

**FINAL
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT
(FSEIR)**

FOR

**San Jose City College Facilities Master Plan Update
2011**

(SCH#1999122011)

Prepared for:

San José/Evergreen Community College District
4750 San Felipe Road
San Jose, California 95135

Prepared by:

Maas Companies, Inc.
59867 Cascadel Drive North
North Fork, California 92643

Draft SEIR Publication Date: February 24, 2009

Draft SEIR Public Comment Period: February 24, 2009 – April 9, 2009

Revised DSEIR Publication Date: May 5, 2010

Revised DSEIR Hearing Date: June 8, 2010

Revised DSEIR Public Comment Period: May 5, 2010 – June 18, 2010

Final EIR Certification Hearing: July 13, 2010

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Commenting List (2009 DSEIR and 2010 Revised DSEIR)

LIST OF PERSONS, ORGANIZATIONS, AND PUBLIC AGENCIES COMMENTING ON THE REVISED DSEIR

1. Connie Gardner, April 8, 2009 (e-mail).
2. Governor's Office of Planning and Research, State Clearinghouse and Planning Unit, April 10, 2009 (letter).
3. Department of Transportation, April 9, 2009 (letter).
4. William H. Todd, April 8, 2009 (letter).
5. Sherman Oaks Neighborhood Association, April 17, 2009 (letter)
6. Santa Clara Valley Transportation Authority (VTA), April 10, 2009 (letter).
7. City of San Jose, April 10, 2009 (letter).
8. Jussi and Lena Rajna, Anne Kearney Bryan and Melissa Plett, June 15, 2010 (letter).
9. Randi Kinman, June 7, 2010 (letter).
10. Sherman Oaks Neighborhood Association, June 17, 2010 (letter).
11. Stephen L. Kline, June 18, 2010 (letter).
12. Santa Clara Valley Transportation Authority (VTA), June 18, 2010 (letter).
13. Governor's Office of Planning and Research, State Clearinghouse and Planning Unit, June 23, 2010 (letter).
14. Burbank/Del Monte Neighborhood Advisory Committee, June 17, 2010 (letter).
15. Responses to Public Comments at Board of Trustees Hearing, June 8, 2010.

**Comment Letters (2009 DSEIR and 2010 Revised DSEIR) and
Responses to Comments**

Comment Letter (e-mail) #1

From: Connie Gardner [mailto:conniegardner@pacbell.net]
Sent: Wednesday, April 08, 2009 8:11 PM
To: Dias, Robert
Subject: comments on DSEIR - Project proposal for San Jose City College

Mr. Dias,

In response to the Notice of Availability of Draft Subsequent Environmental Impact Report (DSEIR) received from you, I wanted to provide my comments/concerns to you prior to the public comment period closure of 4-10.

As a neighbor to SJCC and a graduate of SJCC I am very concerned over two issues. First is traffic, second is one of the alternative options being considered.

1. Traffic - Reference: 5.7.12 - Cumulative Intersections Levels of Service
 - #4 South Bascom & Parkmoor
 - Without Project or With Project: D+ AM / C- PM
 - #5 Leland & Parkmoor
 - Without Project or With Project: C AM / C- PM
 - #6 Leigh & Parkmoor
 - Without Project: D AM / C- PM --- With Project: D AM / D PM

1-1

Comments: My home is on the corner of Raymond Ave and Parkmoor. My driveway is on Parkmoor. Today as it stands, in the AM both lanes of Parkmoor are backed up from Leland to Bascom from 8AM to 9:30AM. Then, in the PM both lanes are backed up from 2PM to 3PM and then again from 4PM to 6:30PM.

Parkmoor's traffic is very heavy and looks more like a two lane freeway rather than a street. Between the quantity of autos, speed of the autos (when not bumper to bumper), and the noise, within the last nine years it has become almost unbearable. My concern is any increased traffic along this corridor.

2. Alternative Option - Reference: 6.4 Project entry at Leland
- The removal of right turns only leaving the campus onto Moorpark and allowing for traffic to flow directly onto Leland Avenue.

1-2

Comments: Impacts to traffic within the Burbank Neighborhood on Leland is stated to be minimal. I do not agree. Once the entry is changed, SJCC traffic will find shortcuts through the Burbank Neighborhood to escape the heavy traffic on Parkmoor between Leigh, Leland and South Bascom. This occurs some today, however, considerable increase should be expected. There is no reference to any impact study to other streets within the neighborhood, nor any reference of impact studies on added traffic on Parkmoor from Leland to Bascom as a result of this entry change at SJCC. I realize this is designed to help the Fruitdale Neighborhood, however, this is not a good solution to route it to the Burbank Neighborhood.

I appreciate the opportunity to submit my comments and will be attending the public hearing on May 12th. If you have addition information that you can provide me which addresses my comments/concerns, please let me know.

Respectfully submitted,
Connie Gardner



ARNOLD SCHWARZENEGGER
GOVERNOR

Comment Letter #2

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

April 10, 2009

Robert Dias
San Jose-Evergreen Community College District
4750 San Felipe Road
San Jose, CA 95135-1599

Subject: San Jose City College Facilities Master Plan Update 2021
SCH#: 1999122011

Dear Robert Dias:

The State Clearinghouse submitted the above named Subsequent EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on April 9, 2009, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts
Director, State Clearinghouse

Enclosures
cc: Resources Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 1999122011
Project Title San Jose City College Facilities Master Plan Update 2021
Lead Agency San Jose-Evergreen Community College District

Type SBE Subsequent EIR
Description 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; Provisions for additional parking; Modification and expansion of Campus infrastructure; Renovation/replacement of the Campus landscaping.

Lead Agency Contact

Name Robert Dias
Agency San Jose-Evergreen Community College District
Phone (408) 270-6400 **Fax** (408) 238-2866
email robert.dias@sjeccd.org
Address 4750 San Felipe Road
City San Jose **State** CA **Zip** 95135-1599

Project Location

County Santa Clara
City San Jose
Region
Lat / Long
Cross Streets South Bascom/ Moorpark Ave, Moorpark/Leigh Ave
Parcel No. 282-43-05, -06, -08, -12

Township	Range	Section	Base
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Proximity to:

Highways I-280
Airports
Railways
Waterways
Schools
Land Use R-1-8: Single-Family Residential and A (PD); Planned Development/ General Commercial and Public/Quasi-Public

Project Issues Aesthetic/Visual; Air Quality; Landuse; Noise; Traffic/Circulation; Recreation/Parks

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 3; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 4; Integrated Waste Management Board; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission

Date Received 02/24/2009 **Start of Review** 02/24/2009 **End of Review** 04/09/2009

Note: Blanks in data fields result from insufficient information provided by lead agency.

Comment Letter #3

STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER GOVERNOR

DEPARTMENT OF TRANSPORTATION

P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 622-5481
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SCL280275
SCH1999122011

April 9, 2009

Mr. Robert Dias
San José/Evergreen Community College District
4750 San Felipe Road
San José, CA 95135-1599

Dear Mr. Dias:

San José City College Facility Master Plan Update 2021, Draft Environmental Impact Report (DEIR)

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the proposed project. We have reviewed the DEIR and have the following comments to offer.

Highway Operations

- 3-1 1. On page 11, the report should clearly state the resource where the six intersection traffic counts were taken.
- 3-2 2. In addition to the existing Transit Services, will there be additional campus-shuttle services provided to go to nearby mass transit stations?
- 3-3 3. On page 31 of the Traffic Impact Analysis (TIA): The report should include any discussion and statements made by the City of San José for mitigating the traffic impacts to Moorpark Avenue, Kingman Avenue, and Fruitdale Avenue at Bascom Avenue intersections. What would be the result if the Background and Cumulative traffic of Kingman Ave. is restricted to making left-turn movements and then directed to make a U-turn at Renova Drive?
- 3-4 4. Parking issues on page 18 of the TIA: The developer should discuss the numbers of street surface parking spaces available to augment any parking deficiency of the project, especially during special events.
- 3-5 5. The TIA should include discussion of ramp queuing analysis for the Interstate 280 interchanges at Parkmoor Ave., Moorpark Ave., and the State Route 17/ Hamilton Avenue southbound on-ramp and northbound off-ramp.

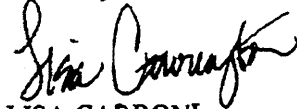
Please clarify and submit the requested information for our review and comment.

"Caltrans improves mobility across California"

Mr. Robert Dias
April 9, 2009
Page 2

Should you have any questions regarding this letter, please call José L. Olveda of my staff at (510) 286-5535.

Sincerely,



for

LISA CARBONI
District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan (State Clearinghouse)

Comment Letter #4

William H. Todd
840 Sherman Oaks Dr.
San Jose, CA 95128
408 298-0989

April 8, 2009

Mr. Robert Diaz
Executive Director
Facilities, Construction Management, & Operations
4750 San Felipe Road
San Jose, CA 95135-1599

Subject: Draft Subsequent Environmental Impact Report (DSEIR), Volume 1
San Jose City College Facilities Master Plan Update 2021

Dear Mr. Diaz:

My dog JaeBe takes me walking in and around SJ City College most mornings between 5 and 6 a.m and I follow him dutifully at the end of a leash. Over the past 4 years I've observed the many improvements that have taken place and have been impressed with the progress.

One item, the new baseball complex (as it is called), has this 73 year old shortstop very concerned about safety because of the short left field fence adjacent to the sidewalk on Leigh avenue.

4-1

Obviously, whoever designed the field felt that a high fence was needed to keep home run balls from hitting moving traffic on Leigh or houses across Leigh. My fear is that balls hit into the street could create automobile crashes and possible serious injury to people using Leigh either walking or driving.

I strongly recommend that a real live test be made such as: *'on a windy afternoon have some of the home run hitters on the City College team hit against a pitcher throwing hard fast balls to prove the short distance is safe.'*

If I were a young big hitter, I would like to know that a possible hit over the fence would not injure someone.

Sincerely,

W. H. Todd

cc: Pierluigi Oliverio, Councilmember, City of San Jose Council District 6
Ken Yeager, Supervisor, County of Santa Clara District 4

Comment Letter #5



Sherman Oaks Neighborhood Association

April 17, 2009

TO: San Jose/Evergreen Community College Board of Trustees
Robert Dias, Executive Director
Facilities - Construction Management - Operations
San Jose/Evergreen Community College District
4750 San Felipe Road
San Jose, CA 95135-1599

RE: Draft Subsequent Environmental Impact Report (SDEIR)
San Jose City College Facilities Master Plan Update 2021

Dear Trustees and Mr. Dias;

Before addressing the specifics of the Draft Subsequent Environmental Impact Report (SDEIR) for the San Jose City College Facilities Master Plan Update 2021, the Sherman Oaks Neighborhood Association (SONA) would like to take this opportunity to express our ongoing appreciation for the actions taken by Dr. Michael Burke, President of San Jose City College (SJCC). President Burke's actions have saved the district costly litigation and have gone a long way towards healing the damage caused by previous administrators and staff that have misled us and misrepresented SJCC Capital Improvement Plan (CIP). Had somebody of Dr. Burke's caliber been at the reins throughout this process we believe the CIP would have proceeded in an open manner that would have expedited improvements while protecting neighboring residents, thus avoiding dispersal of bond funds for projects that did not meet California Environmental Quality Act (CEQA) requirements. We hope that this recent cooperative effort will continue and we look forward to the continued vitality and growth of the campus.

5-1

Before addressing the analysis, we believe that it is necessary to describe the history of SONA's relationship with the campus to put things in perspective. While Administrators, Staff, Trustees and Chancellors may come and go with no obvious means of maintaining institutional memory, SONA residents are the one constant.

SONA has made a point of meeting with administrators and staff multiple times each year to review ongoing concerns and the CIP. We usually begin this process prior to the football season to review problems from the last year. At times these meetings have included San Jose Police Department and the San Jose/Evergreen Community College District Police Department along with event organizers. We have scheduled "getting to know you" meetings with each new administrator that has been in place over the last decade. We have reviewed prior events and advised campus staff of our inability to reach campus security and the need to continually call out San Jose Police Department to deal with parking control, crowd control and problems related to events held on campus. We have been told the campus cannot regulate what its users do when they leave the campus and have no control over noise other than the ability to ask (not demand) that loudspeakers be turned down. At one point a prior President stated he would just cancel all outside use of the stadium and notify the teams it was because we were complaining. This is something we never wanted and was designed to put us at odds with users of the site.

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SJCC SDEIR Response Page 1 of 16



Sherman Oaks Neighborhood Association

During this process, staff and administration downplayed changes to the Master Plan adopted in 1999 and often did not notify us of changes until after the fact. New surface parking lots along Leigh simply appeared. In multiple presentations to our general membership and during meetings on campus with our Board of Directors, the Baseball Field Complex was always referred to as a playing field, not a complex. We were always shown diagrams of a flat field, never a major construction with poles, nets, buildings or walls. We always asked, "Will there be lights, PA systems or bleachers?" and were told "No". We (and the general public) were never advised of development of engineering documents, plans or design. This could be viewed as a deliberate attempt to deceive or an error in judgment compounded by continued turnover in the administration. While some believe there was intent to withhold this information deliberately in the past, it was obvious that President Burke was unaware that CEQA had been circumvented. Thus, we believe many of the Trustees are unaware of our historical perspective.

Beginning with the original scoping meetings for the Prior Plan, residents on the south side of campus have lobbied for a sound wall to mitigate the impact of construction and development. We were assured that, while not included in the original plans, the sound wall would be designed and constructed to act as a good neighbor fence and buffer for residents. The cost of the sound wall was considered minimal and the construction of it would not have triggered any threshold with CEQA. With each administrative change we had to re-trace our steps in this process, advise the current President or administrator of previous promises, start the process anew and hope the information would be passed along to the next person. This did not happen and residents, in fact, felt threatened by statements made. After going through this process for the umpteenth time and thinking there was finally going to be progress, residents were told that the campus had not calculated for emergency access appropriately and that the campus was investigating the use of eminent domain to transfer residential property to the district to allow for such access. Residents felt that they were being delivered a message of, "Don't push for the fence or you'll be sorry."

The residential area south of the campus was also the subject of many discussions and promises because of the problems created with traffic and parking. Long term parking limitations did not work and a permit parking ordinance was implemented at a cost to San Jose and residents because it was impossible for residents to park on their own streets or safely put trash containers on the curb. The south side of the campus experiences excessive speeding and inappropriate delivery vehicle traffic due to the access point. Prior to and since the 1999 approved plan, various administrations have said they would look into it, close it or figure out how to limit the problems for the neighborhood associated with the southern access but this has not been done. While we recognize the need for emergency ingress/egress, it could be addressed without making the south access point a major conduit for the campus, generating cut through traffic in the neighborhood.

Prior to the completion of Parking Garage #1 SONA began discussions regarding the impact on the eastern neighborhoods due to the weighting of parking on the Leigh Avenue side of campus and the alteration of the Leland/Moorpark signal from a 3-way to a 2-way signal. We were told by district and City staff that people knew better than to make illegal left or u-turns along Leigh Avenue and that they would use the Moorpark access. SONA residents were unhappy to see our dire predictions come true and the Leigh Avenue side of campus has been the subject of numerous attempts to correct the dangerous situation created when campus users are making illegal maneuvers along Leigh and down Kingman Avenue. The City of San Jose installed "run me

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over” poles that simply had to be replaced and were ignored. “No Left Turn” signs prominent on Leigh and on campus and are ignored. The City of San Jose installed “No U-Turn” signs along Leigh at Kingman and when not ignored this simply results in people travelling half a block down Kingman and turning in the middle of an intersection. All of this occurs during peak pedestrian times when hundreds of elementary, middle and high school students are walking to their schools. Currently Kingman/Leigh is being signalized to control some of this, but the main problem has never been addressed and it took years for us to convince the campus to install directional signs (which still need improvement/upgrade) on campus telling people to access Highway 280 from Moorpark. We cannot blame users of the campus for the design flaw of the Moorpark/Leland signal that never allows them the right of way.

While our review of the document calls out flaws, inconsistencies and disagreements with conclusions, we would like to state up front that there are significant issues about which we not only feel strongly, but are anxious to resolve without litigation or compounded expense.

- 1) **The Baseball Field Complex site on Leigh Avenue is an unacceptable alternative to residents.** Implementation of the installation occurred outside the realm of public discourse, violated CEQA and is in conflict with local policies and ordinances that cannot be mitigated. We agree with the document that this alternative is the most inferior alternative. It presents unknown dangers from use and creates a noise nuisance for adjacent and nearby residents. It creates potential new pedestrian, bicycle and vehicle conflicts. It is a visually degrading element to residential areas including mid-century Eichler homes that have the potential for historic designation.
- 2) **We cannot comment on or support the option of moving the complex to the “original” site as the ramifications of such a move have not been outlined in the document.** Needless to say, the neighborhood would not approve of moving the problem from one side of your residential buffer to another and would not condone a project that would create the same problems elsewhere. If the facility cannot be moved to the Evergreen campus, this leaves us with nothing we can support.
- 3) **The existing and ongoing and potential traffic, parking, light and noise problems must be resolved.** Parking Garage #2 must be prioritized, the Moorpark/Leland signal must be prioritized, southern campus access point must be closed or designed to cause minimal (not more) access through the neighborhood and access in/out of the campus should be reoriented onto arterial and collector streets that can handle the loads and reduce conflict with residential areas. The additional sources of light and noise from stadium and special events use were created during the development period. There should be mitigation measures in place to allow us to enjoy our yards and homes.
- 4) **The City of San Jose and its residents cannot continue to pay for design flaws or security issues.** Traffic and parking mitigation expenses have been born by San Jose and local residents. Security problems stemming from events held at the campus have been born by San Jose and local residents. Property owners should not bear the burden of devalued real estate due to campus incursion. Property tax revenue loss cannot be absorbed by the City and County.
- 5) **The San Jose/Evergreen Community College District has made a significant and costly mistake that must be undone.** We recognize the immense cost and financial blow to the District, but it is not our fault and we should not have to bear the consequences. There can be no mitigation for the impact of the Baseball Field Complex in the current site and our opinions are codified by the document. As an institution of higher learning and as educators, we cannot imagine that the District

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Sherman Oaks Neighborhood Association

would be willing to continue along this course and teach the lesson that the burden of your mistakes should be borne by others. We also cannot imagine that the District would be willing to risk litigation costs on top of correcting the problem. We recognize that this has huge financial consequences for the District, but it is the District's responsibility to correct the problem in a manner that does not negatively impact residents or the City of San Jose.

- 6) **Based on the extensive amount of material noted as missing in the document we have concerns that there will not be enough time for residents to obtain new information, review new documents and form an appropriate response.** With this noted, we would request that all documentation be forwarded immediately, not just included in a meeting packet and that we be allowed enough time to review and respond to any new information. In addition, we request that all future trustees meetings regarding this issue be automatically held at the San Jose City College Campus to allow easier access for residents.

We have no solutions for some of the dilemmas faced by the district but are willing to work with everyone to ensure that the campus grows in a healthy manner that is consistent with surrounding land use policies. We look forward to renewing our relationship with the district and working towards mutual objectives of growing the campus while preserving surrounding residential areas.

Our analysis of the SDEIR follows. We hope that it helps in the process.

Respectfully,

Randi Kinman, President
Sherman Oaks Neighborhood Association

cc: San Jose/Evergreen Community College District Trustees
Rosa Perez, Chancellor
San Jose/Evergreen Community College District
Dr. Michael Burke, President San Jose City College
Supervisor Ken Yeager
County of Santa Clara, District 4
Councilmember Pierluigi Oliverio
City of San Jose, District 6
Councilmember Rose Herrera
City of San Jose District 8
Joseph Horwedel, Director
City of San Jose, Planning, Building and Code Enforcement
Jim Helmer, Director
City of San Jose, Department of Transportation
Rob Davis, Chief of Police
City of San Jose Police Department



Sherman Oaks Neighborhood Association

Review of Supplemental Draft Environmental Report San Jose City College Facilities Master Plan Update 2021

Chapter 2 - Introduction

5-3

Pg. 2-4 section 2.2.1 Scoping Meeting and Notice of Preparation, pg 2-39 Fig 2.1-3: At the scoping meeting residents asked specifically for side by side map comparisons of the original plan, changes already implemented outside the original plan and changes proposed to the original plan. This would have allowed a comparison, for example of the original plan that did not include additional surface lots along Leigh Avenue (behind football field and parking garage) that have added more than 130 spaces to that side of the campus. The referenced figure shows completed items, but does not note that they differ from the original plans. This comparison should be included in the document along with any other alterations to the original plan that are already completed. While not significant in terms of construction of buildings, additional parking has created more stress on access in this area.

Chapter 3 – Project Setting

5-4

Pg.3-3 paragraph one states that "...the majority of the developments included in the implementation of the Prior Plan have occurred..." but omits the fact that a significant structure (second parking garage) has been delayed. Residents have been repeatedly told that it is "too expensive" and that there are no plans in the near future to build the garage. Please provide a timeline for completion of projects per the Prior Project and how they relate to the new project.

5-5

Pg.3-3 paragraph two discusses the "new" student parking lot on the south side of campus. Please provide the timeline for the decision making process along with implementation of this change in the Prior Plan. Omitted in the description is the fact that residents contacted the campus and complained that this was loading parking onto one side of the campus and that no public input had been obtained prior to the construction. We feel that the change from the Prior Project is inconsistent with CEQA.

5-6

Pg.3-3 discussion of the "Baseball Field Complex" notes that SONA residents were advised of this at regular intervals. Omitted is the fact that at no time was the community advised of the magnitude of the project and documents provided at meetings showed only a flat playing field without buildings, fence lines, bleachers or poles and netting. This would be similar to the field as it was in its previous use as a multipurpose practice area. At SONA general meetings and at meetings held with various staff and administrators, residents consistently asked about lights, bleachers, and sound systems. We were shown and given diagrams showing a plain field and assured that no bleachers, lights or sound systems would be installed. At no time was there any mention of the poles, netting and associated buildings. Residents also advised campus staff and administrators that because of the traffic problems associated with students and campus guests that conflicted with parents safely walking children to school and residents safely moving through the Kingman/Leigh area, a signalized intersection had been approved by the City of San Jose. This was a significant change to the existing area and the campus was notified well in

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Sherman Oaks Neighborhood Association

advance of beginning construction of the baseball area. In addition, meetings with SONA were documented via our monthly newsletter which is published online. SJCC staff and administrators are notified when it is posted online which would have allowed them to correct any misinterpretation of the proposed project. **The SDEIR should reflect the fact that SJCC is out of compliance with CEQA to allow a better understanding of the impacts of the current situation and should outline specifically when decisions were made and actions taken.** Please refer to the Prior Plan, the map of the previously approved plan and the Notice of Preparation which all note the site as a field not a complex.

5-7

Pg.3-3 Campus Access and Parking should note the inability to regulate right-in/right-out on Leigh Avenue and should note the ongoing mitigations costs absorbed by the City of San Jose. Prior attempts to correct traffic problems via a "No U-Turn" sign on Leigh at Kingman were insufficient and the installation of a signalized intersection has cost close to half a million dollars. This is in addition to the cost to residents and the city of initiating a permit parking zone on the south side of campus. The project creates no adjacent parking to the proposed Baseball Field Complex which begs the question: Where are people likely to park to access the field? Our concern is that we will see residential streets used, creating a hazard for pedestrians and vehicles. Our experience is that events held at that field (e.g. soccer clinics) create large numbers of vehicles loading and unloading unsafely adjacent to the field, residential streets crowded with cars and pedestrians walking across Leigh Avenue at multiple unsafe points.

5-8

Pg.3-5 Moorpark Avenue description omits the remnants of right turn arrows and lanes that are no longer active due to the change in entryways nor does it outline how the campus is proposing to correct the problems.

5-9

Pg.3-7 Noise level discussion is incomplete and inaccurate in describing the noise level from the stadium and draws an incorrect conclusion that the noise levels should not be included in the current plan. The reconstruction of the stadium was part of the prior plan, including light and sound systems, thus the problems should correctly be classified as stemming from the Prior Plan and mitigated in the proposed plan. In addition, the removal of mature trees for all phases of all projects has removed a barrier that protected neighbors from noise and light intrusion. SONA has notified the campus staff and administration repeatedly regarding the ongoing and escalating problems of noise and light. Citing the noise level on an unknown campus in an unknown city under unknown circumstances in no way provides accurate data much less mitigation outlines. Accurate data should be obtained, mitigation measures should be outlined and a timeline for correcting deficiencies should be noted. When noise levels are so loud off campus that residents four blocks away are disturbed, this is a problem for everyone that cannot be dismissed.

5-10

Pg.3-9 Figure 3.2-1 and pg.3-10 Figure 3.2.-2 documents should be consistent in either calling out a baseball field or Baseball Field Complex. The figures should also identify projects (e.g. surface parking lots on Leigh) already completed as being different from the Prior Plan. All elements that have been constructed, are in the process of construction or are anticipated should be identified clearly if they are different from the Prior Plan.



Sherman Oaks Neighborhood Association

5-11

Pg. 3-11 through 3-13 Figures 3.2-3a-c are not a complete or accurate visual depiction of the impact of the baseball complex because they are taken from such a distance that they do not represent the distance from adjacent or nearby buildings. While we regret that SJCC did not accept our offers to take pictures from our yards, we are providing photos that we feel better depict the situation. The document should include true measurements regarding how far the proposed facility is physically from nearby structures. Please see review photos attached in Figures xx-xx.

Chapter 4 – Project Description

5-12

Pg. 4-3 Project Description states, "...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..." This is a significant change for the development of the campus, pushing the more active areas closer to residential units and away from the commercial borders. This represents a change that will inherently create land use conflicts with adjacent residential areas and removes the ability to move across the campus via the originally planned pedestrian arch. The proposed plan does not develop parking closest to new facilities unless Parking Garage #2 is built.

5-13

Pg. 4-5, 4-6, 4-7 Parking Garage #2 discussions are incomplete, conflicting and confusing. There are no details for the garage and the document alternates between saying development is intended for a student body enrollment of 12,000 and 15,000. It is not clear whether there is room for the garage, whether it will be designed or space will be left for it if other facilities "migrate" in any direction as they have in the past. There are no secure triggers as the document states it will be built when enrollment reaches approximately 15,000 students "...or as deemed needed based on on-going monitoring of construction and assessments of parking needs." The document also needs to clarify the ability to build out all other proposals and come back at a later date to construct a parking garage in the middle of a developed campus; is it feasible? Considering we have been advised repeatedly there is no funding, the campus would rather spend money elsewhere and the general disinclination to commit to the structure, along with the question raised regarding Phase III funding, SONA would request that these questions be clarified. Page 4-7 states that enrollment is expected to be 15,000 prior to 2021 so it would seem that a parking structure to accommodate the student body would need to be in place to meet the needs of enrollment at that level. The safety of students and the reduction of energy costs for the campus and its users would depend on appropriate parking measures.

5-14

Pg. 4-6 refers to a Light Tower that SONA residents have always questioned. There was no analysis of what the impact would be visually under the Prior Plan and the current document is incomplete in this area. Considering that implementation of the Prior Plan resulted in removal of mature trees that shielded residents from some of the light previously, an accurate depiction of the tower, the light it would cast and how it would affect views is required. While an iconographic structure could hold necessary equipment and hide functional operations, a five story tower that can be viewed from the freeway requires at the very least a simulated drawing that shows how it would be seen from nearby residences. In addition, SONA would request that the proposal be consistent with San Jose's Outdoor Lighting



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Policy, show non-conflict with Lick Observatory and that the SDEIR evaluate and disclose energy usage associated with the tower.

Chapter 5 – Environmental Impact Evaluation

- 5-15** Pg. 5-3 Aesthetics draws an incorrect conclusion that the project does not degrade a scenic vista or the "...existing visual character or quality of the site and its surroundings." The 90' poles and nets related to the Baseball Field Complex in fact impair the view of mountain ranges (towards Santa Cruz) while travelling south on Leigh Avenue as well as degrade existing views from residences adjacent and near the project.
- 5-16** Pg. 5-10 through 5-14 Visual Analysis draws incorrect conclusions as the simulated views do not reflect impact on residences nearby (e.g. Richmond Avenue). The perspectives of VP-4, VP-5, VP-6, VP-9, VP-10, VP-11, VP-12 and VP-13 are distorted due to the distance of the view and do not accurately reflect the disparity of height (poles to adjacent structures). VP-6, VP-7, VP-12 and VP-13 are incomplete views as the tops of poles are cut out of the pictures. There are no viewpoints from yards or streets along Richmond Avenue or Menker Avenue as requested at the scoping meeting. Without these views, the impact of the project visually is incompletely rendered. Mitigation measure 5.2.5-1 calls for painting the poles; blue poles are still 90' tall poles that affect views and have demonstrated shadow casting more than a block away. Mitigation measure 5.2.5-2 describes net color, but, again, 90' of net cannot be mitigated by hoping we don't notice the color. Mitigation measure 5.2.5-3 calls for an evergreen vine on a wooden fence that abuts a sidewalk. This would still create a monolithic wall adjacent to a sidewalk that is incompatible with City standards as there is virtually no setback. Mitigation measure 5.2.5-4 discussing trees implies the ability to plant trees that would reach a height that would hide 90' poles and netting, an obviously false conclusion. There is no ability to plant such trees abutting a sidewalk without encroaching on public right of way and by the time any tree reached such a height the campus would be far into another phase of improvement. **For these reasons, there is no ability to mitigate the impact to a less than significant level and the document should be amended to state this.**
- 5-17** Pg. 5-14, 5-15 Tree Removal sections does not outline mitigation measures and an arborist report should have been included in this section. The report should call out what has already been removed and what has been replaced along with a plan to mitigate the Prior Plan before developing a new plan. Without such a report and a specific plan in place, there is no ability to determine whether or not mitigation has been (or can be) accomplished regarding the Prior Plan, much less the proposed plan. The mitigation plan should outline a timeline or this will continue to roll over with no ability to enforce mitigation. **Until such time, the SDEIR should be considered incomplete.**
- 5-18** Pg. 5-14 through 5-16 Light and Glare reaches a conclusion that light incursion can be reduced to a less than significant level with no documentation regarding how mitigation would be achieved. As previously stated, the implementation of a portion the Prior Plan (stadium) along with the implementation of the proposed plan prior to approval (new parking lots on Leigh, baseball field) resulted in significant light intrusion on neighboring residential areas. Mature trees were removed and

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the proposed plan does not outline any mitigation measures. While the document states that the stadium is used during the fall season, it would be more accurate to say this incursion occurs from summer months through fall and into winter. The stadium is used by the district and outside entities for practices during the week and games all weekend. **Until mitigation measures are outlined, the project creates an impact that cannot be reduced below a significant level.**

5-19

Pg. 5-16 Mitigation Measure 5.2.5-7 regarding the light tower indicates that it is possible to mitigate the impact on surrounding residential areas of a “translucent lantern” that can be clearly seen from the freeway but does not outline how that would be achieved. **Until mitigation measures can be clearly outlined, this should be classified as a significant impact on surrounding areas.**

5-20

Pg. 5-17 Unavoidable Adverse Impacts clearly states that the Baseball Field Complex will create an unavoidable adverse impact. **We agree with this and would also ask that the issues of light/glare and tree mitigation also be classified as adverse impacts unless evidence is presented that shows how the campus will mitigate the impacts to a less than significant level.**

5-21

Air Quality as discussed in section 5.3 does not clarify the enrollment numbers assumed in this process. Are we discussing 12,000 or 15,000 students by 2021? Which enrollment number is reflected in the charts? As the document states that new development is moving towards the south and north, it should be noted that the primary impact of pollution generated by autos will be in the residential areas, including a senior housing complex on Leigh Avenue at Moorpark Avenue. The document does not outline the variables in air quality regarding the number of students enrolled or the possibility that Parking Garage #2 is in a later phase.

Consistency with San Jose 2020 General Plan:

5-22

Pg. 5-53 does not include any discussion on the alternate locations for the Baseball Field Complex, yet clearly states the current location is in conflict with local land use policies. The project is inconsistent with Urban Design guidelines regarding setbacks, privacy protection for residential units, height design and traffic impact. We disagree with the conclusion that the wall constructed for the complex would be sufficient to mitigate noise and see nothing in the document that supports such a conclusion.

5-23

Pg. 5-55 states that under the Prior Plan the campus was organized to maximize a pedestrian friendly atmosphere, yet the new plan eliminates the pedestrian walkway through campus. In addition, the “walk ability” along Leigh Avenue has been impacted by removal of trees which cannot be replaced and installation (prior to approval of the plan) of wooden fencing, metal poles and netting.

5-24

Pg. 5-56 parking discussion states that the Prior Plan is inconsistent with local parking policies and the update will meet guidelines for community colleges. This does not state it will be consistent with local policies and there is still the question regarding the target enrollment numbers; are we discussing 12,000 or 15,000?



