

SAN JOSE CITY COLLEGE

FACILITIES MASTER PLAN ENVIRONMENTAL IMPACT REPORT COMMENTS AND RESPONSES

SCH# 1999-12-2011

**LEAD AGENCY: SAN JOSE EVERGREEN
COMMUNITY COLLEGE DISTRICT**

AUGUST, 2000



IMPACT SCIENCES INC



SAN JOSE CITY COLLEGE

FACILITIES MASTER PLAN ENVIRONMENTAL IMPACT REPORT

COMMENTS AND RESPONSES

LEAD AGENCY:

**SAN JOSE EVERGREEN
COMMUNITY COLLEGE
DISTRICT**

SCH# 1999-12-2011

AUGUST 25, 2000

**Prepared for:
San Jose Evergreen Community
College District
4750 San Felipe Road
San Jose, CA 95135**

**Prepared by:
Impact Sciences, Inc.
One Kaiser Plaza, Suite 1520
Oakland, California 94612**

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APPENDIX

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13.0 COMMENTS AND RESPONSES

A. INTRODUCTION

This chapter contains copies of all letters received during the public review period for the Draft EIR and written responses to those comments. Each comment in each letter is keyed by number on the copies of the letters. Responses to each of the numbered comments contained in a particular letter can be found on the pages immediately following that letter. **Appendix A, Traffic and Circulation Calculations** includes additional level of service calculations.

There were no text changes resulting from comments on the Draft EIR. Several graphics from the Draft EIR have been revised; those figures are presented at the end of this chapter. A staff-initiated text change to the Draft EIR is presented in **Chapter 14, Revision to the Draft EIR**.

This report, together with the Draft EIR, constitute the Final EIR for review and consideration for certification by the San Jose/ Evergreen Community College District as complete and adequate under CEQA.

B. COMMENTS AND RESPONSES

Comment letters and individual responses are presented on the following pages.

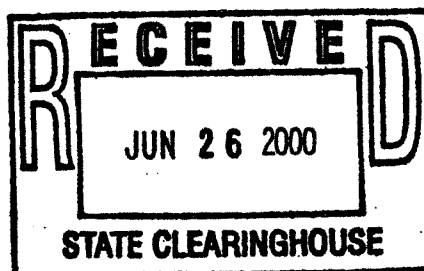
STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY

GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION

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June 26, 2000



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 SCL280275

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

Dear Mr. Mibach:

Draft Environmental Impact Report (DEIR) for the San Jose City College Facilities Master Plan, San Jose/Evergreen Community College District

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed project. We have examined the above-referenced document and have the following comments:

1. The Traffic volumes shown in the figures do not match the volumes used in the Traffix analysis. For example, Figure 5.1-6 shows the eastbound project trip assignment on Moorpark Avenue at Leland Avenue under Near-Term Project condition is 18 for the AM peak period. But a total of 1,008 trips was coded for the eastbound movement in the analysis with 41 trips (i.e., $1,008 - 967 = 41$) as the project trip assignment. (A-1)

Also, some of the movements coded in the Traffix analysis were not shown in the figures. For example, northbound through movement at the intersection of Moorpark Avenue and Leland Avenue was coded in the Traffix analysis but not shown in Figure 5.1-6.

2. Please provide the lane configuration at the intersections of Bascom Avenue/Kingman Avenue and Laswell Avenue/Moorpark Avenue. Please also include a lane geometry figure for the project condition. (A-2)
3. Please include a freeway segment analysis for the "Near-Term Cumulative" and "Far-Term without Master Plan Buildout" conditions. (A-3)
4. The methodology used in calculating the freeway level of service (LOS) for all conditions except the existing condition should be included in the traffic analysis. (A-4)
5. Please include a ramp analysis and weaving analysis (if applicable) for all scenarios. (A-5)
6. All ramp terminus intersections that will be impacted by this project should be analyzed. (A-6)

Robert Mibach, San Jose/Evergreen Community College District/SCL280275
June 26, 2000
Page 2

