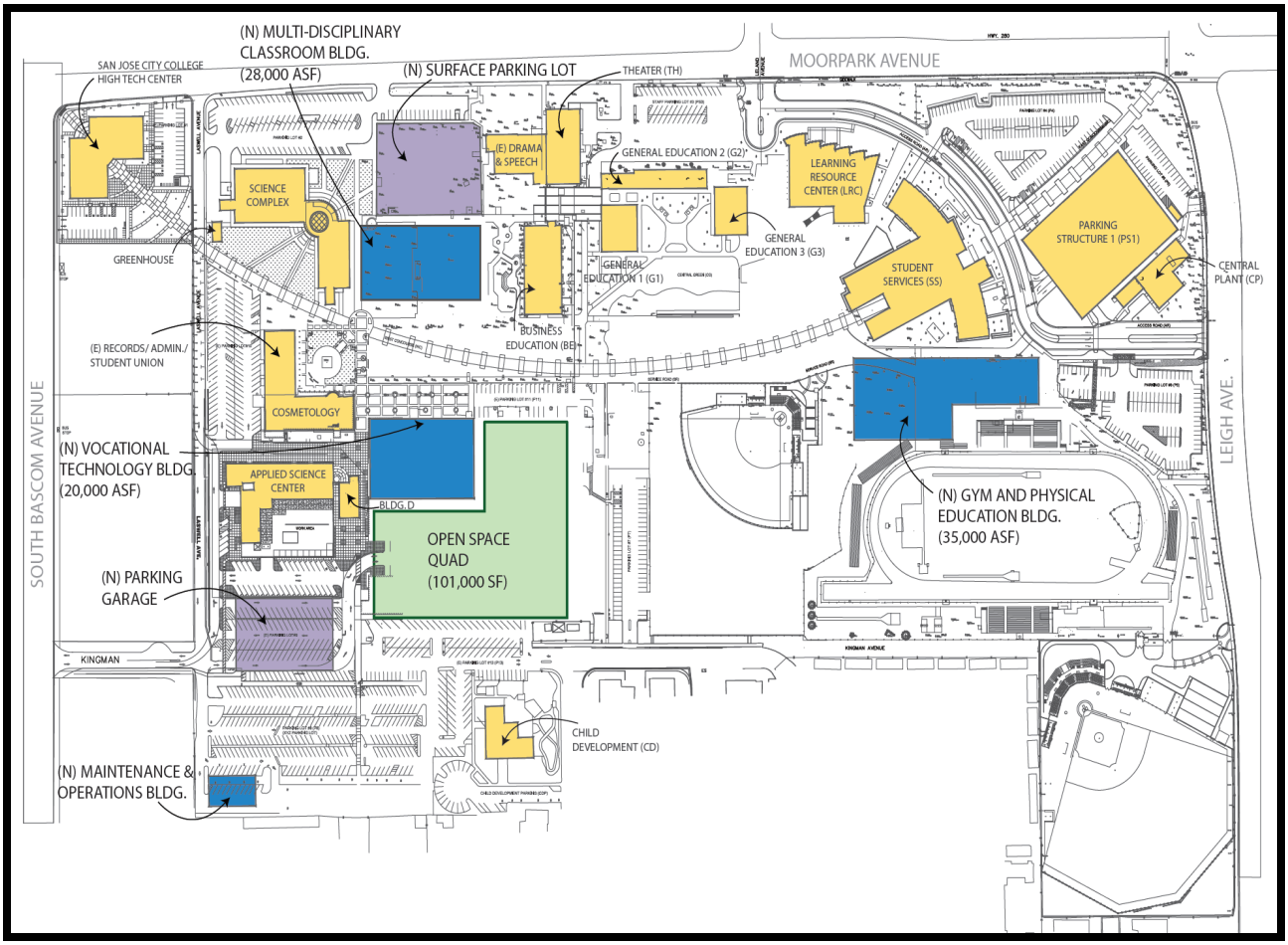


City of San Jose General Plan Land Use Element Map
Figure 2.1-2



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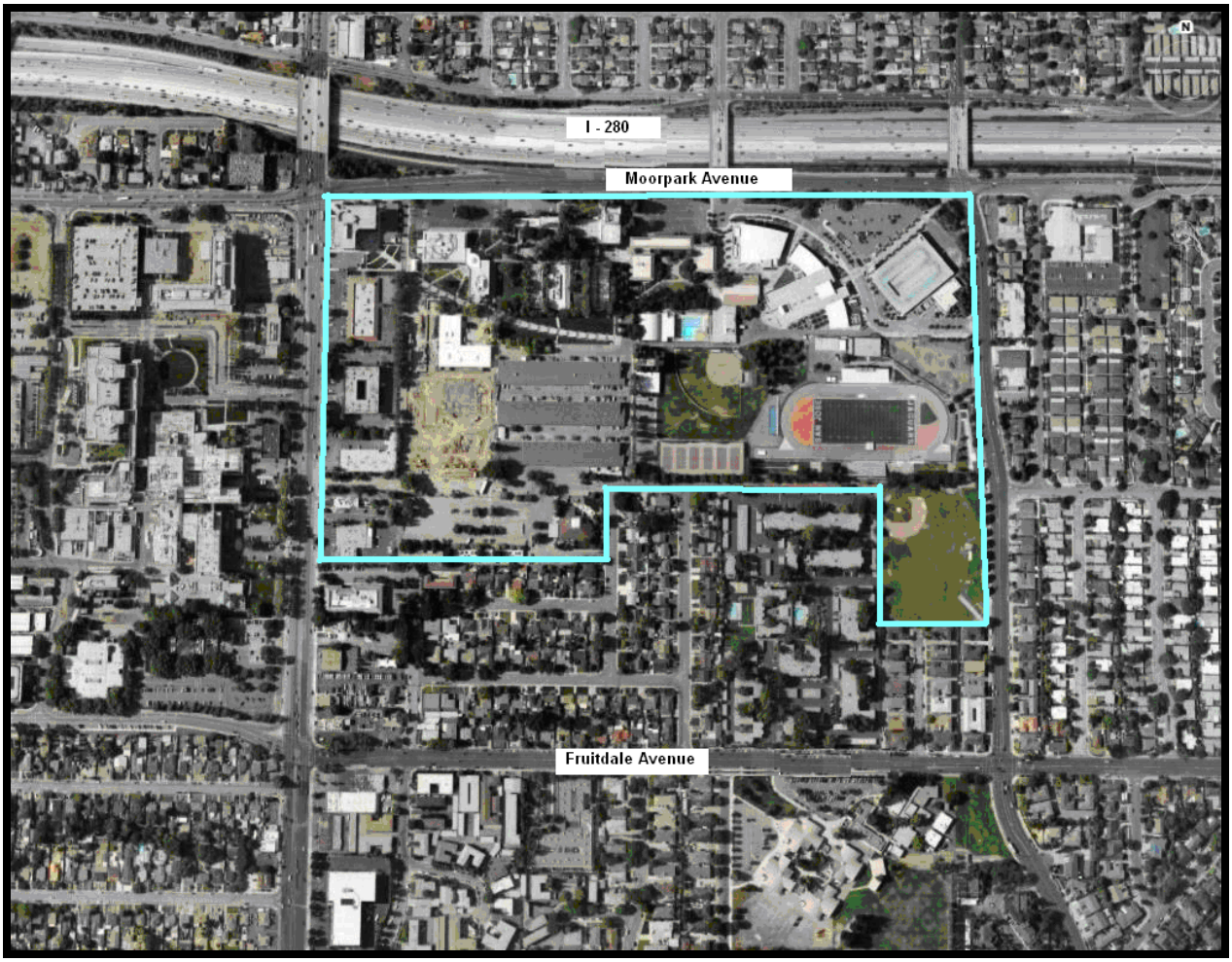
Yellow – existing buildings
Blue – proposed buildings
Purple – proposed parking

Facilities Master Plan Update 2021
Figure 2.1-3



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College Boundary

Aerial Photograph
Figure 2.1-4

CHAPTER 3 – PROJECT SETTING

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 (Update). Within this current description are the components of the Facilities Master Plan – 2000 (Prior Plan) that have been implemented to date. In addition, the physical setting for 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.

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, eastern central and southeastern portions of the Campus, respectively.

The following are the Assignable Square Feet (ASF) and Outside Gross Square Feet (OGSF) of the existing structures on Campus:

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

As shown, space in existing buildings totals 423,402 ASF/639,002 OGSF. The current SJCC College enrollment is approximately 9,800 students 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 the Prior Plan have occurred in the general area that they were planned, with the exception of the Baseball Field Complex. The Softball field in nearing completion and is located in the approximate area that it was proposed - easterly of the 300 Wing Building.

A student parking lot 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 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. 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; however, it is presently halted, pending the Board action on the SEIR. The field, dugouts, batting cages, twenty foot (20') high wall, wrought iron fencing and poles (up to 90' in height) for the netting have been partially installed. 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 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 closed as part of the Update. 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 sporting events occurs primarily in the eastern portion of the Campus.

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. 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 (reference the Technical Appendices to this DSEIR in the enclosed CD).

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 South 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.

South 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. South 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 South Bascom Avenue. West of South 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 South Bascom Avenue and one travel lane in each direction west of South 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 South 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 South 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 South 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.

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, shows the existing transit facilities in the Campus area (reference the Technical Appendices to this DSEIR in the enclosed CD).

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 South 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 (reference the Technical Appendices to this DSEIR in the enclosed CD).
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.

South Bascom Avenue bounds the western Campus perimeter and is separated from the Campus by commercial uses. Traffic noise levels along South 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 South 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 (reference the Technical Appendices to this DSEIR in the enclosed CD).

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.

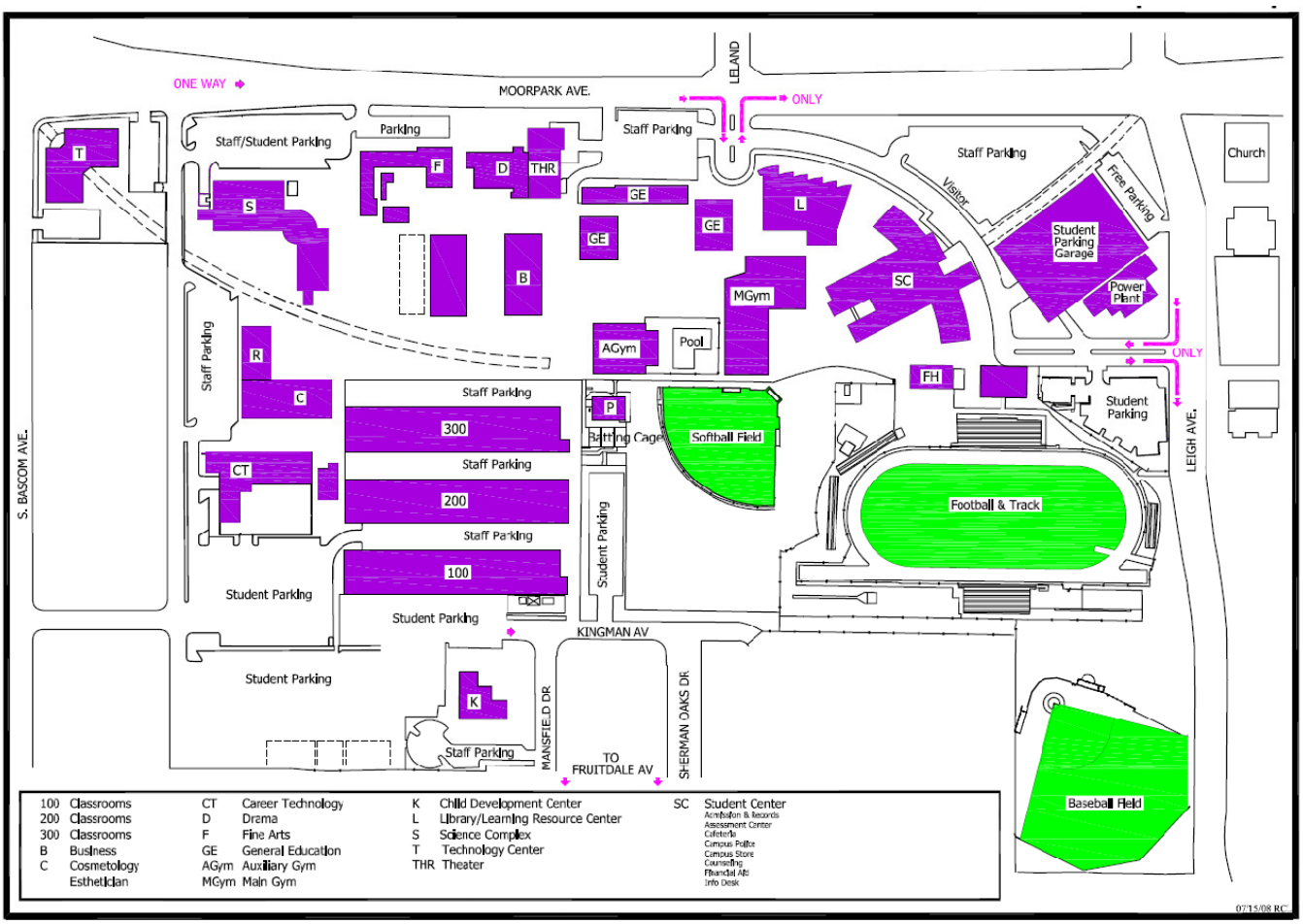
Geologic and Seismic Setting

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 DSEIR in the enclosed CD).

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.

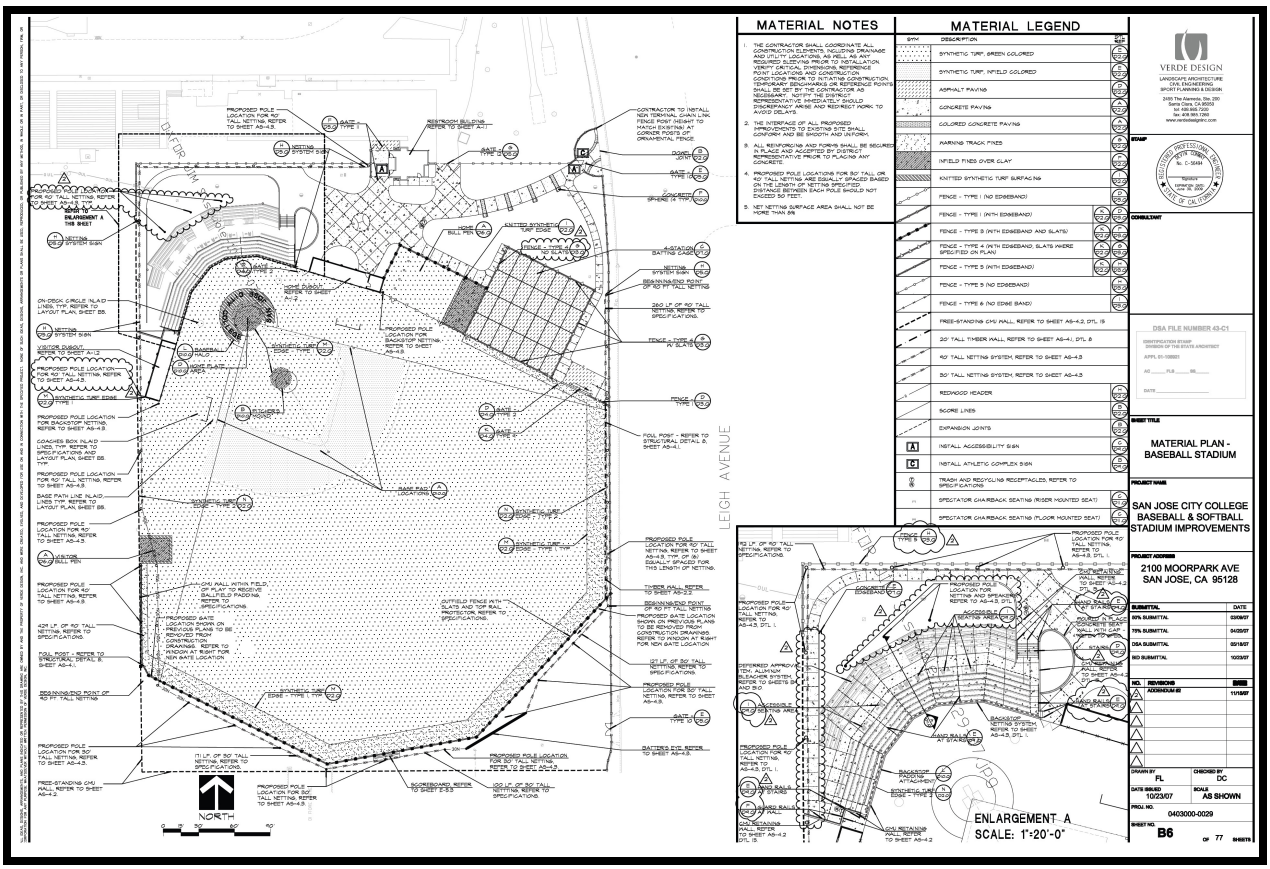
Agricultural, Cultural and Mineral Resources

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 DSEIR in the enclosed CD) and the Initial Study (Subchapter 9.1), none of these resources are identified on the Campus.



NTS

San Jose City College Campus - Existing
Figure 3.2-1



Baseball Field Complex
Figure 3.2-2

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

LOOKING EASTERLY FROM APARTMENTS

LOOKING EASTERLY FROM APARTMENTS

LOOKING WESTERLY ACROSS LEIGH AVENUE

Site Photos of Baseball Field Complex
Figure 3.2-3b

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

CHAPTER 4 – PROJECT DESCRIPTION

4.1 INTRODUCTION

This chapter contains a detailed description of the San Jose Facilities Master Plan Update 2021 ("Update") with focus on those characteristics and activities that can cause physical changes in the environment. The description contained herein for the Update provides the reviewer with a written summary of the Update as it would be implemented. The San José/Evergreen Community College District must certify this Subsequent Environmental Impact Report (SEIR), before further implementation of the Update can proceed. As discussed in Chapter 2, the Project Description focuses on the facilities and activities that would be included in the implementation of the Update.

While approval of the Update will not directly result in physical changes to the environment, it will allow the District to proceed with construction on- and potentially off-site. Relying on data contained in the Initial Study, the District determined that implementation of the Update could result in significant adverse impacts to the physical environment for six (6) environmental issue areas: aesthetics, air quality, land use/planning, noise, recreation and transportation/traffic.

After review of all comment letters submitted in response to the Notice of Preparation and after the public scoping meeting, the scope of the DSEIR has not need to be revised to address any other issues raised. Thus, this DSEIR has been prepared to address implementation of the Update and physical changes to the environment relative to these six (6) environmental issues that the District would permit to occur, if the Update is approved.

4.2 PROJECT OBJECTIVES

The Update is being proposed under the jurisdiction of the San José/Evergreen Community College District ("District"). The objectives of the Update, which were originally listed in the *San José City College Facilities Master Plan EIR*, prepared by Impact Sciences, Inc., dated May 11, 2000 (reference the Technical Appendices to this DSEIR in the enclosed CD) are:

- To support the current instructional programs and student services and identify instructional programs and support services which need to be modified to meet the needs of the College's service area population;
- To keep pace with, and anticipate the changing needs of the students and the communities served by the College;
- To develop partnerships with business and industry within the service area;
- To develop alternative strategies for delivering instruction to students;
- To develop a plan that would fully incorporate technology into all aspects of the operation of the courses, programs and services of the College;
- To develop a Facilities Plan that supports the anticipated courses, programs and services of the College for the next decade, and to assure that the plan is flexible enough in design to accommodate changes in instructional methodology technology, and delivery systems;
- To emphasize comprehensive planning and how it should be used as a basis for decision making;

- To develop a stronger educational program basis to substantiate future facility needs; and
- To up-date the existing campus and provide modern, attractive facilities appropriate for the instructional programs and support services offered.

4.3 PROJECT CHARACTERISTICS

To accomplish the above Project objectives, the District is proposing this Update to the Facilities Master Plan. Data to prepare this Project Description was obtained from the District, from the Initial Study (including incorporated references), and from the technical studies that were specifically prepared for the Update. A copy of the Initial Study and Notice of Preparation are provided in Chapter 9, Subchapter 9.1 of this document and is incorporated herein. Copies of the technical studies are included in the Technical Appendices to this DSEIR. Greater detail on the originally identified environmental issues being evaluated in this DSEIR (aesthetics, air quality, land use/planning, noise, recreation and transportation/traffic) will be provided in Chapter 5, Environmental Impact Evaluation.

Project Overview

The San Jose City College Facilities Master Plan Update 2021 (hereafter "Update") is a refinement of the 2000 Facilities Master Plan (hereafter "Prior Plan"). The Prior Plan was approved in 2000 and allowed for the overall facilities development of approximately 639,002 Outside Gross Square Feet (OGSF) of which 423,402 is designated Assignable Square Feet (ASF).

The Update will allow for the overall facilities development of approximately 533,577 OGSF/357,241 ASF. This is a reduction of 105,425 OGSF/66,161 ASF from the Prior Plan (please reference Table 4-1, below).

Table 4-1
Space Summary

Facility Name	ASF	OGSF
Total Existing Buildings in 2008	423,402	639,002
Total New Buildings, Phases II & III	93,000	130,000
Grand Total, All Buildings	516,402	769,002
Total Demolished Buildings	159,161	235,425
Net Space, All Buildings in 2021	357,241	533,577
Change in Space, 2008 versus 2021	**<66,161>**	**<105,425>**

A breakdown of the overall Update acreage (existing Campus and proposed) compared with the Prior Plan (existing and proposed) is listed in Table 4-2, below. The acreage increase includes the incorporation of the Technology Center into the Campus boundaries.

Table 4-2
Campus Master Plan Land Uses (acres)

Land Use Category	Prior Plan (existing)	Prior Plan (proposed)	Current Campus (2009)	Update (proposed)
Buildings	9.0	8.0	10.5	8.2
Vehicle and Circulation	15.0	12.0	19.4	17.9
Landscape	4.0	11.5	4.4	9.2
Athletic	25.0	23.0	20.2	19.2
Total	53.0	54.5	54.5	54.5

A more detailed Project Description, Development Chronology and Phasing are discussed below.

Project Description

Implementation to date of the Prior Plan resulted in a shift in the general locations of buildings from the central and northern portions of the Campus to the western and southern areas of the Campus. Implementation of the Update will continue this direction of development.

The Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan. The potential project components for the Update are as follows:

- Removal of the existing “Row” buildings and temporary/portable structures.
- Design and construction of a Multi-Disciplinary Building & Visual and Performing Arts Building.
- Design and construction of a new Physical Education Complex.
- Design and construction of a new Vocational-Technical Facility.
- Development of new athletic fields.
- Design and construction of a Corporate Yard.
- Renovation of some existing buildings.
- Development of new Campus entries.
- Development of outdoor plaza/quad areas.
- Modifications to access and circulation, including closure of the southerly Campus access.
- Provision for additional parking.
- Modification and expansion of Campus infrastructure.
- Renovation/replacement of the Campus landscaping.

Key components from the above list that may be of special interest include:

- Updating of the San Jose City College Campus Master Plan to the year 2021.
- Relocation of the Baseball Field Complex to the southeasterly area of the Campus adjacent to Leigh Avenue.
- Reduction/demolition of approximately 105,425 OGSF/66,261 ASF of Campus facilities.

- Demolition of the existing Physical Education buildings and replacement with new facilities.

All facilities will be developed within the existing Campus boundaries. The development proposed under the Update is intended to meet the needs of the College for an anticipated enrollment of approximately 12,000 students by 2021. (See Figure 2.1-3: Facilities Master Plan Update 2021, San Jose City College).

Buildings such as the Student Center, the General Education building and the Theatre will remain but be remodeled to meet current standards rather than demolished. In more detail, the Student Center will be renovated to add the Professional Education Center. The General Education building will be renovated to add a Multi-Disciplinary Classroom Complex with a new 2-story, 10,000 ASF area added to the front of the facility.

As indicated in Table 4-1, many facilities were demolished and replaced with new buildings as part of the Prior Plan. The Update includes the demolition, remodeling and new construction of the following buildings and facilities (reference Table 4-3, below).

Table 4-3
Demolition, Remodeling and New Construction—Update

Building Name	Total ASF	Total OGSF	Status
100 Wing	28,682	41,729	Phase II—Demolition
200 Wing	25,514	41,820	Phase II—Demolition
300 Wing	27,276	40,584	Phase II—Demolition
Fine Arts	9,780	14,075	Phase II---Demolition
Gym—Men	21,298	27,863	Phase II---Demolition
Auxiliary Gym	10,217	12,561	Phase II—Demolition
X, Y & Z Buildings	1,587	2,702	Phase II—Demolition
W Building	4,132	6,990	Phase II—Demolition
Vocational Arts	8,368	11,700	Phase II—Demolition
Central Plant	432	832	Phase II—Demolition
General Education	27,701	43,668	Remodel—Phase II
Multi-Discipline/Performing Arts	28,000	35,000	New Construction—Phase II
Voc/Tech Bldg Addition	20,000	30,000	New Construction—Phase II
P. E. Complex	45,000	65,000	New Construction---Phase II
Parking Garage #1	None	110,000	480 Spaces-5 Stories
Central Plant	None	10,000	Service for New Facilities
Softball Field	None	None	New Construction—Phase II
Baseball Field	None	None	New Construction—Phase II
Corporate Yard	None	18,000	New Construction—Phase II
Parking Garage #2	None	100,000	New Construction—Phase III

As depicted in Table 4-2, proposed new construction will total approximately 366,000 OGSF/93,000 ASF. Demolition will total approximately 186,781 OGSF/127,497 ASF. Remodeling will total approximately 57,743 OGSF/37,481 ASF. When considered with proposed demolition, the proposed new buildings, new addition, and renovations would result in a net decrease in building space of 105,425 OGSF/66,161 ASF for the Update versus the Prior Plan.

The details for Parking Garage #2 were not known at the time of the Prior Plan and are still not developed at the time of the Update. The parking garage would likely not be developed until enrollment approaches 15,000 students, or as deemed needed based on on-going monitoring of construction and assessments of parking needs. (If constructed, Parking Garage #2 will be constructed around the proposed Central Plant that will be built as part of an earlier phase of development). Even with this uncertainty, it has been decided that the DSEIR will evaluate the general impacts of developing Parking Garage #2 in its proposed location.

Development Chronology and Phasing

Phase I

Since the adoption of the Prior Plan, approximately 216,336 OGSF/134,424 ASF have been constructed, remodeled or demolished (reference Table 4-4, below). The Project components in Phase I are considered part of the Prior Plan. They were constructed, remodeled or demolished in conformance with the Prior Plan and Prior Plan EIR. They began construction in 2000 and were completed in 2007.

Table 4-4
Demolition, Remodeling and New Construction—Phase I (Prior Plan)

Building Name	Total ASF	Total OGSF	Status
Student Center	19,197	31,573	Remodel—Phase I
Science	17,075	26,773	Phase I—Demolition
Handball Courts	4,800	7,796	Phase I—Demolition
Library/LRC	42,366	53,287	Completed—Phase I
Student Services/Career Center	50,986	69,044	Completed—Phase I

Phase II

Phase II project components include the Technology Center and Science Complex, which have been completed. These were developed and implemented in conformance with the Prior Plan and Prior Plan EIR. As part of the Proposed Plan, several elements are currently in the planning phase (Phase II) and are the subject this analysis (reference Table 4-3, above). They include the Baseball Field Complex, the Softball Field, the Multi-Disciplinary Classroom/Visual & Performing Arts Building, the Physical Education Complex and the Vocational-Technology Center.

The Baseball Field Complex facilities will include the following components: bleachers (to seat approximately 100 people), batting cages, poles and netting (up to a maximum of 90' in height to contain errant balls from exiting the Campus), a 20' high wall, speakers (used to announce the players' names) and two dugouts (reference Figure 3.2-2). It should be noted that there will no lighting of these fields; therefore, all games will be played during the daylight hours. This phase of development began construction in 2002 and is scheduled for completion by 2013. The Baseball Field Complex is scheduled for completion in 2009, pending certification of this SEIR by the Board of Trustees.

Phase III

Phase III project components consist of the construction of Parking Garage #2 and other general site and Campus-wide landscaping improvements, including a transparent light tower which would be proposed at the main entrance as part of the Multidisciplinary Classroom Complex. It would be approximately five stories high (roughly 120 feet), lit at night, and would be visible from I-280. Funding for Phase III has not been secured as of this date. Therefore, it

is unknown when Phase III will be completed. However, even with this uncertainty in funding it is anticipated that the projects will be completed prior to 2021 and therefore have been included as part of this analysis.

4.4 USES OF THIS ENVIRONMENTAL IMPACT REPORT

As previously stated, before any development can occur, the District must adopt the Update and certify the SEIR. It is the approval of the Update that will allow the proposed development to proceed and allow the corresponding changes to the physical environment. This SDEIR is expected to be used as the information source and CEQA compliance document for adoption of the Update by the District.

In addition to the above actions, this SDEIR may also be used by the following responsible agencies, dependent upon the review, approval or permit requirements of each in regards to the Update:

- Division of the State Architect (DSA);
- City of San Jose;
- City of San Jose Fire Department;
- Santa Clara Valley Water District;
- San Jose Water Company;
- Santa Clara Valley Transportation Authority (VTA); and
- California Department of Transportation (Caltrans).

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CHAPTER 5 – ENVIRONMENTAL IMPACT EVALUATION

Note: All Chapter 5 Figures are located at the end of each subchapter, not immediately following their reference in the text.

5.1 BACKGROUND

This chapter of the Draft Subsequent Environmental Impact Report (DSEIR) provides the detailed information used to forecast the type and significance of potential adverse environmental impacts that implementation of San Jose City College Facilities Master Plan Update 2021 (hereafter "Update") can cause if the Update is implemented as described in Chapter 4, the Project Description. In the following subchapters, each of the environmental topics that were either: identified in the Initial Study, through the Notice of Preparation process, or through the scoping process; and contained in the Project specific technical studies as having a potential to cause significant impact is evaluated. The environmental impact analysis section for each environmental topic is arranged in the following manner:

a. An introduction that summarizes the specific issues of concern for each subchapter, including those identified in the Initial Study and Notice of Preparation scoping process;

b. A summary of the current or existing environmental setting for each physical resource or human infrastructure system is presented as the baseline from which impacts will be forecast;

c. Based on stated assumptions, the potential direct and indirect impacts are forecast and the significance of impacts is assessed without applying any mitigation using identified criteria or thresholds of significance;

d. Recommended measures that can be implemented to substantially lessen potential adverse environmental impacts are identified, and their effectiveness in reducing impacts to non-significant levels is evaluated;

e. Potential cumulative adverse environmental impacts are assessed under each environmental topic, where applicable; and

f. Unavoidable adverse environmental impacts, including significant unavoidable impacts, are identified, and any adverse impacts that may be caused by implementing mitigation measures are addressed.

To provide the reviewer with a criterion or set of criteria with which to evaluate the significance of potential adverse impacts, this document provides issue specific criteria, i.e. thresholds of significance, for each topic considered in this DSEIR. These criteria are either standard thresholds established by law or policy (such as ambient air quality standards) or project-specific evaluation thresholds that are developed with the San José/Evergreen Community College District (District) and used specifically for the Update. After comparing the forecasted physical changes in the environment that may be caused by the Update with the significance threshold criterion or criteria, a conclusion is reached on whether the Update has the potential to cause a significant adverse environmental impact for the issue being evaluated.

Measures to reduce adverse environmental impacts are identified and described in this Chapter of the DSEIR. Over the past several years, mitigation has evolved in scope and complexity. As society responds to environmental issues, last year's mitigation measures are integrated into rules and regulations, such as the Uniform Building Code or Water Quality Control Plans. Measures incorporated into rules and regulations become mandatory requirements (not discretionary) and they no longer need to be identified as additional mitigation applicable to the Update.

The following discussion summarizes all of the various measures anticipated to be incorporated into the Update to reduce potential significant adverse environmental effects, either to the extent feasible or to a level of non-significance. After determining the degree of mitigation that can be achieved by the proposed measures and after identifying any adverse impacts that the mitigation measures can cause, a conclusion is provided regarding the significant and/or unavoidable adverse impact for each environmental topic.

This document utilizes conservative (worst case) assumptions in making impact forecasts based on the assumption that the impact forecasts should over-predict (if they cannot be absolutely quantified) consequences, rather than under-predict them. Many technical studies were prepared for this document and they have been incorporated by summarizing the information in this document to ensure accuracy. These technical studies are compiled in a separate volume of the DSEIR (Volume 2) and copies of Volume 2 can be reviewed at San José/Evergreen Community College District, the San Jose City College, or can be made available upon request. The information used and analyses performed to make impact forecasts are provided in depth in this document to allow reviewers to follow a chain of logic for each impact conclusion and to allow the reader to reach independent conclusions regarding the significance of the potential impacts described in the following subchapters.

5.2 AESTHETICS

5.2.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of Aesthetic Resources from implementation of the Update. Section VI.1 of the Initial Study addressed whether the Update would have a substantial adverse effect on a scenic vista; would substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; would substantially degrade the existing visual character or quality of the site and its surroundings; or create a new source of substantial light or glare which would adversely affect day or nighttime views in the area beyond the impacts anticipated in the Prior Plan EIR.

Based on the analysis in the Initial Study, it was determined that the following issues areas related to Aesthetic Resources **would not** require any further analysis in the DSEIR:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

Based on the information presented above, the following issue areas will be further analyzed in the DSEIR:

- Substantially degrade the existing visual character or quality of the site and its surroundings.
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The Initial Study indicated the following pertaining to the Update affecting a scenic vista or having a demonstrable negative aesthetic effect:

> *"The Proposed Project could have a potentially significant impact that would substantially degrade the existing visual character or quality of the site and its surroundings; or create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The Proposed Project involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan. The Proposed Project will result in an overall decrease in OGSF and ASF. Some of the reorganization may result in impacts that could degrade the existing visual character or quality of the site and its surroundings and create new sources of light and glare. The baseball field and associated facilities will be relocated to the eastern portion of the Campus (adjacent to Leigh Avenue). The baseball field and associated facilities include the following: bleachers (to seat approximately 100 people), batting cages, poles and netting (up to a maximum of 90' in height to contain errant balls from exiting the Campus), a 20' high wall, speakers (used to announce the player's names) and two dugouts. It should be noted that there will no lighting of these fields and that all games will be played during the daylight hours. Based on these modifications*

from the Proposed Plan, these issue areas will be analyzed in the SEIR."

These issues will be discussed below as set in the following framework:

- Environmental Setting: Aesthetics
- Thresholds of Significance
- Potential Impacts
- Project-Specific Mitigation Measures
- Cumulative Impact
- Unavoidable Adverse Impacts

The Aesthetic Analysis prepared by Digital Preview, dated February 5, 2009 and the San Jose City College Facilities Master Plan Update 2021 (Update), prepared by Noll & Tam were used in the analyses presented in this Subchapter.

Comments were received for this issue area from the public at the public scoping meeting and in response to the Notice of Preparation. The aesthetic issue was discussed at the public scoping meeting and a commitment was made at the meeting to compile visual simulations of prominent Update components as part of the DSEIR analysis at the meeting. These simulations have been prepared and are presented and evaluated in the analysis presented below.

5.2.2 Environmental Setting: Aesthetics

Campus Setting

The existing visual setting of the project site consists of the existing San Jose City College Campus ("Campus"). The Campus 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: Regional and Project Site Location.

The Campus 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.

Existing buildings are located mainly in the central, western and northern portions of the Campus (See Figure 3-1: San Jose City College Campus – Existing). The sports fields (Softball Field, Football and Track and Baseball Field Complex) are located in the central, eastern central and southeastern portions of the Campus, respectively.

The Campus is in an urban visual 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 Campus are in the City of San Jose and in the unincorporated Santa Clara County. The existing urban setting was described in Chapter 5.7 (Visual Quality) of the Prior Plan EIR. The off-Campus setting has had had limited changes since the adoption of the Prior Plan and the certification of the Prior Plan EIR. The majority of the changes have occurred on the Campus. These existing off-site views (Section B.2 of the Prior Plan EIR) are still the predominant views that have any potential to be affected through the implementation of the Update.

A field visit was conducted to determine where the appropriate viewpoints for the visual analysis should be performed from. The Campus was viewed from the most logical and visible locations based on the layout of the Update. In addition, the locations discussed in the Prior Plan EIR and other locations in vicinity of the Campus were explored to ensure that a comprehensive baseline was established for the existing visual setting. Photos were taken from twenty (20) viewpoints along the perimeter of the Campus. The key map for these viewpoints is depicted on Figure 5.2-1. These vantage points were chosen based on the proposed location of the project components for the Update. All of the pictures from the viewpoints are contained on Figures 5.2-2 through 5.2-8. Figures 5.2-2, 5.2-3, 5.2-4, 5.2-5 and 5.2-7 contain the viewpoints that will be utilized for the analysis in this Chapter.

Based on this reconnaissance, and the nature and visibility of the proposed structural components that would be implemented through the Update, it was determined that from a visual standpoint there are three (3) key Update components proposed on the Campus that need to be considered as part of the analysis in the SDEIR. These components and view points (VP) are: the surface parking lot and Multi-Disciplinary Classroom Building, located in the northern portion of the – adjacent to Moorpark Avenue (VP-18), the Gym and Physical Education Building – located on the easterly portion of the Campus (VP-2), and the Baseball Field Complex – located in the southeasterly portion of the Campus – immediately adjacent to Leigh Avenue (VP-4, 5, 6, 7, 8, 9, 11, 12 and 13). The potential for off-Campus visibility of these components was the primary factor for determining which of the twenty (20) viewpoints would be considered for further analysis.

Based on the reconnaissance and the review of the photos from these all of the viewpoints, the following viewpoints were deemed not to require any further analysis in the DSEIR: VP-1, VP-3, VP-10, VP-14, VP-15, VP-16, VP-17 and VP-19. The off-Campus visibilities of the structural components of the Update were not visible from these viewpoints.

In summary, the viewpoints to be analyzed in this Chapter of the DSEIR are:

1) VP -18: Looking southerly from Moorpark Avenue onto the Campus where the new surface parking lot and two-story Multi-Disciplinary Classroom Building would be located (reference Figure 5.2-7);
2) VP-2: Looking westerly across Leigh Avenue where the new two-story Gym and Physical Education Building would be located (reference Figure 5.2-2); and
3) VP-4, 5, 6, 7, 8, 9, 11, 12 and 13. VP-4 through VP-9 are looking westerly and northwesterly across Leigh Avenue into the location of the existing/proposed Baseball

Field Complex (reference Figures 5.2-2, 5.2-3 and 5.2-4). VP-11 is looking northerly toward the Baseball Field Complex from Fruitdale Avenue near the intersection of Fruitdale Avenue and Dl Fiore Drive (reference Figure 5.2-5). VP-12 and VP-13 are looking easterly from the existing apartments (easterly of the intersection of Kingman Avenue and Sherman Oaks Drive) toward the Baseball Field Complex (reference Figure 5.2-5).

The visual qualities of each of these viewpoint locations are described below.

<u>VP-18 (Looking southerly from Moorpark Avenue onto the Campus at the location of the proposed surface parking lot and two-story Multi-Disciplinary Classroom Building)</u>

The photograph for VP-18 (Figure 5.2-7) was taken from the northerly side of Moorpark Avenue easterly of the intersection of Moorpark and South Bascom Avenues. VP-18 represents the view from a vehicle and/or pedestrian traveling eastbound on Moorpark Avenue, with the Campus in immediate view to the south. A Staff and student parking lot, the Science Complex and the Fine Arts Building are visible in the foreground. To the far left in the photo, a potion of the Drama Building is visible. Mature trees are a prominent visible feature on VP-18. There are no significant landforms visible from VP-18.

<u>VP-2 (Looking westerly across Leigh Avenue onto the Campus at the location of the proposed Gym and Physical Education Building)</u>

The photograph for VP-2 (Figure 5.2-2) was taken from the westerly side of Leigh Avenue, at the eastern entry to the Campus off of Leigh Avenue. This represents the view from a vehicle and/or pedestrian traveling southbound on Leigh Avenue, with the Campus in immediate view to the west. The entry drive, a student parking lot, and portions of the Student Parking Garage, Student Center Building, Men's Gym Building and the lights for the Football and Track Field are visible in the foreground. A combination of mature and newer trees is also prominently visible on VP-2. There are no significant landforms visible from VP-2.

<u>VP-4 through VP-9 (Looking westerly and northwesterly across Leigh Avenue into the location of the existing/proposed Baseball Field Complex)</u>

The photographs for VP-4 through VP-9 (Figures 5.2-2, 5.2-3 through 5.2-4) were taken from the east side of Leigh Avenue, starting southerly of the east Campus entrance and proceeding southward to the intersection of Leigh and Fruitdale Avenues. The purpose of these photos was to depict the current stage (currently halted) of development of the Baseball Field Complex; therefore, they have been grouped together here. The most visible elements of these viewpoints are the 90' poles, 30' high poles and the 20' high wall. The following is a description of these viewpoints:

- VP-4: This photo for VP-4 (Figure 5.2-2) was taken immediately south of the east Campus entrance, on the east side of Leigh Avenue. This represents the view from a vehicle and/or pedestrian traveling southbound on Leigh Avenue, with the Campus in immediate view to the west and southwest. Mature trees are visible on the Campus, with the 90' poles adjacent to Leigh Avenue prominent in the center of the photo. The

residential neighborhoods are visible on the left side of the photo. The mountains are visible on the horizon in the center of the photo, immediately behind the 90' poles.

- VP-5: This photo for VP-5 (Figure 5.2-3) was taken northeast of the intersection of Leigh and Kingman Avenues, on the east side of Leigh Avenue. This represents the view from a vehicle and/or pedestrian traveling southbound on Leigh Avenue, with the Campus in immediate view to the southwest. The 90' poles and the 20' high wall become more prevalent in VP-5. The residential neighborhoods are visible on the left side of the photo and the apartments are visible on as you look south on Leigh Avenue.
- VP-6: This photo for VP-6 (Figure 5.2-3) was taken immediately across the street from the Baseball Field Complex, on the east side of Leigh Avenue. This represents the view from resident in their driveway as they look across the street. The 20' high wooden wall and the bottom portions of the 90' poles (and the left field foul pole) encompass the majority of this viewpoint. Leigh Avenue as well as cars from on-street parking are visible from this viewpoint photo. There are no significant landforms visible from VP-6.
- VP-7: This photo for VP-7 (Figure 5.2-3) was taken immediately south of the Baseball Field Complex, on the east side of Leigh Avenue. This represents the view from resident in their driveway as they look across the street, with the Baseball Field Complex to the northwest. The 30' high poles are prominent in this viewpoint, as well as Leigh Avenue, on-street parking, a residence to the south of the Baseball Field Complex. The apartments are visible in the center of the photo. There are no significant landforms visible from VP-7.
- VP-8: This photo for VP-8 (Figure 5.2-4) was taken immediately south VP-7, on the east side of Leigh Avenue. This represents the view from a vehicle and/or pedestrian traveling northbound on Leigh Avenue, with the Baseball Field Complex in immediate view to the northwest. The 90' poles, the 30'poles and the 20' high wooden wall are prominent in the center of this photo. The residential neighborhoods are visible on both the left and right sides of the photo, framing Leigh Avenue. Limited glimpses of some of the Campus Building are visible from VP-8. There are no significant landforms visible from VP-8.
- VP-9: This photo for VP-9 (Figure 5.2-4) was taken immediately north of the intersection of Leigh and Fruitdale Avenues, on the east side of Leigh Avenue. This represents the view from a vehicle and/or pedestrian traveling northbound on Leigh Avenue, with the Baseball Field Complex in immediate view to the northwest. The 90' poles, the 30'poles and the 20' high wooden wall are still visible from this viewpoint in the center of this photo. The residential neighborhoods are visible on both the left and right sides of the photo, framing Leigh Avenue. There are no significant landforms visible from VP-8.

<u>VP-11 (Looking northerly toward the Baseball Field Complex from Fruitdale Avenue near the intersection of Fruitdale Avenue and Dl Fiore Drive)</u>

The photograph for VP-11 (Figure 5.2-5) was taken from the north side of Fruitdale Avenue, looking northerly toward the Campus and the Baseball Field Complex. This limited view represents the view from a vehicle and/or pedestrian looking down the alley between the apartments on Leigh Avenue and the apartments to the east of Sherman Oaks. The most visible element on this viewpoint is the 90' poles and the existing utility lines. There are no significant landforms visible from VP-11.

VP-12 and VP-13 (Looking easterly from the existing apartments (easterly of the intersection of Kingman Avenue and Sherman Oaks Drive) toward the Baseball Field Complex)

The photographs for VP-12 through VP-13 (Figure 5.2-5) were taken from the east side of the apartments that are located south of the Campus and southeasterly of the intersection of Kingman Avenue and Sherman Oaks Drive. The most visible elements of these viewpoints are the Baseball Field Complex – the 90' poles, 30' high poles and baseball field itself. The following is a description of these viewpoints:

- VP-12: This photo for VP-12 (Figure 5.2-5) was taken from a stairwell in the apartments, immediately west of the Baseball Field Complex. This represents the view a resident would have going to and from their apartment. This view is in between two (2) of the 90' poles. The 90' poles, 30' poles and 20' high wooden wall are visible in this viewpoint. The proposed location for the baseball field is very prominent in the center of the photo. Power lines are also visible in this viewpoint. A limited view of Campus Buildings is on the left side of the photo. The residences along Leigh Avenue are visible across the center of the photo. The mountains are visible on the horizon in the center of the photo, immediately behind the 90' poles.
- VP-13: This photo for VP-13 (Figure 5.2-5) was taken from a drivelane and carports in the apartments, immediately west of the Baseball Field Complex. This represents the view a resident would have going to and from their car. This is a view is of the 30' poles. The 90' poles and 30' poles are visible in this viewpoint. The proposed location for the baseball field is in the center of the photo. A very limited view of the mountains is visible on the horizon in the center of the photo.

Other Campus Viewpoints

As stated above, based on the reconnaissance and the review of the photos from these all of the viewpoints, the following viewpoints were deemed not to require any further analyzed in the DSEIR: VP-1, VP-3, VP-10, VP-14, VP-15, VP-16, VP-17, and VP-19. The off-Campus visibilities of the structural components of the Update were not visible from these viewpoints.

Light and Glare

The Initial Study indicated that "some of the reorganization may result in impacts that could degrade the existing visual character or quality of the site and its surroundings and create new sources of light and glare." According to the Prior Plan EIR, existing nighttime lighting at the College is located throughout the Campus, along pedestrian walkways, in parking lots, and outside Campus buildings. The football field is lit on game nights and the small tennis court in the middle of the Campus and the swimming pool are lit at night. The tennis courts and soccer field (now Baseball Field Complex) at the southern end of the Campus are not lit at night. Most of the outdoor lights consist of high-pressure sodium vapor lights. Some lights, such as the lights over the football/track field are metal halide lights. With the implementation of the Prior Plan, additional lighting has been installed throughout the Campus, along pedestrian walkways, in parking lots, and outside Campus buildings. The majority of this has been installed in conformance with the Prior Plan. The student parking lot, located south of the eastern Campus entry was not installed per the Prior Plan; therefore, any associated lighting in this parking lot

was not specifically addressed in the Prior Plan EIR. Mitigation measures were included to reduce any impacts from light and glare from new development (i.e., implementation of the Prior Plan) that would reduce these impacts to a less than significant level.

Tree Removal

Mature trees have been removed, in compliance with the mitigation measures contained in the Prior Plan EIR, as a result of implementing the Prior Plan. The potential for trees to be removed as a result of the implementation of the Update is still present. It was determined in the Initial Study that after implementation of the mitigation measures, impacts will be reduced to a less than significant level. No other mitigation measures were determined to be required. The Initial Study determined that this issue area did not require any additional analyzed in the SEIR; however, due to comments received on the NOP, a brief discussion of tree removal impacts and mitigation is contained in this Chapter. Tree removal will be discussed under the setting of impacts from the Update would substantially degrade the existing visual character or quality of the site and its surroundings.

5.2.3 Thresholds of Significance

The Initial Study Form describes four (4) criteria for impacts to Aesthetic Resources. Implementation of the Update may have a significant impact on Aesthetic Resources if it results in:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- Substantially degrade the existing visual character or quality of the site and its surroundings.
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The following issues areas **will not** require any further analysis in the SEIR:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

Based on the information presented above, the following issue areas will be further analyzed in the SEIR:

- Substantially degrade the existing visual character or quality of the site and its surroundings.
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The questions posed in the Initial Study are included for each topical section to guide the impact analysis and the above significance criteria represent a summary of the thresholds raised in the Initial Study Form. The potential visual aesthetic changes in the environment are

addressed in response to the above thresholds in the following analysis.

5.2.4 Potential Impacts

c. Would the proposal substantially degrade the existing visual character or quality of the site and its surroundings?

Visual Analysis

Photo Sim for VP-18 (Looking southerly from Moorpark Avenue onto the Campus at the location of the proposed surface parking lot and two-story Multi-Disciplinary Classroom Building)

The Photo Sim for VP-18 (Figure 5.2-9) shows implementation of the Update as viewed from the northerly side of Moorpark Avenue easterly of the intersection of Moorpark and South Bascom Avenues. This component of the Update includes the removal of the Fine Arts Building(s), the structure west of the Business Education Building and trees; and will result in the construction of a surface parking lot and a 28,000 square foot Multi-Disciplinary Classroom Building.

As the Photo Sim represents, the height and mass of the proposed 28,000 square foot Multi-Disciplinary Classroom Building will be compatible with the existing Science Complex on the right side of the Photo Sim and will be complimentary in scale to the Drama Building. The proposed parking lot will be installed and landscaping will be installed to mitigate the impacts from any tree removal. As stated in the Initial Study, there is potential for trees to be removed as a result of implementation of the Update. Two mitigation measures (4-1 and 4-2 from the Prior Plan EIR: Biology Resources) will be required to identify and preserve mature and memorial trees. After implementation of the mitigation measures (above), impacts will be reduced to a less than significant level. No other mitigation measures are required. As stated above, there are no significant landforms visible from VP-18. Based on the information provided by the Photo Sim for VP-18, implementation of the Update will not substantially degrade the existing visual character or quality of the site and its surroundings from this Viewpoint. With mitigation incorporated, any impacts are considered less than significant.

Photo Sim for VP-2 (Looking westerly across Leigh Avenue onto the Campus at the location of the proposed Gym and Physical Education Building)

The Photo Sim for VP-2 (Figure 5.2-9) shows implementation of the Update as viewed from the easterly side of Leigh Avenue easterly of the eastern Campus entrance. This component of the Update includes the removal of the Field House, the racquetball courts, and trees; and will result in the construction of a 35,000 square foot Gym and Physical Education Building.

As the Photo Sim represents, the height and mass of the proposed 35,000 square foot Gym and Physical Education Building will be compatible with the existing Student Parking Garage and Student Center and will be partially screened from view by existing landscaping. As stated above, from the Initial Study, there is potential for trees to be removed as a result of implementation of the Update. Two mitigation measures (4-1 and 4-2 from the Prior Plan EIR:

Biology Resources) will be required to identify and preserve mature and memorial trees. After implementation of the mitigation measures (above), impacts will be reduced to a less than significant level. No other mitigation measures are required. As stated above, there are no significant landforms visible from VP-2. Based on the information provided by the Photo Sim for VP-2, implementation of the Update will not substantially degrade the existing visual character or quality of the site and its surroundings from this Viewpoint. With mitigation incorporated, any impacts are considered less than significant.

Photo Sims for VP-4 through VP-9 (Looking westerly and northwesterly across Leigh Avenue into the location of the existing/proposed Baseball Field Complex)

The Photo Sims for VP-4 through VP-9 (Figures 5.2-9 through 5.2-10) show the implementation of the Baseball Field Complex component of the Update taken from the east side of Leigh Avenue, starting southerly of the east Campus entrance and proceeding southward to the intersection of Leigh and Fruitdale Avenues. The Photo Sims illustrate installment of the poles and netting as it would appear upon completion of the Baseball Field Complex. Since the poles, netting and the wall have the greatest potential for visual impact, they have been modeled on the Photo Sims. Other Baseball Field Complex components (i.e., the field, bleachers and batting cage) have not been included in the model due to their scale and realistic lack of potential for any significant visual impact to the environment. The Photo Sims includes the most feasible mitigation incorporated into the design. This includes painting the poles a light blue color to compliment the daytime sky color, utilizing black netting and showing an evergreen vine planted on the 20' high wall. The Photo Sims possesses the same visual impact; therefore they have been grouped together here. As stated prior, the most visible elements of these viewpoints are the 90' poles, 30' high poles (and the associated netting), as well as the 20' high wall. The following is a description of these viewpoints:

- VP-4: The Photo Sim for VP-4 (Figure 5.2-9) depicts the view looking to the south, immediately south of the east Campus entrance, on the east side of Leigh Avenue. This represents the view from a vehicle and/or pedestrian traveling southbound on Leigh Avenue, with the Campus in immediate view to the west and southwest. Mature trees are visible on the Campus, with the 90' poles adjacent (with associated netting) to Leigh Avenue and on-Campus prominent in the center and right side of the photo respectively. The "batter's eye" is visible in the immediate center of the Photo Sim and appears as a dark screen. The residential neighborhoods are visible on the left side of the photo. The mountains are still visible on the horizon in the center of the photo, but have been partially obscured by the poles, netting and batter's eye. While this Photo Sim illustrates the proposed visual impact of the poles and netting on the adjacent neighborhood and the mountains in the background, the impact would be considered less than significant from VP-4.
- VP-5: The Photo Sim for VP-5 (Figure 5.2-10) depicts the view from northeast of the intersection of Leigh and Kingman Avenues, on the east side of Leigh Avenue. This represents the view from a vehicle and/or pedestrian traveling southbound on Leigh Avenue, with the Campus in immediate view to the southwest. The 90' poles (with associated netting) adjacent to Leigh Avenue and the apartments on Sherman Oaks Drive, the 20' high wall, and the batter's eye become more prevalent in VP-5. The residential neighborhoods are visible on the left side of the photo and the apartments

are visible on as you look south on Leigh Avenue. The mountains to the south are still visible as you look down Leigh Avenue, but have been partially obscured by the poles, netting and batter's eye. This Photo Sim illustrates the proposed visual impact of the poles, netting, batter's eye and wall on the adjacent neighborhoods and to the view of the mountains in the background. Based on this nature of the Baseball Field Complex and its contrast to the surrounding environment, the impact at this viewpoint is more pronounced than VP-4 and, even with the mitigation incorporated into the design, is considered significant.

- VP-6: The Photo Sim for VP-6 (Figure 5.2-10) depicts the view from immediately across the street from the Baseball Field Complex, on the east side of Leigh Avenue. This represents the view from resident in their driveway as they look across the street. The 20' high wooden wall (planted with vines) and the bottom portions of the 90' poles, with associated netting (and the left field foul pole) encompass the majority of this viewpoint. The 90' poles and netting adjacent to the apartments is also visible. As stated prior, there are no significant landforms visible from VP-6. This Photo Sim clearly illustrates the proposed visual impact of the poles, netting and wall on the immediately adjacent residents across Leigh Avenue, where the greatest potential aesthetic impacts would occur from implementation of the Update. As is the case with VP-5, based on this nature of the Baseball Field Complex and its contrast to the surrounding environment from the poles, netting and wall, the impact at this viewpoint, even with the mitigation incorporated into the design, is considered significant.
- VP-7: The Photo Sim for VP-7 (Figure 5.2-10) depicts the view immediately south of the Baseball Field Complex, on the east side of Leigh Avenue. This represents the view from a resident in their driveway as they look across the street, with the Baseball Field Complex to the northwest. It also depicts the view that the resident immediately adjacent to the batter's eye, poles and netting would have (on the west side of Leigh Avenue). The 90' poles and netting, as well as the batter's eye are prominent as depicted on VP-7, as well as Leigh Avenue, on-street parking, a residence to the south of the Baseball Field Complex. The apartments are visible in the center of the photo. There are no significant landforms visible from VP-7. This Photo Sim clearly illustrates the proposed visual impact of the poles, netting and wall on the immediately adjacent residents across Leigh Avenue and the aesthetic impact of the batter's eye on the residence on the west side of Leigh Avenue, where the greatest potential aesthetic impacts would occur from implementation of the Update. As is the case with VP-5 and VP-6, based on this nature of the Baseball Field Complex and its contrast to the surrounding environment from the poles, netting and wall, the impact at this viewpoint, even with the mitigation incorporated into the design, is considered significant.
- VP-8: The Photo Sim for VP-8 (Figure 5.2-11) depicts the view immediately south of VP-7, on the east side of Leigh Avenue. This represents the view from a vehicle and/or pedestrian traveling northbound on Leigh Avenue, with the Baseball Field Complex in immediate view to the northwest. It also depicts the view that the resident immediately adjacent to the batter's eye, poles and netting would have (on the west side of Leigh Avenue). The 90' poles, the 30'poles and the 20' high wooden wall are prominent in the center of this photo. The residential neighborhoods are visible on the both the left and right sides of the photo, framing Leigh Avenue. Limited glimpses of some of the Campus Building are still visible from the Photo Sim for VP-8. There are no significant landforms visible from VP-8. This Photo Sim clearly illustrates the proposed visual

impact of the poles, netting and wall on the immediately adjacent residents across Leigh Avenue and the aesthetic impact of the batter's eye on the residence on the west side of Leigh Avenue, where the greatest potential aesthetic impacts would occur from implementation of the Update. As is the case with VP-5, VP-6 and VP-7, based on this nature of the Baseball Field Complex and its contrast to the surrounding environment from the poles, netting and wall, the impact at this viewpoint, even with the mitigation incorporated into the design, is considered significant.

- VP-9: The Photo Sim for VP-9 (Figure 5.2-11) depicts the view immediately north of the intersection of Leigh and Fruitdale Avenues, on the east side of Leigh Avenue. This represents the view from a vehicle and/or pedestrian traveling northbound on Leigh Avenue, with the Baseball Field Complex in immediate view to the northwest. The 90' poles, associated netting, batter's eye and the 20' high wooden wall are still visible from this viewpoint in the center of this Photo Sim. The residential neighborhoods are visible on the both the left and right sides of the photo, framing Leigh Avenue. There are no significant landforms visible from VP-9. This Photo Sim clearly illustrates the proposed visual impact of the poles, netting and wall on the immediately adjacent residents across Leigh Avenue and the aesthetic impact of the batter's eye on the residence on the west side of Leigh Avenue, where the greatest potential aesthetic impacts would occur from implementation of the Update. As is the case with VP-5, VP-6, VP-7 and VP-8, based on this nature of the Baseball Field Complex and its contrast to the surrounding environment from the poles, netting and wall, the impact at this viewpoint, even with the mitigation incorporated into the design, is considered significant.

<u>Photo Sim for VP-11 (Looking northerly toward the Baseball Field Complex from Fruitdale Avenue near the intersection of Fruitdale Avenue and Dl Fiore Drive)</u>

The Photo Sim for VP-11 (Figure 5.2-11) depicts the view from the north side of Fruitdale Avenue, looking northerly toward the Campus and the Baseball Field Complex. This limited view represents the view from a vehicle and/or pedestrian looking down the alley between the apartments on Leigh Avenue and the apartments to the east of Sherman Oaks. The most visible element on this viewpoint is the 90' poles and netting, as well as existing utility lines. There are no significant landforms visible from VP-11. While this Photo Sim illustrates the proposed visual impact of the poles and netting on the adjacent neighborhood, due to the existing aesthetic nature of this view, the impact would be considered less than significant from VP-11.

<u>Photo Sim for VP-12 and VP-13 (Looking easterly from the existing apartments (easterly of the intersection of Kingman Avenue and Sherman Oaks Drive) toward the Baseball Field Complex)</u>

The Photo Sims for VP-12 through VP-13 (Figure 5.2-12) depict the views from the east side of the apartments that are located south of the Campus and southeasterly of the intersection of Kingman Avenue and Sherman Oaks Drive. The most visible elements of the Photo Sims are the Baseball Field Complex – the 90' poles, netting and the batter's eye. The following are specific descriptions of VP-12 and VP-13:

- VP-12: The Photo Sim for VP-12 (Figure 5.2-12) depicts the view from a stairwell in the apartments, immediately west of the Baseball Field Complex. This represents the view

a resident would have going to and from their apartment. This view is in between two (2) of the 90' poles and associated netting. The 90' poles and netting, batter's eye and 20' high wooden wall are visible in VP-12. The proposed location for the baseball field is very prominent in the center of the photo. Power lines are also visible in this viewpoint, but are partially hidden by the netting. There is still a limited view of Campus buildings on the left side of the Photo Sim. The residences along Leigh Avenue are visible across the center of the photo. The mountains are mostly obscured on the horizon in the center of the photo, behind one and some times two layers of netting. This Photo Sim clearly illustrates the proposed visual impact of the poles, netting and batter's eye on the immediately adjacent residents of the apartments. This is another area where the greatest potential aesthetic impacts would occur from implementation of the Update. Based on this nature of the Baseball Field Complex and its contrast to the surrounding environment from the poles, netting, wall, and batter's eye, the impact at this viewpoint, even with the mitigation incorporated into the design, is considered significant.