Sherman Oaks Neighborhood Association

- 5-25** Pg. 5-56 Historic, Archaeological and Cultural Resources cites a 1999 study. The document should include up to date information and surveys of resources to determine whether there are any changes.
- 5-26** Pg. 5-54 clearly states that the plan is inconsistent with local Level of Service (LOS) thresholds yet there is no discussion of mitigation measures. Absent is the fact that the Leland/Moorpark signal was changed during implementation of the Prior Plan, restricting access to right in/right out and removing direct access to/from the main driveway. Implementation of mitigation is not outlined and should be part of the project.
- 5-27** Pg. 5-56 Scenic Routes describes the Light Tower as an enhancement to local areas and as a marker for the "front door" of the campus. Without mitigation, the tower has the potential to create a significant negative impact on the surrounding area. As noted above, the "front door" was altered and it bewilders us to think we would be directing traffic via a visual marker to a closed front door.
- 5-28** Pg. 5-58 Energy states that the project is generally consistent with local policy and states, "All outdoor lighting fixtures would be designed to minimize adverse impacts to surrounding neighborhoods." There is no discussion regarding how that will happen and there is no plan in the project to correct existing impacts. In addition, there is no reference to potential affect to Lick Observatory research or to green building standards. San Jose has an updated Green Building Policy which should be referenced and adhered to.
- 5-29** Pg. 5-59 Noise states that the project is consistent with San Jose objectives but there is no documentation that shows how the noise has been estimated around the Baseball Complex, how it would be regulated or how mitigations will be determined. Noise levels at all points adjacent to the facility and, based on our experience with noise travelling from the campus, a report that outlines potential for noise "bouncing" off walls and adjacent buildings would travel is needed. Our experience is that the stadium noise level is often louder off campus than on campus. The document should include noise mitigations for all activities beyond adjacent property lines and take into account the impact of noise travelling beyond the border of the campus. Residents have complained previously that garbage trucks, construction, grounds maintenance, traffic and on campus events travels beyond the campus.
- 5-30** Pg. 5-60 Hazards-Land Use Compatibility states that the proposed poles and nets will not guarantee containment of errant balls. We would like to know why such a structure was considered without guaranteeing the safety of people in the immediate area and would like clarification on the potential risk and liability.
- 5-31** Pg. 5-60 through 5-62 Project-Specific Mitigation Measures, Cumulative Impact and Unavoidable Impact sections all state that **the project is incompatible with City of San Jose thresholds and conflicts in numerous areas with local policies**. CEQA is designed to ensure



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that projects do not conflict with adjacent policies even if the local entity has no jurisdiction. The cumulative impacts create significant conflicts that should not just be acknowledged but mitigated. Identifying a problem is only the first step; avoiding conflict should be the goal.

5-32

Pg. 5-69 Noise levels discusses the affects of noise generated by the campus stadium but states that since the Update does not affect stadium operations, the persistent problems with noise from the stadium should not be part of the new project. Again, we want to reiterate that implementation of the Prior Plan and portions of the new project have resulted in excessive noise levels outside the campus. Residents have complained every year and have experienced escalating problems instead of relief. Noise levels have never been monitored on the site or in the neighborhoods; this was requested prior to the scoping meeting and at the scoping meeting. Referencing noise levels at another site is not an acceptable method of determining local noise. There has been no plan generated to control noise from the stadium. The document minimizes the amount of days the stadium is used (at least 25% of the year) and it discounts events such as the high school All Star game, CCS playoffs, mid-week practice sessions and the occasional cannon fire from some teams. The stadium is used from August through November for football and there are track meets and other events at other times of the year. The noise generated from this site is loud enough to interfere with normal inside activity (talking, watching television, and talking on the phone) for several blocks outside the campus even when windows are shut, drapes are drawn and air conditioners running because there are no controls. SONA requests mitigation of existing noise from the stadium be included in the project.

5-33

Pg. 5-71 through 5-76 Traffic Roadway Noise Impacts discusses traffic noise conditions and states there will be a "small increase" but it is not clear whether the document is discussing 10,000 or 12,000 or 15,000 enrolled students. The data and trip generation information should be based on the maximum 15,000 enrollment if that is the projection for 2021. Any increase in cumulative noise levels should be discussed in the SEIR.

5-34

Pg. 5-79 Operational Noise Input: Please see above remarks regarding pg. 5-69 above.

5-35

Pg. 5-85 Item 5.6.7 Unavoidable Adverse Impacts notes that there is no ability to mitigate the adverse impact of the Baseball Field Complex. This makes it an unacceptable alternative. Also, not discussed is the affect on local recreational facilities if they must absorb the need for additional space to make up for the lack of the facility.

5-36

Pg. 5-90 forward through accompanying traffic and signal analyses should be referred to the City of San Jose and comply with LOS policies. An analysis by the City should be included to show exactly which intersections cited as warranted for signalizations would actually conform to local standards or, in fact, be feasible from a traffic management perspective. Several intersections cited would be impossible to signalize and this should be included and the perceived option for signalization be removed. In addition, the document clearly states that the change of the Moorpark/Leland signal from the original plan in the Prior Project has significantly affected traffic patterns in an adverse way. The realignment and correction of signals at

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Leland/Moorpark and Leland/Parkmoor need to be included in the project, cleared with San Jose and Caltrans and funding secured to correct the problems.

Pg. 5-91 and 5-92 Existing Parking describes the current parking spaces sufficient for current existing uses which would imply that significant additional parking must be included in the immediate future to allow for enrollment growth. The document incorrectly states that a small amount of on street parking is utilized by the campus and notes that occupancy is not 100% at peak times. The parking analysis fails to note the number of on street spaces utilized by users of the campus during the week. The following numbers are averaged over three different days over the most recent term. They were gathered by observing the number of cars parking on the streets mentioned between the hours of 7:30-9am then following up between 3:30-4:30 pm when students would be done for the day and residents not yet home from work. The numbers were gathered after the deadline to drop classes, allowing for a natural decline in use during the term. The far right column reflects the number of cars parked on the streets during the recent spring break. This time period reflects a weekday that would not include high use by residents who would be at work or users of the adjacent churches.

5-37

Street Location	AM	PM	Spring Break
Richmond between Kingman and Fruitdale	15	3	3
Menker between Kingman and Fruitdale	8	4	3
Kingman from Leigh to College	35	8	6
Leigh from Kingman to Fruitdale	30	6	3
Leigh from Kingman to Moorpark	33	5	4
Moorpark from Leigh to Hwy 280 exit	20	3	3
Moorpark between Leigh and Leland	75	8	3
Moorpark between Leland and Bascom	70	6	0

The above numbers obviously indicate a significant level of on street parking is due to the campus. These numbers are not reflected in the document. The parking analysis should be conducted to include the number of parking spaces actually utilized off campus. In addition, the document should note that due to intrusive on street parking from the campus, a permit parking zone was created in the residential neighborhood south of campus. SONA therefore requests: (1) the analysis be conducted with the idea that 15,000 students will be enrolled; (2) on street parking be factored into the equation.

Chapter 6 – Discussion of Alternatives

5-38

Pg. 6-51 refers to the no project alternative as environmentally superior but not meeting the goals of the objectives. It is unclear how the no alternative option with 15,000 students is superior to the 12,000



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student enrollment cited in the project regarding the impact of noise, light and traffic. Shouldn't the previously approved plan be the "No Project" alternative?

5-39

Pg. 6-51 "No Closing of the Southern Campus Entry" cannot be considered a superior alternative if one takes into account the impact of continued access via neighborhood streets. Noise and air pollution generated from traffic should not continue to be funneled into residential areas. SONA met with campus officials dozens of times and has received repeated promises that this access will be closed to reduce the problems associated with speed and traffic through residential areas. It makes no sense to relieve pressure on other access points that are on commercial streets designed for higher loads by pushing the problem onto residential streets. There has been no analysis of any options other than "open or shut".

5-40

Pg. 6-51 Alternative Baseball Field Complex location does not outline how the complex could be located within the campus. We have previously been advised that due to shifting of elements during construction of the Prior Plan, there is not enough room to actually locate the field on campus. The discussion of the option to move the facility to the Evergreen Campus has been declared environmentally inferior with no data to back this up the statement. **The SDEIR lacks the data that shows (1) The process that led to a decision to move the facility from the originally approved site in the 1999 Master Plan; (2) Why the original location was not feasible; (3) Why the alternatives are not feasible; and, (4) The impacts of alternatives. This portion of the document is severely incomplete and only refers to the need to preserve the "well established" program as the primary reason for declaring the project necessary and superior to any alternative.**

5-41

Figures 1-15 follow.



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Figure 1



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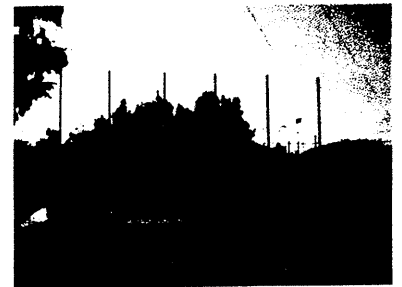


Figure 3



Figure 4



Figure 5



Figure 6



Figures 1-4 show front views of home on Richmond Avenue. These homes face away from the campus. Eichler homes were designed to integrate the use of inside and outside living space. The wall that faces the campus is at least 50% glass, allowing a full view from the kitchen, living and dining room areas. Figures 1-4 also represent the front yard view from the homes across the street. Figures 5 and 6 represent backyard and dining room/living room views. These shots had to be taken closer to the fenceline because views from inside the homes or the patios directly outside cannot show the tops of the poles. Views from patios and inside are completely enclosed in proposed poles/nets.



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Figure 7



Figure 8



Figure 9



Figures 7, 8 and 9 were taken at the Kingman/Leigh intersection. Figure 7 and 8 show the perspective first, closest to the home on Leigh the farther back to show that where you take a picture determines how tall the poles will look.

Figure 9 has a small arrow that points out the light standard for the stadium. Note that along Leigh, where there used to be mature trees is a blank wall. This has allowed light and sound to become a bigger problem.

Figures 10, 11 and 12 are views along Leigh Avenue. The fence line abuts the sidewalk. This leaves no room for tree replacement or any softening of the structure. Planting anything along the wooden wall will produce material that impedes on the sidewalk. Residents noted that the shadows cast by the poles extend more than a block away



Figure 10



Figure 11



Figure 12



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Figure 13



Figure 13 is along the outfield line from Leigh Avenue. The same poles are shown in Figure 14 and Figure 15. Note how close they are to adjacent housing. Bedrooms are adjacent to the stone fence line. The arrow at the bottom of Figure 14 is a hole left in the wall that allows drainage from the street onto the field. It is large enough to allow small children to crawl through.

Figure 14



Figure 15



Comment Letter #6



April 10, 2008

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

Attention: Robert Dias

Subject: San Jose City College Facilities Master Plan Update 2021

Dear Mr. Dias:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft Subsequent EIR (DSEIR) for the update to the Master Plan for San Jose City College, which is located at the southeast corner of Bascom and Moorpark Avenues. We have the following comments.

6-1

Land Use & Transit Access

VTA supports the proposed land use intensification within the existing developed areas of the campus, at a location served by several VTA bus routes and within two-thirds of a mile of the Fruitdale light rail station. The location of the project promotes fuel conservation through pedestrian activity and nearby access to public transportation. This helps improve transportation energy efficiency and address greenhouse gas emissions. The compact site design of the proposed development is also consistent with the principles in VTA's *Community Design & Transportation Manual* such as intensifying land use activities and focusing on existing areas.

6-2

Transportation/Traffic Mitigation Measures - Transportation Demand Management

VTA previously commented on the topic of Transportation Demand Management (TDM) measures in response to the Notice of Preparation/Initial Study in a letter dated November 6, 2008. In our previous letter, we requested that the DSEIR address potential TDM measures in the analysis of Transportation/Traffic impacts, and included a list of specific TDM measures that may be applicable to the San Jose City College context. Page 2-7 of the DSEIR states that "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." However, the TIA dated February 2009 does not address TDM measures, other than a brief discussion of transit services. The DSEIR does not address TDM measures, other than a brief mention on page 5-56 in the summary of consistency with plans and policies.

Considering that the project will have a significant impact on several nearby intersections, VTA requests that the SEIR be revised to address TDM measures. This should include a discussion of existing measures that are already used on the campus, as well as potential new or expanded measures to reduce single-occupant trips to and from the campus. This will ensure consistency

San Jose/Evergreen Community College District
April 10, 2009
Page 2

with Section 10.6 of VTA's TIA Guidelines, which states that "Project mitigation measures shall be defined to include programs used to reduce project trip generation, including TDM programs as well as capital improvements to roadways, transit facilities, and bike and pedestrian access improvements, if not already included in the proposed project description."

Transportation/Traffic Mitigation Measures - Bicycle Parking

6-3 Page 5-56 of the DSEIR states that "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." However, the Existing Bicycle Facilities section on page 5-93 notes that there are no bike lockers on campus at present, and provides no further information on plans for bicycle parking. VTA requests that the DSEIR clarify what bicycle parking is planned as part of the Facilities Master Plan Update, including types, quantities and locations of bicycle parking. VTA's Bicycle Technical Guidelines provide guidance for estimating supply, siting and design for bicycle parking facilities. This document may be downloaded from www.vta.org/news/vtacmp/Bikes <<http://www.vta.org/news/vtacmp/Bikes>>. For more information on bicycle systems and parking, please contact Michelle DeRobertis, Development and Congestion Management Division, at (408) 321-5716.

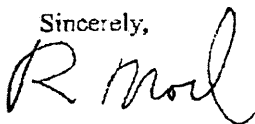
Bus Service

6-4 VTA supports the mitigation measure, on page 5-118 of the DSEIR, which incorporates our recommended bus stop improvements for the existing bus stops on Leigh Avenue (south of Moorpark Avenue) and on Leigh Avenue (opposite Kingman):

- 10' X 55' PCC bus stop pavement pad (see attached VTA standards)

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

Sincerely,

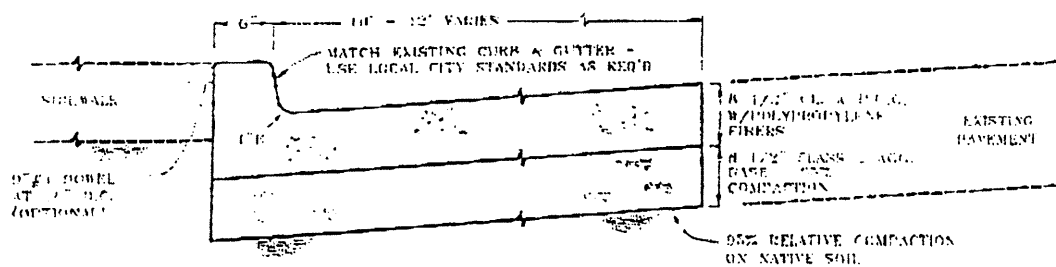
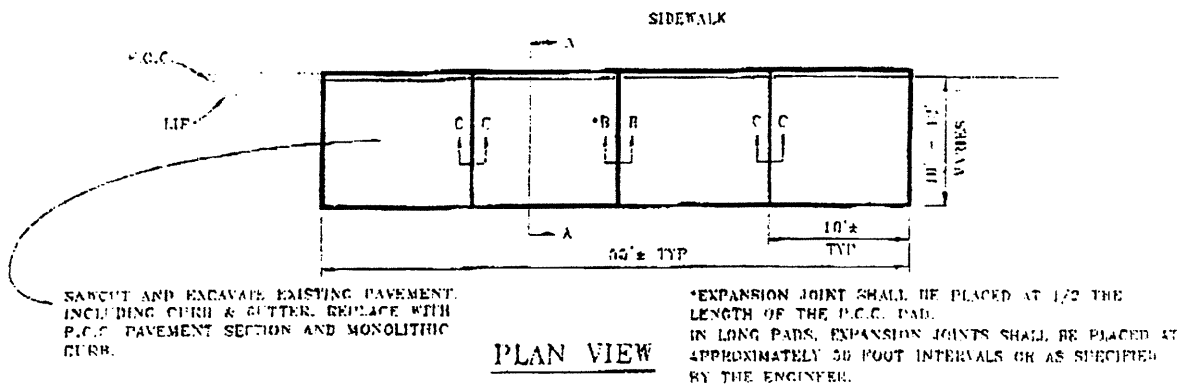


Roy Molseed
Senior Environmental Planner

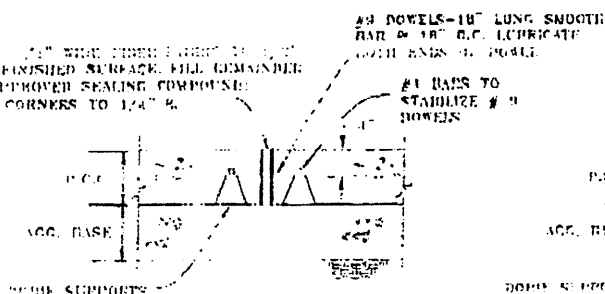
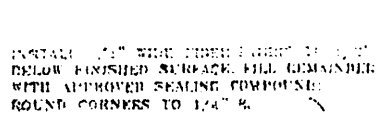
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cc: Ebrahim Sohrabi, San Jose Development Services
Samantha Swan, VTA

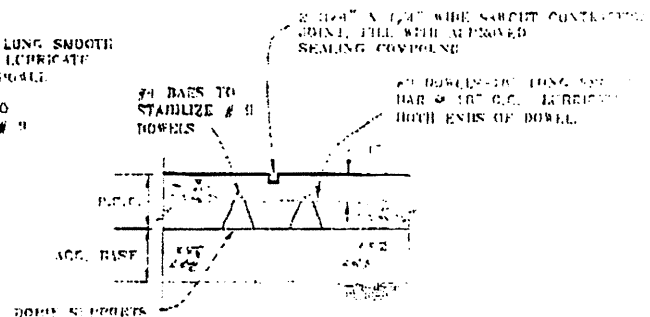
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SECTION A-A
PCC PAVEMENT WITH
MONOLITHIC CURB



SECTION B-B
EXPANSION JOINT



SECTION C-C
CONTRACTION JOINT

NOTE: FOR TECHNICAL SPECIFICATIONS REFER TO ATTACHMENT 1.



SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

BUS STOP PAVEMENT DETAILS

FIGURE 26

TECHNICAL SPECIFICATIONS

1. P.C.C. pavement with monolithic curb and gutter shall conform to the provisions in Section 40, "PORTLAND CEMENT CONCRETE PAVEMENT," and Section 90, "PORTLAND CEMENT CONCRETE" of the State Standard Specifications and these special provisions.
2. P.C.C. pavement shall be class A with a flexural strength of 650 psi at the age of 28 days to be determined by Test Method ASTM C78. Polypropylene fibers (Fibermesh or approved equal), length 1/2", shall be added to the concrete at a rate of 1 1/2 lbs/cy.
3. After spreading and compacting, P.C.C. concrete shall be given a preliminary finish, which shall be smooth and true to grade. In advance of curing operations, the pavement shall be given a final rough broom finish with grooves having a depth of 1/8" perpendicular to the curb and gutter.
4. All newly - placed concrete shall be cured in accordance with the provisions in Section 90-7, "Curing Concrete," of the State Standard Specifications. Curing compound to be used shall be applied to the P.C.C. following the surface finishing operations immediately before the moisture sheen disappears from the surface and before any drying, shrinkage or craze cracks begin to appear. Curing compound shall be applied at a nominal rate of one gallon per 150 square feet. At any point, the application rate shall be within +/- 50 square feet per gallon of the nominal rate specified.
5. Sawcutting of the contraction joints must be performed within 24 hours after concrete has received final surface finish.
6. Contractor shall protect P.C.C. Pad as specified in Section 90-8.03, "Protecting Concrete Pavement." Where public traffic will be required to cross over new pavement, and if directed by the Engineer, Type III Portland Cement shall be used in concrete. When Type III Portland Cement is used in concrete, and if permitted in writing by the Engineer, the pavement may be opened to traffic as soon as the concrete has developed a modulus of rupture of 550 pounds per square inch. The modulus of rupture will be determined by Test Method ASTM C78.

No traffic or Contractor's equipment, except as hereinafter provided, will be permitted on the pavement before a period of ten (10) calendar days has elapsed after the concrete has been placed, nor before the concrete has developed a modulus of rupture of at least 550 pounds per square inch. Concrete that fails to attain a modulus of rupture of 550 pounds per square inch within 10 days shall not be opened to traffic until directed by the Engineer.

Equipment for sawing contraction joints (weakened plane joints) will be permitted on the pavement as specified in Section 40-1.08B, "Weakened Plane Joints," of the State Standard Specifications.

7. Contraction joints, expansion joints and gaps between the P.C.C. pad and the existing pavement section shall be cleaned and sealed prior to permitting traffic on the pad. Joint sealing compound shall be type "A" joint seal and shall conform to the provisions of Section 51-1.12F of the State Standard Specifications. The 2 component polyurethane sealant shall be State Specification 8030 - 61J - 01 or approved equal.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

BUS STOP PAVEMENT DETAILS

ATTACHMENT 1 FOR FIGURE 26

Comment Letter #7



April 10, 2009

Robert Dias, Executive Director
Facilities, Construction Management, Operations
San Jose/Evergreen Community College District
4750 San Felipe Road
San Jose, CA 95135-1599

**SUBJECT: DRAFT SUBSEQUENT EIR FOR THE SAN JOSE CITY COLLEGE
FACILITIES MASTER PLAN UPDATE 2021 PROJECT (OA09-004)**

Dear Mr. Dias:

The City of San Jose received a Draft Subsequent Environmental Impact Report (SEIR) from the San Jose/Evergreen Community College District for the San Jose City College Facilities Master Plan Update project for their campus located south of Hwy 280, bounded by Moorpark Avenue, Rexford Way, Kingman Avenue, Fruitvale Avenue, Laswell Avenue, S. Bascom Avenue and Leigh Avenue. The Update involves the reorganization of Campus facilities and the reconfiguration of Campus access and circulation from the prior plan.

The City of San Jose appreciates the opportunity to review and provide comments on the Draft SEIR.

I. Introduction

- 7-1** Page 2-39: Figure 2.1-3
This figure depicting the 2021 Master Plan should identify existing buildings to be demolished, the location of the proposed corporation yard, and clearly label proposed Parking Garages #1 and #2.

II. Project Setting

- 7-2** Page 3-3: Baseball Field Complex
Please clarify how the District decided to relocate the Baseball Field Complex to the location along Leigh Avenue, when the apparent intended use of the SEIR is to inform just such a decision. If the District initiated construction of the Baseball Field Complex without first complying with CEQA, that should be made clear in the SEIR, so the public can understand how and why the existing project setting has already been compromised by the significant impacts the SEIR associates with the Baseball Field Complex.
- 7-3** Page 3-9: Figure 3.2-1 Existing Campus
Per previous comment regarding Page 3-3, an explanation should be provided that the partially constructed Baseball Field Complex is the subject of the SEIR.

Pages 4-5, 4-6, 4-7: Parking Garage #2

The SEIR's discussion of Parking Garage #2 is unclear. The student enrollment addressed by the SEIR is 12,000 students, the SEIR's traffic analysis is based on 12,000 students, yet the SEIR attempts to evaluate Parking Garage #2, which the SEIR indicates would not be developed until enrollment approaches 15,000 students. As Parking Garage #2 is not needed for 12,000 students, why is it included in the SEIR?

7-4

Page 4-6 states Parking Garage #2 is part of Phase III, with uncertain funding, yet Page 4-7 states it is anticipated Phase III projects will be completed prior to 2021, which appears to indicate the College expects students enrollment to reach 15,000 students before 2021 and create parking demand necessitating Garage #2.

Page 4-6: Transparent Light Tower

The SEIR should explain the purpose behind the light tower and how it relates to the college's educational mission. The light generated from the tower should be evaluated for consistency with the City's Outdoor Lighting Policy available at <http://www.sanjoseca.gov/planning/counter/policies/> and for potential conflict with the research activities of the Lick Observatory. The energy usage associated with the light tower should be disclosed and evaluated in the SEIR.

7-5

III. Air Quality

Page 5-29: Student enrollment to 12,000

The discussion indicates enrollment will increase to 12,000 by 2021, yet the discussion also mentions the second parking garage that would be needed for enrollment reaching 15,000, and states the second garage is anticipated to be built by 2021. Does the college anticipate enrollment of 12,000 or 15,000 by 2021? The enrollment is intrinsic to the college's traffic, air quality and roadway noise impacts.

7-6

If the master plan includes construction of a second garage, and that garage would be needed at or above 15,000 students, the SEIR's air quality analysis must account for the vehicle emissions caused by the additional enrollment that triggers the second garage. The SEIR currently evaluates vehicle emissions resulting from 12,000 students, yet also attempts to evaluate construction of a garage intended for 3,000 more students.

Nitrogen Deposition

Atmospheric nitrogen deposition from vehicular emissions and stationary sources threatens serpentine grasslands that support rare and endangered species in Santa Clara Valley. The added nitrogen allows nutrient-poor serpentine soils to be invaded by non-native annual grasses that displace native plant species and the animals that rely upon them, including the endangered Bay checkerspot butterfly. The cumulative impacts of nitrogen deposition from a wide variety of sources are being addressed as part of the draft Santa Clara Valley Habitat Conservation Plan (HCP). The HCP includes a draft conservation strategy that would acquire, enhance and adaptively manage native serpentine grasslands to ensure the long-term survival of serpentine-dependent species. Future nitrogen emissions from the 2021 Campus Master Plan will contribute to this cumulative impact to serpentine grasslands habitat, and the District should commit to paying HCP impact fees related to mitigating the effects of nitrogen deposition associated with implementation of the Campus Master Plan. The HCP is tentatively scheduled for adoption in 2010, and should be assumed to be in place as

7-7

the 2021 Campus Master Plan is implemented between now and 2021. More information concerning nitrogen deposition and the HCP can be found at <http://www.scv-habitatplan.org/www/default.aspx>.

IV. Project Consistency with San Jose 2020 General Plan

Page 5-53: Urban Design Policy – 11

- 7-8 The SEIR should include discussion of alternative locations of the Baseball Field Complex on site, internal to the campus, that reduce the impacts of the height on adjacent properties.

Page 5-56: Historic, Archaeological and Cultural Resources – 5

- 7-9 The SEIR should not rely upon a 1999 cultural resources evaluation. Structures should be re-evaluated to confirm whether they have attained increased significance in the last decade.

Page 5-58: Energy Policy – 6

- 7-10 To be consistent with the City's Outdoor Lighting Policy, the campus should employ low-pressure sodium vapor lighting, or the SEIR needs to evaluate the impacts, both in terms of increased energy usage and potential effects to research activities at Lick Observatory of not complying with City Policy.

Will campus buildings meet green building standards? The SEIR should be revised to discuss recent State green building standards and how those relate to the proposed campus buildings. In San Jose, both City and privately constructed buildings are required to meet minimum green building standards, LEED Silver for public buildings over 10,000 square feet. Please refer to the City's Green Building Policy at <http://www.sanjoseca.gov/planning/counter/policies/>.

V. Noise

Page 5-59: Noise Policy – 11

- 7-11 It is not clear the Baseball Field Complex has been located and designed to meet the 55 DNL at the property line. Document the exposure, after mitigation, at all adjacent residential property lines will not exceed 55 DNL.

Page 5-71, Page 5-76: Traffic Roadway Noise Impacts

- 7-12 The discussion Page 5-71 indicates a "small increase in traffic volumes from 10,000 to 12,000 students," however, as stated previously, the SEIR anticipates construction of a second parking garage by 2021 that would not be needed until 15,000 students. If 15,000 students are anticipated by 2021, the roadway noise analysis must be updated to account for that enrollment, which appears to be the traffic growth of 7,700 trips per day discussed second paragraph on Page 5-76.

- 7-13 Page 5-76, first paragraph, states none of the area roadway segments are predicted to experience traffic noise increases greater than +3.0 dB CNEL threshold, yet Table 5.5-6 indicates Renova Dr west of South Bascom would experience a 5.1 dB CNEL increase under cumulative conditions. Whether the project makes a cumulatively considerable contribution to this 5.1 dB increase needs to be discussed in the SEIR.

- 7-14** Existing Operational Noise
The District should consider the noise impacts from existing maintenance operations, specifically garage vacuuming noise impacts by adjusting the hours of the day from early morning to a less-noise sensitive time.

VI. Traffic

Please see previous comments about whether the project description is enrollment of 12,000 or 15,000 students. The traffic analysis evaluates 12,000 students.

- 7-15** Page 5-109: South Bascom Avenue/Kingman Avenue.
The City of San Jose will not approve installation of a traffic signal at this location. This unsignalized intersection is approximately 330' from the signalized intersection of Bascom Avenue and Renova Drive.

- 7-16** Page 5-114 to 5-115: Table 5.7-12 Cumulative Intersection Level of Service.
South Bascom Avenue and Moorpark Avenue AND South Bascom Avenue and Fruitdale Avenue. The intersections of Bascom Avenue/Moorpark Avenue and Bascom Avenue/Fruitdale Avenue are cumulatively impacted by the project. A fair share contribution will be required to mitigate the impacts. Contact the City of San Jose Department of Public Work for assistance (408) 535-6816 in executing an agreement.

- 7-17** Page 5-115 Cumulative Signal Warrant Analysis:
The intersection of Fruitdale Avenue and North Sherman Oaks is an undesirable location for a traffic signal because of the close proximity to the signalized intersection of Fruitdale Avenue and South Sherman Oaks.

- 7-18** Page 5-116 Cumulative Impact
South Bascom Avenue/Kingman Avenue.
Installing a signal at this location is not feasible. Therefore, intersection modifications would be the only option.

- 7-19** Moorpark/Leland/SJCC driveway.
The existing Moorpark/Leland design changed the traffic distribution, and put greater volumes on Leigh Ave, creating backups onto the freeway in the evenings. The 2021 Master Plan should fix this problem.
The Proposed north-south through movements will be allowed up to Parkmoor Avenue; however this modification will require an intersection modification on Parkmoor/Leland to control access to the adjacent residential neighborhood. Parkmoor/Leland is a CalTrans intersection, therefore the project will be required to get CalTrans approval. Modifications to Moorpark/Leland/SJCC driveway create the need for signal modifications at Parkmoor/Leland, and will not be allowed until those signal modifications are permitted by Caltrans and funded by the District.

Moorpark Avenue.

The project should close unused driveways and remove roadway markings on Moorpark Avenue.
Coordinate with City of San Jose Department of Public Work staff.

VII. Parking

Page 5-118: On-site Campus Parking

7-20

Mitigation Measure 5.7.5-2: Explain the rationale for deferring the parking needs assessment. Is this mitigation related to the timing of parking identified in the master plan, or the amount of parking needed to support the master plan enrollment? If the latter, the District should be conducting the assessment as part of the SEIR to identify the amount of parking necessary to support the anticipated student enrollment, identifying the location of the parking, and accounting for any impacts from the parking facilities. Is the parking included in the master plan based on 12,000 students or 15,000? The inclusion of Parking Garage #2 in the SEIR appears to indicate the latter.

An assessment of student parking in the surrounding neighborhood is needed due to on-campus permit parking fees. Charging for parking has pushed students to park on surrounding neighborhood streets.

VIII. Discussion of Alternatives to the Proposed Project

7-21

Page 6-51: No Project Alternative: The SEIR defines the No Project Alternative as consisting of no modifications to the existing, adopted 1999 Master Plan, which includes 15,000 students. The discussion indicates the No Project Alternative is the environmentally superior alternative, but is not feasible because it does not meet any of the project objectives. It is unclear why the 15,000 student plan would not meet project objectives, nor how the SEIR can conclude an alternative with an additional 3,000 students would be environmentally superior in terms of traffic and roadway noise.

The No Project Alternative should be redefined as maintaining the current, baseline setting campus environment and enrollment of 10,000 students. What is now termed the No Project Alternative should be redefined as the 1999 Master Plan Alternative, which at 15,000 students, would not be environmentally superior to the 12,000 student 2021 Master Plan. It is bizarre to describe a larger, prior master plan as simultaneously the No Project Alternative and environmentally superior, yet not meeting project objectives.

7-22

Page 6-51: Alternative Baseball Field Complex Location: To avoid the significant impacts of locating the Baseball Field Complex adjacent to Leigh Ave, an Alternative needs to be explored and discussed in the SEIR that locates the Baseball Field Complex elsewhere on the campus. A primary purpose of the SEIR is to inform the decision to construct the Baseball Field Complex along Leigh Ave, yet the SEIR includes no discussion of the options and resulting impacts of locating the Baseball Field Complex elsewhere on the Campus.

At a minimum, the SEIR should discuss, in detail, the District's rationale for proposing to move the Baseball Field Complex from the initial location identified in the 1999 Master Plan, and the feasibility of retaining the Baseball Field Complex in that original location. The District must demonstrate, through the SEIR's alternatives analysis, it is infeasible to locate the Baseball Field Complex in a manner that avoids the significant impacts associated with the Leigh Ave location

before adopting a statement of overriding considerations justifying completing construction at the proposed Leigh Ave location.

IX. Recreation

7-23

The District should, in the SEIR, confirm the level of public access provided to the local community to existing and planned campus recreational facilities. Please explain current and planned access of facilities to non-students and reconcile with ballot arguments for recent school bonds.

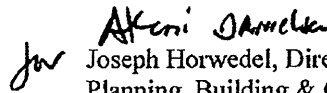
X. Mitigation Monitoring for Current 1999 Master Plan

7-24

The District should make available to the City and community monitoring reports documenting the completion of all mitigation associated with campus facilities constructed as part of the current master plan. Perimeter street frontage landscaping identified in the 1999 Master Plan appears to not have been fully implemented, and such landscaping is an important edge interface treatment with the surrounding community.