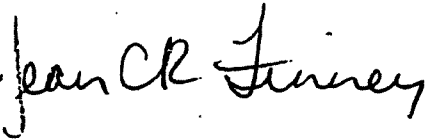
7. Please explain why no trips are assigned to the intersection of Fruitdale Avenue and Sherman Oaks Drive. These trips should be included because Sherman Oaks Drive is one of the access roads to the campus. (A-7)
8. Please propose mitigation measures for the impacts on Interstate 280 and State Route (SR) 17 freeway segments in the project's vicinity as a result of the Master Plan Buildout. (A-8)
9. On Page 6.0-1, the second paragraph states that "Impacts from Master Plan Buildout to freeway segments in the area would be unavoidably significant, due to the lack of funding mechanisms or planned or programmed mitigation measures for the freeway." Freeways around the San Jose downtown area cannot handle additional traffic without mitigation measures. We strongly recommend that the City of San Jose establish funding mechanisms to collect fees from developers for future local and regional transportation improvements. (A-9)

Should you require further information or have any questions regarding this letter, please call Haiyan Zhang of my staff at (510) 622-1641.

Sincerely,

HARRY Y. YAHATA
District Director

By



JEAN C. R. FINNEY
District Branch Chief
IGR/CEQA

c: State Clearinghouse

CALIFORNIA DEPARTMENT OF TRANSPORTATION

- A-1. Updated figures are presented at the end of this chapter. The results of the analysis (level of service) presented in the Draft EIR are based on the Traffix numbers, and those numbers are not affected by the revisions.
- A-2. The lane configuration figure has been updated and is included at the end of this chapter. For purposes of this traffic study, guidelines set forth by both the City of San Jose and the Santa Clara Valley Transportation Authority's (VTA) Congestion Management Program (CMP) were adhered to. Neither required a lane configuration figure other than for Existing Conditions.
- A-3. The TIA guidelines for both VTA and the City of San Jose require freeway segment analyses for Existing and Project conditions only.
- A-4. Data from the *CMP Monitoring and Conformance Report* were used to estimate existing freeway level of service. Segment volumes were estimated based on vehicle densities. The following table outlines Density-based Freeway LOS Thresholds:

Density-Based Freeway Level of Service Thresholds	
Level of Service	Density (vehicles/mile/lane)
A	Density ≤ 10.0
B	$10.0 < \text{density} \leq 16.0$
C	$16.0 < \text{density} \leq 24.0$
D	$24.0 < \text{density} \leq 46.0$
E	$46.0 < \text{density} \leq 55.0$
F	$55.0 < \text{density}$

Source: Santa Clara VTA Traffic Level of Service Analysis Guidelines
October 1997.

- A-5. The TIA guidelines for both VTA and the City of San Jose were adhered to for purposes of this traffic analysis; neither required a ramp and weaving analysis.
- A-6. The TIA guidelines for both VTA and the City of San Jose were adhered to for purposes of this traffic analysis; neither required an analysis of ramp terminus intersections.
- A-7. The intersection of Fruitdale Avenue and Sherman Oaks Drive was not included in the list of study intersections that was provided by the City of San Jose required for analysis under this traffic study. In addition, campus access from the south side of the campus would be closed. Therefore, Sherman Oaks Drive would no longer be an access road to the campus.
- A-8. As stated in the Traffic Study, there are no planned improvements for I-280 or Highway 17 in the vicinity of the project site. We recognize that the project does contribute additional traffic in these congested areas as defined by the CMP levels of significance. There is a need to add additional lanes to these facilities, but none are scheduled at this point and the feasibility of this may even be questionable. The project is recommending that a Transportation Demand Management (TDM) program be implemented for the entire campus and since no formal program has even been used at the college, there are potential benefits that will provide relief to the existing condition of the freeway system.
- A-9. As noted in the Draft EIR, San Jose City College is within the jurisdiction of the State of California, and is not operated or governed by the City of San Jose. Therefore, the establishment of a City-wide impact fee is not within the authority of the College District.



Winston H. Hickox
Secretary for
Environmental
Protection

California Regional Water Quality Control Board

San Francisco Bay Region

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Gray Davis
Governor

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Date: June 28, 2000
File No. 2188.05 (JRW)

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

**Re: San Jose City College Facilities Master Plan, Draft Environmental Impact Report
SCH# 1999122011**

Dear Mr. Mibach:

We have received the above referenced draft environmental impact report and offer the following comments with which the Regional Board is concerned.