- VP-13: The Photo Sim for VP-13 (Figure 5.2-12) depicts the view from a drivelane and carports in the apartments, immediately west of the Baseball Field Complex. This represents the view a resident would have going to and from their car. The 90' poles and netting are visible in this viewpoint. The proposed location for the baseball field is in the center of the photo; however, it would not be overly visible. A very limited view of the mountains would be mostly obscured by the netting. This Photo Sim clearly illustrates the proposed visual impact of the poles and netting on the immediately adjacent residents of the apartments. This is another area where the greatest potential aesthetic impacts would occur from implementation of the Update. Based on this nature of the Baseball Field Complex and its contrast to the surrounding environment from the poles and netting, the impact at this viewpoint, even with the mitigation incorporated into the design, is considered significant.

Tree Removal

Implementation of the Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan. The Update will result in an overall decrease in OGSF and ASF. Mature trees have been removed, as a result of implementing the Prior Plan. There is potential for trees to be removed as a result of implementation of the Update. Mitigation measures, below will be required to preserve or re-locate mature and memorial trees, as feasible. After implementation of the mitigation measures (above), impacts will be reduced to a less than significant level.

d. Would the proposal affect create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Light and Glare

Implementation of the Update could create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Existing Campus buildings are a source of light and glare, and cars that use the Campus may be a source of glare. Sources of light within the Campus at that time included the football stadium, tennis courts (northern), outdoor pool, lighting on outsides of buildings, lighting in parking lots and along pathways. The

Update proposed new buildings that would shift some light sources within the Campus, and perhaps increase light in parts of the Campus. As was the case with the Prior Plan, these changes would not represent a new source of substantial light and glare, given the developed nature of the Campus. Existing sports facilities will still be lit at night. The Baseball Field Complex will not have any lighting.

It was stated in the Prior Plan that the 120-foot high light tower could result in a significant negative impact to the neighborhood if it causes glare and spillover onto off-Campus uses. This impact could be mitigated to a less than significant level through design of the tower lighting to minimize spillover and glare. There are no changes in these conclusions through the implementation of the Update; therefore, this impact is still considered less than significant.
The Prior Plan EIR determined that the general types, locations and effects of the rest of the lighting would be similar to, if not better than, the existing lighting. For this reason this impact was considered less than significant. There are no changes in these conclusions through the implementation of the Update. No additional impacts are anticipated and the mitigation measures contained in the Prior Plan EIR still apply.

5.2.5 Project-Specific Mitigation Measures

Implementation of the Update is anticipated to have a demonstrable negative aesthetic effect adjacent to the location of the proposed Baseball Field Complex. The following mitigation measures will be implemented; however, even with mitigation incorporated, impacts are still considered significant.

5.2.5-1 The poles shall be painted a light blue color to provide compatibility with the color of the sky.

5.2.5-2 The District shall explore options for the color of the netting. The District shall use the lightest color netting available. In the event that either green or black netting are the only colors available, then the color of the netting shall be black.

5.2.5-3 A low-maintenance, evergreen vine shall be planted on the 20' high wooden wall.

5.2.5-4 Trees shall be planted to the north and south of the 90' high wall along Leigh Avenue to provide screening for long-range views of the Baseball Field Complex, poles and netting.

The following mitigation measure has been refined from the Prior Plan EIR and the Initial Study for tree removal:

5.2.5-5 Prior to the final design of each component of the Update, a landscape architect shall review the construction footprint for that project. All possible measures shall be used to preserve and protect mature and memorial trees identified as very healthy. Trees that cannot be saved should be considered for re-location or replaced with new trees (due to the costs of tree re-location, trees that cannot be saved would most likely be replaced).

5.2.5-6 The District shall conduct an update to the 1998 Arborist Report.

With the incorporation of these mitigation measures, impacts from tree removal will be

considered less than significant.

The following mitigation measures have been refined from the Prior Plan EIR for light and glare impacts:

> ***5.2.5-7 For all new development the College should install low-profile, low intensity lighting, directed downward to minimize light and glare.***
> ***5.2.5-8 The final design of the 120-foot tall light tower shall include lighting design that minimizes negative impacts to the surrounding residential neighborhood. There shall be no spill-over of light or glare from the tower onto sensitive off-Campus uses. The light tower will be lit from within and incandescent or fluorescent bulbs should be used. The light tower will be designed to be visible to be a "translucent lantern." The tower shall not emit light like a parking lot light.***

With the incorporation of these mitigation measures, impacts from light and glare will be considered less than significant.

5.2.6 Cumulative Impact

Implementation of the Update will contribute to the change of the general area. New, two-story buildings will replace existing single-story buildings on Campus. These new buildings will be consistent in terms of architecture, massing and scale with the buildings that have been developed under the Prior Plan. Parking Garage No. 2 will be located in the area currently occupied by a surface parking lot. This Garage will be similar in size, scale and massing to the existing Parking Structure located at the northeastern portion of the Campus. Based on site reconnaissance and review of the site photos taken during that reconnaissance, these components of the Update will have limited visibility both from on and off-Campus and their impacts are considered less than significant.

There is the potential for the removal of mature or memorial trees as a result of the implementation of the Update. This impact is considered cumulative; however, with the implementation of mitigation measures, the impacts a re considered less than significant.

There is also the potential for additional light and glare as a result of the implementation of the Update. This impact is also considered cumulative; however, with the implementation of mitigation measures, the impacts are considered less than significant.

The Baseball Field Complex poles, netting, batter's eye and wall present the most apparent change in the aesthetic setting in the area of the Campus. There is no other structure of this nature in the area in terms of type, scale and function. There will be an associated change in views, both to and from the Campus. Even with the proposed mitigation incorporated, the impacts cannot be reduced to a less than significant level with the poles and netting at a maximum height of 90' adjacent to Leigh Avenue and the apartments to the west. Implementation of the Update does contribute to the cumulative change that will be experienced at this location, and the analysis indicates that this change will create a cumulative significant aesthetic or visual resource impact.

There are no known adjacent projects that would impact the same viewshed as Baseball Field Complex poles, netting and wall, nor are there any that are planned based on the surrounding General Plan designations. Therefore, implementation of the Update is forecast to make a cumulatively considerable contribution to visual/aesthetic impacts on the local visual setting/environment.

5.2.7 Unavoidable Adverse Impacts

The existing visual setting of the Campus will be permanently altered. The implementation of the components of the Update can be completed; and with mitigation incorporated will not result in unavoidable adverse impacts, with the exception of the Baseball Field Complex. All of the other Update building's scale, massing and architecture will be consistent and compatible with the Campus and the surrounding neighborhood. Removal of trees will be mitigated by preservation, re-location or new plantings. Light and glare will be mitigated through design and careful attention to siting of new lighting.

The installation of the Baseball Field Complex poles, netting, batter's eye and wall results in an unavoidable adverse impact from the implementation of the Update and this impact has been determined to be a significant aesthetic impact from the selected viewpoints (VP 5-9, 12-13), a less than significant impact (VP-4 and VP-11) and no impact for others (VP-1, VP-3, VP-10, VP-14, VP-15, VP-16, VP-17, VP-19). Based on the data and analysis presented in this subchapter, implementation of the Update is forecast to cause a significant degradation of existing onsite visual resource. This Update cannot be implemented without causing significant adverse aesthetic impacts with the Baseball Field Complex poles, netting, batter's eye and wall as proposed.

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5.3 AIR QUALITY

5.3.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of Air Quality from implementation of the Update. Section VI.3 of the Initial Study addressed whether implementation of the Update would result in a violation of any air quality standard or contribute to an existing or projected air quality violation, expose sensitive receptors to pollutants, alter air movement, moisture, or temperature, or cause any change in climate, or create objectionable odors beyond the impacts anticipated in the Prior Plan EIR.

Based on the analysis in the Initial Study, it was determined that the following issue areas relating to Air Quality **would not** require any further analysis in the DSEIR:

- Create objectionable odors affecting a substantial number of people.

The Initial Study did determine that the following issues areas relating to Air Quality **would** be further analyzed in the DSEIR:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).
- Expose sensitive receptors to substantial pollutant concentrations.

These issues will be discussed below as set in the following framework:

- Environmental Setting: Air Quality.
- Thresholds of Significance.
- Potential Impacts.
- Project-Specific Mitigation Measures.
- Cumulative Impact.
- Unavoidable Adverse Impacts.

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 (reference the Technical Appendices to this DSEIR in the enclosed CD), was used in the analyses presented in this Subchapter.

Comments were received from neighbors in adjacent residents regarding air quality during the public scoping meeting or in responses to the Notice of Preparation. These comments, along with the District's responses are listed in Subchapter 2 of this SEIR. A copy these comment letters and comment e-mails are provided in Chapter 9, Subchapter 9.2 of this DSEIR. Therefore, those issues, in addition to the issues identified in the Initial Study and described in

the NOP are the focus of the following evaluation of air quality.

5.3.2 Environmental Setting: Air Quality

Meteorological Setting

The Campus is located in the Santa Clara Valley, which lies 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 61^0F annually, ranging from the low-40s on winter mornings to around 84^0F 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.

Air Quality Setting

Ambient Air Quality Standards (AAQS)

The federal Clean Air Act Amendments of 1970 established national ambient air quality standards, and individual states retained the option to adopt more stringent standards and to include other pollution sources. California had already established its own air quality standards when federal standards were established, and because of the unique meteorological problems in the state, there is considerable diversity between state (SAAQS) and federal or national (NAAQS) standards currently in effect in California, as shown in Table 5.3-1.

Table 5.3-1
State and Federal Ambient Air Quality Standards and Attainment Status

Pollutant	Averaging Time	(State) SAAQS[a] Standard	(State) SAAQS[a] Attainment Status	(Federal) NAAQS[b] Standard	(Federal) NAAQS[b] Attainment Status
Ozone	1-hour	0.09 ppm	**N**	NA	NA
	8-hour	0.07 ppm	**N**	0.075 ppm	**N**
Carbon Monoxide	1 hour	20 ppm	A	35 ppm	A
	8 hour	9 ppm	A	9 ppm	A
Nitrogen Dioxide	1 hour	0.18 ppm	A	NA	NA
	Annual	0.030 ppm	NA	0.053 ppm	A
Sulfur Dioxide	1 hour	0.25 ppm	A	NA	NA
	24 hour	0.04 ppm	A	0.14 ppm	A
	Annual	NA	A	0.03 ppm	A
Particulate Matter (PM_{10})	24 hour	50 $\mu g/m^3$	**N**	150 $\mu g/m^3$	U
	Annual	20 $\mu g/m^3$	**N**	NA	NA
Fine Particulate Matter ($PM_{2.5}$)	24 hour	NA	NA	35 $\mu g/m^3$	**N**
	Annual	12 $\mu g/m^3$ [(c)]	**N**	15 $\mu g/m^3$	A
Sulfates	24 hour	25 $\mu g/m^3$	A	NA	NA
Lead	30 day	1.5 $\mu g/m^3$	A	NA	NA
	Cal. Quarter	NA	NA	1.5 $\mu g/m^3$	A
Hydrogen Sulfide	1 hour	0.03 ppm	U	NA	NA
Visibility Reducing Particles	8 hour	see Note d	A	NA	NA

Notes: A = Attainment; **N** = Non-Attainment; U = Unclassified; NA = Not Applicable; ppm = parts per million; $\mu g/m^3$ = micrograms per cubic meter.

a SAAQS = State Ambient Air Quality Standards (California). SAAQS for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1-hour and 24-hour), nitrogen dioxide, particulate matter, and visibility reducing particles are values that are not to be exceeded. All other state standards shown are values not to be equaled or exceeded.

b NAAQS = National Ambient Air Quality Standards. NAAQS, other than ozone and particulates, and those based on annual averages or annual arithmetic means, are not to be exceeded more than once a year. The 1-hour ozone standard is attained if, during the most recent three-year period, the average number of days per year with maximum hourly concentrations above the standard is equal to or less than one. The 8-hour ozone standard is attained when the 3-year average of the 4th highest daily concentration is 0.08 ppm or less. The 24-hour PM10 standard is attained when the 3-year average of the 99th percentile of monitored concentrations is less than the standard. The 24-hour PM2.5 standard is attained when the 3-year average of 98th percentiles is less than the standard.

c This State 8-hour ozone standard was approved in April 2005 and became effective in May 2006.

d Statewide VRP Standard (except Lake Tahoe Air Basin): Particles in sufficient amount to produce an extinction coefficient of 0.23 per kilometer when the relative humidity is less than 70%. This standard is intended to limit the frequency and severity of visibility impairment due to regional haze and is equivalent to a 10-mile nominal visual range.

Source: Bay Area Air Quality Management District (updated 12/30/2008)

The ambient air quality standards are intended to protect the public health and welfare, and they incorporate an adequate margin of safety. They are designed to protect those segments of the public most susceptible to respiratory distress, known as sensitive receptors, including asthmatics, the very young, the elderly, people weak from other illness or disease, or persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollution levels somewhat above the ambient air quality standards before adverse health effects are observed.

Federal Standards

The 1977 Clean Air Act required that regional planning and air pollution control agencies prepare a regional Air Quality Plan to outline the measures by which both stationary and mobile sources of pollutants can be controlled to achieve all standards within the deadlines specified in the Clean Air Act. For the Bay Area Air Basin, the Association of Bay Area Governments (ABAG), the Metropolitan Transportation Commission (MTC), and the BAAQMD jointly prepared a Bay Area Air Quality Plan in 1982 which predicted attainment of all Federal Clean Air standards within the Air Basin by 1987. This forecast was somewhat optimistic in that attainment of federal Clean Air standards did not occur throughout the entire Air Basin until 1991. The plan, which is referred to as the State Implementation Plan (SIP), must contain control strategies that demonstrate attainment with national ambient air quality standards by deadlines established in the federal CAA.

The Bay Area Air Basin attainment status with respect to federal standards is summarized in Table 5.3-1. In general, the Bay Area experiences low concentrations of most pollutants when compared to federal standards, except for O3, for which the standard is exceeded periodically. In 1995, after several years of minimal violations of the Federal one-hour ozone standard, the EPA revised the designation of the Bay Area Air Basin from "non-attainment" to "attainment" for this standard. However, with less favorable meteorology in subsequent years, violations of the federal one-hour ozone standard were again observed in the basin. Effective August 1998, the EPA downgraded the Bay Area's classification for this standard from a "maintenance" area to an "unclassified non-attainment" area. In 1998, after many years without violations of any carbon monoxide (CO) standards, the attainment status for CO was upgraded to "attainment."

In response to the EPA's re-designation of the basin for the one-hour federal ozone standard, the BAAQMD, ABAG, and MTC were required to develop an ozone attainment plan to meet this standard. The *1999 Ozone Attainment Plan (OAP)* was prepared and adopted by these agencies in June 1999. However, in March 2001, the EPA proposed and took final action to approve portions of the 1999 OAP and disapprove other portions, while also making the finding that the Bay Area had not attained the national one-hour ozone standard. As a result, a revised OAP was prepared and adopted in October 2001. The 2001 OAP amends and supplements the 1999 OAP. The 2001 OAP contains control strategies for stationary and mobile sources. The adopted mobile-source control program was estimated to significantly reduce volatile organic compound and NO_X emissions between 2000 and 2006, reducing emissions from on- and off-road diesel engines (including construction equipment). In addition to emission reduction requirements for engines and fuels, the OAP identified 28 transportation control measures to reduce automobile emissions, including improved transit service and transit coordination, new carpool lanes, signal timing, freeway incident management, and increased state gas tax and bridge tolls.

With the revocation of the federal one-hour ozone standard, the only federal standard that was exceeded in the Air Basin was a marginal exceedance of the 8-hour ozone standard of 0.08 ppm. No federal standards attainment plan (SIP) was necessary for a marginal exceedance. In 2008, EPA lowered the 8-hour standard to 0.075 ppm. With this new standard, the basin is more solidly in non-attainment status. EPA will issue final designations by March, 2010. Preparation of a SIP may become necessary after the EPA action.

EPA also lowered the 24-hour $PM_{2.5}$ standard in 2006 from 65 µg/m3 to 35 µg/m3. The SFBAAB was designated as non-attainment for this revised standard. That designation becomes final in April, 2009. Preparation of a SIP for $PM_{2.5}$ may also become necessary in the next few years.

State Standards

The CARB is the state agency responsible for regulating air quality. The CARB's responsibilities include establishing state ambient air quality standards, emissions standards, and regulations for mobile emissions sources (e.g., autos, trucks, etc.), as well as overseeing the efforts of countywide and multi-county air pollution control districts, which have primary responsibility over stationary sources. The emission standards most relevant to implementation of the Update are those related to automobiles and on- and off-road heavy-duty diesel engines. The CARB also regulates vehicle fuels with the intent to reduce emissions; it has set emission reduction performance requirements for gasoline (California reformulated gasoline) and limited the sulfur and aromatic content of diesel fuel to make it burn cleaner. The CARB also sets the standards used to pass or fail vehicles in smog check and heavy-duty truck inspection programs.

Today, virtually all of California is classified as "nonattainment" for the State PM_{10} Standard. In 2003 the California Legislature enacted Senate Bill 656 (SB 656) to reduce public exposure to PM_{10} and $PM_{2.5}$. In response to SB 656, CARB compiled a list of existing PM rules, regulations, and programs existing in California as of January 1, 2004 and also approved various regulatory measures to reduce emissions from new, modified, and existing stationary, area, and mobile sources.

The California Clean Air Act (CCAA) requires that progress be demonstrated towards attainment of state standards by the earliest practicable date. The CCAA requires periodic reporting on progress and updating of control strategies. The preparation of such a plan is generally accomplished though the unified efforts of the local air district (BAAQMD), the metropolitan planning organization (ABAG), the regional transportation planning agency (MTC), and other regional partners such as BCDC.

San Francisco Bay Area Air Basin

The Bay Area Air Quality Management District (BAAQMD) is the regional agency responsible for air quality regulation within the SFBAAB. The BAAQMD regulates air quality through its planning and review activities. The BAAQMD has permit authority over most types of stationary emission sources and can require stationary sources to obtain permits, and can impose emission limits, set fuel or material specifications, or establish operational limits to reduce air emissions. The BAAQMD regulates new or expanding stationary sources of toxic air contaminants.

In September 2005, the BAAQMD, in cooperation with the MTC and ABAG, prepared the draft Bay Area 2005 Ozone Strategy. The Ozone Strategy is a roadmap showing how the San Francisco Bay Area will achieve compliance with the state 1-hour ozone standard as expeditiously as practicable, and how the region will reduce transport of ozone and ozone

precursors to neighboring air basins. The control strategy includes stationary-source control measures to be implemented through BAAQMD regulations; mobile-source control measures to be implemented through incentive programs and other activities; and transportation control measures to be implemented through transportation programs in cooperation with the MTC, local governments, transit agencies, and others. The BAAQMD is currently in the process of preparing the 2009 Bay Area Clean Air Plan, an update of the 2005 Ozone Strategy. The new plan will:

- Update the Bay Area 2005 Ozone Strategy in accordance with the requirements of the California Clean Air Act to implement "all feasible measures" to reduce ozone.
- Consider the impacts of ozone control measures on PM_{10} and $PM_{2.5}$, TACs, and GHGs in a single, integrated plan.
- Review progress in improving air quality in recent years.
- Establish emission control measures to be adopted or implemented in the 2009-2012 timeframe.

In response to SB 636, the BAAQMD completed the Particulate Matter Implementation Schedule in November 2005. This schedule evaluates applicability of the 103 PM control measures on ARB's list and discusses how applicable measures are implemented by the District. The BAAQMD implements a number of regulations and programs to reduce PM emissions, such as controlling dust from earthmoving and construction/demolition operations, limiting emissions from various combustion sources such as cement kilns and furnaces, and reducing PM from composting and chipping activities. In addition to limiting stationary sources, the BAAQMD implements a variety mobile source incentive programs to encourage fleet operators and the public to purchase low-emission vehicles, re-power old polluting heavy duty diesel engines, and install after market emissions control devices to reduce particulates and NO_x emissions.

Baseline Air Quality

The Bay Area Air Quality Management District (BAAQMD) operates a regional monitoring network which measures the ambient concentrations of six criteria air pollutants: ozone (O_3), carbon monoxide (CO), inhalable particulate matter (PM_{10}), lead (Pb), nitrogen dioxide (NO_2), and sulfur dioxide (SO_2). Existing and probable future levels of air quality in the project area can be generally inferred from ambient air quality measurements conducted by the BAAQMD at its Santa Clara County air monitoring stations. Table 5.3-2 is a five-year summary of monitoring data (2003-2007) from the BAAQMD's central San Jose monitoring station. Table 5.3-2 compares measured pollutant concentrations with state and national ambient air quality standards. These data indicate that the South Bay continues to experience air pollution problems with both atmospheric pollution potential and emissions continuing to be high in this area. Monitored values for ozone, PM_{10} and $PM_{2.5}$ have exceeded air quality standards during the last five years of published data. Since 1999, all other pollutants have remained within allowable levels.

Table 5.3-2
Project Area Ambient Air Quality Monitoring Summary, 2003 – 2007

Pollutant	2003	2004	2005	2006	2007
Ozone					
1-hour > 0.09 ppm*	12	0	1	5	0
8-hour>0.07 ppm*	-	-	1	5	0
1-hour > 0.12 ppm**	0	0	NA	NA	NA
8-hour > 0.08 ppm**	0	0	0	1	0
Max. 1-hour Conc. (ppm)	0.12	0.09	0.113	0.118	0.083
Carbon Monoxide					
1-hour > 20 ppm*, > 35 ppm**	0	0	0	0	0
8-hour > 9 ppm*,**	0	0	0	0	0
Max 1-hour conc. (ppm)	5.5	4.4	4.3	4.1	3.5
Max. 8-hour Conc. (ppm)	4.0	3.0	3.1	2.9	2.7
Nitrogen Dioxide					
1-hour > 0.18 ppm*	0	0	0	0	0
Max. 1-hour Conc. (ppm)	0.090	0.073	0.074	0.074	0.065
Particulate Matter (PM_{10})					
24-hour > 50 $\mu g/m^3$*	3	4	2	2	3
24-hour > 150 $\mu g/m^3$**	0	0	0	0	0
Max. 24-hourConc. ($\mu g/m^3$)	60	58	54	73	69
Fine Particulates ($PM_{2.5}$)					
24-hour > 65 $\mu g/m^3$**	0	0	0	6[a]	9
Max. 24-hour Conc. ($\mu g/m^3$)	56.1	51.5	54.6	64.4	57.5

Notes:
* Number of Days Above California Ambient Air Quality Standards
** Number of Days Above National Ambient Air Quality Standards
[a] National standard reduced to 35 $\mu g/m^3$
NA National standard revoked

Source: BAAQMD (2003-2007), San Jose Central Air Monitoring Station (http://www.arb.ca.gov/adam/welcome.html)

Ozone (O_3) O_3 is not emitted directly into the atmosphere but is a secondary air pollutant produced in the atmosphere through a complex series of photochemical reactions involving hydrocarbons (HC) and nitrogen oxides (NO_x). O_3 is a regional pollutant because its precursors are transported and diffused by wind concurrently with O_3 production by the photochemical reaction process. O_3 causes eye and respiratory irritation, reduces resistance to lung infection, and may aggravate pulmonary conditions in persons with lung disease. Table 5.3-2 shows that exceedance of the one-hour state standard occurred on 18 days in central San Jose between 2003 and 2007. The less stringent federal standard of 0.12 ppm for one hour was met until the standard was revoked in June, 2005. The federal 8-hour ozone standard has only been exceeded once in the last five years. The slightly more stringent state 8-hour standard for ozone was exceeded six times in the last three years.

Carbon Monoxide (CO). CO is an odorless, invisible gas usually formed as the result of incomplete combustion of organic substances. Approximately 80 percent of the CO emitted in the SFBAAB comes from on-road motor vehicles (CARB, 1999). High levels of CO can impair the transport of oxygen in the bloodstream and thereby aggravate cardiovascular disease and cause fatigue, headaches, and dizziness. Table 5.3-2 shows that no exceedances of state CO standards were recorded between 2003 and 2007. Measurements of carbon monoxide (CO) show that eight-hour CO levels are currently only 30 percent of the eight-hour state and federal standard.

Suspended and Inhalable Particulate Matter (PM_{10} and $PM_{2.5}$). Particulate matter is a class of air pollutants that consists of solid and liquid airborne particles in an extremely small size range. Particulate matter is measured in two size ranges: PM_{10} for particles less than 10 microns in diameter and $PM_{2.5}$, for even smaller particles which are less than 2.5 microns in diameter. Motor vehicles generate about half of Bay Area particulates, through tailpipe emissions as well as brake pad and tire wear. Wood burning in fireplaces and stoves, industrial facilities, and ground-disturbing activities such as construction are other sources of fine particulates. Fine particulates are small enough to be inhaled into the deepest parts of the human lung ($PM_{2.5}$) can cause adverse health effects. Among the criteria pollutants that the BAAQMD regulates, particulates appear to represent the most serious overall health hazard. Studies have shown that elevated particulate levels contribute to the death of approximately 200 to 500 people per year in the Bay Area. High levels of particulates have also been known to exacerbate chronic respiratory ailments, such as bronchitis and asthma, and have been associated with increased emergency room visits and hospital admissions (BAAQMD, 1996).

Diesel exhaust is a growing concern in the Bay Area and throughout California. The California Air Resources Board (CARB) identified diesel engine particulate matter as a toxic air contaminant. The exhaust from diesel engines includes hundreds of different gaseous and particulate components, many of which are toxic. Many of these toxic compounds adhere to the particles, and because diesel particles are very small, they penetrate deeply into the lungs. Diesel particulate matter (DPM) has been identified as a human carcinogen. Mobile sources such as trucks, buses, and automobiles are some of the primary sources of diesel emissions. Studies show that diesel particulate matter concentrations are much higher near heavily traveled highways and intersections. District analysis shows that the cancer risk from exposure to diesel exhaust is much higher than the risk associated with any other toxic air pollutant routinely measured in the region (BAAQMD, 1999).

Table 5.3-2 shows that exceedances of the state PM_{10} standard occur relatively infrequently in San Jose. State PM_{10} standards were exceeded on an average of 3 measurement days per year in the last five years (PM_{10} is not monitored everyday). Federal PM_{10} standards have never been exceeded at the San Jose monitoring station.

In 1997, the U. S. Environmental Protection Agency adopted a new standard for $PM_{2.5}$, which represents the fine fraction of particulate matter; this standard was subject to legal challenge but was upheld by the U.S. Supreme Court in February 2001. California has adopted an annual state standard for $PM_{2.5}$ that is more stringent than the federal standard. The new state standard is an annual average standard of 12 $\mu g/m^3$, not to be exceeded. This standard went into effect in July 2003. $PM_{2.5}$ data collected at the San Jose station indicate that $PM_{2.5}$ concentrations have not exceeded the federal $PM_{2.5}$ standard until the standard was revised sharply downward in 2006.

Other Criteria Air Pollutants**.** The standards for NO_2, SO_2, and lead are being met in the Bay Area, and the latest pollutant trends information suggests that these standards will not be exceeded in the foreseeable future (ABAG and BAAQMD 1994).

Toxic Air Contaminants. Toxic air contaminants (TACs) are air pollutants that may lead to serious illness or increased mortality, even when present in relatively low concentrations. Potential human health effects of TACs include birth defects, neurological damage, cancer, and death. There are hundreds of different types of TACs with varying degrees of toxicity. Individual TACs vary greatly in the health risk they present; at a given level of exposure, one TAC may pose a hazard that is many times greater than another.

TACs do not have ambient air quality standards, but are regulated by the BAAQMD using a risk-based approach. This approach uses a health risk assessment to determine what sources and pollutants to control as well as the degree of control. A health risk assessment is an analysis where human health exposure to toxic substances is estimated, and considered together with information regarding the toxic potency of the substances, to provide quantitative estimates of health risks.

In addition to criteria pollutants, both the BAAQMD and the California Air Resources Board (CARB) operate TAC monitoring networks in the San Francisco Bay Area. These stations measure 10 to 15 TACs, depending on the specific station. The TACs selected for monitoring are those that have traditionally been found in the highest concentrations in ambient air, and therefore tend to produce the most significant risk. The BAAQMD operates two ambient TAC monitoring stations in San Jose. Using data from these two monitoring stations as well as data from the Fremont and San Francisco stations, it is estimated that estimated average lifetime cancer risk in the Bay Area was 143 in one million in 2003 for all Bay Area TACs (BAAQMD, 2007). Since this estimate is based, in part, on data from the San Jose stations, this cancer risk would be indicative of the current risks in the project area. These levels can be compared to the much higher background cancer incidence rate in the United States from all causes, which is 42%, or 420,000 in one million (National Cancer Institute, 2005). (It is generally believed that a large portion of the total background cancer risk in the United States comes from smoking and other personal habits, genetic susceptibilities, diet, natural radiation including radon, and other lifestyle factors).

5.3.3 Thresholds of Significance

Air quality impacts are considered significant if they cause clean air standards to be violated where they are currently met, or if they will measurably contribute to an existing violation of standards. Any substantial emissions of air contaminants for which there is no safe exposure, or nuisance emissions such as dust or odors, may also be considered a significant impact.

Based upon the criteria presented in Appendix G of the *CEQA Guidelines*, a project would have a significant effect on the environment if it would:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors).
- Expose sensitive receptors to substantial pollutant concentrations.
- Create objectionable odors affecting a substantial number of people.

For construction-related impacts, BAAQMD recommends that significance should be based on a consideration of the control measures to be implemented (BAAQMD, 1999). If appropriate mitigation measures are implemented to control PM_{10} emissions, the impact would be less than significant.

For operational impacts, the BAAQMD provides the guidelines to determine whether total emissions from project operations could exceed one of the following thresholds of significance:

- 80 pounds of NO_x, ROG, and PM_{10} per day.
- 550 pounds of CO per day (a trigger level for which a “hot spot” analysis should be performed).

Projects approaching or exceeding these guidelines should undergo a more detailed analysis. The BAAQMD generally does not recommend a detailed air quality analysis for projects generating less than 2,000 vehicle trips per day, unless warranted by the specific nature of the project or project setting.

5.3.4 Potential Impacts

a-d. Would implementation of the Update have a potentially significant impact that would conflict with or obstruct implementation of the applicable air quality plan; violate any air quality standard or contribute substantially to an existing or projected air quality violation; or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors); or expose

sensitive receptors to substantial pollutant concentrations?

Construction Activity Impacts

Construction and demolition activities associated with implementation of the Update would generate short-term emissions of criteria pollutants, including suspended and inhalable particulate matter and equipment exhaust emissions. These impacts have been determined to be less than significant.

The Campus is currently developed with college facilities. The Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation. All facilities will be developed within the existing Campus boundaries. Several buildings will be remodeled, while others will be demolished. The Campus currently contains 423,400 square feet of assignable space. The Update proposes new construction of 93,000 square feet of classroom/office/administration space, but the demolition of over 159,000 square feet by 2021, an anticipated growth of 2,000 students can be accommodated in 66,000 square feet less of assignable space than in 2008. In addition a new parking garage may be constructed in the future when enrollment increases sufficiently.

Phase I of the Campus development has already been completed consistent with implementation of the Prior Plan. There are two phases of future development planned. Phase II project components which have not been completed include the Performing Arts Building, the Physical Education Complex and the Vocational-Technology Center. The Baseball Field Complex facilities will include the following components: bleachers (to seat approximately 100 people), batting cages, poles and netting (up to a maximum of 90' in height to contain errant balls from exiting the Campus), a 20' high wall, speakers (used to announce the players' names) and two dugouts (reference Figure 3.2-2). It should be noted that there will no lighting of these fields; therefore, all games will be played during the daylight hours. This phase of development began construction in 2002 and is scheduled for completion by 2013. The Baseball Field Complex is scheduled for completion in 2009, pending Board certification of this SEIR.

Phase III components consist of possible construction of the second Parking Garage and a light tower. Funding for Phase III has not been secured and it is currently unknown when Phase III will be completed. However it is anticipated that the projects will be completed prior to 2021.

Construction activity dust emissions would be related to the size of the disturbance area. The extent of surface disturbance at any given time during the next 13 years (until 2021) would depend on the timing of planned projects. The potential for surface disturbance would be greatest when demolition of infrastructure and new building construction occurs simultaneously. Building expansions would also result in some surface disturbance, while interior remodeling and maintenance projects would have the lowest potential for surface disturbance.

The total gross square footage of new buildings for Phases II and III is estimated to be 130,000. The total square footage of demolished building is estimated to be 235,425. Since precise phasing information is not known with certainty, a worst case construction scenario was selected for analysis for construction emissions. It should be noted that the BAAQMD considers construction part of already anticipated growth and as such analysis is not strictly

necessary, but is included as part of this study for informational purposes.

To evaluate dust and construction emissions, worst case project construction emissions were examined. Any other years would then result in smaller areas of surface disturbance. As a worst case, in year 2009 it is assumed that 50,000 square feet of building space are to be demolished and in year 2010 25,000 square feet of new construction would occur.

The Air Resource Board URBEMIS2007 computer model was used to calculate construction activity emissions. For the worst case assumptions, in year 2010, the model predicts that there will be 1.2 acres of total disturbance acreage of which 0.3 acres could be under simultaneous heavy construction at some point during this construction phase. Combining this construction disturbance area with a dust generation factor of 51 pounds per day per acre (BAAQMD 1999) would result in daily PM_{10} (inhalable particulates) generation rate of 15 pounds per day without any dust control measures. However, emissions with use of basic control measures (BCMs) for PM_{10} can reduce emission levels to around ten (10) pounds per acre per day. RACM's for PM_{10} emissions include the application of typical dust control measures such as watering unpaved areas and street cleaning at points of site access. With the use of enhanced control measures (ECMs) the California Air Resources Board URBEMIS2007 computer model predicts that emissions can be reduced to 1-2 pounds per acre per day.

When compared to the BAAQMD significance threshold for PM_{10} of 80 pounds per day, project-related construction would be regionally less than significant without dust control measures. However, given the variable number of different demolition, remodeling, renovation, and construction projects that could occur in any given year as well as the Bay Area's current non-attainment status for PM_{10}, Master Plan-related emissions are considered to be *temporarily significant,* and implementation of dust control measures will be required to reduce potential Plan-related construction emissions to a less than significant level.

Exhaust emissions will result from on and off-site heavy equipment. The types and numbers of equipment will vary among contractors such that such emissions cannot be quantified with certainty. Initial grading will gradually shift toward building construction, etc. The URBEMIS2007 computer model was used to calculate emissions from the following prototype construction equipment fleet contained in Table 5.3-3:

Table 5.3-3
Worst Case Construction Scenario

Demolition	1 Concrete Saw
	1 Rubber Tired Dozer
	1Tractor/Loader/Backhoe
Grading	1 Grader
	1 Rubber Tired Dozer
	1 Water Truck
	1 Tractor/Loader/Backhoe
Construction	1 Crane
	2 Forklifts
	1 Tractor/Loader/Backhoe

Calculated construction activity emissions are summarized in Table 5.3-4 by phase as follows:

Table 5.3-4
Construction Activity Emissions (pounds/day)

Activity	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$	CO_2
Demolition (late 2009)							
No Mitigation	1.4	10.4	6.7	0.0	2.9	1.1	1,084.0
With Mitigation	1.4	9.2	6.7	0.0	2.3	0.6	1,084.0
Grading, Construction and Coating (2010)							
No Mitigation	4.8	25.1	13.6	0.0	4.2	1.8	2,349.2
With Mitigation	4.8	25.1	13.6	0.0	4.2	1.8	2,349.2
BAAQMD Threshold	80	80	550	-	80	-	-

NOTES: ROG: Reactive Organic Gases, NOx: Nitrogen Oxides, CO: Carbon Monoxide, PM_{10}: Inhalable Particulates, $PM_{2.5}$: Fine Inhalable Particulates, SO_2: Sulfur Dioxide, CO_2-Carbon Dioxide

Source: URBEMIS2007 Model, Output in Appendix

The BAAQMD's *CEQA Guidelines* (1999) acknowledges that construction activity emissions vary markedly from project to project, from day to day, and from one contractor to another. Rather than focus on a quantification of project-related emissions, the BAAQMD has developed a menu of mitigation options to control construction activity dust emissions. The BAAQMD (1999) considers implementation of all applicable dust control measures (which vary according to project magnitude) as reducing Plan-related particulate (PM_{10}) emissions to less than significant levels. These measures are grouped into three categories as follows:

- "Basic Control Measures" apply to all construction sites.
- "Enhanced Control Measures" apply to sites greater than four acres or to those projects where sensitive receptors are in close proximity such as homes close to the Campus.
- "Optional Control Measures" apply to larger sites near sensitive receptors.

Based on the average size of surface disturbance during any given year, implementation of the Basic and Enhanced Control Measures listed below would maintain the Plan's construction-related impacts at a less than significant level. Due to the proximity of existing residential uses to the west, some optional control measures are also recommended to maintain impacts at a less than significant level when construction occurs in the southern and western parts of the Campus.

Construction equipment emits ozone precursors and carbon monoxide during combustion of diesel fuel. The BAAQMD's determination, however, is that these emissions have been included in the emissions inventory, which was the basis for the '97 CAP and subsequent air

quality plans. Since the BAAQMD does not consider construction-related exhaust emissions to be "new" emissions, they would not impede attainment or maintenance of ozone or CO standards in the Air Basin (BAAQMD 1999). Therefore, impacts associated with increased criteria pollutants are considered *less than significant*. However, since diesel emissions have been identified by the CARB as a toxic air contaminant (TAC) and outdoor sports facilities are located in proximity to some construction sites, efforts should be made to reduce construction-related diesel emissions to the extent feasible, particularly since these emissions would occur over the next 16 years. The mitigation measures contained in Chapter 5.3.5 will assure that construction impacts to air quality remain less than significant.

Construction Airborne Toxics

Demolition of older structures may involve the handling of asbestos-containing materials (ACMs). All structures to be demolished must be surveyed for the possible presence of ACMs. If ACMs are within the structure, they must be removed following the detailed procedures in BAAQMD Rule 11-2. Rule 11-2 specifies the protocols to safely remove ACMs without harm to the remediation workers or the public. Rule 11-2 also requires the presence of trained management personnel, accurate record keeping and handling/disposal of the waste. Compliance with Rule 11-2 will protect remediation workers, students, staff and the general public to a less than significant level of air toxics exposure to ACMs.

Operational Emissions

Mobile emissions generated by the implementation of the Update-related traffic and area source emissions generated by the Update's additional building space would increase local and regional vehicular emissions. These impacts have been determined to be less than significant.

Operational emissions for Update-related traffic were calculated using a computerized procedure developed by the California Air Resources Board (CARB) for urban growth mobile source emissions. The URBEMIS2007 model was run using the trip generation factors specified by the project traffic consultant. The model was used to calculate area source emissions and the resulting vehicular operational emissions for an Update build-out year of 2021. At Update completion, additional trip generation is estimated to be 2,781 daily trips with an associated 20,732 vehicle miles traveled (VMT). The results are shown in Table 5.3-5 below.

Table 5.3-5
Project Daily Regional Emissions (2020)

Project Buildout Year	ROG	NO_X	CO[1]	SO_X	PM10	CO_2
	Project-Related Mobile Source Emissions (Pounds per Day)					
2021	21.9	9.8	108.8	0.2	35.5	19,925.3
	Project-Related Area Source Emissions (Pounds per Day)					
	1.3	1.8	3.0	Negligible	Negligible	2,137.2
Total Emissions	23.3	11.6	111.8	0.2	35.5	22,062.5
BAAQMD Threshold	80	80	550	-	80	

NOTES:
ROG: Reactive Organic Gases NO_X: Nitrogen Oxides CO: Carbon Monoxide
PM10: Inhalable Particulates SOx: Sulfur Oxides gsf: gross square feet
[1] Requires a microscale impact analysis, if exceeded.

This table indicates that pollutant emissions associated with Update-related traffic increases would not exceed BAAQMD thresholds of significance at Campus build-out. The BAAQMD thresholds address the impacts of mobile source emissions on local and regional air quality. Therefore, the Update's contribution to the total pollution burden in the region would have a less than significant impact on regional air quality. The Prior Plan had concluded that air quality operational impacts would be less than significant at Campus build-out, but only with a very small margin of safety (within 0.015 percent of significance for ROG). The present analysis shows a very large margin of safety relative to the BAAQMD CEQA thresholds.

Additional floor space resulting from implementation of the Update would cause an increase in non-vehicular emissions from a variety of miscellaneous sources (area sources). Emissions-generating activities could include increased use of electricity and natural gas (for space heating, hot water or cooking), evaporative cleaning products used in maintenance, or paints and solvents used in periodic building maintenance. As shown in Table 5.3-5, addition of these area source emissions to the Plan's mobile source emissions burden for 2020 would not cause the BAAQMD CEQA significance thresholds to be exceeded. Therefore, the Update's combined mobile and area source emissions would be less than significant.

The Prior Plan air quality impact analysis concluded that cumulative impacts would be significant because the Prior Plan anticipated an increase of 5,000 full time equivalent students (FTE) by 2015. That increase was considered inconsistent with the San Jose General Plan EIR dated July, 1994. The current facilities master plan anticipates a 2,000 FTE increase not achieved until 2021. This increase is incorporated into Envision San Jose 2040 currently under preparation. Implementation of the Update is thus consistent with development plans incorporated into any future air quality attainment plans.

Local Mobile Source Emissions

In addition to the regional contribution to the total pollution burden, traffic generated by implementation of the Update could result in localized "hot spots," or areas with high concentrations of carbon monoxide (CO) emissions around stagnation points such as major intersections and heavily traveled and congested roadways. Traffic associated with Update implementation could add more cars as well as cause existing non-project traffic to travel at slower travel speeds, which could cause increased emissions and more localized hot spots.

A microscale air quality analysis of CO is warranted if daily Plan-related CO emissions exceed 550 pounds per day. Although Update-related emissions would not exceed this threshold, as shown in Table 5.3-6, a microscale screening analysis was completed for the Update. The results of the analysis are shown in Table 5.3-5. This table indicates that implementation of the Update would result in a less than significant impact on all study intersections under existing and future conditions. The state one-hour CO standard (more stringent than the federal standard) is 20 ppm. Any change in CO of less than 1 ppm is considered a non- reportable change.

As indicated in Table 5.3-6, the Update's maximum one- and eight-hour CO contributions would be 0.6 ppm, which would be a less than significant change. Therefore, implementation of the Update would not have a significant effect on local air quality with respect to CO emissions. No mitigation is required.

In addition to an increase in the number of passenger vehicles, the number of buses and delivery trucks serving the Campus could also increase, thereby increasing exhaust pollutant emissions. Increased student enrollments could increase demand for bus service and supply deliveries. Buses and delivery vehicles are typically diesel-fueled, and diesel particulate matter emissions are listed by the CARB as a TAC. However, increased demand for bus service would increase ridership and would not necessarily increase the number of buses operating. In addition, increasing numbers of parcel delivery trucks are using alternative fuels such as compressed natural gas, and newer diesel engines for trucks and buses are required to meet increasingly stringent emission levels by the CARB and the U.S. EPA. Therefore, diesel particulate emissions from these types of vehicles are expected to continue to decrease in the future as bus and truck fleets are updated.

Table 5.3-6
Localized Microscale Carbon Monoxide Emissions

	Project's Net Change in One-Hour CO Concentrations, in Parts Per Million (ppm)							
	Existing		Existing with Project		Cumulative		Cumulative – With Project	
Intersection	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour
AM								
South Bascom Ave/ San Carlos	4.2	3.4	4.2	3.4	4.3	3.5	4.3	3.5
Leigh Ave/ San Carlos	4.0	3.2	4	3.2	4.2	3.4	4.0	3.2
Leigh Ave/Scott	3.7	2.9	3.7	2.9	3.7	2.9	3.7	2.9
South Bascom Ave/ Parkmoor	4.2	3.4	4.3	3.5	4.5	3.7	4.3	3.5
Leland Ave/ Parkmoor	3.9	3.1	3.9	3.1	4.0	3.2	4.0	3.2
Leigh Ave/ Parkmoor	4.0	3.2	4.0	3.2	4.1	3.3	4.1	3.3
South Bascom Ave/ Moorpark	4.4	3.6	4.4	3.6	4.6	3.8	4.6	3.8
Leland Ave/ Moorpark	3.9	3.1	3.9	3.1	4.0	3.2	4.0	3.2
Leigh Ave/ Moorpark	4.0	3.2	4.0	3.2	4.0	3.2	4.0	3.2
South Bascom Ave/ Renova	4.1	3.3	4.2	3.4	4.3	3.5	4.2	3.4
South Bascom Ave/ Laswell	4.1	3.3	4.1	3.3	4.3	3.5	4.1	3.3
South Bascom Ave/ Enborg	4.2	3.4	4.2	3.4	4.3	3.5	4.3	3.5
Sherman Oaks Dr/ Fruitdale	3.9	3.1	3.9	3.1	3.9	3.1	3.9	3.1
Leigh Ave/ Fruitdale	4.0	3.2	4.1	3.3	4.1	3.3	4.1	3.3
Southwest Exprsswy/ Fruitdale	4.3	3.5	4.2	3.4	4.4	3.6	4.4	3.6
PM								
Leigh Ave/ San Carlos	4.4	3.6	4.4	3.6	4.5	3.7	4.5	3.7
Leigh Ave/Scott	4.1	3.3	4.1	3.3	4.2	3.4	4.2	3.4
South Bascom Ave/ Parkmoor	3.7	2.9	3.7	2.9	3.7	2.9	3.8	3.0
Leland Ave/ Parkmoor	4.3	3.5	4.3	3.5	4.4	3.6	4.5	3.7
Leigh Ave/ Parkmoor	3.9	3.1	3.9	3.1	3.9	3.1	3.9	3.1
South Bascom Ave/ Moorpark	4.0	3.2	4.1	3.3	4.1	3.3	4.1	3.3
Leland Ave/ Moorpark	4.4	3.6	4.4	3.6	4.6	3.8	4.7	3.9
Leigh Ave/ Moorpark	4.2	3.4	4.2	3.4	4.3	3.5	4.4	3.6
South Bascom Ave/ Renova	4.3	3.5	4.3	3.5	4.4	3.6	4.4	3.6
South Bascom Ave/ Laswell	4.2	3.4	4.1	3.3	3.7	2.9	4.4	3.6
South Bascom Ave/ Enborg	4.2	3.4	4.2	3.4	4.4	3.6	4.2	3.4
Sherman Oaks Dr/ Fruitdale	4.2	3.4	4.3	3.5	4.3	3.5	4.3	3.5
Leigh Ave/ Fruitdale	3.8	3.0	3.9	3.1	3.9	3.1	3.9	3.1
Southwest Exprsswy/ Fruitdale	4.0	3.2	4.0	3.2	4.1	3.3	4.1	3.3
Background Level (Included)	3.5	2.7	3.5	2.7	3.5	2.7	3.5	2.7
Clean Air Standard	20.0	9.0	20.0	9.0	20.0	9.0	20.0	9.0

Greenhouse Gas Emissions

Activities related to the implementation of the Update will increase greenhouse gas emissions from transportation and other energy consumption sources. At the time of the adoption of the Prior Plan and the certification of the Prior Plan EIR, Greenhouse Gas Emissions were not required to be analyzed in the CEQA process. Due to the changes in CEQA, Greenhouse Gas Emissions will be analyzed in this Chapter.

"Greenhouse gases" (so called because of their role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as "global warming." These greenhouse gases contribute to an increase in the temperature of the earth's atmosphere by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation. The principal greenhouse gases (GHGs) are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. Fossil fuel consumption in the transportation sector (on-road motor vehicles, off-highway mobile sources, and aircraft) is the single largest source of GHG emissions, accounting for approximately half of GHG emissions globally. Industrial and commercial sources are the second largest contributors of GHG emissions with about one-fourth of total emissions.

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. GHG statues and executive orders (EO) include AB 32, SB 1368, EO S-03-05, EO S-20-06 and EO S-01-07. The Governor's Office of Planning and Research is in the process of developing CEQA significance thresholds for GHG emissions. Preliminary draft CEQA Guideline amendments for addressing GHGs within the CEQA process were released on January 8, 2009. If/when adopted, Appendix G of the CEQA Guidelines will require a good-faith effort to calculate GHG emissions in any CEQA document. It will also require a good faith effort to develop a threshold of significance for GHG emissions and evaluation of any available mitigation measures.

AB 32 is one of the most significant pieces of environmental legislation that California has adopted. Among other things, it is designed to maintain California's reputation as a "national and international leader on energy conservation and environmental stewardship." It will have wide-ranging effects on California businesses and lifestyles as well as far reaching effects on other states and countries. A unique aspect of AB 32, beyond its broad and wide-ranging mandatory provisions and dramatic GHG reductions are the short time frames within which it must be implemented. Major components of the AB 32 include:

Require the monitoring and reporting of GHG emissions beginning with sources or categories of sources that contribute the most to statewide emissions.

- Requires immediate "early action" control programs on the most readily controlled GHG sources.
- Mandates that by 2020, California's GHG emissions be reduced to 1990 levels.
- Forces an overall reduction of GHG gases in California by 25-40%, from business as usual, over the next 13 years (by 2020).
- Must complement efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminants.

Statewide, the framework for developing the implementing regulations for AB 32 is under way. Additionally, through the California Climate Registry (CCAR), general and industry-specific protocols for assessing and reporting GHG emissions have been developed. GHG sources are categorized into direct sources (i.e. company owned) and indirect sources (i.e. not company owned). Direct sources include combustion emissions from on-and off-road mobile sources, and fugitive emissions. Indirect sources include off-site electricity generation and non-company owned mobile sources.

Implementation of the Update would contribute to long-term increases in greenhouse gases (GHGs) as a result of traffic increases (mobile sources) and minor secondary fuel combustion emissions from space heating, etc. Development occurring as a result of the Update would also result in secondary operational increases in GHG emissions as a result of electricity generation to meet project-related increases in energy demand. Electricity generation in California is mainly from natural gas-fired power plants. However, since California imports about 20 to 25 percent of its total electricity (mainly from the northwestern and southwestern states), GHG emissions associated with electricity generation could also occur outside of California. Short-term GHG emissions will also derive from construction activities.

During construction of the Update components, the URBEMIS2007 computer model predicts that a peak activity day will generate the following CO_2 emissions:

Grading: 1,084 pounds/day
Construction: 2,349 pounds/day

For purposes of analysis, it was assumed that non- CO_2 GHG emissions are negligible, and that the total annual construction GHG burden can be characterized by 80 peak grading days and 100 peak construction days. The estimated annual GHG impact is estimated as follows:

Grading = (1,084 lbs/day x 80 peak days/year) / 2,000 lbs/ ton = 43.4 tons/year
Construction = (2,349 lbs/day x 100 peak days/year)/2,000 lbs/ton = 117.5 tons/year
Combined Annual = 43.4 + 117.5 = 160.9 tons/year

In 2004, the statewide annual GHG inventory in CO_2 -equivalent levels (including all non-CO2 gases weighted by their thermal absorption potential) was 492,000,000 metric tons (541,000,000 short tons). The worst-case construction impact of 160.9 tons/year represents approximately 0.00003 percent of the statewide burden.

New daily operational CO_2 emissions from Update-related traffic and area source emissions are predicted to be 22,062 pounds. The average attendance was assumed to be 200 days per year. On an annual basis, this would translate into 1,550 tons per year. This worst-case estimate represents only 0.0004 percent of the most recent statewide inventory.

There are no adopted thresholds of GHG emissions significance. However, GHG emissions are implicated in the acceleration of global warming experienced in the last several decades. Climatic impacts are global in scale. Any project-specific contribution to the global issue is miniscule. In the absence of any definitive thresholds of significance, the GHG emphasis on a project-specific level is to incorporate design features that reduce energy consumption and

reduce vehicular travel as much as is reasonably feasible.

It should be noted that the Update incorporates more efficient use of space that includes enhanced energy conservation features. The Update also anticipates an enrollment increase of 2,000 full-time equivalent students compared to the 5,000 student increase analyzed in the Prior Plan. The smaller and more compact Campus design is intrinsically consistent with GHG minimization objectives. Nevertheless, reasonably available mitigation measures must be adopted to reduce the cumulative impact to climate change associated with Update implementation. Mitigation measures for GHG are contained in the next Chapter.

5.3.5 Mitigation Measures

The impact forecast presented above concludes that construction and operation of the Update will result in less than significant adverse impacts to air quality. Mitigation measures for impacts are outlined below for construction, construction airborne toxins, and Greenhouse Gas Emissions. No mitigation is required for operational impacts.

Construction Emissions Mitigation

5.3.5-1 Construction activities must comply with the "Basic Control Measures" and "Enhanced Control Measures" and applicable "Optional Control Measures" for dust emissions and recommendations for exhaust emissions as outlined in the BAAQMD CEQA Guidelines. The appropriate level of mitigation shall be determined based on the total area of disturbance resulting from all planned projects occurring simultaneously. These requirements include:

Basic Dust Control Measures (apply to all construction sites)

- ***Water all active construction areas at least twice daily.***
- ***Cover all trucks hauling soil, sand, and other loose debris or require all trucks to maintain at least two feet of freeboard.***
- ***Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.***
- ***Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites.***
- ***Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.***

Enhanced Dust Control Measures (apply to construction sites greater than four acres)

- ***Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).***
- ***Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).***
- ***Limit traffic speeds on unpaved roads to 15 mph.***
- ***Install sandbags or other erosion control measures to prevent silt runoff to public roadways.***
- ***Replant vegetation in disturbed areas as quickly as possible.***

Optional Dust Control Measure ***(apply to construction sites that are large in area, located near sensitive receptors, or which for any other reason may warrant additional emissions reductions)***

- ***Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.***

Equipment Exhaust Control Measures ***(apply to all construction projects to the extent feasible)***

- ***Require 90-day low-NOx tune-ups for off-road equipment.***
- ***Limit allowable idling to 5 minutes for trucks and heavy equipment.***
- ***Utilize equipment whose engines are equipped with diesel oxidation catalysts if available.***
- ***Utilize diesel particulate filter on heavy equipment where feasible.***

Construction Airborne Toxics Mitigation

5.3.2-2 All structures to be demolished must be surveyed for the possible presence of ACMs. If ACMs are within the structure, they must be removed following the detailed procedures in BAAQMD Rule 11-2.

Operational Emissions Mitigation

Impacts are less than significant; therefore, no mitigation measures are required.

Greenhouse Gas Emissions Mitigation

GHG reduction options on a project-level basis are similar to those measures designed to reduce criteria air pollutants (those with ambient air quality standards). Measures that reduce trip generation or trip lengths, measures that optimize the transportation efficiency of a region, and measures that promote energy conservation within a development will reduce GHG emissions. Additionally, carbon sequestering can be achieved through urban forestry measures.

Project-specific mitigation recommendations to reduce the global cumulative impact from project implementation include the following:

5.3.3-3 The District shall develop a Sustainability Master Plan which shall serve to guide future development on the Campus. Contents of the Plan may include, but not be limited to the following mitigation measures to reduce emissions of GHG's:

Land Use and Transportation

- ***Distribute information that will promote increased utilization of public transit***
- ***Provide support for the existing rideshare program to encourage the use of alternatives to the single occupant vehicle (SOV) for Campus access***

Energy Conservation

- ***Construct the new classroom and office buildings to meet LEED (Leadership in Energy and Environmental Design) Silver Certification***
- ***Maximize use of low pressure sodium and/or fluorescent lighting***

- ***Require acquisition of new appliances and equipment to meet Energy Star certification***

Urban Forestry

- ***Plant trees or vegetation to shade buildings and thus reduce heating/ cooling demand.***
- ***Select landscaping that is fast-growing while minimizing water demand to sequester carbon while reducing electrical loads associated with regional water transportation.***
- ***Participate in green waste collection and recycling programs for landscape maintenance***

5.3.6 Cumulative Impact

Based on the information contained in 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, implementation of the Update will not result air quality impacts that will exceed the thresholds of significance established for individual projects. Combined with other projects in the local area, future emissions, when measured against the established thresholds, will not be cumulatively significant and will result in less than significant adverse impacts to air quality.

Mitigation measures for air quality impacts have been included for construction, construction airborne toxins, and Greenhouse Gas Emissions. No mitigation is required for operational impacts. With the incorporation of these mitigation measures, impacts remain less than significant and are not considered cumulatively significant.

5.3.7 Unavoidable Adverse Impacts

Implementation of the Update will result in both short-term and long-term emissions of pollutants. Mitigation measures for impacts have been included for construction, construction airborne toxins, and Greenhouse Gas Emissions. No mitigation is required for operational impacts. With mitigation incorporated, impacts will remain less than significant and it has been determined that implementation of the Update will not exceed thresholds of significance. There will not be any unavoidable adverse impacts from implementation of the Update.

5.4 LAND USE AND PLANNING

5.4.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of Land Use and Planning from implementation of Update. Section VI.9 of the Initial Study addressed whether implementation of the Update will create impacts that will conflict would physically divide an established community; conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or conflict with any applicable habitat conservation plan, or natural community conservation plan beyond the impacts anticipated in the Prior Plan EIR.

Based on the analysis in the Initial Study, it was determined that the following issues areas **would not** require any further analysis in the DSEIR:

- Physically divide an established community.
- Conflict with any applicable habitat conservation plan, or natural community conservation plan.

The Initial Study did determine that the following issues areas **would** be further analyzed in the DSEIR:

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigation an environmental effect.

The Initial Study indicated the following pertaining to conflicts with applicable environmental plans or policies adopted by agencies with jurisdictions over the project:

> *"As was the case with the Prior Project, the Proposed Project may create a potentially significant impact that could conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. The San Jose 2020 General Plan does not have jurisdictional authority over the Campus, as the College is part of the State Community College System. However, an updated discussion of consistency with policies of the San Jose 2020 General Plan as they pertain to adjacent land uses will be provided in the SEIR. In addition, the SEIR will also consider applicable policies of the Santa Clara County General Plan relative to the homes north of the Campus. While not applicable in the immediate discussion above, the inclusion of approximately 90' high poles and fencing and a 20' high wall adjacent to the baseball field along Leigh Avenue creates the potential for incompatible adjacent land uses. This includes the potential impacts created by errant balls exiting the baseball field onto adjacent roadways and properties."*

These issues will be discussed below as set in the following framework:

- Environmental Setting: Land Use and Planning
- Thresholds of Significance
- Potential Impacts
- Project-Specific Mitigation Measures
- Cumulative Impact
- Unavoidable Adverse Impacts

The San Jose City College Facilities Master Plan (Prior Plan), the San Jose City College Facilities Master Plan EIR, the San Jose City College Facilities Master Plan EIR (Prior Plan EIR), the San Jose City College Facilities Master Plan Update 2021 (Update), the City of San Jose 2020 General Plan, and the *Trajectory Study*, dated February 8, 2009, prepared by Tanner Consulting Group were used in the analyses presented in this Subchapter.

5.4.2 Environmental Setting: Land Use

Current Land Use Setting

The following information has been extracted from Chapter 3.0 (Project Setting) of this DSEIR. For a more detailed setting, please refer to that Chapter.

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).

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.

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, eastern central and southeastern portions of the Campus, respectively.

The following are the Assignable Square Feet (ASF) and Outside Gross Square Feet (OGSF) of the existing structures on Campus:

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

As shown, space in existing buildings totals 423,402 ASF/639,002 OGSF. The current SJCC College enrollment is approximately 9,800 students 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 the Prior Plan have occurred in the general area that they were planned, with the exception of the Baseball Field Complex. The Softball field is nearing completion and is located in the approximate area that it

was proposed - easterly of the 300 Wing Building.

A student parking lot 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 a minor deviation from the Prior Plan. The Baseball Field Complex was under construction; however, it is presently halted, pending the Board action on the SEIR. The field, dugouts, batting cages, twenty foot (20') high wall, wrought iron fencing and poles (up to 90' in height) for the netting have been partially installed. 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).

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 closed as part of the Update. 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 sporting events occurs primarily in the eastern portion of the Campus.

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.

Planned Land Use Development and Setting

Portions of following information have been extracted from Chapter 4.0 (Project Description) of this DSEIR. For a more detailed setting, please refer to that Chapter.

Implementation to date of the Prior Plan resulted in a shift in the general locations of buildings from the central and northern portions of the Campus to the western and southern areas of the Campus. Implementation of the Proposed Project will continue this direction of development. The Proposed Project involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan.

All facilities will be developed within the existing Campus boundaries. The development proposed under the Proposed Project is intended to meet the needs of the College for an anticipated enrollment of approximately 12,000 students by 2021 (see Figure 2.1-3: Facilities Master Plan Update 2021, San Jose City College).

Buildings such as the Student Center, the General Education building and the Theatre will remain but be remodeled to meet current standards rather than demolished. In more detail, the Student Center will be renovated to add the Professional Education Center. The General Education building will be renovated to add a Multi-Disciplinary Classroom Complex with a new 2-story, 10,000 ASF area added to the front of the facility.