Thank you for the opportunity to comment on the Draft SEIR for this project. We look forward to reviewing the Final SEIR when it becomes available for review. Please provide me with a hard copy or CD version of the complete Final SEIR. You may send the document directly to Janis Moore of my staff. If you have questions about traffic comments, please contact Manuel Pineda of the San Jose Department of Transportation at (408) 975-3295.

Sincerely,


Joseph Horwedel, Director
Planning, Building & Code Enforcement

Comment Letter # 8

15 June 2010

Board of Trustees, San Jose/Evergreen Community College District
Robert Dias, Executive Director Facilities, Construction
4750 San Felipe Road
San Jose, CA 95135-1599

Dear Trustees and Mr. Dias,

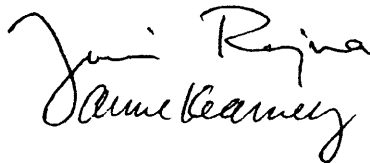
The neighbors of SJCC on Rexford Way request your immediate attention and correction of these mistakes and/or omissions in the 2011 DSEIR before it is approved or certified:

- 8-1 • Table 2 on page 4 and the table on page 7 do not show the now demolished Y Building, only the X and Z buildings.
- 8-2 • After page 72, Figure 2, the "Proposed Facilities Master Plan Update 2021" shows an unidentified building at the south side of the campus exactly where the concrete wall is now on the other side of our fences. That unidentified building starts where the wall starts but extends towards the M & O building. Figure 2 also shows the baseball complex at Leigh Avenue, which was an abandoned project.
- 8-3 • Figure 3, "San Jose City College Campus (Existing)" shows the now demolished XYZ buildings but not the present concrete wall at the south side of the campus on the other side of our fences.
- 8-4 • Figure 3 also shows the baseball complex at Leigh Avenue, which was an abandoned project.

The above mistakes and omissions must be corrected and precise and detailed drawings with appropriate explanation and specifications must be added before the DSEIR is approved or certified. We request, in particular, that the wall on the south side of campus on the other side of our fences is documented and included in the drawings.

Sincerely,

Jussi and Lena Rajna
Anne Kearney
Bryan and Melissa Plett



Comment Letter # 9

June 7, 2010

Board of Trustees, San Jose/Evergreen Community College District
Robert Dias, Executive Director Facilities, Construction
4750 San Felipe Road
San Jose, CA 95135-1599

Dear Trustees and Mr. Dias;

9-1

The process of certifying an Environmental Impact Report (EIR) should be finalized only when the document has been completed in a manner that ensures all pertinent data has been gathered, allowing a complete analysis of the environmental impacts of a proposed project. This should be a collaborative process with the lead agency, other agencies and the community and input from beyond the lead agency should not be considered an attempt to thwart the project, but to ensure all data is acquired. In the case of school districts, this also means that the body (in this case the board of trustees) that is responsible for certifying the document must examine only the document and cannot weigh existing plans, current budgets or timelines when determining the completeness of the EIR.

9-2

In reviewing the Draft Subsequent Environmental Impact Report (DSEIR) 2011, I cannot see that the document, as currently written, meets the criteria necessary that would allow you to certify it as complete. The current DSEIR 2011 does not address previous deficiencies, does not address issues raised by respondents and, in fact, raises new questions that preclude it from being ready for certification without risk of legal challenge. While I am sure you yourselves have noticed some of these problems, I am listing a few of the more prominent issues I see.

Project Objectives

The objectives outlined in the original (2000) EIR document and current DSEIR call for support of current and future instructional programs and development that will support the growth of the campus through a series of capital improvements. Per Proposition 39, passed in 2000, the bonds associated with these improvements can only pay for the items specifically outlined in the bond itself. This leads to several questions with the new document:

9-3

- The original EIR and the subsequent bonds stated that the curriculum at San Jose City College (SJCC) required the support of the baseball program through the construction of a new field. Subsequent documents and staff statements were clear that this program could and would not be supported through a move to the Evergreen campus. The current DSEIR does not outline how the multi use field supports the curriculum currently or in the future. The document does not provide clarity regarding the baseball program at SJCC or whether the intention is to move the program to Evergreen.
- While the DSEIR discusses a "multi use" field, it specifies no sport or program that is being supported by this field and does not identify clearly the intended use. The document calls it multi use but analyzes it for a soccer team that is not part of the current curriculum or is called for in a future programming plan. This needs to be clarified along with the previous statements that the field would be potentially used as an outdoor classroom or for equipment storage or for other purposes.
- If the intent is to use existing bond funds to complete the multi use field, then clarification on how this fits with the wording of the bonds is in order. One of the intents of the DSEIR is to gather all current or completed projects and wrap them up so the district can move forward with a more extensive Capital Improvement Plan (CIP), but certifying the DSEIR is not grounds for

spending bond money on a project that was not called for in a bond measure unless there is a way to call out wording from the bond that allows this to happen. The DSEIR can only address the physical changes to a CIP, it cannot authorize bond expenditure. While I have cautioned against weighing outside issues when determining whether or not the DSEIR is complete and can be certified, I also want to caution that you cannot expect the issue of proper use of bond funds to be ignored down the line.

- The original intent of the EIR and subsequent bonds supported the Technology building and the use of the building, but the current move to convert the Tech building into district offices must be clarified in the DSEIR. While a good case can be made for consolidation of space to support the programs, the Tech building was originally built as classrooms and there is no mention of a conversion in the DSEIR. The conversion triggers a significant loss of educational space that should be accounted for. This also raises the Proposition 39 question because the bond did not call for this building to be used for staff areas.
 - The Technology building was constructed under a Planned Development Permit (PDP) with the City of San Jose. The permit should be referenced by number and the permit itself included in the DSEIR. While the DSEIR states that a PDP was issued, there is no way to determine what the PDP wording included in the DSEIR. This should be included in all future references to the Technology building to ensure future reviews have all pertinent data.

Project Description and Alternatives

Under the California Environmental Quality Act (CEQA), a project is outlined and must include alternatives to the project. The DSEIR includes completed and partially completed components that were not part of the previously certified EIR. This means that the project has changed; it cannot be both the current project and the new project.

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9-7

9-8

- This discrepancy was called out in a letter from San Jose's Planning Department when the previous DSEIR was circulated to allow the completion of the Baseball Field Complex (BFC).
- The use of April 2010 as baseline for the current DSEIR discounts the environmental changes as a result of components that are being included for certification. There must be a clear line between the original baseline and the impacts completed and proposed projects have had. This affects all parking, traffic and circulation issues.
- The BFC should continue to be part of the DSEIR as the project with the multi use field as an alternative or the DSEIR needs alternatives to the multi use field. It would seem simpler to use the previous DSEIR information rather than re-inventing a new project; you can certify the alternative (multi use) as the best recourse. It would also allow for the inclusion of data compiled in the previous DSEIR regarding the safety impacts of the BFC. I am frankly appalled that in reviewing all minutes of Trustees meetings, meetings regarding the CIP or DSEIR and all other documents contained in the current DSEIR I find we will be left with the implication the BFC was rendered unacceptable due to aesthetics and the complaints of neighbors. In fact, the analysis showed the complex could never be used in the proposed location because it could never meet safety guidelines. An EIR is the historical document and the institutional memory of your CIP. As such, it should contain all relevant data gathered. Leaving a record that indicates the neighbors didn't like the looks of things as opposed to a true record of the project's failure is short sighted and could lead to others in the future assuming a multi use field can include baseball.
- The use of current traffic conditions as baseline grandfathers in existing problems without mitigation. The current use of traffic conditions without inclusion of changes made to the

campus and surrounding areas while not addressing the questions, recommendations or requirements listed in previously circulated documents makes this DSEIR incomplete and ineligible for certification.

Multi-Use Athletic Field Project

- 9-9** As stated, the Multi-Use Athletic Field (MUAF) is a by-product of a previous intent to build a larger complex on campus that salvages portions of the ill fated BFC. While I (and the community at large) would welcome improvements that would turn the current weed and crime zone into something beneficial for the campus and community, the DSEIR is incomplete in several areas.
- 9-10** • The description of the project should be a conversion of a practice field to the MUAF, not a conversion from the BFC because the BFC was never certified or developed. This should be an alternative to the BFC. The Prior Plan that included the BFC in this location cannot be referenced as a Prior Plan unless it was adopted.
- 9-11** • What is the relationship between the MUAF and the current (or future) programming on campus? How does it support the stated goals of the EIR?
• Previous statements that the site could and would be used for outdoor classrooms with localized or portable sound systems, physical education classes, storage and other uses is not discussed in the DSEIR at all. This would underestimate the use or intended use of the site, which would also make all data gathered regarding traffic, noise and lighting insufficient for purposes of certifying the DSEIR. Considering the listed operational hours are seven (7) days a week from sunup to sundown, this presents a real problem.
- 9-12**
- 9-13** • The water usage does not include the mandatory periodic watering of the field itself or the maintenance of the live landscaping.
- 9-14** • The lighting is merely listed as "...security lighting will be installed for the safety of pedestrians attending the College..." but does not identify where that lighting might be needed if the hours of operation are daylight only.
- 9-15** • Significant issues surrounding the security of the MUAF were raised during the scoping and other meetings. Subsequent discovery that the bathrooms were currently being used for illicit activities bears out the concerns expressed in these meetings, yet no mention is made in the DSEIR or the "notes" or "minutes" contained in the DSEIR.
- 9-16** • The traffic and parking analysis of the MUAF is written (evidently) to outline the use of the site as a soccer field, leaving a number of questions.
- From where was the data gathered that estimated the number of people attending an event or game? It would seem that the construction of a field for soccer to support a team would indicate support of a team yet one cannot determine this from the document. Was this historical data or data drawn from a similar situation? How do you justify a system of bleachers for a handful of people?
 - While the document notes that the MUAF could and would be rented out for leagues or other uses, there is no analysis that outlines what environmental impact this would cause. There is historical data that the district should be able to use for events previously held such as track and field events or youth soccer training. There is no analysis that outlines what impact classes or other use would have. All noise, traffic, parking, etc. must be analyzed based on the use (intended and potential) of the site, not on the numbers of one use only.
 - While there is a statement that the Leigh Avenue driveway would be used only for emergencies, there is no mention of the second access on Leigh Avenue or how this will be controlled when the field is actually in use. If, for instance, it is a gated area, then it

could be assumed the gates would have to be unlocked during the time it is used. How would you control the situations raised by residents of the driveways being used for access?

- The document cannot state that the MUAF will not generate parking problems while also discussing mitigation measures for overflow parking; there needs to be a statement that use of the site can and will generate parking needs and the mitigation must be outlined. The document states that a brochure "may" be designed and parking passes "may" be considered for use to mitigate parking problems, the use of the word "may" reduces this to a non-binding response and does not commit to any mitigation of expected problem.
- There is no consideration for the possibility of including residents in a process that will allow input prior to a problem use of the field. Complaining during an event or after the fact is not very helpful.

Traffic, Parking and Circulation

There are continuing issues in this section that were never addressed and new ones

9-17

- While stating April 2010 is the baseline for all data gathered, the data does not truly include current conditions nor does it account for the changes created during construction of new parking lots. There has to be an accounting of how "baseline" now is different due to the components that are now included in the DSEIR. The traffic increase from the addition of surface lots on Leigh Avenue is never accounted for; it is now just magically the "baseline" while the project of adding new surface lots is still considered part of the "new" portion of the project. No Traffic Impact Analysis has been conducted that predicted the change or shows the actual change.

9-18

- The intersection of Leigh Avenue and Kingman Avenue is now signalized and has been so for a year. The district was advised of the pending signal, the district was advised of the actual completion of the signal and it is obvious to anybody that drives this stretch that the signal is there. Failure to include this in any analysis or traffic counts creates a serious gap in the data. Staff was advised before the signal was installed, they were formally advised in a letter on 10/10/2008, at the scoping meeting on 11/7/2008 and at every meeting I have attended.
 - The actual vehicle counts between Moorpark and Kingman can be inspected to show how many people are leaving the campus driveways (if all of this is done at the same time) and either continuing legally down Leigh Avenue or making illegal turns across Leigh to access the Moorpark/Leigh intersection.
 - The vehicles that leave the campus driveways on Moorpark can be factored into the numbers that continue to SB Hwy 280 or complete the 3-point turn to NB Hwy 280. This is essential in determining the number of vehicles and the subsequent ability to reduce pollutants if the NB Hwy 280 access was eased.

9-19

- The document states that additional surface parking was created due to "...the general lack of on-campus student parking and the desire to avoid having students park on nearby residential streets..." (pg 4-2) yet the document also states (pg 3-5) that there is no need for a new parking facility.

9-20

- The document states that there is sufficient on campus parking and at the same time establishes that the on-street parking is necessary to accommodate the needs of the campus, which is a contradiction not resolved.
 - One statement that at peak use there were 70 available on-campus parking spaces can be compared to another statement that verifies virtually all of Moorpark Avenue in front

of the campus is used for campus parking, is always full and holds more than 130. This would indicate that one street alone holds twice as many cars as there are empty spaces on campus. This doesn't even take into consideration the other streets (like Leigh Avenue) that are also at capacity with campus parking during peak hours.

- One parking analysis was done on the last day of the fall semester. Really? Is finals week the norm?
- Evening hours were left off of one calculation and at no point were the hours ever really consistent.

9-21

- The Valley Transit Authority (VTA) has consistently stated that the DSEIR should include a comprehensive plan, including mitigation, to reduce single vehicle riders. As they point out, the Transportation Demand Measures (TDM) could include bike lockers, eco-passes or other incentives. The DSEIR cites the TDM but outlines no such plan.

9-22

- The VTA has also included a bus/transit design that the DSEIR cites, but there are no plans to include the actual construction.

9-23

- The City of San Jose has pointed out that the mitigation measures for the stated increase in traffic and lowering of Level of Service (LOS) cannot be a signalized intersection on Bascom. The DSEIR states basically that the plan will definitely cause a problem and outlines no mitigation other than to state it's up to the county and city to resolve. With no listed mitigation the district is essentially absolving itself from any mitigation. There should be a plan to mitigate and the district, as the lead agency, needs to take the lead on this.

9-24

- The City of San Jose previously asked the district to confirm the level of public access to existing and planned recreational facilities. This has not been done.

9-25

- The City of San Jose has stated the DSEIR must include removal of unused driveways and removal of existing obsolete turn lanes and arrows. This has not been included.

9-26

- The State of California Department of Transportation has stated previously that the DSEIR should include an analysis of "...1) existing, 2) existing plus project, 3) cumulative, and 4) cumulative plus project..." Traffic Impact Analysis (TIA). The TIA included in the document does not do this nor does it address the impending metering of Highway 280 that was approved in 2009 and currently underway.

Public Service Needs

While residents have repeatedly pointed out faults with the assumptions of the district on security needs, the DSEIR continues to ignore this.

9-27

- The DSEIR outlines the capacity of the campus police but does not outline a mitigation plan for the simplest event, such as an officer calling in sick for a shift.

9-28

- The DSEIR states that San Jose Police Department (SJPd) and other agencies do not have the capacity to patrol or respond to speeding, parking or other issues that result from campus use on a regular basis while ignoring the responsibility of the campus to address problems it creates.

9-29

- The DSEIR states that the campus works with SJPd on special events but does not include repeated requests by residents to add patrols around the campus for day to day needs. When the entire security staff is stationed out of another campus, this leaves SJCC short changed.

9-30

- The DSEIR does not address the security with the new MUAF and the issues brought up by residents that we perceived as potential problems. The exact issues we outlined (use of the bathrooms as a place for illicit acts) could be mitigated and have, in fact, proven to be occurring. The campus cannot build an attractive nuisance without taking responsibility for ensuring it can be monitored.

9-31

- The DSEIR notes crime rates and compares them to other neighborhoods that are "better" than the ones surrounding SJCC. Ignoring the implied denigration, the DSEIR fails to take into account several things: (1) Neighborhoods that are "not as nice" as others are often breeding ground for criminal activity when opportunity is there; (2) Our neighborhood documented the relationship to petty crimes (i.e. auto smash and grabs) that were directly related to an abundance of on street campus parking and the escalation of criminal activity to household burglaries; and (3) SJCC is adjacent to a gang injunction area, so it would be apparent that our neighborhood had a serious crime problem and took drastic measures to resolve issues.

9-32

As you can see, there are a number of reasons why this current DSEIR can be deficient. While I respect the timelines for placing bond measures on the next election cycle, and sympathize with the recent events and budget problems that have overwhelmed the district, this cannot be rushed simply because it needs to be done.

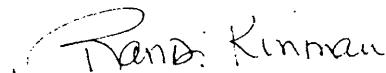
9-33

I would also request several things now and in the future:

- When residents attend meetings, all comments should be captured in minutes or notes. The minutes for the Board of Trustees meetings and notes from the public meetings are lacking in this detail. These questions are public record and should be recorded as a matter of course, not partially summarized.
- Responses to the requests and statements should be given in a timely manner or included in master documents.
- Elimination of judgmental statements should be removed from documents. A document can say my neighborhood has a lower income level, has a higher level of immigrants or even has a block with a gang injunction. A legal document should not state a neighborhood in another district, or anywhere else is "nicer".
- Elimination of minutes or notes that state residents have a "notion" about issues when they are expressing concerns.
- If a neighborhood organization is listed as having had a meeting with staff, then they should be signing off on the report of this meeting and agreeing that what is reported is accurate. One outreach meeting listed as a Sherman Oaks Neighborhood Association (SONA) meeting was in fact a meeting with only a couple residents and staff was very clear that we were not speaking for the neighborhood; we didn't consider the meeting public outreach and insisted that the proposed MUAF be processed through CEQA. We have consistently seen our interactions with staff misrepresented to the district and Trustees. The result has been an extraordinary delay in compiling this and other CEQA documents, a delay in project implementation, and quite frankly, unnecessary aggravation as we explain to the newest administration or trustee that what has been "documented" is not been accurate.

I do look forward to wrapping up the existing project and starting over with a new CEQA document as well as the continued growth of the San Jose City College campus.

Sincerely,



Randi Kinman

Comment Letter # 10

Page 1 of 4



Sherman Oaks Neighborhood Association

June 17, 2010

Board of Trustees
San Jose/Evergreen Community College District
4750 San Felipe Road
San Jose, CA 95135

RE: Revised Draft Subsequent Environmental Impact Report (DSEIR) SCH#1999122011

Dear Trustees;

10-1

The residents of Sherman Oaks Neighborhood Association (SONA) welcome the most recent DSEIR that concerns the San Jose Community College (SJCC) capital improvements. We understand that the intent of this DSEIR is to clean up the previously approved document from the year 2000 and incorporate changes made without benefit of CEQA clearance, allowing all of us to move forward with a new Environmental Impact Report (EIR) that will address the future needs of the campus and the district. We find, however, significant flaws in the current DSEIR that would prevent you from certifying the document. We hope our comments regarding the document are not just incorporated as part of the public response, but acted upon.

Project Objectives

10-2

The Project Objectives should include all changes made to the previously approved EIR relating to physical changes. Currently missing from the objectives is the conversion of the Technology building to administrative use which would, in turn change the dynamics of traffic, parking and circulation (DSEIR requirements) as well as the discussion of how this conversion impacts the use of bond funds or academic support (off topic from the DSEIR but relevant). Also missing is the conversion of the signalized intersection at Leland and Moorpark from a full access to limited access route in and out of the campus and the related changes in traffic, parking and circulation resulting from a partial closing of what was to be the main entrance to the campus.

In addition, the project objectives should include an explanation of how the baseball program at SJCC, considered a necessary delivery item to support the curriculum, is now being supported. The intent to support or not support this program through development of a baseball field is confusing at best. Previous iterations of this document have stated the need to maintain the program at SJCC, we have been told that it would not be viable at Evergreen, yet there is no reconciliation of this conflict.

The "Multi-Use Athletic Field" (MUAF) is not defined as an integral part of the support for student services. How this field meets the stated objectives of the project is required. How the field is to actually be used is required. It is our understanding there is no current need for a soccer field, for instance, because there is no soccer program, but the field is being designed to accommodate soccer.

Project Description

10-3 We believe that part of the confusion surrounding the DSEIR stems from changing the project description to fit the current plan. There is the "original" project as certified in 2000; there is the BFC which was never certified and the "new" "original" project. We suggest you revert to a former project and use the MUAF as an alternative. This would allow you to note and incorporate the information from the previous DSEIR regarding the BFC and bring this and the MUAF as alternatives to the project. In this way you can determine per the California Environmental Quality Act (CEQA) that the MUAF is the most environmentally sound alternative to the original project. This would also address a number of other issues with the document.

10-4 1) Reverting to the "original" project of constructing a baseball field internal to the campus allows you to incorporate all data gathered in previously circulated DSEIRs and use the BFC and MUAF as alternatives. While not required per CEQA, this also allows you to outline how and why the original stated intentions of the bonds were not met. This provides a clear pathway between the original project and what we are left with now. This also clears up the issues raised by the City of San Jose's Planning, Building and Code Enforcement in a letter that questions calling everything a "new" project while not meeting CEQA requirements for each "new" project to clearly outline alternatives.

10-5 2) It is unacceptable to leave the impression that the BFC was eliminated because of NIMBY residents who complained about the visual aspects of the project; it is a grave disservice to residents who have borne the brunt of public opinion when the reality is the BFC was illegally begun and the district was saved future liability problems. The BFC was determined to be an unsafe and incompatible land use scenario. As currently written, the historical paper trail and the institutional memory have erased this issue and leaves the reader and future district/community/student participants in future projects with the idea that removing the BFC was simply a favor the district did to appease neighbors complaining about the unsightly views of the field they were left with. Your own commissioned study determined there was no legal way anybody could determine this project could be constructed in a safe manner; the visual aspects were our first clue to the magnitude of the BFC. We will not insist on incorporating evidence that the community was deliberately misled regarding the magnitude of the project, we will not insist on correcting the implication we tacitly approved of it (because we didn't oppose it), but we must insist that the document be accurate in incorporating the data developed from investigating the potential impacts of the BFC. When left with a "Multi Use Athletic Field", there must also be a paper trail for future users of the site and residents that will ensure this discussion (and subsequent expensive analysis) does not have to be repeated. As it is proposed, the document would not preclude the use of the site as a baseball field because the data gathered is not included.

10-6 3) The use of current traffic, circulation and parking conditions as "baseline" is not acceptable as it does not account for the discrepancies created when the dynamics were changed as the project changed. The original baseline included the fully signalized Moorpark/Leland intersection and did not include the new surface lots that are being grandfathered into this new DSEIR. You must include the original project, the changes to the original project and the cumulative impact of the changes to the original project. Failure to do so could invalidate any certification of the DSEIR. We repeat our ongoing request for analysis of the following and note that we have been asking for the same analysis for years and through several DSEIR circulations.

- a. Change in traffic and circulation related to the Moorpark/Leland signal conversion.
- b. Impact on surface streets due to the new surface parking lots.
- c. Traffic analysis, driveway counts and parking survey should all be completed in the same time frame during a period when students are in full session, not on break, not during

finals week. Coordinate the information on driveway counts with the traffic analysis and throughput at intersections.

- d. Analysis that outlines the traffic that leaves the new surface lots on Leigh Ave. and proceed in an illegal manner via a u-turn to Moorpark as well as those who enter the campus by making an illegal turn off of Leigh Ave.
- e. Incorporation of the data analysis that led to the City of San Jose installing a signalized intersection at Leigh/Kingman. This will allow you to track the changes in (1) traffic that was entering the neighborhood from the campus (2) changes in traffic patterns since the installation of the signal (3) the true impact of the campus on surface streets in this area.
- f. The document states that the second parking garage called for as a priority in the previously approved EIR is now not necessary, but it was necessary to accommodate student parking through construction of new surface lots. The document also calls out the fact that at any given point there are a hundred or more on street parking spaces taken up by students. Please clarify how the district can take the position that new surface lots were needed, the on street parking is consistently utilized and the campus still is not in need of a new parking structure. If the campus had designed a traffic mitigation plan (per the request of the Valley Transit Authority [VTA] and the State of California's Department of Transportation [SCDOT] requests) that showed the ability to reduce the vehicle counts, we might accept this push back of the parking garage. But, the district has taken no action to enhance bicycle storage much less develop a comprehensive traffic mitigation plan. With the physical changes in the campus, with the reluctance to prioritize the parking garage, we are left to wonder when this portion of the original project would be implemented since other expansion/improvement projects have moved ahead.
- g. All analysis regarding parking, traffic and circulation should also take into account the new dynamics of the freeway metering program that is currently under construction. Staff was advised that this project was in the works prior to the traffic analysis that was conducted. While the traffic analysis counts vehicle throughput, part of the projection part of the analysis should include future impacts that are currently a known quantity.

3) The MUAF is not called a "soccer field" yet the analysis for use indicates this is the intended use. It minimizes the impact by citing attendance numbers yet does not call out a data source that supports these numbers.

- a. If it is a multi use field then the multiple uses must be called out and the impact of those uses must be included in the analysis. If the field, for instance, is going to be continued to be leased out to youth soccer leagues, then the analysis should include the impacts with real numbers that can be generated by data on hand that comes from the historical use of the field site.
- b. The future potential uses outlined at public meetings (i.e. outdoor classroom requiring limited public address system) are not mentioned at all. As an integral part of the service delivery for students, the full intended use of the site must be acknowledged and analysis completed. We do not expect you to deliver a complete programmatic statement, but to outline in general the intended use and impact of that use.
- c. Please provide in the DSEIR the data source that generated the assumption of impact for using the site as a soccer facility. Is this a best guess? Is it historical? Is it generated by using a comparative site?
- d. A parking mitigation program must be implemented for the site to ensure neighborhoods do not bear the brunt of parking problems. It cannot be a suggestion or option, but a requirement as mitigation that parking mitigation be outlined and implemented.

10-7

10-8

- 4) The ongoing safety concerns have not been addressed in the DSEIR.
- a. Residents pointed out ongoing problems with the MUAF site that have been documented for years. Residents clearly pointed out potential problems with the MUAF site and cited specific concerns that the site would be used for illicit activities. Residents also outlined potential mitigation plans. None of these comments were captured in the recordings of the meeting minutes at board meetings or other public meetings. Since then, campus security and residents have discovered and brought to your attention the fact that the site is being used for illicit activities; drug and alcohol paraphernalia and the discarding of underwear is a clear indication the site is in need of a security system that can monitor the site. Residents suggested a camera system that would allow offsite monitoring.
 - b. The current district police force levels are not sufficient to allow a complete "walk around" of either campus on a daily basis. This leaves major portions open to graffiti and vandalism and other illicit use that has already been documented, including the growing of marijuana on one of the SJCC buildings. There are no provisions outlined for absent police officers (illness or injury) and shifts are short changed according to what we have heard. The document needs to address the day to day needs that currently exist in order to develop a future plan for securing the district sites with future plans. Disavowing current conditions leaves you no reason to develop a better system or to increase your security. There are still no provisions for placing an officer at the SJCC campus at night because the district police office operates out of the Evergreen campus. We continue to ask for a re-evaluation of the security of the campuses, a dialogue that includes frank discussions with your security team and San Jose Police Department and the residents.

10-9

On a final note, we would ask that this and all future documents remove language that is, frankly, inflammatory (i.e. implying our neighborhood is not as "nice" as others while citing crime statistics) and that all future recordings of meetings are accurately recorded. We have found that minutes of board meetings as well as public meetings regarding this and other DSEIRs have not included specific language and questions asked, leaving inaccurate and incomplete accounting of these meetings in place.

10-10

We do look forward to finalizing this document, ensuring all questions are asked and answered and appropriate mitigations are in place where necessary. As our largest neighbor, we look forward to working with you in the future to develop the campus in a manner compatible with the surrounding neighborhood.

Sincerely,

Michael LaRocca

Michael LaRocca, President

cc: Ken Yeager, Santa Clara County Board of Supervisors
 George Shirakawa, Santa Clara County Board of Supervisors
 Dave Cortese, Santa Clara County Board of Supervisors
 Mayor Chuck Reed, City of San Jose
 San Jose City Council
 Joseph Horwedel, Director Planning, Building and Code Enforcement, City of San Jose
 Hans Larsen, Director Department of Transportation, City of San Jose
 Valley Transportation Authority
 State of California Department of Transportation

Comment Letter # 11

Stephen L. Kline
761 Richmond Avenue
San Jose, California 95128

June 18, 2010

Mr. Robert Dias
San Jose / Evergreen Community College District
4750 San Felipe Road
San Jose, California 95135-1599

Re: Revised Draft Subsequent Environmental Impact Report

Dear Mr. Dias,

11-1

I have read and reviewed Revised Draft Subsequent Environmental Impact Report. Please accept this document as a comment to be included in the Official Record. I note with concern and disappointment that the Document is not complete in that there is no statement as to the rationale for the change from the Baseball Field Complex to a Multi-use field.

11-2

You know as well as anyone that the design for the field created safety hazards for the people using Leigh Avenue because of errant baseballs from the field. The EIR studies which were done by your consultants supported this conclusion. The Board of Trustees are to be acknowledged that they saw this risk and acted upon it.

11-3

The omission of the reasons for the change leaves the record unclear and inaccurate. I trust that this will be corrected in the final document.

Very truly yours,

Stephen L. Kline

SLK:et

cc: Board of Trustees
Michael Maas

Comment Letter # 12



June 18, 2010

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

Attention: Robert Dias

Subject: San Jose City College Facilities Master Plan Update Draft SEIR

Dear Mr. Dias:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Revised Draft Supplemental EIR for the Master Plan Update. We have the following comments.

12-1

Existing Intersection Lane Geometries

There are two CMP intersections in the TIA analysis, intersection 7 – Bascom Ave/Monterey Ave and intersection 12 – Bascom Avenue/Fruitdale Avenue. Please verify the lane geometries for both the intersections.

12-2

Existing Freeway Segments Levels of Service

Table 5 of the TIA report states that 2007 Monitoring and Conformance report has been used for the analysis. Please use the latest available volumes to reflect circulation changes that occurred around the City of San Jose College area and please make sure that counts are done when school is in session.

12-3

Freeway Impacts and Mitigation Measures

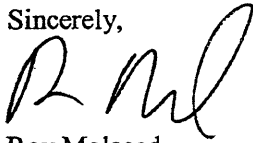
Page 36 of the TIA report states that "According to the Valley Transportation Plan 2030 (VTA, February 2005), improvements to the I-280/I-880/Stevens Creek Boulevard interchange are planned; however, these improvements are not yet funded. No additional freeway improvements have been identified in the project area."

The I-280/I-880/Stevens Creek project is partially funded and is included in the VTP 2035. Based on the schedule in VTP 2035, this project is expected to begin construction in the late 2011. The TIA should be corrected to note the current project status, and this project should be included for analysis under background conditions in the next Master Plan for the period 2012 through 2025.

San Jose/Evergreen Community College District
June 18, 2010
Page 2

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

Sincerely,

A handwritten signature in black ink, appearing to read 'R Molseed', written over the word 'Sincerely,'.

Roy Molseed
Senior Environmental Planner

RM:kh

SJEG0801

Comment Letter #13



ARNOLD SCHWARZENEGGER
GOVERNOR

June 23, 2010

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

SJECCD Facilities

JUN 25 2010

Received

Robert Dias
San Jose-Evergreen Community College District
4750 San Felipe Road
San Jose, CA 95135-1599

Subject: San Jose City College Facilities Master Plan Update 2011
SCH#: 1999122011

Dear Robert Dias:

13-1

The State Clearinghouse submitted the above named Revised Environmental Impact Rep to selected state agencies for review. The review period closed on June 21, 2010, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office

Sincerely,

Scott Morgan
Acting Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 1999122011
Project Title San Jose City College Facilities Master Plan Update 2011
Lead Agency San Jose-Evergreen Community College District

Type RIR Revised Environmental Impact Rep
Description NOTE: Revised Subsequent EIR

Updating of the San Jose City College Facilities Master Plan to the year 2011. Installation of a Multi-Use Athletic Field along Leigh Avenue. The Update will allow for the overall facilities development of ~784,018 OGSF (Outside Gross Square Feet)/601,853 ASF (Assignable Square Feet). This is an increase of 84,018 OGSF and a decrease of 15,298 ASF from what is currently constructed on the campus. Other changes to the Facilities Master Plan.

Lead Agency Contact

Name Robert Dias
Agency San Jose-Evergreen Community College District
Phone (408) 270-6400 **Fax** (408) 238-2866
email robert.dias@sjeccd.org
Address 4750 San Felipe Road
City San Jose **State** CA **Zip** 95135-1599

Project Location

County Santa Clara
City San Jose
Region
Lat / Long
Cross Streets South Bascom/ Moorpark Ave, Moorpark/Leigh Ave
Parcel No. 282-43-05, -06, -08, -12
Township **Range** **Section** **Base**

Proximity to:

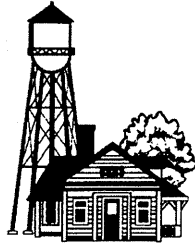
Highways I-280
Airports
Railways
Waterways
Schools
Land Use R-1-8: Single-Family Residential and A (PD): Planned Development/ General Commercial and Public/Quasi-Public

Project Issues Air Quality; Landuse; Noise; Traffic/Circulation; Recreation/Parks

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 3; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 4; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission

Date Received 05/05/2010 **Start of Review** 05/05/2010 **End of Review** 06/21/2010

Note: Blanks in data fields result from insufficient information provided by lead agency.