The purpose of this project is to remove many existing buildings, develop several new buildings, renovate existing buildings, modify access and circulations, develop new athletic facilities, construction of additional parking, modify and expand other infrastructure, and renovate the campus landscaping. The project site location is the San Jose City College campus, located immediately south of Interstate 280, in central San Jose in Santa Clara Country.

The proposed development would disturb more than five acres of land during construction. It must be covered under the State NPDES General Permit for Discharges of Storm Water Associated with Construction Activity (General Permit). This can be accomplished by filing a Notice of Intent with the State Water Resources Control Board, Division of Water Quality. The project sponsor must propose and implement control measures that are consistent with the General Permit and with the recommendations and policies of the local agency and the RWQCB.

As proposed, without appropriate control measures, the project may have significant adverse impacts to water quality. These impacts could result from the discharge of polluted runoff to waters of the State, as well as from soil erosion and decreased permeable surface area on the site. In addition, erosion may result from construction without proper control practices.

In order to establish that the project will not have significant adverse effects on water quality, the Environmental Impact Report (EIR) should include:

- A Storm Water Pollution Prevention Plan (SWPPP) should be developed and implemented. A SWPPP is required by the General Permit. The SWPPP should be consistent with the terms of the General Permit, the Manual of Standards for Erosion & Sedimentation Control

B-1

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Measures by the Association of Bay Area Governments (ABAG), policies and recommendations of the local urban runoff program (city and/or county), and the *Staff Recommendations* of the RWQCB. Preparation of a SWPPP should be a condition of development. Implementation of the SWPPP should be enforced during the construction period via appropriate options such as citations, stop work orders, or withholding occupancy permits. The Regional Board has prepared "Directions for preparing a SWPPP," which is available from the Board at (510) 622-2304;

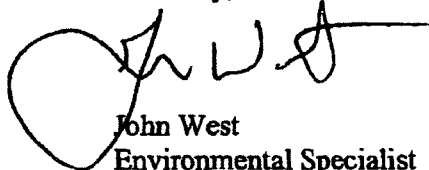
- Specific measures to reduce and treat runoff from developed areas of the project by means of vegetative buffers, grassy swales, or other means, to be effective for the life of the project;
- A plan for the employment of Best Management Practices (BMPs) to control sediment and erosion, both during the building process and in the long term;
- In the event that some impact is unavoidable in achieving the goals of the project, the EIR should show that the negative impact resulting from the development is the smallest possible. The application should describe specific restoration that will be undertaken to offset this impact, preferably on-site.

(B-1)

The Regional Board is unable to offer more specific comment at this time. However, I have attached a copy of our General Comments, which discuss the Regional Board's area of responsibility, and which should help guide in the preparation of further CEQA documentation. Regional Board staff also encourage the lead agency to obtain a copy of "Start at the Source," a design guidance manual for stormwater quality protection from the Bay Area Stormwater Management Agencies Association. This manual may be obtained at most city planning offices.

If you have any questions, please call Emily Guglielmo at (510) 622-2344 or e-mail at stu26@rb2.swrcb.ca.gov.

Sincerely,



John West
Environmental Specialist
Watershed Division

cc: w/o Attach.: State Clearinghouse
Enclosure

California Environmental Protection Agency

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California Regional Water Quality Control Board

San Francisco Bay Region



Winston H. Hickox
Secretary for
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Gray Davis
Governor

General Comments

The San Francisco Regional Water Quality Control Board (Regional Board or RWQCB) is charged with the protection of the Waters of the State of California in the San Francisco Bay Region, including wetlands and stormwater quality. The Regional Board is responsible for administering the regulations established by the Federal Clean Water Act. Additionally, the California Water Code establishes broad state authority for regulation of water quality. The San Francisco Bay Basin Water Quality Control Plan (Basin Plan) explains the Regional Board's strategy for regulating water quality. The Basin Plan also describes the range of responses available to the Regional Board with regard to actions and proposed actions that degrade or potentially degrade the beneficial uses of the Waters of the State of California.