Many facilities were demolished and replaced with new buildings as part of the Prior Plan. The Proposed Project includes the demolition, remodeling and new construction of the following

buildings and facilities (reference Table 5-1, below).

Table 5-1
Demolition, Remodeling and New Construction—Proposed Project

Building Name	Total ASF	Total OGSF	Status
100 Wing	28,682	41,729	Phase II—Demolition
200 Wing	25,514	41,820	Phase II—Demolition
300 Wing	27,276	40,584	Phase II—Demolition
Fine Arts	9,780	14,075	Phase II---Demolition
Gym—Men	21,298	27,863	Phase II---Demolition
Auxiliary Gym	10,217	12,561	Phase II—Demolition
X, Y & Z Buildings	1,587	2,702	Phase II—Demolition
W Building	4,132	6,990	Phase II—Demolition
Vocational Arts	8,368	11,700	Phase II—Demolition
Central Plant	432	832	Phase II—Demolition
General Education	27,701	43,668	Remodel—Phase II
Multi-Discipline/Performing Arts	28,000	35,000	New Construction—Phase II
Voc/Tech Bldg Addition	20,000	30,000	New Construction—Phase II
P. E. Complex	45,000	65,000	New Construction---Phase II
Parking Garage #1	None	110,000	480 Spaces-5 Stories
Central Plant	None	10,000	Service for New Facilities
Softball Field	None	None	New Construction—Phase II
Baseball Field	None	None	New Construction—Phase II
Corporate Yard	None	18,000	New Construction—Phase II
Parking Garage #2	None	100,000	New Construction—Phase III

As depicted in Table 5-1, proposed new construction will total approximately 366,000 OGSF/93,000 ASF. Demolition will total approximately 186,781 OGSF/127,497 ASF. Remodeling will total approximately 57,743 OGSF/37,481 ASF. When considered with proposed demolition, the proposed new buildings, new addition, and renovations would result in a net decrease in building space of 105,425 OGSF/66,161 ASF for the Proposed Plan versus the Prior Plan.

The details for Parking Garage #2 were not known at the time of the Prior Plan and are still not developed at the time of the Proposed Project. The parking garage would likely not be developed until enrollment approaches 15,000 students, or as deemed needed based on on-going monitoring of construction and assessments of parking needs. (If constructed, Parking Garage #2 will be constructed around the proposed Central Plant that will be built as part of an earlier phase of development). Even with this uncertainty, it has been decided that this Initial Study, and the Facilities Master Plan 2021, will evaluate the general impacts of developing

Parking Garage #2 in its proposed location.

Applicable Policies, Plans and Regulations

City of San Jose

According to the Prior Plan EIR: "According to Title 5 of the California Administrative Code, the San Jose 2020 General Plan does not have jurisdictional authority over the San Jose City College Campus. Therefore, the Facilities Master Plan is exempt from the policies and programs of the General Plan." The current General Plan Designations for the Campus are Public/Quasi Public for the majority of the Campus and General Commercial for the Technology Center.

Regional Water Quality Control Board

According to the Initial Study, implementation of the Update could have a less than significant impact with mitigation incorporated that would violate any water quality standards or waste discharge requirements; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or otherwise substantially degrade water quality. Construction related impacts would be avoided through preparation of a Stormwater Pollution Prevention Plan (SWPPP), which is required under NPDES for development over five acres. The following mitigation measure (renumbered from the Initial Study) will be incorporated to the construction phase of any project.

5.4.5-1 A Stormwater Pollution Prevention Plan (SWPPP – which is required for any development over five acres) will be prepared prior to any construction activities. The District will also implement standards (BMP's) to reduce construction-related impacts to water quality.

Since the certification of the Prior Plan EIR, new regulations have been enacted to protect water quality during the operational phases of a project. This is achieved through the development of a Water Quality Management Plan (WQMP). The WQMP contains best management practices (BMP's) and other measures necessary to protect water quality. These best management practices can include management activities, as well as mechanical and infiltrative treatment measures.

The implementation of these practices is expected to minimize or eliminate any impacts to water quality. The requirement for the preparation and implementation of the WQMP is contained in the following mitigation measure (renumbered from the Initial Study):

5.4.5-2 Prior to site grading the District shall approve a Water Quality Management Plan as required by the program requirements in effect at that time.

With the incorporation of the above referenced mitigation measure, impacts will be reduced to a less than significant level. It was determined that these issue areas would not be analyzed further in the DSEIR.

Bay Area Air Quality Management District (BAAQMD)

The Bay Area Air Quality Management District (BAAQMD) is the regional agency responsible for air quality regulation within the SFBAAB. The BAAQMD regulates air quality through its planning and review activities. The BAAQMD has permit authority over most types of stationary emission sources and can require stationary sources to obtain permits, and can impose emission limits, set fuel or material specifications, or establish operational limits to reduce air emissions. The BAAQMD regulates new or expanding stationary sources of toxic air contaminants. According to Chapter 5.3 of this DSEIR, implementation of the Update would result in a less than a significant adverse impact to air quality issues.

Hazards – Land Use Compatibility

Section VI.7 (Hazards) of the Initial Study indicated that one particular hazard issue - hazards created by potential errant baseballs exiting the baseball field will be addressed under the Land Use and Planning Chapter of the SEIR. This was also reiterated in Section VI.9 (Land Use and Planning) of the Initial Study. Due to the location of the Baseball Field Complex, errant balls present a potential hazard to the surrounding neighborhoods, pedestrians and motorists. Because of this potential hazard, the Baseball Field Complex Facilities Plan prepared for the Update contains poles and netting to confine the baseballs and limit the errant balls (reference Figure 3.2-2). As is depicted by the height of the poles and the netting, the greatest potential for errant balls to go beyond the confines of the Baseball Field Complex are along the left field line, the foul area on the right field line and behind home plate.

The location and heights for the poles and netting were established by Verde Design, Inc. It was their determination that based on their prior knowledge and experience that this would be the appropriate configuration to avoid any errant balls exiting the Baseball Field Complex. According to a correspondence with Devin Conway from Verde Design, Inc. “when we reviewed the design in 2006-07, we looked at three primary netting heights: 30 ft, 60 ft, and 90 ft. This was based on commonly sized heights for other collegiate baseball fields adjacent to streets and neighboring residences. Reviewing what our trajectory findings gave us, we looked at staggering from 30 ft. tall to 60 foot tall to 90 foot tall netting. During the design process this was streamlined to jump from 30 ft. tall netting straight to 90 ft. tall netting. Similar installations with like height netting that are local to our project site include Santa Clara University's Baseball Stadium and University of San Francisco's Baseball Stadium.”

It was decided to obtain a second opinion on the location and height of the netting and poles for the Baseball Field Complex. A Trajectory Study, dated February 8, 2009, was prepared by Tanner Consulting Group. Figure 5.4-1 is the Site Plan that was prepared for the Trajectory Study. It was based on layout and dimensions of the Baseball Field Complex Facilities Plan. The Trajectory Study assumed that the baseball will be hit at one of three angles; either a 30°, 35°, or 40° angle. These are the most typical angles that a well struck ball, when hit by a collegiate player, would be within. The Study also assumes a swing speeds of 125 MPH for the 30°angle, 127 MPH for the 35° angle, and 128 MPH for the 40° angle. Again, these are the most typical swing speeds to produce the projected distance. The hit baseball spends approximately 2/3 of its trajectory ascending, with the remaining 1/3 of its trajectory descending. All of projections for the Trajectory Study represent a “worse case scenario” of a ball hit from

home plate. Based on a discussion with Dave Tanner, he indicated that these Trajectory Studies are regularly supported in practical application (i.e. batting practice, games). However, he noted that there is a small percentage (5%) of balls hit in that the areas that could actually approach the recommended heights of the fencing recommendations presented below.

Figure 5.4-2 shows the trajectory of a baseball hit towards the left field area of the Baseball Field Complex. The assumptions listed above we applied to the Trajectory Study and, based on the conclusions of the analysis, fencing heights ranging from 110' down to 50' in height were recommended from north of the left field foul pole to center field. This is depicted on Figure 5.4-3. The current poles and netting proposed on the Baseball Field Complex Facilities Plan is shown in this same area as ranging from 90' to 30' in height.

Figure 5.4-4 shows the trajectory of a baseball hit towards the right field area of the Baseball Field Complex. The assumptions listed above were again applied to the Trajectory Study and, based on the conclusions of the analysis, fencing heights ranging from 90' behind home plate and down the first base line to 110' in height near the right field foul pole, dropping to 50' to center field were recommended. This is depicted on Figure 5.4-3. The current poles and netting proposed on the Baseball Field Complex Facilities Plan is shown in this same area as ranging from 90' to 30' in height. Two (2) three-dimensional models showing the poles and netting recommended from the Trajectory Study are depicted on Figure 5.4-5.

5.4.3 Thresholds of Significance

The Initial Study Form describes three (3) criteria for impacts to Land Use and Planning Resources. As stated above, the Initial Study concluded that implementation of the Update would not result in exceeding thresholds of significance for the following issue areas relative to Land Use and Planning Resources; therefore, they **would not** be further analyzed in the DSEIR:

- Physically divide an established community.
- Conflict with any applicable habitat conservation plan, or natural community conservation plan.

However, the Initial Study concluded that implementation of the Update may result in impacts that may exceed thresholds of significance for the following issue areas relative to Land Use and Planning Resources and they **will be** discussed in Chapter 5.4.4, below:

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigation an environmental effect.

5.4.4 Potential Impacts

a. Would the proposed project result in a substantial conflict with applicable environmental plans or policies adopted by agencies with jurisdictions over the project?

City of San Jose

The following Table was originally contained in the Prior Plan EIR. This Table was entitled "Project Consistency with San Jose 2020 General Plan." The General Plan is still utilized by the City of San Jose (an update is currently in process). Table 5.4-2 has been utilized to analyze the consistency of the implementation of the Update with the San Jose 2020 General Plan. Based on the information contained in Table 5.4-2, components of the Update are consistent, generally consistent and inconsistent with the San Jose 2020 General Plan. As stated in the Prior plan EIR, these policies and programs are included in the DSEIR for advisory purposes only. Those items that are inconsistent with the General Plan policies include: Urban Conservation, Neighborhood Identity, Urban Design, Level of Service (Traffic) and Transportation (Parking).

Table 5-4.2
Project Consistency with San Jose 2020 General Plan

Element	Policy Number	Policy	Project Consistency
City Concept	Urban Conservation - 2	The City should encourage new development which enhances the desirable qualities of the community and existing neighborhoods.	Consistent. The Update would continue the existing use of the Campus and would include the replacement and improvement of existing facilities. Proposed parking would be adequate to accommodate future student enrollment, and thus would have the potential to reduce spillover effects into nearby neighborhoods. The existing access to the Campus from the south would be closed; this removal of access to the southern end of the Campus would reduce campus-related traffic and noise in the residential area to the south. Construction noise impacts from implementation of the Update would be mitigated through measures identified in Chapter 5.5.5 of this DSEIR. As discussed in the Prior Plan EIR, the proposed 120-foot-tall light tower could result in adverse impacts to the visual quality of the area. Mitigation Measures for these impacts are listed in Chapter 5.2.5 of this DSEIR. Inconsistent. The Update would result in increased traffic on local streets and may affect street safety. Project plus Cumulative Conditions exceeds established thresholds. Mitigation measures in Chapter 5.7.5 of this DSEIR address these issues-; however, due to the practicality of implementation of these mitigation measures, some of these impacts will remain significant. The Baseball Field Poles, Netting, Batter's Eye and Wall have been determined to have an unavoidable adverse impact and a significant cumulative impact that cannot be mitigated.
	Neighborhood Identity – 3	Public and private development should be designed to improve the character of existing neighborhoods. Factors that cause instability or create urban barriers should be discouraged or removed.	Consistent and inconsistent (see Urban Conservation – 2, above).

Element	Policy Number	Policy	Project Consistency
	Balanced Community - 1	The City should foster patterns which will achieve a whole and complete community in San Jose, particularly with respect to improving the balance between jobs and economic development on the one hand, and housing resources and a resident work force on the other. A perfect balance between jobs and housing may not be achievable, but the City should attempt to improve this balance to the greatest extent feasible.	Consistent. The City of San Jose is "job poor"; its jobs/employed resident ratio is 0.78. (p. 20 of the San Jose 2020 General Plan) Implementation of the Update would continue to increase the number of employees at the San Jose City College.
Community Development	Residential Land Use - 2	Residential neighborhoods should be protected from the encroachment of incompatible activities or land uses which may have a negative impact on the residential living environment. In particular, non-residential uses which generate traffic should be located only where they can take primary access from an arterial street.	Consistent. The Update includes closure of the vehicle access to the southerly portion of the Campus. Traffic would be relocated from the residential neighborhood south of the Campus to the sides of the Campus bounded by arterial streets (Moorpark, South Bascom and Leigh Avenues)
	Residential Land Use - 4	Due to the limited supply of land available for multiple family housing, public/quasi public uses, such as schools and churches, should be discouraged in areas designated for residential densities exceeding twelve units per acre *on* the Land Use/Transportation Diagram except in the Downtown Core Area	Consistent. The Campus is designated Public/ Quasi-Public in the San Jose 2020 General Plan Land Use/ Transportation Diagram and the site of the High Technology Center is designated General Commercial.
	Economic Development - I	The City should reduce the present imbalance between and employment seeking to obtain and maintain an improved balance between jobs and workers residing in San Jose. A perfect balance between the number of jobs and employed residents may not be achievable.	Consistent. Implementation of the Update would continue to increase the number of employees at the San Jose City College.

Element	Policy Number	Policy	Project Consistency
	Urban Design - 1	The City should continue to apply strong architectural and site design controls on all types of development for the protection and development of neighborhood character and for the proper transition between areas with different types of land uses.	Consistent. The Design Guidelines developed as part of the Prior Plan state that a landscaped buffer zone would be used for the parking structures, landscaping shall be used to screen the parking lots from Moorpark Avenue and a dense planting of evergreen trees shall be incorporated at the southern portion of the Campus. In addition, the Campus would be designed to be architecturally distinct. Inconsistent. The Baseball Field Complex poles, netting, batter's eye and wall are not compatible with the adjacent residences in the immediate vicinity of the Baseball Field Complex.
	Urban Design - 6	Proposed structures adjacent to existing residential areas should be architecturally designed and sited to promote the privacy of existing residences.	Consistent and inconsistent (see Urban Design -1, above)
	Urban Design - 8	Design solutions should be considered in the development review process which address security, aesthetics and public safety. Public safety issues include, but are not limited to, minimum clearances around buildings, fire protection measures such as peak load water requirements, construction techniques, and minimum widths and other standards set forth in relevant City Codes. All development projects should comply with the safety standards established in these referenced codes.	Consistent. The Update would comply with all applicable City Code requirements. Inconsistent. The Baseball Field Complex poles, netting, batter's eye and wall will result in a significant, unavoidable aesthetic impact that cannot be fully mitigated.

Element	Policy Number	Policy	Project Consistency
	Urban Design - 11	Non-residential building height should not exceed 45 feet except: [relevant exceptions to building height limit are listed below] • For public or quasi-public uses on properties in any area of the community with a Public/Quasi-Public designation, the maximum building height is 95 feet. • For structures, other than buildings, where substantial height is intrinsic to the function of the structures and where such structures are located to avoid significant adverse effects on adjacent properties, height limits may be established in the context of project review. [partial summary]	Consistent. The tallest buildings proposed for the Campus are five stories tall, and therefore would not exceed the 95-foot limit. In addition to proposed structures, a 120-foot-tall transparent light tower is proposed for the main entrance at Moorpark Avenue and Leland Avenue. The potential light and glare impacts of this tower would be mitigated as described in Chapter 5.2.5 of this DSEIR. Inconsistent. Substantial height is intrinsic to the function of the Baseball Field Complex poles, netting, batter's eye and wall. These structures will create significant adverse effects on adjacent properties.
	Urban Design - 18	To the extent feasible, sound attenuation for development along City streets should be accomplished through the use of landscaping, setback and building design rather than the use of sound attenuation walls. Where sound attenuation walls are deemed necessary, landscaping and an aesthetically pleasing design shall be used to minimize visual impact.	Consistent. The new uses proposed adjacent to the major arterial streets include a surface parking lot off of Moorpark Avenue and the Baseball Field Complex. These uses would not require sound attenuation. In addition, the Update includes landscaping along the Campus boundaries, where applicable. A wall has been installed adjacent to the Baseball Field Complex to attenuate noise. In addition, a mitigation measure has been added to reduce impacts from the baseball field PA system to a less than significant impact. This mitigation measure is contained in Chapter 5.5.5 of this DSEIR.
	Urban Design – 23	In order to fully assess cumulative impacts on existing residential neighborhoods, proposals for the expansion or intensification of non-residential land uses in these neighborhoods should include a master plan depicting the planned uses of the project site plus contiguous properties with the same ownership as the project site. Examples of non-residential uses include hospitals, private schools, churches, and social service facilities.	Consistent. The Update would continue the existing uses on the Campus and includes a plan depicting the types of buildings or facilities planned for the Campus. The analyses of potential impacts to existing neighborhoods are based on this Update.

Element	Policy Number	Policy	Project Consistency
	Urban Design - 24	New development projects should include the preservation of ordinance-sized and other significant trees. Any adverse affect on the health and longevity of such trees should be avoided through appropriate design measures and construction practices. When tree preservation is not feasible, the project should include appropriate tree replacement.	Consistent. There are no heritage trees on the Campus. However, there are a number of ordinance-sized trees on the Campus, as well as trees designated by the College as memorial trees. Some of these may be removed as a result of the Update. Chapter 5.2.5 of this DSEIR includes mitigation measures that address this policy and include protection of the existing mature and memorial trees that have been determined very health in the 1998 Arborist Report, as well as preservation of the trees as part of individual project designs.
Services and Facilities	Level of Service - 5 (Traffic)	The minimum overall performance of City streets during peak travel periods should be level of service "D". [relevant portions are included below] Development proposals should be reviewed for their measurable impacts on the level of service and should be required to provide appropriate mitigation measures if they have the potential to reduce the level of service to "E" or worse. To strengthen the neighborhood preservation strategy and objectives of the Plan, the City Council may adopt a Council Policy which establishes alternate mitigation measures for projects whose required traffic mitigation would result in a substantial adverse impact on an affected neighborhood.	Inconsistent. The Update would result in increased traffic on local streets and impact established LOS thresholds. Project plus Cumulative Conditions exceeds established thresholds. Mitigation measures in Chapter 5.7.5 of this DSEIR address these issues-; however, due to the practicality of implementation of these mitigation measures, some of these impacts will remain significant.

Element	Policy Number	Policy	Project Consistency
	Level of Service – 6 (Sanitary Sewer System)	The minimum performance standard for sanitary sewer lines should be level of service "D", defined as restricted sewage flow during peak flow conditions. Development which will have the potential to reduce the downstream level of service to worse than "D", or development which would be served by downstream lines already operating at a level of service worse than "D", should be required to provide mitigation measures to improve the level of service to "D' or better. In recognition of the substantial non-sewer benefits of infill development, small infill projects may be exempted from sewer mitigation requirements.	Consistent. The sewer lines were determined to have sufficient capacity to accommodate the additional wastewater generated as a result of the Prior Plan. The downstream sewer lines were rated as good. The Update will result in a decrease in overall square footage on Campus; thereby, creating impacts less than the Prior Plan.
	Level of Service - 12 (Sewage Treatment)	New projects should be designed to minimize potential damage due to storm waters and flooding to the site and other properties.	Consistent. The campus is not currently subject to any flooding hazards. Each subsequent component that is developed as part of the Update will be reviewed to determine that damage due to storm waters and flooding to the site and other properties
	Transportation - 11 (bullet point 4)	New development should be required to install indented curbs for bus pullouts, bus shelters and other transit-related public improvements, where appropriate.	Consistent. Bus/ shuttle stops are currently located on the streets surrounding the Campus.
	Transportation - 17 (Pedestrian Facilities)	Pedestrian travel should be encouraged as a viable mode of movement between high density residential and commercial areas throughout the City and in activity areas such as schools, parks, transit stations, and in urban areas, particularly the Downtown Core Area and neighborhood business districts by providing safe and convenient pedestrian facilities.	Consistent. Under the Prior Plan, the Campus was reorganized to be more pedestrian friendly through the construction of a pedestrian walkway and other improvements in pedestrian facilities. This will continue to be implemented with the Update.
	Transportation - 18 (Pedestrian Facilities)	Safe access and mobility for the physically handicapped, in accordance with the American Disabilities Act (ADA), will be implemented in the design of all pedestrian facilities. Additional features beyond the ADA are encouraged.	Consistent. All new pedestrian facilities would be designed in accordance with the Americans with Disabilities Act.

Element	Policy Number	Policy	Project Consistency
	Transportation – 28 (Transportation Systems Management/ Transportation Demand Management)	The City should promote participation and implementation of appropriate Transportation Demand Management measures such as carpooling and vanpooling, preferential parking and staggered work hours/flextime, as well as bicycling and walking, by all employers.	Consistent. The San Jose City College currently does not have a Transportation Demand Management program; however, it does implement many of the TDM measures.
	Transportation - 33 (Parking)	Adequate off-street parking should be required in conjunction with all future developments. The adequacy and appropriateness of parking requirements in the Zoning Code should be periodically re-evaluated.	Inconsistent. The Update is inconsistent with City Ordinance; however, the Update is consistent with parking recommendations for community colleges.
	Transportation - 34 (Parking)	Public parking facilities should be located and designed in order to maximize the number of land use activities which can utilize the facility and to maximize utilization which can occur throughout the 24-hour day. Joint use parking facilities should also be encouraged in private developments.	Consistent. Proposed parking facilities would be built along the western and northern borders of the Campus, and parking would be accessible from all proposed Campus uses.
	Transportation - 55 (Bicycling)	Bicycle parking facilities that are secure and convenient should be an integral component of such activity centers as major public facilities, business and employment sites and shopping centers.	Consistent. Under the Prior Plan, the Campus has been re-organized into a more bicycle-friendly environment with new bike racks and lockers, among other improvements. This will continue with the Implementation of the Update.
Aesthetic, Cultural and Recreational Resources	Historic, Archaeological and Cultural Resources - 5	New development in proximity to designated historic landmark structures and sites should be designed to be compatible with the character of the designated historic resource. In particular, development proposals located within the Areas of Historic Sensitivity designation should be reviewed for such design sensitivity.	Consistent. A cultural resources evaluation conducted in November 1999 found no significant historic resources on the project site or within a half-mile radius. There have been no changes since this report that would affect implementation of the Update.

Element	Policy Number	Policy	Project Consistency
	Historic, Archaeological and Cultural Resources - 8	For proposed development sites which have been identified as archaeologically sensitive, the City should require investigation during the planning process in order to determine whether valuable archaeological remains ma be affected by the project and should also require that appropriate mitigation measures be incorporated into the project design.	Consistent. A cultural resources evaluation conducted for the Prior Plan EIR found no significant historic resources on the project site or within a half-mile radius. The mitigation measures from the Prior Plan EIR required monitoring during project construction to address the possible discovery of previously unknown resources. This mitigation measure was identified in the Initial Study and will apply to the Update.
	Historic, Archaeological and Cultural Resources - 9	Recognizing that Native American burials may be encountered at unexpected locations, the City should impose a requirement on all development permits and tentative subdivision maps that upon discovery of such burials during construction, development activity will cease until professional archaeological examination and reburial in an appropriate manner is accomplished.	Consistent and inconsistent (see Historic, Archaeological and Cultural Resources - 8, above)
	Scenic Routes - 1	Development within the designated Rural Scenic Corridors and along designated Landscaped Throughways should be designed with the intent of preserving and enhancing attractive natural and manmade vistas.	Consistent. The Update includes the development of a light tower that would be visible from Interstate 280, a designated Landscaped Throughway. The purpose of the light tower is to mark the intersection of Leland Avenue and Moorpark Avenue as the front door of the San Jose City College. The view of the Campus from 1-280 is of short duration and includes only a few structures; therefore, the tower would not have a substantial effect on this view.
	Scenic Routes - 4	Any development occurring adjacent to Landscaped Throughways should incorporate interesting and attractive design qualities and promote a high standard of architectural excellence.	Consistent (see above). A component of the Prior Plan is the Design Guidelines, which include architectural guidelines. All design of projects on the Campus will be consistent with these guidelines.

Element	Policy Number	Policy	Project Consistency
Natural Resources	Urban Forest -2	Development projects should include the preservation of ordinance-sized, and other significant trees. Any adverse affect on the health and longevity of native oaks, ordinance sized or other significant trees should be avoided through appropriate design measures and construction practices. When tree preservation is not feasible, the project should include appropriate tree replacement. In support of these policies the City should: • Continue to implement the Heritage Tree program and the Tree Removal Ordinance. Consider the adoption of tree Protection Standards and Tree Removal Mitigation Guidelines.	Consistent. There are no heritage trees on the Campus. However, there are a number of ordinance-sized trees on the Campus, as well as trees designated by the College as memorial trees. Some of these may be removed as a result of implementation of the Update. The Initial Study carried forward mitigation measures from the Prior Plan EIR that address this policy and include protection of the existing mature and memorial trees that have been determined very healthy in the 1998 Arborist Report, as well as preservation of trees as part of individual project designs. The mitigation measure in the Initial Study required that the District update the 1998 Arborist Report.
	Urban Forest -3	The City encourages the maintenance of mature trees on public and private property as an integral part of the urban forest. Prior to allowing the removal of any mature tree, all reasonable measures which can effectively preserve the tree should be pursued.	Consistent (see Urban Forest -2, above)
	Air Quality - 1	The City should take into consideration the cumulative air quality impacts from proposed developments and should establish and enforce appropriate land uses and regulations to reduce air pollution consistent with the region's Clean Air Plan and State law.	Consistent. Cumulative air quality impacts of the Update are evaluated in Chapter 5.3 of this DSEIR, and mitigation is identified to help reduce the potential impacts.
	Air Quality - 5	In order to reduce vehicle miles traveled and traffic congestion, new development within 1,000 feet of an existing or planned transit station should be designed to encourage the usage of public transit and minimize the dependence on the automobile through the application of site design guidelines.	Consistent. The Campus has been designed to encourage the usage of public transit.
	Energy - 6	All street lights in areas outside of the Downtown Core use the low-pressure sodium vapor. Within the Downtown Core Area, high pressure sodium vapor street lights should be used.	Generally Consistent. All outdoor light fixtures would be designed to minimize adverse impacts to surrounding neighborhoods.

Element	Policy Number	Policy	Project Consistency
	Energy - 7	The City should require low- pressure sodium vapor lighting for outdoor, unroofed areas in all new developments and encourage existing development to retrofit using low-pressure sodium vapor lighting.	Generally Consistent. (see Energy – 6, above)
	Soils and Geologic Conditions - 3	In areas susceptible to erosion, appropriate control measures should be required in conjunction with proposed development.	Consistent. Although the topography and soils of the Campus are such that the Campus is not susceptible to erosion, control measures would be required during construction to minimize construction-related impacts. In addition, mitigation measures have been added to reduce impacts to water quality during and post-construction.
	Soils and Geologic Conditions - 8	Development proposed within areas of potential geological hazards should not be endangered by, nor contribute to, the hazardous conditions on the site or on adjoining properties.	Consistent. The Campus is not within an identified geological hazard area. Potential hazards related to the characteristics of site soils would be addressed by mitigation measures identified in the Initial Study and the Prior Plan EIR.
	Noise -1	The City's acceptable noise level objectives are 55 DNL as the long-range exterior noise quality level, 60 DNL as the short-range exterior noise quality level, 45 DNL as the interior noise quality level, and 76 DNL as the maximum exterior noise level necessary to avoid significant adverse health effects. [Irrelevant portions of this policy are not included]	Consistent. Implementation of the Update would not significantly increase the long-term noise levels on the campus or at sensitive uses nearby. Chapter 5.5 of this DSEIR includes mitigation that would address any construction noise impacts.
	Noise -9	Construction operations should use available noise suppression devices and techniques.	Consistent. (see Noise -1, above)
	Noise -11	When located adjacent to existing or planned noise sensitive residential and public/quasi-public land uses, non-residential land uses should mitigate noise generation to meet the 55 DNL guideline at the property line.	Consistent. (see Noise -1, above)
	Noise -12	Noise studies should be required for land use proposals where known or suspected peak event noise sources occur which may impact adjacent existing or planned land uses.	Consistent. (See Chapter 5.4 of this EIR)

Bay Area Air Quality Management District (BAAQMD)

A detailed discussion of the Environmental Setting: Air Quality, Thresholds of Significance, Potential Impacts, Project-Specific Mitigation Measures, Cumulative Impact and Unavoidable Adverse Impacts are contained in Chapter 5.3 of this DSEIR. According to this Chapter, implementation of the Update would result in less than significant adverse impacts to air quality issues.

Hazards – Land Use Compatibility

The Baseball Field Complex Poles and Netting have been designed in a manner to limit the amount of errant balls leaving the Baseball Field Complex that could present a hazard to motorists, residents and pedestrians. Based on the design parameters by Verde Design Inc., the design as presented should drop the probability of errant balls exiting the Baseball Field Complex to within an acceptable level of risk for the College. This is not to say that the probability is 100 percent that there will not be an errant ball that escapes the Baseball Field Complex; however, the probability is greatly reduced. Based on the Trajectory Study prepared by Tanner Consulting Group, the poles and netting could actually be designed to be higher than proposed on the Verde Design, Inc. plans. Again, as presented by the Trajectory Study, that design will not guarantee 100 percent confinement; however, the probability is greatly reduced. Based on this reduction of probability, the impacts are considered possible, yet would result in a less than significant impact. The design of the poles and netting are mitigation as proposed. With the exception of raising the poles and netting to meet and exceed the recommendations, no other mitigation is feasible.

The other primary land use compatibility issue is related to aesthetics. Please refer to Chapter 5.2 of this DSEIR for a detailed discussion of Environmental Setting: Aesthetics, Thresholds of Significance, Potential Impacts, Project-Specific Mitigation Measures, Cumulative Impact and Unavoidable Adverse Impacts.

5.4.5 Project-Specific Mitigation Measures

The District has determined that implementation of the Update will have some conflicts with the policies contained in the City of San Jose 2020 General Plan. It should be noted that the City does not have jurisdiction over the College.

According to the Initial Study, implementation of the Update could have a less than significant impact with mitigation incorporated that would violate any water quality standards or waste discharge requirements; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or otherwise substantially degrade water quality. Construction related impacts would be avoided through preparation of a Stormwater Pollution Prevention Plan (SWPPP), which is required under NPDES for development over five acres. The following mitigation measure (renumbered from the Initial Study) will be incorporated to the construction phase of any project.

5.4.5-1 A Stormwater Pollution Prevention Plan (SWPPP – which is required for any development over five acres) will be prepared

prior to any construction activities. The District will also implement standards (BMP's) to reduce construction-related impacts to water quality.

Since the certification of the 2000 EIR, new regulations have been enacted to protect water quality during the operational phases of a project. This is achieved through the development of a Water Quality Management Plan (WQMP). The WQMP contains best management practices (BMP's) and other measures necessary to protect water quality. These best management practices can include management activities, as well as mechanical and infiltrative treatment measures. The implementation of these practices is expected to minimize or eliminate any impacts to water quality. The requirement for the preparation and implementation of the WQMP is contained in the following mitigation measure (renumbered from the Initial Study):

5.4.5-2 Prior to site grading the District shall approve a Water Quality Management Plan as required by the program requirements in effect at that time.

With the incorporation of the above referenced mitigation measure, impacts will be reduced to a less than significant level.

Bay Area Air Quality Management District (BAAQMD)

According to Chapter 5.3 of this DSEIR, implementation of the Update would result in less than significant impacts to air quality resources. Please reference Chapter 5.3.5 of this DSEIR for specific mitigation measures pertaining to construction, airborne toxic contaminants and operations air emissions.

Hazards – Land Use Compatibility

The design of the poles and netting are mitigation as proposed. With the exception of raising the poles and netting to meet and exceed the recommendations of the design professionals, no other mitigation is feasible.

The other primary land use compatibility issue is related to Aesthetics. Please refer to Chapter 5.2.5 of this DSEIR for a detailed discussion of Project-Specific Mitigation Measures.

5.4.6 Cumulative Impact

Based on the evaluation in this subchapter, the implementation of the Update will exceed the thresholds set by the City of San Jose; however, it should be noted that the City does not have jurisdiction over the College. Conflicts with other applicable environmental plans or policies adopted by agencies with jurisdictions over the project are cumulative, as described in the other Chapters of this DSEIR. With the incorporation of mitigation measures, implementation of the Update will have a less than significant cumulative impact for Air Quality and Noise. Impacts from Aesthetics are considered cumulative and significant. Transportation/Traffic impacts are considered cumulative and significant if agreements cannot be reached with the City of San Jose pertaining to intersection improvements.

Please refer to Subchapters 5.2 (Aesthetics) and 5.6 (Recreation) for additional and more specific findings regarding cumulative impacts for these aspects of land use incompatibility.

5.4.7 Unavoidable Adverse Impacts

Based on the evaluation in this subchapter, the implementation of the Update will exceed the thresholds set by the City of San Jose; however, it should be noted that the City does not have jurisdiction over the College. Conflicts with other applicable environmental plans or policies adopted by agencies with jurisdictions over the project may result in unavoidable adverse impacts, as described in the other Chapters of this DSEIR. With the incorporation of mitigation measures, implementation of the Update will not result in unavoidable adverse impacts for Air Quality and Noise. Impacts from Aesthetics are considered an unavoidable adverse impact. Transportation/Traffic impacts are considered an unavoidable adverse impact if agreements cannot be reached with the City of San Jose pertaining to intersection improvements.

Please refer to Subchapters 5.2 (Aesthetics) and 5.6 (Recreation) for additional and more specific findings regarding unavoidable adverse impacts for these aspects of land use incompatibility.

5.5 NOISE

5.5.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of Noise and impacts to the existing noise environment from implementation of Update. Section VI.11 of the Initial Study addressed whether implementation of the Update would result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels; a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without implementation of the Update; a substantial temporary or periodic increase in ambient noise levels in the Campus vicinity above levels existing without implementation of the Update; expose people residing or working in the Campus area to excessive noise levels (for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport); or expose people residing or working in the Campus area to excessive noise levels (for a project within the vicinity of a private airstrip) beyond the impacts anticipated in the Prior Plan EIR.

Based on the analysis in the Initial Study, it was determined that the following issue areas relating to Noise **would not** require any further analysis in the DSEIR:

- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.
- Exposure of people residing or working in the project area to excessive noise levels (for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport).
- Exposure of people residing or working in the project area to excessive noise levels (for a project within the vicinity of a private airstrip).

The Initial Study did determine that the following issues areas relating to Noise **would** be further analyzed in the DSEIR:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

These issues will be discussed below as set in the following framework:

- Environmental Setting: Noise.
- Thresholds of Significance.
- Potential Impacts.
- Project-Specific Mitigation Measures.

- Cumulative Impact.
- Unavoidable Adverse Impacts.

The San Jose City College Facilities Master Plan (Prior Plan), the San Jose City College Facilities Master Plan EIR (Prior Plan EIR) and Noise *Impact Analysis, San Jose City College Master Plan Update 2021, City Of San Jose, California*, dated February 9, 2009, prepared by Giroux and Associates, were used in the analyses presented in this Subchapter. The noise technical study is available for review (reference the Technical Appendices to this DSEIR in the enclosed CD).

Comments were received from neighbors in adjacent residents regarding noise during the public scoping meeting or in responses to the Notice of Preparation. These comments, along with the District's responses are listed in Subchapter 2 of this DSEIR. A copy these comment letters and comment e-mails are provided in Chapter 9, Subchapter 9.2 of this DSEIR. Therefore, those issues, in addition to the issues identified in the Initial Study and described in the NOP are the focus of the following evaluation pertaining to noise.

Background

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is generally considered to be unwanted sound. Sound is characterized by various parameters that describe the rate of oscillation of sound waves, the distance between successive troughs or crests, the speed of propagation, and the pressure level or energy content of a given sound. In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level.
The decibel (dB) scale is used to quantify sound pressure levels. Although decibels are most commonly associated with sound, "dB" is a generic descriptor that is equal to ten times the logarithmic ratio of any physical parameter versus some reference quantity. For sound, the reference level is the faintest sound detectable by a young person with good auditory acuity.

Since the human ear is not equally sensitive to all sound frequencies within the entire auditory spectrum, human response is factored into sound descriptions by weighting sounds within the range of maximum human sensitivity more heavily in a process called "A-weighting," written as dB(A). Any further reference in this discussion to decibels written as "dB" should be understood to be A-weighted.

Time variations in noise exposure are typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called LEQ), or alternately, as a statistical description of the sound pressure level that is exceeded over some fraction of a given observation period. Finally, because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the DNL (Daily Noise Level) or the Community Noise Equivalent Level (CNEL). The CNEL metric has gradually replaced the DNL factor, but the two descriptors are essentially identical. The CNEL, used in California, includes a 5 decibel penalty during the hours of 7:00 p.m. to 10:00 p.m. in addition to the DNL's 10 dB nighttime penalty. The CNEL noise scale is similar to the DNL noise scale (within 1 dBA of each other) and the terms are typically

interchangeable.

DNL/CNEL-based standards are generally applied to transportation-related sources because local jurisdictions are pre-empted from exercising direct noise control over vehicles on public streets, aircraft, trains, etc. Local governments; therefore, regulates the noise exposure of the receiving property through land use controls.

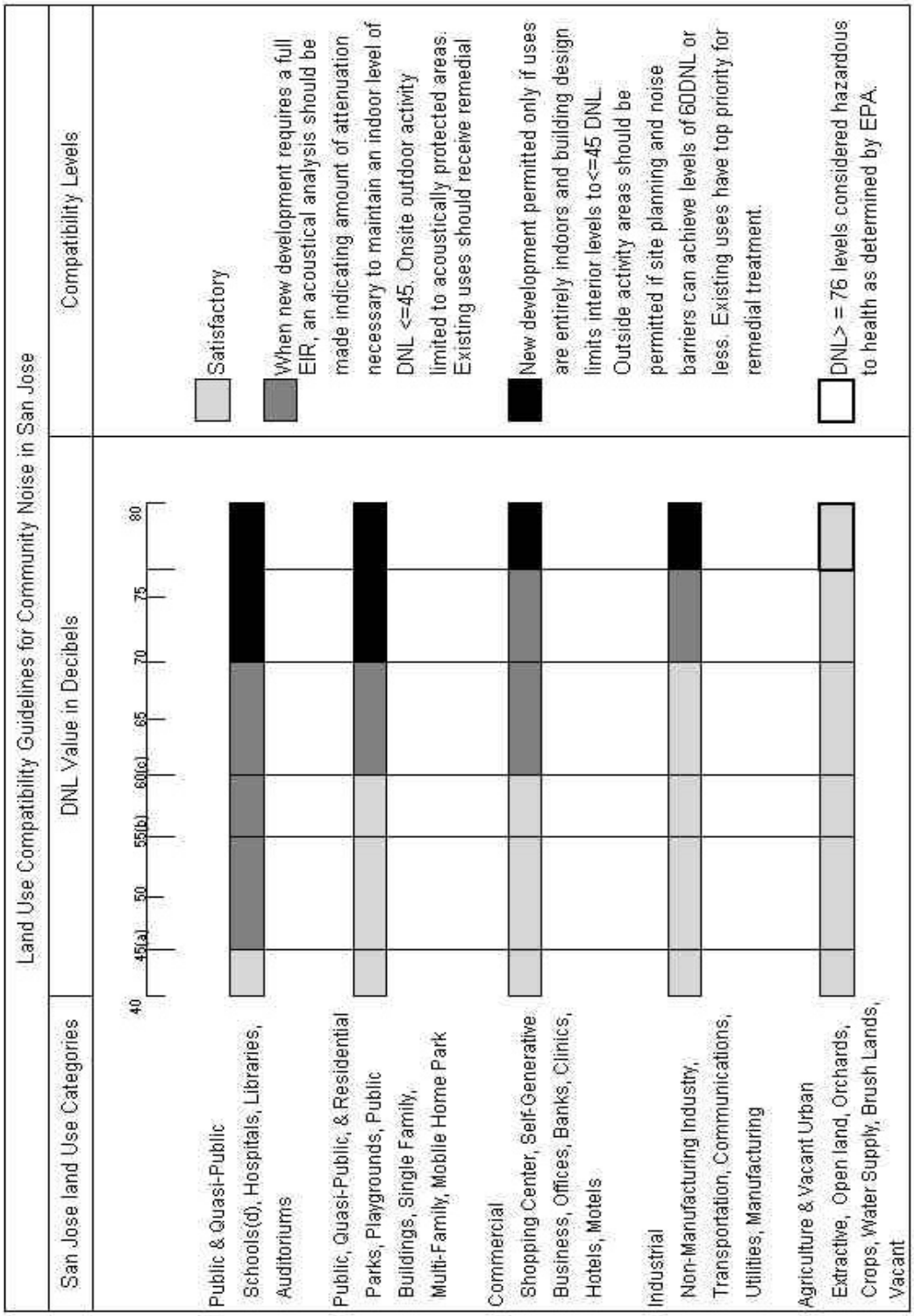
City of San Jose Noise Standards

Implementation of the proposed Master Plan update may affect land uses in the City of San Jose surrounding the Campus. The City of San Jose's General Plan contains policies and goals which pertain to desired noise levels for various land uses located within the City. These policies and goals are expressed in terms of the DNL. As shown in Table 5.5-1, the General Plan cites exterior DNL goals for school use is 70 dBA DNL as long as interior noise is attenuated to less than 45 dBA.

The General Plan distinguishes between noise from transportation sources and noise from non-transportation (i.e., stationary) sources. Though the short-term exterior noise goal for schools is 70 dBA DNL for transportation sources, for stationary sources, the exterior noise goal is 55 dBA DNL at the property line between sensitive land uses (e.g., residences, schools, libraries, hospitals, etc.) and non-sensitive land uses (e.g., industrial, commercial, etc.).

San Jose Municipal Code Section 20.100.450, limits construction hours within 500 feet of residences to 7 am - 7 pm weekdays, with no construction on weekends or holidays.

Table 5.5-1 Noise Compatibility Guidelines

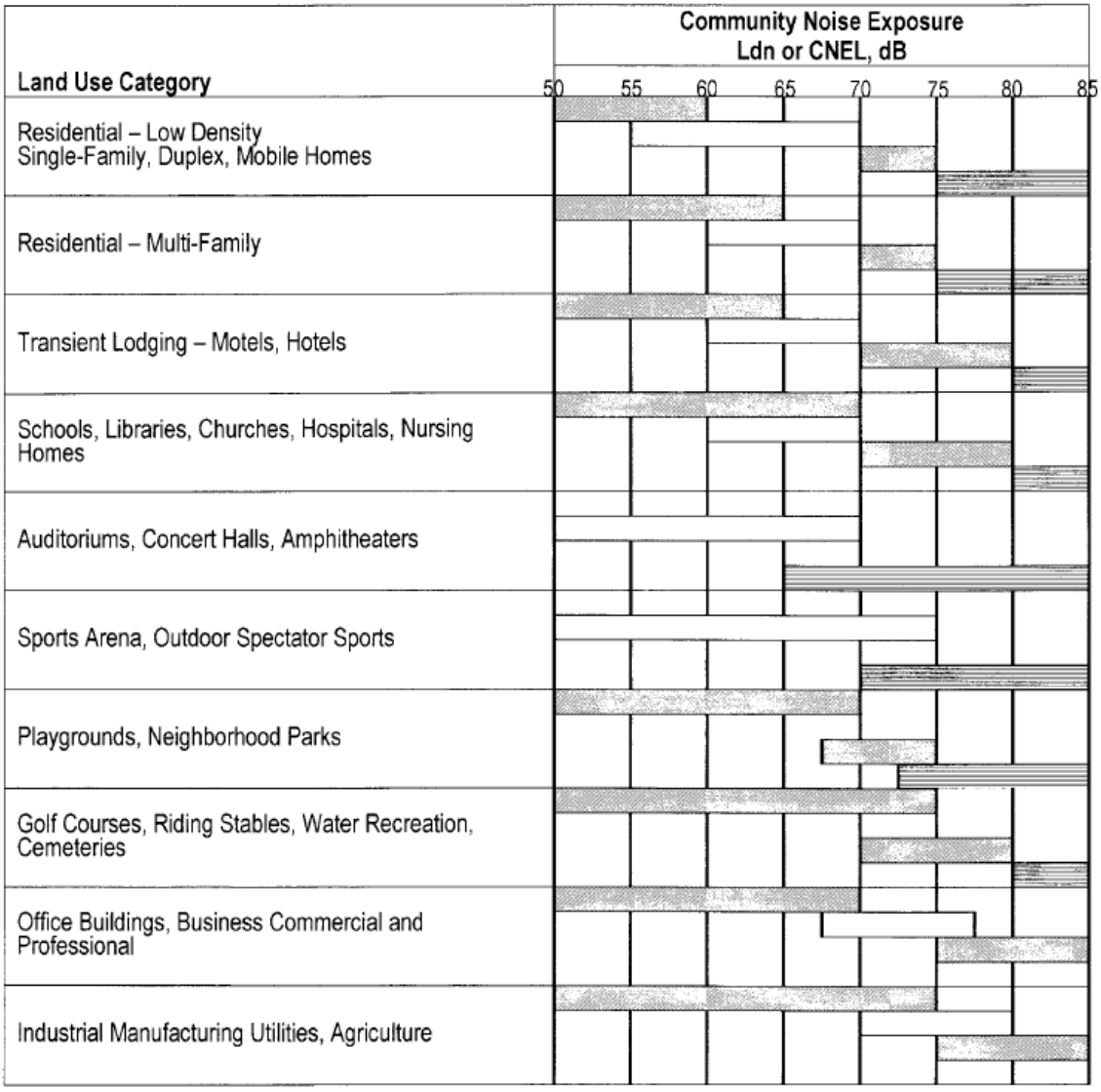


(a) Interior Noise Quality Level
(b) Long-Range Exterior Noise Quality Level
(c) Short-Range Exterior Noise Quality Level
(d) Leq value of Leq (30) = is used for the evaluation of school impact by the airport

California General Plan Guidelines

Community college districts in California follow state guidelines as to noise exposures of various elements of the learning environment. The State of California, Department of Health Services Environmental Health Division has published recommended guidelines for mobile source noise exposure and land use compatibility. These guidelines are illustrated in Table 5.5-2. As shown, 60 dB(A) CNEL is the "normally" acceptable exterior noise level for residential use, and 70 dB CNEL is considered to be acceptable for schools and libraries. As previously stated, CNEL and DNL are essentially identical. The San Jose/Evergreen Community College District, as the CEQA lead agency, would employ the above compatibility guidelines.

Table 5.5-2
Land Use Compatibility for Community Noise Environments



INTERPRETATION

Normally Acceptable: Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: State of California Governor's Office of Planning and Research, General Plan Guidelines, 1990.

5.5.2 Environmental Setting: Noise

The following is the current noise setting on and around the Campus. This setting was discussed for the Prior Plan and is being re-evaluated as part of the Update.

Campus facilities currently include academic and administrative buildings, a library, student center, theatre, child development center, gymnasium, stadium, athletic fields, and parking lots. Principal vehicular traffic routes near the Campus include Interstate 280 (1-280), Moorpark Avenue, South Bascom Avenue, Fruitdale Avenue, and Leigh Avenue. North of the Campus, the I-280 is separated from the site by the Moorpark Avenue right-of-way. The I-280 freeway segment immediately adjacent to the Campus is depressed by approximately 30 feet. Freeway traffic noise, as well as noise from Moorpark Avenue, dominate the noise environment along the northern Campus perimeter. Traffic noise levels along Moorpark Avenue are in the low 70 dB CNEL range.

South Bascom Avenue bounds the western Campus perimeter and is separated from the Campus by commercial uses. Traffic noise levels along South 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 South 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 early December). Noise levels occur from the use of a public address (PA) system, people yelling, occasional school bands, referee's whistles, etc. Based on a study of a comparable stadium in southern California as reported in the Prior Plan EIR, 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. The stadium is located close to residential uses to the south and east. The closest homes are 500 feet east and 400 feet south of the stadium seating. These residents are therefore exposed to stadium activity noise on Friday and Saturday nights for much of the fall season. Because implementation of the Update will not affect stadium operations, this condition is not expected to change.

5.5.3 Thresholds of Significance

Impact Significance Criteria

Noise impacts are considered significant if they create the following conditions:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.
- For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.

The Campus is located 2.7 miles from the closest end of San Jose International Airport, and well outside the noise zone from any private airstrip. Airport noise is not an issue.

A "substantial" noise increase is not defined in any guidelines. The accuracy of sound level meters and of sound propagation computer models is no better than ±1 dB. This is also the human loudness difference discrimination level under ideal laboratory conditions. Most people cannot distinguish a change in the noise environment that differs by less than 3 dB between the pre- and post-project exposure if the change occurs under ambient conditions. For the purposes of this analysis, an increase of 3 dB in off-site traffic noise would be considered a significant degradation of noise quality. This "measurable" significance criteria applies to on-road traffic noise. On-site noise generation is regulated by the ordinance limits.

Three characteristic noise sources are typically identified with land use intensification such as that proposed for the Update. Construction activities, especially heavy equipment, will create short-term noise increases near the Campus. Such impacts may be important for nearby noise-sensitive receptors such as any existing residential uses. Upon completion, project-related traffic will cause an incremental increase in area-wide noise levels throughout the project area. Traffic noise impacts are analyzed to insure that the project does not adversely impact the acoustic environment of the surrounding community. Implementation of the Update will cause an increase in area wide traffic but the increase will likely be small relative to the overall traffic volumes. Finally, stationary noise associated with the new parking areas and buildings and any sports facilities changes must be examined to ensure that surrounding sensitive land uses are not adversely impacted.

Project Significance Criteria

Noise impacts from project development will derive mainly from the traffic generated by site

activities. The proposed Facilities Master Plan Update will provide a small increase in traffic volumes with the increase from 10,000 students to 12,000 students. The proposed increase of 2,000 students is expected to generate an additional 2,761 trips per day, but these trip increases are generally less than 10 percent of existing volumes of traffic on area roadways. On-site parking may affect off-site, noise-sensitive land uses. Temporary construction noise will also result during building construction. Such sources are short-term and will not affect the long-term noise exposure in the project vicinity. Because construction is restricted to daytime hours, construction impacts could occur directly adjacent to classrooms, administrative offices or other Campus facilities.

Based on the San Jose General Plan and project significance criteria, the proposed project would result in a significant noise impact if:

- Project related off-site traffic noise were to increase by + 3 dB CNEL or more at any off-site sensitive land use.
- Any project related stationary noise sources (such as parking lot noise or HVAC equipment) would result in an off-site noise levels exceeding 55 dB DNL.
- The project would result in a significant construction or vibration noise impact if construction activity were to occur outside of the hours permitted by the City's noise ordinance (i.e., between the hours of 7 p.m. and 7 a.m. on weekdays, or at any time on weekends or a public holiday).

A significant noise impact is also presumed to occur if any proposed facilities would be constructed in noise environments exceeding the Colleges' noise/land use compatibility criteria previously shown in Table 5.5-2.

5.5.4 Potential Impacts

a&b. Would the proposal result in Increases in existing noise levels or result in the exposure of people to severe noise levels?

Construction Noise Impacts

Temporary construction noise impacts vary markedly because the noise strength of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated by large, earth-moving and/or demolition equipment sources. Construction activities are treated separately in various community noise ordinances because they do not represent a chronic, permanent noise source.

Demolition and clearing will be followed by excavation and grading. Construction and finishing will occur after clearing and site preparation. During these phases of building assembly and finish construction, equipment is generally less noisy. Table 5.5-3 shows the typical range of construction activity noise generation as a function of equipment used in various building phases. The earth-moving sources are seen to be the noisiest with equipment noise ranging up to about 90 dB(A) at 50 feet from the source. Spherically radiating point sources of noise emissions are atmospherically attenuated by a factor of 6 dB per doubling of distance, or about

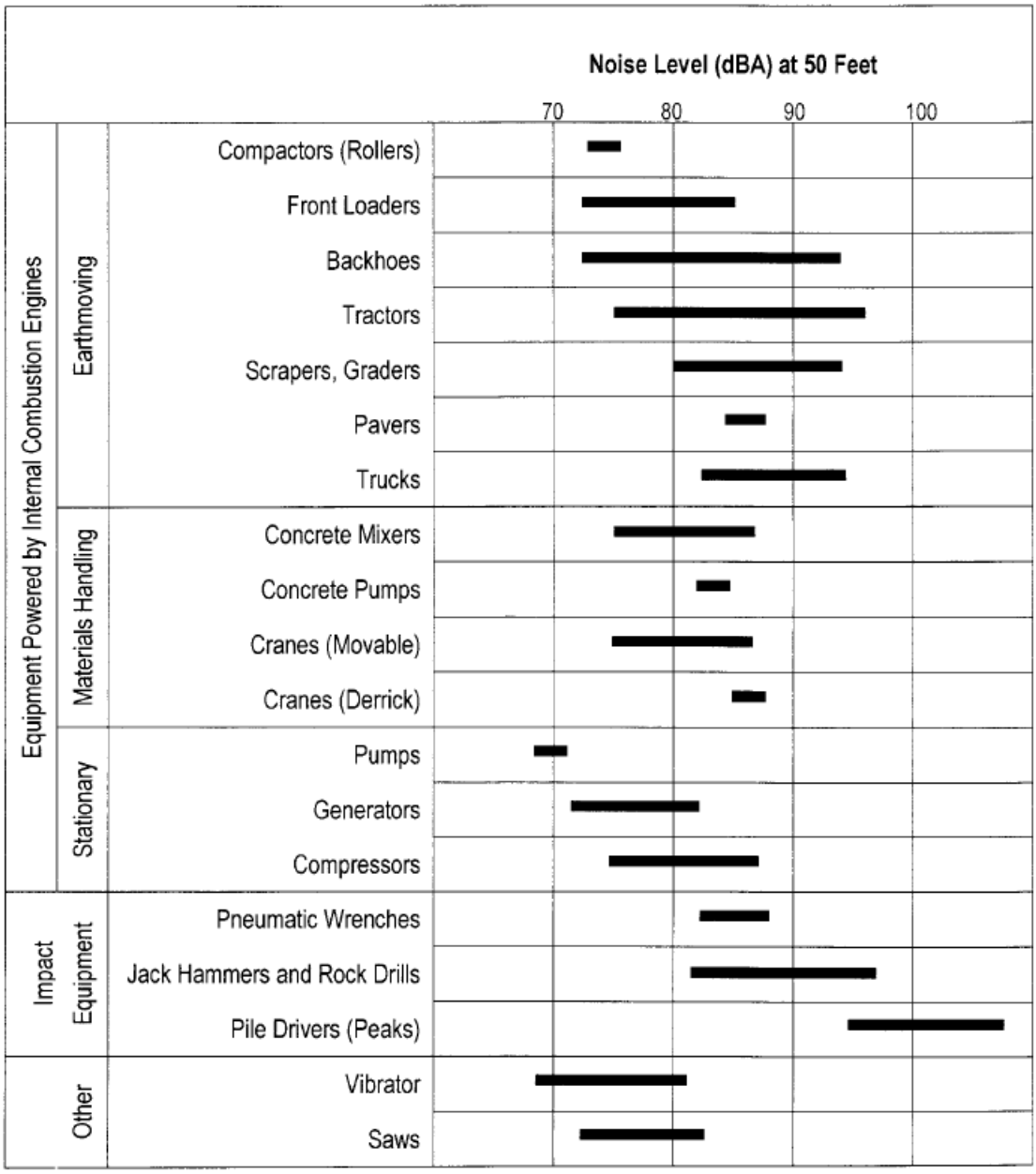
20 dB in 500 feet of propagation. The loudest earth-moving noise sources may therefore sometimes be detectable above the local background beyond 1,000 feet from the construction area. An impact radius of 1,000 feet or more pre-supposes a clear line-of-sight and no other machinery or equipment noise that would mask project construction noise. With buildings and other barriers to interrupt line-of-sight conditions, the potential "noise envelope" around individual construction sites is reduced. Construction noise impacts are, therefore, somewhat less than that predicted under idealized input conditions. In general construction noise is of limited duration and restricted to daytime hours. For this reason, impacts to most nearby residences would be adverse but not significant as most individuals would not be expected to be at home.

In the southwestern part of the Campus, construction of the new parking garage may require pile driving. However, the parking garage is approximately 300 feet from the nearest sensitive receptor. Unattenuated exterior noise levels due to pile-driving could exceed 85 dB at the closest residence. With partially open windows, interior noise levels near 70 dB could interfere with normal conversation, and would be sleep disturbing. Therefore exposure to instantaneous pile driving noise could be considered to be noise intrusive at the nearest off-site residential uses. Pile driving could also be used for construction of the vocational training building and gymnasium but neither of these buildings is immediately adjacent to off-site sensitive receptors and both buildings are surrounded by other intervening structures which would assist in noise attenuation at the closest residential uses. Pile driving noise may also be audible at the hospital west of South Bascom. Peak exterior noise levels will be attenuated -24 dB by distance spreading losses within 800 feet of propagation. With closed windows, interior noise levels in hospital rooms facing South Bascom would be reduced an additional -30 dB. The residual interior noise level would be 47 dB. Such levels could be slightly sleep-disturbing, but typically less than "normal" conversation or equipment noise found in a health-care environment. Pile driving noise during construction of the parking structure can be partially mitigated as follows:

Because the repetitive noise of pile driving may be intrusive, the allowable hours of pile driving should be restricted from 8 a.m. to 4 p.m. on Monday through Friday.

Construction activities are exempt from numerical noise regulations if they occur during the hours allowed by the Municipal Code, 7:00 a.m. to 7:00 p.m., Monday through Friday when within 500 feet of a residential unit. However, as noted above, heavy equipment noise may be a nuisance even if generated during allowable hours. Compliance with more restrictive hours (8:00 a.m. to 4:00 p.m. Monday-Friday), plus enhanced control measures if heavy equipment or impulsive sources such as pile drivers are utilized, will maintain construction activity noise impacts at less than significant levels.

Table 5.5-3
Typical Construction Equipment
Noise Generation Levels



Source: EPA PB 206717, Environmental Protection Agency, December 31, 1971, "Noise from Construction Equipment and Operations."

Construction Activity Vibration

Construction activities generate ground-borne vibration when heavy equipment travels over unpaved surfaces or when it is engaged in soil movement. The effects of ground-borne vibration include discernable movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Within the "soft" sedimentary surfaces of much of California, ground vibration is quickly damped out. Because vibration is typically not an issue, very few jurisdictions have adopted vibration significance thresholds. Vibration thresholds have been adopted for major public works construction projects, but these relate mostly to structural protection (cracking foundations or stucco) rather than to human annoyance.

Vibration is most commonly expressed in terms of the root mean square (RMS) velocity of a vibrating object. RMS velocities are expressed in units of vibration decibels. The range of vibration decibels (VdB) is as follows:

65 VdB	-	threshold of human perception
72 VdB	-	annoyance due to frequent events
80 VdB	-	annoyance due to infrequent events
100 VdB	-	minor cosmetic damage

To determine potential impacts of the project's construction activities, estimates of vibration levels induced by the construction equipment at various distances are presented in Table 5.5.-4 below:

Table 5.5-4
Vibration levels induced by the construction equipment at various distances

	Approximate Vibration Levels (VdB)*			
Equipment	**25 feet**	**50 feet**	**100 feet**	**500 feet**
Large Bulldozer	87	81	75	61
Loaded Truck	86	80	74	60
Jackhammer	79	73	67	53
Small Bulldozer	58	52	46	32
Pile Driver	93	87	81	67

* (FTA Transit Noise & Vibration Assessment, Chapter 12, Construction, 1995)

With the exception of pile driving which generates the highest vibration level of all types of construction equipment, the on-site construction equipment that will create the maximum potential vibration is a large bulldozer. The stated vibration source level in the FTA Handbook for such equipment is 87 VdB at 25 feet from the source.

Typical background vibration levels in residential areas are usually 50 VdB or lower, below the threshold of human perception. Perceptible vibration levels inside residences are attributed to the operation of heating and air conditioning systems, door slams or street traffic. Construction activities and street traffic are some of the most common external sources of vibration that can be perceptible inside residences.

The closest construction activity anticipated to occur adjacent to a residential area is construction of the Maintenance and Operations building at the southwest corner of the Campus. This structure is approximately 50 feet from the nearest residence. At this separation distance, vibration levels are reduced to below 81 VdB from occasional heavy equipment activity which may exceed the annoyance threshold at the nearest off-site residence.

Pile driving may be used for construction of the new parking structure also located in the southwest of the Campus vicinity. Getting the piles into the ground, as with other construction activities, cannot be done without causing some vibration. This can create concern when these activities take place near residences. Pile driving is, however, a necessary construction activity.

The stated vibration source level in the FTA Handbook for such equipment is 93 VdB at 25 feet from the source. The residences closest to the parking structure are separated by a distance of approximately 300 feet from the closest pile driving activity. The level of vibration to be experienced at this home would be approximately 71 VdB. Such as level is below the stated annoyance threshold, and would be far less than the cosmetic damage threshold of 100 VdB.