Comment Letter #14

Burbank/Del Monte Neighborhood Advisory Committee

June 17, 2010

Board of Trustees
San Jose/Evergreen Community College District
4750 San Felipe Road
San Jose, CA

Dear Trustees;

14-1

The Burbank/Del Monte Neighborhood Advisory Committee has reviewed the current 2011 Draft Supplemental Environmental Impact Report (DSEIR) that consolidates the previous proposals as well as the response from the Sherman Oaks Neighborhood Association (SONA). We continue to support SONA and the other neighborhoods in our jurisdiction.

14-2

We continue to have ongoing concerns regarding the completeness and accuracy of the DSEIR. The traffic analysis does not take into account, for instance, a signalized intersection at Kingman Avenue and Leigh Avenue that was installed because the neighborhood brought to us well documented problems and we as a coalition of neighborhoods prioritized our action agenda and funding available to us to ensure this signal was installed.

14-3

Our residents rely heavily on the ability of your district to deliver quality educational services. We have worked with your staff in the past and encourage your participation in the future as we work together to build a better San Jose.

14-4

We ask that you respect the requests of our constituent neighborhoods and pledge that we will continue to help coordinate outreach for all projects of this nature. We continue to support our constituent neighborhoods and will gladly assist when there are conflicts between what one neighborhood wants and another one wants. We do not want to see what has happened in the past, which is one group working behind the scenes to achieve a goal that negatively impacts another neighborhood.

14-5

There are no conflicts in the requests made by SONA. We respectfully request that you address the important gaps in the traffic, parking and circulation analysis, security and other issues raised in their numerous responses to this and previous DSEIRs.

Sincerely,

s/ Steve Kline

Steve Kline, President.

Burbank/Del Monte NAC, PO Box 28708, San Jose, CA 95159-8708

**Responses to Comments
Letter (E-mail) #1
Connie Gardner**

Note: This comment letter was submitted on the 2009 DSEIR. No comment letter was provided for the Revised DSEIR, which was circulated for public review and comment from May 5, 2010 through June 18, 2010. The comments below are both applicable to the 2009 DSEIR and the Revised DSEIR. Since there were no substantive differences with the Update as they pertain to these comments, the responses are applicable to the 2009 DSEIR and the Revised DSEIR. The references to the sections of the DSEIR are appropriate for these responses.

- 1-1 Comment noted. The proposed Project will increase traffic volumes on Parkmoor Avenue. See Table 5.7-8, 2009 DSEIR, p. 5-107-108. The traffic analysis identified all significant impacts associated with the proposed Project on the roadway network but will not create a significant impact that requires mitigation.
- 1-2 This comment refers to the Alternative entitled "Project Entry at Leland Avenue Intersection Improvements" found at Chapter 6.4 of the 2009 DSEIR, p. 6-26-6-27. Because this is a Project alternative, CEQA does not require the same level of analysis of impacts and for mitigations as is required for the Project. Under this alternative, traffic is not assumed to cut-through local neighborhood streets if the levels of service on the main roadways are operating at acceptable levels. According to the Project-level traffic analysis at Table 5.7-8, p. 5-107 of the 2009 DSEIR, the levels of service at intersections on Parkmoor Avenue and Leland Avenue are projected to operate at acceptable levels of service. Fehr & Peers, the Project's traffic consultant, provided a discussion of this Alternative's traffic implications at pages 35-37 of the Appendix F to the 2009 DSEIR (San Jose City College Facilities Master Plan, TIA). This analysis presents the potential changes in levels of service if the access at Moorpark Avenue and Leland Avenue is modified per the Alternative. The analysis shows no difference in impacts between the existing access and the proposed alternative.

**Responses to Comments
Letter #2
California Office of Planning and Research
State Clearinghouse**

- 2-1 This is an acknowledgement letter verifying that the State Clearinghouse submitted the Draft Subsequent Environmental Impact Report to selected agencies for review. No agencies submitted comments through the State Clearinghouse by the close of the review period, which occurred on April 10, 2009. This letter is for information only and does not require a substantive response.

**Responses to Comments
Letter #3
Department of Transportation**

Note: This comment letter was submitted on the 2009 DSEIR. No comment letter from this agency was submitted on the Revised DSEIR, which was circulated for public review and comment from May 5, 2010 through June 18, 2010. The comments below are applicable to both the 2009 DSEIR and the Revised DSEIR. Because they do not concern any substantive differences between the 2009 Update and the 2011 Update, the responses provided are applicable to both the 2009 DSEIR and the Revised DSEIR. However, because the Revised DSEIR is being certified and will serve as the CEQA approval for the 2011 Update, references in the responses below are to specific sections in the Revised DSEIR.

- 3-1 The six intersection traffic counts in Table 5.7-5 of the Revised DSEIR were conducted by Traffic Data Services (TDS).
- 3-2 Currently there are no plans to provide additional shuttle service to nearby transit stations.
- 3-3 The District will work with the Santa Clara County on implementing all traffic-related mitigation measures over which the County has exclusive jurisdiction. Meetings have been held with County Staff since publication of the Revised DSEIR and the District will continue to meet with County staff in good faith to negotiate an agreement. As stated on page 5-140 of the Revised DSEIR, the result of the additional U-turns at Renova Drive would result in LOS B and C operations during the AM and PM peak hours, respectively.
- 3-4 The District does not control use or occupancy of the on-street spaces for events, daily parking or for any other purpose. The City of San Jose has exclusive authority to regulate the use and occupancy of streets adjoining the College. Therefore, the pages 5-115 through 5-117, as well as pages 5-131 through 5-133 of the Revised DSEIR focused on the required supply needed for spaces located on campus.

A technical memorandum was prepared by Fehr & Peers, the project's traffic analysis experts, dated January 21, 2010 in response to numerous comments received on the DSEIR with respect to the on-street parking supply available to the College for students and staff and what demand would be generated by students and staff after implementation of the Update. Fehr & Peers' memorandum is attached to this response.

As part of its analysis of on-street parking, Fehr & Peers performed additional parking surveys at the locations identified in the SONA comment letter (Richmond between Kingman and Fruitdale, Menker between Kingman and Fruitdale, Kingman from Leigh to College, Leigh from Kingman to Fruitdale, Leigh from Kingman to Moorpark, Moorpark from Leigh to Hwy 280 exit, Moorpark between Leigh and Leland, and Moorpark between Leland and Bascom) to better assess the on-street

parking supply and its sensitivity to the time of day and to estimate the number of parked vehicles associated with College activities and operations. As shown in the attached report, these counts were conducted over various time periods and months to capture the normal and expected fluctuations in parking demand that occur with a post-secondary school, like the College.

The memorandum concluded that the total number of spaces needed for the buildout of the campus under the Update was an additional 360 spaces. If the total number of spaces required to meet the parking demand generated by the Update were increased to include the numbers estimated (60 in the neighborhood plus 220 on Leigh Avenue and Moorpark Avenue), then the total number of additional spaces would need to be 640 spaces. If the spaces on Moorpark Avenue were excluded from potential parking supply because they do not serve as parking for residents, then the total demand would be 140 parking spaces in addition to the 360 spaces or 500 spaces

Mitigation Measure 5.7.5-2 of the Revised DSEIR reads as follows:

"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 additional parking is needed as development occurs, then the District shall install the parking prior to occupancy of the new development."

This is a performance based mitigation and with its implementation, impacts are reduced to a less than significant level.

Mitigation Measure 5.7.5-3 of the DSEIR reads as follows:

"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.

Lastly, Mitigation Measures 5.7.5-4 and 5.7.5-5 contained in the Revised DSEIR ensure that any impact generated by the Multi-Use Athletic Field on campus does not create a significant impact to adjacent residential neighborhoods.

"As part of the lease/rental agreements with off-campus entities, the College shall issue temporary parking permits to groups who regularly use the fields."

To supplement providing parking on the San Jose City College campus for the Multi-Use Athletic Field, educational programs or brochures may be developed and distributed to the soccer leagues to encourage carpooling to the Multi-Use Athletic Field for practices."

With the implementation of these mitigation measures, any impacts due to the Multi-Use Athletic Field on campus will be reduced to a less than significant level.

- 3-5 Table 5.7-10 (pages 5-128 and 5-129) of the Revised DSEIR analyzed the I-280 and State Route (SR) 17 freeway segments consistent with the methodology recommended by the Valley Transportation Authority (VTA) and found no significant impacts. Based on existing observations by Fehr and Peers of the queues at the on-ramps for southbound I-280 on Moorpark Avenue and northbound I-280 on Parkmoor Avenue, Project generated traffic should be able to be accommodated. The on- and off-ramps to SR 17 at Hamilton Avenue are not projected to have a substantial amount of Project-generated traffic

Responses to Comments
Letter #4
William H. Todd

Note: This comment letter was submitted on the 2009 DSEIR. No comment letter from this commenter was submitted on the Revised DSEIR, which was circulated for public review and comment from May 5, 2010 through June 18, 2010. The comment below was applicable to the 2009 DSEIR but is no longer applicable to the Revised DSEIR because the Baseball Field Complex has been removed from the Project Description (Subchapter 4.0) of the Revised DSEIR as a project component.

- 4-1 The Project Description has been revised to remove the Baseball Field Complex from the San Jose City College Facilities Master Plan Update 2011 (Update). Therefore, the potential impacts raised in this letter will not occur with implementation of the Update.

Responses to Comments
Letter #5
Sherman Oaks Neighborhood Association (SONA)

Note: This comment letter was submitted on the 2009 DSEIR. Another comment letter was provided by this Association for the Revised DSEIR, which was circulated for public review and comment from May 5, 2010 through June 18, 2010 (see Comment Letter #9 and associated Responses to Comments). The comments below are applicable to both the 2009 DSEIR and the Revised DSEIR. Because they do not concern any substantive differences between the 2009 Update and the 2011 Update, the responses provided are applicable to both the 2009 DSEIR and the Revised DSEIR. However, because the Revised DSEIR is being certified and will serve as the CEQA approval for the 2011 Update, references in the responses below are to specific sections in the Revised DSEIR.

- 5-1 Comment noted and acknowledges that discussions with some of the College's residential neighbors regarding the College's operational issues have been on-going. These issues were considered throughout the CEQA process for the Update.
- 5-2
- 1) The Project has been revised to remove the walls, netting and poles associated with the Baseball Field Complex, retaining only the bleachers and bathrooms built for that use. See Revised DSEIR, Project Description, Chapter 4.0. Under the Revised Project, this site will be used as a Multi-Use Athletic Field. With the removal of the improvements that created significant visual and land use impacts and the elimination of the baseball activity at this site, the concerns raised by this comment are no longer applicable.
 - 2) See (1) above.
 - 3) Please see Response 5-39 as it pertains to parking and mitigation affected by the closure of the southern campus entry. Parking garage # 2 is discussed at p. 4-14 of the Revised DSEIR. Light and noise from the stadium and special events is part of the baseline used to analyze impacts in Subchapters 5.1 and 5.5, respectively.
 - 4) Comment noted.
 - 5) See (1) above
 - 6) Comment noted.
- 5-3 Table 4.1-4 (San Jose City College Facilities Master Plan Comparison 2000-2011) is included in the Revised DSEIR on pp. 4-7 and 4-8. When reviewed with by Figure 4.1-1 (San Jose City College Campus – Prior Plan) and Figure 2.1-3 (Facilities Master Plan Update 2011), the commenter/Association will be able to assess the differences between the Prior Plan and the Update.
- 5-4 According to p. 4-14 of the Revised DSEIR: "The details for Parking Garage #2 were not known at the time of the Prior Plan and are still not known at the time of this Update. This parking garage would likely not be developed until the College determines it is needed based on on-going monitoring of student enrollment 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 described in the Prior Plan). Even with this uncertainty, the Revised DSEIR will evaluate the general impacts of developing Parking Garage #2 in its proposed location.”

- 5-5 According to p. 3-6 (Project Setting) of the Revised DSEIR: “...a student parking lot (Parking Lot #6) was installed south of the campus entrance from Leigh Avenue. This student parking lot was not envisioned in this area under the Prior Plan and represents only a minor deviation from the Prior Plan. This parking lot was initiated, reviewed and recommended by the College Facilities Committee. The general lack of student parking was the primary reason for adding this lot at this location. “

Also, according to p. 4-2 (Project Description) of the Revised DSEIR: “A student surface parking lot (#6) was installed south of the campus entrance from Leigh Avenue. The general lack of on-campus student parking and the desire to avoid having students park on nearby residential street were the primary reasons for adding this lot.”

This information was added to the Revised DSEIR based on this comment on the 2009 DSEIR.

- 5-6 The Project has been revised to remove the walls, netting and poles associated with the Baseball Field Complex, retaining only the bleachers and bathrooms built for that use. See Revised DSEIR, Project Description, Chapter 4.0. Under the Revised Project, this site will be used as a Multi-Use Athletic Field. With the removal of the improvements that created significant visual and land use impacts and the elimination of the baseball activity at this site, the concerns raised by this comment are no longer applicable.

In addition, the 2009 DSEIR and the Revised DSEIR were prepared to ensure that any and all changes from the Prior Plan have been analyzed in a properly approved CEQA document.

- 5-7 Comment noted. According to Fehr and Peers, the available counts at the intersections cannot be used to determine the number or frequency of illegal u-turns midblock on Leigh Avenue between Moorpark Avenue and Kingman Avenue because the u-turn movements were not directly observed and quantified. The Project has been revised to remove the walls, netting and poles associated with the Baseball Field Complex, retaining only the bleachers and bathrooms built for that use. See Revised DSEIR, Project Description, Chapter 4.0. Under the Revised Project, this site will be used as a Multi-Use Athletic Field. Parking impacts of the Multi-Use Athletic Field are analyzed at Revised DSEIR, pp. With the removal of the improvements that created significant visual and land use impacts and the elimination of the baseball activity at this site, the concerns raised by this comment are no longer applicable.

Safety issues are generally not a CEQA concern for a project such as this, which is not substantially changing roadway or traffic configurations or increasing the number of pedestrians.

The Revised DSEIR contains mitigation measures 5.7.5-4 and 5.7.5-5 to ensure that any impacts generated by the Multi-Use Athletic Field (which is located in the same area as the prior Baseball Field Complex) does not create a significant parking and traffic impact to adjacent residential neighborhoods.

"As part of the lease/rental agreements with off-campus entities, the College shall issue temporary parking permits to groups who regularly use the fields."

"To supplement providing parking on the San Jose City College campus for the Multi-Use Athletic Field, educational programs or brochures may be developed and distributed to the soccer leagues to encourage carpooling to the Multi-Use Athletic Field for practices."

The Revised DSEIR indicates that with the implementation of these mitigation measures, any impacts due to the Multi-Use Athletic Field on campus will be reduced to a less than significant level.

- 5-8 The text on p. 3-7 of the Revised DSEIR provides a description of the roadway characteristics of the surrounding transportation system.. The project proposes improvements to enhance the transportation operations on the campus and adjacent roadways. Consistent with CEQA, Fehr & Peer's traffic analysis identified measures at all significantly impacted intersections to mitigate to insignificant levels any potentially significant project impacts. Since the area noted by the comment was included in the baseline for parking and traffic, the analysis of the Project's traffic impacts on this area were addressed. Nonetheless, the College will work with the City of San Jose to ensure that the remnants of prior lane configurations and turning movements are corrected to reflect the changes noted by the comment.
- 5-9 The noise setting, project impacts and mitigation are contained in Subchapter 5.5 of the Revised DSEIR. The following conclusions were reached as to cumulative noise impacts and unavoidable adverse noise impacts, respectively

Cumulative Noise Impacts

Implementation of the Update will generate new noise emissions in an existing relatively high background noise environment. Based on the noise evaluation presented in the Revised DSEIR, the Update's contributions to cumulative noise impacts, particularly to adjacent roadways, will be less than significant. The project's contributions to background noise were also determined to be less than cumulatively considerable. The mitigation listed in the Revised DSEIR is recommended to control onsite operational contributions to cumulative noise impacts. This measure will be implemented by the District through the Update mitigation and monitoring reporting program.

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 5.5.5-1 at Revised DSEIR p. 5-95, implementation of the Update will not cause a significant unavoidable adverse noise impact.

Additionally, the comment notes that the stadium activity and removal of trees has deteriorated noise conditions. Given that the baseline is the existing campus conditions as of April 2010; those changes are included in the baseline from which noise impacts were assessed. That the stadium noise analysis was based on a noise study of a similar activity in a similar setting (other than San Jose City College) does not make that study unreliable or render it inconsistent with CEQA. Such a study is substantial evidence under CEQA to show that noise conditions from stadium activity are likely to be similar to that at the stadium in the cited study. For that reason, the analysis and proposed mitigation is sufficient under CEQA.

- 5-10 Figure 3.2-1 (San Jose City College Campus - Existing), as included in the Revised DSEIR reflects the campus configuration as of April 2010. Figures 3.2-2, 3.2-2a, 3.2-2b and 3.2.2c have been deleted from the Revised DSEIR, as the Baseball Field Complex is no longer a component of the Update and the components depicted on the photographs have been removed.
- 5-11 The Project Description (Subchapter 4.0) has been revised to remove the Baseball Field Complex from the Revised DSEIR. Therefore, the concerns raised by this comment are no longer applicable.
- 5-12 Comment noted. Figure 2.1-3 (Facilities Master Plan Update 2011) depicts the overall development of the campus through 2011. This development pattern is substantially similar to the Prior Plan in terms of the general siting of buildings and facilities. Changes/modifications are called out in Subchapter 4.0 (Project Description) and analyzed in Subchapter 5.0 (Environmental Impact Evaluation) of the Revised DSEIR.
- 5-13 According to p. 4-14 of the Revised DSEIR: "The details for Parking Garage #2 were not known at the time of the Prior Plan and are still not known at the time of this Update. This parking garage would likely not be developed until the College determines it is needed based on on-going monitoring of student enrollment 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 described in the Prior Plan). Even with this uncertainty, the Revised DSEIR will evaluate the general impacts of developing Parking Garage #2 in its proposed location."

- 5-14 The Light Tower has been removed as a component of the Update as described in the Project Description (Subchapter 4.0) of the Revised DSEIR. Therefore, the concerns raised by this comment are no longer applicable.
- 5-15 The Project has been revised to remove the walls, netting and poles associated with the Baseball Field Complex, retaining only the bleachers and bathrooms built for that use. See Revised DSEIR, Project Description, Chapter 4.0. Under the Revised Project, this site will be used as a Multi-Use Athletic Field. With the removal of the improvements that created significant visual and land use impacts and the elimination of the baseball activity at this site, the concerns raised by this comment are no longer applicable.
- 5-16 The Project has been revised to remove the walls, netting and poles associated with the Baseball Field Complex, retaining only the bleachers and bathrooms built for that use. See Revised DSEIR, Project Description, Chapter 4.0. Under the Revised Project, this site will be used as a Multi-Use Athletic Field. With the removal of the improvements that created significant visual and land use impacts and the elimination of the baseball activity at this site, the concerns raised by this comment are no longer applicable.
- 5-17 In response to the comment, a revised arborist report was conducted. According to pp. 5-11 and 5-12 of the Revised DSEIR: "According to the "Tree Survey and Inventory San Jose City College," prepared by HortScience, Inc., dated October 2009, six hundred ninety-eight (698) trees were surveyed on the campus in August 2009 representing 63 species. The most frequently occurring species were Coast Redwood (169 trees) followed by Sweetgum (55), Silver Dollar Gum (39), Chinese Pistache (34), Canary Island Pine (32), London Plane and Coast Live Oak (25 each), Cork Oak (21), Mayten (20), and Southern Magnolia (17). The 10 most-frequently occurring species comprised 438 trees, or 63% of those surveyed. The majority of trees had been planted as part of the College's landscape and were not indigenous to the site. While there may be a few Coast Live Oaks that have arisen naturally, there are no large areas of native vegetation. Overall, the condition of the surveyed trees was good with 60% of the trees in the good and excellent categories. One hundred seventy-four (174) trees, or 25%, were in fair condition and 105 poor (15%). Several trees were dead, including Coast Redwood and three Japanese Maples surveyed as part of larger group."

Mitigation measure 5.2.5-1 was recommended to preserve or re-locate mature and memorial trees, as feasible. With implementation of the mitigation measure, impacts were determined to be reduced to a less than significant level.

- 5-18 Light and glare existing on the campus as of April 2010 is part of the baseline used to analyze potential impacts from implementation of the Project. The impact analysis recommended performance measures to mitigate potential impacts from light and glare (5.2.5-7 and 5.3.5-8) and energy usage (5.3.5-3) to a less than significant level.

5-19 The Light Tower has been removed as a component of the Update as described in the Project Description (Subchapter 4.0) of the Revised DSEIR. Therefore, the concerns raised by this comment are no longer applicable.

5-20 The Project has been revised to remove the walls, netting and poles associated with the Baseball Field Complex, retaining only the bleachers and bathrooms built for that use. See Revised DSEIR, Project Description, Chapter 4.0. Under the Revised Project, this site will be used as a Multi-Use Athletic Field. With the removal of the improvements that created significant visual and land use impacts and the elimination of the baseball activity at this site, the concerns raised by this comment are no longer applicable.

The comment also suggests that light and glare and tree mitigation be determined to be adverse impacts. Under CEQA, there is no significant impact to those resources because the elements of the Baseball Field Complex that may have caused potential significant impacts to those resources have been removed and there is no substantial evidence in the Revised DSEIR that supports a finding of significance for impacts to those resources due to the Revised Project.

5-21 According to pages 4-4, 4-6, 4-12 and Table 4.3-2 of the Revised DSEIR, the total enrollment through the 2011 horizon is 12,000 students. Even though all projections indicate that the College's enrollment will not exceed 12,000 students for the duration of the Facilities Master Plan Update, the Revised DSEIR nonetheless analyzed project impacts as if there were an additional 2,000 vehicle trips (traffic modeled as additional students) during a.m./p.m. peak hours which may arise from community and/or College activities that occur while the College is in session. This resulted in a "worst-case" scenario that would allow for all reasonably foreseeable project-related impacts to be captured for Air Quality, Noise and Transportation/Traffic (reference Subchapters 5.3, 5.5 and 5.7 respectively). Please see Response 5-37 as it pertains to parking.

5-22 The Project has been revised to remove the walls, netting and poles associated with the Baseball Field Complex, retaining only the bleachers and bathrooms built for that use. See Revised DSEIR, Project Description, Chapter 4.0. Under the Revised Project, this site will be used as a Multi-Use Athletic Field. With the removal of the improvements that created significant visual and land use impacts and the elimination of the baseball activity at this site, the concerns raised by this comment are no longer applicable.

5-23 The Baseball Field Complex has been deleted from the San Jose City College Facilities Master Plan Update 2011 (Update) and is proposed to be replaced with a Multi-Use Athletic Field. The Site Plan and Planting Plan for the Multi-Use Athletic Field are depicted on Figures 4.3-1 and 4.3-2 of the Revised DSEIR, respectively. Photo Sims of the Multi-Use Athletic Field along Leigh Avenue are depicted on Figures 5.2-9a, 5.2-10a and 5.2-11a. Consistent with the Prior Plan, this change of activity at this site will create a pedestrian friendly environment. Under the Revised DSEIR, a sidewalk currently exists and will remain functional for access to and from the campus. Trees will be planted along the perimeter of the Multi-Use Athletic

Field. This work, coupled with providing a tubular steel fence along Leigh Avenue, will present a pleasing aesthetic consistent with the Leigh Avenue frontage.

- 5-24 Generally, local parking policies, whether derived from the General Plan or zoning ordinance, do not apply to state agencies such as the College (Revised DSEIR, p. 5-57). Nonetheless, consistent with CEQA, the Revised DSEIR did analyze parking requirements based on projections of student enrollment for the duration of the Update. According to pp. 4-4, 4-6, 4-12 and Table 4.3-2 of the Revised DSEIR, the total enrollment through the 2011 horizon is 12,000 students. Even though all projections indicate that the College's enrollment will not exceed 12,000 students for the duration of the Facilities Master Plan Update, the Revised DSEIR nonetheless analyzed project impacts as if there were an additional 2,000 vehicle trips (traffic modeled as additional students) during a.m. /p.m. peak hours which may arise from community and/or College activities that occur while the College is in session. This resulted in a "worst-case" scenario that would allow for all reasonably foreseeable project-related impacts to be captured for Air Quality, Noise and Transportation/Traffic (reference Subchapters 5.3, 5.5 and 5.7 respectively) and reduced or avoided by the recommended mitigated measures.
- 5-25 As stated on p. 3-11 of the Revised DSEIR, 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 the Revised DSEIR as found in the CD, Volume 2) and the Initial Study for the 2009 DSEIR (Subchapter 9.1), none of these resources are identified on the campus. The District obtained updated historic resource evaluations from historic resource experts Archaeological Resource Management, dated October 23, 2009. These reports were attached to the Stage II letter. A report entitled "Stage I: Historical Background & Photography of 12 Structures on the San Jose City College Campus in the City Of San José," was prepared to address the status of any potential historical structures located on the SJCC campus. This evaluation concluded that three (3) sets of Department of Parks and Recreation (DPR) forms be completed for the structures scheduled for demolition for the purpose of evaluation and documentation. A Stage II Analysis was also prepared, entitled "Stage II Historic Evaluation of 12 Structures on the San José City College Campus," prepared by Archaeological Resource Management, also in 2009. In it are three (3) sets of Department of Parks and Recreation (DPR) forms for the purpose of documenting the subject structures prior to demolition; one set for the five structures included in the Athletic Complex, one set for the 100, 200, and 300 Classroom Blocks and the Old Central Plant, and one set for the three structures that make up the Fine Arts Complex. This report concluded that none of the twelve structures that were evaluated appear to be potentially eligible for inclusion in the National Register of Historic Places or the California Register of Historic Resources.
- 5-26 Please refer to Section 5.7.5 of the Revised DSEIR, pp. 5-138 through 5-140 for a discussion of the mitigation measures that apply to transportation/traffic. The existing setting and lane geometries of the surrounding roadway system and intersections were used as the baseline for analyzing impacts of this project,

including the Leland/Moorpark roadway configuration and existing campus egress and ingress.

- 5-27 The Light Tower has been removed as a component of the Update as described in the Project Description (Subchapter 4.0) of the Revised DSEIR. Therefore, the concerns raised by this comment are no longer applicable.
- 5-28 There are performance mitigation measures contained within the Revised DSEIR which mitigate potential impacts from light and glare (5.2.5-7 and 5.3.5-8) and energy usage (5.3.5-3) to less than significant levels. The Light Tower has been removed as a component of the Update as described in the Project Description (Subchapter 4.0) of the Revised DSEIR. Therefore, the concerns raised by this comment are no longer applicable.
- 5-29 The Project has been revised to remove the walls, netting and poles associated with the Baseball Field Complex, retaining only the bleachers and bathrooms built for that use. See Revised DSEIR, Project Description, Chapter 4.0. Under the Revised Project, this site will be used as a Multi-Use Athletic Field. With the removal of the improvements that created significant visual and land use impacts and the elimination of the baseball activity at this site, which generated noise, the concerns raised by this comment are no longer applicable.

Even though noise generated by the Project with or without the Baseball Field Complex was not required to be analyzed under City of San Jose noise standards in either the General Plan or the zoning ordinance, those standards were utilized in assessing Project impacts (Revised DSEIR, p. 5-79 and Tables 5.5-1, 5.5-5 and 5.5-7). Moreover, the existing noise raised by the comment was considered the baseline conditions for noise impact analysis. Based on this, the Revised DSEIR assessed project-specific and cumulative noise impacts as required by CEQA.

- 5-30 The Project has been revised to remove the walls, netting and poles associated with the Baseball Field Complex, retaining only the bleachers and bathrooms built for that use. See Revised DSEIR, Project Description, Chapter 4.0. Under the Revised Project, this site will be used as a Multi-Use Athletic Field. With the removal of the improvements that created significant visual and land use impacts and the elimination of the baseball activity at this site, the concerns raised by this comment are no longer applicable.
- 5-31 The Revised DSEIR was prepared in accordance with CEQA. Pursuant to CEQA, impacts were identified and mitigation measures were prepared to reduce any impacts based on either state standards or standards generally accepted as a means of determining whether impacts exist. Where mitigation was not sufficient to mitigate impacts to a less than significant level, this was also stated in the Revised DSEIR. Because the portions of the Baseball Field Complex that created a potential conflict with San Jose standards were removed as a component of the Update, the Update is now consistent with the City of San Jose thresholds and policies as described in Section 5.0 (Environmental Impact Evaluation) of the Revised DSEIR.

- 5-32 The comment is correct that the Project will have no impact on existing stadium noise generation. The Prior Plan FEIR identified various components of football stadium noise generation and concluded that off-site exposure would be less-than-significant without specific quantification relative to the adopted significance thresholds. A noise impact would be considered significant if it creates an off-site noise level exceeding City of San Jose standards of 55 dB DNL, or if it were to increase off-site noise levels by more than 3 dB DNL. Noise measurement data from a number of football venues were analyzed to determine a composite noise signature of spectator noise, public address systems, whistles, shouting, etc. At 500 feet from the middle of the football field (the distance from Jaguar Stadium to the closest homes along Leigh Ave.), typical reported noise levels were as follows:

Smaller venue (2,000 spectators) -	55 dB LEQ
Medium venue (5,000 spectators)-	60 dB LEQ
College games (10,000 spectators)-	65 dB LEQ

If one assumes the games last three hours and that the SJCC stadium is a medium-sized venue, the noise level at the closest homes is 51 dB DNL. The addition of stadium noise atop the traffic noise baseline of 62 dB LDN increases noise by +0.3 dB DNL. Stadium noise thus neither creates off-site noise levels exceeding the City standard of 55 dB DNL, nor does it increase baseline levels by the City of San Jose standard of 3 dB DNL.

Because the Project does not change stadium operations or physical conditions and thus will not affect existing noise generated by the stadium, there is no supplemental stadium noise mitigation included in the Revised DSEIR.

- 5-33 Please see Response 5-21.

- 5-34 Operational noise was analyzed on pp. 5-92 through 5-95 of the Revised DSEIR. It was determined that these noise sources, while noticeable, would not exceed the established thresholds for noise.

- 5-35 The Project has been revised to remove the components of the Baseball Field Complex that would have caused or created unavoidable adverse impacts. See Revised DSEIR Chapter 4.0. Therefore, the concerns raised by this comment are no longer applicable. The comment also states that there may be impacts on recreational resources due to removal of the Baseball Field Complex. The Revised DSEIR has been modified at p.5-99 to state that "Even though the Baseball Field complex will not be implemented and will be replaced by a Multi-Use Athletic Field, those recreational resources are intended for the use of College students, except as otherwise permitted by the College for use for non-College activities. Thus, the removal of the Baseball Field Complex does not change the availability of recreational resources for the public than when the Baseball Field Complex was to be constructed."

- 5-36 The analysis methodologies and procedures of the VTA, the City of San Jose, and the County of Santa Clara were followed by Fehr & Peers to identify any significant impacts caused by this project. San Jose City College will work with the appropriate local and state agencies to discuss whether it would be required to participate in any future traffic improvements separate from this DSEIR process..
- 5-37 A technical memorandum was prepared by Fehr & Peers, dated October 23, 2009 to respond to this comment on the 2009 DSEIR's analysis of the Project's impacts to on-street parking resources.

Fehr & Peers performed additional parking surveys at the locations identified in the SONA comment letter to better understand the extent of this parking issue and to make an estimate of the number of parked vehicles associated with San Jose City College (SJCC). These counts were conducted over various time periods and months to capture normal fluctuations in parking demand that occur with a post-secondary school. As requested by the comment

The memorandum concluded that the total number of spaces needed for the buildout of the Campus as described in the Master Plan was an additional 360 spaces. If the total number of spaces is increased to include the numbers estimated (60 in the neighborhood plus 220 on Leigh Avenue and Moorpark Avenue), then the total number of additional spaces would need to be 640 spaces. If the spaces on Moorpark Avenue are excluded because they do not serve any residents, then the total demand would be 140 parking spaces in addition to the 360 spaces.

Mitigation Measure 5.7.5-2 of the DSEIR reads as follows:

"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 additional parking is needed as development occurs, then the District shall install the parking prior to occupancy of the new development."

This is a performance based mitigation and with implementation of this mitigation measure, parking impacts are reduced to a less than significant level.

Lastly, Mitigation Measure 5.7.5-3 of the DSEIR reads as follows:

"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 parking impacts due to special events on Campus will be reduced to a less than significant level.

In direct response to this comment, the Revised DSEIR included the following information on pp. 5-115 through 5-118:

Neighborhood Parking

Typical Night Parking

Residents in the neighborhood to the east of the College have expressed concerns during the review period for the 2009 DSEIR that the number of vehicles parked in on-street spaces are due to the campus activity. Additional parking data was collected in the neighborhood to see if the vehicles represent users of the campus. The parking analysis was focused on three locations of on-street parking: internal eastern neighborhood streets, Leigh Avenue, and Moorpark Avenue.

Parking Surveys

Fehr & Peers performed parking surveys at the three locations noted above to better understand the extent of the parking issue and to make an estimate of the number of parked vehicles associated with SJCC. These counts were conducted over various time periods and months to capture normal fluctuations in parking demand that occur with a College. Table 5.7-6 presents the parking counts.