NPDES

Water quality degradation is regulated by the Federal National Pollutant Discharge Elimination System (NPDES) Program, established by the Clean Water Act, which controls and reduces pollutants to water bodies from point and nonpoint discharges. In California, the program is administered by the California Regional Water Quality Control Boards. The Regional Board issues NPDES permits for discharges to water bodies in the San Francisco Bay Area, including Municipal (area- or county-wide) Stormwater Discharge Permits.

Projects disturbing more than five acres of land during construction must be covered under the State NPDES General Permit for Discharges of Storm Water Associated with Construction Activity (General Permit). This can be accomplished by filing a Notice of Intent with the State Water Resources Control Board. An NOI and the General Permit can be obtained from the Board at (510) 622-2300. The project sponsor must propose and implement control measures that are consistent with the General Permit and with the recommendations and policies of the local agency and the RWQCB.

Projects that include facilities with discharges of Storm Water Associated with Industrial Activity must be covered under the State NPDES General Permit for Discharges of Storm Water Associated with Industrial Activity. This may be accomplished by filing a Notice of Intent. The project sponsor must propose control measures that are consistent with this, and with recommendations and policies of the local agency and the RWQCB. In a few cases, the project sponsor may apply for (or the RWQCB may require) issuance of an individual (industry- or facility-specific) permit.

The RWQCB's Urban Runoff Management Program requires Bay Area municipalities to develop and implement storm water management plans (SWMPs). The SWMPs must include a program for implementing new development and construction site storm water quality controls. The objective of this component is to ensure that appropriate measures to control pollutants from new development are: considered during the planning phase, before construction begins; implemented during the construction phase; and maintained after construction, throughout the life of the project.

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SR. Regional Planner

Impacts and Mitigation Measures

Wetlands

Wetlands enhance water quality through such natural functions as flood and erosion control, stream-bank stabilization, and filtration and purification of contaminants. Wetlands also provide critical habitats for hundreds of species of fish, birds, and other wildlife, offer open space, and provide many recreational opportunities. Water quality impacts occur in wetlands from construction of structures in waterways, dredging, filling, and altering drainage to wetlands.

The Regional Board must certify that any permit issued by the U.S. Army Corps of Engineers pursuant to Section 404 of the Clean Water Act (covering, dredging, or filling of Waters of the United States, including wetlands) complies with state water quality standards, or waive such certification. Section 401 Water Quality Certification is necessary for all 404 Nationwide permits, reporting and non-reporting, as well as individual permits.

All projects must be evaluated for the presence of jurisdictional wetlands and other Waters of the State. Destruction of or impact to these waters should be avoided. If the proposed project impacts wetlands or other Waters of the State and the project applicant is unable to demonstrate that the project was unable to avoid those adverse impacts, water quality certification will most likely be denied. 401 Certification may also be denied based on significant adverse impacts to wetlands or other Waters of the State. In considering proposals to fill wetlands, the Regional Board has adopted the California Wetlands Conservation Policy (Executive Order W-59-93, signed August 23, 1993). The goals of the Policy include ensuring "no overall net loss and achieving a long-term net gain in the quantity, quality, and permanence of wetlands acreage and values." Under this Policy, the Regional Board also considers the potential post-construction impacts to wetlands and Waters of the State and evaluates the measures proposed to mitigate those impacts (see Storm Water Quality Control, below).

The Regional Board has adopted U.S. EPA's Clean Water Act Section 404(b)(1) "Guidelines for Specification of Disposal Sites for Dredge or Fill Material," dated December 24, 1980, in the Board's Basin Plan for determining the circumstances under which fill may be permitted.

Section 404(b)(1) Guidelines prohibit all discharges of fill material into regulated waters of the United States, unless a discharge, as proposed, constitutes the least environmentally damaging practicable alternative that will achieve the basic project purpose. For non-water dependent projects, the guidelines assume that there are less damaging alternatives, and the applicant must rebut that assumption.

The Section 404(b)(1) Guidelines sequence the order in which proposals should be approached. First, impacts to wetlands or Waters of the State must be avoided to the maximum extent practicable. Second, the remaining impacts must be minimized. Finally, the remaining unavoidable adverse impacts to wetlands or Waters of the State must be mitigated. Mitigation will be preferably in-kind and on-site, with no net destruction of habitat value. A proportionately greater amount of mitigation is required for projects that are out-of-kind and/or off-site. Mitigation will preferably be completed prior to, or at least simultaneous to, the filling or other loss of existing wetlands.