Groundborne vibration attenuates quickly with distance. Vibration levels from heavy equipment may be perceptible at the nearest off-site homes but will not exceed the building damage threshold. Construction activity vibration impacts are judged as less than significant.

At the hospital grounds, vibration levels will be reduced to 63 VdB by continued distance attenuation. This is less than the threshold of human perception, and well below the level in the low 70 VdB range created by heavy trucks driving on South Bascom Avenue.

Off-Site Vehicular Noise Impacts

Long-term noise concerns from the increased urbanization of the project area center primarily on mobile source emissions surrounding the project site. These concerns were addressed using the California specific vehicle noise curves (CALVENO) in the federal highway noise prediction model (FHWA-RD-77-108) in a computerized version of the model developed by Caltrans. The model calculates the LEQ noise level for a particular reference set of input conditions, and then makes a series of adjustments for site-specific traffic volumes, distances, speeds, or noise barriers.

Table 5.5-5 summarizes the 24-hour CNEL level at 50 feet from the roadway centerline along area roadway segments. Five traffic scenarios were evaluated; “existing conditions”, “background” “background with project”, “cumulative” and “cumulative with project”. The noise analysis utilized data from the traffic analysis, prepared by the Fehr & Peers for the Update.

Traffic attributed to the Update will increase the total traffic traveling along the major thoroughfares within the Campus vicinity by slightly less than 10 percent. Close to or within the Campus, traffic noise may be perceptibly increased. As project-related traffic becomes progressively diluted on any particular roadway, the incremental contribution to the noise environment becomes continually smaller.

At completion, implementation of the Update is expected to generate 2,761 "new" daily project-generated trips. However, as shown in Table 5.5-5, project implementation does little to

change the traffic noise environment. Elevated non-project traffic levels on area roadways will substantially mask most project noise contributions. As shown in Table 5.5-6, none of the area roadway segments are predicted to experience traffic noise increases greater than the +3.0 dB CNEL threshold. The largest noise increase of +2.5 dB CNEL occurs along the Campus entryway, just east of South Bascom Avenue. However, this noise increase will not impact any off-site sensitive uses and its impacts will be limited to the Campus area. The largest off-site noise increase is +0.8 dB CNEL. Project related traffic noise increases are less than significant.

The Prior Plan evaluated traffic noise impacts based upon a projected traffic growth of 7,700 trips per day. It found no significant off-site traffic noise impacts. This update anticipates 2,761 new trips, or almost 5,000 fewer trips. Assuming a general proportionality of trips and traffic noise, this Update will produce substantially less of an impact than previously analyzed.

Cumulative impacts are defined as the difference between the “cumulative with project” scenario and “existing” noise levels. As seen in Table 5.5-6, the only cumulative impact which exceeds the significance threshold is +5.1 dB CNEL and is predicted to occur along Renova Drive west of South Bascom Avenue. However, the project does not contribute to this noise increase and this increase would occur even without project implementation. Additionally, the effected segment is surrounded by commercial uses and there are no adjacent sensitive uses. Cumulative impacts are less than significant.

Table 5.5-5
Traffic Noise Impact Analysis
(dB CNEL at 50 feet from centerline)

Roadway		Existing	Background	Background W/ Project	Cumulative	Cumulative w/project
South Bascom Ave/	Scott-Parkmoor	71.5	71.6	71.9	72.3	72.3
	Parkmoor-Moorpark	72.1	72.2	72.7	73.1	73.1
	Moorpark-Renova	72.0	72.1	72.6	73.1	73.1
	Renova-SJCC Dwy	71.9	71.9	72.0	72.3	72.3
	SJCC Dwy-Enborg	71.8	71.9	72.0	72.2	72.3
	S of Enborg	71.4	71.4	71.7	72.1	72.1
Leland Ave/	Scott-Parkmoor	63.5	63.5	63.5	63.6	63.6
	Parkmoor-Moorpark	65.0	65.0	65.8	66.4	66.4
Sherman Oaks Dr/	N of Fruitdale	59.9	60.0	60.7	60.0	60.7
Leigh Ave/	Scott-Parkmoor	67.0	67.1	67.1	67.4	67.4
	Parkmoor-Moorpark	67.3	69.7	69.9	69.9	70.0
	Moorpark-Fruitdale	69.7	69.7	69.8	69.9	70.0
	S of Fruitdale	68.1	68.1	68.2	68.3	68.4
Parkmoor Ave/	W of South Bascom	60.3	60.3	60.3	60.4	60.5
	E of South Bascom	66.9	66.9	67.6	68.0	68.1
	W of Leland	69.5	69.5	70.2	70.5	70.6
	Leland-Leigh	68.5	68.5	69.0	69.2	69.3
	E of Leigh	69.1	69.1	69.6	69.6	69.8
Moorpark Ave/	W of South Bascom	71.1	71.2	71.7	72.1	72.2
	E of South Bascom	70.3	70.3	71.1	71.5	71.6
	W of Leland	71.7	71.7	72.3	72.6	72.7
	Leland-Leigh	71.2	71.2	71.8	72.0	72.2
	E of Leigh	70.2	70.2	70.8	71.1	71.2
Renova Dr/	W of South Bascom	61.4	64.5	65.0	66.4	66.4
SJCC Driveway/	E of South Bascom	53.8	53.8	56.3	53.8	56.3
Enborg Ln/	W of South Bascom	64.8	64.8	66.0	66.9	66.9
	South Bascom-Sherman Oaks	68.3	68.3	68.5	68.7	68.7
Fruitdale Ave/	Sherman Oaks-Leigh	69.2	69.3	69.5	69.5	69.6
	E of Leigh	67.8	68.0	68.2	68.2	68.3

Table 5.5-6
Project Only and Cumulative Impact
(dB CNEL at 50 feet from centerline)

Roadway		Project Only Impacts Background	Project Only Impacts Cumulative	Cumulative Impacts
South Bascom Ave/	Scott-Parkmoor	0.3	0.0	0.8
	Parkmoor-Moorpark	0.5	0.1	1.0
	Moorpark-Renova	0.5	0.0	1.1
	Renova-SJCC Dwy	0.1	0.0	0.4
	SJCC Dwy-Enborg	0.1	0.0	0.4
	S of Enborg	0.3	0.0	0.7
Leland Ave/	Scott-Parkmoor	0.0	0.0	0.1
	Parkmoor-Moorpark	0.8	0.0	1.4
Sherman Oaks Dr/	N of Fruitdale	0.8	0.8	0.9
Leigh Ave/	Scott-Parkmoor	0.0	0.0	0.4
	Parkmoor-Moorpark	0.2	0.1	2.7
	Moorpark-Fruitdale	0.1	0.1	0.3
	S of Fruitdale	0.1	0.1	0.3
Parkmoor Ave/	W of South Bascom	0.0	0.1	0.2
	E of South Bascom	0.7	0.1	1.2
	W of Leland	0.7	0.1	1.1
	Leland-Leigh	0.5	0.2	0.8
	E of Leigh	0.5	0.2	0.7
Moorpark Ave/	W of South Bascom	0.5	0.0	1.0
	E of South Bascom	0.8	0.1	1.3
	W of Leland	0.7	0.1	1.1
	Leland-Leigh	0.6	0.1	0.9
	E of Leigh	0.6	0.1	1.0
Renova Dr/	W of South Bascom	0.5	0.0	5.1
SJCC Driveway/	E of South Bascom	2.5	2.5	2.5
Enborg Ln/	W of South Bascom	1.1	0.0	2.1
	South Bascom-Sherman Oaks	0.2	0.0	0.4
Fruitdale Ave/	Sherman Oaks-Leigh	0.2	0.1	0.5
	E of Leigh	0.2	0.1	0.6

On-Site Vehicular Noise Impacts

Traffic from surrounding roadways will also impact noise levels on Campus. As shown in Table 5.5-7, the increase in noise levels along the following perimeter roadways will be as follows:

Table 5.5-7
Increase in Noise Levels Along Perimeter Roadways

Perimeter Roadway	Project Impact	With Project Noise Level @ 50 feet from centerline
South Bascom Ave/		
Moorpark- Renova	0.5 dB	73.1 dB CNEL
Renova-SJCC Driveway	0.1 dB	72.3 dB CNEL
SJCC Driveway-Enborg	0.1 dB	72.3 dB CNEL
Leigh Avenue/		
Moorpark-Fruitdale	0.1 dB	70.0 dB CNEL
SJCC Driveway/		
East of South Bascom	2.5 dB	56.3 dB CNEL

All project impacts would be less than the +3.0 dB CNEL significance threshold and would not be noticeable to the human ear. Only one on-site roadway segment along the eastern perimeter driveway is even close to the threshold, but the traffic noise level is only 56.3 dB CNEL which is much less than the school use compatibility threshold of 70 dB DNL.

Along South Bascom Avenue noise levels exceed 70 dB DNL at 50 feet from the centerline. However, none of the Campus buildings are immediately adjacent to the roadway and are approximately 350 from the South Bascom Avenue centerline. At this distance, traffic noise is attenuated to well below 65 dB CNEL. Given this, the traffic noise impacts within the Campus will be less than significant.

Operational Noise Impact

Existing residential and other noise-sensitive uses such that the hospital that are near the proposed development areas on the Campus would experience a slight change in their ambient noise environment as a result of the proposed Facilities Master Plan update. However, the increase in student use of Campus facilities would generate similar types and magnitudes of noise as are currently generated on site. It is expected that the student population at the college will increase from 10,000 to 12,000 students. The increase of 2,000 students could theoretically create a +0.8 dB increase in noise levels (10 * log {12,000/10,000} = +0.8 dB). This increase can be accommodated within the existing noise environment without exceeding noise standards or the +3 dB significance threshold.

The proposed new facilities involve changes to several Campus areas. A possible new parking structure is proposed at the southwest corner of the Campus. A new Gym and Physical Education Building is proposed in the central south eastern area. New Multi-Disciplinary classroom and Vocational Technology buildings are proposed for the central Campus area.

The potential new parking garage proposed under the Master Plan would contribute to off-site

exterior noise levels. Typical parking lot noise includes doors shutting, engines starting, and acceleration. Other noises can include tire squeal noise, loud stereos and car alarms. These noises would occur intermittently and are not long in duration. The frequency of these on-site noise events would increase as a result of the project because an increased number of cars would park on the site and be concentrated in this location.

The residents most impacted due to operation of the proposed parking structure would be those southwest of the parking lot along Kingman and Laswell Avenue. The closest residences are about 300 feet from the proposed parking structure. The parking structure replaces on-site surface parking although the garage would accommodate more cars that the existing surface parking lot.

A DNL noise measurement is time averaged over 24 hours and is appropriate for continuous noise sources such as traffic. A typical noise measurement at the façade of a parking structure is 55 dB CNEL/LDN. However parking lot noise is more appropriately analyzed as a hourly average, or peak noise level, Lmax. As a result, although parking lots may result in peak bursts of noise of 60-70 dB Lmax at 50 feet (car doors slamming, an engine starting up), the continuous noise level is much less. Parking lot activities are primarily limited to daytime hours of lesser noise sensitivity and noise from parking lot activities would be attenuated by distance separation of 300 feet. Using the standard attenuation rate for a soft site, parking lot noise levels at the property line of the closest residence would be attenuated by 12 dB. Continuous noise levels are thus not expected to exceed the City's 55 dB DNL noise standard.

Improvements to the baseball field at the southeast corner of the Campus are proposed. The field will have speakers but no lighting. Therefore the field will not be used in night time hours of greater noise sensitivity. The PA system at the upgraded baseball field would be oriented toward the bleachers pointing away from the closest homes. A "user-friendly" array of low-mounted multiple small speakers is recommended to focus local audibility without broadcasting into the neighborhood. Baseball typically does not attract large crowds of spectators compared to football. The ball field is equipped with a well-designed PA system, and baseball games are restricted to daytime hours by the absence of lighting. Measured baseball field activity noise for a typical mix of participants and spectators at the outfield perimeter is 55 dB Leq. Assuming four hours of daytime field activity, the corresponding CNEL would be 47 dB. This is well below existing ambient levels and below the City of San Jose noise standard of 55 dB CNEL/DNL. Baseball field activities will not measurably increase noise levels at the closest homes.

Stationary noise sources which may have an impact on the nearest residential activities are mechanical equipment source noise including electrical and mechanical air conditioning, most of which is typically located on rooftops, and will be screened from possible on-site sensitive use areas to reduce audibility. Noise standards for "stationary" sources allow for no more than DNL of 55 at the residential boundary.

Potential noise generated by HVAC equipment was evaluated using typical maximum HVAC equipment noise levels. The exact type and quantity of HVAC equipment is not yet known. The hourly average reference noise level at a 50-foot analysis distance for typical rooftop mounted equipment is 54 dB at 50 feet. Standard design features such as shielding and parapets would reduce noise emissions below this level. For direct line-of-sight conditions, the

above point source data can be adjusted for geometrical (spherical) spreading losses at a 6 dB per distance doubling between the source and the closest receiver. At the nearest distance to a sensitive off-site receptor of 50 feet (Maintenance and Operations building), noise from HVAC equipment would be approximately 54 dB without shielding. Shielding would reduce noise levels to less than 50 dB.

Project implementation will cause a relocation of some loading docks or trash enclosures, service truck traffic routes or trash collection points. The number of service trucks for the classroom, vocational technology and gym buildings will be minimal. These buildings will not have loading docks for large delivery trucks. Trash bins for these buildings will be within the Campus interior and shielded by surrounding buildings. Trash pick-up noise during the raising, lowering and compaction process lasts less than two minutes. Reported peak noise levels during this process are 85 dB (Lmax) at 50 feet from the operation. For one minute of peak noise and one minute of truck idle at 70 dB, the hourly average noise level for this operation is 67 dB Leq, or 53 dB CNEL/DNL. Even at 50 feet from the trash enclosure, the City of San Jose "stationary source" noise standard would not be exceeded.

Most new Campus buildings will be in the center of Campus and there will be substantial noise loss from intervening structures at the closest off-site sensitive uses. Further, use of the Campus will be sporadic and the associated vehicular noise levels will only occur during peak arrival and departure hours, and will by no means be constant. Because of the distance to the nearest off-site sensitive receptor and the masking effect of street traffic as well as probable low parking lot traffic speed, it is improbable that there exists any potential noise nuisance. Anticipated operational impacts associated with project implementation are less than significant.

The new Operations and Maintenance Building would be located close to off-site residences. Repair activities involving hammering or use of compressed air could create a noise nuisance, if such activities were conducted outside. A requirement that all maintenance activities be conducted inside the building with closed doors would minimize impact potential.

5.5.5 Project-Specific Mitigation Measures

Although construction noise is identified as being a less than significant impact, the following mitigation measures were identified in the noise study to reduce due to the implementation of the Update:

5.5.5-1 Short-term construction noise intrusion and vibration impacts will be limited by conditions on construction permits requiring compliance with the City of San Jose Noise Ordinance. The allowed hours of construction are from 7:00 a.m. to 7:00 p.m. on Monday through Friday. Pile driving, if required, should be restricted to the hours of 8:00 a.m. to 4:00 p.m. on Monday through Friday.

Noise generation from Campus activities will generally have a minimal impact on surrounding residential uses. The following conditions will maintain impacts at less than significant:

5.5.5-2 Baseball field improvements will incorporate a "user friendly" PA system of distributed small speakers.

5.5.5-3 Repair activities at the new Operations and Maintenance Building shall be conducted indoors with closed doors.

With implementation of the above mitigation measures, noise impacts from the implementation of the Update are reduced to a less than significant level.

5.5.6 Cumulative Impact

Implementation of the Update will generate new noise emissions in an existing relatively high background noise environment. Based on the noise evaluation presented above, the Update's contributions to cumulative noise impacts, particularly adjacent to roadways, will be less than significant. The project's contributions to background noise were also determined to be less than a cumulatively considerable contribution. The mitigation listed above is required to control onsite operational contributions to cumulative noise impacts. These measures will be implemented by the District through the Update mitigation and monitoring reporting program.

5.5.7 Unavoidable Adverse Impacts

Although construction noise is identified as being a less than significant impact, mitigation measures will be required as part of the implementation of the Update. Noise generation from Campus activities will generally have a less than significant impact on surrounding residential uses with the incorporation of mitigation measures. Implementation of the Update will generate project specific noise and contribute to cumulative noise within the vicinity of the Campus. However, based on the analysis and mitigation presented above, implementation of the Update will not cause a significant unavoidable adverse noise impact.

5.6 RECREATION

5.6.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of Recreation Resources from implementation of the Update. Section VI.14 of the Initial Study addressed whether implementation of the Update would (a) increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, or (b) include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment beyond the impacts anticipated in the Prior Plan EIR.

Based on the analysis in the Initial Study, it was determined that the following issues areas pertaining to Recreation Resources **would not** require any further analysis in the DSEIR:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

The Initial Study did determine that the following issues areas pertaining to Utilities and Service Systems **would** be further analyzed in the SEIR:

- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

The Initial Study indicated the following pertaining to special wastes and management/disposal:

> *"As was the case with the Prior Project, the Proposed Project may create a potentially significant impact to recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. The primary change from the Prior Plan is the proposed relocation of the baseball field to the southeastern portion of the Campus, adjacent to Leigh Avenue. The inclusion of approximately 90' high poles for fencing and a 20' high wall adjacent to the baseball field along Leigh Avenue creates the potential for an adverse physical effect on the environment. Because of this potentially significant impact, this issue are will be analyzed in the SEIR.*

The discussion of potentially significant impacts from implementation of the Update on adjacent land uses, has already been discussed above in Aesthetic Resources (Subchapter 5.2) and Land Use and Planning Resources Chapters (Subchapter 5.4) of this DSEIR.

These issues will be discussed below as set in the following framework:

- Environmental Setting: Recreation Resources
- Thresholds of Significance
- Potential Impacts
- Project-Specific Mitigation Measures

- Cumulative Impact
- Unavoidable Adverse Impacts

The San Jose City College Facilities Master Plan (Prior Plan) the San Jose City College Facilities Master Plan EIR (Prior Plan EIR) and the City of San Jose General Plan, Aesthetic Analysis prepared by Digital Preview, dated February 5, 2009 and the San Jose City College Facilities Master Plan Update 2021 (Update), prepared by Noll & Tam were used in the analyses presented in this Subchapter.

Comments were received for this issue area from the public at the public scoping meeting and in response to the Notice of Preparation. The majority of the discussion at the public scoping meeting pertained to the aesthetics of the Baseball Field Complex poles, netting, batter's eye and wall. As was stated in Chapter 5.2 (Aesthetics) a commitment was made at the meeting to compile visual simulations of prominent Update components as part of the DSEIR analysis at the meeting. These simulations were prepared and were presented and evaluated in the analysis contained in Chapter 5.2.

In a desire to be streamlined with this SDEIR, this Chapter will be greatly abbreviated, as the primary issue of an adverse physical effect on the environment from the implementation of the Update was thoroughly covered in Chapter 5.2 (Aesthetics) and Chapter 5.4 (Land Use and Planning).

5.6.2 Environmental Setting: Recreation Resources

Please reference Chapter 3.0 (Project Setting), Chapter 4.0 (Project Description) and Chapter 5.2 (Aesthetics) of this SDEIR for a through discussion of the environmental setting for the Update and Recreational Resources.

5.6.3 Thresholds of Significance

The Initial Study Form describes two (2) criteria for impacts to Recreation Resources. As stated above, the Initial Study concluded that implementation of the Update would not result in exceeding thresholds of significance for the following issue areas relative to Recreation Resources; therefore, they **would not** be further analyzed in the DSEIR:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

However, the Initial Study concluded that implementation of the Update may result in impacts that may exceed thresholds of significance for the following issue areas relative to Recreation Resources, and they **will be** discussed in Chapter 5.6.5, below:

- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

5.6.4 Potential Impacts

a. Would the proposal include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

A comprehensive and thorough analysis of the construction or expansion of recreational facilities which might have an adverse physical effect on the environment is contained in Chapter 5.2 (Aesthetics) of this SDEIR. Based on the analysis in that Chapter, the Baseball Field Complex poles, netting, batter's eye and wall present the most apparent change in the aesthetic setting in the area of the Campus. There is no other structure of this nature in the area in terms of type, scale and function. There will be an associated change in views, both to and from the Campus. Even with the proposed mitigation incorporated, the impacts cannot be reduced to a less than significant level with the poles and netting at a maximum height of 90' adjacent to Leigh Avenue and the apartments to the west. Implementation of the Update does contribute to the cumulative change that will be experienced at this location, and the analysis indicates that this change will create a cumulative significant aesthetic or visual resource impact.

5.6.5 Project-Specific Mitigation Measures

Please reference the Project-Specific Mitigation measures contained in subchapter 5.2.5 of this DSEIR as they pertain to the Baseball Field Complex. Even with mitigation incorporated into the design, the impact from the construction or expansion of recreational facilities will be significant and will have an adverse physical effect on the environment.

5.6.6 Cumulative Impact

Implementation of the Update will contribute to the change of the general area. The Baseball Field Complex poles, netting, batter's eye and wall present the most apparent change in the aesthetic setting in the area of the Campus. There is no other structure of this nature in the area in terms of type, scale and function. There will be an associated change in views, both to and from the Campus. Even with the proposed mitigation incorporated, the impacts cannot be reduced to a less than significant level with the poles and netting at a maximum height of 90' adjacent to Leigh Avenue and the apartments to the west. Implementation of the Update does contribute to the cumulative change that will be experienced at this location, and the aesthetic analysis indicates that the construction or expansion of recreational facilities will be significant and will have a cumulative impact on the environment.

5.6.7 Unavoidable Adverse Impacts

The existing visual setting of the Campus will be permanently altered. The implementation of the components of the Update can be completed; and with mitigation incorporated will not result in unavoidable adverse impacts, with the exception of the Baseball Field Complex. The installation of the Baseball Field Complex poles, netting, batter's eye and wall results in an unavoidable adverse impact from the implementation of the Update and this impact has been determined to be an unavoidable adverse impact from the selected viewpoints (VP 5-9, 12-13),

a less than significant impact (VP-4 and VP-11) and no impact for others (VP-1, VP-3, VP-10, VP-14, VP-15, VP-16, VP-17, VP-19). Based on the data and analysis presented in Chapter 5.2 (Aesthetics), the Update cannot be implemented without causing an unavoidable adverse impact from the Baseball Field Complex poles, netting, batter's eye and wall.

5.7 TRANSPORTATION/TRAFFIC

5.7.1 Introduction

This Subchapter will evaluate the environmental impacts to the issue area of Transportation/Traffic from implementation of the Update. Section VI.15 of the Initial Study addressed whether implementation of the Update would cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (e.g., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections); exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways; result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks; substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment); result in inadequate emergency access; result in inadequate parking capacity; or conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks) beyond the impacts anticipated in the Prior Plan EIR.

Based on the analysis in the Initial Study, it was determined that the following issue areas relating to Transportation/Traffic **would not** require any further analysis in the DSEIR:

- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks.
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment).
- Result in inadequate emergency access.
- Result in inadequate parking capacity.
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

The Initial Study did determine that the following issues areas relating to Transportation/Traffic **would** be further analyzed in the SEIR:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (e.g., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designate roads or highways.

The Initial Study indicated the following pertaining to increased vehicle trips or traffic congestion:

> *"The Proposed Project could have a potentially significant impact that would cause an increase in traffic which is substantial in relation to the existing traffic load and*

capacity of the street system (e.g., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections); and exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designate roads or highways. Many of the conditions that apply to transportation and circulation that were present in 2000 are still currently applicable. The Proposed Project involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan. The Proposed Project will result in an overall decrease in OGSF and ASF; however, due to the relocation of Campus facilities, and the potential for traffic issues to change over time, new analysis needs to be conducted."

These issues will be discussed below as set in the following framework:

- Environmental Setting: Transportation/Traffic
- Thresholds of Significance
- Potential Impacts
- Project-Specific Mitigation Measures
- Cumulative Impact
- Unavoidable Adverse Impacts

The *San Jose City College Facilities Master Plan TIA*, prepared by Fehr & Peers, dated February 4, 2009, and *Existing Conditions for San Jose City College*, prepared by Fehr & Peers, dated February 8, 2008 (reference the Technical Appendices to this DSEIR in the enclosed CD), was used in the analyses presented in this Subchapter.

Comments were received from the City of San Jose Department of Planning, Building and Code Enforcement, Caltrans, the Santa Clara Valley Transportation Authority (VTA), and neighbors in adjacent residents regarding transportation/traffic during the public scoping meeting or in responses to the Notice of Preparation. These comments, along with the District's responses are listed in Subchapter 2 of this SEIR. A copy these comment letters and comment e-mails are provided in Chapter 9, Subchapter 9.2 of this DSEIR. Therefore, those issues, in addition to the issues identified in the Initial Study and described in the NOP are the focus of the following evaluation of transportation/traffic.

5.7.2 Existing Traffic Conditions

This discussion presents the results of the *San Jose City College Facilities Master Plan TIA* (hereafter "TIA"), prepared by Fehr & Peers, dated February 4, 2009, for the implementation of the Update. The Update is a refinement of the Prior Plan and will involve a reorganization of Campus facilities as well as the reconfiguration of Campus access and circulation. It includes a reduction of Campus facilities from the Prior Plan but still includes an enrollment increase of 2,000 students above the current enrollment. Note that this enrollment increase of 2,000 students is less than the projected enrollment increase of 5,000 students under the Prior Plan.

The TIA was conducted to identify potential transportation impacts of the implementation of the Update on the surrounding roadway system and to recommend appropriate improvements to

mitigate any significant impacts. The roadway system was evaluated under Existing, Background, Project, Cumulative without Project, and Cumulative with Project Conditions.

Study Area

Project impacts were estimated following the guidelines of the City of San Jose, the Santa Clara Valley Transportation Authority (VTA), which is the congestion management agency for Santa Clara County, and the California Department of Transportation (Caltrans). The TIA evaluated the operations of the following key intersections:

1. South Bascom Avenue and San Carlos Street
2. Leigh Avenue and San Carlos Street
3. Leigh Avenue and Scott Street
4. South Bascom Avenue and Parkmoor Avenue
5. Leland Avenue and Parkmoor Avenue
6. Leigh Avenue and Parkmoor Avenue
7. South Bascom Avenue and Moorpark Avenue*
8. Leland Avenue and Moorpark Avenue
9. Leigh Avenue and Moorpark Avenue
10. South Bascom Avenue and Renova Drive
11. South Bascom Avenue and Kingman Avenue (San Jose City College driveway)
12. South Bascom Avenue and Fruitdale Avenue*
13. Sherman Oaks Way and Fruitdale Avenue
14. Leigh Avenue and Fruitdale Avenue
15. Southwest Expressway and Fruitdale Avenue

    * Designated CMP intersection.

The TIA also evaluated the operations of the following key freeway segments:

1. SR 17, between Hamilton Avenue and I-280
2. I-280, between Winchester Boulevard and I-880
3. I-280, between I-880 and Meridian Avenue
4. I-280, between Meridian Avenue and Bird Avenue
5. I-880, between I-280 and West San Carlos Street/Stevens Creek Boulevard
6. I-880, between West San Carlos Street/Stevens Creek Boulevard and South Bascom Avenue

The operations of the key intersections were evaluated during the weekday morning (AM) and afternoon (PM) peak hours for the following four scenarios:

1. Existing Conditions – Existing volumes obtained from counts.
2. Background Conditions – Existing volumes plus traffic from approved but not yet constructed developments in the area.
3. Project Conditions – Background volumes plus traffic generated with the proposed Master Plan Conditions.
4. Cumulative Conditions – Background volumes plus Project volumes plus traffic generated from pending developments in the area.

Freeway segments were evaluated under existing and project conditions following VTA and Caltrans guidelines.

Existing Roadway Network

This section describes the existing roadway network near the San Jose City College Campus, which is illustrated on Figure 5.7-1.

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 South Bascom Avenue. In the vicinity of San Jose City 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.
- *South 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. South 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 South Bascom Avenue. West of South 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 South Bascom Avenue and one travel lane in each direction west of South 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 South 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 South 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 South 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 the Campus.

Internal circulation on the San Jose City College 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.

Existing Parking, Pedestrian and Bicycle Facilities

Existing Parking

The existing parking facilities on the Campus consist of several paved surface lots and a four-story garage. The parking facilities are designated for specific uses (student, staff, etc.). Parking is available on the public roadways surrounding the Campus.

Based on the parking surveys performed on the Campus in a previous study completed by Fehr & Peers in October 2008 on the Campus, a parking demand rate of 0.18 spaces per student is currently being generated. According to that study, the current number of parking spaces available is estimated to be 1,880 spaces, which is adequate for existing uses.

Two notable parking occupancy peaks occur during a regular school day. The two peaks are approximately between 9:30 a.m. and 12:00 p.m. in the morning and between 6:00 p.m. and 7:00 p.m. in the evening. The morning peak is typically ten to twenty percent (10-20%) higher than the evening peak. During the morning peak, an average parking occupancy is estimated to be 92% and thus, the number of vacant parking on Campus is approximately 150 spaces. On-street parking is currently available around the Campus area; however, with various levels of activity in and around the neighborhood, only a small amount of parking supply would likely

remain for student use.

During the evening peak, an average parking occupancy is estimated to be 81% and hence, the number of available parking on Campus is approximately 357 spaces. Although this un-used supply would potentially meet the additional parking demand of 360 spaces, the overall parking occupancy would be at capacity.

Existing Pedestrian Facilities

Pedestrian facilities are comprised of sidewalks, crosswalks, pedestrian signals, and off-street paths. Sidewalks are consistent and continuous along all surrounding roadways on both sides of the street with the exception of Moorpark Avenue and Parkmoor Avenue. However, some sidewalks are provided near on-street parking spaces on the north side of Moorpark Avenue. Also, no sidewalks exist on the south side of Parkmoor Avenue in the vicinity of the Campus. Crosswalks and pedestrian signals are located at all of the signalized intersections within the study area. A pedestrian bridge is located one-quarter mile east of the Campus that spans the I-280 freeway from Moorpark Avenue and College Drive to Parkmoor Avenue. This bridge connects the neighborhood on the south side of the freeway with a shopping center and a post office on the north side of the freeway. Existing pedestrian facilities are shown on Figure 3 of the TIA (reference the Technical Appendices to this DSEIR in the enclosed CD).

On-Campus pedestrian facilities consist of paths connecting buildings to each other and to parking lots. Typically these paths on a Campus provide for pedestrian connectivity and require bicyclists to walk their bicycles. A major pedestrian paseo arcs from the corner of Moorpark Avenue and South Bascom Avenue through the Technology Center, across the center of Campus, through the Student Center, and then to the corner of Moorpark Avenue and Leigh Avenue. This 20-foot wide pedestrian walkway serves as the central connection to most of the Campus. However, the existing pedestrian paseo is currently discontinuous due to the existing gyms and pool. All other on-Campus pedestrian circulation is provided by the use of pedestrian walkways/paths.

Existing Bicycle Facilities

Bicycle facilities are comprised of paths (Class I), lanes (Class II), and routes (Class III). Bicycle paths are paved trails that are separate from roadways. Bicycle lanes are lanes on roadways designated for bicycle use by striping, pavement legends, and signs. Bicycle routes are roadways designated for bicycle use by signs only. Figure 3 of the TIA (reference the Technical Appendices to this DSEIR in the enclosed CD) presents existing bicycle facilities in the vicinity of the Campus.

A Class I bicycle path is located along Los Gatos Creek. Access to the trail is provided on the east side of South Bascom Avenue and on both sides of Leigh Avenue. Class II bicycle lanes are located in both directions of South Bascom Avenue south of Fruitdale Avenue, which is approximately 1,000 feet south of the Kingman Avenue entrance to Campus. Bicycle lanes are also provided on Southwest Expressway south of Fruitdale Avenue.

The City of San Jose Bicycle Plan identifies future bike lanes on Moorpark Avenue from beyond

Winchester Boulevard to College Drive at the pedestrian bridge. Other bike lanes are proposed on South Bascom Avenue from the existing bike lanes south of Fruitdale Avenue northward to the city of Santa Clara, on Parkmoor Avenue from Meridian Avenue to South Bascom Avenue, on Fruitdale Avenue from South Bascom Avenue to beyond Meridian Avenue, and on Leigh Avenue from beyond Southwest Expressway to beyond San Carlos Street. Class III bike routes are also proposed for Kingman Avenue from Leigh Avenue to College Drive, Scott Street from Leigh Avenue to Willard Avenue, College Drive from Kingman Avenue to Moorpark Avenue, and Enborg Lane from South Bascom Avenue to Thornton Way.

No bicycle facilities such as bike paths or lanes exist on Campus. Typical to other college and university campuses, bicycle use is prohibited in the center of Campus where "bicycles… may not be ridden on Campus sidewalks."[1] Bicycle parking is provided at a variety of locations on the Campus via bike racks. Most of these locations are located near newer high-use buildings such as the Technology Center and Student Center. Most bike racks are "post and loop" style. Two other styles of racks are located on Campus and are usually not recommended for bicycle parking[2]: "wave" racks and "comb" racks. There are no bike lockers on Campus.

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 TIA, (reference the Technical Appendices to this DSEIR in the enclosed CD), shows the existing transit facilities in the Campus area.

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 South 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 San Jose City College Campus. Route 103 also operates along Moorpark Avenue in the eastbound direction but does not have stops near the Campus. 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 San Jose City College 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.

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[1] San Jose/Evergreen Community College District Parking and traffic Regulations Section 3.00 (http://www.sjeccd.org/HTML/District/DistPolice/PoliceDownloads/Regulations.pdf)

[2] Recommendations are based on Bicycle Parking Guidelines published by the Association of Pedestrian and Bicycle Professionals.

Existing Volumes and Lane Configurations

The operations of the key intersections were evaluated during the weekday AM and PM peak hours. Intersection operations were evaluated for the highest one-hour volume counted between 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m. Available intersection counts from May and September 2007 were used for six of the fifteen study intersections. New intersection turning movement counts were conducted in December 2008 at the remaining locations to supplement this information. Traffic counts were taken when classes at the College were in session. The traffic counts taken during May and September 2007 were compared to the counts taken during December 2008. The traffic counts were determined to be generally consistent between both time periods; therefore, it was not necessary to re-perform the counts. The traffic counts are included in Appendix A of the TIA (reference the Technical Appendices to this DSEIR in the enclosed CD).

Figure 5.7-2 presents the existing AM and PM peak-hour turning movement volumes at the study intersections. Figure 5.7-2 also presents the existing intersection lane configurations and traffic control devices.

Level of Service Methodology

The operations of roadway facilities are described with the term level of service (LOS). LOS is a qualitative description of traffic flow based on such factors as speed, travel time, delay, and freedom to maneuver. Six levels are defined from LOS A, with the best operating conditions, to LOS F, with the worst operating conditions. LOS E represents “at-capacity” operations. Operations are designated as LOS F when volumes exceed capacity, resulting in stop-and-go conditions.

The City of San Jose has established a minimum acceptable operating level of LOS D for all intersections including Congestion Management Program (CMP) designated intersections. The minimum acceptable level for CMP-monitored intersections is LOS E.

Signalized Intersections

The level of service methodology approved by the City of San Jose, VTA, and Caltrans analyzes a signalized intersection’s operation based on average control vehicular delay using the method described in Chapter 16 of the 2000 Highway Capacity Manual (HCM) by the Transportation Research Board, with adjusted saturation flow rates to reflect Santa Clara County conditions. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for signalized intersections is calculated using TRAFFIX analysis software and correlated to a LOS designation as shown in Table 5.7-1.

TABLE 5.7-1
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS USING AVERAGE CONTROL VEHICULAR DELAY

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B+	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 12.0
B		12.1 to 18.0
B-		18.1 to 20.0
C+	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 23.0
C		23.1 to 32.0
C-		32.1 to 35.0
D+	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0
D		39.1 to 51.0
D-		51.1 to 55.0
E+	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	55.1 to 60.0
E		60.1 to 75.0
E-		75.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0

Source: *Traffic Level of Service Analysis Guidelines*, VTA Congestion Management Program, June 2003; *Highway Capacity Manual*, Transportation Research Board, 2000.

Unsignalized Intersections

Operations of the unsignalized study intersections are evaluated using the method contained in Chapter 17 of the 2000 HCM and calculated using TRAFFIX analysis software. LOS ratings for stop-sign controlled intersections are based on the average control delay expressed in seconds per vehicle. At two-way or side-street stop-controlled intersections, control delay is calculated for each movement, not for the intersection as a whole. For approaches composed of a single lane, control delay is computed as the average of all movements in that lane. For all-way stop-controlled locations, a weighted average delay for the entire intersection is presented. Table 5.7-2 summarizes the relationship between delay and LOS for unsignalized intersections.

TABLE 5.7-2
UNSIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Little or no delay.	≤ 10.0
B	Short traffic delays.	10.1 to 15.0
C	Average traffic delays.	15.1 to 25.0
D	Long traffic delays.	25.1 to 35.0
E	Very long traffic delays.	35.1 to 50.0
F	Extreme traffic delays with intersection capacity exceeded.	> 50.0

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

Freeway Segments

Freeway segments are evaluated using VTA's analysis procedure, which is based on the density of the traffic flow using methods described in the 2000 HCM. Density is expressed in passenger cars per mile per lane. The Congestion Management Program range of densities for freeway segment level of service is shown in Table 5.7-3. The LOS standard for the freeway segments is LOS E.

TABLE 5.7-3
FREEWAY SEGMENT LEVEL OF SERVICE DEFINITIONS

Level of Service	Density (passenger cars per mile per lane)
A	≤ 11
B	11.1 to 18.0
C	18.1 to 26.0
D	26.1 to 46.0
E	46.1 to 58.0
F	> 58.0

Sources: *Traffic Level of Service Analysis Guidelines*, VTA Congestion Management Program, June 2003; *Highway Capacity Manual*, Transportation Research Board, 2000.

Existing Intersection Levels of Service

Existing intersection lane configurations, signal timings, and peak-hour turning movement volumes were used as inputs for the levels of service calculations. The results of the LOS analysis for Existing Conditions are presented in Table 5.7-4. All study intersections currently operate at acceptable levels of service according to the standards set forth by the City of San Jose, VTA, and Caltrans. Appendix B of the TIA (reference the Technical Appendices to this

DSEIR in the enclosed CD), contains the corresponding calculation sheets.

TABLE 5.7-4
EXISTING INTERSECTION LEVELS OF SERVICE

Intersection	Stop Control	Peak Hour	Count Date	Delay[1]	LOS[2]
1. South Bascom Avenue and San Carlos Street	Signal	AM PM	12/08 12/08	42.6 54.2	D D-
2. Leigh Avenue and San Carlos Street	Signal	AM PM	12/08 12/08	22.7 27.8	C+ C
3. Leigh Avenue and Scott Street	4-Way Stop	AM PM	12/08 12/08	11.6 12.5	B B
4. South Bascom Avenue and Parkmoor Avenue	Signal	AM PM	05/07 05/07	32.7 29.8	C- C
5. Leland Avenue and Parkmoor Avenue	Signal	AM PM	05/07 05/07	20.5 25.5	C+ C
6. Leigh Avenue and Parkmoor Avenue	Signal	AM PM	12/08 12/08	32.6 31.0	C- C
7. South Bascom Avenue and Moorpark Avenue*	Signal	AM PM	05/07 05/07	37.0 43.5	D+ D
8. Leland Avenue and Moorpark Avenue	Signal	AM PM	09/07 09/07	7.1 6.7	A A
9. Leigh Avenue and Moorpark Avenue	Signal	AM PM	09/07 09/07	25.5 21.4	C C+
10. South Bascom Avenue and Renova Drive	Signal	AM PM	12/08 12/08	14.5 13.6	B B
11. South Bascom Avenue and Kingman Avenue	Side-Street Stop	AM PM	05/07 05/07	15.8 33.2	C D
12. South Bascom Avenue and Fruitdale Avenue*	Signal	AM PM	12/08 12/08	43.6 46.8	D D
13. Sherman Oaks Way and Fruitdale Avenue	Side-Street Stop	AM PM	12/08 12/08	22.8 16.7	C C
14. Leigh Avenue and Fruitdale Avenue	Signal	AM PM	12/08 12/08	36.4 34.0	D+ C-
15. Southwest Expressway and Fruitdale Avenue	Signal	AM PM	12/08 12/08	21.6 27.9	C+ C

Notes:

1 Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 HCM*, with adjusted saturation flow rates to reflect Santa Clara County Conditions. Total control delay for the worst movement is presented for side-street stop-controlled intersections. Delay for the worst approach is reported for Unsignalized intersections.

2 LOS = Level of service. LOS calculations conducted using the TRAFFIX level of service analysis software package.

* CMP intersection.

Existing Signal Warrant Analysis

The peak-hour signal warrant from the Manual on Uniform Traffic Control Devices (MUTCD) was evaluated for the unsignalized South Bascom Avenue/Kingman Avenue and Sherman Oaks Way/Fruitdale Avenue intersections to determine if a traffic signal is warranted. This initial analysis is performed to determine if a signal should be considered to be implemented at a given location. The result of the peak-hour warrant analysis indicated that both intersections do not exceed the signal warrant thresholds during either peak hours (see Appendix C of the TIA - reference the Technical Appendices to this DSEIR in the enclosed CD).

The peak-hour signal warrant analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on a thorough study of traffic and roadway conditions. The decision to install a signal should not be based solely upon the warrants, because the installation of signals can lead to certain types of collisions. Regular monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants should be considered to prioritize and program intersections for signalization.

Existing Freeway Segment Levels of Service

Freeway segment densities reported in VTA's *2007 Monitoring and Conformance Report* were used to calculate the levels of service for the key freeway segments during the AM and PM peak hours. The results of the LOS analysis for Existing Conditions are presented in Table 5.7-5.

The following segments of mixed-flow lanes are operating at unacceptable levels (LOS F) according to VTA and Caltrans standards:

- Northbound SR-17, Hamilton Avenue to I-280 (AM peak)
- Eastbound I-280, Winchester Boulevard to I-880 (PM peak)
- Eastbound I-280, I-880 to Meridian Avenue (PM peak)
- Eastbound I-280, Meridian Avenue to Bird Avenue (PM peak)
- Westbound I-280, Bird Avenue to Meridian Avenue (AM Peak)
- Westbound I-280, Meridian Avenue to I-880 (AM peak)
- Westbound I-280, I-880 to Winchester Boulevard (both peaks)
- Northbound I-880, I-280 to Stevens Creek Boulevard (AM peak)
- Northbound I-880, Stevens Creek Boulevard to South Bascom Avenue (AM peak)

The following segments of high-occupancy lanes are operating at unacceptable levels (LOS F):

- Westbound I-280, Meridian Avenue to I-880 (AM peak)
- Westbound I-280, I-880 to Winchester Boulevard (AM peak)

TABLE 5.7-5
EXISTING FREEWAY SEGMENT LEVELS OF SERVICE

Freeway	From	To	Number of Lanes		Peak Hour[1]	Density[1]		Level of Service	
			Mixed	HOV		Mixed	HOV	Mixed	HOV
SR 17 Northbound	Hamilton Avenue	I-280	3	0	AM	100	N/A	F	N/A
					PM	41	N/A	D	N/A
SR 17 Southbound	I-280	Hamilton Avenue	3	0	AM	28	N/A	D	N/A
					PM	38	N/A	D	N/A
I-280 Eastbound	Winchester Boulevard	I-880	3	1	AM	27	23	D	C
					PM	104	49	F	E
	I-880	Meridian Avenue	4	1	AM	23	15	C	B
					PM	111	48	F	E
	Meridian Avenue	Bird Avenue	4	0	AM	44	N/A	D	N/A
					PM	92	N/A	F	N/A
I-280 Westbound	Bird Avenue	Meridian Avenue	4	0	AM	86	N/A	F	N/A
					PM	55	N/A	E	N/A
	Meridian Avenue	I-880	4	1	AM	119	70	F	F
					PM	29	9	D	A
	I-880	Winchester Boulevard	3	1	AM	94	67	F	F
					PM	73	20	F	C
I-880 Northbound	I-280	Stevens Creek Boulevard	3	0	AM	96	N/A	F	N/A
					PM	16	N/A	B	N/A
	Stevens Creek Boulevard	South Bascom Avenue	3	0	AM	99	N/A	F	N/A
					PM	27	N/A	D	N/A
I-880 Southbound	South Bascom Avenue	Stevens Creek Boulevard	3	0	AM	49	N/A	E	N/A
					PM	49	N/A	E	N/A
	Stevens Creek Boulevard	I-280	3	0	AM	21	N/A	C	N/A
					PM	34	N/A	D	N/A

Note:

1 Measured in passenger cars per mile per lane.

Source: *2007 Monitoring and Conformance Report*, VTA, May 2008.

Field Observations

Field observations were conducted in September and December 2008 to verify the calculated operations of the study intersections. The study intersections appeared to operate at or near the calculated levels of service.

Heavy queuing was noted at these locations:

- South Bascom Avenue and San Carlos Avenue in all four directions (PM peak hour)
- South Bascom Avenue, northbound from San Carlos Avenue (AM peak hour)
- South Bascom Avenue, northbound from Moorpark Avenue to Renova Drive (AM peak hour)
- South Bascom Avenue, southbound left turn lane at Moorpark Avenue to Parkmoor Avenue (PM peak hour)
- South Bascom Avenue, northbound from Fruitdale Avenue to Maywood Avenue (AM and PM peak hours)
- South Bascom Avenue, southbound from Fruitdale Avenue (PM peak hour)
- Moorpark Avenue, eastbound from South Bascom Avenue to Turner Drive (AM and PM peak hours)
- Moorpark Avenue, eastbound from Leigh Avenue to Leland Avenue (PM peak hour)
- Parkmoor Avenue, westbound from South Bascom Avenue to Raymond Avenue (AM peak hour)
- Parkmoor Avenue, westbound from Leland Avenue to Leigh Avenue (PM peak hour)

At the South Bascom Avenue/Parkmoor Avenue intersection, the westbound queues did not regularly clear in one signal cycle during both peak hours. At the South Bascom Avenue/San Carlos Avenue intersection, occasionally the northbound and southbound queues did not clear in one signal cycle during the PM Peak hour.

At the Southwest Expressway/Fruitdale Avenue intersection, heavy queuing was noted only during light rail vehicle preemption. During this preemption, both directions of Fruitdale experienced heavy queuing and the southbound right-turn lane also experienced heavy queuing during both peak hours. These queues regularly cleared within a few signal cycles after the preemption.

Special Event Parking

Field observations were conducted on December 5, 2008 during a special event and again on December 18, 2008 on a typical night to address possible parking intrusions into the neighborhoods surrounding the Campus. The observations on December 5 were taken during a high school football championship game for the Central Coast Section open Division between Bellarmine College Preparatory and Valley Christian High School. The crowd at the game was estimated to be just over 8,000 people.

On a typical night, parking in the neighborhoods surround the Campus is light. Most streets have few cars parked on them except those with higher density residential fronting the street such as on Richmond Avenue. The neighborhood south of the Campus near Sherman Oaks

Way is a residential parking permit area. Similar to other neighborhoods, few cars are parked on the street on a typical night.

During the special event, parking on the Campus was mostly full by game time, but approximately 150 empty spaces were seen in the western lots. Spectators were seen parking in the surrounding neighborhood north of Parkmoor Avenue and the neighborhood east of Leigh Avenue. No spectators were seen parking in the neighborhood south of the Campus since it is a residential parking permit area except on Kingman Avenue where parking is not by permit. The neighborhood east of Leigh Avenue had the most significant parking intrusion. All parking spaces on streets between Leigh Avenue and College Avenue were taken. A few vehicles were seen parking in front of fire hydrants and on corners at the intersection of two streets. Streets east of College Avenue did not experience significant spectator parking.

5.7.3 Thresholds of Significance

City of San Jose

Significant impacts at signalized San Jose intersections occur when project traffic causes one of the following:

Operations degrade from an acceptable level (LOS D or better) under Background Conditions to an unacceptable level (LOS E or F) under Project Conditions.

- Unacceptable operations (LOS E or F) are exacerbated by increasing the critical delay by more than 4 seconds and increasing the volume-to-capacity (V/C) ratio by 0.01 or more.
- The V/C ratio increases by 0.01 or more at an intersection with unacceptable operations (LOS E or F) when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

Significant impacts at un-signalized intersections occur when project traffic causes one of the following:

- Operations degrade from an acceptable level (LOS D or better) under Background Conditions to an unacceptable level (LOS E or F) under Project Conditions, and the peak-hour signal warrant from the Manual on Uniform Traffic Control Devices (MUTCD) is met.
- Unacceptable operations (LOS E or F) are exacerbated by adding any traffic, and the MUTCD peak-hour signal warrant is met.

Valley Transportation Authority

Significant impacts at CMP intersections occur when project traffic causes one of the following:

- Operations degrade from an acceptable level (LOS E or better) under Background Conditions to an unacceptable level (LOS F) under Project Conditions.
- LOS F operations are exacerbated by increasing the critical delay by more than 4 seconds and increasing the volume-to-capacity (V/C) ratio by 0.01 or more.

- The V/C ratio increases by 0.01 or more at an intersection with LOS F operations when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

5.7.4 Project Impacts

a&b. Would the proposal cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (e.g., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections) or exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designate roads or highways?

This Chapter discusses the impacts from the implementation of the Update from the following scenarios:

- Background Conditions - operations of the key intersections with existing traffic volumes plus traffic generated from nearby projects that have been approved but not yet constructed or occupied. Background Conditions serve as the basis for identifying project impacts. No analysis was performed for freeway segments because VTA guidelines do not require an analysis of freeway operations under Background Conditions.

- Project Conditions - proposed project on the surrounding roadway system are discussed. The methodology used to estimate the amount of traffic generated by the project is described. Then, the results of the level of service calculations for Project Conditions are presented. Project Conditions are defined as Background Conditions plus traffic generated by the proposed project. A comparison of intersection operations under Background and Project Conditions are presented and the impacts of the project on the study intersections are discussed. Site access, on-site circulation, and parking are also analyzed.

- Cumulative Conditions - intersection operations under cumulative conditions with and without the project. Cumulative without Project Conditions are defined as existing volumes plus traffic generated by approved and pending developments in the study area. Cumulative with Project Conditions are defined as cumulative without Project Conditions plus traffic generated by the proposed project.

Background Conditions

This Chapter discusses the operations of the key intersections with existing traffic volumes plus traffic generated from nearby projects that have been approved but not yet constructed or occupied. Background Conditions serve as the basis for identifying project impacts. No analysis was performed for freeway segments because VTA guidelines do not require an analysis of freeway operations under Background Conditions.

Background Traffic Estimates

Traffic volumes for Background Conditions were estimated by adding traffic generated by

developments approved but not yet constructed or occupied to existing traffic volumes. San Jose City staff provided an approved trip inventory (ATI) that accounts for projects adding traffic to the study intersections. The ATI is included in Appendix D of the TIA (reference the Technical Appendices to this DSEIR in the enclosed CD). Traffic associated with the Valley Specialty Center (VSC), which is under construction on the Valley Medical Center Campus, also was included. Figure 5.7-3 illustrates the traffic volumes at the key intersections under Background Conditions.

Background Roadway Improvements

No roadway improvements were identified for inclusion under Background Conditions.

Background Intersection Levels of Service

Level-of-service calculations were conducted for the key intersections to evaluate their operations under Background Conditions. The results of the LOS analysis are presented in Table 5.7-6. Appendix B of the TIA (reference the Technical Appendices to this DSEIR in the enclosed CD) contains the corresponding calculation sheets.

All study intersections will continue to operate at acceptable levels except the South Bascom Avenue/San Carlos Avenue and the South Bascom Avenue/Kingman Avenue intersections, which both operate at LOS E during the PM peak hour.

TABLE 5.7-6
BACKGROUND INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Delay[1]	LOS[2]
1. South Bascom Avenue and San Carlos Street	AM PM	43.5 60.3	D E
2. Leigh Avenue and San Carlos Street	AM PM	22.4 27.7	C+ C
3. Leigh Avenue and Scott Street	AM PM	11.6 12.7	B B
4. South Bascom Avenue and Parkmoor Avenue	AM PM	34.6 31.4	C- C
5. Leland Avenue and Parkmoor Avenue	AM PM	23.9 29.2	C C
6. Leigh Avenue and Parkmoor Avenue	AM PM	34.5 32.1	C- C-
7. South Bascom Avenue and Moorpark Avenue*	AM PM	37.3 49.7	D+ D
8. Leland Avenue and Moorpark Avenue	AM PM	6.7 6.4	A A
9. Leigh Avenue and Moorpark Avenue	AM PM	25.5 21.3	C C+
10. South Bascom Avenue and Renova Drive	AM PM	17.1 24.8	B C
11. South Bascom Avenue and Kingman Avenue	AM PM	16.1 35.7	C E
12. South Bascom Avenue and Fruitdale Avenue*	AM PM	44.8 49.1	D D
13. Sherman Oaks Way and Fruitdale Avenue	AM PM	23.4 17.4	C C
14. Leigh Avenue and Fruitdale Avenue	AM PM	36.5 34.2	D+ C-
15. Southwest Expressway and Fruitdale Avenue	AM PM	25.5 30.8	C C

Notes:

1 Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 HCM*, with adjusted saturation flow rates to reflect Santa Clara County Conditions. Total control delay for the worst movement is presented for side-street stop-controlled intersections. Delay for the worst approach is reported for Unsignalized intersections.

2 LOS = Level of service. LOS calculations conducted using the TRAFFIX level of service analysis software package.

* CMP intersection.

Project Conditions

The impacts of implementation of the Update on the surrounding roadway system are discussed in this Chapter. First, the methodology used to estimate the amount of traffic generated by the implementation of the Update is described. Then, the results of the level of service calculations for "Project Conditions" are presented. Project Conditions are defined as Background Conditions plus traffic generated by the implementation of the Update. A comparison of intersection operations under Background and Project Conditions are presented and the impacts of the project on the study intersections are discussed. Site access, on-site circulation, and parking are also addressed in this Chapter.

Project Traffic Estimates

The amount of traffic added to the roadway system through the implementation of the Update is estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. The first step estimates the amount of added traffic to the roadway network. The second step estimates the direction of travel to and from the Campus. The trips are assigned to specific street segments and intersection turning movements during the third step. The results of the process for the proposed project are described in the following Chapters.

Trip Generation

The amount of traffic generated by the Update was estimated by applying rates derived from driveway counts of the existing Campus that were conducted in October 2008. The surveyed rates were derived based on the existing student enrollment of approximately 10,000 students. Based on the data collected, trip generation rates per student were determined for the AM and PM peak hours, as shown in Table 5.7-7. The increase of an additional 2,000 students is estimated to generate 2,781 net new daily trips, 220 new AM peak-hour trips (175 inbound and 45 outbound) and 266 new PM peak-hour trips (174 inbound and 92 outbound). It should be noted that that this enrollment increase of 2,000 students is less than the projected enrollment increase of 5,000 students under the Prior Plan.

Comparison of Trip Generation Rates to ITE Rates

The Institute of Transportation Engineers Trip Generation, 7th Edition has trip generation rates of 0.12 trips per student for both the AM and PM peak hours. These are about 10 percent different than the rates observed in specific surveys of the Campus. However, the rates are based on a limited number of studies (5 trip generation surveys) and may not reflect a similar environment of the San Jose area. Two of the five studies identified transit centers within close proximity of the studied campuses. Transit use could affect the trip generation rates at those locations. The SJCC-specific trip generation rates were used in analyzing the traffic generation of the new students to reflect the actual operations of the school.

TABLE 5.7-7
PROJECT TRIP GENERATION RATES AND ESTIMATES

Land Use	Size	Daily	AM			PM		
			In	Out	Total	In	Out	Total
Trip Rates[1]								
San Jose City College		1.39	80%	20%	0.11	65%	35%	0.13
Trip Estimates								
San Jose City College	Additional 2,000 Students	2,781	175	45	220	174	92	266

Note:

1 Rates used based on data collected at San Jose City College driveways.

Source: *Fehr & Peers*, 2009.

Trip Distribution

The directions of approach and departure for the project traffic were estimated based on the existing travel patterns in the area and the relative locations of complementary land uses including residential and commercial land uses. In addition, population density data from the 2000 Census Transportation Planning Packet (CTPP) was used to help determine the trip distribution. The major directions of approach and departure form the trip distribution pattern for the project, and are illustrated on Figure 5.7-4. The trip distribution is generally consistent with the Prior Plan EIR performed in May 2000.

Trip Assignment

The trips generated by the project were assigned to the roadway system based on the directions of approach and departure discussed above. Figure 5.7-5 shows the AM and PM peak-hour project trips assigned to each turning movement at the study intersections. Project trips were added to Background Conditions traffic volumes to establish intersection volumes for Project Conditions, as shown on Figure 5.7-6.

Project Roadway Modifications

No roadway improvements were identified for inclusion under Project Conditions. However, access to Campus is proposed to be altered under the Update. The existing southern access from the eastern Kingman Avenue segment (via Fruitdale Avenue) will be closed. Access to the western side of Campus would still be available from the western segment of Kingman Avenue and from Laswell Avenue.

Project Intersection Levels of Service

The results of the intersection level of service calculations for Project Conditions are presented in Table 5.7-8. Appendix B of the TIA (reference the Technical Appendices to this DSEIR in the

enclosed CD) contains the corresponding calculation sheets. The results for Background Conditions are included for comparison purposes, along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. Critical delay represents the delay associated with the critical movements of the intersection, or the movements that require the most "green time" and have the greatest effect on overall intersection operations. The changes in critical delay and critical V/C ratio between Background and Project Conditions are used to identify significant impacts.

All intersections continue to operate acceptably in both peak periods under City of San Jose, VTA, and Caltrans standards except for the South Bascom Avenue/San Carlos Avenue intersection, which operates at LOS E in the PM peak hour, and the South Bascom Avenue/Kingman Avenue intersection, which operates at LOS F for both the AM and PM peak hours.

TABLE 5.7-8
PROJECT INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Background		Project			
		Delay[1]	LOS[2]	Delay[1]	LOS[2]	Δ in Crit. V/C[3]	Δ in Crit. Delay[4]
1. South Bascom Avenue and San Carlos Street	AM	43.5	D	43.6	D	0.001	0
	PM	60.3	E	60.7	E	0.006	0.7
2. Leigh Avenue and San Carlos Street	AM	22.4	C+	22.5	C+	0.001	0.1
	PM	27.7	C	27.8	C	0.002	0.2
3. Leigh Avenue and Scott Street	AM	11.6	B	11.7	B	0.003	0.1
	PM	12.7	B	12.8	B	0.008	0.2
4. South Bascom Avenue and Parkmoor Avenue	AM	34.6	C-	35.0	C-	0.017	0.4
	PM	31.4	C	32.3	C	0.019	0.9
5. Leland Avenue and Parkmoor Avenue	AM	23.9	C	24.1	C	0.020	0.1
	PM	29.2	C	29.4	C	0.023	0.2
6. Leigh Avenue and Parkmoor Avenue	AM	34.5	C-	37.6	D+	0.042	3.5
	PM	32.1	C-	35.4	D+	0.050	3.8
7. South Bascom Avenue and Moorpark Avenue*	AM	37.3	D+	38.5	D+	0.002	0.1
	PM	49.7	D	53.1	D-	0.036	8.3
8. Leland Avenue and Moorpark Avenue	AM	6.7	A	6.7	A	0.014	0
	PM	6.4	A	6.6	A	0.020	0.1
9. Leigh Avenue and Moorpark Avenue	AM	25.5	C	25.3	C	0.010	-0.2
	PM	21.3	C+	21.5	C+	0.020	-0.1
10. South Bascom Avenue and Renova Drive	AM	17.1	B	17.0	B	0.002	-0.1
	PM	24.8	C	24.7	C	0.003	-0.1

TABLE 5.7-8
PROJECT INTERSECTION LEVELS OF SERVICE

11. South Bascom Avenue and Kingman Avenue	AM PM	16.1 35.7	C E	>150 **>150**	F **F**	NA NA	NA NA
12. South Bascom Avenue and Fruitdale Avenue*	AM PM	44.8 49.1	D D	48.0 52.3	D D-	0.087 0.086	4.6 4.0
13. Sherman Oaks Way and Fruitdale Avenue	AM PM	23.4 17.4	C C	23.4 16.3	C C	NA NA	NA NA
14. Leigh Avenue and Fruitdale Avenue	AM PM	36.5 34.2	D+ C-	36.6 34.4	D+ C-	0.002 0.007	0.2 0.1
15. Southwest Expressway and Fruitdale Avenue	AM PM	25.5 30.8	C C	25.7 30.9	C C	0.002 0.001	0.1 0.1

Notes:

1 Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 HCM*, with adjusted saturation flow rates to reflect Santa Clara County Conditions. Total control delay for the worst movement is presented for side-street stop-controlled intersections. Delay for the worst approach is reported for Unsignalized intersections.

2 LOS = Level of service. LOS calculations conducted using the TRAFFIX level of service analysis software package.

3 Change in the critical volume-to-capacity ratio (V/C) between Background and Project Conditions.

4 Change in critical movement delay between Background and Project Conditions.

* CMP intersection.