TABLE 5.7-6 ON-STREET PARKING SURVEYS					
Street	Segment	Fehr & Peers Counts			
		Evening ¹	Late Night ²	AM ³	PM ⁴
Neighborhood Streets					
Richmond Avenue	Kingman Avenue to Fruitdale Avenue	14	21	23	11
Menker Avenue	Kingman Avenue to Fruitdale Avenue	13	15	12	13
Kingman Avenue	Leigh Avenue to College Avenue	19	27	23	15
Arterial Streets					
Leigh Avenue	Kingman Avenue to Fruitdale Avenue	NC ⁵	31	35	20
Leigh Avenue	Moorpark Avenue to Kingman Avenue	NC ⁵	14	37	17
Moorpark Avenue	Leigh Avenue to I-280 On-ramp	NC ⁵	0	18	8
Moorpark Avenue ⁶	Leland Avenue to Leigh Avenue	NC ⁵	2	100%	50%
Moorpark Avenue ⁶	Bascom Avenue to Leland Avenue	NC ⁵	3	100%	75%
Notes:					
1	Evening counts were taken between 6:30 and 7:00 PM on Thursday, December 18, 2008				
2	Late Night counts were taken between 11:45 PM and 12:15 AM on Tuesday/Wednesday, June 2/3, 2009.				
3	Fehr & Peers AM counts performed at 10:00 AM October 22, 2009.				
4	Fehr & Peers PM counts performed at 3:15 PM October 22, 2009.				
5	NC – Street segment not counted				
6	The percentage is an estimate based on a visual inspection of the parked vehicles based on this total. These two segments of Moorpark Ave are estimated to provide space for approximately 140 vehicles.				

Neighborhood Streets

The number of vehicles parked on neighborhood street segments on Richmond Avenue, Kingman Avenue, and Menker Avenue ranged from 3 to 35 vehicles

depending on the time period, according to the parking surveys. The Late Night counts, which show on-street parking associated with residents, are among the highest. The remaining counts vary and it is difficult to determine which vehicles are associated with students and which are with residents. Detailed license plate surveys would need to be conducted on these neighborhood streets to determine the exact number of vehicles that would be associated with the campus, and even then would be inconclusive.

Arterial Streets

The arterial streets of Leigh Avenue and Moorpark Avenue ranged from being completely empty and 100% full throughout the various time periods. Students fill up the spaces on Moorpark Avenue early in the morning and the demand slowly dissipates throughout the day. On Leigh Avenue it appears that there is a mix of residents and students throughout the day, but it is unclear how many of each are parked at any one time.

The segment along Moorpark Avenue between Bascom Avenue and Leigh Avenue was estimated to have 2,680 linear feet of curb face available for parking. Assuming 20 linear feet of curb face is needed for one parking space, there are an estimated 134 parking spaces along Moorpark Avenue. It should be noted that the number of vehicles that park in undesignated spaces can vary based on the position of each individual parked vehicle. Rounding up for a conservative estimate, there are 140 parking spaces along Moorpark Avenue between Bascom Avenue and Leigh Avenue. The Moorpark Avenue segments do not serve parking needs for neighborhood residents. Therefore, the demand generated by the College for these spaces would not typically be considered to intrude on neighborhood parking.

- 5-38 According to p. 6-3 of the Revised DSEIR, the no project alternative has been modified to be no modifications to the existing campus as of April 2010, as depicted on Figure 3.2-1. Consistent with CEQA, the no project alternative assumes that the Campus would remain in its current configuration. Page 6-25 of the Revised DSEIR states that of the three (3) alternatives considered, the no project alternative has been determined to be the environmentally superior alternative. CEQA Guidelines 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.
- 5-39 This alternative has been deleted from the Revised DSEIR, as stated on p. 6-27 of the Revised DSEIR, the southerly campus access was closed, in accordance with the Prior Plan in mid-April 2010.
- 5-40 The Project has been revised to remove the Baseball Field Complex from the Revised DSEIR (Revised DSEIR, Subchapter 4.0). Therefore, the concerns raised by this comment are no longer applicable.

Because of the removal of the Baseball Field complex from the Project, this alternative now analyzes the impacts of all Update components (except for the Baseball Field Complex) on the Evergreen Valley College campus. According to p. 6-55 of the Revised DSEIR, the potential benefit of 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 anticipated impacts to the surrounding circulation system,, the Project's 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 different curriculums between the two campuses. The alternative location alternative does not meet the Project objectives of 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. Comment noted.

- 5-41 These Figures were presented to depict the existing aesthetic impact of the Baseball Field Complex on the surrounding neighborhoods. The Project Description (Subchapter 4.0) has been revised to remove the Baseball Field Complex from the Revised DSEIR. Therefore, the concerns raised by this comment are no longer applicable. Therefore, this comment is no longer applicable.

Responses to Comments
Letter #6
Santa Clara Valley Transportation Authority (VTA)

Note: This comment letter was submitted on the 2009 DSEIR. Another comment letter was provided by this Agency for the Revised DSEIR, which was circulated for public review and comment from May 5, 2010 through June 18, 2010 (see Comment Letter #12 and associated Responses to Comments. The comments below are applicable to both the 2009 DSEIR and the Revised DSEIR. Because they do not concern any substantive differences between the 2009 Update and the 2011 Update, the responses provided are applicable to both the 2009 DSEIR and the Revised DSEIR. However, because the Revised DSEIR is being certified and will serve as the CEQA approval for the 2011 Update, references in the responses below are to specific sections in the Revised DSEIR.

6-1 Comment noted.

6-2 Mitigation Measure 5.1-F3b. of the Prior Plan read as follows:

"The only mitigation measure identified to help reduce freeway congestion is the implementation of a transportation demand management (TDM) program at the College. Since there is no ongoing program at this time, there may be significant opportunities to reduce the amount of auto use and the number of solo drivers within the entire student body along with the faculty and staff.

There are several aspects of a TDM program that would be effective on the San Jose City College Campus. It is recommended that Campus representatives work with the VTA staff to develop programs that encourage transit ridership by San Jose City College students, faculty, and staff. Campus authorities should post transit information on Campus and provide transit incentives with enrollment. San Jose State University has utilized a plan, wherein when a student enrolls for a school term, their student body card also serves as a transit pass. Another option would be to allow students to purchase transit passes during the registration process. These passes could be provided at a subsidized rate (or free) as long as they are enrolled at the college. At a minimum, each student should be provided with transit access information. There may be additional opportunities for transit connections at buildout depending on the status of the Vasona Corridor Light Rail extension.

In addition to promoting transit use, carpooling should be encouraged through incentive programs and by providing a carpool matching service. Incentives would include preferential parking for students, faculty and staff who have enrolled in a Campus carpool program to decrease the number of solo drivers and vehicles accessing the Campus."

According to the Mitigation Monitoring and Reporting Program prepared by the College for the Prior Plan (reference Comment Letter #7, City of San Jose and the associated Response to Comments), implementation of TDM measures, as feasible, have been completed, and implementation of TDM measures are ongoing. The Prior Plan MMRP is included in the FSEIR at Section 6.

- 6-3 Currently, there are approximately 50 bicycle racks located throughout the Campus with multiple bicycle parking spaces per rack. These bicycle racks are located near the entrances to buildings so the bicycle parking is convenient to use. Additional bicycle racks will be installed with the implementation of the Master Plan Update as new buildings are constructed and these racks will be located near the entrances to the new buildings.
- 6-4 Comment noted.

Responses to Comments
Letter #7
City of San Jose

Note: This comment letter was submitted on the 2009 DSEIR. No comment letter was provided by this agency for the Revised DSEIR, which was circulated for public review and comment from May 5, 2010 through June 18, 2010. The comments below are both applicable to the 2009 DSEIR and the Revised DSEIR. As these comments do not concern any substantive differences between the 2009 and 2011 Update, the responses are applicable to both the 2009 DSEIR and the Revised DSEIR. Based on that, the comments referenced in the responses to the sections of the DSEIR are appropriate for these responses.

7-1 Figure 2.1-3, Facilities Master Plan Update 2011(p. 2-47 of the Revised DSEIR) identifies the buildings to be constructed and demolished, as well as the existing Parking Structure (#1) and the proposed Parking Structure (#2). Tables 4.1-2, 4.1-3, 4.1-4 and 4.3-3 of the Revised DSEIR provide the tabular support for Figure 2.1-3.

7-2 The Project has been revised to remove the walls, netting and poles associated with the Baseball Field Complex, retaining only the bleachers and bathrooms built for that use. See Revised DSEIR, Project Description, Chapter 4.0.

Both the 2009 DSEIR and the Revised DSEIR were prepared to ensure that any and all changes from the Prior Plan, including the now-omitted Baseball Field Complex, were analyzed in a properly approved CEQA document.

7-3 Please reference Response 7-2.

7-4 According to pages 4-4, 4-6, 4-12 and Table 4.3-2 of the Revised DSEIR, the total enrollment through the 2011 horizon is 12,000 students. Even though all projections indicate that the College's enrollment will not exceed 12,000 students for the duration of the Facilities Master Plan Update, the Revised DSEIR nonetheless analyzed project impacts as if there were an additional 2,000 vehicle trips (traffic modeled as additional students) during a.m./p.m. peak hours which may arise from community and/or College activities that occur while the College is in session. This resulted in a "worst-case" scenario that would allow for all reasonably foreseeable project-related impacts to be captured for Air Quality, Noise and Transportation/Traffic (reference Subchapters 5.3, 5.5 and 5.7 respectively).

According to p. 4-14 of the Revised DSEIR: "The details for Parking Garage #2 were not known at the time of the Prior Plan and are still not known at the time of this Update. This parking garage would likely not be developed until the College determines it is needed based on on-going monitoring of student enrollment 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 described in the Prior Plan). Even with this uncertainty, the Revised DSEIR will evaluate the general impacts of developing Parking Garage #2 in its proposed location."

7-5 The Light Tower has been removed as a component of the Update as described in the Project Description (Subchapter 4.0) of the Revised DSEIR. Therefore, the concerns raised by this comment are no longer applicable.

7-6 Please reference Response 7-4.

7-7 The cumulative effects of nitrogen deposition are very similar to the emissions of greenhouse gases (GHG) and climate change. There are currently no adopted thresholds of impact significance for neither emission of gases implicated in global warming nor for gases causing soil nitrification. Nitrogen emissions impacts are even more complicated than GHGs because there is a substantial lag time between the time of emissions of gaseous exhaust nitric oxide (NO) until it converts through atmospheric chemical reactions into a fertilizer. NOx emissions released near the College most likely will impact a downwind air-shed, and much of the nitrogen deposited in Santa Clara County soils likely had its origin elsewhere. The general CEQA significance criterion is whether a proposed Project will substantially alter the environment in which it occurs. The anticipated traffic growth associated with the Update will not substantially increase regional nitrogen deposition.

The suggested payment of an in-lieu fee for remediation efforts for serpentine grasslands as part of the HCP would not have any reasonable nexus to the level of impact because the small incremental downwind Project impact would not occur within the jurisdiction where the fee would be paid. The habitat improvement fee would need to be applied to statewide development, and include existing as well as future traffic generation through a mechanism such as a fuel surcharge.

7-8 The Project has been revised to remove the walls, netting and poles associated with the Baseball Field Complex, retaining only the bleachers and bathrooms built for that use (See Revised DSEIR, Project Description, Chapter 4.0). Under the Revised Project, this site will be used as a Multi-Use Athletic Field. Parking impacts of the Multi-Use Athletic Field are analyzed at Revised DSEIR, pp. With the removal of the improvements that created significant visual and land use impacts and the elimination of the baseball activity at this site, the concerns raised by this comment are no longer applicable.

7-9 As stated on p. 3-11 of the Revised DSEIR, according to the *San Jose City College Facilities Master Plan EIR*, prepared by Impact Sciences, Inc., dated May 11, 2000 (reference the Technical Appendices to this Revised DSEIR in the enclosed CD, Volume 2) and the Initial Study for the 2009 DSEIR (Subchapter 9.1), none of these resources are identified on the campus. The District obtained updated historic resource evaluations from historic resource experts Archaeological Resource Management, dated October 23, 2009. These reports were attached to the Stage II letter. A report entitled "Stage I: Historical Background & Photography of 12 Structures on the San Jose City College Campus in the City Of San José," was prepared to address the status of any potential historical structures located on the SJCC campus. This evaluation concluded that three (3) sets of Department of Parks and Recreation (DPR) forms be completed for the structures scheduled for demolition for the purpose of evaluation and documentation. A Stage II Analysis was also prepared, entitled "Stage II Historic Evaluation of 12 Structures on the San

Jose City College Campus,” prepared by Archaeological Resource Management in 2009. In it are three (3) sets of Department of Parks and Recreation (DPR) forms for the purpose of documenting the subject structures prior to demolition; one set for the five structures included in the Athletic Complex, one set for the 100, 200, and 300 Classroom Blocks and the Old Central Plant, and one set for the three structures that make up the Fine Arts Complex. This report concluded that none of the twelve structures that were evaluated appear to be potentially eligible for inclusion in the National Register of Historic Places or the California Register of Historic Resources.

- 7-10 Please reference Response 7-5 regarding the Light Tower. Because the District does not need to obtain building or other permits from the City, the Green Building Policy would not apply to the Project. However, the State’s recently adopted Green Building Standards would apply to the project. Mitigation measure 5.3.5-3 reduces the global cumulative impact from project implementation:

“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:

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”*

- 7-11 The Project has been revised to remove the walls, netting and poles associated with the Baseball Field Complex, retaining only the bleachers and bathrooms built for that use (See Revised DSEIR, Project Description, Chapter 4.0). Under the Revised Project, this site will be used as a Multi-Use Athletic Field. With the removal of the improvements that created significant visual and land use impacts and the elimination of the baseball activity at this site, the concerns raised by this comment are no longer applicable.
- 7-12 According to pages 4-4, 4-6, 4-12 and Table 4.3-2 of the Revised DSEIR, the total enrollment through the 2011 horizon is 12,000 students. Even though all projections indicate that the College’s enrollment will not exceed 12,000 students for the duration of the Facilities Master Plan Update, the Revised DSEIR nonetheless analyzed project impacts as if there were an additional 2,000 vehicle trips (traffic modeled as additional students) during a.m./p.m. peak hours which may arise from community and/or College activities that occur while the College is in session. This resulted in a “worst-case” scenario that would allow for all reasonably foreseeable project-related impacts to be captured for Air Quality, Noise and Transportation/Traffic (reference Subchapters 5.3, 5.5 and 5.7 respectively).
- 7-13 The planning horizon for the Update has been changed from 2021 to 2011 and the baseline was changed to existing campus conditions as of April 2010. This change was analyzed in the Revised DSEIR. According to p. 5-75 of the Revised DSEIR:

this change would not materially change the impact analysis in the 2009 DSEIR, including the cumulative impact analysis.

Even though all projections indicate that the College's enrollment will not exceed 12,000 students for the duration of the Facilities Master Plan Update, subchapter 5.5 nonetheless analyzes project roadway noise impacts as if there were an additional 2,000 vehicle trips (traffic modeled as additional students) during a.m./p.m. peak hours which may arise from community and/or College activities that occur while the College is in session. With this "worst-case" scenario, all the reasonably foreseeable project-related noise impacts are captured. This "worst-case" scenario, when coupled with the trips generated by the Multi-Use Athletic Field, results in an additional 2,901 trips per day. Construction impacts are based on the demolition and construction of buildings and facilities within the 2011 planning horizon. While all buildings and facilities identified on Figure 2.1-3 may not be demolished or constructed within this planning horizon, this analysis has been prepared as if all work required for implementation of the Update was completed within this planning horizon.

The noise setting, project impacts and mitigation are contained in Subchapter 5.5 of the Revised DSEIR. The following conclusions were reached as they pertain to cumulative noise impacts and unavoidable adverse impacts, respectively.

Cumulative Noise Impacts

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 from adjacent roadways, will be less than significant. The project's contributions to background noise were also determined to be less than a cumulatively considerable contribution. Mitigation measure 5.5.5-2 will control onsite operational contributions to cumulative noise impacts. This measure will be implemented by the District through the Update mitigation and monitoring reporting program.

Unavoidable Adverse Impacts

Although construction noise is identified as being a less than significant impact, mitigation measures will be nonetheless be required as part of the implementation of the Update. Noise generation from Update 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 impact analysis and mitigation measures recommended in the Revised DSEIR, implementation of the Update will not cause a significant unavoidable adverse noise impact.

- 7-14 Pages 5-92 through 5-95 of the Revised DSEIR analyze operational noise impacts. The Revised DSEIR concluded that the noise impact from College operations under

the Project would be within the existing ambient noise levels and would not exceed noise significance thresholds. The relocated operations building will move existing outdoor maintenance functions to an indoor environment with closed doors (See Mitigation Measure 5.5.5-2). Any perceived existing maintenance noise issues would be removed by Project implementation.

- 7-15 Comment noted. This intersection is under the jurisdiction of Santa Clara County. The College has met with the County to implement mitigation measure 5.7.5-6 of the Revised DSEIR.
- 7-16 The planning horizon for the Update has been changed from 2021 to 2011 and the baseline conditions were changed from the Prior Plan to conditions existing on the campus as of April 2010. Results of these changes were analyzed in the Revised DSEIR. According to Subchapter 5.7: "A Cumulative Condition analysis was prepared for the 2009 DSEIR, which included a planning horizon of 2021. The planning horizon for the Update has been changed to 2011. Because of this 10 year shortening of the planning horizon, many of the cumulative impacts that would be expected in the ensuing years (i.e., 2012 through 2021) due to reasonably foreseeable projects will not be implemented during the scope of this analysis. Therefore, this cumulative impact analysis is no longer applicable." Based on the change to the planning horizon, the Update will not result in any project specific or cumulative impacts to this intersection that would require any mitigation (pp. 5-133 through 5-142).
- 7-17 Comment noted. Please see Response 7-16.
- 7-18 Comment noted. Please see Response 7-16.
- 7-19 The Comment refers to the Alternative described at Chapter 6.4, Project Entry at Leland Avenue Intersection Improvements. If the proposed access modification to the Moorpark/Leland intersection were to be adopted, the District will work with all appropriate agencies to obtain any necessary permits including coordination with City of San Jose staff on potential additional changes to the transportation system.
- 7-20 Comment noted, please reference Response 7-4. A technical memorandum was prepared by Fehr & Peers, dated October 23, 2009. This memo was prepared to respond to comments regarding analysis of on-street parking impacts in the 2009 DSEIR.

Fehr & Peers performed additional parking surveys at the locations identified in the SONA comment letter to better understand the extent of this parking issue and to make an estimate of the number of parked vehicles associated with San Jose City College (SJCC). These counts were conducted over various time periods and months to capture normal fluctuations in parking demand that occur with a post-secondary school.

The memorandum concluded that the total number of spaces needed for the buildout of the Campus as described in the Master Plan was identified as an additional 360 spaces. If the total number of spaces is increased to include the

numbers estimated (60 in the neighborhood plus 220 on Leigh Avenue and Moorpark Avenue), then the total number of additional spaces would need to be 640 spaces. If the spaces on Moorpark Avenue are excluded because they do not serve any residents, then the total demand would be 140 parking spaces in addition to the 360 spaces.

Mitigation Measure 5.7.5-2 of the DSEIR reads as follows:

"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 additional parking is needed as development occurs, then the District shall install the parking prior to occupancy of the new development."

This is a performance based mitigation and with implementation of this mitigation measure, parking impacts are reduced to a less than significant level.

Lastly, Mitigation Measure 5.7.5-3 of the DSEIR reads as follows:

"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 parking impacts due to special events on Campus will be reduced to a less than significant level.

- 7-21 Comment noted. At to p. 6-3 of the Revised DSEIR, the no project alternative has been modified to be "no modifications to the existing campus as of April 2010", as depicted on Figure 3.2-1. Consistent with CEQA, the no project alternative assumes that the Campus would remain in its current configuration. Page 6-25 of the Revised DSEIR states that of the three (3) alternatives considered, the no project alternative has been determined to be the environmentally superior alternative. CEQA Guidelines 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.
- 7-22 The Project Description has been revised to remove the Baseball Field Complex from the San Jose City College Facilities Master Plan Update 2021 (Update). Therefore, the potential impacts raised in this comment will not occur with implementation of the Update. The analysis contained in Chapter 6.5 of the Revised DSEIR regarding the Alternative Location Alternative is still applicable, however, with the exception of the impacts (Aesthetics, Land Use and Recreation) that are reduced by implementation of the Update due to removal of the Baseball Field Complex from the project.

Both the 2009 DSEIR and the Revised DSEIR were prepared to ensure that any and all changes from the Prior Plan, including the now-omitted Baseball Field Complex, were analyzed in a properly approved CEQA document.

- 7-23 The Revised DSEIR has been modified at p. 5-99 to state that "Even though the Baseball Field complex will not be implemented and will be replaced by a Multi-Use Athletic Field, those recreational resources are intended for the use of College students, except as otherwise permitted by the College for use for non-College activities. Thus, the removal of the Baseball Field Complex does not change the availability of recreational resources for the public than when the Baseball Field Complex was to be constructed." The comment regarding the use of bonds is not an objective under or within the scope of the Revised DSEIR.
- 7-24 A Mitigation Monitoring and Reporting Program for the Prior Plan is included as Section 6 of the Final SEIR.

Responses to Comments

Letter #8

Jussi and Lena Rajna, Anne Kearney, Bryan and Melissa Plett

- 8-1 This comment pertains to the Initial Study for the 2009 DSEIR, which is contained in Subchapter 9.2 of the Revised DSEIR (pp. 4 and 7). This Table has been updated with the information contained in Subchapter 4.0 (Project Description of the Revised DSEIR), as depicted on Table 4.3-3 (Demolition, Remodeling and New Construction – Update, pp. 4-13 and 4-14). This Table indicates that the X, Y and Z Buildings were demolished as part of the Prior Plan.
- 8-2 This comment pertains to Figure 2 of the Initial Study for the 2009 DSEIR, which is contained in Subchapter 9.2 of the Revised DSEIR. This Figure has been updated with Figure 2.1-3 of the Revised DSEIR (p. 2-47). There is no unidentified building in this location on Figure 2.1-3.
- 8-3 This comment pertains to Figure 3 of the Initial Study for the 2009 DSEIR, which is contained in Subchapter 9.2 of the Revised DSEIR. This Figure has been updated with Figure 3.2-1 of the Revised DSEIR (p. 3-14). Due to the nature of this Figure as a campus map and the scale of this Figure, the concrete wall is not called out.
- 8-4 This comment pertains to Figure 3 of the Initial Study for the 2009 DSEIR, which is contained in Subchapter 9.2 of the Revised DSEIR. This Figure has been updated with Figure 3.2-1 of the Revised DSEIR (p. 3-14) which does not depict anything currently in this area of the campus.

Responses to Comments
Letter #9
Randi Kinman

- 9-1 Comment noted.
- 9-2 Comment noted.
- 9-3 The purpose of the 2009 DSEIR and the Revised DSEIR was not to determine where to place the Baseball Field Complex or whether bond monies have been or will be properly spent, but to analyze the physical changes to the campus as a result of modifications to campus and to the Facilities Plan adopted by the Prior Plan. Revised DSEIR pp. 4.1-4.2 and 4.4-4.9 explain in detail the purpose, scope and intended use of the Revised DSEIR. A more exhaustive CEQA analysis of long-range plans for campus facilities development will be undertaken, which will also address the issue of financing for campus development (Revised DSEIR p. 4.2-4.3).

Lastly, the Multi-Use Athletic Field will not be improved as was the Baseball Field Complex in the 2009 DSEIR. It will simply be synthetic material; it will not require any poles, or other structures. The bleachers that remain after removal of the Baseball Field Complex components will serve as seating for an outdoor classroom (Revised DSEIR p. 3-5). Such a use is consistent with the project objective that modifications support student instructional programs. Having fixed seating in an outdoor location on campus is attractive for numerous educational experiences including, but not limited to, those related to life sciences or for a study group.

A Multi-Use Field, by definition, is not limited to one use. For that reason, no specific use is listed, but rather the divergent uses of instructional and weekend soccer were chosen to show the potentially different environmental impacts that would result. Use of the Field for instructional purposes would have no environmental impact because those students would already be on campus. In contrast, the choice of soccer as an activity to show how outside (e.g., non-College related users) activities may use the field was done to show the potential difference in environmental impacts from such public use. Soccer was chosen as a likely activity that would occur at this location by non-College related groups. For that reason, the analysis of noise and parking impacts for soccer is a "worst-case" estimate of parking impacts from the Multi-Use Field. Given that this use will be limited to daytime (whether during campus operations or on weekends) and will not have a public address system, it is reasonable to conclude under CEQA that these are the only foreseeable impacts from the Multi-Use Field.

Comments regarding the Technology Building are noted.

- 9-4 Under CEQA, a "project" is the activity for which a discretionary approval is sought. A project at the beginning of its CEQA analysis is not frozen in time. The CEQA reporting process is not designed to freeze the ultimate proposal in the precise mold of the initial project; indeed, new and unforeseen insights may emerge during

investigation, evoking revision of the original proposal.” County of Inyo v. City of Los Angeles (1977) 71 Cal.App.3d 185, 199. Additionally, the CEQA document for the Project is a “subsequent” EIR. Under CEQA, a subsequent EIR is prepared, as the commentor notes, when there are changes to the project approved under a previous EIR. Because that is the circumstances under which the Revised DSEIR has been prepared, it has to include the buildings and facilities of the Prior Plan that were constructed, both in compliance with that Prior Plan, as well as those that were constructed that did not comply with that Plan.

In addition, the Revised DSEIR can also consider “new” project components. This is precisely the reason that CEQA permits subsequent documents to be prepared. Thus, as is stated at pp. 4.2-4.3 of the Revised DSEIR, the purpose of the SEIR is to analyze buildings and facilities that are part of a pending update to the San Jose City College Facilities Master Plan Update 2011 (Update) as well as to submit to CEQA review those changes to the Prior Plan that were completed without CEQA review. Analysis of all the potential impacts created by these two purposes is reflected in Subchapters 3.0 (Project Setting), 4.0 (Project Description) and 5.0 (Environmental Impact Evaluation).

Based on the above the Project includes both a modification of an existing project and a new component and is properly being evaluated as an SEIR under CEQA Guidelines Section 15162.

Moreover, because 2009 DSEIR was not certified, CEQA permits the District to prepare a Revised DSEIR using all the Project components as the project description and the current campus configuration as the baseline for the CEQA analysis to analyze the impacts of the current project.

- 9-5 CEQA Guidelines Section 15162 applies squarely to situations noted in the comment. It is intended to be used for modifications to approved projects.
- 9-6 The purpose of a baseline is to enable environmental impacts to be reasonably assessed. The commentor wants two baselines: one to identify impacts due to the changes to the Prior Plan done without CEQA review and the other to identify impacts from what the Prior Plan would have permitted and the modifications proposed through 2011. The problem with this approach is that it does not recognize that baseline conditions are intended to be those in effect at the time the project was proposed. Here the project was proposed in 2009, not 2000.

CEQA expects that the baseline would include past environmental impacts as there is no technical way to separate impacts that have already occurred from future impacts. Impacts are also not additive. For the following reasons, the April 2010 baseline was properly chosen: 1. the Prior Plan EIR was approximately ten (10) years old and because of that, and the current economy, it would not be a reliable baseline. In other words, it was unlikely that the Prior Plan would be built; 2. several buildings and facilities were installed on Campus that varied from the approved Prior Plan without CEQA analysis; and, 3. there were project components that were proposed under the Update that would be inconsistent with the Prior Plan.

- 9-7 The Baseball Field Complex has been deleted as a component of the Update and this is reflected in the Revised DSEIR. The Revised DSEIR has been prepared with a detailed chronology (Subchapter 2.0 – Introduction), along with supporting Board of Trustees Meeting Minutes (Subchapter 9.4) to provide the reviewer with a historical record of the events that transpired up to the modification to the 2021 Update (Revised DSEIR p. 4.1-4.5). In addition, the Revised DSEIR was prepared utilizing the 2009 DSEIR as a base, with modifications (additional information in bold text, deletions in strikeout text) included to create the Revised DSEIR. Because the Update was not approved, CEQA Guidelines Section 15162 permitted a revision to the 2009 DSEIR.

The record in the Revised DSEIR shows that the change occurred as a result of publicly noticed hearings and a decision by the Trustees, as lead agency and project sponsor, to remove the Baseball Field Complex from the project and thus from analysis in the DSEIR. The chronology of events and the basis for the Trustees' decision leading to the deletion of the Baseball Field Complex and its replacement with the Multi-Use Athletic Field is contained in Subchapter 2.0 (Introduction), pp. 2-31 and 2-33. Subchapter 9.4 contains meeting minutes of the San José/Evergreen Community College District Board of Trustees. Relevant to this issue are those minutes from the particularly, June 2, 2009 and July 22, 2009 meetings at p. 9-7. This Subchapter also contains evidence of the Board of Trustees decisions relating to the Baseball Field Complex and its ultimate replacement with the Multi-Use Athletic Field. Subchapter 4.0 (Project Description) states the facts relevant to the Baseball Field Complex for purpose of this Revised DSEIR: its location and removal of those components that were installed without CEQA review. The Revised DSEIR clarifies that the current project setting includes components of the Baseball Field Complex that were not removed pursuant to the Trustees' decision and would become components of the Multi-Use Athletic Field.

Based on the above, the use of the project itself or any part of it as an alternative to the Prior Plan would be contrary to CEQA's requirement that alternatives be used as a means of attaining project objectives with lessened significant impacts. Characterizing the Multi-Use Athletic Field as an "alternative" would be contrary to that purpose since the Multi-Use Athletic Field is an integral part of the Project

- 9-8 Please see Response 9-6 regarding a discussion of baseline. The current roadway and campus configurations are included in Subchapter 3.0 (Project Setting), the proposed Update, as well as changes since the Prior Plan are detailed in Subchapter 4.0 (Project Description) and impacts due to implementation of the Update and proposed mitigation are discussed in Subchapter 5.0 (Environmental Impact Evaluation) of the Revised DSEIR. The current roadway configurations are what will be potentially impacted by the Project. Any changes made to that configuration have no bearing on the CEQA impact analysis for the pending project. For that reason, a baseline of existing campus conditions (and existing project setting) complies with the purpose of a baseline under CEQA: to get the most reasonable estimate of impacts as a result of physical changes caused by a Project.

- 9-9 Comment noted.

- 9-10 Comment noted. The Project Description (Subchapter 4.0) of the Revised DSEIR utilized the 2009 DSEIR as a basis for its modifications. Analysis of the Multi-Use Athletic Field's impacts does not take into consideration that the site was proposed as a Baseball Field Complex. Rather, because the Baseball Field Complex was not approved, it is revising the Prior Plan. For that reason, the impact analysis of the Multi-Use Field relates only to noise parking as those are the only reasonably foreseeable potential impacts it may have.

Discussions of why the Multi-Use Athletic Field would not be a reasonable alternative under CEQA are provided in Response to Comment 9-7.

- 9-11 The Project Objectives are listed in Subchapter 4.2 (p. 4-9) of the Revised DSEIR. Under CEQA, Project Objectives are not intended to relate to specific physical changes created by the Project. Rather, Project Objectives are intended to be general and programmatic in nature, and vary in breadth and specificity based on the particular characteristics of the proposed Project. Here, an institution-San Jose City College-is adopting an update to its facilities master plan. Under these circumstances, CEQA requires that the Project Objectives, as they do here, provide an overarching framework for the College's facilities planning process. The Multi-Use Field-providing multiple possible uses by definition furthers project objectives relating to instructional services (See Response to Comment 9-3 above).
- 9-12 See also Response to Comment 9-3 above. According to Subchapter 3.0, (Project Setting, p. 3-5), the bleachers, which were installed as part of the Baseball Field Complex, will be remain and become part of the Multi-Use Athletic Field, serving as an outdoor classroom. No public address system was proposed in this area for the Baseball Field Complex and the Multi-Use Athletic Field is not changing that. Therefore, no public address system impacts were analyzed in the Revised DSEIR. All other uses of the Multi-Use Athletic Field, which would be the result of future campus curriculum and programming, were assumed to occur within the regular hours of the campus operations and were thus part of ongoing campus educational functions. As such, there will be no specific impacts from the Multi-Use Athletic Field beyond those analyzed for the Update. Noise and Traffic impacts associated with the Multi-Use Athletic Field, as well as any required mitigation measures, were analyzed in Subchapter 5.0 of the Revised DSEIR on pp. 5-94/5-95 and 5-123/5-124/5-132/5-133 and 5-139, respectively. There were no significant impacts to these resource areas.
- 9-13 The field surface for the Multi-Use Athletic Field is made of a synthetic material (reference Figure 4.3-1, Multi-Use Athletic Field Site Plan, p. 4-20) that will not require any watering for the ongoing maintenance. This will result in lower water usage than the practice field that was envisioned under the Prior Plan.
- 9-14 The proposed security lighting will be consistent with the other low-intensity, low profile lighting that will occur elsewhere on campus under the Update. It will be located in areas where safe travel, consistent with campus requirements, is required. According to p. 5-18 of the Revised DSEIR, Existing sports facilities will still be lit at night. With the exception of low-level security lighting, which will not

cause any spill over onto adjacent residences, the proposed Multi-Use Athletic Field will not have any lighting that is commonly associated with sports facilities (i.e., the football field). Lastly, Mitigation Measure 5.2.5-3 requires all new development install low-profile, low intensity lighting, directed downward to minimize light and glare.