Successful mitigation projects are complex tasks and difficult to achieve. This issue will be strongly considered during agency review of any proposed wetland fill. Wetland features or ponds

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created as mitigation for the loss of existing jurisdictional wetlands or Waters of the United States cannot be used as storm water treatment controls.

In general, if a proposed project impacts wetlands or Waters of the State and the project applicant is unable to demonstrate that the project was unable to avoid adverse impacts to wetlands or Waters of the State, water quality certification will be denied. 401 Certification may also be denied based on significant adverse impacts to wetlands or other Waters of the State.

Storm Water Quality Control

Storm water is the major source of fresh water to creeks and waterways. Storm water quality is affected by a variety of land uses and the pollutants generated by these activities. Development and construction activities cause both site-specific and cumulative water quality impacts. Water quality degradation may occur during construction due to discharges of sediment, chemicals, and wastes to nearby storm drains or creeks. Water quality degradation may occur after construction is complete, due to discharges of petroleum hydrocarbons, oil, grease, and metals from vehicles, pesticides and fertilizers from landscaping, and bacteria from pets and people. Runoff may be concentrated and storm water flow increased by newly developed impervious surfaces, which will mobilize and transport pollutants deposited on these surfaces to storm drains and creeks. Changes in runoff quantity or velocity may cause erosion or siltation in streams. Cumulatively, these discharges will increase pollutant loads in creeks and wetlands within the local watershed, and ultimately in San Francisco Bay.

To assist municipalities in the Bay Area with complying with an area-wide NPDES Municipal Storm Water Permit or to develop a Baseline Urban Runoff Program (if they are not yet a co-permittee with a Municipal Storm Water Permit), the Regional Board distributed the *Staff Recommendations for New and Redevelopment Control for Storm Water Programs* (Recommendations) in April 1994. The Recommendations describe the Regional Board's expectations of municipalities in protecting storm water quality from impacts due to new and redevelopment projects, including establishing policies and requirements to apply to development areas and projects; initiating appropriate planning, review, approval, and inspection procedures; and using best management practices (BMPs) during construction and post-construction.

Project impacts should be minimized by developing and implementing a Storm Water Pollution Prevention Plan (SWPPP). A SWPPP is required by the State Construction Storm Water General Permit (General Permit). The SWPPP should be consistent with the terms of the General Permit, the Manual of Standards for Erosion & Sedimentation Control Measures by the Association of Bay Area Governments (ABAG), policies and recommendations of the local urban runoff program (city and/or county), and the Recommendations of the RWQCB. SWPPPs should also be required for projects that may have impacts, but which are not required to obtain an NPDES permit. Preparation of a SWPPP should be a condition of development. Implementation of the SWPPP should be enforced during the construction period via appropriate options such as citations, stop work orders, or withholding occupancy permits.

Impacts identified should be avoided and minimized by developing and implementing the types of controls listed below. Explanations of the controls are available in the Regional Board's construction *Field Manual*, available from Friends of the San Francisco Estuary at (510) 286-0924, in BASMAA's *Start at the Source*, and in the *California Storm Water Best Management Practice Handbooks*.

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Site Planning

The project should minimize impacts from project development by incorporating appropriate site planning concepts. This should be accomplished by designing and proposing site planning options as early in the project planning phases as possible. Appropriate site planning concepts to include, but are not limited to the following:

- Phase construction to limit areas and periods of impact.
- Minimize directly connected impervious areas.
- Preserve natural topography, existing drainage courses and existing vegetation.
- Locate construction and structures as far as possible from streams, wetlands, drainage areas, etc.
- Provide undeveloped, vegetated buffer zones between development and streams, wetlands, drainage areas, etc.
- Reduce paved area through cluster development, narrower streets, use of porous pavement and/or retaining natural surfaces.
- Minimize the use of gutters and curbs which concentrate and direct runoff to impermeable surfaces.
- Use existing vegetation and create new vegetated areas to promote infiltration.
- Design and lay out communities to reduce reliance on cars.
- Include green areas for people to walk their pets, thereby reducing build-up of bacteria, worms, viruses, nutrients, etc. in impermeable areas, or institute ordinances requiring owners to collect pets' excrement.
- Incorporate low-maintenance landscaping.
- Design and lay out streets and storm drain systems to facilitate easy maintenance and cleaning.
- Consider the need for runoff collection and treatment systems.
- Label storm drains to discourage dumping of pollutants into them