NA = not applicable

Bold type indicates a project impact as defined by City standards.

Source: *Fehr & Peers*, 2009.

Project Signal Warrant Analysis

The peak-hour signal warrant from the Manual on Uniform Traffic Control Devices (MUTCD) was evaluated for the unsignalized South Bascom Avenue/Kingman Avenue and Sherman Oaks Way/Fruitdale Avenue intersections to determine if a traffic signal is warranted. The peak-hour warrant analysis indicated that the South Bascom Avenue/Kingman Avenue intersection satisfies the PM peak hour signal warrant. It should be noted that without the closure of the southern access to Campus, the South Bascom Avenue/Kingman Avenue intersection would not meet the peak-hour signal warrant. The Sherman Oaks Way/Fruitdale Avenue intersection does not satisfy the signal warrant thresholds for either peak hour (see Appendix C of the TIA – reference the Technical Appendices to this DSEIR in the enclosed CD).

The peak-hour signal warrant analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on a thorough study of traffic and roadway conditions. The decision to install a signal should not be based solely upon the warrants, because the installation of signals can lead to certain types of collisions. Regular monitoring of actual traffic conditions and

accident data, and timely re-evaluation of the full set of warrants should be considered to prioritize and program intersections for signalization.

Intersection Impacts

South Bascom Avenue/San Carlos Street

The South Bascom Avenue/San Carlos Street intersection operates unacceptably under Background and Project Conditions but is not considered a significant impact because the increase in critical V/C and delay did not exceed the one percent and four second threshold. Therefore, the impact to this intersection would be considered less than significant. No mitigation is required.

South Bascom Avenue/Kingman Avenue

Implementation of the Update will have a significant impact at the South Bascom Avenue/Kingman Avenue intersection because the unsignalized intersection satisfies the PM peak hour signal warrant and it operates unacceptably. However, the peak-hour signal warrant analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on a thorough study of traffic and roadway conditions. Regular monitoring of actual traffic conditions and accident data, and timely re-evaluation of the full set of warrants to prioritize and program intersections for signalization should be conducted.

Two mitigation options for the South Bascom Avenue/Kingman Avenue intersection are presented in the Mitigation Measures below in Chapter 5.7.5.

The intersection of South Bascom Avenue and Kingman Avenue is controlled and operated by the City of San Jose. While either mitigation option (reference Chapter 5.7.5) would reduce the impact to a less than significant level, San Jose City College has no authority to ensure that the proposed mitigation can be in place to mitigate the project's impacts. If an agreement is reached between the college and the City for mitigation, then this impact could be considered mitigated and less than significant. Until the time that an agreement is in place the impact at the South Bascom Avenue/Kingman Avenue intersection would be considered significant and unavoidable.

Project Freeway Segment Levels of Service

Project-generated traffic volumes were added to existing traffic volumes for each freeway mainline segment. These volumes were then used to estimate density for each segment under Project Conditions. The resulting mixed-flow and HOV freeway segment operations are presented below in Table 5.7-9.

TABLE 5.7-9
PROJECT FREEWAY SEGMENT LEVELS OF SERVICE

Freeway	From	To	Peak Hour	Mixed Flow				HOV			
				Trips	Density[1]	LOS[2]	% Impact[3]	Trips	Density[1]	LOS[2]	% Impact[3]
SR 17 Northbound	Hamilton Avenue	I-280	AM	9	88	F	0.12	N/A	N/A	N/A	N/A
			PM	9	36	D	0.12				
SR 17 Southbound	I-280	Hamilton Avenue	AM	2	28	D	0.03	N/A	N/A	N/A	N/A
			PM	5	38	D	0.07				
I-280 Eastbound	Winchester Boulevard	I-880	AM	15	27	D	0.22	3	23	F	0.15
			PM	14	105	F	0.21	3	49	E	0.14
	I-880	Meridian Avenue	AM	40	17	B	0.43	0	15	B	0.00
			PM	40	84	F	0.43	0	48	E	0.00
	Meridian Avenue	Bird Avenue	AM	20	44	D	0.22	N/A	N/A	N/A	N/A
			PM	41	93	F	0.45				
I-280 Westbound	Bird Avenue	Meridian Avenue	AM	79	87	F	0.86	N/A	N/A	N/A	N/A
			PM	78	56	E	0.85				
	Meridian Avenue	I-880	AM	67	111	F	0.79	0	70	B	0.00
			PM	67	27	D	0.79	0	9	A	0.00
	I-880	Winchester Boulevard	AM	4	94	F	0.06	1	67	F	0.04
			PM	8	73	F	0.11	1	20	C	0.08
I-880 Northbound	I-280	Stevens Creek Boulevard	AM	4	96	F	0.06	N/A	N/A	N/A	N/A
			PM	7	16	B	0.10				
	Stevens Creek Boulevard	South Bascom Avenue	AM	5	99	F	0.07	N/A	N/A	N/A	N/A
			PM	9	27	D	0.13				
I-880 Southbound	South Bascom Avenue	Stevens Creek Boulevard	AM	18	49	E	0.26	N/A	N/A	N/A	N/A
			PM	17	49	E	0.25				
	Stevens Creek Boulevard	I-280	AM	14	21	C	0.20	N/A	N/A	N/A	N/A
			PM	14	34	D	0.20				

Note:

1 Measured in passenger cars per mile per lane.

2 LOS = level of service.

3 Percent impact determined by dividing the number of project trips by the freeway segment's capacity.

Bold type indicates a project impact.

Source: *2007 Monitoring and Conformance Report*, VTA May 2008.

Freeway Impacts

The impacts of implementation of the Update were evaluated by comparing the results of the level of service calculations under Project Conditions to the results under Existing Conditions. Significant impacts to freeway segments occur when the addition of project traffic causes one of the following:

- A segment drops below its acceptable CMP operating standard (LOS E).
- Unacceptable operations (LOS F) are exacerbated by adding traffic equal to more than one percent of a segment's capacity.

Based on the impact criteria listed above, implementation of the Update will have a less than significant impact on all freeway segments during both the AM and PM peak hours.

According to the Valley Transportation Plan 2030 (VTA, February 2005), improvements to the I-280/I-880/Stevens Creek Boulevard interchange are planned; however, these improvements are not yet funded. No additional freeway improvements have been identified in the project area.

The Prior Plan EIR indicated that there would be impacts to segments on the surrounding freeway system. However, since the Update is proposing to add fewer additional students, the Update is expected to have fewer impacts than the Prior Plan.

Pedestrian, Bicycle, and Transit Facility Impacts

Implementation of the Update could cause a significant impact to pedestrian, bicycle, and transit facilities and services if one of the following occurs:

- An element of the proposed project conflicts with existing or planned pedestrian, bicycle, and transit facilities.
- The proposed project creates hazardous conditions for pedestrians or bicyclists that currently do not exist.

Implementation of the Update may generate additional demand for pedestrian facilities. Existing sidewalks are provided adjacent to and in the vicinity of the Campus. Sidewalks and pedestrian bridges link the Campus to adjacent neighborhoods. The existing pedestrian facilities are expected to accommodate the increased demand. The Update does not conflict with any existing or proposed pedestrian facilities and the proposed project does not create hazardous conditions for pedestrians. Therefore, a less than significant impact is expected for pedestrian facilities.

Implementation of the Update may generate additional demand for bicycle facilities. The Update, as proposed does not conflict with any existing or proposed facilities and the proposed project does not create hazardous conditions for bicyclists. Therefore, a less than significant impact is expected for bicycle facilities.

Implementation of the Update may generate additional demand for transit service. The Campus is served by four bus routes, and several stops are located adjacent to the Campus.

Approximately ten buses serve the College during each peak hour. The existing transit service is expected to accommodate the possible increased demand and the implementation of the Update does not conflict with any existing or proposed transit facilities. Therefore, a less than significant impact is anticipated for transit service.

Site Access, On-Site Circulation, and Parking

Site Access

The Campus can be accessed from several points along South Bascom Avenue, Moorpark Avenue, Leigh Avenue, and Kingman Avenue within the Sherman Oaks neighborhood. Site access is considered adequate for the volume of traffic projected for the site.

On-Site Circulation

On-site circulation is provided by internal roadways and driveways. These facilities connect various parking lots to each other. While there is no existing internal vehicular connection between the parking lots on the western side of Campus with those on the eastern side, a pedestrian connection was proposed in the Prior Plana and will not be changed in the Update. This will improve on-site circulation and will allow greater flexibility in circulating through the Campus.

Parking

The existing parking facilities on the Campus consist of several paved surface lots and a four-story garage. The parking facilities are designated for specific uses (student, staff, etc.). Parking is available on the public roadways surrounding the Campus.

Based on the parking surveys performed on the Campus in a previous study completed by Fehr & Peers in October 2008 on the SJCC Campus, a parking demand rate of 0.18 spaces per student is currently being generated. According to that study, the current number of parking spaces available is estimated to be 1,880 spaces, which is adequate for existing uses. Furthermore, to maintain the existing parking ratio while accommodating the addition of 2,000 students in the future, approximately 360 more spaces will be needed at buildout.

Two notable parking occupancy peaks occur during a regular school day. The two peaks are approximately between 9:30 a.m. and 12:00 p.m. in the morning and between 6:00 p.m. and 7:00 p.m. in the evening. The morning peak is typically 10 – 20 percent higher than the evening peak.

During the morning peak, an average parking occupancy is estimated to be 92% and thus, the number of vacant parking on Campus is approximately 150 spaces. Although this un-used supply would potentially meet some of the additional parking demand of 360 spaces, the overall parking occupancy would be over capacity. On-street parking is currently available around the Campus area; however, with various levels of activity in and around the neighborhood, only a small amount of parking supply would likely remain for student use.

During the evening peak, an average parking occupancy is estimated to be 81% and hence, the number of available parking on Campus is approximately 357 spaces. Although this un-used supply would potentially meet the additional parking demand of 360 spaces, the overall parking occupancy would be at capacity.

With the addition of 2,000 students, the current parking supply may be deficient. The parking supply should be increased by approximately 360 spaces and be located on the western side of the Campus where the majority of new buildings will be located. A mitigation measure has been added to ensure that any impact generated by new development on Campus does not create a significant impact to parking. This mitigation measure is included in subchapter 5.7.5. With the incorporation of this mitigation measure, impact will remain less than significant.

Special Event Parking

The additional parking supply of 360 spaces, mentioned in the Parking Chapter above, plus the empty spaces seen in the western lots as noted in the Existing Conditions Chapter may relieve some of the parking demand in the neighborhoods. However, since empty spaces were seen in the western lots, this indicates that spectators may have parked in the neighborhood to park closer to the stadium. Therefore, this additional parking may not affect parking intrusion into the surrounding neighborhoods. A mitigation measure has been added to ensure that any impact generated by special events on Campus does not create a significant impact to adjacent residential neighborhoods. This mitigation measure is included in subchapter 5.7.5. With the incorporation of this mitigation measure, impact will remain less than significant.

Cumulative Conditions

This Chapter presents the intersection operations under Cumulative Conditions with and without the Update. Cumulative without Project Conditions are defined as existing volumes plus traffic generated by approved and pending developments in the study area. Cumulative with Project Conditions are defined as Cumulative without Project Conditions plus traffic generated by the proposed project.

Cumulative Traffic Estimates

Traffic from pending projects plus other long-term projects are included in the cumulative analysis. These projects were obtained from the Cities of San Jose and Campbell. Appendix D of the TIA (reference the Technical Appendices to this DSEIR in the enclosed CD) contains the full list of projects. Notable nearby pending projects include expansion of Valley Medical Center and the Bascom Branch Library and Community Center.

Trips from the pending projects were added to Background Condition volumes to represent Cumulative without Project Conditions, as shown on Figure 5.7-7. Traffic associated with the implementation of the Update was added to Cumulative without Project volumes to represent Cumulative with Project volumes, as shown on Figure 5.7-8.

Cumulative Roadway Improvements

No roadway improvements were identified for inclusion under both Cumulative scenarios.

Cumulative Intersection Levels of Service

The results of the intersection level of service calculations for Cumulative with Project Conditions are presented in Table 5.7-12. Appendix B of the TIA (reference the Technical Appendices to this DSEIR in the enclosed CD) contains the corresponding calculation sheets. The results for Cumulative without Project Conditions are included for comparison purposes, along with the projected increases in critical delay and critical volume-to-capacity (V/C) ratios. Critical delay represents the delay associated with the critical movements of the intersection, or the movements that require the most "green time" and have the greatest effect on overall intersection operations. The changes in critical delay and critical V/C ratio between Cumulative without Project Conditions and Cumulative with Project Conditions are used to identify cumulatively considerable impacts.

All intersections operate acceptably under City of San Jose, VTA, and Caltrans standards except the South Bascom Avenue/San Carlos Street, South Bascom Avenue/Moorpark Avenue, South Bascom Avenue/Kingman Avenue, and South Bascom Avenue/Fruitdale Avenue intersections.

TABLE 5.7-12
CUMULATIVE INTERSECTION LEVELS OF SERVICE

Intersection	Peak Hour	Cumulative without Project		Cumulative with Project			
		Delay[1]	LOS[2]	Delay[1]	LOS[2]	Δ in Crit. V/C[3]	Δ in Crit. Delay[4]
1. South Bascom Avenue and San Carlos Street	AM	45.4	D	45.4	D	0.001	0.0
	PM	64.0	E	64.5	E	0.006	1.0
2. Leigh Avenue and San Carlos Street	AM	21.7	C+	21.9	C+	0.001	0.1
	PM	27.5	C	27.7	C	0.002	0.2
3. Leigh Avenue and Scott Street	AM	11.9	B	12.0	B	0.004	0.1
	PM	13.4	B	13.6	B	0.008	0.2
4. South Bascom Avenue and Parkmoor Avenue	AM	36.7	D+	37.2	D+	0.017	0.4
	PM	33.1	C-	34.0	C-	0.019	0.9
5. Leland Avenue and Parkmoor Avenue	AM	28.3	C	29.0	C	0.020	0.7
	PM	32.9	C-	33.7	C-	0.023	0.8
6. Leigh Avenue and Parkmoor Avenue	AM	39.5	D	45.2	D	0.042	6.6
	PM	34.1	C-	38.4	D+	0.050	5.1
7. South Bascom Avenue and Moorpark Avenue*	AM	39.6	D	40.8	D	0.002	0.2
	PM	64.4	E	**70.4**	**E**	**0.036**	**13.9**
8. Leland Avenue and Moorpark Avenue	AM	6.3	A	6.4	A	0.014	0.1
	PM	6.4	A	6.6	A	0.020	0.2
9. Leigh Avenue and Moorpark Avenue	AM	25.5	C	25.4	C	0.010	-0.1
	PM	21.4	C+	21.6	C+	0.020	-0.1

TABLE 5.7-12
CUMULATIVE INTERSECTION LEVELS OF SERVICE

10. South Bascom Avenue and Renova Drive	AM	17.4	B	17.3	B	0.002	-0.1
	PM	29.5	C	29.4	C	0.003	-0.1
11. South Bascom Avenue and Kingman Avenue	AM	16.6	C	>150	F	N/A	N/A
	PM	40.3	E	**>150**	**F**	N/A	N/A
12. South Bascom Avenue and Fruitdale Avenue*	AM	45.6	D	48.9	D	0.087	4.9
	PM	51.9	D-	**55.8**	**E+**	**0.086**	**5.6**
13. Sherman Oaks Way and Fruitdale Avenue	AM	24.6	C	25.4	D	N/A	N/A
	PM	18.2	C	17.9	C	N/A	N/A
14. Leigh Avenue and Fruitdale Avenue	AM	36.7	D+	36.8	D+	0.002	0.2
	PM	34.4	C-	34.6	C-	0.007	0.1
15. Southwest Expressway and Fruitdale Avenue	AM	25.6	C	25.8	C	0.001	0
	PM	30.7	C	30.8	C	0.001	0.1

Notes:

1 Whole intersection weighted average control delay expressed in seconds per vehicle calculated using methods described in the *2000 HCM*, with adjusted saturation flow rates to reflect Santa Clara County Conditions. Total control delay for the worst movement is presented for side-street stop-controlled intersections.

2 LOS = Level of service. LOS calculations conducted using the TRAFFIX level of service analysis software package.

3 Change in the critical volume-to-capacity ratio (V/C) between Cumulative without Project and Cumulative with Project Conditions.

4 Change in critical movement delay between Cumulative without Project and Cumulative with Project Conditions.

5 Unsignalized intersection under Cumulative without Project Conditions. Delay and LOS for southbound left-turn movement reported.

* CMP intersection.

Bold type indicates a cumulative impact as defined by CMP and/or City standards.

Cumulative Signal Warrant Analysis

The peak-hour signal warrant from the Manual on Uniform Traffic Control Devices (MUTCD) was evaluated for the unsignalized South Bascom Avenue/Kingman Avenue and Sherman Oaks Way/Fruitdale Avenue intersections to determine if a traffic signal is warranted. The peak-hour warrant analysis indicated that the South Bascom Avenue/Kingman Avenue intersection satisfies the PM peak hour signal warrant under Cumulative Conditions. It should be noted that without the closure of the southern access to Campus, the South Bascom Avenue/Kingman Avenue intersection would not meet the peak-hour signal warrant. The Sherman Oaks Way/Fruitdale Avenue intersection does not satisfy the signal warrant thresholds for either peak hour (see Appendix C of the TIA - reference the Technical Appendices to this DSEIR in the enclosed CD).

Intersection Impacts

South Bascom Avenue/San Carlos Street

The South Bascom Avenue/San Carlos Street intersection operates unacceptably under Cumulative Conditions during the PM peak hour. Although the intersection exceeds the critical V/C and delay thresholds when comparing Cumulative with Project to Background Conditions, the intersection did not exceed the one percent and four second thresholds in critical V/C and delay between Cumulative with Project and Cumulative without Project Conditions. Therefore, the impact to this intersection is not cumulatively considerable and would be considered less than significant. No mitigation is required.

South Bascom Avenue/Moorpark Avenue

Implementation of the Update will have significant impact at the South Bascom Avenue/Moorpark Avenue study intersection during the PM peak hour. This intersection meets City of San Jose impact thresholds with LOS E operations (70.4 seconds of average delay) that are exacerbated by increasing the critical delay by more than 4 seconds and increasing the volume-to-capacity (V/C) ratio by 0.01 or more during the PM peak hour.

However, as identified in the Valley Medical Center Master Plan Draft Transportation Impact Analysis (Fehr & Peers, 2007), adding a second southbound left-turn lane mitigates the cumulative impact, resulting in LOS E+ operations with 55.1 seconds of average delay during the PM peak hour (see Appendix E of the TIA - reference the Technical Appendices to this DSEIR in the enclosed CD). While operations do not improve to acceptable levels as defined by the City, this mitigation measure reduces the project impact to a less than significant level. The new lane can be accommodated within the existing roadway width by shortening the northbound left-turn lane to Parkmoor Avenue, which currently has excess storage capacity. Other improvements to this intersection require additional roadway width through existing buildings, so they are considered infeasible. A fair-share contribution payment would be an appropriate solution to mitigate the project's impact at this intersection. Fair-share contributions are determined by dividing the added project trips by the total number of added trips to an intersection. Under the fair-share contribution calculation methodology, San Jose City College would be responsible for 14.2% of the cost of the mitigation.

The intersection of South Bascom Avenue/Moorpark Avenue is controlled and operated by the City of San Jose. While the mitigation would reduce the impact to a less than significant level, San Jose City College has no authority to ensure that the proposed mitigation can be in place to mitigate the project's impacts. If an agreement is reached between the College and the City for mitigation, then this impact could be considered mitigated and less than significant. Until the time that an agreement is in place the impact at the South Bascom Avenue/Kingman Avenue intersection would be considered significant and unavoidable.

South Bascom Avenue/Kingman Avenue

Implementation of the Update will have significant impact at the South Bascom Avenue/Kingman Avenue intersection because the unsignalized intersection satisfies the PM

peak hour signal warrant.

However, two mitigation options for the South Bascom Avenue/Kingman Avenue intersection are proposed to mitigate the impact at this location. These are contained in subchapter 5.7.5. Option 1 would restrict westbound left-turns on Kingman Avenue. This option will result in LOS B operations at the South Bascom Avenue/Kingman Avenue intersection during the both peak hours (see Appendix E of the TIA - reference the Technical Appendices to this DSEIR in the enclosed CD). Option 2 would result in signalizing the South Bascom Avenue/Kingman Avenue intersection. This option would result in LOS B operations at the South Bascom Avenue/Kingman Avenue intersection during the AM peak hour and LOS A operations during the PM peak hour (see Appendix E of the TIA, reference the Technical Appendices). The intersection of South Bascom Avenue and Kingman Avenue is controlled and operated by the City of San Jose. While either mitigation option would reduce the impact to a less than significant level, San Jose City College has no authority to ensure that the proposed mitigation can be in place to mitigate the project's impacts. If an agreement is reached between the college and the City for mitigation, then this impact could be considered mitigated and less than significant. Until the time that an agreement is in place the impact at the South Bascom Avenue/Kingman Avenue intersection would be considered significant and unavoidable.

<u>South Bascom Avenue/Fruitdale Avenue</u>

Implementation of the Update will have significant impact at the South Bascom Avenue/Fruitdale Avenue study intersection during the PM peak hour. This intersection meets City of San Jose impact thresholds when operations degrade from an acceptable level to an unacceptable level with LOS E operations (55.8 seconds of average delay) with an increase in critical V/C and delay that exceeds the thresholds.

However, as identified in the Valley Medical Center Master Plan Draft Transportation Impact Analysis (Fehr & Peers, 2007), reconfiguring the eastbound and westbound approaches with protected phasing and modifying the same two approaches to accommodate one left-turn, one through, and one right-turn lane mitigates the cumulative impact (LOS D, 47.2 seconds of average delay). The lane reconfigurations can be accommodated within the existing roadway width with removal of the second westbound receiving lane, which is not be necessary with the new lane geometry. This proposed mitigation reduces the project impact to a less than significant level. A fair-share contribution payment would be an appropriate solution to mitigate the project's impact at this intersection. Fair-share contributions are determined by dividing the added project trips by the total number of added trips to an intersection. Under the fair-share contribution calculation methodology, San Jose City College would be responsible for 38.2% of the cost of the mitigation.

The intersection of South Bascom Avenue/Fruitdale Avenue is controlled and operated by the City of San Jose. While the mitigation would reduce the impact to a less than significant level, San Jose City College has no authority to ensure that the proposed mitigation can be in place to mitigate the project's impacts. If an agreement is reached between the college and the City for mitigation, then this impact could be considered mitigated and less than significant. Until the time that an agreement is in place the impact at the South Bascom Avenue/Kingman Avenue intersection would be considered significant and unavoidable. Appendix E of the TIA (reference

the Technical Appendices to this DSEIR in the enclosed CD), contains the calculation sheets for the mitigation measures.

5.7.5 Project-Specific Mitigation Measures

To improve the level of service at the study area intersections, a number of roadway improvements were factored into the TIA analysis. The roadway improvements are necessary due primarily to increased traffic that would be added to the circulation system as a result of approved and pending development projects and ambient growth.

Proposed Mitigation Measures

VTA

VTA provided a comment letter on the NOP. They have requested that the following mitigation measure be included for the Update to address their concerns regarding the configuration of the existing bus turnouts:

> ***5.7.5-1 The project include bus stop improvements, consistent with the design parameters provided by VTA in their letter dated November 6, 2008, for the existing bus stops on Leigh Avenue (south of Moorpark Avenue) and on Leigh Avenue (opposite Kingman).***

Incorporation of this mitigation measure addresses the concern raised by VTA.

On-Site Campus Parking

A mitigation measure has been added to ensure that any impact generated by new development on Campus does not create a significant impact to parking.

> ***5.7.5-2 Prior to the approval of any additional development project on Campus, the District shall conduct a parking needs assessment to determine if adequate parking exists on site. If it is determined through the assessment that addition parking is needed as development occurs, then the District shall install the parking prior to occupancy of the new development.***

With the implementation of this mitigation measure, any impacts due to on-site Campus parking will be reduced to a less than significant level.

Special Events

A mitigation measure has been added to ensure that any impact generated by special events on Campus does not create a significant impact to adjacent residential neighborhoods.

> ***5.7.5-3 The District shall create a special event parking management plan in conjunction with the San Jose Police Department to mitigate the effects of parking intrusion on the surrounding neighborhoods. This parking plan should include, but not be limited to a plan to guide spectators to open parking spaces in the western parking lots on Campus.***

With the implementation of this mitigation measure, any impacts due to special events on Campus will be reduced to a less than significant level.

South Bascom Avenue/Moorpark Avenue

Implementation of the Update will have significant impact at the South Bascom Avenue/Moorpark Avenue study intersection during the PM peak hour. This intersection meets City of San Jose impact thresholds with LOS E operations (70.4 seconds of average delay) that are exacerbated by increasing the critical delay by more than 4 seconds and increasing the volume-to-capacity (V/C) ratio by 0.01 or more during the PM peak hour. The following mitigation measure will be required:

5.7.5-4 South Bascom Avenue/Moorpark Avenue. The District shall pay a fair-share contribution payment to mitigate the project's impact to the intersection of South Bascom Avenue/Moorpark Avenue. This fair-share contribution is determined by dividing the added project trips by the total number of added trips to an intersection. Under the fair-share contribution calculation methodology, District would be responsible for 14.2% of the cost of the mitigation.

The intersection of South Bascom Avenue/Moorpark Avenue is controlled and operated by the City of San Jose. While the mitigation would reduce the impact to a less than significant level, San Jose City College has no authority to ensure that the proposed mitigation can be in place to mitigate the project's impacts. If an agreement is reached between the college and the City for mitigation, then this impact could be considered mitigated and less than significant. Until the time that an agreement is in place the impact at the South Bascom Avenue/Kingman Avenue intersection would be considered significant and unavoidable.

South Bascom Avenue/Kingman Avenue

Implementation of the Update will have significant impact at the South Bascom Avenue/Kingman Avenue intersection because the unsignalized intersection satisfies the PM peak hour signal warrant. The following mitigation measure will be required:

5.7.5-5 Two mitigation options for the South Bascom Avenue/Kingman Avenue intersection are proposed to mitigate the impact at this location.

- ***Option 1: Restrict westbound left-turns on Kingman Avenue. This configuration would increase the amount of vehicles making right-turns onto South Bascom Avenue and would also increase the number of northbound left-turns (U-turns) at the South Bascom Avenue/Renova Drive intersection. The increase in U-turns is due to traffic that previously turned left that is now forced to turn right and make a U-turn at Renova Drive to head southbound on South Bascom Avenue. Even with the additional U-turn volume, the South Bascom Avenue/Renova Drive intersection would operate acceptably at LOS C during both peak hours. This option will result in LOS B operations at the South Bascom Avenue/Kingman Avenue intersection during the both peak hours.***
- ***Option 2: Signalize the South Bascom Avenue/Kingman Avenue intersection. This option would maintain the existing lane geometry at the intersection. The southbound left-turn would operate under***

permitted phasing. Implementation of a signal at this location would likely require coordination with the adjacent signal at the South Bascom Avenue/Renova Drive intersection. It is possible that further signal coordination may be required at the South Bascom Avenue/Fruitdale Avenue intersection as well. This option would result in LOS B operations at the South Bascom Avenue/Kingman Avenue intersection during the AM peak hour and LOS A operations during the PM peak hour.

The intersection of South Bascom Avenue and Kingman Avenue is controlled and operated by the City of San Jose. While either mitigation option would reduce the impact to a less than significant level, San Jose City College has no authority to ensure that the proposed mitigation can be in place to mitigate the project's impacts. If an agreement is reached between the college and the City for mitigation, then this impact could be considered mitigated and less than significant. Until the time that an agreement is in place the impact at the South Bascom Avenue/Kingman Avenue intersection would be considered significant and unavoidable.

South Bascom Avenue/Fruitdale Avenue

Implementation of the Update will have significant impact at the South Bascom Avenue/Fruitdale Avenue study intersection during the PM peak hour. The following mitigation measure will be required:

5.7.5-6 A fair-share contribution payment would be an appropriate solution to mitigate the project's impact at this intersection. Fair-share contributions are determined by dividing the added project trips by the total number of added trips to an intersection. Under the fair-share contribution calculation methodology, San Jose City College would be responsible for 38.2% of the cost of the mitigation.

The intersection of South Bascom Avenue/Fruitdale Avenue is controlled and operated by the City of San Jose. While the mitigation would reduce the impact to a less than significant level, San Jose City College has no authority to ensure that the proposed mitigation can be in place to mitigate the project's impacts. If an agreement is reached between the college and the City for mitigation, then this impact could be considered mitigated and less than significant. Until the time that an agreement is in place the impact at the South Bascom Avenue/Kingman Avenue intersection would be considered significant and unavoidable. Appendix E of the TIA (reference the Technical Appendices to this DSEIR in the enclosed CD), contains the calculation sheets for the mitigation measures.

5.7.6 Cumulative Impacts

All study intersections affected by the implementation of the Update operate acceptably under City of San Jose, VTA, and Caltrans standards except the South Bascom Avenue/San Carlos Street, South Bascom Avenue/Moorpark Avenue, South Bascom Avenue/Kingman Avenue, and South Bascom Avenue/Fruitdale Avenue intersections. Implementation of the Update will contribute an incremental contribution to the operation of these intersections. These intersections are controlled and operated by the City of San Jose. While the mitigation would reduce the impact to a less than significant level, San Jose City College has no authority to ensure that the proposed mitigation can be in place to mitigate the project's impacts. If an

agreement is reached between the college and the City for mitigation, then this impact could be considered mitigated and less than significant. Until the time that an agreement is in place the impact at the South Bascom Avenue/Kingman Avenue intersection would be considered cumulative and significant.

5.7.7 Unavoidable Adverse Impacts

Implementing the Proposed Project will generate new trips and that will have an unavoidable adverse impact the local circulation system. All study intersections affected by the implementation of the Update operate acceptably under City of San Jose, VTA, and Caltrans standards except the South Bascom Avenue/San Carlos Street, South Bascom Avenue/Moorpark Avenue, South Bascom Avenue/Kingman Avenue, and South Bascom Avenue/Fruitdale Avenue intersections. Implementation of the Update will contribute an incremental contribution to the operation of these intersections. These intersections are controlled and operated by the City of San Jose. While the mitigation would reduce the impact to a less than significant level, San Jose City College has no authority to ensure that the proposed mitigation can be in place to mitigate the project's impacts. If an agreement is reached between the college and the City for mitigation, then this impact could be considered mitigated and less than significant. Until the time that an agreement is in place the impact at the South Bascom Avenue/Kingman Avenue intersection would be considered an unavoidable adverse impact.

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KEY MAP
FIGURE 5.2-1

VIEWPOINT 2 (VP-2)

VIEWPOINT 3 (VP-3)

VIEWPOINT 4 (VP-4)

VIEWPOINTS 2, 3 and 4
FIGURE 5.2-2

VIEWPOINT 5 (VP-5)

VIEWPOINT 6 (VP-6)

VIEWPOINT 7 (VP-7)

VIEWPOINTS 5, 6 and 7
FIGURE 5.2-3

VIEWPOINT 8 (VP-8)

VIEWPOINT 9 (VP-9)

VIEWPOINT 10 (VP-10)

VIEWPOINTS 8, 9 and 10
FIGURE 5.2-4

VIEWPOINT 11 (VP-11)

VIEWPOINT 12 (VP-12)

VIEWPOINT 13 (VP-13)

VIEWPOINTS 11, 12 and 13
FIGURE 5.2-5

VIEWPOINT 14 (VP-14)

VIEWPOINT 15 (VP-15)

VIEWPOINT 16 (VP-16)

VIEWPOINTS 14, 15 and 16
FIGURE 5.2-6

VIEWPOINT 17 (VP-17)

VIEWPOINT 18 (VP-18)

VIEWPOINT 19 (VP-19)

VIEWPOINTS 17, 18 and 19
FIGURE 5.2-7

VIEWPOINT 20 (VP-20)

VIEWPOINT 20
FIGURE 5.2-8

PHOTO SIM FOR VP-18

PHOTO SIM FOR VP-2

PHOTO SIM FOR VP-4

PHOTO SIMS 18, 2 AND 4
FIGURE 5.2-9

PHOTO SIM FOR VP-5

PHOTO SIM FOR VP-6

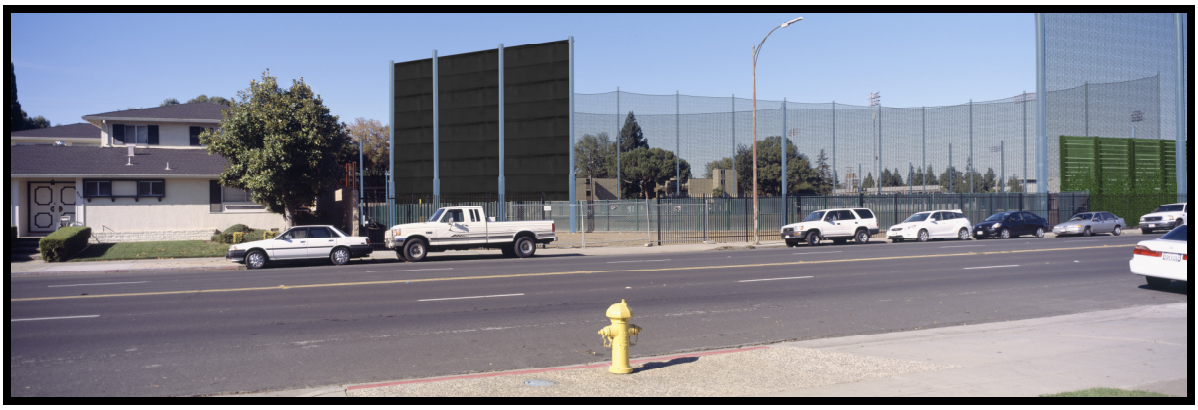


PHOTO SIM FOR VP-7

PHOTO SIMS 5, 6 AND 7
FIGURE 5.2-10

PHOTO SIM FOR VP-8

PHOTO SIM FOR VP-9

PHOTO SIM FOR VP-11

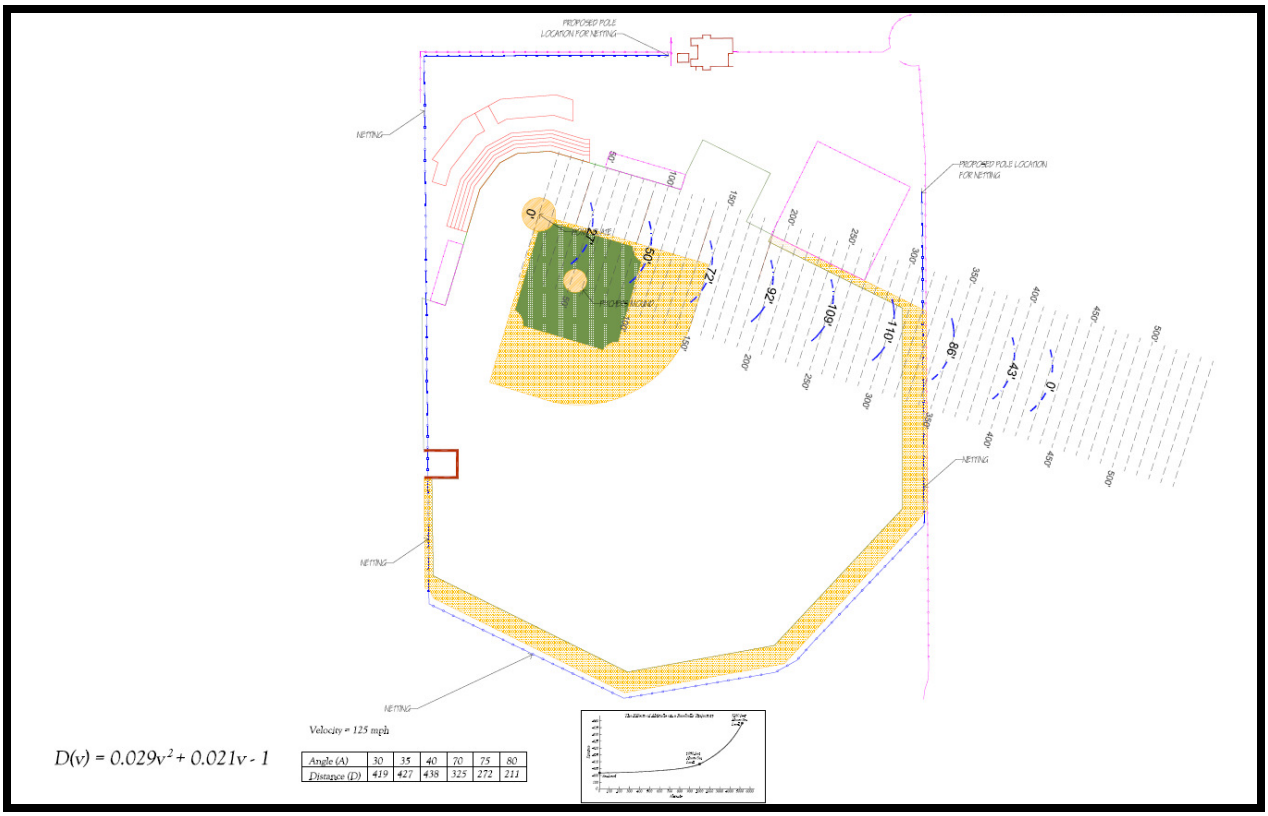
PHOTO SIMS 8, 9 AND 11
FIGURE 5.2-11

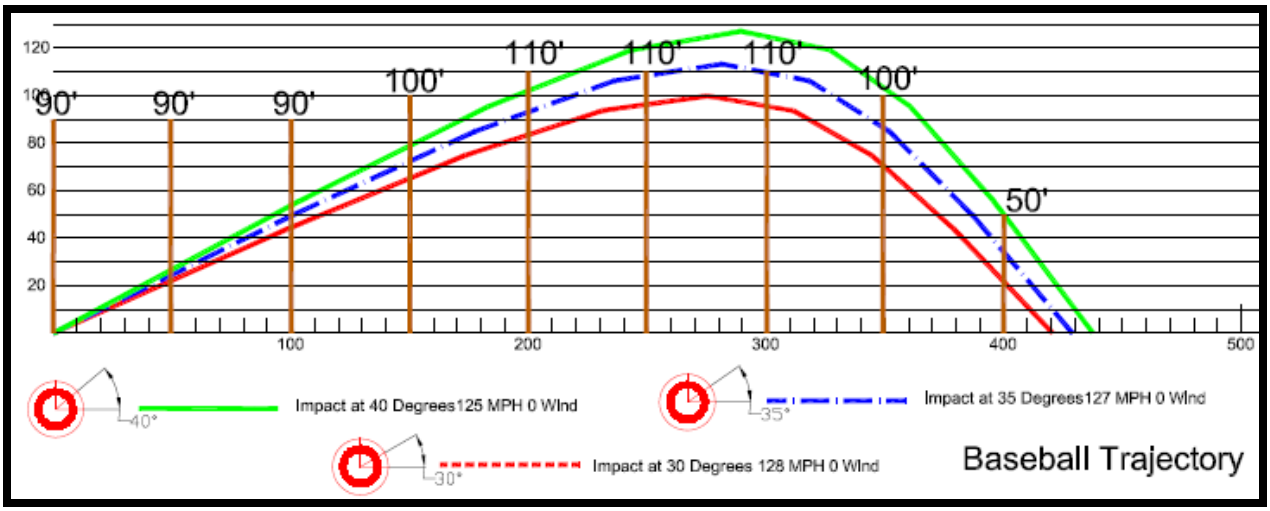
PHOTO SIM FOR VP-12

PHOTO SIM FOR VP-13

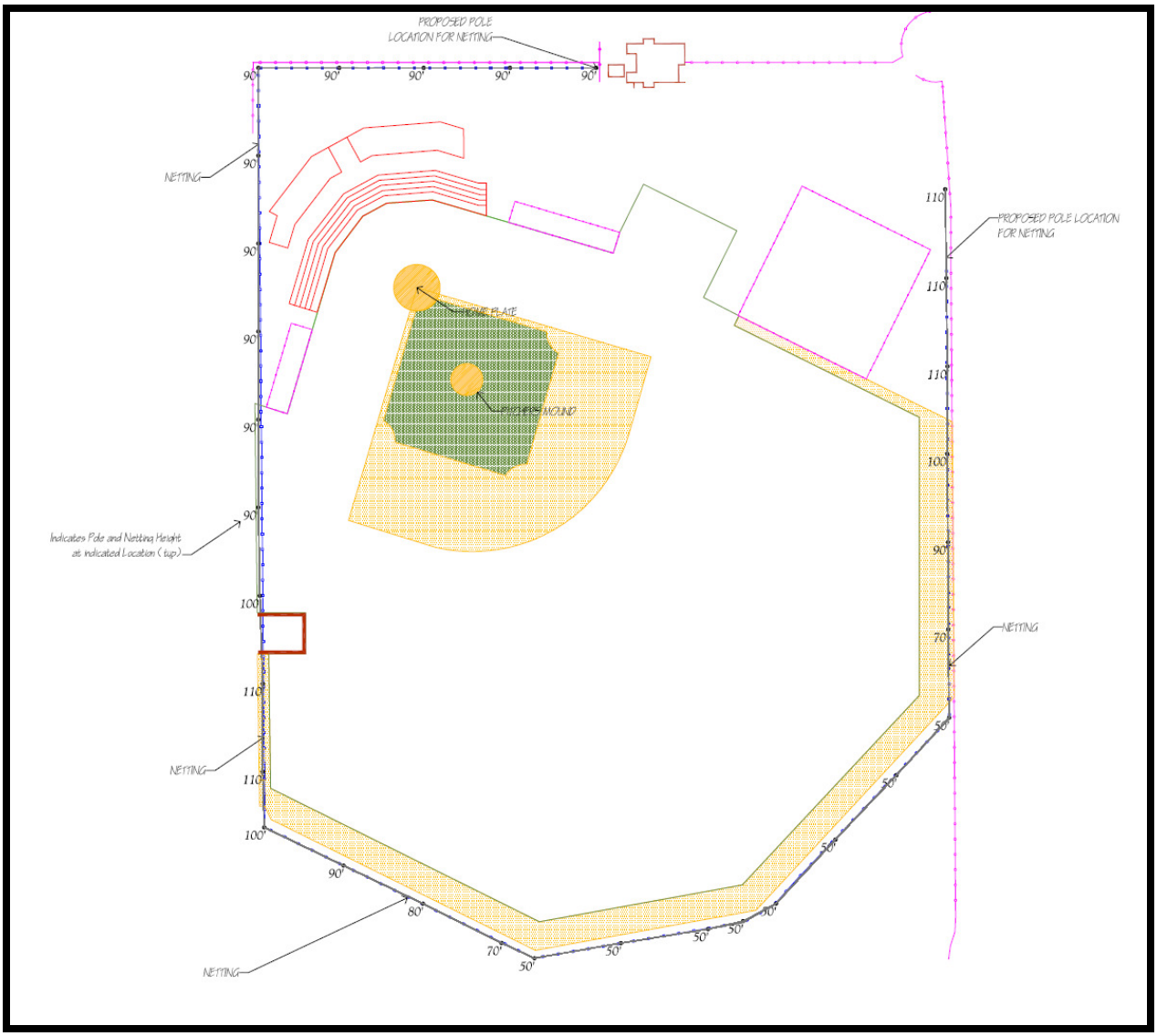
PHOTO SIMS 12 AND 13
FIGURE 5.2-12

TRAJECTORY STUDY SITE PLAN
FIGURE 5.4-1

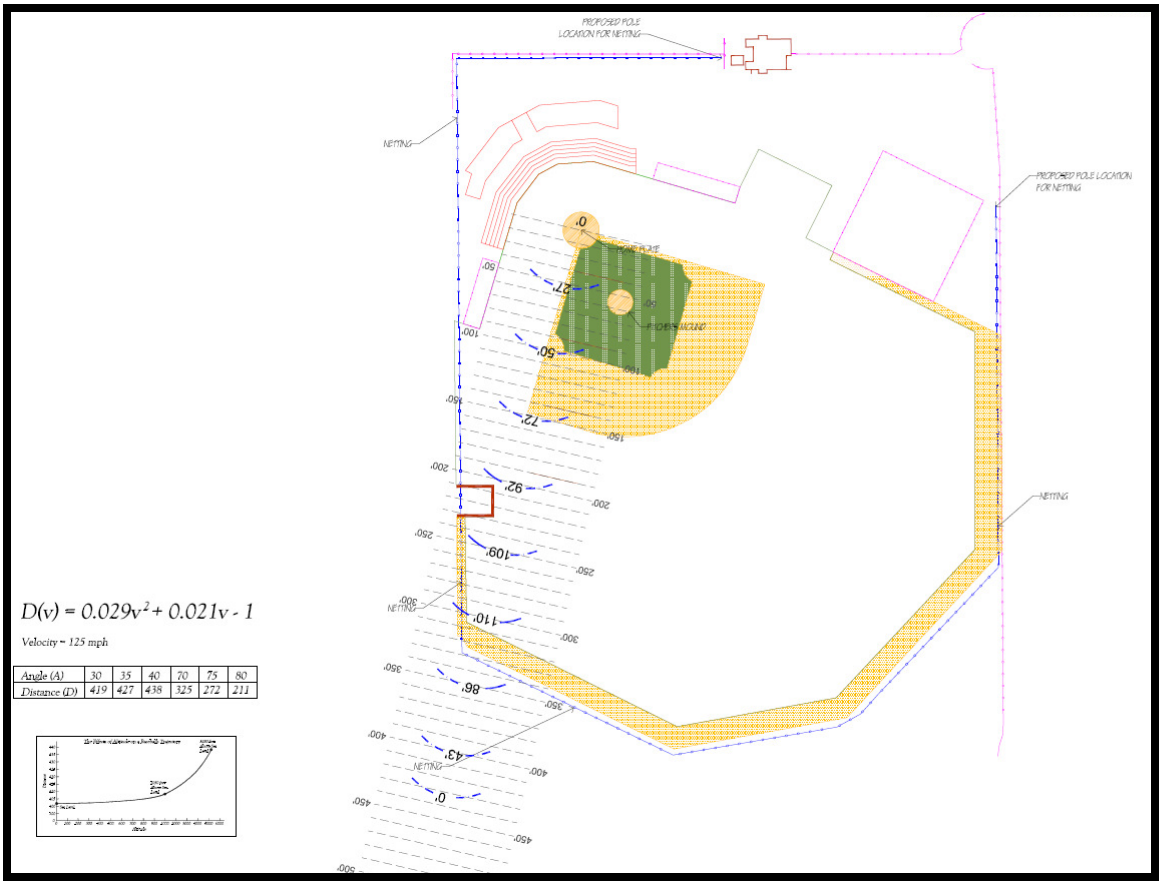


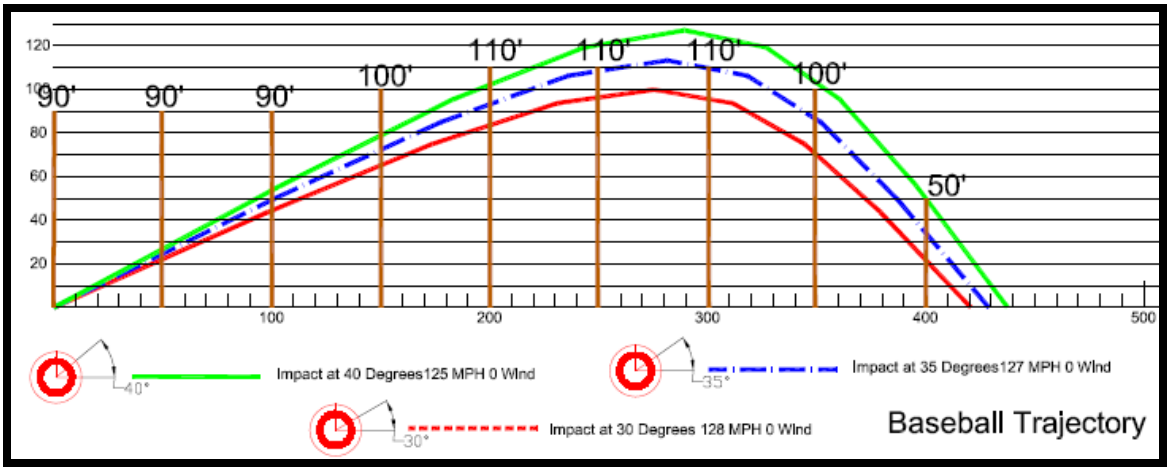


TRAJECTORY – LEFT FIELD
FIGURE 5.4-2

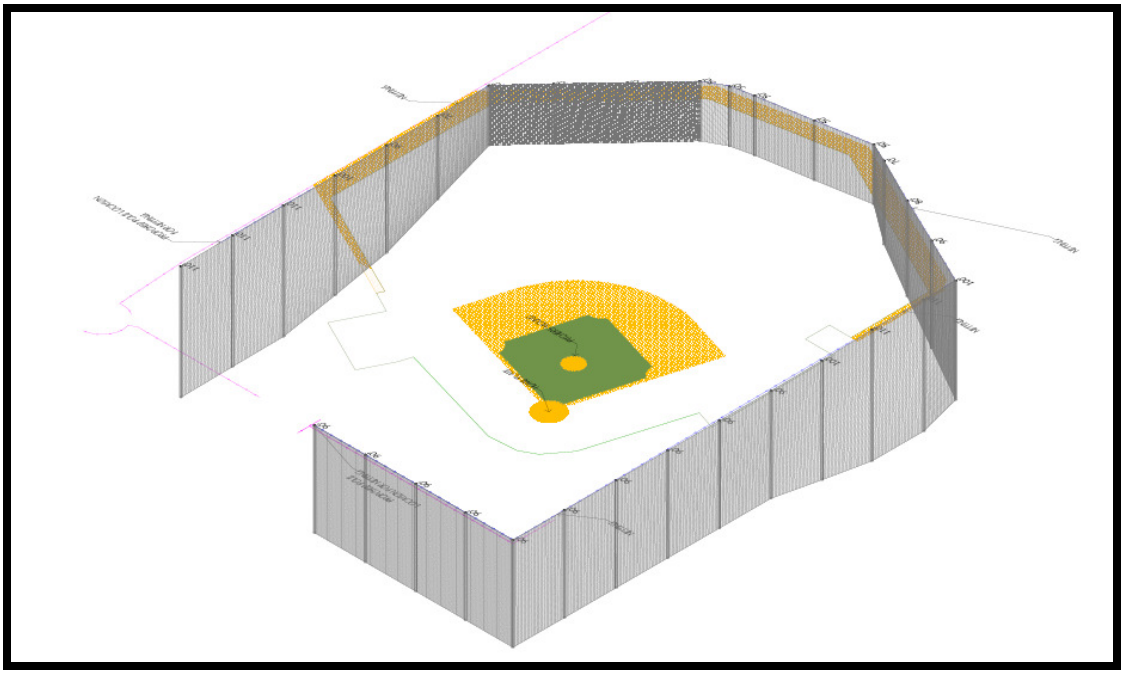


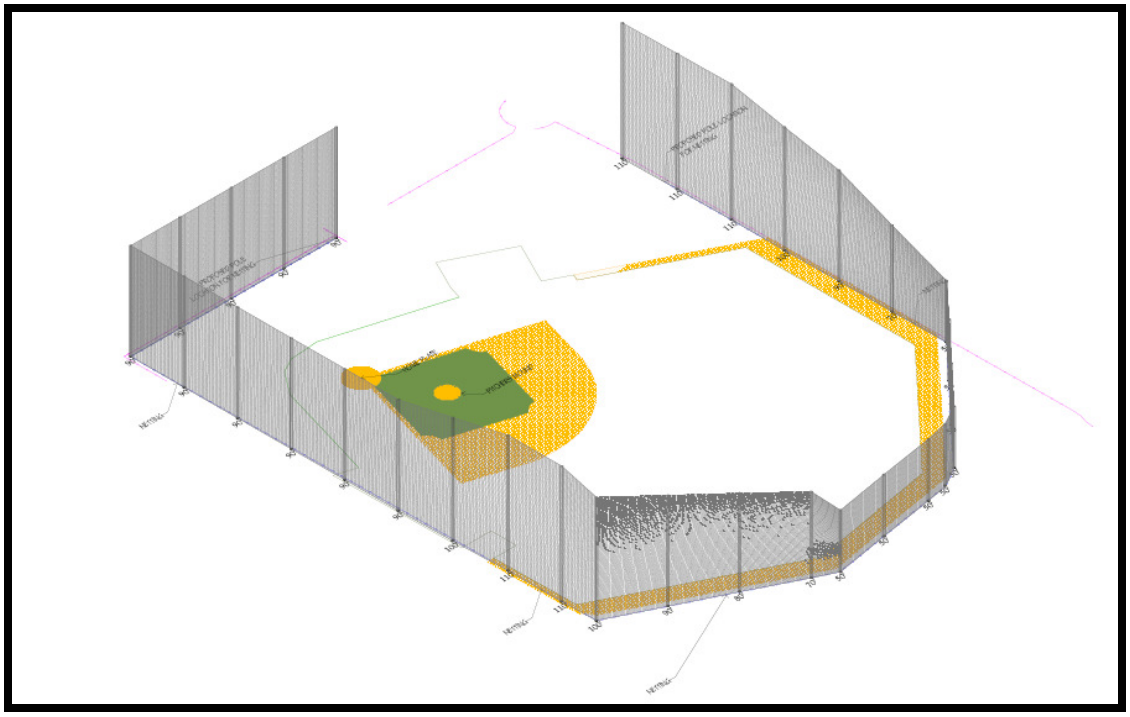
NETTING PLAN
FIGURE 5.4-3





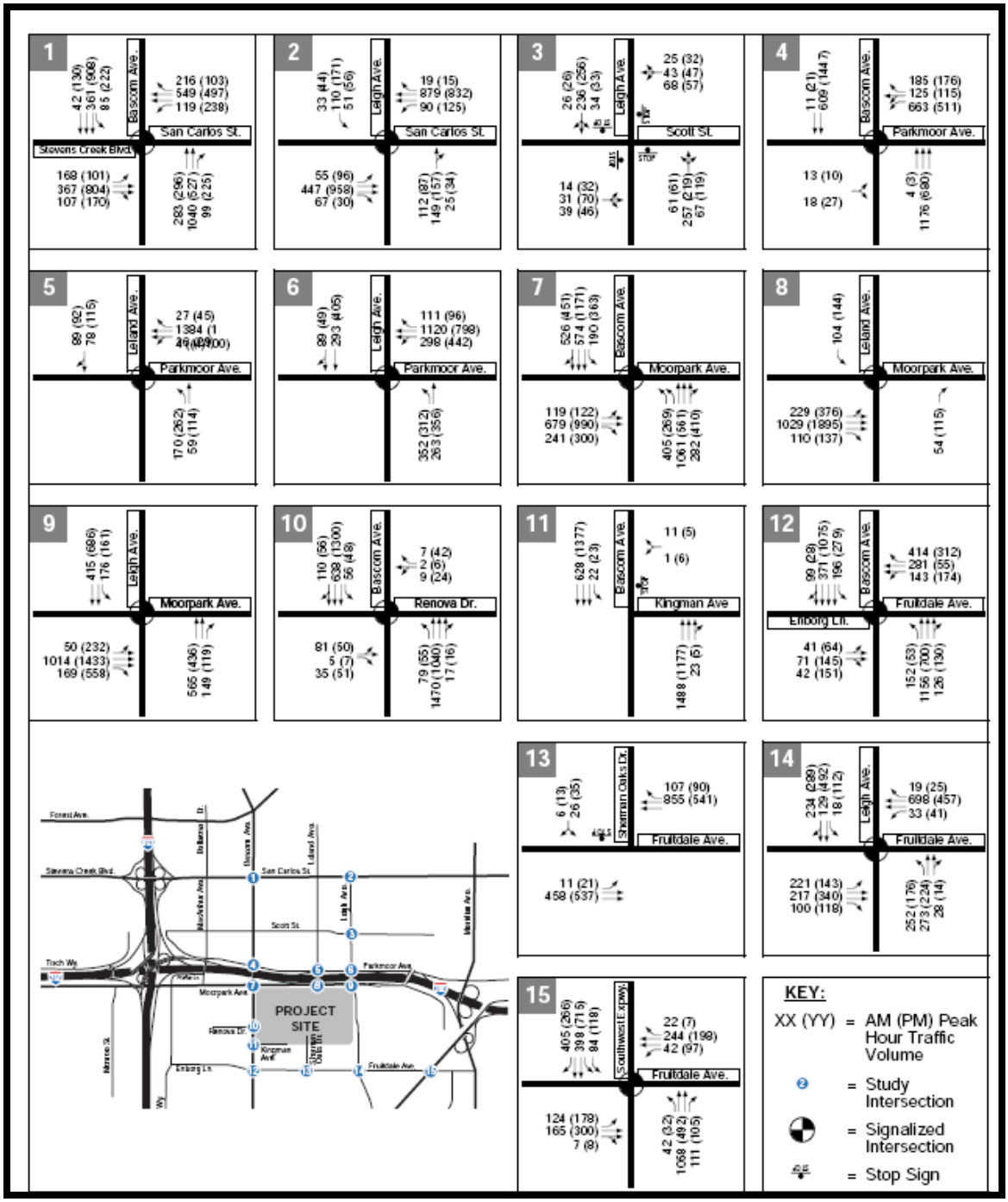
TRAJECTORY – RIGHT FIELD
FIGURE 5.4-4



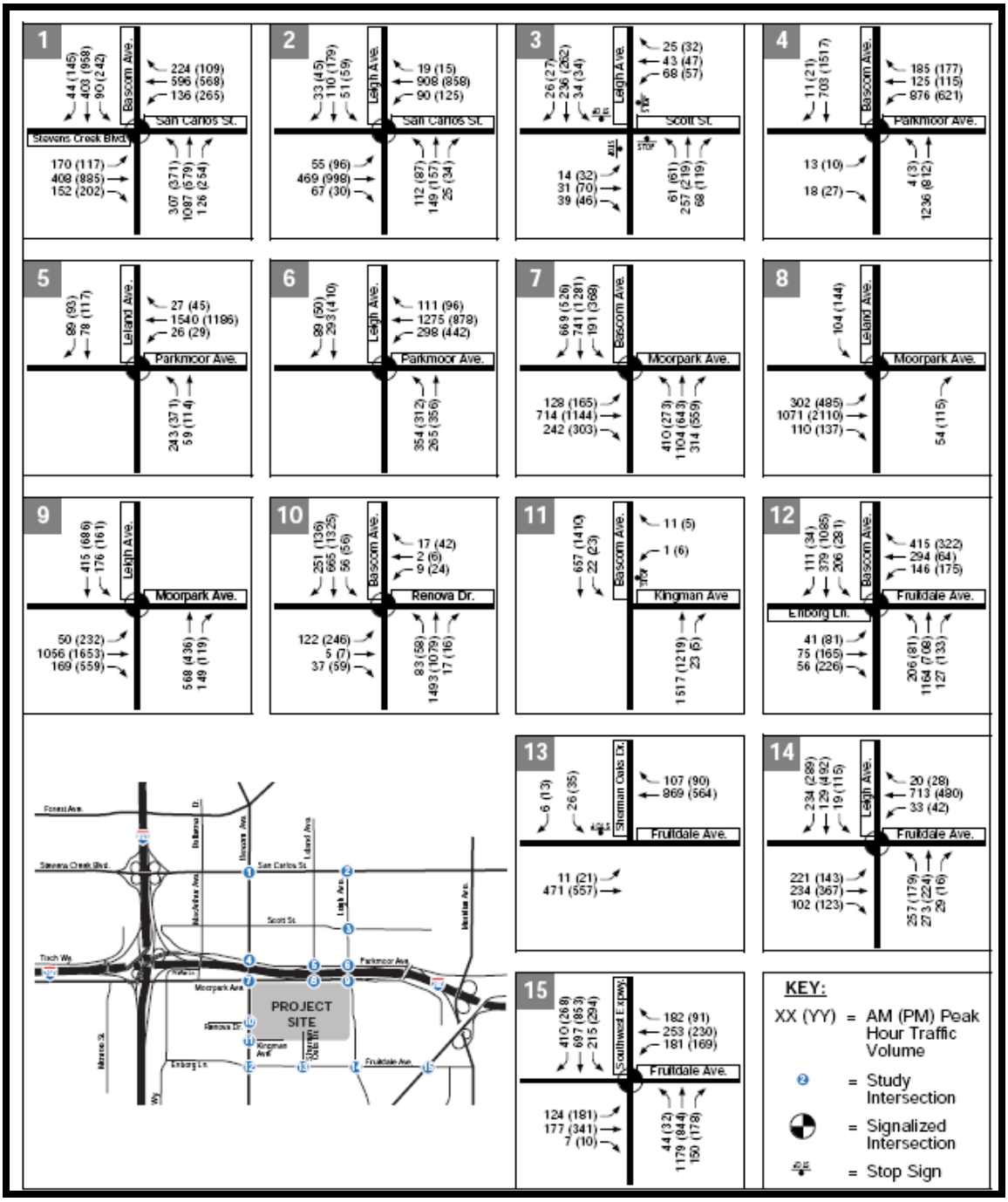


THREE DIMENSIONAL NETTING GRAPHIC (1 & 2)
FIGURE 5.4-5

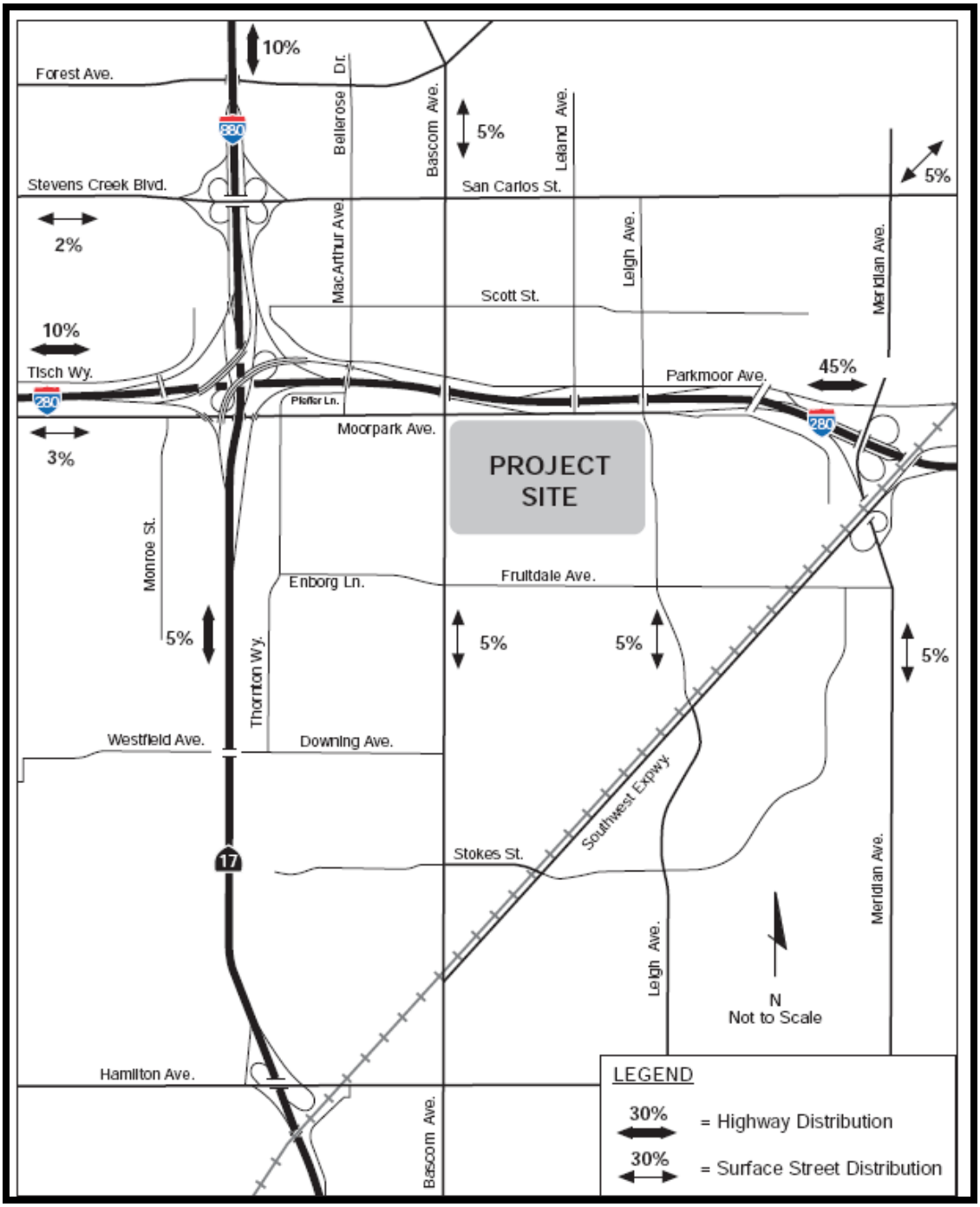
Existing Roadway Network
Figure 5.7-1



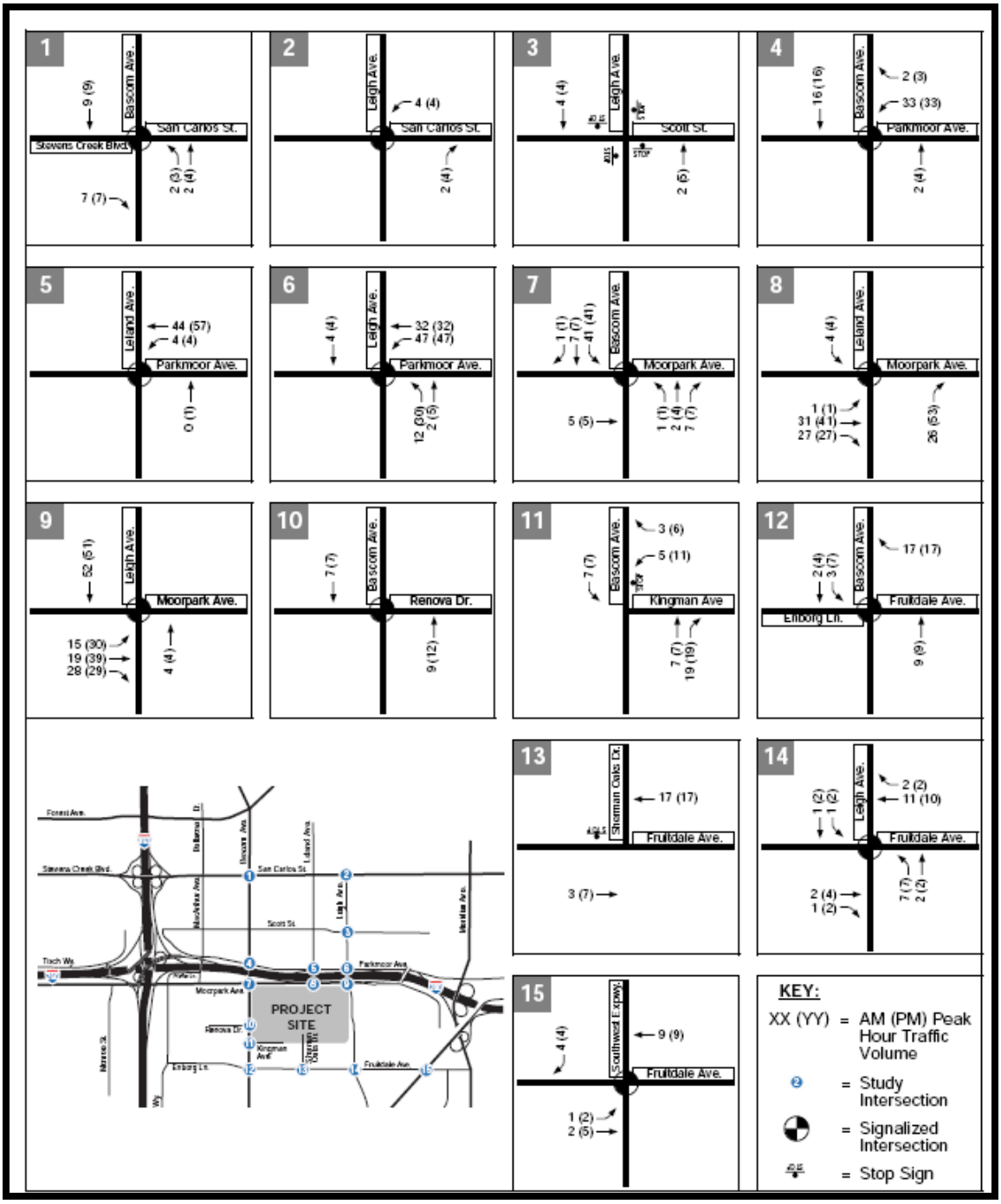
Existing Intersection Peak-Hour Volumes and Lane Geometries
Figure 5.7-2