9-15 Comment noted.

9-16 See Response to Comment 9-3 regarding how the parking analysis of the soccer field was done to establish a 'worst-case' scenario for the possible uses of the Field.

The assumptions made to estimate the number of vehicle trips generated by a Multi-Use Athletic Field can be found on Table 5.7-8 in the Revised DSEIR. The trip estimates made with the assumptions were validated by Fehr & Peers, traffic experts, based on data from a similarly sized facility located in the South Bay. As described in the TIA, the bleachers were originally constructed for the Baseball Field Complex and are not correctly aligned with sports activities for the proposed multi-use field. However, the District is not proposing to remove the bleachers due to the cost of demolition.

- The trips generated by the Multi-Use Athletic Field were added to the trips generated by the increased enrollment to determine the impact the project would have on the surrounding transportation system. This was considered a "worst-case" scenario accounting for trips from both the Multi-Use Athletic Field used by non-College users and the increase in enrollment. It was assumed that no new trips would be generated by the College-related uses of the field, since the users of the field would already be on Campus and are accounted for in the increase in enrollment. Therefore, based on the Fehr & Peers analysis, the traffic analysis considered non-College related trips that would be generated by the Multi-Use Athletic Field in combination with growth in enrollment on campus.
- The Multi-Use Athletic Field will have a non-solid fence surrounding it on all sides. Three gates will allow access to the field: two gates will allow access from the interior of campus and one gate along Leigh Avenue will be used for emergencies only. The field will be open between the hours of 7:00 a.m. to sundown and the gates will be unlocked during those times.
- Due to the available on-campus parking capacity in the evening peak period and on weekends, the amount of on-campus parking available would be sufficient to support two practice periods at the Multi-use Athletic Field and weekend games. Mitigation measure 5.7.5-4 has been added to ensure that any impact generated by the Multi-Use Athletic Field on campus does not create a significant impact to adjacent residential neighborhoods.

"As part of the lease/rental agreements with off-campus entities, the College shall issue temporary parking permits to groups who regularly use the fields."

- Comment noted.

- 9-17 Please see Response 9-5 for a discussion of baseline. The current traffic and parking issues were identified in Subchapters 3.0 (Project Setting) and 4.0 (Project Description) and analyzed in Subchapter 5.0 (Environmental Impact Evaluation). The assessment was based on the current setting (which includes the buildings and facilities constructed since approval of the Prior Plan – both in conformance and not in conformance with that plan) coupled with the impacts from implementing the Update.

All intersection traffic counts and the most recent on-site parking counts used in the transportation analysis included the new parking lot on Leigh Avenue. Trips to and from the site are assigned based on direction of approach taken by the students, faculty and staff. These trips are assigned into the site based on the available access points and parking supply.

- 9-18 The addition of a signal at Leigh Avenue and Kingman Avenue was not a part of the Revised DSEIR; however, the analysis of this intersection, with the addition of the signal at Leigh and Kingman Avenues has been performed and included in Section 3 of the Final SEIR. Based on the analysis, there are no significant impacts to the intersection as a result of the Project.

- The available counts at the intersections cannot be used to determine the number and frequency of illegal U-turns midblock on Leigh Avenue between Moorpark Avenue and Kingman Avenue because the U-turn movements were not directly observed and quantified.
- The amount of vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions would be reduced with the opening of the alternative access option on Leland Avenue because vehicles that were previously exiting the campus and driving to NB I-280 would have a more direct route on Leland Avenue rather than a more circuitous route on Leigh Avenue. However, this savings in distance is less than ½ mile so the reduction in VMT and GHG emissions will most likely not substantially reduce or eliminate an air quality impact.

- 9-19 The current parking lot adjacent to Leigh Avenue replaced an earlier unpaved parking area at the same location. The most recent parking occupancy surveys done by Fehr & Peers indicate that the student parking is adequate using parking demand rates that factor in on-street parking demand.

- 9-20 To conservatively estimate campus-generated on-street parking demand, all on-street parking demand counted was assumed to be campus-related. This on-street demand was combined with the on-site parking demand to develop parking rates for the campus. These rates were then used to determine if the on-site parking supply meets the total (on-site and on-street) Campus parking demand. No on-street parking was included in the Campus parking supply. The most recent parking occupancy surveys indicate that the student parking is adequate under existing conditions. When calculating future supply needs, the demand from both on-site and on-street parking was used. Under project conditions, with a “worst-case”

scenario of 2,000 additional students, approximately 360 more spaces will be needed at buildout to meet the expected parking demand (Revised DSEIR, pp.5-131 through 5-133).

- Approximately 70 or more student spaces are available for use between 4:00 PM and sundown in the parking lots and the parking garage closest to the proposed Multi-Use Athletic Field. If staff spaces are added to the available parking, over 140 spaces would be available for use. The available parking spaces noted above do not include spaces available in the parking lots located in the northern, southern, and western portions of campus, which would increase the amount of available parking spaces.
- The on-street parking surveys were done at various times of the day and on different days to determine the extent of possible parking intrusion by students into the neighborhood east of San Jose City College. The surveys show that it is difficult to determine which vehicles parked on-street are directly associated with students.
- Evening period on-street parking counts were not performed on either Leigh Avenue or Moorpark Avenue. However, even without using the Evening count data, the conclusion that it is difficult to determine which vehicles parked on-street are directly associated with students would remain the same.

9-21 Mitigation Measure 5.1-F3b. of the Prior Plan read as follows:

"The only mitigation measure identified to help reduce freeway congestion is the implementation of a transportation demand management (TDM) program at the College. Since there is no ongoing program at this time, there may be significant opportunities to reduce the amount of auto use and the number of solo drivers within the entire student body along with the faculty and staff.

There are several aspects of a TDM program that would be effective on the San Jose City College Campus. It is recommended that Campus representatives work with the VTA staff to develop programs that encourage transit ridership by San Jose City College students, faculty, and staff. Campus authorities should post transit information on Campus and provide transit incentives with enrollment. San Jose State University has utilized a plan, wherein when a student enrolls for a school term, their student body card also serves as a transit pass. Another option would be to allow students to purchase transit passes during the registration process. These passes could be provided at a subsidized rate (or free) as long as they are enrolled at the college. At a minimum, each student should be provided with transit access information. There may be additional opportunities for transit connections at buildout depending on the status of the Vasona Corridor Light Rail extension.

In addition to promoting transit use, carpooling should be encouraged through incentive programs and by providing a carpool matching service. Incentives would include preferential parking for students, faculty and staff who have enrolled in a Campus carpool program to decrease the number of solo drivers and vehicles accessing the Campus."

According to the Mitigation Monitoring and Reporting Program prepared by the College for the Prior Plan (reference Comment Letter #7, City of San Jose and the

associated Response to Comments), implementation of TDM measures, as feasible, have been completed, and implementation of TDM measures are ongoing. The Prior Plan MMRP is included in the FSEIR at Section 6.

- 9-22 The project includes 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). VTA provided a comment letter on the NOP. The following mitigation measure is included on p. 5-138 of the Revised DSEIR:

"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. This is supported by their comment letter on the 2009 DSEIR (Comment Letter # 6).

- 9-23 Comment noted. This intersection is under the jurisdiction of Santa Clara County. The College has met with the County to implement mitigation measure 5.7.5-6 of the Revised DSEIR.
- 9-24 Comment noted. The Revised DSEIR has been modified at p.5-99 to state that "Even though the Baseball Field complex will not be implemented and will be replaced by a Multi-Use Athletic Field, those recreational resources are intended for the use of College students, except as otherwise permitted by the College for use for non-College activities. Thus, the removal of the Baseball Field Complex does not change the availability of recreational resources for the public than when the Baseball Field Complex was to be constructed." With the implementation of this mitigation measure, any impacts due to special events on campus will be reduced to a less than significant level. The comment regarding the use of bonds is not an objective under or within the scope of the Revised DSEIR.
- 9-25 Comment noted. The College will coordinate with City of San Jose staff on potential changes to the access point to the adjacent roadway network.
- 9-26 The planning horizon for the Update has been changed from 2021 to 2011. This change was analyzed in the Revised DSEIR. According to Subchapter 5.7: "A Cumulative Condition analysis was prepared for the 2009 DSEIR, which included a planning horizon of 2021. The planning horizon for the Update has been changed to 2011. Because of this 10 year shortening of the planning horizon, many of the cumulative projects that would be expected in the ensuing years (i.e., 2012 through 2021) due to reasonably foreseeable projects will not be implemented during the scope of this analysis. Therefore, this cumulative impact analysis is no longer applicable." Because of this change in the planning horizon, no cumulative analysis was performed. Ask F&P to respond re impacts with the pending changes. Sounds from her comment like the metering will be in effect before 2011.

- 9-27 Comment noted. As stated in Subchapter 2.0 (Introduction, pp. 2-16 2-23 and 2-24), since the circulation of the NOP, a follow-up conversation was 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 conversation: Again, if you talked to more than Aguirre, confirm.

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.

- 9-28 Please reference Response 9-27 regarding staffing concerns.
- 9-29 Please reference Response 9-27 regarding staffing concerns. Mitigation Measure 5.7.5-3 of the Revised DSEIR reads as follows:

"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.

- 9-30 Comment noted. CEQA does require that issues related to possible nuisances from Project implementation. The possibility of this is not a physical change to the environment due an indirect change to the quality of life to the surrounding residential areas.

9-31 Comment noted.

9-32 Comment noted.

9-33 Comment noted.

Responses to Comments
Letter #10
SONA – Sherman Oaks Neighborhood Association

10-1 Comment noted.

10-2 The Project Objectives are listed in Subchapter 4.2 (p. 4-9) of the Revised DSEIR. Under CEQA, Project Objectives are not intended to relate to specific physical changes created by the Project. Rather, Project Objectives are intended to be general and programmatic in nature, and vary in breadth and specificity based on the particular characteristics of the proposed Project. Here, an institution--San Jose City College—is adopting an update to its facilities master plan. Under these circumstances, CEQA requires that the Project Objectives, as they do here, provide an overarching framework for the College's facilities planning process.

For those reasons, the comment raises issues that would be means of implementing specific objectives, rather than being objectives themselves. For example, the commenter states that the use of bond funds is a project objective. Again, the bond funds are a means of implementing the Project Objectives, rather than being an objective. The same reasoning applies to the location of the Baseball Field Complex. The objective is providing support services for students; a means of implementing that, pursuant to the Trustees' decision, is where the Baseball Field may be located. Thus, this comment pertains to specific uses of the campus facilities and programs, traffic, circulation and parking that are the "implementation" of the listed Project Objectives.

The environmental effects of the issues raised in these comments are addressed in the respective Chapters of the Revised DSEIR, as contained within the Project Setting (Chapter 3.0), the Project Description (Chapter 4.0) and the Environmental Impact Evaluation (Chapter 5.0). The appropriate level of discussion and analysis sought by the comments is contained in these Chapters, plus the other Chapters of the Revised DSEIR and the Technical Appendices.

Based on the above, the Project Objectives satisfy CEQA.

10-3 Comment noted. The approach used for the Revised DSEIR is consistent with the CEQA Guidelines, as stated in Subchapter 2.0 (Introduction) of the Revised DSEIR, specifically Subchapter 2.2 (Purpose and Use of a Subsequent EIR). First, the project description has to be based on the characteristics of current project. Otherwise, it would not satisfy CEQA. Contrary to the commenter's statement that the District "fit" the project description to the current plan, the District treated them as they are under CEQA: they are one and the same. And while the commenter is correct that the project approved in 2000 was changed without CEQA review, the District prepared a subsequent EIR (DSEIR) under CEQA Guidelines Section 15162. Because that DSEIR was not certified, CEQA permits the District to prepare a Revised DSEIR using all the Project components as the project description and the current campus configuration as the baseline for the CEQA analysis to analyze the impacts of the current project.

This baseline of the current campus was properly chosen for the following reasons: 1. the Prior Plan EIR was approximately ten (10) years old and because of that, information in it needed to be updated to address changes to the project; 2. several buildings and facilities were installed on Campus that varied from the approved Prior Plan without CEQA analysis; and, 3. there were project components that were proposed under the Update that would be inconsistent with the Prior Plan. Based on the above, the use of the project itself or any part of it as an alternative to the Prior Plan would be contrary to CEQA's requirement that alternatives be used as a means of attaining project objectives with lessened significant impacts. Characterizing the Baseball Field Complex and the Multi-Use Athletic Field as "alternatives" would be contrary to that purpose since the Baseball Field Complex is no longer part of the project and the Multi-Use Athletic Field is an integral part of the Project.

- 10-4 Please reference Response 10-3, above. There were numerous changes made to the campus, some of which were not consistent with the Prior Plan, that would preclude the development of the Baseball Field Complex on the campus. Therefore, none of that data would be fully relevant to the Update. Moreover, the data that was gathered for the DSEIR that remains relevant to the currently configured Project remains part of the Revised DSEIR. The Executive Summary and the Project Description both explain the relationship between the 2009 DSEIR and the Revised DSEIR. Lastly, the commenter raises the issue of the "intention of bonds". That is not a physical change to the environment and is therefore not required to be addressed in the Revised DSEIR.
- 10-5 Comment noted. There is no single rationale for the change from the Baseball Field Complex to Multi-Use Athletic Field stated in the Revised DSEIR. As stated on p. 4-1 of the Revised DSEIR "Revisions were also required to analyze the potential environmental impacts from modifications to the College that were not consistent with the Prior Plan EIR for the Facilities Master Plan as well as replacement of the Baseball Field Complex with a Multi-Use Athletic Field." It is this framework from which the analysis contained in the Revised DSEIR was performed.

The record in the Revised DSEIR shows that the change occurred as a result of publicly noticed hearings and a decision by the Trustees, as lead agency and project sponsor, to remove the Baseball Field Complex from the project and thus from analysis in the DSEIR. The chronology of events leading to the deletion of the Baseball Field Complex and its replacement with the Multi-Use Athletic Field is contained in Subchapter 2.0 (Introduction), pp. 2-31 and 2-33. Subchapter 9.4 contains meeting minutes of the San José/Evergreen Community College District Board of Trustees. Relevant to this issue are those minutes from the particularly, June 2, 2009 and July 22, 2009 meetings at p. 9-7. This Subchapter also contains evidence of the Board of Trustees decisions relating to the Baseball Field Complex and its ultimate replacement with the Multi-Use Athletic Field. Subchapter 4.0 (Project Description) states the facts relevant to the Baseball Field Complex for purpose of this Revised DSEIR: its location and removal of those components that were installed without CEQA review. The Revised DSEIR clarifies that the current project setting includes components of the Baseball Field Complex that were not

removed pursuant to the Trustees' decision and would become components of the Multi-Use Athletic Field.

- 10-6 The "original project" baseline assumed the 2000 Plan was fully implemented. The better approach under CEQA, which would give the most conservative estimate of impacts under these circumstances, was to use the current campus as the baseline. Between the two options, using the existing physical configuration of the campus and comparing it to the impacts from the physical changes resulting from the Update provides a much more accurate assessment of the potential impacts. That is consistent with CEQA's goal of using reasonable efforts to estimate impacts. Many of the specific analyses sought by the comment exceed what CEQA requires for a broad facilities plan such as here. Moreover, CEQA only requires that the change to the physical environment from the Project be analyzed. That is what is done in the Revised DSEIR.

The Leland Avenue and Moorpark Avenue intersection was already modified to its current configuration at the time of the intersection counts and was included in the Revised DSEIR. Updating the baseline to 2010 provides a clear understanding of how the Project will change the conditions surrounding the campus through 2011 (reference discussion in Response 10-3, above). Furthermore, the baseline has been updated because buildings have been constructed on-campus in accordance with the prior plan and the transportation analysis uses the most recent data available. Traffic volume and intersection geometry information was collected with the current Moorpark Avenue and Leland Avenue intersection configuration. All intersection traffic counts and the most recent on-site parking counts used in the transportation analysis included the new parking lot on Leigh Avenue. Also, the current parking lot adjacent to Leigh Avenue replaced an earlier unpaved parking area at the same location. Standard engineering practice is to collect data on "typical days" when traffic patterns are representative of the traffic in the area. Traffic generally fluctuates day to day and month to month. Fehr & Peers coordinated counts to be at a time when school was in session. Based on field observations on September 12, 2008 and September 18, 2008, a substantial number of u-turns were not observed during the peak hours.

The addition of a signal at Leigh Avenue and Kingman Avenue was not a part of the Revised DSEIR; however, the analysis of this intersection, with the addition of the signal at Leigh and Kingman Avenues has been performed and included in Section 3 of the Final SEIR. Based on the analysis, there are no significant impacts to the intersection as a result of the Project.

The on-site parking demand rates take on-street parking into account by adding the on-site parking numbers to the on-street parking numbers and then dividing by the total number of students. Similarly, the on-site parking occupancy percentages take on-street parking into account by adding the on-site parking numbers to the on-street parking numbers and then dividing by the total number of on-site spaces. The impacts of the ramp metering are controlled by Caltrans and are not a part of this project. Caltrans will adjust the ramp meter signal timings to balance the effects on the freeway and local streets. The assumptions made to estimate the number

of vehicle trips generated by a Multi-Use Athletic Field can be found on Table 5.7-8 in the Revised DSEIR. The trip estimates made with the assumptions were validated with data from a similar facility located in the South Bay. This site contains a single soccer field with parking areas that are easily isolated from other uses. The assumptions made to estimate the number of vehicle trips generated by a Multi-Use Athletic Field can be found on Table 5.7-8 in the Revised DSEIR. It was assumed that no new trips would be generated by the College uses of the field since the users of the field would already be on campus (but trips would still be generated by non-College uses). The trip estimates made with the assumptions shown in Table 5.7-8 in the Revised DSEIR were validated with data from a similar facility located in the South Bay. The College will work with the City of San Jose on implementing a mitigation measure.

- 10-7 The primary uses and hours of operation for the Multi-Use Athletic Field are listed in Subchapter 4.0 (Project Description) of the Revised DSEIR. Based on the information available, it was assumed, for purposes of analysis in the Revised DSEIR, that the most intensive use for the Multi-Use Athletic Field would be that of off-campus soccer users. Based on this, noise, traffic and parking impacts were analyzed for this "worse case" scenario of use of the Multi-Use Athletic Field in Subchapters 5.5 (Noise, pp. 5-93 and 5-94) and 5.7 (Transportation/Traffic, pp. 5-123, 5-124, 5-132, 5-133 and 5-139) of the Revised DSEIR, respectively. Moreover, according to Subchapter 3.0 (Project Setting, p. 3-5), the bleachers, which were installed as part of the Baseball Field Complex, will remain and become part of the Multi-Use Athletic Field, serving as an outdoor classroom. No public address system was proposed in this area for the Baseball Field Complex and the Multi-Use Athletic Field is not changing that. Therefore, no public address system impacts were analyzed in the Revised DSEIR. All other uses of the Multi-Use Athletic Field, which would be the result of future campus curriculum and programming, were assumed to occur within the regular hours of the campus operations and were thus part of ongoing campus educational functions. As such, there will be no specific impacts from the Multi-Use Athletic Field beyond those analyzed for the Update.

The following mitigation measures have been added to ensure that any possible impacts generated by the Multi-Use Athletic Field do not create a significant impact to adjacent residential neighborhoods.

5.7.5-2 *As part of the lease/user agreements with off-campus entities, the College shall issue temporary parking permits to groups who regularly use the fields.*

5.7.5-3 *To supplement providing parking on the San Jose City College campus for the Multi-Use Athletic Field, educational programs or brochures may be developed and distributed to the soccer leagues to encourage carpooling to the Multi-Use Athletic Field for practices.*

With the implementation of these mitigation measures and in light of the "worst case" estimates for the use of Multi-Use Athletic Field, any impacts due to its presence on campus will be reduced to a less than significant level.

- 10-8 Comment noted. As stated in Subchapter 2.0 (Introduction, pp. 2-16 2-23 and 2-24), since the circulation of the NOP, a follow-up conversation was 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 conversation:

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.

- 10-9 Comment noted.

- 10-10 Comment noted.

Responses to Comments
Letter #11
Steven L. Kline

- 11-1 There is no single rationale for the change from the Baseball Field Complex to Multi-Use Athletic Field stated in the Revised DSEIR. As stated on p. 4-1 of the Revised DSEIR "Revisions were also required to analyze the potential environmental impacts from modifications to the College that were not consistent with the Prior Plan EIR for the Facilities Master Plan as well as replacement of the Baseball Field Complex with a Multi-Use Athletic Field." It is this framework from which the analysis contained in the Revised DSEIR was performed.

The record in the Revised DSEIR shows that the change occurred as a result of publicly noticed hearings and a decision by the Trustees, as lead agency and project sponsor, to remove the Baseball Field Complex from the project and thus from analysis in the DSEIR. The chronology of events leading to the deletion of the Baseball Field Complex and its replacement with the Multi-Use Athletic Field is contained in Subchapter 2.0 (Introduction), pp. 2-31 and 2-33. Subchapter 9.4 contains meeting minutes of the San José/Evergreen Community College District Board of Trustees. Relevant to this issue are those minutes from the particularly, June 2, 2009 and July 22, 2009 meetings at p. 9-7. This Subchapter also contains evidence of the Board of Trustees decisions relating to the Baseball Field Complex and its ultimate replacement with the Multi-Use Athletic Field. Subchapter 4.0 (Project Description) states the facts relevant to the Baseball Field Complex for purpose of this Revised DSEIR: its location and removal of those components that were installed without CEQA review. The Revised DSEIR clarifies that the current project setting includes components of the Baseball Field Complex that were not removed pursuant to the Trustees' decision and would become components of the Multi-Use Athletic Field.

- 11-2 Comment noted. The 2009 DSEIR acknowledged the safety hazards due to errant balls from the Baseball Field Complex.
- 11-3 Comment noted. Please reference Response 11-1, above.

Responses to Comments
Letter #12
Santa Clara Valley Transportation Authority

- 12-1 Comment noted. Geometries used in the TIA are based on intersection operations observed in the field on September 12, 2008 and September 18, 2008.
- 12-2 The freeway counts used in the analysis were the most recent freeway counts that were available at the time the analysis was performed. These counts were contained in the 2007 Monitoring and Conformance Report published in May 2008. Furthermore, no additional impacts were found after updating the analysis with volumes contained in the 2009 report published in April 2010. Performing the analysis with the most recent counts would reflect any changes that occurred in the area around the San Jose City College.
- 12-3 Page 5-129 of the Revised DSEIR has been revised to include language about the current project status of the "I-280/I-880/Stevens Creek Boulevard Project" which states: "Improvements to the interchange project are included in the VTP 2035, is partially funded, and are scheduled to begin construction in June 2011." Comment noted regarding inclusion of this Project in the Master Plan for the period 2012 through 2025.

Responses to Comments
Letter #13
California Office of Planning and Research
State Clearinghouse

- 13-1 This is an acknowledgement letter verifying that the State Clearinghouse submitted the Revised Draft Subsequent Environmental Impact Report to selected agencies for review. No agencies submitted comments through the State Clearinghouse by the close of the review period, which occurred on June 21, 2010. This letter is for information only and does not require a substantive response.

Responses to Comments
Letter # 14
Burbank/Del Monte Neighborhood Advisory Committee

14-1 Comment noted.

14-2 Comment noted. Please reference Responses 9-18 and 10-6 for a detailed response to the installation of the signal at Kingman and Leigh Avenues.

14-3 Comment noted.

14-4 Comment noted.

14-5 Comment noted. Please reference Response to Letters #5 and #10 from SONA, which are contained in this Final SEIR.

RESPONSES TO PUBLIC COMMENTS AT BOARD OF TRUSTEES HEARING

June 8, 2010

#15

At their June 8, 2010 Scheduled Meeting, the San José/Evergreen Community College District (District) Board of Trustees heard Agenda Item # 1.2, entitled "Public Comments – Draft Subsequent Environmental Impact Report (Revised DSEIR) – San Jose City College Facilities Master Plan Update 2011" (Agenda attached). The purpose of this Agenda Item was to allow the public an opportunity to provide comments on the Revised DSEIR for the San Jose City College Facilities Master Plan Update 2011 during the public review period for the Revised DSEIR. The public review period for the Revised DSEIR started on May 5, 2010 and ended on June 18, 2010.

A brief introduction of the Agenda Item was presented by Jeanine Hawk, Vice-Chancellor. Jeannine stressed the purpose of the meeting, the focus of the nature of the comments from the public and the role of the Board at the meeting.

Michael Maas, The Maas Companies, Inc. provided an overview of the Master Planning Process.

Matthew Fagan, The Maas Companies, provided an overview of the Revised DSEIR process and re-iterated the process to be followed by the Board at the meeting.

Three members of the public, Randi Kinman, Michael LaRocca and Steven Kline provided comments on the Revised DSEIR. A summary of the comments made during the hearing is stated below.

1. **COMMENT 15-1:** The Revised DSEIR did not address all the issues. The document needs to be "cleaned up" to address the comments raised by Caltrans and the City of San Jose.
RESPONSE: See Response to Comment Letters # 3 (Caltrans) and # 7 (City of San Jose).
2. **COMMENT 15-2:** The document needs to be legal and complete. There are still questions that need answers.
RESPONSE: See Response to Comment Letters # 9 (Randi Kinman) and #10 (SONA).
3. **COMMENT 15-3:** There is a new signal at the intersection of Leigh and Kingman Avenues that was not analyzed in the Revised DSEIR.
RESPONSE: See Response to Comment 10-6 and 9-18, as well as Section 3 of the Final SEIR.
4. **COMMENT 15-4:** There are pieces of data that are missing.
RESPONSE: See Response to Comment 15-2.
5. **COMMENT 15-5:** Appreciative of the outreach that the District/College has had on the project.
RESPONSE: Comment noted.
6. **COMMENT 15-6:** Serious concerns about the baseline used for analysis in the Revised DSEIR.

RESPONSE: See Response to Comment Letters # 9 (Randi Kinman) and #10 (SONA), as well as Response to Comments 9-4, 9-6, 9-8, 9-17 10-3 and 10-6.

7. **COMMENT 15-7:** More outreach to the Burbank Del/Monte NAC would be appreciated.

RESPONSE: Comment noted.

8. **COMMENT 15-8:** Concern about the location for this hearing. Should have been at San Jose City College for better access for the community.

RESPONSE: Comment noted.

9. **COMMENT 15-9:** Would like a committee to be established at the College with the community to solve any "disconnect" between the two.

RESPONSE: Comment noted.

COMMENT 15-10: Trustee Fuentes inquired about the District's outreach into the community, as it related to the overall operations of the District.

RESPONSE: Comment noted.

COMMENT 15-11: Trustee Cruz also indicated that outreach should be performed by the District as part of its on-going operations.

RESPONSE: Comment noted.

It was discovered after the hearing to take public comments that the tape recorder intended to record the public comments and to provide a transcript of the comments to be included in the FSEIR malfunctioned. For that reason, a transcript of the comments made during this hearing could not be created.

As a result, Robert Dias, Executive Director, Facilities - Construction Management - Operations, requested that Randi Kinman, Michael LaRocca and Steve Kline re-iterate their comments (see the attached e-mail from Mr. Dias to Ms. Kinman, Mr. LaRocca and Mr. Kline).

COMMENT 15-12: Randi Kinman emailed her comment letter (dated June 7, 2010, which is Comment Letter #9) as an attachment to her email dated June 17, 2010 (see the attached e-mail). In another e-mail dated June 22, 2010 she made the following statement: "I believe I concentrated on parking and traffic analysis being inadequate (leaving out an entire signalized intersection and grandfathering in changes under the heading of baseline) pointed out issues outstanding from previous EIRs, including issues raised by VTA and CA DOT." (see the attached e-mail).

RESPONSE: See Responses to Comment Letter # 9 (Randi Kinman).

Steve Kline emailed the following on June 22, 2010 (see attached e-mail): "Things have been quite hectic, but I wanted to respond to your request for my comments at the last Board Meeting. My concerns stated there were that

COMMENT 15-13(1): the Hearing on the SJCC DSEIR Report was being held not on the SJCC Campus, but 11 miles away;

RESPONSE: Comment noted.

COMMENT 15-13(2): I was troubled that after over a year, NO effort had been made to reach out to the neighbors and get their input into this process and day-to-day problems with SJCC through a suggested informal organization of the neighbors and interested groups surrounding SJCC; and finally

RESPONSE: Comment noted.

COMMENT 15-13(3): I agreed with both Michael LaRocca's input and that of Randi Kinman on the DSEIR including the traffic studies. I also advised that I was now the President of the Burbank Del Monte NAC and that we welcomed the attendance & participation of the SJCC administration and Board members. Our next Board meeting will be at Sherman Oaks Community Center on Fruitdale Avenue near Leigh on June 24, 2010 at 7:30 pm. After all, SJCC is part of the neighborhood."

RESPONSE: See Responses to Comments Letters # 9 (Randi Kinman) and #10 (SONA).

No email response was received by Michael LaRocca, President of SONA and author of Comment Letter #10.



**Tuesday, June 8, 2010
Governing Board Meeting Agenda**

A. CALL MEETING TO ORDER

1. 5:00 p.m. - Call Meeting to Order at the District Board Room, 4750 San Felipe Road, San Jose, CA 95135
2. Information on Public Comments and Disability Access

B. APPROVAL OF CLOSED SESSION

1. Approval of Closed Session Agenda

C. PUBLIC COMMENTS ON CLOSED SESSION AGENDA

D. CLOSED SESSION ITEMS FOR DISCUSSION

1. The Board will recess to consider or take action upon any of the following items indicated by [x]

E. RECONVENE INTO OPEN SESSION

1. 6:00 p.m. Reception Honoring Retirees
2. 7:00 P.M. - Pledge of Allegiance
3. Governing Board Organization
4. Oath of Office for Student Trustees
5. Adoption of the Agenda
6. Announcement of Reportable Action Taken in Closed Session
7. Public Comments on Matters not on the Agenda
8. Board Recognition of Special Achievements
9. Approval of the May 4, May 11, May 17, May 18, and May 25, 2010 Meeting Minutes

F. CONSENT AGENDA

1. Adoption of the Consent Agenda
2. Management Personnel Actions
3. Faculty Personnel Actions – Regular
4. Faculty Personnel-Adjunct/Overload-EVC
5. Faculty Personnel-Adjunct/Overload-SJCC
6. Classified Personnel Actions
7. Short-Term Hourly, Substitute, Professional Expert & Athletic Support Services Personnel Actions

8. Student Assistant Personnel Actions
9. Volunteer/Graduate Interns Personnel Actions
10. Ratification of Contracts
11. 2009-10 Accreditation Self Study - Evergreen Valley College
12. Curriculum Recommendations for EVC
13. Curriculum Recommendations for San Jose City College
14. AA Degree General Education
15. SJCC AS Budget 2010-2011
16. Award of Contract - EVC Central Plant Chiller Upgrades
17. Agreement For Hazardous Materials Assessment & Removal – Existing Fine Arts Buildings - SJCC
18. Agreement For Design Services – Furniture – Multi-Disciplinary & Arts Building - SJCC
19. Agreement For Engineering Support Services – Utility Coordination – Multi-Disciplinary Classroom & Arts Project - SJCC
20. Agreement For Facilities Planning Services – 2025 Updated Facilities Master Plans
21. Purchase Of Existing Portable Restrooms - SJCC
22. Award Of Construction Contract - Tree Removal & Pruning – District Wide
23. Workforce Institute - South Bay RN Transition Program Collaborative Grant
24. Workforce Institute —Work2Future Master Cohort Training Contract
25. Student Out of State Travel

G. ORAL COMMUNICATIONS

1. Board of Trustees
2. Chancellor's Report
3. Presidents' Reports
4. Constituency Reports

H. ACTION AGENDA

1. Measure G Project Budget Revision
2. Citizen's Bond Oversight Committee Annual Report 2008/2009
3. Resolution Request for and Consent to Consolidation of Elections
4. Specifications of the Election Order
5. Revised Human Resources Board Policies Section 3 and 7
6. 2010/2011 Tentative Budget

I. INFORMATION AGENDA

1. Abbreviated General Election Calendar for November 2, 2010
2. Public Comments - Draft Supplemental Environmental Report (Revised DSEIR) - San Jose City College Facilities Master Plan Uupdate 2011
3. Presentation Of The Draft 2025 Educational Master Plans For San Jose City And Evergreen Valley Colleges
4. Presentation of the San Jose/Evergreen Community College District and the California School Employees Association, Chapter 363, Collective Bargaining Agreement Negotiation Proposals for the 2010-2011 Fiscal Year
5. Quarterly Financial Status Report (CCFS-311Q) - 2009/2010 Third Quarter
6. Concerns raised by Ciaran MacGowan regarding his allegation of different treatment of District staff in personnel actions.
7. Board Self Evaluation
8. Future Agenda Items

J. CONTINUATION OF CLOSED SESSION (If needed)**K. RECONVENE TO OPEN SESSION**

1. Announcement of Action Taken in Closed Session

L. ADJOURNMENT

1. The meeting will be adjourned.

From: Dias, Robert
Sent: Monday, June 14, 2010 6:01 PM
To: 'Randi Kinman'
Subject: June 8th Board Meeting:

Randi:

As we proceeded to transcribe the June 8th board meeting we hit a technical snag with our recording device and most of the public comments made at the meeting were garbled. We do understand that you submitted a very detailed letter addressed to the board of trustees that will be entered into the record. Can you please summarize the major points you raised at the board meeting? While our consultant did take notes, we want to be absolutely sure that all points that were raised at the meeting will be recorded and addressed in the final SEIR.

Thanks.

Robert Dias

Executive Director - Facilities - Construction Management - Operations
San Jose Evergreen Community College District
4750 San Felipe Road, San Jose, CA 94135
Phone: (408) 223-6795 Fax: (408) 238-2866

From: Dias, Robert
Sent: Monday, June 14, 2010 6:09 PM
To: Michael LaRocca
Subject: FW: June 8th Board Meeting:

Dear Michael:

As we proceeded to transcribe the June 8th board meeting we hit a technical snag with our recording device and most of the public comments made at the meeting were garbled. We do understand that Randi Kinman submitted a very detailed letter addressed to the board of trustees that will be entered into the record. Can you please summarize the major points you raised at the board meeting? While our consultant did take notes, we want to be absolutely sure that all points that were raised at the meeting will be recorded and addressed in the final SEIR.

Thanks.

Robert Dias

Executive Director - Facilities - Construction Management - Operations
San Jose Evergreen Community College District
4750 San Felipe Road, San Jose, CA 94135
Phone: (408) 223-6795 Fax: (408) 238-2866

From: Dias, Robert
Sent: Monday, June 14, 2010 6:13 PM
To: Steve Kline
Subject: FW: June 8th Board Meeting:

Hi Steve:

As we proceeded to transcribe the June 8th board meeting we hit a technical snag with our recording device and most of the public comments made at the meeting were garbled. We do understand that Randi Kinman submitted a very detailed letter addressed to the board of trustees that will be entered into the record. Can you please summarize the major points you raised at the board meeting? While our consultant did take notes, we want to be absolutely sure that all points that were raised at the meeting will be recorded and addressed in the final SEIR. Also, you did have a conversation with our Master Planning consultant Mike Maas after the meeting and stressed a point that he cannot recall. Can you also assist in refreshing our collective memories? Lastly we will need your help in making contact with the Burbank neighborhood association.

Thanks.

Robert Dias

Executive Director - Facilities - Construction Management - Operations
San Jose Evergreen Community College District
4750 San Felipe Road, San Jose, CA 94135
Phone: (408) 223-6795 Fax: (408) 238-2866

From: Randi Kinman [mailto:randikinman@yahoo.com]
Sent: Thursday, June 17, 2010 10:52 AM
To: Dias, Robert
Cc: Michael LaRocca; Stephen Kline
Subject: response to dseir

Robert;

Please use the attached document for my submission to the board. It has no changes other than to complete the track change function, making it a cleaner document to read. Thanks.

Randi

From: randikinman@yahoo.com [mailto:randikinman@yahoo.com]

Sent: Tuesday, June 22, 2010 4:13 PM

To: Steve Kline; Dias, Robert

Cc: Fuentes, Maria; Hobbs, Richard; Tanaka, Richard; Cruz, Mayra E.; Hawk, Jeanine; Lind, Ron; Okamura, Randy; Dhillon, Balbir; Autumn Gutierrez; Michael Larocca

Subject: Re: June 8th Board Meeting:

I believe I concentrated on parking and traffic analysis being inadequate (leaving out an entire signalized intersection and grandfathering in changes under the heading of baseline) pointed out issues outstanding from previous eirs, including issues raised by VTA and CA DOT.

Sent on the Sprint® Now Network from my BlackBerry®

From: Steve Kline [mailto:slkesq@me.com]

Sent: Tuesday, June 22, 2010 2:09 PM

To: Dias, Robert

Cc: Fuentes, Maria; Hobbs, Richard; Tanaka, Richard; Cruz, Mayra E.; Hawk, Jeanine; Lind, Ron; Okamura, Randy; Dhillon, Balbir; Autumn Gutierrez; Randi Kinman; Michael Larocca

Subject: Re: June 8th Board Meeting:

Dear Robert,

Things have been quite hectic, but I wanted to respond to your request for my comments at the last Board Meeting. My concerns stated there were that (1) the Hearing on the SJCC DSEIR Report was being held not on the SJCC Campus, but 11 miles away; (2) I was troubled that after over a year, NO effort had been made to reach out to the neighbors and get their input into this process and day-to-day problems with SJCC through a suggested informal organization of the neighbors and interested groups surrounding SJCC; and finally (3) I agreed with both Michael LaRocca's input and that of Randi Kinman on the DSEIR including the traffic studies.

I also advised that I was now the President of the Burbank Del Monte NAC and that we welcomed the attendance & participation of the SJCC administration and Board members. Our next Board meeting will be at Sherman Oaks Community Center on Fruitdale Avenue near Leigh on June 24, 2010 at 7:30 pm. After all, SJCC is part of the neighborhood.

Thanks,
Steve Kline
408-768-4154

**Changes to Revised DSEIR Text, Graphics, and/or Technical Studies
Due to Responses to Comments**

Changes to Revised DSEIR Text, Graphics, and/or Technical Studies Due to Responses to Comments

Subchapter 5.6 (Recreation)

This Section of the Final SEIR provides text to Subchapter 5.6 (Recreation) of the Revised Draft Subsequent Environmental Impact Report (Revised DSEIR) for the San Jose City College Master Plan Update 2011 to correspond to Responses to Comments 7-23. Note that text already in the Revised DSEIR is in italics, text to be added to the Revised DSEIR is in **bold**, and the text to be removed is in ~~strikeout~~.

P. 5-99: Add the following sentence: **Even though the Baseball Field complex will not be implemented and will be replaced by a Multi-Use Athletic Field, those recreational resources are intended for the use of College students, except as otherwise permitted by the College for use for non-College activities. Thus, the removal of the Baseball Field Complex does not change the availability of recreational resources for the public than when the Baseball Field Complex was to be constructed.**

Subchapter 5.7 (Transportation/Traffic)

This Section of the Final SEIR provides text, table, and graphic changes to Subchapter 5.7 (Transportation/Traffic) of the Revised Draft Subsequent Environmental Impact Report (Revised DSEIR) for the San Jose City College Master Plan Update 2011 due to the addition of the Leigh Avenue and Kingman Avenue intersection. This information corresponds to Responses to Comments: 9-18, 10-6 and 12-3. Source: Fehr and Peers, June 30, 2010.

Note that text already in the Revised DSEIR is in italics, text to be added to the Revised DSEIR is in **bold**, and the text to be removed is in ~~strikeout~~.

P. 5-104: On the numbered intersection list at the top of the page, add: **16. Leigh Avenue and Kingman Avenue**

P. 5-105: In the last paragraph titled Kingman Avenue, change as follows: *Kingman Avenue is a discontinuous east-west, two-lane local roadway that is divided into ~~two~~ three segments. The western segment terminates at Bascom Avenue in the west and serves as a driveway into the campus. The ~~eastern~~ central segment terminates in the east into an apartment complex near Sherman Oaks Way and in the west at Mansfield Drive. **The eastern segment begins at Leigh Avenue and terminates in the neighborhood east of Leigh Avenue.** The ~~two western segments both~~ serves the western parking lots on campus.*

P. 5-112: Add row to Table 5.7-4 to add intersection 16. The new row of Table 5.7-4 is shown below:

TABLE 5.7-4 EXISTING INTERSECTION LEVELS OF SERVICE					
Intersection	Stop Control	Peak Hour	Count Date	Delay ¹	LOS ²
16. Leigh Avenue and Kingman Avenue	Signal	AM	06/10	17.5	B
		PM	06/10	10.5	B+

P. 5-121: Add row to Table 5.7-7 to add intersection 16. The new row of Table 5.7-7 is shown below:

TABLE 5.7-7 BACKGROUND INTERSECTION LEVELS OF SERVICE			
Intersection	Peak Hour	Delay ¹	LOS ²
16. Leigh Avenue and Kingman Avenue	AM	17.3	B
	PM	10.5	B+

Pp. 5-125 and 5-126: Add row to Table 5.7-9 to add intersection 16. The new row of Table 5.7-9 is shown below:

TABLE 5.7-9 PROJECT INTERSECTION LEVELS OF SERVICE							
Intersection	Peak Hour	Background		Project			
		Delay ¹	LOS ²	Delay ¹	LOS ²	Δ in Crit. VIC ³	Δ in Crit. Delay ⁴
16. Leigh Avenue and Kingman Avenue	AM	17.3	B	17.3	B	0.000	-0.1
	PM	10.5	B+	10.3	B+	0.002	-0.1

P. 5-129: ~~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~~ **project is included in the VTP 2035, are partially funded, and are scheduled to begin construction in June 2011 (modified per VTA comment letter dated June 18, 2010).** No additional freeway improvements have been identified in the project area.

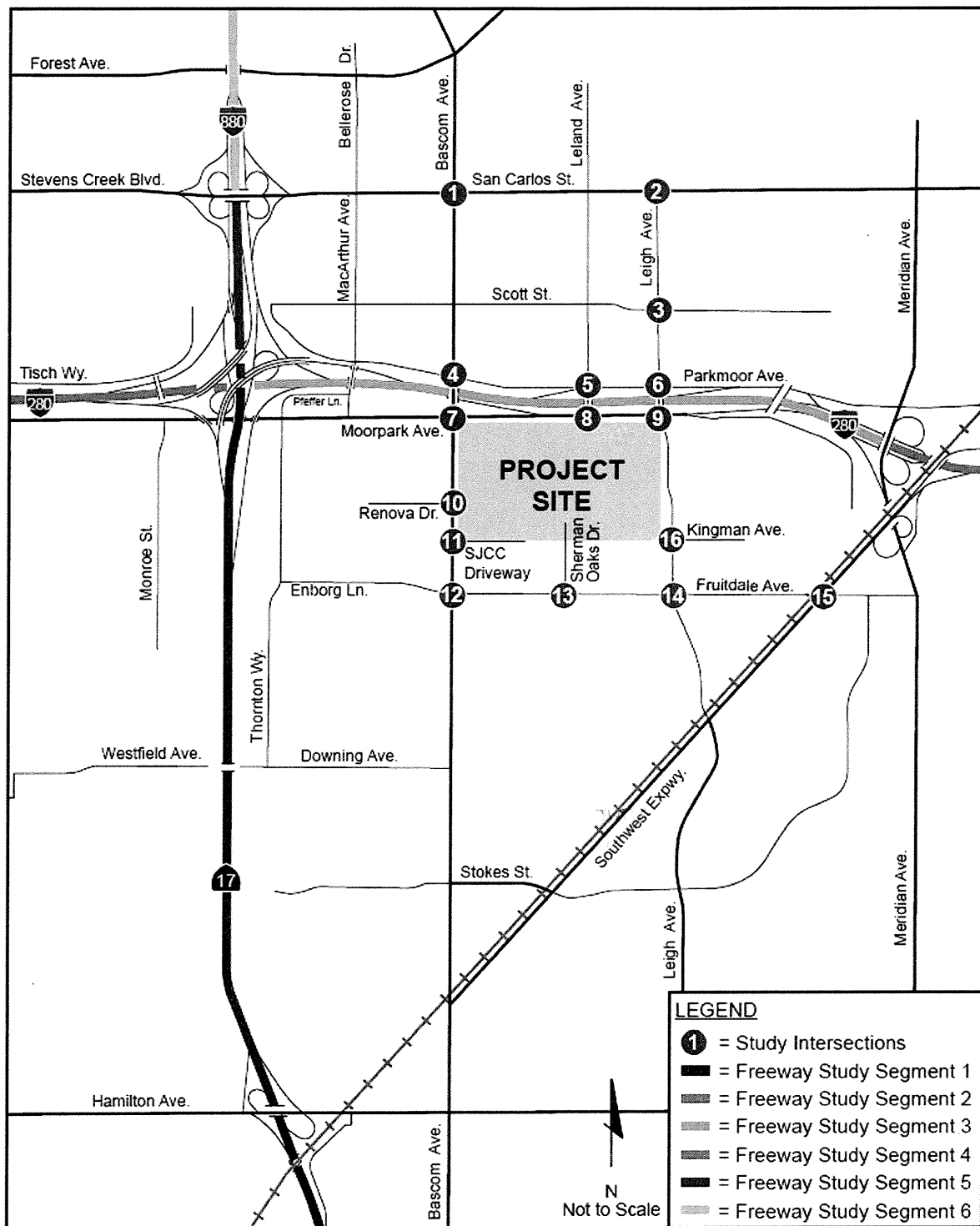
P. 5-168: Replace Figure 5.7-1 with the updated figure (see attached).

P. 5-169: Replace Figure 5.7-2 with the updated figure (see attached).

P. 5-170: Replace Figure 5.7-3 with the updated figure (see attached).

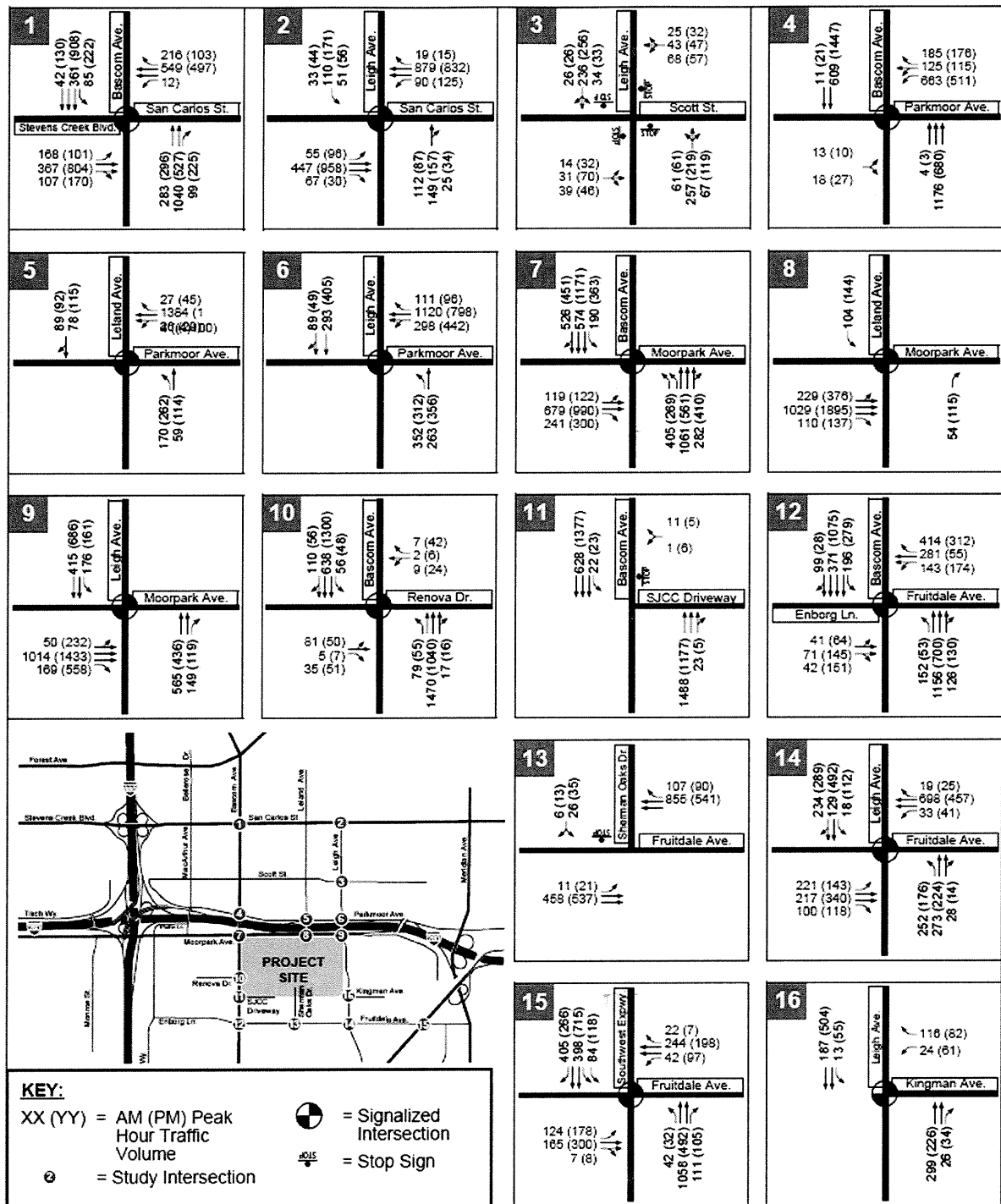
P. 5-173: Replace Figure 5.7-5 with the updated figure (see attached).

P. 5-174: Replace Figure 5.7-6 with the updated figure (see attached).



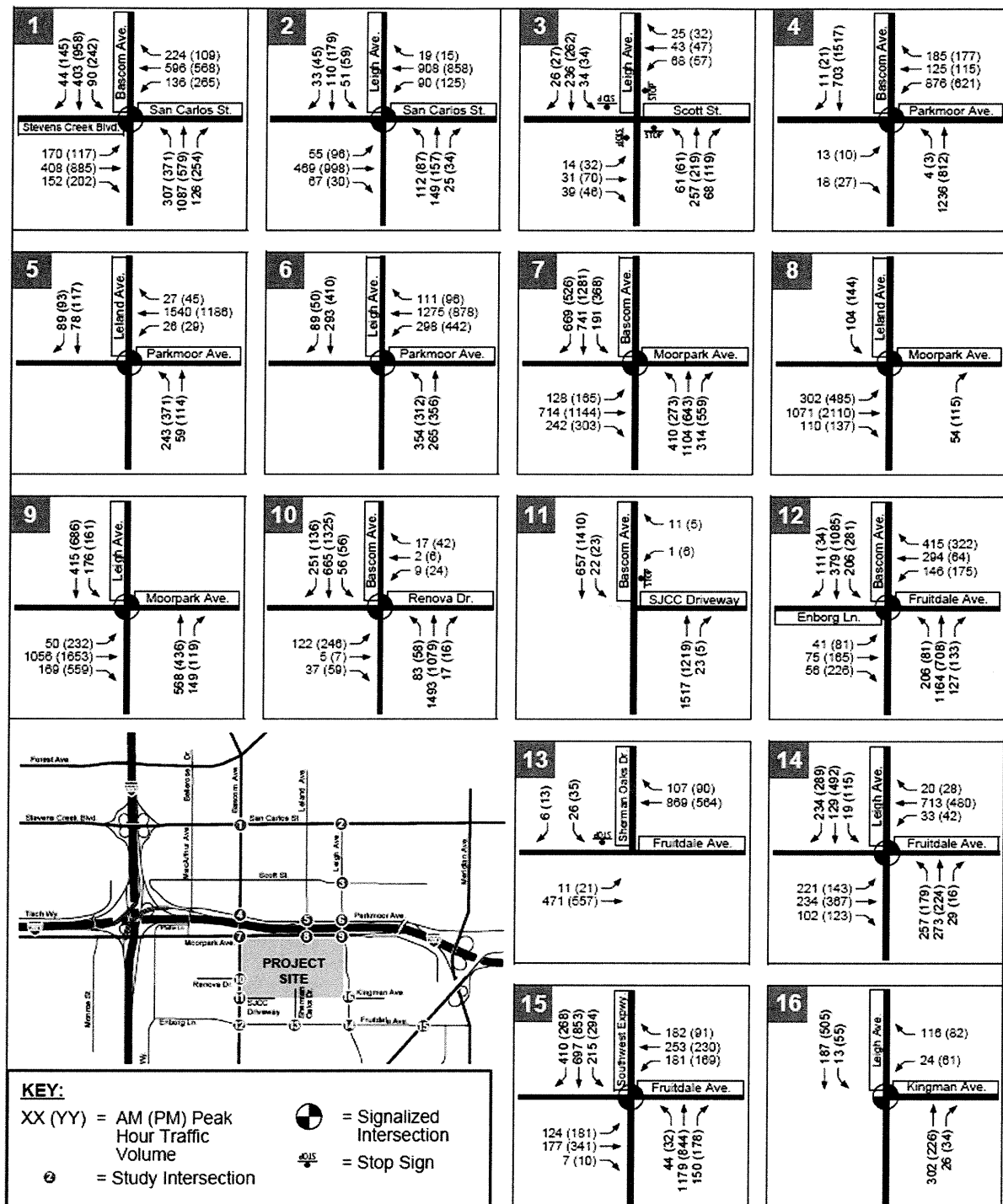
Source: Fehr & Peers, June 2010

**Figure 5.7-1
Existing Roadway Network**



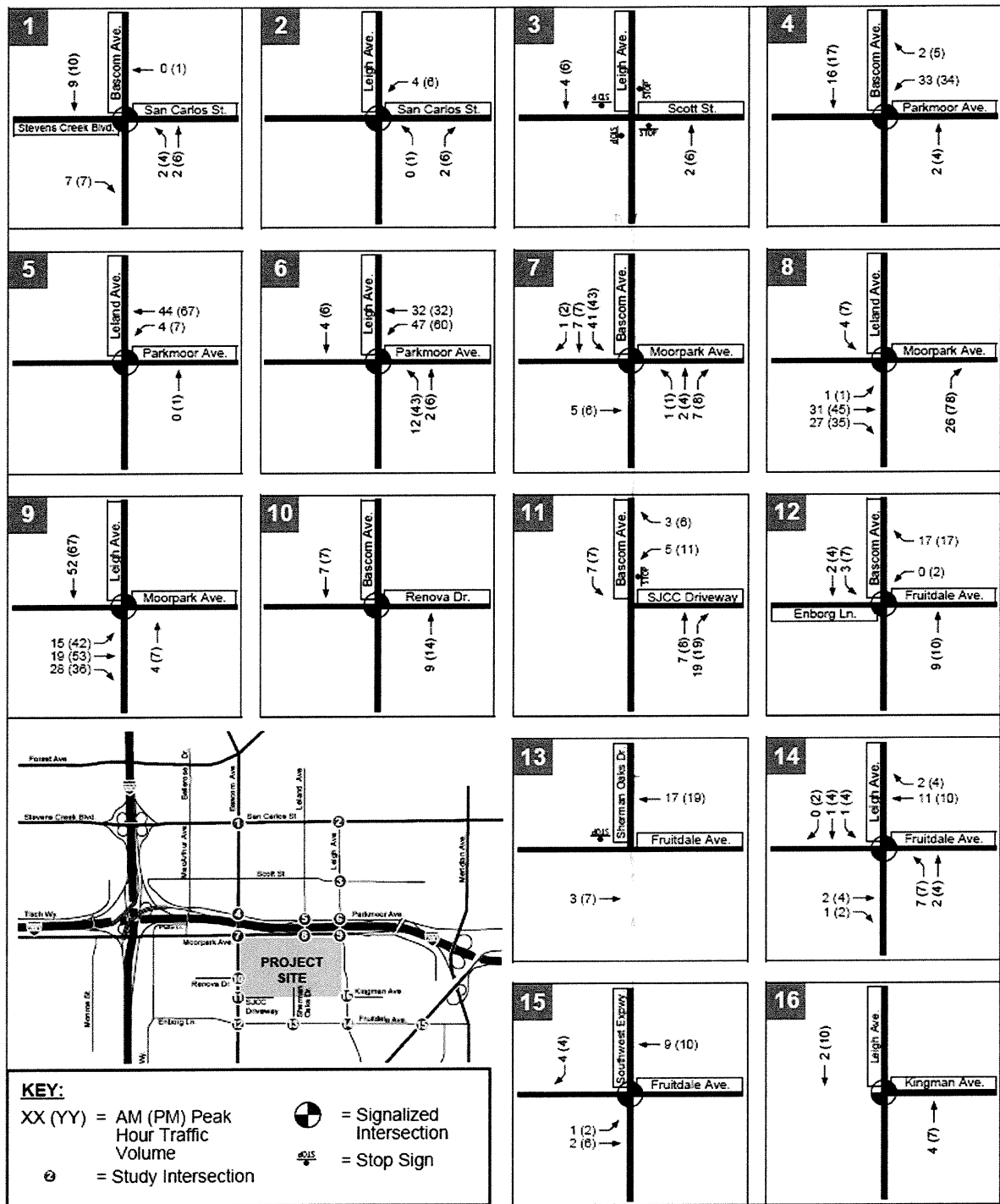
Source: Fehr & Peers, June 2010

Figure 5.7-2
Existing Intersection Peak-Hour Volumes and Lane Geometries



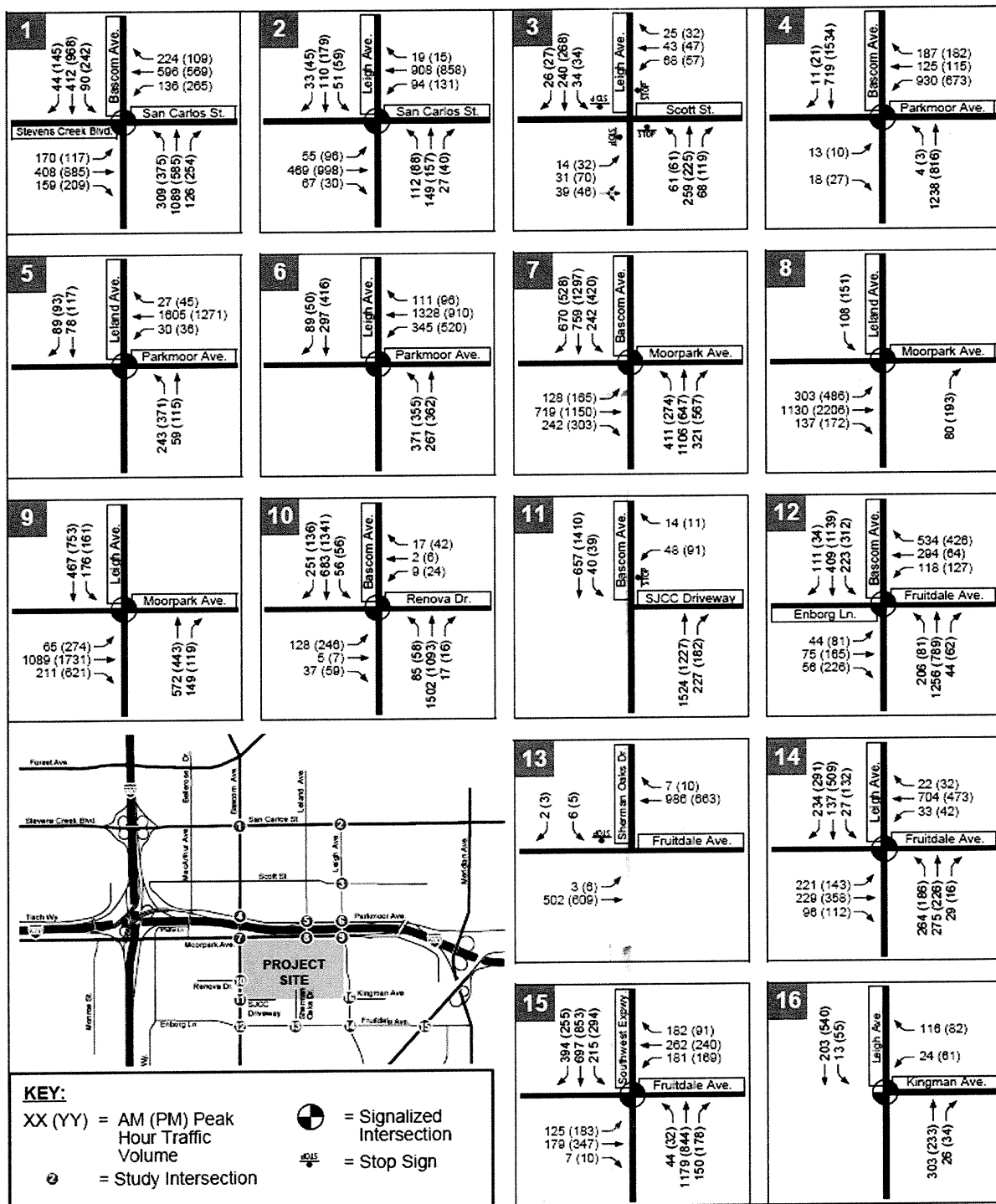
Source: Fehr & Peers, June 2010

Figure 5.7-3
Background Intersection Peak-Hour Volumes



Source: Fehr & Peers, June 2010

Figure 5.7-5
Project Trip Assignment



Source: Fehr & Peers, June 2010

Figure 5.7-6
Project Intersection Peak-Hour Volumes

Statement of Overriding Considerations

Statement of Overriding Considerations

As stated in Chapters 5.7.7 and 7.2, there is no feasible mitigation measure to reduce the significant traffic impact at Bascom Avenue and Kingman Avenue to a less than significant level. For that reason, the Project has a significant unavoidable impact to traffic at the intersection of Bascom Avenue and Kingman Avenue.

Pursuant to CEQA Section 21081(b) and CEQA Guidelines Section 15093, there are specific overriding economic, legal, social and other considerations that outweigh the identified significant effect on the environment.

Those considerations are:

1. The Project would enable improvements undertaken pursuant to and since adoption of the Prior Plan to be completed, resulting in enhanced facilities for student instructional needs and activities by the end of the calendar year 2011.
2. The Project would promote the objectives and policies of the College's current Master Plan for curriculum and will serve as a basis upon which to devise a Master Plan for the next 15 years, from 2010-2025.
3. The Project would incorporate sustainable features into Campus physical improvements and open space.
4. The Project would provide for more technologically advanced instruction.
5. The Project would require that future development require a parking needs assessment to determine whether Parking Garage # 2 should be built.

Based on these and other benefits of the Project that may be determined by the Trustees at the hearing on certification of the FSEIR, the Project may be adopted upon a finding that these benefits outweigh the significant environmental impact on the intersection of Bascom Avenue and Kingman Avenue.

**Mitigation Monitoring and Reporting Program
San Jose City College Facilities Master Plan Update 2011
(MMRP – 2011)**

**SAN JOSÉ/EVERGREEN COMMUNITY COLLEGE DISTRICT
MITIGATION MONITORING AND REPORTING PROGRAM FOR
SAN JOSE CITY COLLEGE FACILITIES MASTER PLAN UPDATE 2011**

No.	Mitigation Measure	Source	Implementation Schedule	Responsible Party	Verification	Status / Date / Initials
Aesthetics						
5.2.5-1	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).	Revised DSEIR	Prior to approval of construction design plans.	District	District will consult with a landscape architect for any improvements that have the potential to impact mature and memorial trees. The plans will consider avoidance, relocation or replacement and will be verified by District Staff.	
5.2.5-2	The District shall comply with the recommendations contained in the "Tree Survey and Inventory San Jose City College," prepared by HortScience, Inc., dated October 2009.	Revised DSEIR	Prior to the removal of any mature or memorial tree.	District	The District shall select a qualified arborist to review any proposed construction plan and determine that the recommendations of the updated report are met.	
5.2.5-3	For all new development the College should install low-profile, low intensity lighting, directed downward to minimize light and glare.	Revised DSEIR	Prior to the installation of any new lighting.	District	District Staff will consult as needed with a lighting specialist for any construction plan that has new lighting. The plans shall require the installation of low-profile, low intensity lighting, directed downward to minimize light and glare. The District Staff shall verify compliance of the plans with the lighting mitigations.	

**SAN JOSÉ/EVERGREEN COMMUNITY COLLEGE DISTRICT
MITIGATION MONITORING AND REPORTING PROGRAM FOR
SAN JOSE CITY COLLEGE FACILITIES MASTER PLAN UPDATE 2011**

No.	Mitigation Measure	Source	Implementation Schedule	Responsible Party	Verification	Status / Date / Initials
Air Quality						
5.3.5-1	<p>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:</p> <p><u>Basic Dust Control Measures (apply to all construction sites)</u></p> <ul style="list-style-type: none"> • 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. 	Revised DSEIR	During grading operations.	District	Copies of approved construction contract(s) with the required construction air quality mitigation measures shall be retained by the District. The District or its contractor shall conduct field inspections during construction and shall verify implementation of the applicable operational air quality measures.	
		Revised DSEIR	During grading operations.	District	Copies of approved construction contract(s) with the required construction air quality mitigation measures shall be retained by the District. The District or its contractor shall conduct field inspections during construction and shall verify implementation of the applicable operational air quality measures.	

**SAN JOSÉ/EVERGREEN COMMUNITY COLLEGE DISTRICT
MITIGATION MONITORING AND REPORTING PROGRAM FOR
SAN JOSE CITY COLLEGE FACILITIES MASTER PLAN UPDATE 2011**

No.	Mitigation Measure	Source	Implementation Schedule	Responsible Party	Verification	Status / Date / Initials
5.3.5-1, cont.	<p><u>Enhanced Dust Control Measures (apply to construction sites greater than four acres)</u></p> <ul style="list-style-type: none"> 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. <p>Replant vegetation in disturbed areas as quickly as possible.</p>	Revised DSEIR	During grading operations.	District	Copies of approved construction contract(s) with the required construction air quality mitigation measures shall be retained by the District. The District or its contractor shall conduct field inspections during construction and shall verify implementation of the applicable operational air quality measures.	
	<p><u>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)</u></p> <ul style="list-style-type: none"> Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph. 	Revised DSEIR	During grading operations.	District	Copies of approved construction contract(s) with the optional construction air quality mitigation measures shall be retained by the District. The District in coordination with its contractor shall determine whether these optional operational air quality measures shall be implemented.	