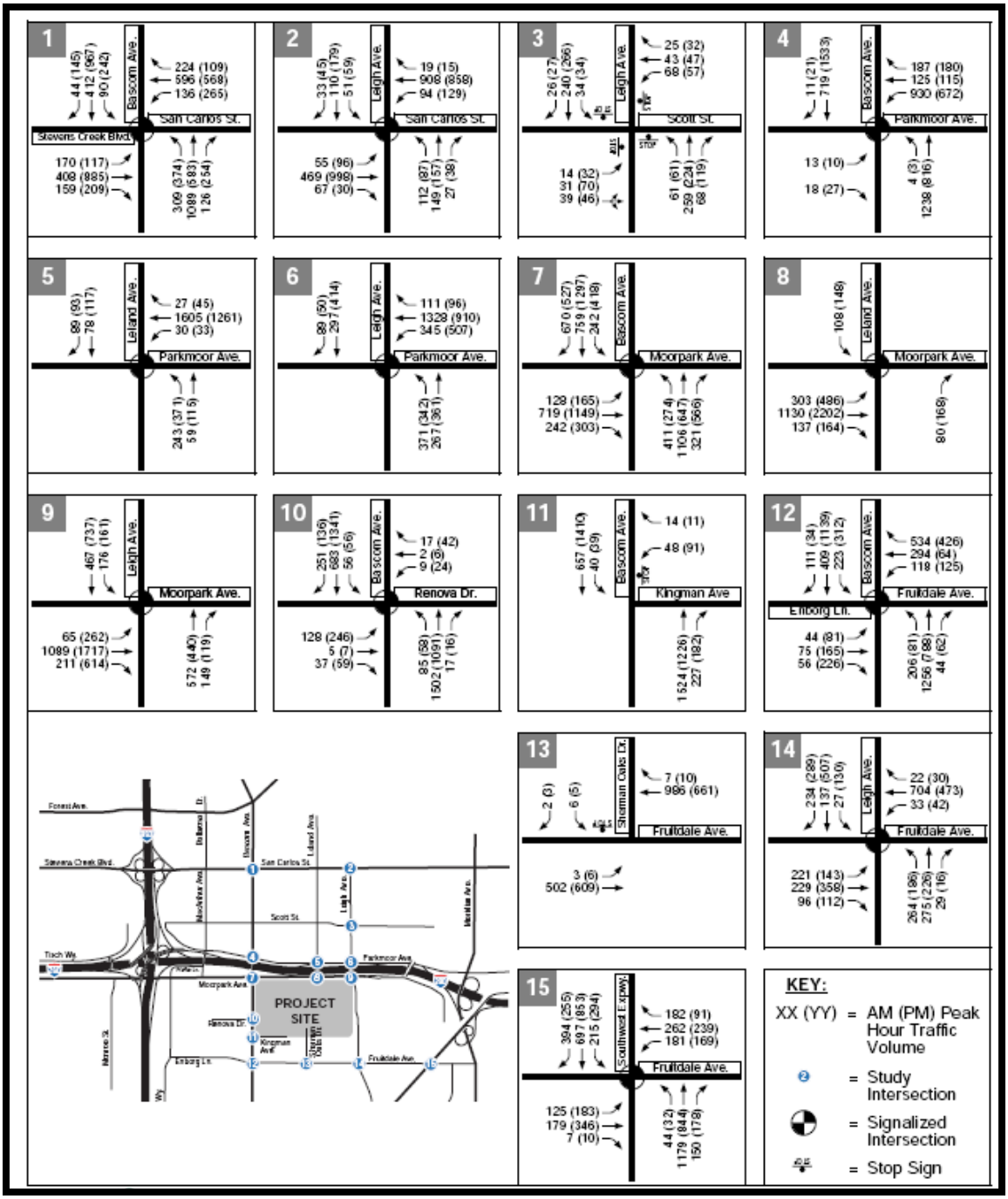
Background Intersection Peak-Hour Volumes
Figure 5.7-3



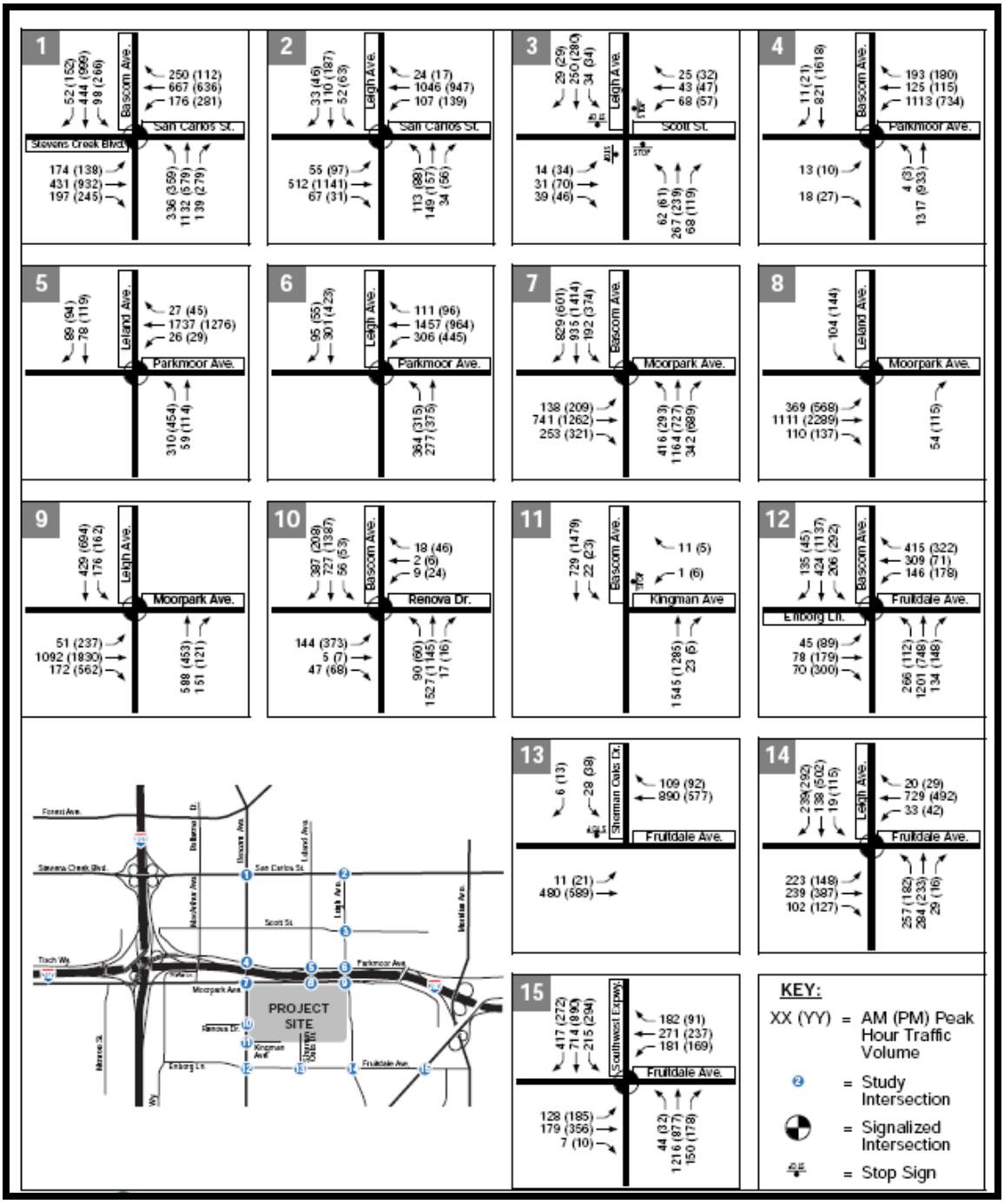
Project Trip Distribution
Figure 5.7-4



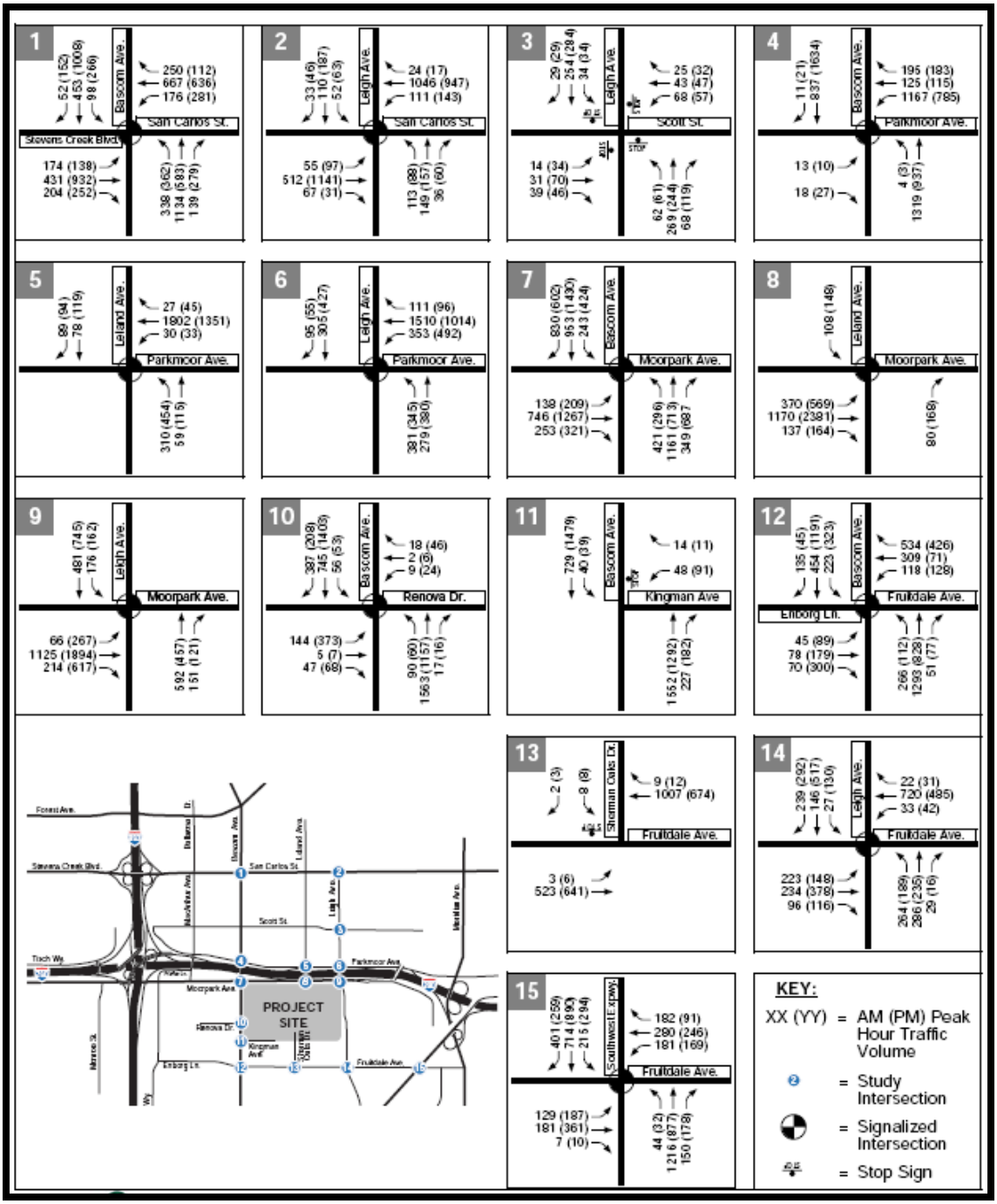
Project Trip Assignment
Figure 5.7-5



Project Intersection Peak-Hour Volumes
Figure 5.7-6



Cumulative without Project Intersection Peak-Hour Volumes
Figure 5.7-7



Cumulative with Project Intersection Peak-Hour Volumes
Figure 5.7-8

CHAPTER 6 – ALTERNATIVES

6.1 INTRODUCTION

The California Environmental Quality Act (CEQA) and the State CEQA Guidelines require an evaluation of alternatives to the proposed action. The purpose of the alternatives evaluation under CEQA is to determine whether one or more feasible alternatives is capable of reducing potentially significant impacts of a preferred project to a less than significant level. The applicable text in the State CEQA Guidelines occurs in Section 15126 as follows:

Section 15126.6 (a): *Alternatives to the Proposed Project. An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation.*

Section 15126.6 (b) *Purpose. Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly.*

One of the alternatives that must be evaluated is the "no project alternative," regardless of whether it is a feasible alternative to the Project, i.e. would meet the project objectives or requirements. Under this alternative, the environmental impacts that would occur if the Project is not approved and implemented are identified. In addition to the no project alternative (which would in essence result in the implementation of the Prior Plan), a No Closing of the Southern Campus Entry alternative, a Intersection Improvements to Project Entry at Leland Avenue alternative and an alternative location (Evergreen Valley College) will be analyzed in this document.

The project objectives are defined in Chapter 4 as follows:

- To support the current instructional programs and student services and identify instructional programs and support services which need to be modified to meet the needs of the College's service area population;
- To keep pace with, and anticipate the changing needs of the students and the communities served by the College;
- To develop partnerships with business and industry within the service area;
- To develop alternative strategies for delivering instruction to students;
- To develop a plan that would fully incorporate technology into all aspects of the operation of the courses, programs and services of the College;
- To develop a Facilities Plan that supports the anticipated courses, programs and services of the College for the next decade, and to assure that the plan is flexible enough in design to

accommodate changes in instructional methodology technology, and delivery systems;
- To emphasize comprehensive planning and how it should be used as a basis for decision-making;
- To develop a stronger educational program basis to substantiate future facility needs; and
- To up-date the existing campus and provide modern, attractive facilities appropriate for the instructional programs and support services offered.

The unavoidable significant adverse impacts identified from implementation of the Update are from Aesthetics, Land Use Compatibility and Traffic. The no project alternative is being analyzed, as it represents the current, approved Facilities Master Plan (Prior Plan). The "no closing of the southern Campus entry" alternative is being analyzed, as this closure creates a potentially considered cumulative and significant impact to another Campus entry intersection (South Bascom and Kingman Avenues). The "intersection improvements to the Campus entry at Leland Avenue" is analyzed to determine if it presents a better circulate alternative to the one utilized for the Update. Lastly, an alternative location alternative is analyzed, as the Evergreen Valley College is within the same Community College District as the San Jose City College. No other alternatives to the Project are given consideration or evaluated in this chapter due to them either being impractical or infeasible. Thus, the alternatives considered in this chapter include:

1. No Project (utilize existing Facilities Master Plan)
2. No Closing of the Southern Campus Entry
3. Intersection Improvements to Project Entry at Leland Avenue
4. Alternative Location – Evergreen Valley College

The following evaluation also includes identification of an environmentally superior alternative as required by the State CEQA Guidelines. The four (4) alternatives were developed during review of the Update by the District Staff and include all components of the Update. No other alternatives were identified during the review process for consideration in this DSEIR.

6.2 NO PROJECT

The no project alternative consists of no modifications to the existing, adopted San Jose City College Facilities Master Plan (1999). The no project alternative assumes that the Campus Facilities will be constructed in accordance with the Prior Plan and none of the Update components, including the current (halted) construction of the Baseball Field Complex would occur.

Under the no project alternative all construction and operational impacts from implementation of the Update would be eliminated. Selection of the no project alternative would eliminate the significant impacts identified in this DSEIR, specifically the significant impacts to Update-related Aesthetics, Land Use and Planning and Recreation conflicts.

A summary comparative discussion of the no project alternative in terms of the specific issues evaluated in this DSEIR follows.

Aesthetics: Development of the Prior Plan will contribute to the change the visual setting of the general area. There will be an associated change in the visual setting, both to and from the project site, which is consistent with the analysis presented in the Prior Plan EIR. Under the no

project alternative, the Baseball Field Complex will be located in the southern central portion of the Campus. The associated poles, netting, batter's eye and wall would not be located adjacent to Leigh Avenue and the existing apartments east of Sherman Oaks Drive. Under the proposed Update, installation of the Baseball Field Complex components will result in a significant impact that cannot be fully mitigated. This impact is considered cumulative and an unavoidable adverse impact. Under the no project alternative, installation of the Baseball Field Complex components would result in a less than significant impact. The issues pertaining to tree removal and light and glare would remain the same as the Update under the no project alternative.

The no project alternative would result in a change to the visual setting of consistent with the Prior Plan and Prior Plan EIR. It would be environmentally superior in terms of Aesthetic Resources than implementation of the Update.

Agricultural Resources: According to the Initial Study prepared for the Prior Plan EIR, the Campus is completely developed and is surrounded by urban uses. Therefore there would be no impacts that would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland mapping and Monitoring Program of the California Resources Agency, to non agricultural use; conflict with existing zoning for agricultural use, or a Williamson Act contact; or involve other changes in the existing environmental which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use. This would not be an issue with the no project alternative or the Update. Both the no project alternative and the implementation of the Update would have the same environmental affect.

Air Quality: According to the Initial Study prepared for the Prior Plan EIR, the Prior Plan buildout could result in potentially significant impacts that could conflict with or obstruct implementation of the applicable air quality plan; violate any air quality standard or contribute substantially to an existing or projected air quality violation; result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). The Initial Study stated that the San Francisco Bay Area Air Basin is currently designated as a Federal non-attainment area for ozone and as a State non-attainment area for ozone and PM_{10}. Development of the Prior Plan would result in construction emissions of PM_{10} and traffic related to increased student and community use of the Campus would generate emissions of mobile-source pollutants. It was concluded that the Prior Plan EIR would evaluate the potential air quality impacts of the Prior Plan, using the thresholds identified in the Bay Area Air Quality Management District's (BAAQMD) CEQA Guidelines. The Initial Study identified the Valley Medical Center, churches and residential units in the vicinity of the Campus as possible sensitive receptors to substantial pollutant concentrations and that these impacts needed to be analyzed in the Prior Plan EIR. Lastly, the Initial Study determined there was no impact from the Prior Plan that would create objectionable odors affecting substantial numbers of people. This determination was made because the Campus is fully developed and the proposed facilities would be similar in function to existing facilities.

Air Quality was analyzed in Section 5.3 of the Prior Plan EIR. According to the Prior Plan EIR, implementation of the Prior Plan would result in the generation of air pollutants during

construction and operation activities. Fugitive dust generated by on-site grading activities would be less than significant given that the College would implement dust control measures recommended by the Bay Area Air Quality Management District (BAAQMD). Operational emissions from stationary sources and vehicle trips would not exceed the thresholds of significance recommended by the BAAQMD and, therefore, would not be considered individually significant. Given that the San Jose 2020 General Plan EIR identified unavoidably significant impacts related to regional air quality, and that the Prior Plan would generate more vehicle trips than accounted for in the General Plan EIR, it was concluded that the Prior Plan's contribution toward operational emissions impacts would also be significant. Mitigation measures could reduce operational emissions; but it was determined that there was no guarantee that these measures were feasible or that they would be maximally effective in reducing operational emissions. Cumulative impacts related to operational emissions remained significant and unavoidable.

The Prior Plan EIR determined that the Prior Plan impacts related to localized carbon monoxide (CO) emissions along all study roadway intersections and freeway segments of SR-87 and SR-17 would not exceed the State or Federal standards and therefore would not be significant. Localized CO emissions generated by the Prior Plan would contribute to the exceedances of the 8-hour CO standard at the freeway segments along I-880 and I-280. However, the CO 8-hour standard was already exceeded along the I-880 and I-280 under the existing conditions, and the project-generated traffic would not result in a measurable increase in CO levels over existing conditions. Therefore, project-specific impacts from the Prior Plan related to CO emissions along freeway segments of I-880 and I-280 would be less than significant. It was concluded that the localized CO levels generated by cumulative projects (including the Prior Plan) would not exceed Federal or State standards and would not be significant.

Subsection G of Section 5.3 of the Prior Plan EIR (Level of Significance After Mitigation) concluded that implementation of the measures identified in the Prior Plan EIR would reduce construction-related impacts to less than significant levels; however, cumulative impacts related to operational emissions would remain unavoidably significant.

Air Quality impacts did generate "Significant Irreversible Environmental Changes" (Section 8.0). As stated above, cumulative impacts related to operational emissions would remain significant and unavoidable. Only the Prior Plan's non-impacts to expose sensitive receptors to substantial pollutant concentrations; or create objectionable odors affecting a substantial number of people were considered an "Effect Found Not to be Significant" (Section 10.0).

Ultimately, the District adopted a Statement of Overriding Considerations as the Prior Plan resulted in significant unavoidable impacts related to this issue area.

Based on the information contained in 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, implementation of the Update will not result air quality impacts that will exceed the thresholds of significance established for individual projects. Combined with other projects in the local area, future emissions, when measured against the established thresholds, will be not be cumulatively significant and will result in less than significant adverse impacts to air quality.

Mitigation measures for air quality impacts have been included for construction, construction airborne toxins, and Greenhouse Gas Emissions. No mitigation is required for operational impacts. With the incorporation of these mitigation measures, impacts remain less than significant and are not considered cumulatively significant. In addition, there will not be any unavoidable adverse impacts from implementation of the Update.

The Prior Plan has significant impacts that could not be mitigated to a less than significant level. All air quality impacts are considered less than significant with the implementation of the Update. Implementation of the Update would be environmentally superior in terms of Air Quality Resources over the no project alternative.

Biological Resources: According to the Initial Study prepared for the Prior Plan EIR, the Campus is completely developed and is within an urban area. There is limited habitat value on the Campus. The existing trees and lawns may provide habitat to birds and mammals that occur in urban areas, such as pigeons and starlings. The Campus has no natural areas, and the existing landscaping does not provide suitable habitat for special status species. Therefore, the Prior Plan would not have any impacts on such species. However, removal or relocation of existing trees could affect birds nesting in the trees. A mitigation measure was added to reduce any impacts to a less than significant level. In addition, the Campus is not identified in any adopted plan as having natural communities; therefore, the Prior Plan would not have any impacts on sensitive communities. There are no wetlands on Campus; therefore, there would be no impacts to these resources. Also, the Campus does not provide any wildlife movement corridors or nursery sites, as it is located in an urban area surrounded by development and major transportation corridors. There are no adopted habitat conservation plans that apply to the Campus.

The Initial Study for the Prior Plan EIR indicated that there are no impacts with respect to biological resources protected by local policies except for trees that would be removed for construction reasons. The City of San Jose has a tree ordinance that requires a permit for removal of any trees on private property that have a trunk circumference of 56 inches or more, measured two feet above grade. It was noted that this ordinance would not apply to the Campus, as the College District is under the jurisdiction of the State of California. An arborist report was prepared in 1998 and it identified the location, type and health of the existing trees on Campus. Some trees were recommended for removal due to their health. Others would be removed due to implementation of the Prior Plan. A mitigation measure was added to ensure that all existing mature and memorial trees determined as very healthy be preserved and protected during Campus renovations. It should be pointed out that there has been demolition, renovation and new construction on the Campus with Phase 1 and portions of Phase 2 of the Prior Plan (see Project Description in the Initial Study – Chapter 9 of the DSEIR). All impacts were considered less than significant after the incorporation of the mitigation measure.

Biological Resources issues were not required to be analyzed in the Prior Plan EIR. They did not generate an “Unavoidable Significant Impact” (Section 6.0). They did not generate “Significant Irreversible Environmental Changes” (Section 8.0). And every issue generated an “Effect Found Not to be Significant” (Section 10.0).

Based on the information above, and because there were no changes that would affect Biological Resources, Biological Resources were not analyzed in the DSEIR for the Update.

Both the no project alternative and the implementation of the Update would have the same environmental affect.

Cultural Resources: According to the Initial Study prepared for the Prior Plan EIR, the Campus is completely developed, and almost all facilities would be constructed within the Campus boundaries. (The High Technology Center proposed in the Prior Plan has been completed. The land for the Center, adjacent and contiguous to the Campus, was acquired by the District. The land parcel and the Center have been fully integrated into the Campus.) The San Jose *2020 General Plan* does not mention paleontological resources as an area of concern at the City. The Geotechnical Report indicates that the Campus is underlain by alluvium, and does not indicate any bedrock unit(s) underlying the Campus. Therefore, it appears that there would not be any impacts to unique paleontological resources, but the evidence is not conclusive.

The Prior Plan EIR Geology and Geotechnical Hazards Section included a confirmation as to the sensitivity of the bedrock unit(s) underlying the Campus (if proposed excavation would go into bedrock). The Campus is developed and flat, and this has no unique geologic features. According to Section 5.2 (Geology, Seismicity, and Soils) of the Prior Plan EIR, surface soils are classified as Yolo series soils, which are well drained medium and moderately fine textured soils underlain by alluvium. Borings on-site (for proposed Parking Garage #1) found a layer of dark, medium stiff to stiff clay at the surface, ranging from 4 to 8 feet in thickness. Under the dark clay layer, the borings found medium stiff to stiff silty clays, generally between about 10 and 30 feet below grade. Based on this information, it can be assumed that the probability of excavation into bedrock would be very low.

A cultural resource evaluation conducted in November 1999 by Archaeological Resource Management for the Initial Study found that there were no recorded archaeological sites located on Campus or within a half-mile radius of the Campus. This would indicate that the probability of finding any archaeological resources is very low. The Initial Study further indicated that, the Santa Clara Valley is known for having buried archaeological resources. A mitigation measure was added to require archaeological monitoring during earthmoving activities; thereby, reducing any impacts to a less than significant level. This mitigation measure was also applied to item 5 (d) of the Initial Study Checklist which asked if implementation of the Prior Plan would “disturb any human remains, including those interred outside of formal cemeteries.” With incorporation of this mitigation measure, impacts were considered less than significant.

Lastly, the Initial Study for the Prior Plan EIR indicated that, based on a cultural resource evaluation conducted in November 1999 by Archaeological Resource Management, it was determined that the buildings (built in 1950s to the 1980s) proposed to be demolished have no architectural or historical significance and do not appear to be eligible for inclusion in the California Register of Historic Resources. The study consisted of an archival record search and a surface reconnaissance of the Campus. It was determined that there would be no impacts from implementation of the Prior Plan that would cause a substantial adverse change in the significance of a historic resource as defined in §15064.5 of the CEQA Guidelines.

Cultural Resources were not required to be analyzed in the Prior Plan EIR and this element was designated in Section 10.0 – “Effects Found Not to be Significant.”

Based on the information above, and because there were no changes that would affect Cultural Resources, Cultural Resources were not analyzed in the DSEIR for the Update. Both the no project alternative and the implementation of the Update would have a less than significant impact to Cultural Resources.

As a result, both the no project alternative and the implementation of the Update would have the same environmental affect on Cultural Resources.

Geology/Soils: According to the Initial Study prepared for the Prior Plan EIR, the Prior Plan buildout could result in or expose people to potentially significant impacts related to seismic-related ground failure, including liquefaction; substantial soil erosion or the loss of topsoil; location on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse; or location on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property. The Initial Study stated that the City of San Jose Geotechnical Report indicates that the Campus is subject to a moderately high potential for liquefaction; however, that Report also rated the resultant ground failure potential as moderately low to low. The Initial Study indicated that some earth movement would be required for construction on Campus, resulting in potential soil erosion. Weak soil layers and lenses occur at random locations and depths beneath the Campus, and the Campus has been subjected to subsidence in the past. Lastly, soils the potential for expansive soils were identified. It was determined that these issues needed to be analyzed in the Prior Plan EIR.

The Initial Study for the Prior Plan EIR determined there a less than significant impact from implementation of the Prior plan due to strong seismic ground shaking. There is always the potential for a seismic event and with an increase in the number if students and faculty on-Campus, risk exposure is increased. However, the Initial Study indicated that the State of California would require all construction on the Campus to comply with the latest version of the Uniform Building Code (UBC), and specifically with the requirements for public school facilities (which are more stringent than those for general structures). Impacts would be reduced to a less than significant level. In addition, the Prior Plan called for the removal of older Campus buildings and replacement with new ones that could increase seismic safety on the Campus. Based on this information, this issue area was not evaluated in the Prior Plan EIR.

The following issue areas were determined to have no impact in the Initial Study for the Prior Plan EIR: rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; landslides; and soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water. There are no active faults within the Campus. The Campus topography is flat and not subject to landslides. Lastly, the Prior Plan did not include the use of alternative wastewater systems. Based on this information, these issue areas were not evaluated in the Prior Plan EIR.

Geological, Seismicity and Soils was analyzed in Section 5.2 of the Prior Plan EIR. According to the Prior Plan EIR, the Prior Plan site is situated in the Santa Clara Valley above alluvial fan deposits. The site is fully developed. The site would be subject to severe seismic shaking in case of a major earthquake in the region. Compliance with the California Building Code and

State requirements would reduce this impact to a less than significant level. Although the site is flat and grading would be minimal, impacts relating to soil erosion would be significant unless mitigation measures identified in the Prior Plan EIR are followed. There could be potentially weak soils under the Campus and the soils may undergo settlement under high loads. With implementation of recommendations in project-specific geotechnical reports, this impact would be less than significant. Given that the Prior Plan would result in the replacement of older, existing buildings with new structures and utilities built to current Building Code and State requirements, there would not be a significant impact with respect to expansive soils.

Subsection I of Section 5.2 of the Prior Plan EIR (Level of Significance After Mitigation) concluded that all geological impacts would be reduced to a less than significant level with the implementation of the mitigation measures identified in the Prior Plan EIR and compliance with the requirements of the California Building Code.

Geological, Seismicity and Soils impacts did result in "Unavoidable Significant Impacts" (Section 6.0) and did not generate "Significant Irreversible Environmental Changes" (Section 8.0). The rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; landslides; and soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water; and strong seismic ground shaking were all considered an "Effect Found not to be Significant" (Section 10.0).

Based on the information above, and because there were no changes that would affect Geology/Soils Resources, Geology/Soils Resources were not analyzed in the DSEIR for the Update. Both the no project alternative and the implementation of the Update would have a less than significant impact to Geology/Soils Resources. Both the no project alternative and the implementation of the Update would have the same environmental affect.

Hazards: According to the Initial Study prepared for the Prior Plan EIR, the Prior Plan buildout could result in potentially significant impacts that could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Prior Plan would not involve any changes to the existing arterial street network, including emergency routes. Proposed changes with the Prior Plan could improve emergency access by providing more roadway access to the Campus interior and two entrances connected to the internal roadway. Increased traffic from the increase in enrollment and employment could result in an increase in congestion on area streets, including streets used for emergency routes. Therefore, this issue area was analyzed in the Prior Plan EIR.

The Initial Study stated that the Prior Plan would result in a less than significant impact to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The proposed Science and Math Educational Complex, Corporate Yard, Professional Education Center, Reprographics Facility, and Photo Laboratories would involve activities that use hazardous materials and result in the generation of small amounts of hazardous waste. The High Technology Center would be used for business and computer information systems, data processing, applied science, and general classrooms; some of these activities could also result in the generation of small amounts of hazardous waste. The College would follow all City, County, State and Federal

requirements to prevent employees or student exposure and ensure safe use, storage and disposal of any hazardous materials or wastes. The Prior Plan was determined to not result in any significant hazards to the public or the environment through routine transport, use or disposal of hazardous materials, or through upset and accident conditions. Lastly, buildings to be demolished as part of the Prior Plan could contain asbestos. If asbestos was to be found, the District would implement standards (required) safety procedures to prevent any exposure. For these reasons, any impacts were considered less than significant without any other mitigation required.

No impacts were anticipated from the Prior Plan that would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; be located on a site which is included on a list of hazardous materials sites complied pursuant to Government Code Sect 65962.5 and, as a result, would it create a significant hazard to the public or the environment; result in a safety hazard for people residing or working in the project area (for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport); result in a safety hazard for people residing or working in the project area (for a project within the vicinity of a private airstrip); or expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. The College has been designated by the California State Water Resources Control Board as having leaking underground storage tanks. They were removed around 1994. The Campus is not located within two miles of a public airport and there are no private airstrips within two miles of the Campus. The site is located in an urbanized area and will not involve the placement of structures in areas containing flammable brush.

Hazards, as they pertain to emergency access were not analyzed in one specific Section of the Prior Plan EIR. “Result in inadequate emergency access” is a significance criterion according to Subsection E (Significance Criteria and Project Impacts) of the Transportation and Circulation (Section 5.1) of the Prior Plan EIR. Based on a review of Section 5.1 this was not a significant impact. Transportation and Circulation mitigation measures were provided to improve circulation to, from, around and within the Campus.

Hazard impacts did not result in an “Unavoidable Significant Impact.” Hazards were discussed in “Significant Irreversible Environmental Changes” (Section 8.0). According to this Section, the College does not use or transport large amounts of hazardous materials. The College would follow all applicable requirements to ensure safe use, storage and disposal of any hazardous materials or wastes on Campus; therefore there would not be any significant hazards. In addition, the District would implement standard (required) safety procedures to prevent worker exposure to asbestos, should asbestos be found during building demolition.

The following issue areas were determined to have no impacts from the Prior Project and were included in “Effect Found Not to be Significant” (Section 10.0) of the Prior Plan EIR: create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; emit hazardous emissions or handle hazardous or

acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Sect 65962.5 and, as a result, would create a significant hazard to the public or the environment; for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project would result in a safety hazard for people residing or working in the project area; for a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area; impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

The Initial Study concluded that implementation of the Update would have a less than significant impact that would create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; or impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. These issues were determined to be less than significant under the Prior Plan and there have been no changes or no new issues relative to Hazards since the certification of the Prior EIR that would alter these conclusions. The Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan, and in an overall decrease in OGSF and ASF. One particular hazard issue, hazards created by potential errant baseballs exiting the baseball field (not related to hazardous substances contained in this Section of the Initial Study), was addressed in Chapter 5.4 (Land Use and Planning) of this DSEIR. The Hazard issue areas listed above was not be analyzed in the DSEIR.

Two additional mitigation measures were added under the Update. One was recommended by the Department of Toxic Substances Control based on potential environmental concerns from demolition of the older structures on-site. They recommend these concerns be investigated and mitigated in accordance with the DTSC's "*Interim Guidance, Evaluation of School Sites and Potential Soil Contamination as a Result of Lead from Lead-Based Paint, Organochloride Pesticides from Termiticides, and Polychlorinated Biphenyls from Electrical Transformers, dated June 9, 2006."* Another mitigation measure was added under Chapter 5.3 (Air Quality) as it pertains to toxic airborne contaminants. These two mitigation measures further implement the demolition of older structures.

Lastly, comments were made on the NOP regarding the adequacy of emergency service response in the vicinity of the Campus. Follow-up conversations were made with the San Jose/Evergreen Campus Police Department (College PD), the San Jose Police Department (SJPD), the San Jose Fire Department (SJFD) and the American Medical Response (AMR-ambulance service). The following is a synopsis of the conversations:

- Ray Aguirre, Chief of Police for the San Jose/Evergreen Valley Community College Police Department (College PD). The College PD has primary jurisdiction over both San Jose City College and Evergreen Valley College (located 14 miles away). The College PD has four (4) permanent officers to police both Colleges. They work two (2) shifts each and work Monday through Saturday. The San Jose Police Department (SJPD) takes all calls (after

hours). The College has four (4) reserve officers for coverage of sick/vacationing officers. He indicated that reportable crimes in the area are pretty standard and not above or beyond what is normal. The College PD has become more pro-active and engaged in the community and they try to be seen on and off campus and in the neighborhoods. He indicated that he has seen no upsurge of crime but he could definitely use 6-7 more officers ideally to work graveyard and not depend on SJPD and for better man power in general. As for large events, they contract with SJPD for the number of officers they need per event. Six years ago they had an incident where things were not organized well and there was a problem. Since then they have formed an events committee and they organize and staff officers as needed, handle custodial services and IT and the organizers of the events pay for security and the College reserves the right to turn down any event that they feel would not be good for the college or the community. As far as auto theft and burglary in general, he says it is about normal and compared to De Anza College in Cupertino, which is in a nicer area even, the San Jose City College has a lower rate for these problems. Trespassing is an issue as the campus is open and anyone can walk onto campus or the surrounding neighborhood and vagrancy can be an issue as well. Again,

- Brad Cloutier, Bureau of Fire Prevention. Station 4 on Leigh Avenue provides both truck and engine service. The engines are the first to respond to any emergency; then any subsequent emergencies are dispatched by the truck company. He indicated that the only way response times would be hindered near the Campus or on-site is if there are emergencies in progress that the trucks and engines responded to already then station 10 (next closest) or other stations would have to cover. While Moorpark is sometimes congested – Leigh is usually open and easily accessible. American Medical Response handles ambulance service in the area.

- Geoff Kady, Fire Department Bureau of Support Services. He indicated that Station 4 achieves the eight minute response time at 98.3% of the time. Their goal is an eight (8) minute 8 response time 80% of the time. He also indicated that Station 10 is operating with an 82.1% efficiency.

- Chris Moore, Deputy Chief (San Jose Police Department). He indicated that the City is safe overall and that particular neighborhood is doing well because the neighbors are so involved.

- Marcie Morrow, American Medical Response (AMR). AMR is meeting their contracted requirement for response times and other than normal rush hour traffic. It was indicated that there is no problem with congestion near the College; especially since the response times are being met.

The information obtained from the pertinent public services entities (above), indicated that any impacts from the Update would bee less than significant. No additional analysis was required in the DSEIR.

Based on the information above, and because there were no changes that would affect Hazard Resources, Hazard Resources were not analyzed in the DSEIR for the Update. Both the no project alternative and the implementation of the Update would have a less than significant

impact to Hazard Resources. Both the no project alternative and the implementation of the Update would have the same environmental affect.

Hydrology/Water Quality: According to the Initial Study prepared for the Prior Plan EIR, the Prior Plan buildout could create or contribute potentially significant impacts related to runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. The Initial Study stated that development of the Prior Plan could result in declining quality of stormwater runoff due to non-point source urban pollutants (from increased traffic on areas streets, for example) and increased soil erosion and downstream sedimentation during project-related local construction. Construction related impacts would be avoided through preparation of a Stormwater Pollution Prevention Plan (SWPPP), which is required under NPDES for development over five acres. The District would implement Best Management Practices (BMP's – included as a mitigation measure) to reduce non-point source pollution during project operations. It was determined that the impacts from this issue would be analyzed in the Public Services and Utilities Sections of the Prior Plan EIR.

The Initial Study for the Prior Plan EIR determined there would be a less than significant impact with mitigation required that would otherwise substantially degrade water quality. With the above referenced mitigation incorporated, impacts were determined to be reduced to a less than significant level. Based on this information, this issue area was not evaluated in the Prior Plan EIR.

The following issue areas were determined to have no impact in the Initial Study for the Prior Plan EIR: violate any water quality standards or waste discharge requirements; substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site; place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; place within a 100-year flood hazard area structures which would impede or redirect flood flows; expose people or structures to a significant risk or loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or inundation by seiche, tsunami or mudflow.

The uses anticipated within the Campus would not create effluent discharges from point sources, and thus would not violate any waste discharge requirements. The existing Campus is already developed and the uses proposed in the Prior Plan would be similar to existing uses; therefore, there would be no impacts related to groundwater discharge. Groundwater in the region is replenished by percolation of stream flows and rainfall from hill areas, not by recharge from the Campus area. The existing Campus is developed and drains into the City of San Jose storm drain system. There would be no change in the nature of the existing use. There are no streams or rivers on or near the Campus. There would be no substantial alteration of current

drainage patterns that would result in erosion or siltation. The Campus is not within a 100-year floodplain and does not propose the construction of any housing. The Campus is not within a dam inundation and would not expose people to seiche, tsunami or mudflow hazards. Based on this information, these issue areas were not evaluated in the Prior Plan EIR.

Hydrology and Water Quality impacts (through analysis in Public Utilities) did not result in "Unavoidable Significant Impacts" (Section 6.0) and did not generate "Significant Irreversible Environmental Changes" (Section 8.0). The following were all considered an "Effect Found Not to be Significant" (Section 10.0): violate any water quality standards or waste discharge requirements; substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site; place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; place within a 100-year flood hazard area structures which would impede or redirect flood flows; expose people or structures to a significant risk or loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or inundation by seiche, tsunami or mudflow.

According to the Initial Study, the Update could have a less than significant impact with mitigation incorporated that would violate any water quality standards or waste discharge requirements; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or otherwise substantially degrade water quality. Construction related impacts would be avoided through preparation of a Stormwater Pollution Prevention Plan (SWPPP), which is required under NPDES for development over five acres. A mitigation measure was incorporated to the construction phase of any project.

Since the certification of the Prior Plan EIR, new regulations have been enacted to protect water quality during the operational phases of a project. This is achieved through the development of a Water Quality Management Plan (WQMP). The WQMP contains best management practices (BMP's) and other measures necessary to protect water quality. These best management practices can include management activities, as well as mechanical and infiltrative treatment measures.

The implementation of these practices is expected to minimize or eliminate any impacts to water quality. The requirement for the preparation and implementation of the WQMP was contained in a mitigation measure for the Update. With the incorporation of the mitigation measure, impacts would be reduced to a less than significant level. These issue areas will not be analyzed further in the SEIR.

The Initial Study also concluded that the Update would have no impact which would

substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site; place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; place within a 100-year flood hazard area structures which would impede or redirect flood flows; expose people or structures to a significant risk or loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or inundation by seiche, tsunami or mudflow.

Lastly, the Initial Study concluded that the Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan. The Proposed Project will result in an overall decrease in OGSF and ASF. There were no impacts from the Prior Plan on these issue areas and the same conclusions apply to the Proposed Project. The existing Campus is already developed and the uses proposed in the Proposed Project would be similar to existing uses; therefore, there would be no impacts related to groundwater discharge. Groundwater in the region is replenished by percolation of stream flows and rainfall from hill areas, not by recharge from the Campus area. The existing Campus is developed and drains into the City of San Jose storm drain system. There would be no change in the nature of the existing use. There are no streams or rivers on or near the Campus. There would be no substantial alteration of current drainage patterns that would result in erosion or siltation. The Campus is not within a 100-year floodplain and does not propose the construction of any housing. The Campus is not within a dam inundation and would not expose people to seiche, tsunami or mudflow hazards. These issue areas were determined to not need any further analyzed in the DSEIR.
Both the no project alternative and the implementation of the Update would have a less than significant impact to Hydrology/Water Quality Resources. Both the no project alternative and the implementation of the Update would have the same environmental affect.

Land Use/Planning: According to the Initial Study prepared for the Prior Plan EIR, the changes proposed within the Prior Plan are a reorganization of the Campus buildings and circulation patterns within the existing Campus boundaries, with the exception of the new High Technology Center (preferred site), to be located on adjacent land. The Initial Study concluded there would not be a related impact. Since the time of the certification of the Prior Plan EIR, the High Technology Center has been constructed and the land parcel has been incorporated into the Campus. This issue was not analyzed in the Prior Plan EIR.

The Initial Study for the Prior Plan EIR indicated that the Prior Plan had a potentially significant impact and might conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. According to the Initial Study, the San Jose *2020 General Plan* does not

have jurisdictional authority over the Campus, as the College is part of the State Community College System. However, the Prior Plan EIR included a discussion of consistency with policies of the *General Plan* as they pertain to adjacent land uses. The Prior Plan EIR also considered applicable policies if the Santa Clara County *General Plan* relative to the homes north of the Campus. This analysis is contained in Chapter 4.0 (Environmental and Regulatory Setting) of the Prior Plan EIR.

The Initial Study for the Prior Plan EIR further indicated that the parcel proposed for the High Technology Center (preferred site) is zoned C-1, Commercial. According to the San Jose Staff, use of the site for classrooms may require rezoning of the parcel. This approval would be processed separately by the City as part of the private development of the High Technology Center. It should also be noted that the High Technology Center site has been rezoned from "C-1: Commercial" to "A (PD): Planned Development" and the Center has been constructed; therefore, this is no longer an issue.

The Initial Study prepared for the Prior Plan EIR also indicated that there are no adopted habitat conservation plans that apply to the Campus and that there would be no related impact. No habitat conservation plan has been adopted that would apply to the Campus to date. This issue was not analyzed in the Prior Plan EIR.

Land Use and Planning Resources were not required to be analyzed in the Prior Plan EIR and were included in Section 10.0 – "Effects Found Not to be Significant."

Land Use and Planning was analyzed in the DSEIR for the Update. According to this evaluation, implementation of the Update will exceed the thresholds set by the City of San Jose; however, it should be noted that the City does not have jurisdiction over the College. Conflicts with other applicable environmental plans or policies adopted by agencies with jurisdictions over the project are cumulative, as described in the other Chapters of the DSEIR. With the incorporation of mitigation measures, implementation of the Update will have a less than significant cumulative impact for Air Quality and Noise. Impacts from Aesthetics are considered cumulative and significant. Transportation/Traffic impacts are considered cumulative and significant if agreements cannot be reached with the City of San Jose pertaining to intersection improvements.

Conflicts with other applicable environmental plans or policies adopted by agencies with jurisdictions over the project may also result in unavoidable adverse impacts. With the incorporation of mitigation measures, implementation of the Update will not result in unavoidable adverse impacts for Air Quality and Noise. Impacts from Aesthetics are considered an unavoidable adverse impact. Transportation/Traffic impacts are considered an unavoidable adverse impact for the reasons discussed above.

Based on this information, the no project alternative would be the environmentally superior alternative as it relates to Land Use and Planning.

<u>Mineral Resources</u>: According to the Initial Study prepared for the Prior Plan EIR, the San Jose City College is already developed and thus was not available as a mineral resource. The San Jose *2020 General Plan* did not designate the Campus as a mineral resource. Therefore there would be no impacts on loss of availability of a known mineral that would be of value to the

region and the residents of the state or result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Because of this, Mineral Resources were not analyzed the Prior Plan EIR. This would not be an issue with the no project alternative or the Update. Both the no project alternative and the implementation of the Update would have the same environmental affect.

Noise: According to the Initial Study prepared for the Prior Plan EIR, the Prior Plan could have a potentially significant impact that would result in the exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; in a substantial permanent increase in ambient noise levels in the Proposed Project vicinity above levels existing without the Proposed Project; and a substantial temporary or periodic increase in ambient noise levels in the Proposed Project vicinity above levels existing without the Proposed Project. Vehicular noise was determined to be the dominant noise source in the vicinity of the Campus. Physical development on the site could result in construction noise impacts. The Initial Study stated that the Prior Plan would allow the College to accommodate a larger student population and could draw more community members to Campus events. Increased traffic on area roadways could result in higher noise levels at off-site noise sensitive locations. In addition, construction within the Campus could cause short-term noise impact in the Campus neighborhood. Implementation of the standard construction noise measures, including scheduling, use of proper equipment, shielding, notifying neighbors of upcoming construction, and use of a noise disturbance coordinator may reduce the impacts to a less than significant level. The Initial Study concluded that the Prior Plan EIR would evaluate those potential noise sources.

The Initial Study for the Prior Plan EIR indicated that implementation of the Prior Plan had no impacts that would result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. The types of uses anticipated as part of the Prior Plan include classrooms, student facilities, and other support facilities – uses which would not create excessive groundborne vibration or noise levels. Lastly, the Initial Study determined that based on their review of area maps, the Campus is not located within two miles of a public airport, a public use airport or a private airstrip that would expose people residing or working in the project area to excessive noise levels. These issues were not analyzed in the Prior Plan EIR.

Noise was analyzed in Section 5.4 of the Prior Plan EIR. According to the Prior Plan EIR, the existing noise environment in the Campus is variable, being relatively loud in the northern part of the Campus, near I-280 and Moorpark Avenue and relatively quiet in the southern part of the Campus, away from traffic noise. Buildout of the Prior Plan would generate short-term construction noise which could affect on-site and off-site uses. This was deemed a significant impact; however, with the implementation of mitigation measures, impacts related to short-term construction noise would be reduced to a less than significant level. On-site noise levels from project and cumulative traffic would not expose any new buildings or the athletic fields to noise levels above 70 dB(A); therefore, impacts related to on-site noise would be less than significant. Project-generated traffic would not result in any significant noise increases at any off-site receptors along any area roadways; therefore, impacts related to off-site noise would be less than significant. Increased activity on the Campus would result in noise of a similar type and magnitude to existing noise, and would not result in any significant impacts to on or off-site users. Cumulative impacts were determined to be less than significant. After mitigation, noise impacts were considered less than significant.

Noise was not considered an "Unavoidable Significant Impact" (Section 6.0), did not generate "Significant Irreversible Environmental Changes" (Section 8.0) and was considered an "Effect Found Not to be Significant" (Section 10.0).

Noise was analyzed in the DSEIR for the Update. According to this evaluation, Implementation of the Update will generate new noise emissions in an existing relatively high background noise environment. Based on the noise evaluation, the Update's contributions to cumulative noise impacts, particularly adjacent to roadways, will be less than significant. The project's contributions to background noise were also determined to be less than a cumulatively considerable contribution. Although construction noise is identified as being a less than significant impact, mitigation measures will be required as part of the implementation of the Update. Noise generation from Campus activities will generally have a less than significant impact on surrounding residential uses with the incorporation of mitigation measures. Implementation of the Update will generate project specific noise and contribute to cumulative noise within the vicinity of the Campus. This change will be an unavoidable adverse impact. However, based on the analysis and mitigation presented above, implementation of the Update will not cause a significant unavoidable adverse noise impact.

Both the no project alternative and the implementation of the Update would have a less than significant impact to Noise Resources. Both the no project alternative and the implementation of the Update would have the same environmental affect.

Population/Housing: According to the Initial Study prepared for the Prior Plan EIR, the Prior Plan would help the Campus accommodate an increase in the enrollment from 10,000 to 15,000 students at buildout. An increase in faculty at the College is also anticipated. To the extent that the increase in students and faculty attracts additional residents to the San Jose area, the growth caused by the increase in population could be considered induced by the project; therefore, that issue was addressed in the Prior Plan EIR.

The Initial Study indicated that implementation of the Prior Plan would not displace substantial numbers of existing housing units or people, necessitating the construction of replacement housing elsewhere. There is no housing on the Campus and no element of the Prior Plan contemplates expansion beyond the established Campus boundaries.

The Prior Plan EIR did not find any "Unavoidable Significant Impacts" (Section 6.0) to Population and Housing. The Prior Plan EIR also did not find any "Significant Irreversible Environmental Changes" (Section 8.0) to Population and Housing. Section 9.0 "Growth Inducement" of the EIR stated the following:

- The increase in students could lead to increased use of local businesses that serve the Campus (e.g., restaurants), and lead to indirect economic growth.
- The projected increase in full-time faculty and classified staff could help induce people to move to the area.
- The proposed project could also induce growth by introducing additional short-term employment opportunities during construction of the Facilities Master Plan projects.
- The proposed project could be considered growth-inducing based on this criterion.

According to the Prior Plan EIR – "Effects Found Not to be Significant" (Chapter 10, Section

B12 – Population and Housing, p. 10.0-10), the Prior Project would not displace substantial numbers of existing housing units or people, necessitating the construction of replacement housing elsewhere. There is no housing on the Campus and no element of the Prior Plan contemplates expansion beyond the established Campus boundaries. No significant impacts were determined and no mitigation measures were required for Population and Housing Resources.

The Initial Study concluded that, as was the case with the Prior Plan, implementation of the Update may induce substantial population growth in an area, either directly or indirectly; however, due to the overall decrease in overall proposed square footage with the Proposed Project of 105,425 OGSF/66,161 ASF from the Prior Plan, any impacts will be considered to be further lessened. Impacts would continue to be considered less than significant and no mitigation measures would be required. This issue area was determined to not need any further analysis in the DSEIR. In addition, the Initial Study indicated that implementation of the Update would not displace substantial numbers of existing housing units or people, necessitating the construction of replacement housing elsewhere. There is no housing on the Campus and no element of the Update contemplates expansion beyond the established Campus boundaries. As a result, no impacts were anticipated, no mitigation measures were required and this issue did not require any further analysis in the DSEIR.

Both the no project alternative and the implementation of the Update would have a less than significant impact to Population and Housing Resources. Due to the anticipated decrease in the number of students at buildout, implementation of the Update would have a slightly lesser environmental affect than the no project alternative.

Public Services: According to the Initial Study prepared for the Prior Plan EIR, the Prior Plan buildout could potentially have significant impacts upon or result in a need for new or altered governmental services in any of the following area which would result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection and other governmental services. Implementation of the Prior Plan would bring additional students, employees and visitors to the Campus. It was determined that this could result in an increased demand for fire protection services, police protection services and other governmental services. Based on those conclusions, the impacts from these issue areas would be analyzed in the Public Services of the Prior Plan EIR.

The following issue areas were determined to have no impact in the Initial Study for the Prior Plan EIR: an effect upon or result in a need for new or altered governmental services, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for schools and parks.

Implementation of the Prior Plan would not result in any direct increase in the residential population of the area; therefore, it was determined that there would be no impact on elementary, junior high or high schools. The Prior Plan would provide a beneficial impact on the community college capacity by allowing the Campus to accommodate additional students.
Public Services were analyzed in Section 5.5 of the Prior Plan EIR. According to the Prior Plan

EIR, the buildout of the Prior Plan would increase the demand for police services from the San Jose – Evergreen Community College Police Department, possibly requiring the need for additional staff and/or equipment. Impacts related to additional demand on police services was determined to be less than significant as were impacts related to response times. The increase in student population and building square footage was anticipated to potentially result in a demand for additional security and safety features, such as implementation of a lighting plan, signage plan and installation of security phones. These measures were determined to reduce the impact related to Campus safety to a less than significant level. The new access road and the new location for the Campus police were determined to be positive impacts.