**SAN JOSÉ/EVERGREEN COMMUNITY COLLEGE DISTRICT
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SAN JOSE CITY COLLEGE FACILITIES MASTER PLAN UPDATE 2011**

No.	Mitigation Measure	Source	Implementation Schedule	Responsible Party	Verification	Status / Date / Initials
5.3.5-1, cont.	<u>Equipment Exhaust Control Measures (apply to all construction projects to the extent feasible)</u> <ul style="list-style-type: none"> 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. 	Revised DESIR	During grading operations.	District	Copies of approved construction contract(s) with the required construction air quality mitigation measures shall be retained by the District. The District or its contractor shall conduct field inspections during construction and shall verify implementation of the applicable operational air quality measures.	
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.	Revised DESIR	Prior to and during demolition.	District	The District shall obtain the services of a licensed professional for detection and removal of ACMs. The District shall maintain the appropriate paperwork and shall verify that all work is done in compliance with BAAQMD Rule 11-2.	
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:	Revised DSEIR	Within one (1) year of the adoption of the San Jose City College Facilities Master Plan Update 2011.	District	District Staff shall prepare the Sustainability Master Plan and it will not be effective until adopted by the Trustees.	

**SAN JOSÉ/EVERGREEN COMMUNITY COLLEGE DISTRICT
MITIGATION MONITORING AND REPORTING PROGRAM FOR
SAN JOSE CITY COLLEGE FACILITIES MASTER PLAN UPDATE 2011**

No.	Mitigation Measure	Source	Implementation Schedule	Responsible Party	Verification	Status / Date / Initials
5.3.5-3, cont.	<p><u>The Sustainability Master Plan shall include:</u></p> <p><u>Land Use and Transportation</u></p> <ul style="list-style-type: none"> 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 <p><u>Energy Conservation</u></p> <ul style="list-style-type: none"> 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. <p><u>Urban Forestry</u></p> <ul style="list-style-type: none"> 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. 	Revised DSEIR	Prior to new buildings coming online, distribute information to students, faculty and staff to promote public transit and ridesharing.	District	District staff will prepare and distribute information promoting these alternatives to single vehicle auto trips to faculty, students and staff.	
		Revised DSEIR	Prior to approval of plans for construction of new facilities and installation of new lighting, appliances or equipment.	District	District Staff will consult with an architect, lighting specialist and other energy conservation specialists to review and comment on the energy efficiency of new construction plans or plans for installation of lighting, appliances or equipment. District Staff will verify that the plans will are consistent with the provisions contained in the Sustainability Master Plan.	
			Prior to approval of plans for construction of new facilities and demolition of existing facilities.	District	District Staff will consult with a landscape architect and other applicable energy conservation and recycling specialists to review and comment on the compliance of any new construction plans or demolition with this measure. District Staff will verify that the plans will be consistent with the provisions contained in the Sustainability Master Plan.	

**SAN JOSÉ/EVERGREEN COMMUNITY COLLEGE DISTRICT
MITIGATION MONITORING AND REPORTING PROGRAM FOR
SAN JOSE CITY COLLEGE FACILITIES MASTER PLAN UPDATE 2011**

No.	Mitigation Measure	Source	Implementation Schedule	Responsible Party	Verification	Status / Date / Initials
Biological Resources						
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.	Revised DSEIR	Prior to the removal of any woodland habitat during the nesting/breeding season of native bird species potentially nesting on the site (March 1 through August 1).	District	District Staff shall select a qualified biologist to conduct the survey. The District Staff shall verify compliance with the recommendations contained within the survey for all construction projects that involve the potential removal of woodland habitat on the Campus.	
5.2.5-5	The District shall comply with the recommendations contained in the "Tree Survey and Inventory San Jose City College," prepared by HortScience, Inc., dated October 2009.	Revised DSEIR	Prior to the removal of any mature or memorial tree.	District	The District Staff shall select a qualified arborist to conduct the update. The District Staff shall verify compliance with the recommendations contained in the Tree Survey and Inventory for all construction projects	

**SAN JOSÉ/EVERGREEN COMMUNITY COLLEGE DISTRICT
MITIGATION MONITORING AND REPORTING PROGRAM FOR
SAN JOSE CITY COLLEGE FACILITIES MASTER PLAN UPDATE 2011**

No.	Mitigation Measure	Source	Implementation Schedule	Responsible Party	Verification	Status / Date / Initials
Cultural Resources						
5-1	Archaeological spot check monitoring shall be conducted by a qualified archaeologist during earthmoving activities to minimize potential impacts to unknown historic resources.	Initial Study/ Revised DSEIR	Prior to any ground disturbance or earthmoving activities.	District	District Staff shall select a qualified archaeologist to conduct spot check monitoring during all construction projects. The District Staff shall verify with the archaeologist whether the construction activities have resulted in impacts to unknown historic resources. If unknown historic resources are discovered, the archaeologist shall analyze them based on requirements adopted by the State Historic Preservation Officer (SHPO).	
Geology/Soils						
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).	Initial Study/ Revised DSEIR	During plan preparation and plan check.	District	District Staff shall select a qualified structural engineer to plans prepare comply with the California Building Code (California standards for seismic risk, for Seismic Zone 4, and requirements for public school structures) for all new construction and shall verify that all plans are prepared to comply with the California Building Code (California standards for seismic risk, for Seismic Zone 4, and requirements for public school structures).	

**SAN JOSÉ/EVERGREEN COMMUNITY COLLEGE DISTRICT
MITIGATION MONITORING AND REPORTING PROGRAM FOR
SAN JOSE CITY COLLEGE FACILITIES MASTER PLAN UPDATE 2011**

No.	Mitigation Measure	Source	Implementation Schedule	Responsible Party	Verification	Status / Date / Initials
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.	Initial Study/ Revised DSEIR	During plan preparation and plan check.	District	District Staff shall select a qualified geotechnical firm to prepare a geotechnical investigation for all new construction and shall verify that all plans comply with the recommendations contained in the geotechnical investigation.	
6-3	All grading and earthwork for each project shall be performed under the observation of the geotechnical consultant.	Initial Study/ Revised DSEIR	During any grading or earthwork activities.	District	District Staff shall select a qualified geotechnical firm to observe any earthwork or grading activities for any new construction and shall verify compliance with this mitigation measure.	
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.	Initial Study/ Revised DSEIR	During the design and prior to any earth disturbance.	District	A copy of the approved erosion control plan be prepared and shall be retained by the District. Field inspections during construction shall verify the design measures are being implemented as identified in this document. Field inspection notes shall be verified by District Staff and retained on file at the District.	

**SAN JOSÉ/EVERGREEN COMMUNITY COLLEGE DISTRICT
MITIGATION MONITORING AND REPORTING PROGRAM FOR
SAN JOSE CITY COLLEGE FACILITIES MASTER PLAN UPDATE 2011**

No.	Mitigation Measure	Source	Implementation Schedule	Responsible Party	Verification	Status / Date / Initials
Hazards/Hazardous Materials						
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."	Revised DSEIR	Prior to and during demolition of older structures.	District	The District shall obtain the services of a licensed professional to investigate and mitigate environmental concerns from demolition of older structures. The District shall maintain the appropriate paperwork and shall verify that all work is done in compliance with 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."	
Hydrology and Water Quality						
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 Best Management Practices (BMP's) to reduce construction-related impacts to water quality.	Initial Study/ Revised DSEIR	This measure shall be implemented prior to the issuance of a grading permit.	District	District Staff shall review and approve a SWPPP, which shall be prepared by a qualified civil engineer or hydrologist. A copy of the approved SWPPP shall be retained by the District. Field inspections during construction shall verify the design measures in the SWPPP are being implemented.	
5.4.5-2	Prior to site grading the District shall approve a Water Quality Management Plan	Initial Study/	This measure shall be implemented prior to	District	District Staff shall review and approve a WQMP, which shall	

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	as required by the program requirements in effect at that time.	Revised DSEIR	the issuance of a grading permit.		be prepared by a qualified civil engineer or hydrologist. A copy of the approved WQMP shall be retained by the District. Field inspections during construction shall verify the design measures are being implemented as identified in this document.	
Noise						
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.	Revised DSEIR	During construction of any facilities.	District	Copies of approved construction contract(s) with the required construction noise mitigation measures shall be retained by the District. Field inspections by the District during construction shall verify the measures are being implemented. .	
5.5.5-3	Repair activities at the new Operations and Maintenance Building shall be conducted indoors with closed doors.	Revised DSEIR	During operations of the Operations and Maintenance Building.	District	The District will ensure that all repair activities within the Operations and Maintenance Building shall be conducted indoors with closed doors.	
Public Services						
13-1	<u>Police Protection Services</u> 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	Initial Study/ Revised DSEIR	On-going, Prior to Campus build-out.	District	District Staff will coordinate with the Campus Police Department to ensure that night-time lighting and security phones will be installed at selected locations on the Campus. In addition, a signage	

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	be implemented in the pedestrian areas and parking lots to provide an increased measure of safety.				plan for emergency services shall be implemented in the pedestrian areas and parking lots to provide an increased measure of safety.	
13-2	<u>Fire Protection Services</u> 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.	Initial Study/ Revised DSEIR	Plan preparation and plan check.	District	The District shall hire a qualified professional to ensure that all plans for new construction are prepared in accordance with applicable fire and life safety standards and code requirements such as fire hydrant flows, hydrant spacing, adequate fire turning-radius, access and design. All plans will be reviewed and approved by the San Jose Fire Department.	
13-3	<u>Fire Protection Services</u> 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.	Initial Study/ Revised DSEIR	Plan preparation and plan check.	District	The District shall hire a qualified professional to ensure that all plans for new construction are prepared in accordance 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. All plans will be reviewed and approved by the Division of State Architect/Office of Regulatory Services and the	

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No.	Mitigation Measure	Source	Implementation Schedule	Responsible Party	Verification	Status / Date / Initials
13-4	<u>Fire Protection Services</u> The District shall utilize their Emergency Response Plan that includes a plan for responding to fires.	Initial Study/ Revised DSEIR	Plan preparation and plan check.	District	San Jose Fire Department. The District shall hire a qualified professional to ensure that all plans for new construction are prepared in accordance with its Emergency Response Plan. All plans will be reviewed and approved by the San Jose Fire Department.	
13-5	<u>Fire Protection Services</u> The detailed architectural plans shall be reviewed by the San Jose Fire Department for emergency access.	Initial Study/ Revised DSEIR	Plan preparation and plan check.	District	The District shall hire a qualified professional to ensure that all plans for new construction are prepared in accordance with applicable fire and life safety standards and code requirements such as fire hydrant flows, hydrant spacing, adequate fire turning-radius, access and design. All plans will be reviewed and approved by the San Jose Fire Department.	
Transportation/Traffic						
5.7.5-1	<u>VTA</u> The project shall 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).	Revised DSEIR	Prior to build-out of the Facilities Master Plan.	District	The District shall submit improvement plans to the City of San Jose for review and approval and shall install the turnouts in accordance with VTA and City of San José standards.	

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5.7.5-2	<u>On-Site Campus Parking</u> 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.	Revised DSEIR	Prior to each new separate development project.	District	District Staff shall hire a qualified parking specialist to prepare a parking needs assessment prior to each new development project. The District shall install parking spaces per the recommendations contained in the assessment.	
5.7.5-3	<u>Special Events</u> 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 during Special Events. 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.	Revised DSEIR	Within one (1) year of approval of the San Jose City College Facilities Master Plan Update 2011; on-going.	District	District Staff shall hire a qualified parking specialist to prepare a special event parking management plan. The District shall submit this plan to the San Jose Police Department for review and approval. Once approved, the District shall implement the plan in accordance with the recommendations contained in the plan. The District shall conduct periodic re-assessments of the plan and implement any new recommendations as developed.	
5.7.5-4	<u>Multi-Use Athletic Field (MUAF)</u> As part of the lease/rental agreements with off-campus entities for use of the MUAF, the College shall issue temporary parking	Revised DSEIR	Issuance of temporary permits upon execution of lease/rental agreements.	District	District Staff will verify the issuance to and use of temporary permits by groups who have a contract with the District to use the MUAF.	

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	permits to groups who regularly use the fields.					
5.7.5-5	To supplement providing parking on the San Jose City College campus for the Multi-Use Athletic Field, educational programs or brochures shall be developed and distributed to the soccer leagues within San Jose to encourage carpooling to the Multi-Use Athletic Field for practices.	Revised DSEIR	Prior to execution of the first lease/rental agreement for use of the Multi-Use Athletic Field by soccer leagues, the District shall prepare the educational programs or brochures to be distributed to the soccer leagues to encourage carpooling to the Multi-Use Athletic Field for practices.	District	District Staff will prepare educational programs or distribute brochures.	
5.7.5-6	<p><u>Bascom Avenue/Kingman Avenue</u></p> <p>Two mitigation options for the Bascom Avenue/Kingman Avenue intersection are proposed to mitigate the impact at this location.</p> <ul style="list-style-type: none"> Option 1: Restrict westbound left-turns on Kingman Avenue. This configuration would increase the amount of vehicles making right-turns onto Bascom Avenue and would also increase the number of northbound left-turns (U-turns) at the 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 	Revised DSEIR	Upon approval of the San Jose City College Facilities Master Plan Update 2011, prior to buildout of the San Jose City College Facilities Master Plan Update 2011, on-going.	District	<p>District Staff will use its best good faith efforts to attempt to negotiate an agreement with the Santa Clara County for timing of improvements to this intersection. The District shall comply with the provisions contained within the agreement.</p> <p>If an agreement for both of the Options cannot be executed with the Santa Clara County, this impact becomes Significant and Unavoidable as there are no other mitigation measures that can legally, economically</p>	

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	<p>southbound on Bascom Avenue. Even with the additional U-turn volume, the 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 Bascom Avenue/Kingman Avenue intersection during the both peak hours (see Appendix E).</p> <ul style="list-style-type: none"> Option 2: Signalize the 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 Bascom Avenue/Renova Drive intersection. It is possible that further signal coordination may be required at the Bascom Avenue/Fruitdale Avenue intersection as well. This option would result in LOS B operations at the Bascom Avenue/Kingman Avenue intersection during the AM peak hour and LOS A operations during the PM peak hour. 				or technically available to reduce this impact to less than a significant level.	
Utilities/Service Systems						
16-1	The District will implement water conservation measures in new buildings, including low-flow showers, toilets and faucets.	Initial Study/ Revised DSEIR	During plan preparation, plan check and as part of construction of new	District	District Staff will consult with an architect and other energy conservation specialists for any new construction to ensure that	

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			facilities.		the plans contain water conservation measures.	
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.	Initial Study/ Revised DSEIR	During plan preparation, plan check and as part of construction of new facilities.	District	District Staff will consult with a landscape architect and other applicable energy conservation specialists for any new construction plans to ensure that the plans contain drought tolerant species and water conservation measures.	
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.	Initial Study/ Revised DSEIR	During plan preparation, plan check and as part of construction of new facilities.	District	District Staff will consult with a fire flow specialists for any new construction plans to ensure that the plans contain meet fire flow requirements.	

**Mitigation Monitoring and Reporting Program
San Jose City College Facilities Master Plan 2000
(MMRP – 2000)**

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No.	Mitigation Measure	Source	Implementation Schedule	Responsible Party	Verification	Status
Transportation and Circulation						
5.1-F1.1.	Development of Campus access points at the intersection of Leland Avenue and Moorpark Avenue, and from Leigh Avenue.	2000 EIR	Phase I of development of the Facilities Master Plan.	San José/ Evergreen Community College District (District)	Final Inspection of access points at intersections.	Completed
5.1-F1.2.	Construction of a pedestrian walk that connects the east and west ends of Campus, and clearly separated vehicular and pedestrian paths.	2000 EIR	Phases I, II and III of development of the Facilities Master Plan.	District	Final Inspection of pedestrian walk.	Completed /On-going
5.1-F1.3.	Provision of additional parking spaces on Campus.	2000 EIR	Phases I, II and III of development of the Facilities Master Plan.	District	Completion of Parking Garage #1, on-going monitoring.	Completed /On-going
5.1-F2a.4.	The College District shall monitor the intersection of Bascom Avenue and Kingman Avenue to determine if there is an increase in accidents. If monitoring indicates an increase in accidents, turning restrictions shall be implemented to make the intersection a right-turn-in / right-turn-out only intersection.	2000 EIR	Phase I of development of the Facilities Master Plan.	District	On-going monitoring to determine if turning restrictions are warranted.	Completed
5.1-F3a.5.	Since Santa Clara County has indicated that signalization of this intersection is not feasible, the only potential action that can be taken to mitigate this impact is for the District to work with the City of San Jose to implement left-turn restrictions, thus creating a right-turn-in / right-turn-out entrance. This measure would mitigate the left-turn delay and ensure that outbound Campus traffic does not become blocked by left-turning vehicles. This mitigation would	2000 EIR	Phase I of development of the Facilities Master Plan.	District	On-going monitoring to determine if turning restrictions are warranted.	Completed

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No.	Mitigation Measure	Source	Implementation Schedule	Responsible Party	Verification	Status
	require the diversion of some trips to and from the Campus. These diverted trips would utilize Leigh Avenue and Fruitdale Avenue to circulate around the Campus and enter from northbound Bascom Avenue. An analysis of this redistribution of the Campus traffic showed that the signalized intersections used by the diverted trips would still operate at an acceptable level of service.					
5.1-F3b. 6.	<p>The only mitigation measure identified to help reduce freeway congestion is the implementation of a transportation demand management (TDM) program at the College. Since there is no ongoing program at this time, there may be significant opportunities to reduce the amount of auto use and the number of solo drivers within the entire student body along with the faculty and staff.</p> <p>There are several aspects of a TDM program that would be effective on the San Jose City College Campus. It is recommended that Campus representatives work with the VTA staff to develop programs that encourage transit ridership by San Jose City College students, faculty, and staff. Campus authorities should post transit information on Campus and provide transit incentives with enrollment. San Jose State University has utilized a plan, wherein when a student enrolls for a school term, their student body card also serves as a transit</p>	2000 EIR	Phases I, II and III of development of the Facilities Master Plan.	District	Implementation of TDM measures, as feasible.	Completed /On-going

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	<p>pass. Another option would be to allow students to purchase transit passes during the registration process. These passes could be provided at a subsidized rate (or free) as long as they are enrolled at the college. At a minimum, each student should be provided with transit access information. There may be additional opportunities for transit connections at buildout depending on the status of the Vasona Corridor Light Rail extension.</p> <p>In addition to promoting transit use, carpooling should be encouraged through incentive programs and by providing a carpool matching service. Incentives would include preferential parking for students, faculty and staff who have enrolled in a Campus carpool program to decrease the number of solo drivers and vehicles accessing the Campus.</p>					
5.1-F3c. 7.	The College District shall relocate the crosswalk at the intersection of Laswell Avenue and Moorpark Avenue for pedestrian safety.	2000 EIR	Phase I of development of the Facilities Master Plan.	District	Final Inspection of crosswalk relocation.	Completed
Geology, Seismicity and Soils						
5.2-F1. 1.	Structural design for buildings and other improvements constructed as part of the Master Plan would 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).	2000 EIR	During the plan preparation and plan check process for all Phases of development of the Facilities Master Plan.	District	Prepare and review plans for compliance with the current version of the California Building Code (California standards for seismic risk, for Seismic Zone 4, and requirements for public school	Completed /On-going

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No.	Mitigation Measure	Source	Implementation Schedule	Responsible Party	Verification	Status
					structures).	
5.2-F2a. 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 the site-specific geotechnical investigations.	2000 EIR	During the plan preparation and plan check process for all Phases of development of the Facilities Master Plan.	District	Prepare geotechnical investigations for each future project within the Facilities Master Plan and comply with the recommendations contained therein.	Completed /On-going
5.2-F2a. 3.	The College shall implement all of the recommendations of the final Terrasearch, Inc. Geotechnical Investigation for the proposed Parking Garage #1 (the recommendations are included in Appendix 5.2 of this EIR).	2000 EIR	During the plan preparation and plan check process.	District	Review for compliance with the recommendations of the final Terrasearch, Inc. Geotechnical Investigation for the proposed Parking Garage #1.	Completed
5.2-F2a. 4.	All grading and earthwork for each project shall be performed under the observation of the geotechnical consultant.	2000 EIR	During the grading/earthwork operations.	District	The services of a geotechnical consultant shall be utilized during all grading and earthwork for each Project.	Completed /On-going
5.2-F2b. 5.	Prior to development of any of the proposed 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. The plan shall include, but not be limited to, the following, measures: a. To the extent possible, no earthmoving shall take place during	2000 EIR	During the plan preparation and during the grading/earthwork operations.	District	Review and approval of plans prepared for Project and site inspections during grading/earthwork operations.	Completed /On-going

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	<p>the rainy season (between November 1 and April 1). Erosion control measures for individual projects that span the rainy season shall be in place before it begins</p> <p>b. Specific soil stockpile areas shall be designated within proposed development (or other construction) areas, and soils shall not be stockpiled outside of the designated areas. Soils and other materials shall not be stockpiled near on-site drainage inlets.</p> <p>c. Tarps shall be used to cover any excavation soils during the rainy period.</p> <p>d. After completion of grading, erosion protection shall be provided. Revegetation shall be accomplished by mulching, hydroseeding or other appropriate methods, and shall be initiated as soon as possible after completion of grading, and before November 1. Selection of plant materials shall consider native plantings and shall encourage shrubs and trees as a long-term erosion control feature, consistent with the Campus Landscaping Plan.</p> <p>e. Implement all dust control</p>					

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	measures identified in Section 5.3, Air Quality, of this EIR.					
Air Quality						
5.3-E1.1.	<p>In accordance with the BAAQMD CEQA Guidelines, the College would implement the following dust control measures during all construction activities:</p> <ul style="list-style-type: none"> • Water all construction areas at least twice daily (with recycled water, if possible). • Hydroseed or apply non-toxic soil stabilizers to inactive construction areas (previously graded areas inactive ten days or more). • Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.). • Replant vegetation in disturbed areas as quickly as possible. • Cover all trucks hauling soil, sand, and other loose materials or requiring all trucks to maintain at least two feet of freeboard. • Install wheel washers for all exiting trucks or wash off the tires or tracks of all trucks and equipment leaving the site. 	2000 EIR	During the plan preparation and during all construction activities.	District	Review and approval of plans prepared for Project and site inspections during all construction activities.	Completed /On-going

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No.	Mitigation Measure	Source	Implementation Schedule	Responsible Party	Verification	Status
	<ul style="list-style-type: none"> • 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. • Limit vehicle speeds on unpaved roads and over disturbed soils to 15 miles per hour during construction. • Install sandbags or other erosion control measures to prevent silt runoff to public roadways. • Install wind breaks, where necessary, at the windward side(s) of construction areas. • Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 miles per hour. • Limit the area subject to excavation, grading, and other construction activity at any one time. 					

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No.	Mitigation Measure	Source	Implementation Schedule	Responsible Party	Verification	Status
Noise						
5.4 -D1. 1.	Per the Landscape Master Plan, an evergreen tree buffer would be incorporated along the southern Campus boundary between the Campus and adjacent residential uses, and along the eastern boundary, from the football/track field to the southeastern corner of the Campus.	2000 EIR	Phases I, II and III of development of the Facilities Master Plan.	District	Plan preparation for evergreen tree buffer to be incorporated along the southern Campus boundary between the Campus and adjacent residential uses, and along the eastern boundary, from the football/track field to the southeastern corner of the Campus and site inspection.	Completed /On-going
5.4-D1. 2.	The College would maintain the existing redwood trees along the northern and eastern property lines (at the northeast corner of the Campus) in order to screen the parking garage from off-site uses.	2000 EIR	Phase I of development of the Facilities Master Plan.	District	Plan preparation to preserve existing redwood trees along the northern and eastern property lines (at the northeast corner of the Campus) in order to screen the parking garage from off-site uses and site inspection.	Completed
5.4-D1. 3.	The existing PA system at the football/track stadium would be replaced with a "user-friendly" high-tech system intended to minimize noise levels near existing residences.	2000 EIR	Install a "user-friendly" high-tech system during Phase I of the Facilities Master Plan.	District	Review specifications of PA system and final inspection of "user-friendly" high-tech system.	Completed
5.4-D2a. 4.	The College shall limit construction activity to the hours of 8:00 a.m. to 6:00 p.m. on weekdays, 9:00 a.m. to 5:00 p.m. on Saturday, and no construction on Sunday s or public (State-observed) holidays.	2000 EIR	During construction of all Phases of development of the Facilities Master Plan.	District	Construction contract(s) shall be required to contain construction noise mitigation measures. Field inspections during construction shall verify the measures are being implemented. The District shall verify implementation of the mitigation measures by field	Completed /On-going

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No.	Mitigation Measure	Source	Implementation Schedule	Responsible Party	Verification	Status
					inspection.	
5.4-D2a. 5.	When construction operations occur adjacent to residential areas, the Immanuel Lutheran Church, the Crossroads Bible Church, or Campus academic or administrative facilities (e.g., classrooms, library, administrative offices), the construction contractor shall implement appropriate noise reduction measures that include changing the location of stationary construction equipment, shutting off idling equipment, notifying adjacent residences in advance of construction work, and installing temporary acoustic barriers around stationary construction noise sources.	2000 EIR	During construction of all Phases of development of the Facilities Master Plan.	District	Construction contract(s) shall be required to contain construction noise mitigation measures. Field inspections during construction shall verify the measures are being implemented. The District shall verify implementation of the mitigation measures by field inspection.	Completed /On-going
5.4-D2a. 6.	Prior to pile driving activities for the proposed Parking Garage 1, the construction contractor shall coordinate with the Immanuel Lutheran Church so that pile driving occurs outside of scheduled church activities. A temporary, solid barrier shall be constructed between the construction area of the proposed parking garage and the church during pile driving activities.	2000 EIR	Phase I of development of the Facilities Master Plan.	District	The construction contractor shall coordinate with the Immanuel Lutheran Church. The District shall monitor activities.	Completed
5.4-D2a. 7.	In the event that construction activities would occur for an extended period of time adjacent to classrooms, or that construction noise could not be attenuated to an acceptable level inside classrooms, the College shall temporarily relocate classes to a different location on Campus.	2000 EIR	During construction of all Phases of development of the Facilities Master Plan.	District	Construction contract(s) shall be required to contain construction noise mitigation measures. Field inspections during construction shall verify the measures are being implemented. The District shall verify implementation of the mitigation measures by field inspection.	Completed /On-going

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No.	Mitigation Measure	Source	Implementation Schedule	Responsible Party	Verification	Status
Public Services						
5.5-C4a. 1.	The existing police station would be relocated to the new Student Services / Career Center in the northeast part of the Campus.	2000 EIR	Phase I of development of the Facilities Master Plan.	District	Final Inspection of relocated facilities.	Completed
5.5-C4a. 2.	A dispatch center would be operated by the Police Department during the transition period and information on the new location of the Campus police and about the construction projects would be disseminated to mitigate anxiety on the part of the Campus staff and students.	2000 EIR	Phase I of development of the Facilities Master Plan.	District	Final Inspection of relocated facilities.	Completed
5.5-C4a. 3.	The Facilities Master Plan would place night-time lighting and security phones at selected locations on the Campus, based on review by the District. The proposed Facilities Master Plan would implement a signage plan for emergency services as well as in the pedestrian areas and parking lots to provide an increased measure of safety.	EIR	Phases I, II and III of development of the Facilities Master Plan.	District	Review and select locations for night-time lighting and security phones as part of the individual Projects.	Completed /On-going
Public Utilities						
5.5-B4a. 1.	The College District would implement water conservation measures in the new buildings, including low-flow showers, toilets and faucets.	2000 EIR	Phases I, II and III of development of the Facilities Master Plan.	District	Review as part of the individual Projects.	Completed /On-going
5.5-B4a. 2.	The irrigation watering system has been upgraded to an electronic timing system, which allows the College to regulate and conserve irrigation water.	2000 EIR	Phases I, II and III of development of the Facilities Master Plan.	District	Review as part of the individual Projects.	Completed /On-going
5.5-B4a.	At the start of each individual Facilities	2000 EIR	Phases I, II and III of	District	Review as part of the individual	Completed

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No.	Mitigation Measure	Source	Implementation Schedule	Responsible Party	Verification	Status
3.	Master Plan project, pipe capacity would be reviewed and upgraded as needed to meet fire flow requirements and water demand.		development of the Facilities Master Plan.		Projects.	/On-going
Visual Quality						
5.7-E1. 1.	The Campus would be designed to highlight the "parklike" nature of the site with the buildings acting as a backdrop to the outdoor activity spaces.	2000 EIR	Phases I, II and III of development of the Facilities Master Plan.	District	Plan preparation to create a "parklike" nature of the site with the buildings acting as a backdrop to the outdoor activity spaces and site inspection.	Completed /On-going
5.7-E1. 2.	The Campus would have a series of arrival and entry points: the main entrance at Moorpark Avenue and Leland Avenue, the High Technology Center, and the northeast corner of the Campus.	2000 EIR	Phase I of development of the Facilities Master Plan.	District	Final Inspection of arrival and entry points.	Completed
5.7-E1. 3.	The Campus would have a landscape buffer around its perimeter that includes a dense planting of evergreen trees intended to screen the Campus from adjacent activities, properties and vehicular corridors, and to provide a defined edge with relation to the neighboring context. In particular, an evergreen buffer planting would be incorporated at the southern portion of the Campus where the Campus boundaries directly interface with adjacent properties.	2000 EIR	Phases I, II and III of development of the Facilities Master Plan.	District	Plan preparation a landscape buffer around its perimeter that includes a dense planting of evergreen trees intended to screen the Campus from adjacent activities, properties and vehicular corridors, and to provide a defined edge with relation to the neighboring context. In particular, an evergreen buffer planting would be incorporated at the southern portion of the Campus where the Campus boundaries directly interface with adjacent properties and site inspection.	Completed /On-going
5.7-E1. 4.	The existing trees lining the northeast corner of the Campus would be preserved to screen the Parking Garage #1 and a	2000 EIR	Phase I of development of the Facilities Master Plan.	District	Plan preparation to preserve existing redwood trees along the northern and eastern	Completed

**SAN JOSÉ/EVERGREEN COMMUNITY COLLEGE DISTRICT
MITIGATION MONITORING AND REPORTING PROGRAM FOR
SAN JOSE CITY COLLEGE FACILITIES MASTER PLAN 2000**

No.	Mitigation Measure	Source	Implementation Schedule	Responsible Party	Verification	Status
	dense landscape buffer would be planted between Parking Garage #1 and the row of trees along Leigh Avenue.				property lines to screen the parking garage and plant additional trees and site inspection.	
5.7-E1. 5.	Where new parking lots are to be added, lots would be planted with trees at a minimum rate of one tree per six parking spaces. Planting strips and perimeter of parking lots would be planted with low growing groundcover and shrubs and would not restrict pedestrian visibility from adjacent walks and buildings.	2000 EIR	Phases I, II and III of development of the Facilities Master Plan.	District	Plan preparation for new parking lots and Final Inspection.	Completed /On-going
5.7-E1. 6.	The playfields (sports fields) would be organized as a contiguous green band along the southern boundary of the site.	2000 EIR	Phases I, II and III of development of the Facilities Master Plan.	District	Plan preparation and Final Inspection.	Completed /On-going
5.7-E1. 7.	The recommended building materials are glass and steel.	2000 EIR	Phases I, II and III of development of the Facilities Master Plan.	District	Plan preparation and Final Inspection.	Completed /On-going
5.7-E1. 8.	The College would install low-profile, low intensity lighting directed downward to minimize light and glare.	2000 EIR	Phases I, II and III of development of the Facilities Master Plan.	District	Plan preparation and Final Inspection.	Completed /On-going
5.7-E1. 9.	The College intends that the design of the 120-foot-tall light tower minimize impacts to the surrounding neighborhoods.	2000 EIR	Phase III of development of the Facilities Master Plan.	District	Plan preparation and Final Inspection.	On-going
5.7-E2a. 10.	The College shall plant greenery such that it screens the sides of Parking Garage #1 and the Central Plant that are visible from Leigh Avenue.	2000 EIR	Phase I of development of the Facilities Master Plan.	District	Plan preparation to preserve existing redwood trees along the northern and eastern property lines to screen the parking garage and plant	Completed

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No.	Mitigation Measure	Source	Implementation Schedule	Responsible Party	Verification	Status
					additional trees and site inspection.	
5.7-E2b. 11.	Prior to the final design of each project, a landscape architect shall review the construction footprint of the project. All possible measures, such as changes to the building footprint, shall be used to preserve and protect mature and memorial trees identified as very healthy in the 1998 Arborist Report. 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). District staff has indicated that this measure would provide adequate mitigation for memorial trees.	EIR	Phases I, II and III of development of the Facilities Master Plan.	District	Plan preparation and Final Inspection.	Completed /On-going
5.7-E2c. 12.	The final design of the 120-foot-tall light tower shall include a 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 would be lit from within and incandescent or fluorescent light bulbs would probably be used. The light tower would be designed to be visible, similar to a "translucent lantern." It would not emit light like a parking lot light standard would. ⁶	EIR	Phase III of development of the Facilities Master Plan.	District.	Plan preparation and Final Inspection.	Not part of 2011 Master Plan

6 Moon, Gary, TBP Architecture, personal communication, May 3, 2000.