The San Jose Fire Department Station #4 is located across from the Campus on Leigh Avenue. It is the primary responder to fires on the Campus. According to the Prior Plan EIR, it was estimated that the Prior Plan would result in an additional 20 to 40 calls from the Campus. This increase was not expected to result in the need for more staff or equipment. In addition, the Prior Plan would have to comply with state and Fire Department requirements regarding the installation of automatic sprinkler systems. For these reasons, it was concluded that impacts to fire services would be less than significant and that cumulative impacts from the implementation of the Prior Plan would also be less than significant.

Public Services were not considered an “Unavoidable Significant Impact” (Section 6.0); did not generate “Significant Irreversible Environmental Changes” (Section 8.0) and the need for new or altered governmental services in any of the following area which would result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for schools and parks was considered an “Effect Found Not to be Significant” (Section 10.0).

The Initial Study indicated that implementation of the Update would have no substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for schools, parks and other public facilities. The Proposed Project involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan. The Update will result in an overall decrease in OGSF and ASF. There were no impacts from the Prior Plan on these issue areas and the same conclusions apply to the Update. It was determine that issue areas will not be analyzed further in the DSEIR.

A detailed discussion of Police, Fire and Ambulance services is contained in the Hazards analysis above.

Both the no project alternative and the implementation of the Update would have a less than significant impact to Public Services Resources. Due to the anticipated decrease in the number of students at buildout, implementation of the Update would have a slightly lesser environmental affect than the no project alternative.

Recreation: According to the Initial Study prepared for the Prior Plan EIR, the Prior Plan would not result in any increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. It was concluded that there would not be a direct increase in the residential population in the area; therefore, there would be no increase in park usage by area residents. Implementation of the Prior Plan would bring additional students, employees and visitors to the Campus. The closest neighborhood parks are about one mile from the Campus and it was determined that it was unlikely that students would use these parks because of the facilities available for recreation on Campus (and because of the Campus' function as a community college). This issue was not analyzed in the Prior Plan EIR.

The Initial Study for the Prior Plan EIR indicated that implementation of the Prior Plan had a potentially significant impact and might include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. The Initial Study stated that the Prior Plan includes sports facilities that may be used for recreational purposes; and that the impacts of these facilities on the environment will be addressed in the Prior Plan EIR. There was no specific Section of the Prior Plan EIR that addressed Recreational Resources. The sports facilities were discussed in the Noise Section (5.4) of the Prior Plan EIR. Impacts from noise generated by these facilities were considered less than significant with the implementation of mitigation measures D.1.1. (landscaping) and D.1.3. ("user friendly" high-tech public address system). Noise was not considered an "Unavoidable Significant Impact" (Section 6.0), did not generate "Significant Irreversible Environmental Changes" (Section 8.0) and was considered an "Effect Found Not to be Significant" (Section 10.0).

The sports facilities were also discussed in the Visual Quality Section (5.7) of the Prior Plan EIR. Impacts from noise generated by these facilities were considered less than significant with the implementation of mitigation measures E.1.3. (landscape buffer) and E.1.6. (sports fields would be organized as a contiguous green band along the southern boundary). Visual Quality was not considered an "Unavoidable Significant Impact" (Section 6.0), did not generate "Significant Irreversible Environmental Changes" (Section 8.0) and was considered an "Effect Found Not to be Significant" (Section 10.0).

According to the analysis contained in the DSEIR, implementation of the Update will contribute to the change of the general area. The Baseball Field Complex poles, netting, batter's eye and wall present the most apparent change in the aesthetic setting in the area of the Campus. There is no other structure of this nature in the area in terms of type, scale and function. There will be an associated change in views, both to and from the Campus. Even with the proposed mitigation incorporated, the impacts cannot be reduced to a less than significant level with the poles and netting at a maximum height of 90' adjacent to Leigh Avenue and the apartments to the west. Implementation of the Update does contribute to the cumulative change that will be experienced at this location, and the aesthetic analysis indicates that the construction or expansion of recreational facilities will be significant and will have a cumulative impact on the environment. Based on the data and analysis presented in Chapter 5.2 (Aesthetics) of the DSIER, the Update cannot be implemented without causing an unavoidable adverse impact from the Baseball Field Complex poles, netting, batter's eye and wall.

The no project alternative would result in a change to the visual setting of consistent with the Prior Plan and Prior Plan EIR. It would be environmentally superior in terms of Recreation Resources than implementation of the Update.

Transportation/Traffic: According to the Initial Study prepared for the Prior Plan EIR, the Prior Plan buildout could result in a potentially significant impacts and cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (e.g., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections); and exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designate roads or highways. The Prior Plan would result in an increase in the number of trips to, from and within the Campus. Use of the Campus in the morning and evening could overlap with a.m. and p.m. peak commuting periods; there could also be localized peak traffic associated with the use of the Campus only. The proposed new parking structures and circulation changes could affect circulation patterns within the Campus and along adjacent roadways. It was concluded that the Prior Plan EIR would evaluate these potential impacts.

The Initial Study for the Prior Plan EIR also identified potentially significant impacts from the Prior Plan that could substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment); result in inadequate emergency access; result in inadequate parking capacity; and conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks). It was concluded that roadway safety issues be included in the Prior Plan EIR transportation and circulation analysis. Increased traffic from the increase in enrollment would increase the demand for parking. This issue was identified to be analyzed in the Prior Plan EIR. It was stated that the Prior Plan was not expected to conflict with adopted policies, plans or programs supporting alternative transportation; however, that issue was also analyzed in the Prior Plan EIR.

Lastly, the Initial Study for the Prior Plan EIR indicated that there would be no impact from implementation of the Prior Plan that would result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks. The Campus is more than 3 miles from the San Jose International Airport, and is about 6 miles from the Reid-Hillview Airport. The Campus is not located within the San Jose International Airport Land Use Plan boundaries. The Campus is not within the safety areas for any of the area airports. The Prior Plan was not expected to result in increased air traffic because the Campus is used by area residents.

Transportation and Circulation was analyzed in Section 5.1 of the Prior Plan EIR. According to the Prior Plan EIR, under existing and future conditions, all of the signalized intersections in the Campus operate at LOS D or better. Vehicles turning left at the intersection of South Bascom Avenue and Kingman Avenue have difficulty finding gaps in the South Bascom Avenue traffic; this condition would worsen with the increase in student enrollment envisioned by the Prior Plan (and with increased traffic on South Bascom Avenue from other growth in the area). This impact would not be significant because a signal would not be warranted at the intersection. However, there is the potential for two significant impacts relating to queuing and left-turning vehicles. Restricting the intersection to right turns only would address the impacts, if they occur. All freeway segments near the Campus currently operate at unacceptable levels of

service during the peak hours. In the near-term, the traffic associated with the Prior Plan would not exceed the significance threshold for impacts to freeway congestion. However, the increase in traffic from the Prior Plan buildout volumes would be equal to, or greater than, one percent of the capacity of 12 of the study freeway segments. Therefore, the Prior Plan made a significant contribution to cumulative impacts for those segments. Those significant impacts would not be mitigated because there were no planned improvements for I-280 or SR17 in the vicinity of the Campus. Conditions related to parking and pedestrian circulation would be improved with the implementation of the Prior Plan, which included provision of up to 2,990 parking spaces on Campus at buildout, a reorganized pedestrian circulation system, as well as other circulation improvements.

Subsection G of Section 5.4 of the Prior Plan EIR (Level of Significance After Mitigation) concluded that impacts related to left-turning vehicles at the intersection of Kingman Avenue and South Bascom Avenue would be reduced to a less than significant level with the implementation of left-turn restrictions. Impacts from the Prior Plan buildout to freeway segments in the area would be unavoidably significant, due to the lack of funding mechanisms or planned or programmed mitigation measures for the freeways (reiterated in Section 6.0 – Unavoidable Significant Impact of the Prior Plan EIR. Safety impacts related to the crosswalk on Laswell Avenue would be mitigated with the relocation of the crosswalk.

Transportation and Circulation did not generate "Significant Irreversible Environmental Changes" (Section 8.0). Only the Prior Project's no impact to change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks was considered an "Effect Found Not to be Significant" (Section 10.0).

According to the analysis in the DSEIR, all study intersections affected by the implementation of the Update operate acceptably under City of San Jose, VTA, and Caltrans standards except the South Bascom Avenue/San Carlos Street, South Bascom Avenue/Moorpark Avenue, South Bascom Avenue/Kingman Avenue, and South Bascom Avenue/Fruitdale Avenue intersections. Implementation of the Update will contribute an incremental contribution to the operation of these intersections. These intersections are controlled and operated by the City of San Jose. While the mitigation would reduce the impact to a less than significant level, San Jose City College has no authority to ensure that the proposed mitigation can be in place to mitigate the project's impacts. If an agreement is reached between the college and the City for mitigation, then this impact could be considered mitigated and less than significant. Until the time that an agreement is in place the impact at the South Bascom Avenue/Kingman Avenue intersection would be considered cumulative and significant.

Both the Prior Plan and the Update resulted in significant impacts tor Transportation/Traffic Resources; however, the no project alternative would be environmentally superior in terms of Transportation/Traffic Resources than implementation of the Update.

Utilities and Service Systems: According to the Initial Study prepared for the Prior Plan EIR, the Prior Plan buildout would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB). It was stated that the Campus was already developed and generated wastewater and that the Prior Plan would result in similar types of uses as those on the campus currently. No uses were proposed (i.e., industrial uses) that might generate wastewater that exceeds the RWQMB treatment requirements. Therefore, this

issue area was not analyzed in the Prior Plan EIR.

The Initial Study stated that the Prior Plan would result in potentially significant impacts that could require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed; result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's anticipated demand in addition to the provider's existing commitments; or be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. Implementation would result in an increase in wastewater generation and demand for potable water. The Prior Plan drainage system would connect to the City of San Jose drainage system. Impervious surfaces were not expected to increase substantially; therefore, it was determined that there would not be a substantial increase in storm drainage from the project. Solid waste generation was anticipated to increase with the increased student enrollment. All of these issue areas were analyzed in the Prior Plan EIR.

Lastly, the Initial Study for the Prior Plan EIR indicated that the types of uses proposed under the Prior Plan raised no specific issues related to compliance with solid waste laws and regulation. There would be no related impact and this issue would not be addressed in the Prior Plan EIR.

Public Utilities were analyzed in Section 5.6 of the Prior Plan EIR. According to the Prior Plan EIR, buildout of the Prior Plan would result in an increased demand for potable water. It was estimated that the 15,000 students accommodated by buildout of the Prior Plan and the increase in landscaped area would result in an increase in water use to about 314,000 gallons per day. The College obtains water from the San Jose Water Company (SJWC). SJWC indicated that it did not expect any shortage in the near future. The College would employ water conservation measures in the new buildings and landscaped areas. The impacts were considered less than significant. It was also stated that construction of the new buildings would require installation of new water distribution lines within the Campus boundaries. Water pipe capacity would be evaluated and upgraded, if necessary, at the beginning of each individual project. It was concluded that the upgrades would address any potential impacts related to fire flow requirements and water line condition.

The Prior Plan EIR indicated that buildout of the Prior Plan would generate 0.09 million gallons of wastewater per day. It was stated that the San Jose/Santa Clara Water Pollution Control Plant (WPCP) and the City of San Jose's collection pipes had sufficient capacity to accommodate that increase of wastewater; therefore, the impact to wastewater collection and treatment was considered less than significant.

Subsections B7 and C7 of Section 5.6 of the Prior Plan EIR (Significance after Mitigation) concluded the following as it related to water supply and wastewater capacity, respectively: the Water Company does not expect any supply problems and the impact would be less than significant after mitigation; and all impacts to wastewater services would be less than significant.

Public Utilities did not generate "Significant Irreversible Environmental Changes" (Section 8.0). Impacts related to storm water drainage and solid wastes were considered an "Effect Found Not to be Significant" (Section 10.0).

The Initial Study concluded that implementation of the Update would have a less than significant impact, with mitigation incorporated, so that it would have sufficient water supplies available to serve the project from existing entitlements and resources. No new or expanded entitlements are needed. These impacts were determined to be less than significant impacts (with mitigation incorporated) from implementation of the Prior Plan. With the incorporation of the mitigation measures, impacts would be reduced to a less than significant level. It was determined that no additional analysis would be required in the SEIR.

Lastly, the Initial Study indicated that implementation of the Update would have a less than significant impact that would exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's anticipated demand in addition to the provider's existing commitments; be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; or comply with federal, state, and local statutes and regulations related to solid waste. Impacts from the implementation of the Prior Plan were considered less than significant or no impact on these issue areas. The Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan. The Update will result in an overall decrease in OGSF and ASF. Consistent with the Prior Plan, this determination can be made because the Campus is fully developed and the proposed facilities would be similar in function to existing facilities. All of these issue areas will have an incremental impact; however, since they are less than the Prior Plan, they were considered less than significant. It was determined that these issue areas would no be further analyzed in the DSEIR.

Both the no project alternative and the implementation of the Update would have a less than significant impact to Utilities and Services Systems Resources. Due to the anticipated decrease in the number of students at buildout, implementation of the Update would have a slightly lesser environmental affect than the no project alternative.

6.3 NOT CLOSING THE SOUTHERN CAMPUS ENTRY

This alternative consists of leaving the southerly Campus access open for vehicular traffic instead of closing it as proposed in the implementation of the Update. Closure of this Campus access results in adding additional traffic to the other Campus entries. With this scenario, the bulk of the additional traffic will be placed at the intersection of South Bascom and Kingman Avenues. Under this alternative, the analysis, impacts, mitigation, significance, etc., contained in the Initial Study and DSEIR would be identical for the following issue areas: Aesthetics, Land Use/Planning, Recreation, Agricultural Resources, Biological Resources, Cultural Resources, Geology/Soils, Hazards, Hydrology/Water Quality, Mineral Resources, Population/Housing, Public Services, Utilities and Service Systems. Therefore, no additional analysis will be

provided below.

Under this alternative, there is the potential for changes to the following issue areas: Air Quality, Noise and Transportation/Traffic. A summary comparative discussion of this alternative in terms of the specific issues evaluated in this DSEIR follows.

Air Quality

Based on the information contained in 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, implementation of the Update will not result air quality impacts that will exceed the thresholds of significance established for individual projects. Combined with other projects in the local area, future emissions, when measured against the established thresholds, will be not be cumulatively significant and will result in less than significant adverse impacts to air quality.

Mitigation measures for air quality impacts have been included for construction, construction airborne toxins, and Greenhouse Gas Emissions. No mitigation is required for operational impacts. With the incorporation of these mitigation measures, impacts remain less than significant and are not considered cumulatively significant. In addition, there will not be any unavoidable adverse impacts from implementation of the Update.

With the southerly access to the Campus remaining open, it is anticipated that the congestion at the intersection of South Bascom and Kingman Avenues will be reduced. With this reduction comes a reduction in emissions from automobiles. This alternative would be slightly environmentally superior in terms of Air Quality Resources over the Update.

Noise

Noise was analyzed in the DSEIR for the Update. According to this evaluation, Implementation of the Update will generate new noise emissions in an existing relatively high background noise environment. Based on the noise evaluation, the Update's contributions to cumulative noise impacts, particularly adjacent to roadways, will be less than significant. The project's contributions to background noise were also determined to be less than a cumulatively considerable contribution. Although construction noise is identified as being a less than significant impact, mitigation measures will be required as part of the implementation of the Update. Noise generation from Campus activities will generally have a less than significant impact on surrounding residential uses with the incorporation of mitigation measures. Implementation of the Update will generate project specific noise and contribute to cumulative noise within the vicinity of the Campus. This change will be an unavoidable adverse impact. However, based on the analysis and mitigation presented above, implementation of the Update will not cause a significant unavoidable adverse noise impact.

An impetus for the proposed closure of the southerly Campus access has come from the residents along Sherman Oaks Drive, Rexford Way and Kingman Avenue (the portion adjacent to the southerly Campus access). The District has received on-going comments, as well as comments at the public scoping meeting regarding noise intrusion into the neighborhood. The primary noise source was determined to be from service vehicles accessing the Campus. This

access is unrestricted and can occur at any hour of the day. Based on the noise thresholds utilized for the DSEIR, it does not appear that the noise generated by these service vehicles is significant; however, it is perceived as a nuisance to the residents. With Campus control over timing or access for these service vehicles, this noise source can be reduced and even eliminated. Mitigation can be incorporated by limiting the time of day/week that the service vehicles can utilize the southerly Campus entry. In addition, the District can require that service vehicles utilize other Campus access points.

Implementation of the Update eliminates all vehicles (including service vehicles) from the southerly Campus entry. This eliminates any potential noise impacts. These noise impacts are not considered significant, but rather, more of a nuisance. With the incorporation of mitigation measures, the District can reduce and even eliminate the noise impacts in the neighborhood adjacent to the southerly Campus access. Based on this analysis, both the Update and this alternative potentially have the same environmental impact.

Transportation/Traffic

According to the analysis in the DSEIR, all study intersections affected by the implementation of the Update operate acceptably under City of San Jose, VTA, and Caltrans standards except the South Bascom Avenue/San Carlos Street, South Bascom Avenue/Moorpark Avenue, South Bascom Avenue/Kingman Avenue, and South Bascom Avenue/Fruitdale Avenue intersections. Implementation of the Update will contribute an incremental contribution to the operation of these intersections. These intersections are controlled and operated by the City of San Jose. While the mitigation would reduce the impact to a less than significant level, San Jose City College has no authority to ensure that the proposed mitigation can be in place to mitigate the project's impacts. If an agreement is reached between the college and the City for mitigation, then this impact could be considered mitigated and less than significant. Until the time that an agreement is in place the impact at the South Bascom Avenue/Kingman Avenue intersection would be considered cumulative and significant.

As stated in the preamble to the analysis of this alternative, closure of the southerly Campus access is resulting in adding additional traffic to the other Campus entries. With this scenario, the bulk of the additional traffic will be placed at the intersection of South Bascom and Kingman Avenues. If the southerly Campus entry remained open, the impacts to the South Bascom/Kingman intersection would be lessened to the point that impacts would be considered less than significant (as was the case with the Prior Plan). As a result, this alternative is environmentally superior in terms of Transportation/Traffic Resources than the implementation of the Update.

6.4 PROJECT ENTRY AT LELAND AVENUE INTERSECTION IMPROVEMENTS

This alternative consists of allowing additional turning movements at the intersection of Moorpark and Leland Avenues. Currently, this entry is only allows right-in and right-out turning movements. An analysis was conducted by Fehr & Peers, as part of the TIA (reference the Technical Appendices to this DSEIR in the enclosed CD) for an alternative configuration to provide a full access intersection which would allow northbound and southbound through movements.

Under this alternative, the analysis, impacts, mitigation, significance, etc., contained in the Initial Study and DSEIR would be identical for the following issue areas: Aesthetics, Air Quality, Land Use/Planning, Recreation, Agricultural Resources, Biological Resources, Cultural Resources, Geology/Soils, Hazards, Hydrology/Water Quality, Mineral Resources, Noise, Population/Housing, Public Services, Utilities and Service Systems. Therefore, no additional analysis will be provided below.

Under this alternative, there is the potential for changes to the following issue areas: and Transportation/Traffic. A summary comparative discussion of this alternative in terms of the specific issues evaluated in this DSEIR follows.

Transportation/Traffic

The following is an analysis of the intersections and roadways that would be affected by the reconfiguration of the Moorpark Avenue/Leland Avenue intersection.

Daily roadway segment counts were performed at select locations near the Campus before and after school was in session in August and September 2007, respectively. These counts were performed for a 72-hour period on a Tuesday through Thursday. The average of the three days was calculated based on these counts and used to represent the daily volume in both directions for each segment.

The volumes on Leland Avenue reflect a moderate increase in traffic volumes between the two time periods which is likely due to school being in session. Based on historical counts throughout the greater San Jose area, traffic volumes on arterials and freeways are generally higher while schools are in session. This usually occurs even on roadways where there are no schools present or nearby. The increases on Leland Avenue of 6% and 11% are also approximately within the range of a typical day-to-day fluctuation in traffic volume. However, it is possible that College generates approximately 200 vehicles per day on Leland Avenue north of Parkmoor Avenue. In comparison it is likely that the College generates all of the increases on Mansfield Drive and Sherman Oaks Drive. Because these two roadways are primarily used for local residential traffic it is assumed that the large increase would be attributed to the College.

Access patterns to Campus are projected to change minimally with the full access intersection. For example, vehicles destined to the parking garage from northbound I-280 would most likely follow the same travel pattern and continue to turn left at Leigh Avenue. However, a few other patterns may change on Leigh and Leland Avenues. For example, vehicles exiting the parking garage and heading for northbound Interstate 280 will no longer turn right out of the Campus driveway at Leland Avenue, then make a left at Leigh Avenue, and then make another left at Parkmoor Avenue. Instead, they would continue through the Moorpark Avenue/Leland Avenue intersection and make a left at Parkmoor Avenue to access the northbound I-280 on-ramp.

The levels of service at the study intersections were also calculated to determine the effect that an alternate access at Moorpark Avenue and Leland Avenue would have on the roadway system. The results of the level of service analysis indicate that the study intersections would operate at the same levels of service as Project Conditions with slight changes to the delays compared to the existing configuration. Therefore, it is expected that this alternate access

option would not create any new significant impact at the study intersections. It should also be noted that the Mansfield Drive and Sherman Oaks Drive roadways are expected to have substantially less traffic during times when school is in session with the closure of the southern access point.

The buildout of the Campus is expected to generate additional trips on Leland Avenue. Based on the trip generation and distribution, the Update is estimated to add approximately 20 daily trips to Leland Avenue north on Parkmoor Avenue with the existing access option. It is likely that additional vehicles (more than the 20 daily trips estimated) would use Leland Avenue to access the Campus if this alternate configuration is adopted. Although this is not the primary route for most vehicles, creating this type of intersection would likely increase the volume on Leland Avenue by providing a more convenient access option. Additional studies may be needed after the opening of this access point to monitor the potential impact to this roadway.
With this alternative additional flexibility in terms of turning movements would be allowed at this Campus entry. Additional trips would be added from the implementation of the Update and even more trips would be generated with the implementation of the Update and the re-configuration of this intersection. According to the TIA, this intersection operates within the established thresholds of the City of San Jose and the VTA. Based on this analysis, both the Update and this alternative potentially have the same environmental impact to Transportation/Traffic Resources.

6.5 ALTERNATIVE LOCATION

The Project could theoretically be developed at alternative locations within the vicinity of the San Jose City College. However, the California Supreme Court determined that examination of infeasible alternatives need not be given exhaustive evaluation. Specifically the court case Citizens of Goleta Valley v. Board of Supervisors, 1988 the court stated:

[A] Project alternative which cannot be feasibly accomplished need not be exhaustively considered. A feasible alternative is one which can be accomplished in a successful manner within a reasonable period of time, taking into account economic, legal, social and technological factors [Citations.] Surely whether a property is owned or can reasonably be acquired by the project proponent has strong bearing on the likelihood of a project's ultimate costs and the chances for an expeditious and successful accomplishment.

The State CEQA Guidelines, Section 15126.6(f)(1) state: *Feasibility. Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of alternatives.*

The Project is designed to provide a Community College level educational facility to serve the residents of the City of San Jose and the surrounding communities. The Campus is located in San Jose, which is primarily an urbanized area, with limited properties with adequate acreage to facilitate the development of a Campus. Therefore, it is feasible to meet the objectives of the Update at another location and an alterative location will be analyzed. The Evergreen Valley

College (EVC) is within the same Community College District as San Jose Community College (SJCC). In addition, the EVC Campus was used in some of the alternatives analysis for the Prior Plan EIR. For those reasons, the EVC Campus will be utilized as the alternative location alternative. For the purpose of this alternative location alternative analysis it is assumed that the new Update components, including the Baseball Field Complex would be constructed at the EVC Campus.

The information contained in the Initial Study and the other Chapters of this DSEIR, as well some of the baseline discussion in the alternative analysis contained in the Prior Plan EIR will serve as the basis for the evaluation that follows.

Aesthetics: Under the proposed Update, installation of the Baseball Field Complex components will result in a significant impact that cannot be fully mitigated. All other impacts to Aesthetic Resources as a result of implementation of the Update are considered less than significant, with mitigation incorporated.

Although there are views of across the EVC Campus to the San Felipe Hills, views from within the Campus that are of high quality, development on the EVC Campus would not interfere with these visual resources because the Campus is already developed, and because additional development would be similar in type and scale to what is already present. However, construction on the Campus could affect the existing visual character of the site or result in light or glare.

The Baseball Field complex could be installed at the EVC Campus with little aesthetic impact. The alternative project alternative would have a less than significant impact to Aesthetic Resources. As a result, the alternative location alternative would have a superior environmental affect on Aesthetic Resources than the Update.

Agricultural Resources: The SJCC Campus is completely developed and is surrounded by urban uses. Therefore there would be no impacts that would convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland mapping and Monitoring Program of the California Resources Agency, to non agricultural use; conflict with existing zoning for agricultural use, or a Williamson Act contact; or involve other changes in the existing environmental which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use.

According to the Prior Plan EIR, impacts to Agricultural Resources at the EVC Campus would be less than significant.

The alternative project alternative would have a less than significant impact to Agricultural Resources. Implementation of the Update would have no impact upon Agricultural Resources. As a result, both the alternative location alternative and the implementation of the Update would in essence have the same environmental affect on Agricultural Resources.

Air Quality: Based on the information contained in 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, implementation of the Update will not result air quality impacts that will exceed the thresholds of significance established for individual projects.

Combined with other projects in the local area, future emissions, when measured against the established thresholds, will be not be cumulatively significant and will result in less than significant adverse impacts to air quality.

Mitigation measures for air quality impacts have been included for construction, construction airborne toxins, and Greenhouse Gas Emissions. No mitigation is required for operational impacts. With the incorporation of these mitigation measures, impacts remain less than significant and are not considered cumulatively significant. In addition, there will not be any unavoidable adverse impacts from implementation of the Update.

According to the Prior Plan EIR, similar to the SJCC Campus, construction at the EVC Campus would involve the implementation of all feasible dust control measures to minimize impacts related to construction dust. The Prior Plan would not result in significant impacts to air quality other than the cumulative contribution to regional air pollutant emissions, due to the increase in auto traffic. Development at the EVC would result in similar impacts to regional air quality because development at EVC would result in fewer trips to and from the SJCC Campus, but could result in more trips in eastern San Jose (plus, some students may need to drive further to get to the EVC Campus, resulting in more vehicle miles traveled). There was no discussion of GHG's at the time of the Prior Plan EIR and the Alternative Analysis contained therein.

The alternative project alternative would result in additional on site development at the EVC Campus. Impacts from construction impact could be reduced to a less than significant level with the incorporation of dust control measures and other mitigation measures. Additional vehicle miles traveled to the EVC Campus would result in additional emissions. Air Quality impacts from the implementation of the Update were determined to be less than significant. As a result, implementation of the Update would have a potentially lesser environmental affect on Air Quality Cultural Resources than at the EVC Campus due to less vehicle miles required to travel to the SJCC Campus.

Biological Resources: The SJCC Campus is completely developed and is within an urban area. There is limited habitat value on the Campus. The existing trees and lawns may provide habitat to birds and mammals that occur in urban areas, such as pigeons and starlings. The Campus has no natural areas, and the existing landscaping does not provide suitable habitat for special status species. Therefore, the Prior Plan would not have any impacts on such species. However, removal or relocation of existing trees could affect birds nesting in the trees. A mitigation measure was added to reduce any impacts to a less than significant level. In addition, the Campus is not identified in any adopted plan as having natural communities; therefore, the Prior Plan would not have any impacts on sensitive communities. There are no wetlands on Campus; therefore, there would be no impacts to these resources. Also, the Campus does not provide any wildlife movement corridors or nursery sites, as it is located in an urban area surrounded by development and major transportation corridors. There are no adopted habitat conservation plans that apply to the Campus.

Development on the EVC Campus could result in impacts to special status species because a portion of the Campus is undeveloped grassland that may provide biological resource values. Potential impacts to these values are unknown at this time, but it can be assumed that any development in these areas would require mitigation to reduce impacts to a less than significant level.

The alternative project alternative may require mitigation measures for project impacts to Biological Resources. Implementation of the Update would have a less than significant impact to Biological Resources. As a result, implementation of the Update would have a potentially lesser environmental affect on Biological Resources than at the EVC Campus.

Cultural Resources: The SJCC Campus is completely developed, and almost all facilities would be constructed within the Campus boundaries. (The High Technology Center proposed in the Prior Plan has been completed. The land for the Center, adjacent and contiguous to the Campus, was acquired by the District. The land parcel and the Center have been fully integrated into the Campus.) The San Jose *2020 General Plan* does not mention paleontological resources as an area of concern at the City. The Geotechnical Report indicates that the Campus is underlain by alluvium, and does not indicate any bedrock unit(s) underlying the Campus. Therefore, it appears that there would not be any impacts to unique paleontological resources, but the evidence is not conclusive.

A cultural resource evaluation conducted in November 1999 by Archaeological Resource Management for the Initial Study found that there were no recorded archaeological sites located on Campus or within a half-mile radius of the Campus. This would indicate that the probability of finding any archaeological resources is very low. The Initial Study further indicated that, the Santa Clara Valley is known for having buried archaeological resources. A mitigation measure was added to require archaeological monitoring during earthmoving activities; thereby, reducing any impacts to a less than significant level. This mitigation measure was also applied to item 5 (d) of the Initial Study Checklist which asked if implementation of the Prior Plan would “disturb any human remains, including those interred outside of formal cemeteries.” With incorporation of this mitigation measure, impacts were considered less than significant.

Lastly, the Initial Study for the Prior Plan EIR indicated that, based on a cultural resource evaluation conducted in November 1999 by Archaeological Resource Management, it was determined that the buildings (built in 1950s to the 1980s) proposed to be demolished have no architectural or historical significance and do not appear to be eligible for inclusion in the California Register of Historic Resources. The study consisted of an archival record search and a surface reconnaissance of the Campus. It was determined that there would be no impacts from implementation of the Prior Plan that would cause a substantial adverse change in the significance of a historic resource as defined in §15064.5 of the CEQA Guidelines.

Cultural Resources were not required to be analyzed in the Prior Plan EIR and this element was designated in Section 10.0 - “Effects Found Not to be Significant.”

Based on the information above, and because there were no changes that would affect Cultural Resources, Cultural Resources were not analyzed in the DSEIR for the Update.

There could be impacts to previously unknown archaeological resources at the EVC Campus if they are disturbed during construction. Potential impacts to these resources are unknown at this time, but it can be assumed that any development in these areas would require mitigation to reduce impacts to a less than significant level.

The alternative project alternative may require mitigation measures for project impacts to Cultural Resources. Implementation of the Update would have a less than significant impact to

Cultural Resources, with mitigation required. As a result, implementation of the Update would have a potentially lesser environmental affect on Cultural Resources than at the EVC Campus since the SJCC Campus is full developed and situated in an urban setting.

Geology/Soils: According to the Initial Study prepared for the Prior Plan EIR, the Prior Plan buildout could result in or expose people to potentially significant impacts related to seismic-related ground failure, including liquefaction; substantial soil erosion or the loss of topsoil; location on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse; or location on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property. The Initial Study stated that the City of San Jose Geotechnical Report indicates that the Campus is subject to a moderately high potential for liquefaction; however, that Report also rated the resultant ground failure potential as moderately low to low. The Initial Study indicated that some earth movement would be required for construction on Campus, resulting in potential soil erosion. Weak soil layers and lenses occur at random locations and depths beneath the Campus, and the Campus has been subjected to subsidence in the past. Lastly, soils the potential for expansive soils were identified. It was determined that these issues needed to be analyzed in the Prior Plan EIR.

The Initial Study for the Prior Plan EIR determined there a less than significant impact from implementation of the Prior plan due to strong seismic ground shaking. There is always the potential for a seismic event and with an increase in the number if students and faculty on-Campus, risk exposure is increased. However, the Initial Study indicated that the State of California would require all construction on the Campus to comply with the latest version of the Uniform Building Code (UBC), and specifically with the requirements for public school facilities (which are more stringent than those for general structures). Impacts would be reduced to a less than significant level. In addition, the Prior Plan called for the removal of older Campus buildings and replacement with new ones that could increase seismic safety on the Campus. Based on this information, this issue area was not evaluated in the Prior Plan EIR.

The following issue areas were determined to have no impact in the Initial Study for the Prior Plan EIR: rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; landslides; and soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water. There are no active faults within the Campus. The Campus topography is flat and not subject to landslides. Lastly, the Prior Plan did not include the use of alternative wastewater systems. Based on this information, these issue areas were not evaluated in the Prior Plan EIR.

Geological, Seismicity and Soils was analyzed in Section 5.2 of the Prior Plan EIR. According to the Prior Plan EIR, the Prior Plan site is situated in the Santa Clara Valley above alluvial fan deposits. The site is fully developed. The site would be subject to severe seismic shaking in case of a major earthquake in the region. Compliance with the California Building Code and State requirements would reduce this impact to a less than significant level. Although the site is flat and grading would be minimal, impacts relating to soil erosion would be significant unless mitigation measures identified in the Prior Plan EIR are followed. There could be potentially weak soils under the Campus and the soils may undergo settlement under high loads. With

implementation of recommendations in project-specific geotechnical reports, this impact would be less than significant. Given that the Prior Plan would result in the replacement of older, existing buildings with new structures and utilities built to current Building Code and State requirements, there would not be a significant impact with respect to expansive soils.

Subsection I of Section 5.2 of the Prior Plan EIR (Level of Significance After Mitigation) concluded that all geological impacts would be reduced to a less than significant level with the implementation of the mitigation measures identified in the Prior Plan EIR and compliance with the requirements of the California Building Code.

Geological, Seismicity and Soils impacts did result in "Unavoidable Significant Impacts" (Section 6.0) and did not generate "Significant Irreversible Environmental Changes" (Section 8.0). The rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; landslides; and soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water; and strong seismic ground shaking were all considered an "Effect Found not to be Significant" (Section 10.0).

Based on the information above, and because there were no changes that would affect Geology/Soils Resources, Geology/Soils Resources were not analyzed in the DSEIR for the Update.

Development at the EVC Campus could result in significant impacts related to seismicity because the Campus may or may not be on or near the Evergreen Fault line. In addition, the surrounding area is hilly, there could be impacts related to landslides and erosion. Potential impacts to these resources are unknown at this time, but it can be assumed that any development in these areas would require mitigation to reduce impacts to a less than significant level.

The alternative project alternative may require mitigation measures for project impacts to Geology/Soils Resources. Implementation of the Update would have a less than significant impact to Geology/Soils Resources, with mitigation required. As a result, implementation of the Update would have a potentially lesser environmental affect on Geology/Soils Resources than at the EVC Campus since the SJCC Campus is full developed, situated in an urban setting and not proximate to any fault lines.

Hazards: According to the Initial Study prepared for the Prior Plan EIR, the Prior Plan buildout could result in potentially significant impacts that could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Prior Plan would not involve any changes to the existing arterial street network, including emergency routes. Proposed changes with the Prior Plan could improve emergency access by providing more roadway access to the Campus interior and two entrances connected to the internal roadway. Increased traffic from the increase in enrollment and employment could result in an increase in congestion on area streets, including streets used for emergency routes. Therefore, this issue area was analyzed in the Prior Plan EIR.

The Initial Study stated that the Prior Plan would result in a less than significant impact to the

public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The proposed Science and Math Educational Complex, Corporate Yard, Professional Education Center, Reprographics Facility, and Photo Laboratories would involve activities that use hazardous materials and result in the generation of small amounts of hazardous waste. The High Technology Center would be used for business and computer information systems, data processing, applied science, and general classrooms; some of these activities could also result in the generation of small amounts of hazardous waste. The College would follow all City, County, State and Federal requirements to prevent employees or student exposure and ensure safe use, storage and disposal of any hazardous materials or wastes. The Prior Plan was determined to not result in any significant hazards to the public or the environment through routine transport, use or disposal of hazardous materials, or through upset and accident conditions. Lastly, buildings to be demolished as part of the Prior Plan could contain asbestos. If asbestos was to be found, the District would implement standards (required) safety procedures to prevent any exposure. For these reasons, any impacts were considered less than significant without any other mitigation required.

No impacts were anticipated from the Prior Plan that would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; be located on a site which is included on a list of hazardous materials sites complied pursuant to Government Code Sect 65962.5 and, as a result, would it create a significant hazard to the public or the environment; result in a safety hazard for people residing or working in the project area (for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport); result in a safety hazard for people residing or working in the project area (for a project within the vicinity of a private airstrip); or expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. The College has been designated by the California State Water Resources Control Board as having leaking underground storage tanks. They were removed around 1994. The Campus is not located within two miles of a public airport and there are no private airstrips within two miles of the Campus. The site is located in an urbanized area and will not involve the placement of structures in areas containing flammable brush.

Hazards, as they pertain to emergency access were not analyzed in one specific Section of the Prior Plan EIR. “Result in inadequate emergency access” is a significance criterion according to Subsection E (Significance Criteria and Project Impacts) of the Transportation and Circulation (Section 5.1) of the Prior Plan EIR. Based on a review of Section 5.1 this was not a significant impact. Transportation and Circulation mitigation measures were provided to improve circulation to, from, around and within the Campus.

Hazard impacts did not result in an “Unavoidable Significant Impact.” Hazards were discussed in “Significant Irreversible Environmental Changes” (Section 8.0). According to this Section, the College does not use or transport large amounts of hazardous materials. The College would follow all applicable requirements to ensure safe use, storage and disposal of any hazardous materials or wastes on Campus; therefore there would not be any significant hazards. In addition, the District would implement standard (required) safety procedures to

prevent worker exposure to asbestos, should asbestos be found during building demolition.

The following issue areas were determined to have no impacts from the Prior Project and were included in "Effect Found Not to be Significant" (Section 10.0) of the Prior Plan EIR: create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Sect 65962.5 and, as a result, would create a significant hazard to the public or the environment; for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project would result in a safety hazard for people residing or working in the project area; for a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area; impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

The Initial Study concluded that implementation of the Update would have a less than significant impact that would create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; or impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. These issues were determined to be less than significant under the Prior Plan and there have been no changes or no new issues relative to Hazards since the certification of the Prior EIR that would alter these conclusions. The Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan, and in an overall decrease in OGSF and ASF. One particular hazard issue, hazards created by potential errant baseballs exiting the baseball field (not related to hazardous substances contained in this Section of the Initial Study), was addressed in Chapter 5.4 (Land Use and Planning) of this DSEIR. The Hazard issue areas listed above was not be analyzed in the DSEIR.

Two additional mitigation measures were added under the Update. One was recommended by the Department of Toxic Substances Control due to potential environmental concerns from demolition of the older structures on-site. They recommend these concerns be investigated and mitigated in accordance with the DTSC's "*Interim Guidance, Evaluation of School Sites and Potential Soil Contamination as a Result of Lead from Lead-Based Paint, Organochloride Pesticides from Termiticides, and Polychlorinated Biphenyls from Electrical Transformers, dated June 9, 2006."* Another mitigation measure was added under Chapter 5.3 (Air Quality) as it pertains to toxic airborne contaminants. These two mitigation measures further implement the demolition of older structures.

Lastly, comments were made on the NOP regarding the adequacy of emergency service response in the vicinity of the Campus. Follow-up conversations were made with the San José/Evergreen Community College Police Department (College PD), the San Jose Police

Department (SJPD), the San Jose Fire Department (SJFD) and the American Medical Response (AMR- ambulance service). The following is a synopsis of the conversations:

- Ray Aguirre, Chief of Police for the San José/Evergreen Community College Police Department (College PD). The College PD has primary jurisdiction over both San Jose City College (SJCC) and Evergreen Valley College (EVC - located 14 miles away). The College PD has four (4) permanent officers to police both Colleges. They work two (2) shifts each and work Monday through Saturday. The San Jose Police Department (SJPD) takes all calls (after hours). The College PD has four (4) reserve officers for coverage of sick/vacationing officers. He indicated that reportable crimes in the area are pretty standard and not above or beyond what is normal. The College PD has become more proactive and engaged in the community and they try to be seen on and off campus and in the neighborhoods. He indicated that he has seen no upsurge of crime but he could definitely use 6-7 more officers ideally to work graveyard and not depend on SJPD and for better man power in general. As for large events, they contract with SJPD for the number of officers they need per event. Six years ago they had an incident where things were not organized well and there was a problem. Since then they have formed an events committee and they organize and staff officers as needed, handle custodial services and IT and the organizers of the events pay for security and the College PD reserves the right to turn down any event that they feel would not be good for the college or the community. As far as auto theft and burglary in general, he says it is typical for area and compared to De Anza College in Cupertino, which is in a nicer area even, the SJCC has a lower rate for these problems. Trespassing is an issue as the campus is open and anyone can walk onto campus or the surrounding neighborhood and vagrancy can be an issue as well.

- Brad Cloutier, Bureau of Fire Prevention. Station 4 on Leigh Avenue provides both truck and engine service. The engines are the first to respond to any emergency; then any subsequent emergencies are dispatched by the truck company. He indicated that the only way response times would be hindered near the Campus or on-site is if there are emergencies in progress that the trucks and engines responded to already then station 10 (next closest) or other stations would have to cover. While Moorpark is sometimes congested – Leigh is usually open and easily accessible. American Medical Response handles ambulance service in the area.

- Geoff Kady, Fire Department Bureau of Support Services. He indicated that Station 4 achieves the eight minute response time at 98.3% of the time. Their goal is an eight (8) minute 8 response time 80% of the time. He also indicated that Station 10 is operating with an 82.1% efficiency.

- Chris Moore, Deputy Chief (San Jose Police Department). He indicated that the City is safe overall and that particular neighborhood is doing well because the neighbors are so involved.

- Marcie Morrow, American Medical Response (AMR). AMR is meeting their contracted requirement for response times and other than normal rush hour traffic. It was indicated that there is no problem with congestion near the College; especially since the response times are being met.

The information obtained from the pertinent public services entities (above), indicated that any impacts from the Update would be less than significant. No additional analysis was required in the DSEIR.

Based on the information above, and because there were no changes that would affect Hazard Resources, Hazard Resources were not analyzed in the DSEIR for the Update.

According to the information contained in the Alternatives (Section 7.0) of the Prior Plan EIR, impacts to hazardous materials at the EVC Campus would be less than significant.

The alternative location alternative would have a less than significant impact to Hazard Resources. Implementation of the Update would have a less than significant impact upon Hazard Resources with mitigation incorporated. As a result, the alternative project alternative would have a slightly greater environmental superiority since there are older structures on the SJCC Campus that will be demolished as part of the Update that will require additional attention during demolition.

Hydrology/Water Quality: According to the Initial Study prepared for the Prior Plan EIR, the Prior Plan buildout could create or contribute potentially significant impacts related to runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. The Initial Study stated that development of the Prior Plan could result in declining quality of stormwater runoff due to non-point source urban pollutants (from increased traffic on areas streets, for example) and increased soil erosion and downstream sedimentation during project-related local construction. Construction related impacts would be avoided through preparation of a Stormwater Pollution Prevention Plan (SWPPP), which is required under NPDES for development over five acres. The District would implement Best Management Practices (BMP's – included as a mitigation measure) to reduce non-point source pollution during project operations. It was determined that the impacts from this issue would be analyzed in the Public Services and Utilities Sections of the Prior Plan EIR.

The Initial Study for the Prior Plan EIR determined there would be a less than significant impact with mitigation required that would otherwise substantially degrade water quality. With the above referenced mitigation incorporated, impacts were determined to be reduced to a less than significant level. Based on this information, this issue area was not evaluated in the Prior Plan EIR.

The following issue areas were determined to have no impact in the Initial Study for the Prior Plan EIR: violate any water quality standards or waste discharge requirements; substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site; place housing within a

100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; place within a 100-year flood hazard area structures which would impede or redirect flood flows; expose people or structures to a significant risk or loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or inundation by seiche, tsunami or mudflow.

The uses anticipated within the Campus would not create effluent discharges from point sources, and thus would not violate any waste discharge requirements. The existing Campus is already developed and the uses proposed in the Prior Plan would be similar to existing uses; therefore, there would be no impacts related to groundwater discharge. Groundwater in the region is replenished by percolation of stream flows and rainfall from hill areas, not by recharge from the Campus area. The existing Campus is developed and drains into the City of San Jose storm drain system. There would be no change in the nature of the existing use. There are no streams or rivers on or near the Campus. There would be no substantial alteration of current drainage patterns that would result in erosion or siltation. The Campus is not within a 100-year floodplain and does not propose the construction of any housing. The Campus is not within a dam inundation and would not expose people to seiche, tsunami or mudflow hazards. Based on this information, these issue areas were not evaluated in the Prior Plan EIR.

Hydrology and Water Quality impacts (through analysis in Public Utilities) did not result in "Unavoidable Significant Impacts" (Section 6.0) and did not generate "Significant Irreversible Environmental Changes" (Section 8.0). The following were all considered an "Effect Found Not to be Significant" (Section 10.0): violate any water quality standards or waste discharge requirements; substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site; place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; place within a 100-year flood hazard area structures which would impede or redirect flood flows; expose people or structures to a significant risk or loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or inundation by seiche, tsunami or mudflow.

According to the Initial Study, the Update could have a less than significant impact with mitigation incorporated that would violate any water quality standards or waste discharge requirements; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or otherwise substantially degrade water quality. Construction related impacts would be avoided through preparation of a Stormwater Pollution Prevention Plan (SWPPP), which is required under NPDES for development over five acres. A mitigation measure was incorporated to the construction phase of any project.

Since the certification of the Prior Plan EIR, new regulations have been enacted to protect water quality during the operational phases of a project. This is achieved through the development of a Water Quality Management Plan (WQMP). The WQMP contains best management practices (BMP's) and other measures necessary to protect water quality. These best management practices can include management activities, as well as mechanical and infiltrative treatment measures.

The implementation of these practices is expected to minimize or eliminate any impacts to water quality. The requirement for the preparation and implementation of the WQMP was contained in a mitigation measure for the Update. With the incorporation of the mitigation measure, impacts would be reduced to a less than significant level. These issue areas will not be analyzed further in the SEIR.

The Initial Study also concluded that the Update would have no impact which would substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site; place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; place within a 100-year flood hazard area structures which would impede or redirect flood flows; expose people or structures to a significant risk or loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or inundation by seiche, tsunami or mudflow.

Lastly, the Initial Study concluded that the Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan. The Proposed Project will result in an overall decrease in OGSF and ASF. There were no impacts from the Prior Plan on these issue areas and the same conclusions apply to the Proposed Project. The existing Campus is already developed and the uses proposed in the Proposed Project would be similar to existing uses; therefore, there would be no impacts related to groundwater discharge. Groundwater in the region is replenished by percolation of stream flows and rainfall from hill areas, not by recharge from the Campus area. The existing Campus is developed and drains into the City of San Jose storm drain system. There would be no change in the nature of the existing use. There are no streams or rivers on or near the Campus. There would be no substantial alteration of current drainage patterns that would result in erosion or siltation. The Campus is not within a 100-year floodplain and does not propose the construction of any housing. The Campus is not within a dam inundation and would not expose people to seiche, tsunami or mudflow hazards. These issue areas were determined to not need any further analyzed in the DSEIR.

Development at the EVC Campus could result in hydrology or water quality impacts to Yerba Buena Creek, which is south of Yerba Buena Road, Thompson Creek, which is west of San

Felipe Road. Potential impacts include increased runoff, nonpoint source pollution and decreased water quality. Potential impacts to these resources are unknown at this time, but it can be assumed that any development in these areas would require mitigation to reduce impacts to a less than significant level.

The alternative project alternative may require mitigation measures for project impacts to Hydrology/Water Quality Resources. Implementation of the Update would have a less than significant impact to Geology/Soils Resources, with mitigation required. As a result, implementation of the Update would have a potentially lesser environmental affect on Geology/Soils Resources than at the EVC Campus since the SJCC Campus is fully developed, situated in an urban setting and not proximate to any natural streams or creeks.

Land Use and Planning: According to the Initial Study prepared for the Prior Plan EIR, the changes proposed within the Prior Plan are a reorganization of the Campus buildings and circulation patterns within the existing Campus boundaries, with the exception of the new High Technology Center (preferred site), to be located on adjacent land. The Initial Study concluded there would not be a related impact. Since the time of the certification of the Prior Plan EIR, the High Technology Center has been constructed and the land parcel has been incorporated into the Campus. This issue was not analyzed in the Prior Plan EIR.

The Initial Study for the Prior Plan EIR indicated that the Prior Plan had a potentially significant impact and might conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. According to the Initial Study, the San Jose *2020 General Plan* does not have jurisdictional authority over the Campus, as the College is part of the State Community College System. However, the Prior Plan EIR included a discussion of consistency with policies of the *General Plan* as they pertain to adjacent land uses. The Prior Plan EIR also considered applicable policies if the Santa Clara County *General Plan* relative to the homes north of the Campus. This analysis is contained in Section 4.0 (Environmental and Regulatory Setting) of the Prior Plan EIR.

The Initial Study for the Prior Plan EIR further indicated that the parcel proposed for the High Technology Center (preferred site) is zoned C-1, Commercial. According to the San Jose Staff, use of the site for classrooms may require rezoning of the parcel. This approval would be processed separately by the City as part of the private development of the High Technology Center. It should also be noted that the High Technology Center site has been rezoned from "C-1: Commercial" to "A (PD): Planned Development" and the Center has been constructed; therefore, this is no longer an issue.

The Initial Study prepared for the Prior Plan EIR also indicated that there are no adopted habitat conservation plans that apply to the Campus and that there would be no related impact. No habitat conservation plan has been adopted that would apply to the Campus to date. This issue was not analyzed in the Prior Plan EIR.

Land Use and Planning Resources were not required to be analyzed in the Prior Plan EIR and were included in Section 10.0 - "Effects Found Not to be Significant."

Land Use and Planning was analyzed in the DSEIR for the Update. According to this evaluation, implementation of the Update will exceed the thresholds set by the City of San Jose; however, it should be noted that the City does not have jurisdiction over the College. Conflicts with other applicable environmental plans or policies adopted by agencies with jurisdictions over the project are cumulative, as described in the other Chapters of the DSEIR. With the incorporation of mitigation measures, implementation of the Update will have a less than significant cumulative impact for Air Quality and Noise. Impacts from Aesthetics are considered cumulative and significant. Transportation/Traffic impacts are considered cumulative and significant if agreements cannot be reached with the City of San Jose pertaining to intersection improvements.

Conflicts with other applicable environmental plans or policies adopted by agencies with jurisdictions over the project may also result in unavoidable adverse impacts. With the incorporation of mitigation measures, implementation of the Update will not result in unavoidable adverse impacts for Air Quality and Noise. Impacts from Aesthetics are considered an unavoidable adverse impact. Transportation/Traffic impacts are considered an unavoidable adverse impact for the reasons discussed above.

The Baseball Field complex could be installed at the EVC Campus with minimal impacts to Land Use/Planning Resources. This relates to aesthetics, land use compatibility and a reduced risk from errant baseballs. The alternative project alternative would have a less than significant impact to Land Use/Planning Resources. As a result, the alternative location alternative would have a superior environmental affect on Land Use/Planning Resources than the Update.

Mineral Resources: According to the Initial Study prepared for the Prior Plan EIR, the San Jose City College is already developed and thus was not available as a mineral resource. The San Jose *2020 General Plan* did not designate the Campus as a mineral resource. Therefore there would be no impacts on loss of availability of a known mineral that would be of value to the region and the residents of the state or result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Because of this, Mineral Resources were not analyzed the Prior Plan EIR. This would not be an issue with the no project alternative or the Update.

According to the information contained in the Alternatives (Section 7.0) of the Prior Plan EIR, impacts to Mineral Resources at the EVC Campus would be less than significant.

The alternative project alternative would have a less than significant impact to Mineral Resources. Implementation of the Update would have no impact upon Mineral Resources. As a result, both the no project alternative and implementation of the Update would in essence have the same environmental affect on Mineral Resources.

Noise: According to the Initial Study prepared for the Prior Plan EIR, the Prior Plan could have a potentially significant impact that would result in the exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; in a substantial permanent increase in ambient noise levels in the Proposed Project vicinity above levels existing without the Proposed Project; and a substantial temporary or periodic increase in ambient noise levels in the Proposed Project vicinity above levels existing without the Proposed Project. Vehicular noise was determined to

be the dominant noise source in the vicinity of the Campus. Physical development on the site could result in construction noise impacts. The Initial Study stated that the Prior Plan would allow the College to accommodate a larger student population and could draw more community members to Campus events. Increased traffic on area roadways could result in higher noise levels at off-site noise sensitive locations. In addition, construction within the Campus could cause short-term noise impact in the Campus neighborhood. Implementation of the standard construction noise measures, including scheduling, use of proper equipment, shielding, notifying neighbors of upcoming construction, and use of a noise disturbance coordinator may reduce the impacts to a less than significant level. The Initial Study concluded that the Prior Plan EIR would evaluate those potential noise sources.

The Initial Study for the Prior Plan EIR indicated that implementation of the Prior Plan had no impacts that would result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. The types of uses anticipated as part of the Prior Plan include classrooms, student facilities, and other support facilities – uses which would not create excessive groundborne vibration or noise levels. Lastly, the Initial Study determined that based on their review of area maps, the Campus is not located within two miles of a public airport, a public use airport or a private airstrip that would expose people residing or working in the project area to excessive noise levels. These issues were not analyzed in the Prior Plan EIR.

Noise was analyzed in Section 5.4 of the Prior Plan EIR. According to the Prior Plan EIR, the existing noise environment in the Campus is variable, being relatively loud in the northern part of the Campus, near I-280 and Moorpark Avenue and relatively quiet in the southern part of the Campus, away from traffic noise. Buildout of the Prior Plan would generate short-term construction noise which could affect on-site and off-site uses. This was deemed a significant impact; however, with the implementation of mitigation measures, impacts related to short-term construction noise would be reduced to a less than significant level. On-site noise levels from project and cumulative traffic would not expose any new buildings or the athletic fields to noise levels above 70 dB(A); therefore, impacts related to on-site noise would be less than significant. Project-generated traffic would not result in any significant noise increases at any off-site receptors along any area roadways; therefore, impacts related to off-site noise would be less than significant. Increased activity on the Campus would result in noise of a similar type and magnitude to existing noise, and would not result in any significant impacts to on or off-site users. Cumulative impacts were determined to be less than significant. After mitigation, noise impacts were considered less than significant.

Noise was not considered an “Unavoidable Significant Impact” (Section 6.0), did not generate “Significant Irreversible Environmental Changes” (Section 8.0) and was considered an “Effect Found Not to be Significant” (Section 10.0).

Noise was analyzed in the DSEIR for the Update. According to this evaluation, Implementation of the Update will generate new noise emissions in an existing relatively high background noise environment. Based on the noise evaluation, the Update’s contributions to cumulative noise impacts, particularly adjacent to roadways, will be less than significant. The project’s contributions to background noise were also determined to be less than a cumulatively considerable contribution. Although construction noise is identified as being a less than significant impact, mitigation measures will be required as part of the implementation of the Update. Noise generation from Campus activities will generally have a less than significant

impact on surrounding residential uses with the incorporation of mitigation measures. Implementation of the Update will generate project specific noise and contribute to cumulative noise within the vicinity of the Campus. This change will be an unavoidable adverse impact. However, based on the analysis and mitigation presented above, implementation of the Update will not cause a significant unavoidable adverse noise impact.

Under this alternative, additional construction would occur on the EVC Campus. Sensitive receptors on or near the Campus (such as the residential uses to the north) could be exposed to significant noise impacts from construction activities. Given that the EVC Campus is already used as a community college and any additional facilities would be similar to those already present, there would be no significant increase in noise from daily EVC Campus activities.

Both the alternative location alternative and the implementation of the Update would have a less than significant impact to Noise Resources. As a result, both the alternative location alternative and the implementation of the Update would have the same environmental affect on Noise Resources.

Population/Housing: According to the Initial Study prepared for the Prior Plan EIR, the Prior Plan would help the Campus accommodate an increase in the enrollment from 10,000 to 15,000 students at buildout. An increase in faculty at the College is also anticipated. To the extent that the increase in students and faculty attracts additional residents to the San Jose area, the growth caused by the increase in population could be considered induced by the project; therefore, that issue was addressed in the Prior Plan EIR.

The Initial Study indicated that implementation of the Prior Plan would not displace substantial numbers of existing housing units or people, necessitating the construction of replacement housing elsewhere. There is no housing on the Campus and no element of the Prior Plan contemplates expansion beyond the established Campus boundaries.

The Prior Plan EIR did not find any “Unavoidable Significant Impacts” (Section 6.0) to Population and Housing. The Prior Plan EIR also did not find any “Significant Irreversible Environmental Changes” (Section 8.0) to Population and Housing. Section 9.0 “Growth Inducement” of the EIR stated the following:

- The increase in students could lead to increased use of local businesses that serve the Campus (e.g., restaurants), and lead to indirect economic growth.
- The projected increase in full-time faculty and classified staff, could help induce people to move to the area.
- The proposed project could also induce growth by introducing additional short-term employment opportunities during construction of the Facilities Master Plan projects.
- The proposed project could be considered growth-inducing based on this criterion.

According to the Prior Plan EIR – “Effects Found Not to be Significant” (Chapter 10, Section B12 - Population and Housing, p. 10.0-10), the Prior Project would not displace substantial numbers of existing housing units or people, necessitating the construction of replacement housing elsewhere. There is no housing on the Campus and no element of the Prior Plan contemplates expansion beyond the established Campus boundaries. No significant impacts were determined and no mitigation measures were required for Population and Housing

Resources.

The Initial Study concluded that, as was the case with the Prior Plan, implementation of the Update may induce substantial population growth in an area, either directly or indirectly; however, due to the overall decrease in overall proposed square footage with the Proposed Project of 105,425 OGSF/66,161 ASF from the Prior Plan, any impacts will be considered to be further lessened. Impacts would continue to be considered less than significant and no mitigation measures would be required. This issue area was determined to not need any further analysis in the DSEIR. In addition, the Initial Study indicated that implementation of the Update would not displace substantial numbers of existing housing units or people, necessitating the construction of replacement housing elsewhere. There is no housing on the Campus and no element of the Update contemplates expansion beyond the established Campus boundaries. As a result, no impacts were anticipated, no mitigation measures were required and this issue did not require any further analysis in the DSEIR.

According to the Prior Plan EIR, impacts to Population/Housing Resources at the EVC Campus would be less than significant.

The alternative project alternative would have a less than significant impact to Population/Housing Resources. Implementation of the Update would have no impact upon Population/Housing Resources. As a result, both the alternative location alternative and implementation of the Update would in essence have the same environmental affect on Population/Housing Resources.

Public Services: According to the Initial Study prepared for the Prior Plan EIR, the Prior Plan buildout could potentially have significant impacts upon or result in a need for new or altered governmental services in any of the following area which would result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection and other governmental services. Implementation of the Prior Plan would bring additional students, employees and visitors to the Campus. It was determined that this could result in an increased demand for fire protection services, police protection services and other governmental services. Based on those conclusions, the impacts from these issue areas would be analyzed in the Public Services of the Prior Plan EIR.

The following issue areas were determined to have no impact in the Initial Study for the Prior Plan EIR: an effect upon or result in a need for new or altered governmental services, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for schools and parks.

Implementation of the Prior Plan would not result in any direct increase in the residential population of the area; therefore, it was determined that there would be no impact on elementary, junior high or high schools. The Prior Plan would provide a beneficial impact on the community college capacity by allowing the Campus to accommodate additional students.

Public Services were analyzed in Section 5.5 of the Prior Plan EIR. According to the Prior Plan

EIR, the buildout of the Prior Plan would increase the demand for police services from the San Jose - Evergreen Valley College Police Department, possibly requiring the need for additional staff and/or equipment. Impacts related to additional demand on police services was determined to be less than significant as were impacts related to response times. The increase in student population and building square footage was anticipated to potentially result in a demand for additional security and safety features, such as implementation of a lighting plan, signage plan and installation of security phones. These measures were determined to reduce the impact related to Campus safety to a less than significant level. The new access road and the new location for the Campus police were determined to be positive impacts.

The San Jose Fire Department Station #4 is located across from the Campus on Leigh Avenue. It is the primary responder to fires on the Campus. According to the Prior Plan EIR, it was estimated that the Prior Plan would result in an additional 20 to 40 calls from the Campus. This increase was not expected to result in the need for more staff or equipment. In addition, the Prior Plan would have to comply with state and Fire Department requirements regarding the installation of automatic sprinkler systems. For these reasons, it was concluded that impacts to fire services would be less than significant and that cumulative impacts from the implementation of the Prior Plan would also be less than significant.

Public Services were not considered an “Unavoidable Significant Impact” (Section 6.0); did not generate “Significant Irreversible Environmental Changes” (Section 8.0) and the need for new or altered governmental services in any of the following area which would result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for schools and parks was considered an “Effect Found Not to be Significant” (Section 10.0).

The Initial Study indicated that implementation of the Update would have no substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for schools, parks and other public facilities. The Proposed Project involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan. The Update will result in an overall decrease in OGSF and ASF. There were no impacts from the Prior Plan on these issue areas and the same conclusions apply to the Update. It was determine that issue areas will not be analyzed further in the DSEIR.

A detailed discussion of Police, Fire and Ambulance services is contained in the Hazards analysis above.

According to the information contained in the Alternatives (Section 7.0) of the Prior Plan EIR, impacts to Public Services Resources at the EVC Campus would be less than significant.

The alternative project alternative would have a less than significant impact to Public Services Resources. Implementation of the Update would have a less than significant impact upon Public Services Resources. As a result, both the alternative location alternative and

implementation of the Update would in essence have the same environmental affect on Public Services Resources.

Recreation: According to the Initial Study prepared for the Prior Plan EIR, the Prior Plan would not result in any increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. It was concluded that there would not be a direct increase in the residential population in the area; therefore, there would be no increase in park usage by area residents. Implementation of the Prior Plan would bring additional students, employees and visitors to the Campus. The closest neighborhood parks are about one mile from the Campus and it was determined that it was unlikely that students would use these parks because of the facilities available for recreation on Campus (and because of the Campus' function as a community college). This issue was not analyzed in the Prior Plan EIR.

The Initial Study for the Prior Plan EIR indicated that implementation of the Prior Plan had a potentially significant impact and might include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. The Initial Study stated that the Prior Plan includes sports facilities that may be used for recreational purposes; and that the impacts of these facilities on the environment will be addressed in the Prior Plan EIR. There was no specific Section of the Prior Plan EIR that addressed Recreational Resources. The sports facilities were discussed in the Noise Section (5.4) of the Prior Plan EIR. Impacts from noise generated by these facilities were considered less than significant with the implementation of mitigation measures D.1.1. (landscaping) and D.1.3. ("user friendly" high-tech public address system). Noise was not considered an "Unavoidable Significant Impact" (Section 6.0), did not generate "Significant Irreversible Environmental Changes" (Section 8.0) and was considered an "Effect Found Not to be Significant" (Section 10.0).

The sports facilities were also discussed in the Visual Quality Section (5.7) of the Prior Plan EIR. Impacts from noise generated by these facilities were considered less than significant with the implementation of mitigation measures E.1.3. (landscape buffer) and E.1.6. (sports fields would be organized as a contiguous green band along the southern boundary). Visual Quality was not considered an "Unavoidable Significant Impact" (Section 6.0), did not generate "Significant Irreversible Environmental Changes" (Section 8.0) and was considered an "Effect Found Not to be Significant" (Section 10.0).

According to the analysis contained in the DSEIR, implementation of the Update will contribute to the change of the general area. The Baseball Field Complex poles, netting, batter's eye and wall present the most apparent change in the aesthetic setting in the area of the Campus. There is no other structure of this nature in the area in terms of type, scale and function. There will be an associated change in views, both to and from the Campus. Even with the proposed mitigation incorporated, the impacts cannot be reduced to a less than significant level with the poles and netting at a maximum height of 90' adjacent to Leigh Avenue and the apartments to the west. Implementation of the Update does contribute to the cumulative change that will be experienced at this location, and the aesthetic analysis indicates that the construction or expansion of recreational facilities will be significant and will have a cumulative impact on the environment. Based on the data and analysis presented in Chapter 5.2 (Aesthetics) of the DSIER, the Update cannot be implemented without causing an unavoidable adverse impact

from the Baseball Field Complex poles, netting, batter's eye and wall.

The Baseball Field complex could be installed at the EVC Campus with minimal impacts to Recreation Resources. This relates to aesthetics, land use compatibility and a reduced risk from errant baseballs. The alternative project alternative would have a less than significant impact to Recreation Resources. As a result, the alternative location alternative would have a superior environmental affect on Recreation Resources than the Update.

Transportation/Traffic: According to the Initial Study prepared for the Prior Plan EIR, the Prior Plan buildout could result in a potentially significant impacts and cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (e.g., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections); and exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designate roads or highways. The Prior Plan would result in an increase in the number of trips to, from and within the Campus. Use of the Campus in the morning and evening could overlap with a.m. and p.m. peak commuting periods; there could also be localized peak traffic associated with the use of the Campus only. The proposed new parking structures and circulation changes could affect circulation patterns within the Campus and along adjacent roadways. It was concluded that the Prior Plan EIR would evaluate these potential impacts.

The Initial Study for the Prior Plan EIR also identified potentially significant impacts from the Prior Plan that could substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment); result in inadequate emergency access; result in inadequate parking capacity; and conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks). It was concluded that roadway safety issues be included in the Prior Plan EIR transportation and circulation analysis. Increased traffic from the increase in enrollment would increase the demand for parking. This issue was identified to be analyzed in the Prior Plan EIR. It was stated that the Prior Plan was not expected to conflict with adopted policies, plans or programs supporting alternative transportation; however, that issue was also analyzed in the Prior Plan EIR.

Lastly, the Initial Study for the Prior Plan EIR indicated that there would be no impact from implementation of the Prior Plan that would result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks. The Campus is more than 3 miles from the San Jose International Airport, and is about 6 miles from the Reid-Hillview Airport. The Campus is not located within the San Jose International Airport Land Use Plan boundaries. The Campus is not within the safety areas for any of the area airports. The Prior Plan was not expected to result in increased air traffic because the Campus is used by area residents.

Transportation and Circulation was analyzed in Section 5.1 of the Prior Plan EIR. According to the Prior Plan EIR, under existing and future conditions, all of the signalized intersections in the Campus operate at LOS D or better. Vehicles turning left at the intersection of South Bascom Avenue and Kingman Avenue have difficulty finding gaps in the South Bascom Avenue traffic; this condition would worsen with the increase in student enrollment envisioned by the Prior Plan (and with increased traffic on South Bascom Avenue from other growth in the area). This

impact would not be significant because a signal would not be warranted at the intersection. However, there is the potential for two significant impacts relating to queuing and left-turning vehicles. Restricting the intersection to right turns only would address the impacts, if they occur. All freeway segments near the Campus currently operate at unacceptable levels of service during the peak hours. In the near-term, the traffic associated with the Prior Plan would not exceed the significance threshold for impacts to freeway congestion. However, the increase in traffic from the Prior Plan buildout volumes would be equal to, or greater than, one percent of the capacity of 12 of the study freeway segments. Therefore, the Prior Plan made a significant contribution to cumulative impacts for those segments. Those significant impacts would not be mitigated because there were no planned improvements for I-280 or SR17 in the vicinity of the Campus. Conditions related to parking and pedestrian circulation would be improved with the implementation of the Prior Plan, which included provision of up to 2,990 parking spaces on Campus at buildout, a reorganized pedestrian circulation system, as well as other circulation improvements.

Subsection G of Section 5.4 of the Prior Plan EIR (Level of Significance After Mitigation) concluded that impacts related to left-turning vehicles at the intersection of Kingman Avenue and South Bascom Avenue would be reduced to a less than significant level with the implementation of left-turn restrictions. Impacts from the Prior Plan buildout to freeway segments in the area would be unavoidably significant, due to the lack of funding mechanisms or planned or programmed mitigation measures for the freeways (reiterated in Section 6.0 - Unavoidable Significant Impact of the Prior Plan EIR. Safety impacts related to the crosswalk on Laswell Avenue would be mitigated with the relocation of the crosswalk.

Transportation and Circulation did not generate “Significant Irreversible Environmental Changes” (Section 8.0). Only the Prior Project’s no impact to change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks was considered an “Effect Found Not to be Significant” (Section 10.0).

According to the analysis in the DSEIR, all study intersections affected by the implementation of the Update operate acceptably under City of San Jose, VTA, and Caltrans standards except the South Bascom Avenue/San Carlos Street, South Bascom Avenue/Moorpark Avenue, South Bascom Avenue/Kingman Avenue, and South Bascom Avenue/Fruitdale Avenue intersections. Implementation of the Update will contribute an incremental contribution to the operation of these intersections. These intersections are controlled and operated by the City of San Jose. While the mitigation would reduce the impact to a less than significant level, San Jose City College has no authority to ensure that the proposed mitigation can be in place to mitigate the project’s impacts. If an agreement is reached between the college and the City for mitigation, then this impact could be considered mitigated and less than significant. Until the time that an agreement is in place the impact at the South Bascom Avenue/Kingman Avenue intersection would be considered cumulative and significant.

Any additional students attending the EVC Campus as a result of this alternative could result in traffic impacts to nearby streets such as Yerba Buena Road and San Felipe Road. It is assumed that adequate parking will be provided as the need arises. Students traveling to the EVC Campus from other parts of San Jose would likely use Highway 101 or I-280., and thus would continue to contribute to increased congestion on these freeway segments. Cumulative

impacts to freeway segments could still be significant because this alternative would shift some of the traffic to other parts of the San Jose area.

Both the Prior Plan and the Update would result in significant impacts tor Transportation/Traffic Resources. Due to the potential for an increase in vehicle miles traveled the Update would have a slightly greater environmental affect on Transportation/Traffic Resources than the alternative location alternative (EVC Campus).

Utilities and Service Systems: According to the Initial Study prepared for the Prior Plan EIR, the Prior Plan buildout would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB). It was stated that the Campus was already developed and generated wastewater and that the Prior Plan would result in similar types of uses as those on the campus currently. No uses were proposed (i.e., industrial uses) that might generate wastewater that exceeds the RWQMB treatment requirements. Therefore, this issue area was not analyzed in the Prior Plan EIR.

The Initial Study stated that the Prior Plan would result in potentially significant impacts that could require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed; result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's anticipated demand in addition to the provider's existing commitments; or be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. Implementation would result in an increase in wastewater generation and demand for potable water. The Prior Plan drainage system would connect to the City of San Jose drainage system. Impervious surfaces were not expected to increase substantially; therefore, it was determined that there would not be a substantial increase in storm drainage from the project. Solid waste generation was anticipated to increase with the increased student enrollment. All of these issue areas were analyzed in the Prior Plan EIR.

Lastly, the Initial Study for the Prior Plan EIR indicated that the types of uses proposed under the Prior Plan raised no specific issues related to compliance with solid waste laws and regulation. There would be no related impact and this issue would not be addressed in the Prior Plan EIR.

Public Utilities were analyzed in Section 5.6 of the Prior Plan EIR. According to the Prior Plan EIR, buildout of the Prior Plan would result in an increased demand for potable water. It was estimated that the 15,000 students accommodated by buildout of the Prior Plan and the increase in landscaped area would result in an increase in water use to about 314,000 gallons per day. The College obtains water from the San Jose Water Company (SJWC). SJWC indicated that it did not expect any shortage in the near future. The College would employ water conservation measures in the new buildings and landscaped areas. The impacts were considered less than significant. It was also stated that construction of the new buildings would require installation of new water distribution lines within the Campus boundaries. Water pipe capacity would be evaluated and upgraded, if necessary, at the beginning of each individual

project. It was concluded that the upgrades would address any potential impacts related to fire flow requirements and water line condition.

The Prior Plan EIR indicated that buildout of the Prior Plan would generate 0.09 million gallons of wastewater per day. It was stated that the San Jose/Santa Clara Water Pollution Control Plant (WPCP) and the City of San Jose's collection pipes had sufficient capacity to accommodate that increase of wastewater; therefore, the impact to wastewater collection and treatment was considered less than significant.

Subsections B7 and C7 of Section 5.6 of the Prior Plan EIR (Significance after Mitigation) concluded the following as it related to water supply and wastewater capacity, respectively: the Water Company does not expect any supply problems and the impact would be less than significant after mitigation; and all impacts to wastewater services would be less than significant.

Public Utilities did not generate "Significant Irreversible Environmental Changes" (Section 8.0). Impacts related to storm water drainage and solid wastes were considered an "Effect Found Not to be Significant" (Section 10.0).

The Initial Study concluded that implementation of the Update would have a less than significant impact, with mitigation incorporated, so that it would have sufficient water supplies available to serve the project from existing entitlements and resources. No new or expanded entitlements are needed. These impacts were determined to be less than significant impacts (with mitigation incorporated) from implementation of the Prior Plan. With the incorporation of the mitigation measures, impacts would be reduced to a less than significant level. It was determined that no additional analysis would be required in the SEIR.

Lastly, the Initial Study indicated that implementation of the Update would have a less than significant impact that would exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's anticipated demand in addition to the provider's existing commitments; be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; or comply with federal, state, and local statutes and regulations related to solid waste. Impacts from the implementation of the Prior Plan were considered less than significant or no impact on these issue areas. The Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan. The Update will result in an overall decrease in OGSF and ASF. Consistent with the Prior Plan, this determination can be made because the Campus is fully developed and the proposed facilities would be similar in function to existing facilities. All of these issue areas will have an incremental impact; however, since they are less than the Prior Plan, they were considered less than significant. It was determined that these issue areas would no be further analyzed in the DSEIR.

According to the information contained in the Alternatives (Section 7.0) of the Prior Plan EIR,

impacts to Utilities and Service Systems Resources at the EVC Campus would be less than significant.

The alternative project alternative would have a less than significant impact to Utilities and Service Systems Resources. Implementation of the Update would have a less than significant impact upon Utilities and Service Systems Resources. As a result, both the alternative location alternative and implementation of the Update would in essence have the same environmental affect on Utilities and Service Systems Resources.

6.6 DISCUSSION OF ALTERNATIVES TO THE PROPOSED PROJECT

Of the four alternatives considered, the no project alternative has been determined to be the environmentally superior alternative. Section 15126.6(e)(2) indicates that where the no project alternative is environmentally superior, "the DSEIR shall also identify an environmentally superior alternative among the other alternatives." The no project alternative has been evaluated as not being a feasible alternative because it does not meet any of the project objectives contained in Subchapter 4.2 of this document.

The "No Closing of the Southern Campus Entry" has been evaluated as an alternative to the Update. This alternative is similar to the Update in every respect, with the exception of Transportation/Traffic. By keeping this southerly Campus entry open, pressure is taken off of the other Campus entrances. The intersection of South Bascom and Kingman Avenues is most impacted by this closure and the impacts could be significant since the control and timing for intersection improvements are beyond the control of the District. By keeping the southerly Campus entry open, this impact would not be as severe. Noise impact from this alternative can be reduced to a less than significant level. This alternative is also environmentally superior to the implementation of the Update.

The "Intersection Improvements to Project Entry at Leland Avenue" was evaluated as an alternative to the Update. Currently this entry is only allows right-in and right-out turning movements. With this alternative additional flexibility in terms of turning movements would be allowed at this Campus entry. Additional trips would be added from the implementation of the Update and even more trips would be generated with the implementation of the Update and the re-configuration of this intersection. According to the TIA, this intersection operates within the established thresholds of the City of San Jose and the VTA. Based on this analysis, both the Update and this alternative potentially have the same environmental impacts.

The potential for an alternative location was evaluated and determined not to be an environmentally superior alternative. Due to the potentially increased air quality impacts at the alternative location and the surrounding circulation system impacts anticipated to be increased, the impacts would be greater at the EVC. It should be noted that the curriculums for SJCC and EVC are approved by the State and locally by the Board of Trustees and are designed to provide a balance of curriculums between the two Campuses. The alternative location alternative does not meet the objectives of the District by providing the educational programs in the SJCC vicinity to meet the needs of the students that attend the SJCC Campus. By relocating the Update components to the EVC Campus, the District cannot get the desired student participation rate, as the student demographics differ at the two Colleges. Lastly, the baseball program has been well established at the San Jose City College Campus and must remain on this Campus, along with the other components of the sports program.

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CHAPTER 7 – TOPICAL ISSUES

7.1 GROWTH-INDUCING IMPACTS

Traditionally, significant growth is induced in one of three ways. In the first instance, a project is located in an isolated (meaning that it is not currently or routinely served by public service or utility infrastructure) area and when developed it brings sufficient urban infrastructure to cause new or additional development pressure on the intervening and surrounding land. This type of induced growth leads to conversion of adjacent acreage to higher intensity uses, either unexpectedly or through accelerated development. This conversion occurs because the adjacent land becomes more suitable for development and, hence, more valuable because of the availability of the new infrastructure. This type of growth inducement is typically termed "leap frog" or "premature" development because it creates an island of higher intensity developed land within a larger area of lower intensity land use.

The growth inducement issue is inherently tied to the land ownership issue because of the manner in which access and development of the project site is envisioned and whether growth on adjacent land can be induced to occur as a result of such extension. For a project to be growth inducing, it must cause certain changes in circumstances affecting development constraints that are required for growth and the adjacent properties must be available to support such growth.

For the San Jose City College Facilities Master Plan Update 2021 ("Update"), no infrastructure extensions are required. All utilities and services are currently available at the site. Due to the developed and urban nature of the area surrounding the Update, the Update has no potential to induce "premature" or "leap frog" growth.

The second type of growth inducement is caused when a project of large size, relative to the surrounding community or area, is developed within a community and impacts the surrounding community by producing a "multiplier effect," which results in substantial indirect community growth, not necessarily adjacent to the development site or of the same type of use as the project itself. This type of stimulus to community growth is typified by the development of major destination recreation facilities, such as Disney World near Orlando, Florida, or around a military facility, such as the Marine Corps Air Ground Combat Center near Twenty-nine Palms. The proposed Project does not propose any new major facilities that will cause growth "through a multiplier effect". The Update will meet an existing and growing demand in the area. Development is consistent with growth expectations identified in the Update and the adjacent City of San Jose 2020 General Plan, as well as regional plans. No "large" project is proposed that is not envisioned in these Plans and no potential for this type of growth inducement will result from this project.

A third, and more subtle type of growth inducement, occurs when land use plans are established that create a potential for growth because the available land and the land uses permitted result in the attraction of new development. This type of growth inducement is also attributed to other plans developed to provide the infrastructure necessary to meet the land use objectives, or community vision, contained in the governing land use agency's general plan. In

this case, the ultimate vision of future growth and development within the Update area was already established in the Prior Plan and reflected/respected in the City of San Jose 2020 General Plan. The net effect of the Update is to establish a set of expectations regarding future land use and growth that may or may not occur in the future. Thus, it can be determined that implementation of the proposed Update is not forecast to cause or induce significant growth beyond that anticipated in the Prior Plan.

In summary, implementation of the proposed Update will not result in major extension of infrastructure into an undeveloped area, inducing premature development. It will not result in development of a new large project that could induce growth beyond that anticipated in the Prior Plan. No alternatives or mitigation is required to prevent significant growth inducement from occurring. No significant growth inducement is forecast occur as a result of implementation of the proposed Update.

7.2 IRREVERSIBLE AND/OR UNAVOIDABLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION, SHOULD IT BE IMPLEMENTED

If the Update is adopted and effectively implemented, the following irreversible and/or unavoidable environmental changes are forecast to occur:

Aesthetics: Implementation of the Update will contribute to the change of the general area. New, two-story buildings will replace existing single-story buildings on Campus. These new buildings will be consistent in terms of architecture, massing and scale with the buildings that have been developed under the Prior Plan. Parking Garage No. 2 will be located in the area currently occupied by a surface parking lot. This Garage will be similar in size, scale and massing to the existing Parking Structure located at the northeastern portion of the Campus. Based on site reconnaissance and review of the site photos taken during that reconnaissance, these components of the Update will have limited visibility both from on and off-Campus and their impacts are considered less than significant.

There is the potential for the removal of mature or memorial trees as a result of the implementation of the Update. This impact is considered cumulative; however, with the implementation of mitigation measures, the impacts a re considered less than significant.

There is also the potential for additional light and glare as a result of the implementation of the Update. This impact is also considered cumulative; however, with the implementation of mitigation measures, the impacts a re considered less than significant.

The Baseball Field Complex poles, netting, batter's eye and wall present the most apparent change in the aesthetic setting in the area of the Campus. There is no other structure of this nature in the area in terms of type, scale and function. There will be an associated change in views, both to and from the Campus. Even with the proposed mitigation incorporated, the impacts cannot be reduced to a less than significant level with the poles and netting at a maximum height of 90' adjacent to Leigh Avenue and the apartments to the west. Implementation of the Update will result in a significant irreversible and unavoidable adverse change in the visual setting or aesthetic character within the vicinity of the Campus.

Agricultural Resources: The Initial Study (Subchapter 9.1) concluded that the Update would not cause any increase in cumulative impacts to Agricultural Resources and would not adversely impact any of these Resources. There have been no changes to Agricultural Resources since the certification of the Prior Plan EIR for the Prior Plan. The Campus has not historically been used for agricultural purposes and is not classified as Prime Farmland, Unique Farmland or Farmland of Statewide Importance by the Farmland Mapping and Monitoring Program of the California Resources Agency and will not conflict with the existing zoning or an existing agricultural use, or a Williamson Act contract. The historic use of the Campus has been for non-agricultural land uses. There are no existing agricultural zoning or agricultural land use on the Campus and no agricultural uses envisioned in the future. Lastly, the implementation of the Update will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural uses. The Campus and the adjacent urban development are not being utilized for agricultural cultivation. As a result, no impacts are anticipated and no mitigation measures are required. Thus, no significant irreversible or unavoidable adverse Agricultural Resources impacts will result from implementation of the Update.

Air Quality: According to the analysis in Chapter 5.3 of this DSEIR, implementation of the Update will not result air quality impacts that will exceed the thresholds of significance established for individual projects. Combined with other projects in the local area, future emissions, when measured against the established thresholds, will be not be cumulatively significant and will result in less than significant adverse impacts to air quality.

Mitigation measures for air quality impacts have been included for construction, construction airborne toxins, and Greenhouse Gas Emissions. No mitigation is required for operational impacts. Based on the analysis in the DSEIR, no significant reversible or avoidable adverse impact for air quality emissions will result from the proposed action.

Biological Resources: The Initial Study (Subchapter 9.1) concluded that the Update would not cause any increase in cumulative impacts to Biological Resources and would not adversely impact any of these Resources. Implementation of the Update will have a less than significant effect after mitigation, to either directly or through habitat modifications, on any specifics identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; and with a potential conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Many of the conditions that applied to biological resources present in 2000 are still currently applicable. Implementation of the Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan. The Update will result in an overall decrease in OGSF and ASF. Mature trees have been removed, in compliance with the mitigation measures contained in the Prior Plan EIR, as a result of implementing the Prior Plan. There is also the potential for trees to be removed through the implementation of the Update. After implementation of mitigation measures, it was determined that impacts will be reduced to a less than significant level. No other mitigation measures were required.

The Initial Study also concluded that implementation of the Update would have no impacts that could have a substantial adverse effect on any riparian habitat or other sensitive natural

community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service; have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; or conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. As a result, no additional impacts are anticipated and no additional mitigation measures are required.

Thus, no significant irreversible or unavoidable adverse Biological Resources impacts will result from implementation of the Update.

Cultural Resources: The Initial Study (Subchapter 9.1) concluded that no significant adverse Cultural Resource impacts would result from implementation of the Update. Implementation of the Update will not cause a substantial adverse change in significance of a historical resource as defined in Section 15064.5 or directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. There have been no changes to relative to these resources since the certification of the Prior Plan EIR that would result in any impacts. As a result, no impacts were anticipated and no mitigation measures were required for these resources.

As was the case with the Prior Project, implementation of the Update may cause a substantial change in significance of a historical resource as defined in Section 15064.5 and may disturb any human remains, including those interred outside of formal cemeteries. It should be noted that no subsurface conditions relative to Cultural Resources have changed since the certification of the Prior Plan EIR. With the incorporation of a mitigation measure, impacts will be reduced to a less than significant level. The potential Cultural Resource impacts were considered to be avoidable and reversible. Thus, no significant irreversible or unavoidable adverse Cultural Resource impacts will result from implementation of the Update.

Geology/Soils: The Initial Study (Subchapter 9.1) concluded that no significant adverse Geology/Soils Resource impacts would result from implementation of the Update. Implementation of the Update could have a potentially significant impact that would expose people to potentially significant impacts related to seismic-related ground failure, including liquefaction; strong seismic ground shaking; substantial soil erosion or the loss of topsoil; location on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse; or location on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property. Many of the conditions that apply to Geology/Soils that were present in 2000 are still currently applicable. The underlying geology and soils on the Campus have not changed. The issues pertaining to seismicity are still applicable. Implementation of the Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan. The Update will result in an overall decrease in OGSF and ASF; however, 90' high poles and netting will be installed at the baseball field. All construction components of the Update will be required to comply with the latest version of the California Building Code (CBC), and specifically with the

requirements for public school facilities (which are more stringent than those for general structures). Also, implantation of the Update calls for the removal of older Campus buildings and replacement with new ones that could increase seismic safety on the Campus. With the compliance with the latest version of the CBC, demolition of older structures and the incorporation of the mitigation measures, impacts will be reduced to a less than significant level.

Implementation of the Update would have no impact which would result in or expose people to potential impacts involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; landslides; and soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water. Consistent with the Prior Project, there are no active faults within the Campus. The Campus topography is flat and not subject to landslides. Lastly, implementation of the Update will not include the use of alternative wastewater systems. No impacts are anticipated and no mitigation is required.

Thus, no significant irreversible or unavoidable adverse Geology/Soils Resources impacts will result from implementation of the Update.

Hazards/Hazardous Materials: The Initial Study concluded that implementation of the Update would have a less than significant impact that would create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; or impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. These issues were determined to be less than significant under the Prior Plan and there have been no changes or no new issues relative to Hazards since the certification of the Prior EIR that would alter these conclusions. The Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan, and in an overall decrease in OGSF and ASF. One particular hazard issue, hazards created by potential errant baseballs exiting the baseball field (not related to hazardous substances contained in this Section of the Initial Study), was addressed in Section 5.4 (Land Use and Planning) of this DSEIR. The Hazard issue areas listed above was not be analyzed in the DSEIR.

Two additional mitigation measures were added under the Update. One was recommended by the Department of Toxic Substances Control. potential environmental concerns from demolition of the older structures on-site. They recommend these concerns be investigated and mitigated in accordance with the DTSC's "*Interim Guidance, Evaluation of School Sites and Potential Soil Contamination as a Result of Lead from Lead-Based Paint, Organochloride Pesticides from Termiticides, and Polychlorinated Biphenyls from Electrical Transformers, dated June 9, 2006."* Another mitigation measure was added under Section 5.3 (Air Quality) as it pertains to toxic airborne contaminants. These two mitigation measures further implement the demolition of older structures.

Lastly, comments were made on the NOP regarding the adequacy of emergency service response in the vicinity of the Campus. Follow-up conversations were made with the San Jose/Evergreen Campus Police Department (College PD), the San Jose Police Department (SJPD), the San Jose Fire Department (SJFD) and the American Medical Response (AMR-

ambulance service). The information obtained from the pertinent public services entities (above), indicated that any impacts from the Update would be less than significant. No additional analysis was required in the DSEIR.
Thus, no significant irreversible or unavoidable adverse Hazard Resources impacts will result from implementation of the Update.

Hydrology/Water Quality: According to the Initial Study, the Update could have a less than significant impact with mitigation incorporated that would violate any water quality standards or waste discharge requirements; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or otherwise substantially degrade water quality. Construction related impacts would be avoided through preparation of a Stormwater Pollution Prevention Plan (SWPPP), which is required under NPDES for development over five acres. A mitigation measure was incorporated to the construction phase of any project.

Since the certification of the Prior Plan EIR, new regulations have been enacted to protect water quality during the operational phases of a project. This is achieved through the development of a Water Quality Management Plan (WQMP). The WQMP contains best management practices (BMP's) and other measures necessary to protect water quality. These best management practices can include management activities, as well as mechanical and infiltrative treatment measures.

The implementation of these practices is expected to minimize or eliminate any impacts to water quality. The requirement for the preparation and implementation of the WQMP was contained in a mitigation measure for the Update. With the incorporation of the mitigation measure, impacts would be reduced to a less than significant level. These issue areas will not be analyzed further in the SEIR.

The Initial Study also concluded that the Update would have no impact which would substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site; place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; place within a 100-year flood hazard area structures which would impede or redirect flood flows; expose people or structures to a significant risk or loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or inundation by seiche, tsunami or mudflow.

Lastly, the Initial Study concluded that the Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan. The

Proposed Project will result in an overall decrease in OGSF and ASF. There were no impacts from the Prior Plan on these issue areas and the same conclusions apply to the Proposed Project. The existing Campus is already developed and the uses proposed in the Proposed Project would be similar to existing uses; therefore, there would be no impacts related to groundwater discharge. Groundwater in the region is replenished by percolation of stream flows and rainfall from hill areas, not by recharge from the Campus area. The existing Campus is developed and drains into the City of San Jose storm drain system. There would be no change in the nature of the existing use. There are no streams or rivers on or near the Campus. There would be no substantial alteration of current drainage patterns that would result in erosion or siltation. The Campus is not within a 100-year floodplain and does not propose the construction of any housing. The Campus is not within a dam inundation and would not expose people to seiche, tsunami or mudflow hazards. These issue areas were determined to not need any further analyzed in the DSEIR.

Thus, no significant irreversible or unavoidable adverse Hydrology/Water Quality Resource impacts will result from implementation of the Update.

Land Use/Planning: Based on the evaluation in this Chapter 5 of this DSEIR, the implementation of the Update will exceed the thresholds set by the City of San Jose; however, it should be noted that the City does not have jurisdiction over the College. Conflicts with other applicable environmental plans or policies adopted by agencies with jurisdictions over the project may result in unavoidable adverse impacts, as described in the other Sections of this DSEIR. With the incorporation of mitigation measures, implementation of the Update will not result in unavoidable adverse impacts for Air Quality and Noise. Impacts from Aesthetics are considered an unavoidable adverse impact. Transportation/Traffic impacts are considered an unavoidable adverse impact if agreements cannot be reached with the City of San Jose pertaining to intersection improvements. Based on the analysis in this document, long-term air quality and noise impacts are forecast to be significant and unavoidable. The basis for these findings is further detailed and explained in the discussions in this Section for Hazards, Noise, and Air Quality.

Mineral Resources: The Initial Study (Subchapter 9.1) concluded that no significant adverse Mineral Resource impacts would result from implementation of the Update. The Campus has not historically been to extract mineral resources and implementation of the Update will not result in the loss of availability of a known mineral that would be of value to the region and the residents of the state or result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. As a result, no impacts are anticipated and no mitigation measures are required.
Thus, no significant irreversible or unavoidable adverse Mineral Resources impacts will result from the proposed action.

Noise: Although construction noise is identified as being a less than significant impact, mitigation measures will be required as part of the implementation of the Update. Noise generation from Campus activities will generally have a less than significant impact on surrounding residential uses with the incorporation of mitigation measures. Implementation of the Update will generate project specific noise and contribute to cumulative noise within the vicinity of the Campus. Although construction noise is identified as being a less than significant

impact, mitigation measures will be required as part of the implementation of the Update. Noise generation from Campus activities will generally have a less than significant impact on surrounding residential uses with the incorporation of mitigation measures. Implementation of the Update will generate project specific noise and contribute to cumulative noise within the vicinity of the Campus.

Based on the analysis and mitigation presented above, implementation of the Update will not cause a significant unavoidable adverse Noise impact.

Population and Housing: The Initial Study (Subchapter 9.1) concluded that implementation of the Update would not result in any significant increase in Population/Housing Resources. There were no "Unavoidable Significant Impacts," or "Significant Irreversible Environmental Changes" in the Prior Plan EIR. There were no "Effects Found Not to be Significant" in the Prior Plan EIR. As was the case with the Prior Project, implementation of the Update may induce substantial population growth in an area, either directly or indirectly. Due to the overall decrease in overall proposed square footage with the Proposed Project of 105,425 OGSF/66,161 ASF from the Prior Plan, any impacts will be considered to be further lessened. Impact will continue to be considered less than significant and no mitigation measures will be required.

Implementation of the Update will not displace substantial numbers of existing housing units or people, necessitating the construction of replacement housing elsewhere. There is no housing on the Campus and no element of the Update contemplates expansion beyond the established Campus boundaries. As a result, no impacts are anticipated and no mitigation measures are required.

Thus, no significant irreversible or unavoidable adverse Population and Housing Resources impacts will result from implementation of the Update.

Public Services: The Initial Study (Subchapter 9.1) concluded implementation of the Update project would result in a lesser demand for services than the Prior Plan, and with the incorporation of mitigation measures, it would not cause significant irreversible or unavoidable environmental changes.

Implementation of the Update would have a less than significant impact with mitigation incorporated for new or altered governmental services in any of the following area which would result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection and other governmental services. Implementation of the Prior Plan would bring additional students, employees and visitors to the Campus. It was determined that this could result in an increased demand for fire protection services and police protection services. Many of the requirements/mitigation measures have been implemented since the adoption of the Prior Plan and the certification of the Prior Plan EIR. The Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan. The Update will result in an overall decrease in OGSF and ASF. This would result in lesser

impacts than were anticipated under the Prior Plan. To ensure that all impacts are addressed, mitigation measures will be implemented for impacts to Police Protection Services and Fire Protection Services. With the incorporation of these mitigation measures, impacts will be reduced to a less than significant level.

Implementation of the Update would have no substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for schools, parks and other public facilities. As stated prior, the Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan. The Update will result in an overall decrease in OGSF and ASF. There were no impacts from the Prior Plan on these issue areas and the same conclusions apply to the implementation of the Update.

Thus, no significant irreversible or unavoidable adverse Public Service Resources impacts will result from the proposed action.

Recreation: The existing visual setting of the Campus will be permanently altered. The implementation of the components of the Update can be completed; and with mitigation incorporated will not result in unavoidable adverse impacts, with the exception of the Baseball Field Complex. The installation of the Baseball Field Complex poles, netting, batter's eye and wall results in an unavoidable adverse impact from the implementation of the Update and this impact has been determined to be an unavoidable adverse impact from the selected viewpoints (VP 5-9, 12-13), a less than significant impact (VP-4 and VP-11) and no impact for others (VP-1, VP-3, VP-10, VP-14, VP-15, VP-16, VP-17, VP-19). Based on the data and analysis presented in Section 5.2 (Aesthetics), the Update cannot be implemented without causing an unavoidable adverse impact from the Baseball Field Complex poles, netting, batter's eye and wall.

Thus, significant irreversible or unavoidable adverse Recreation impacts will result from implementation of the Update.

Transportation/Traffic: Implementing the Proposed Project will generate new trips and that will have an unavoidable adverse impact the local circulation system. All study intersections affected by the implementation of the Update operate acceptably under City of San Jose, VTA, and Caltrans standards except the South Bascom Avenue/San Carlos Street, South Bascom Avenue/Moorpark Avenue, South Bascom Avenue/Kingman Avenue, and South Bascom Avenue/Fruitdale Avenue intersections. Implementation of the Update will contribute an incremental contribution to the operation of these intersections. These intersections are controlled and operated by the City of San Jose. While the mitigation would reduce the impact to a less than significant level, San Jose City College has no authority to ensure that the proposed mitigation can be in place to mitigate the project's impacts. If an agreement is reached between the college and the City for mitigation, then this impact could be considered mitigated and less than significant. Until the time that an agreement is in place the impact at the South Bascom Avenue/Kingman Avenue intersection would be considered an unavoidable adverse impact.

Thus, significant irreversible or unavoidable adverse Transportation/Traffic impacts will result from implementation of the Update.

Utilities and Service Systems: The Initial Study (Subchapter 9.1) concluded implementation of the Update project would result in a lesser demand for Utilities/Service Systems Resources than the Prior Plan, and with the incorporation of mitigation measures, it would not cause significant irreversible or unavoidable environmental changes.

Implementation of the Update would have a less than significant impact, with mitigation incorporated, so that it would have sufficient water supplies available to serve the project from existing entitlements and resources. No new or expanded entitlements are needed. These impacts were determined to be less than significant impacts (with mitigation incorporated) from implementation of the Prior Project. The Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan. The Proposed Project will result in an overall decrease in OGSF and ASF. Since the Proposed Project would result in similar types of uses as those on the campus currently, and there is an overall reduction in the total OGSF and ASF, impacts will be less than the Prior Project. Since the adoption of the Prior Plan, older, less water efficient buildings have been demolished, new water efficient buildings have been constructed and water efficient landscaping has been installed. Mitigation measures, some of which were required in the Prior Plan EIR to mitigate water supply, will be implemented for water demand and conservation. With the incorporation of the mitigation measures, impacts will be reduced to a less than significant level.

Implementation of the Update would have a less than significant impact that would exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's anticipated demand in addition to the provider's existing commitments; be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; or comply with federal, state, and local statutes and regulations related to solid waste. Impacts from the implementation of the Prior Project were considered less than significant or no impact on these issue areas. The Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan and will result in an overall decrease in OGSF and ASF. Consistent with the Prior Plan, this determination can be made because the Campus is fully developed and the proposed facilities would be similar in function to existing facilities. All of these issue areas will have an incremental impact; however, since they are less than the Prior Project, for purposes of this analysis, they are considered less than significant.

Thus, no significant irreversible or unavoidable adverse Utilities and Service Systems Resources impacts will result from implementation of the Update.

7.3 CUMULATIVE IMPACTS

The intent of a cumulative impact evaluation is to provide the public and decision-makers with an understanding of a given project's contribution to area-wide or community environmental impacts when added to other development occurring in the region. Typically, cumulative impacts are discussed in relation to a list of past, present and reasonably anticipated projects or in relation to broad growth projections contained in general or regional plans (refer Section15130(b) of the State CEQA Guidelines). For the proposed Update, cumulative impacts are evaluated in the context of both types of cumulative impact forecasts. The cumulative impact projections were made using local and regional planning documents and site specific technical studies. Cumulative impacts are discussed in each issue subchapter of Chapter 5 in this SDEIR. The following is a summary of cumulative impacts that are forecast to occur if the proposed Update is implemented as proposed and a restatement of the cumulative impacts from the Initial Study and Chapter 5.

Aesthetics: Implementation of the Update will contribute to the change of the general area. New, two-story buildings will replace existing single-story buildings on Campus. These new buildings will be consistent in terms of architecture, massing and scale with the buildings that have been developed under the Prior Plan. Parking Garage No. 2 will be located in the area currently occupied by a surface parking lot. This Garage will be similar in size, scale and massing to the existing Parking Structure located at the northeastern portion of the Campus. Based on site reconnaissance and review of the site photos taken during that reconnaissance, these components of the Update will have limited visibility both from on and off-Campus and their impacts are considered less than significant.

There is the potential for the removal of mature or memorial trees as a result of the implementation of the Update. This impact is considered cumulative; however, with the implementation of mitigation measures, the impacts a re considered less than significant.

There is also the potential for additional light and glare as a result of the implementation of the Update. This impact is also considered cumulative; however, with the implementation of mitigation measures, the impacts a re considered less than significant.

The Baseball Field Complex poles, netting, batter's eye and wall present the most apparent change in the aesthetic setting in the area of the Campus. There is no other structure of this nature in the area in terms of type, scale and function. There will be an associated change in views, both to and from the Campus. Even with the proposed mitigation incorporated, the impacts cannot be reduced to a less than significant level with the poles and netting at a maximum height of 90' adjacent to Leigh Avenue and the apartments to the west. Implementation of the Update does contribute to the cumulative change that will be experienced at this location, and the analysis indicates that this change will create a cumulative significant aesthetic or visual resource impact.

There are no known adjacent projects that would impact the same viewshed as Baseball Field Complex poles, netting and wall, nor are there any that are planned based on the surrounding General Plan designations. Therefore, implementation of the Update is forecast to make a cumulatively considerable contribution to visual/aesthetic impacts on the local visual

setting/environment. Based on the data available at this time and the analysis in this subchapter, there appears to be any cumulatively considerable degradation in visual character or quality that will result from implementing the Update.

Agricultural Resources: The Initial Study (Subchapter 9.1) concluded that the Update would not cause any increase in cumulative impacts to Agricultural Resources and would not adversely impact any of these Resources. There have been no changes to Agricultural Resources since the certification of the Prior Plan EIR for the Prior Plan. The Campus has not historically been used for agricultural purposes and is not classified as Prime Farmland, Unique Farmland or Farmland of Statewide Importance by the Farmland Mapping and Monitoring Program of the California Resources Agency and will not conflict with the existing zoning or an existing agricultural use, or a Williamson Act contract. The historic use of the Campus has been for non-agricultural land uses. There are no existing agricultural zoning or agricultural land use on the Campus and no agricultural uses envisioned in the future. Lastly, the implementation of the Update will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural uses. The Campus and the adjacent urban development are not being utilized for agricultural cultivation. As a result, no impacts are anticipated and no mitigation measures are required.

The potential Agricultural Resource impacts from implementation of the Update are not considered cumulatively considerable.

Air Quality: According to the analysis in Chapter 5.3 of this DSEIR, implementation of the Update will not result air quality impacts that will exceed the thresholds of significance established for individual projects. Combined with other projects in the local area, future emissions, when measured against the established thresholds, will be not be cumulatively significant and will result in less than significant adverse impacts to air quality.

Mitigation measures for air quality impacts have been included for construction, construction airborne toxins, and Greenhouse Gas Emissions. No mitigation is required for operational impacts.

The potential Air Quality Resource impacts from implementation of the Update are considered to be less than cumulatively considerable, with mitigation incorporated.

Biological Resources: The Initial Study (Subchapter 9.1) concluded that the Update would not cause any increase in cumulative impacts to Biological Resources and would not adversely impact any of these Resources. Implementation of the Update will have a less than significant effect after mitigation, to either directly or through habitat modifications, on any specifics identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service; and with a potential conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Many of the conditions that applied to biological resources present in 2000 are still currently applicable. Implementation of the Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan. The Update will result in an overall decrease in OGSF and ASF. Mature trees have been removed, in compliance with the mitigation measures

contained in the Prior Plan EIR, as a result of implementing the Prior Plan. There is also the potential for trees to be removed through the implementation of the Update. After implementation of mitigation measures, it was determined that impacts will be reduced to a less than significant level. No other mitigation measures were required.

The Initial Study also concluded that implementation of the Update would have no impacts that could have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service; have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means; interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; or conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. As a result, no additional impacts are anticipated and no additional mitigation measures are required.

The potential Biological Resource impacts from implementation of the Update are considered to be less than cumulatively considerable, with mitigation incorporated.

Cultural Resources: The Initial Study (Subchapter 9.1) concluded that no significant adverse Cultural Resource impacts would result from implementation of the Update. Implementation of the Update will not cause a substantial adverse change in significance of a historical resource as defined in Section 15064.5 or directly or indirectly destroy a unique paleontological resource or site or unique geologic feature. There have been no changes to relative to these resources since the certification of the Prior Plan EIR that would result in any impacts. As a result, no impacts were anticipated and no mitigation measures were required for these resources.

As was the case with the Prior Project, implementation of the Update may cause a substantial change in significance of a historical resource as defined in Section 15064.5 and may disturb any human remains, including those interred outside of formal cemeteries. It should be noted that no subsurface conditions relative to Cultural Resources have changed since the certification of the Prior Plan EIR. With the incorporation of a mitigation measure, impacts will be reduced to a less than significant level.

The potential Cultural Resource impacts from implementation of the Update are considered to be less than cumulatively considerable, with mitigation incorporated.

Geology/Soils: The Initial Study (Subchapter 9.1) concluded that no significant adverse Geology/Soils Resource impacts would result from implementation of the Update. Implementation of the Update could have a potentially significant impact that would expose people to potentially significant impacts related to seismic-related ground failure, including liquefaction; strong seismic ground shaking; substantial soil erosion or the loss of topsoil; location on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse; or location on expansive soil, as defined in Table 18-1-B of the Uniform

Building Code (1994), creating substantial risks to life or property. Many of the conditions that apply to Geology/Soils that were present in 2000 are still currently applicable. The underlying geology and soils on the Campus have not changed. The issues pertaining to seismicity are still applicable. Implementation of the Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan. The Update will result in an overall decrease in OGSF and ASF; however, 90' high poles and netting will be installed at the baseball field. All construction components of the Update will be required to comply with the latest version of the California Building Code (CBC), and specifically with the requirements for public school facilities (which are more stringent than those for general structures). Also, implantation of the Update calls for the removal of older Campus buildings and replacement with new ones that could increase seismic safety on the Campus. With the compliance with the latest version of the CBC, demolition of older structures and the incorporation of the mitigation measures, impacts will be reduced to a less than significant level.

Implementation of the Update would have no impact which would result in or expose people to potential impacts involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; landslides; and soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water. Consistent with the Prior Project, there are no active faults within the Campus. The Campus topography is flat and not subject to landslides. Lastly, implementation of the Update will not include the use of alternative wastewater systems. No impacts are anticipated and no mitigation is required.

The potential Geology/Soils Resource impacts from implementation of the Update are considered to be less than cumulatively considerable, with mitigation incorporated.

Hazards/Hazardous Materials: The Initial Study concluded that implementation of the Update would have a less than significant impact that would create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; or impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. These issues were determined to be less than significant under the Prior Plan and there have been no changes or no new issues relative to Hazards since the certification of the Prior EIR that would alter these conclusions. The Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan, and in an overall decrease in OGSF and ASF. One particular hazard issue, hazards created by potential errant baseballs exiting the baseball field (not related to hazardous substances contained in this Section of the Initial Study), was addressed in Section 5.4 (Land Use and Planning) of this DSEIR. The Hazard issue areas listed above was not be analyzed in the DSEIR.

Two additional mitigation measures were added under the Update. One was recommended by the Department of Toxic Substances Control. potential environmental concerns from demolition of the older structures on-site. They recommend these concerns be investigated and mitigated in accordance with the DTSC's "*Interim Guidance, Evaluation of School Sites and Potential Soil Contamination as a Result of Lead from Lead-Based Paint, Organochloride Pesticides from Termiticides, and Polychlorinated Biphenyls from Electrical Transformers, dated June 9, 2006.*"

Another mitigation measure was added under Section 5.3 (Air Quality) as it pertains to toxic airborne contaminants. These two mitigation measures further implement the demolition of older structures.

Lastly, comments were made on the NOP regarding the adequacy of emergency service response in the vicinity of the Campus. Follow-up conversations were made with the San Jose/Evergreen Campus Police Department (College PD), the San Jose Police Department (SJPD), the San Jose Fire Department (SJFD) and the American Medical Response (AMR-ambulance service). The information obtained from the pertinent public services entities (above), indicated that any impacts from the Update would be less than significant. No additional analysis was required in the DSEIR.

The potential Hazards/Hazardous Materials Resource impacts from implementation of the Update are considered to be less than cumulatively considerable, with mitigation incorporated.

Hydrology/Water Quality: According to the Initial Study, the Update could have a less than significant impact with mitigation incorporated that would violate any water quality standards or waste discharge requirements; create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or otherwise substantially degrade water quality. Construction related impacts would be avoided through preparation of a Stormwater Pollution Prevention Plan (SWPPP), which is required under NPDES for development over five acres. A mitigation measure was incorporated to the construction phase of any project.

Since the certification of the Prior Plan EIR, new regulations have been enacted to protect water quality during the operational phases of a project. This is achieved through the development of a Water Quality Management Plan (WQMP). The WQMP contains best management practices (BMP's) and other measures necessary to protect water quality. These best management practices can include management activities, as well as mechanical and infiltrative treatment measures.

The implementation of these practices is expected to minimize or eliminate any impacts to water quality. The requirement for the preparation and implementation of the WQMP was contained in a mitigation measure for the Update. With the incorporation of the mitigation measure, impacts would be reduced to a less than significant level. These issue areas will not be analyzed further in the SEIR.

The Initial Study also concluded that the Update would have no impact which would substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off-site; substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site;

place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map; place within a 100-year flood hazard area structures which would impede or redirect flood flows; expose people or structures to a significant risk or loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or inundation by seiche, tsunami or mudflow.

Lastly, the Initial Study concluded that the Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan. The Proposed Project will result in an overall decrease in OGSF and ASF. There were no impacts from the Prior Plan on these issue areas and the same conclusions apply to the Proposed Project. The existing Campus is already developed and the uses proposed in the Proposed Project would be similar to existing uses; therefore, there would be no impacts related to groundwater discharge. Groundwater in the region is replenished by percolation of stream flows and rainfall from hill areas, not by recharge from the Campus area. The existing Campus is developed and drains into the City of San Jose storm drain system. There would be no change in the nature of the existing use. There are no streams or rivers on or near the Campus. There would be no substantial alteration of current drainage patterns that would result in erosion or siltation. The Campus is not within a 100-year floodplain and does not propose the construction of any housing. The Campus is not within a dam inundation and would not expose people to seiche, tsunami or mudflow hazards. These issue areas were determined to not need any further analyzed in the DSEIR.

The potential Hydrology/Water Quality Resource impacts from implementation of the Update are considered to be less than cumulatively considerable, with mitigation incorporated.

Land Use/Planning: Based on the evaluation in this DSEIR, the implementation of the Update will exceed the thresholds set by the City of San Jose; however, it should be noted that the City does not have jurisdiction over the College. Conflicts with other applicable environmental plans or policies adopted by agencies with jurisdictions over the project are cumulative, as described in the other Chapters of this DSEIR. With the incorporation of mitigation measures, implementation of the Update will have a less than significant cumulative impact for Air Quality and Noise. Impacts from Aesthetics are considered cumulative and significant. Transportation/Traffic impacts are considered cumulative and significant if agreements cannot be reached with the City of San Jose pertaining to intersection improvements. Please refer to subchapters 5.2 (Aesthetics) and 5.6 (Recreation) for additional and more specific findings regarding cumulative impacts for these aspects of land use incompatibility.

Based on this information, implementation of the Update is forecast to cause or contribute to cumulatively considerable adverse impacts to Land Use/Planning Resources.

Mineral Resources: The Initial Study (Subchapter 9.1) concluded that no significant adverse Mineral Resource impacts would result from implementation of the Update. The Campus has not historically been to extract mineral resources and implementation of the Update will not result in the loss of availability of a known mineral that would be of value to the region and the residents of the state or result in the loss of availability of a locally important mineral resource

recovery site delineated on a local general plan, specific plan or other land use plan. As a result, no impacts are anticipated and no mitigation measures are required.

The potential Mineral Resource impacts from implementation of the Update are not considered cumulatively considerable.

Noise: Although construction noise is identified as being a less than significant impact, mitigation measures will be required as part of the implementation of the Update. Noise generation from Campus activities will generally have a less than significant impact on surrounding residential uses with the incorporation of mitigation measures. Implementation of the Update will generate project specific noise and contribute to cumulative noise within the vicinity of the Campus. Although construction noise is identified as being a less than significant impact, mitigation measures will be required as part of the implementation of the Update. Noise generation from Campus activities will generally have a less than significant impact on surrounding residential uses with the incorporation of mitigation measures. Implementation of the Update will generate project specific noise and contribute to cumulative noise within the vicinity of the Campus.

The potential Noise Resource impacts from implementation of the Update are considered to be less than cumulatively considerable, with mitigation incorporated.

Population/Housing: The Initial Study (Subchapter 9.1) concluded that implementation of the Update would not result in any significant increase in Population/Housing Resources. There were no “Unavoidable Significant Impacts,” or “Significant Irreversible Environmental Changes” in the Prior Plan EIR. There were no “Effects Found Not to be Significant” in the Prior Plan EIR. As was the case with the Prior Project, implementation of the Update may induce substantial population growth in an area, either directly or indirectly. Due to the overall decrease in overall proposed square footage with the Proposed Project of 105,425 OGSF/66,161 ASF from the Prior Plan, any impacts will be considered to be further lessened. Impact will continue to be considered less than significant and no mitigation measures will be required.

Implementation of the Update will not displace substantial numbers of existing housing units or people, necessitating the construction of replacement housing elsewhere. There is no housing on the Campus and no element of the Update contemplates expansion beyond the established Campus boundaries. As a result, no impacts are anticipated and no mitigation measures are required.

The potential Population/Housing Resource impacts from implementation of the Update are considered to be less than cumulatively considerable.

Public Services: The Initial Study (Subchapter 9.1) concluded implementation of the Update project would result in a lesser demand for services than the Prior Plan, and with the incorporation of mitigation measures, impacts would be considered less than significant.

Implementation of the Update would have a less than significant impact with mitigation incorporated for new or altered governmental services in any of the following area which would

result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection and other governmental services. Implementation of the Prior Plan would bring additional students, employees and visitors to the Campus. It was determined that this could result in an increased demand for fire protection services and police protection services. Many of the requirements/mitigation measures have been implemented since the adoption of the Prior Plan and the certification of the Prior Plan EIR. The Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan. The Update will result in an overall decrease in OGSF and ASF. This would result in lesser impacts than were anticipated under the Prior Plan. To ensure that all impacts are addressed, mitigation measures will be implemented for impacts to Police Protection Services and Fire Protection Services. With the incorporation of these mitigation measures, impacts will be reduced to a less than significant level.

Implementation of the Update would have no substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times or other performance objectives for schools, parks and other public facilities. As stated prior, the Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan. The Update will result in an overall decrease in OGSF and ASF. There were no impacts from the Prior Plan on these issue areas and the same conclusions apply to the implementation of the Update.

The potential Public Services Resource impacts from implementation of the Update are considered to be less than cumulatively considerable, with mitigation incorporated.

Recreation: The existing visual setting of the Campus will be permanently altered. The implementation of the components of the Update can be completed; and with mitigation incorporated will not result in unavoidable adverse impacts, with the exception of the Baseball Field Complex. The installation of the Baseball Field Complex poles, netting, batter's eye and wall results in an unavoidable adverse impact from the implementation of the Update and this impact has been determined to be an unavoidable adverse impact from the selected viewpoints (VP 5-9, 12-13), a less than significant impact (VP-4 and VP-11) and no impact for others (VP-1, VP-3, VP-10, VP-14, VP-15, VP-16, VP-17, VP-19). Based on the data and analysis presented in Section 5.2 (Aesthetics), the Update cannot be implemented without causing an unavoidable adverse impact from the Baseball Field Complex poles, netting, batter's eye and wall.

Based on this information, implementation of the Update is forecast to cause or contribute to cumulatively considerable adverse impacts to Recreation Resources.

Traffic and Circulation: All study intersections affected by the implementation of the Update operate acceptably under City of San Jose, VTA, and Caltrans standards except the South Bascom Avenue/San Carlos Street, South Bascom Avenue/Moorpark Avenue, South Bascom

Avenue/Kingman Avenue, and South Bascom Avenue/Fruitdale Avenue intersections. Implementation of the Update will contribute an incremental contribution to the operation of these intersections. These intersections are controlled and operated by the City of San Jose. While the mitigation would reduce the impact to a less than significant level, San Jose City College has no authority to ensure that the proposed mitigation can be in place to mitigate the project's impacts. If an agreement is reached between the college and the City for mitigation, then this impact could be considered mitigated and less than significant. Until the time that an agreement is in place the impact at the South Bascom Avenue/Kingman Avenue intersection would be considered cumulative and significant.

Utilities/Service Systems: The Initial Study (Subchapter 9.1) concluded implementation of the Update project would result in a lesser demand for Utilities/Service Systems Resources than the Prior Plan, and with the incorporation of mitigation measures, impacts would be considered less than significant.

Implementation of the Update would have a less than significant impact, with mitigation incorporated, so that it would have sufficient water supplies available to serve the project from existing entitlements and resources. No new or expanded entitlements are needed. These impacts were determined to be less than significant impacts (with mitigation incorporated) from implementation of the Prior Project. The Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan. The Proposed Project will result in an overall decrease in OGSF and ASF. Since the Proposed Project would result in similar types of uses as those on the campus currently, and there is an overall reduction in the total OGSF and ASF, impacts will be less than the Prior Project. Since the adoption of the Prior Plan, older, less water efficient buildings have been demolished, new water efficient buildings have been constructed and water efficient landscaping has been installed. Mitigation measures, some of which were required in the Prior Plan EIR to mitigate water supply, will be implemented for water demand and conservation. With the incorporation of the mitigation measures, impacts will be reduced to a less than significant level.

Implementation of the Update would have a less than significant impact that would exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects; result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's anticipated demand in addition to the provider's existing commitments; be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; or comply with federal, state, and local statutes and regulations related to solid waste. Impacts from the implementation of the Prior Project were considered less than significant or no impact on these issue areas. The Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the Prior Plan and will result in an overall decrease in OGSF and ASF. Consistent with the Prior Plan, this determination can be made because the Campus is fully developed and the proposed facilities would be similar in function to existing facilities. All of these issue areas will have an incremental impact; however, since they are less than the Prior

Project, for purposes of this analysis, they are considered less than significant.

The potential Utilities/Service Systems Resource impacts from implementation of the Update are considered to be less than cumulatively considerable, with mitigation incorporated.

CHAPTER 8 – PREPARATION RESOURCES

8.1 REPORT PREPARATION

8.1.1 Lead Agency

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8.1.4 EIR Consultant

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Dr. Michael Maas
Matthew Fagan, AICP
John Collins

8.1.5 EIR Technical Consultants

Fehr & Peers: Traffic, Parking Study
Giroux and Associates: Noise and Air Quality.
Digital Preview: Visual Simulation.

Verde Design, Inc.: Fencing and Netting Plan.
Tanner Consulting: Fencing and Netting Plan, Trajectory Study.

8.2 BIBLIOGRAPHY

The following documents were used in preparing this DSEIR and the Initial Study:

- San Jose City College Facilities Master Plan 2021.
- San Jose City College Facilities Master Plan 2000.
- San Jose City College Facilities Master Plan 2000 Draft EIR.
- San Jose City College Facilities Master Plan 2000 Final EIR.
- City of San Jose General Plan.
- City of San Jose Development Code.
- California Building Code (CBC).
- Uniform Fire Code (UFC) and Appendices.
- San Jose – Evergreen CCD Report 17 Verification, dated September 29, 2008.
- 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.
- 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.
- San Jose City College Facilities Master Plan TIA, prepared by Fehr & Peers, dated February 4, 2009.
- Existing Conditions for San Jose City College, prepared by Fehr & Peers, dated February 8, 2008.
- "Interim Guidance, Evaluation of School Sites and Potential Soil Contamination as a Result of Lead from Lead-Based Paint, Organochloride Pesticides from Termiticides, and Polychlorinated Biphenyls from Electrical Transformers, dated June 9, 2006," prepared by Department of Toxic Substances Control (DTSC).

8.3 PERSONS CONTACTED

- Robert Dias, San José/Evergreen Community College District.
- Jeff Daniels, City of San Jose Department of Transportation.
- Ray Aguirre, Chief of Police for the San José/Evergreen Valley Community College Police Department.
- Brad Cloutier, City of San Jose Bureau of Fire Prevention.
- Chris Moore, Deputy Chief - San Jose Police Department.
- Marcie Morrow, American Medical Response (AMR).
- Devin Conway, Verde Design, Inc.
- Dave Tanner, Tanner Consulting Group.

CHAPTER 9 – APPENDICES

9.1 INITIAL STUDY

The Initial Study for the San Jose City College Master Plan Update 2021 (Update) is included in its entirety in this subchapter.

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9.2 SCOPING MEETING ITEMS, NOP COMMENT LETTERS AND E-MAILS

A Notice of Preparation (NOP) for the preparation of a Subsequent Environmental Impact Report (SEIR) for the San Jose City College Facilities Master Plan Update 2021 (Update) was prepared and distributed in the manner prescribed in Section 15082 of the CEQA Guidelines. In addition, the NOP was sent to the persons who were identified as having an interest in the SEIR. The circulation period for the NOP was from October 8, 2008 through November 7, 2008.

The following items are included as attachments to this subchapter pertaining to the NOP distribution:

- A copy of the NOP.
- The NOP distribution list.

A scoping meeting was on the held in the Student Center of the San Jose City College (SJCC) Campus for the Update on the evening of October 10, 2008. A notice of the scoping meeting was mailed to the recipients of the Notice of Preparation (NOP), property owners and residents within a 600' radius of the Campus, as well as an advertisement in the San Jose Mercury News.

The following items are included as attachments to this subchapter pertaining to the scoping meeting:

- A copy of the notice of scoping meeting.
- The scoping meeting distribution.
- The advertisement of the scoping meeting in the San Jose Mercury News.
- Scoping meeting attendance sheet.
- Scoping meeting minutes.
- Subsequent letter from SJCC with link to the "ftp" site where the NOP and Initial Study could be viewed.

Six (6) letter responses and two (2) e-mail responses to the NOP were submitted. These responses letters are listed below and contained in this subchapter. Responses to these letters are contained in subchapter 2.2.2.

- Response Letter #1 from State of California, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit, letter dated October 8, 2008.

- Response Letter #2 from Department of Toxic Substances Control, letter dated October 30, 2008.
- Response Letter #3 from City of San Jose, Department of Planning, Building and Code Enforcement, letter dated November 19, 2008.
- Response Letter #4 from Santa Clara Valley Transportation Authority (VTA), letter dated November 6, 2008.
- Response Letter #5 from Caltrans, letter dated November 5, 2008.
- Response Letter #6 Ms. Randi Kinman, letter dated November 7, 2008.
- Response E-mail #1 from Santa Clara Valley Water District, dated October 15, 2008.
- Response E-mail #2 from Michael LaRoca, dated November 6, 2008.