Erosion

The project should minimize erosion and control sediment during and after construction. This should be done by developing and implementing an erosion control plan, or equivalent plan. This plan should be included in the SWPPP. The plan should specify all control measures that will be used or which are anticipated to be used, including, but not limited to, the following:

- Limit access routes and stabilize access points.
- Stabilize denuded areas as soon as possible with seeding, mulching, or other effective methods.
- Protect adjacent properties with vegetative buffer strips, sediment barriers, or other effective methods.
- Delineate clearing limits, easements, setbacks, sensitive areas, vegetation and drainage courses by marking them in the field.
- Stabilize and prevent erosion from temporary conveyance channels and outlets.
- Use sediment controls and filtration to remove sediment from water generated by dewatering or collected on-site during construction. For large sites, stormwater settling basins will often be necessary.

Chemical and Waste Management

The project should minimize impacts from chemicals and wastes used or generated during construction. This should be done by developing and implementing a plan or set of control measures. The plan or control measures should be included in the SWPPP. The plan should specify all control measures that will be used or which are anticipated to be used, including, but not limited to, the following:

- Designate specific areas of the site, away from streams or storm drain inlets, for storage, preparation, and disposal of building materials, chemical products, and wastes.
- Store stockpiled materials and wastes under a roof or plastic sheeting.
- Store containers of paint, chemicals, solvents, and other hazardous materials stored in containers under cover during rainy periods.
- Berm around storage areas to prevent contact with runoff.
- Cover open Dumpsters securely with plastic sheeting, a tarp, or other cover during rainy periods.
- Designate specific areas of the site, away from streams or storm drain inlets, for auto and equipment parking and for routine vehicle and equipment maintenance.
- Routinely maintain all vehicles and heavy equipment to avoid leaks.
- Perform major maintenance, repair, and vehicle and equipment washing off-site, or in designated and controlled areas on-site.
- Collect used motor oil, radiator coolant or other fluids with drip pans or drop cloths.
- Store and label spent fluids carefully prior to recycling or proper disposal.
- Sweep up spilled dry materials (cement, mortar, fertilizers, etc.) immediately--do not use water to wash them away.
- Clean up liquid spills on paved or impermeable surfaces using "dry" cleanup methods (e.g., absorbent materials, cat litter, rags) and dispose of cleanup materials properly.
- Clean up spills on dirt areas by digging up and properly disposing of the soil.
- Keep paint removal wastes, fresh concrete, cement mortars, cleared vegetation, and demolition wastes out of gutters, streams, and storm drains by using proper containment and disposal.

Post-Construction

The project should minimize impacts from pollutants that may be generated by the project following construction, when the project is complete and occupied or in operation. These pollutants may include: sediment, bacteria, metals, solvents, oil, grease, and pesticides, all of which are typically generated during the life of a residential, commercial, or industrial project after construction has ceased. This should be done by developing and implementing a plan and set of control measures. The plan or control measures should be included in the SWPPP.

The plan should specify all control measures that will be used or which are anticipated to be used, including, but not limited to, the source controls and treatment controls listed in the Recommendations. Appropriate control measures are discussed in the Recommendations, in:

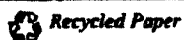
- Table 2: Summary of residential post-construction BMP selection
- Table 3: Summary of industrial post-construction BMP selection
- Table 4: Summary of commercial post-construction BMP selection

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Additional sources of information that should be consulted for BMP selection include the *California Storm Water Best Management Practice Handbooks*; the Bay Area Preamble to the *California Storm Water Best Management Practice Handbooks and New Development Recommendations*; the BASMAA New Development Subcommittee meetings, minutes, and distributed information; and Regional Board staff. Regional Board staff also have fact sheets and other information available for a variety of structural stormwater treatment controls, such as grassy swales, porous pavement and extended detention ponds.

California Environmental Protection Agency



B. REGIONAL WATER QUALITY CONTROL BOARD

- B-1. As stated on page 16 of the Initial Study in Appendix 1.0 of the DEIR, the Facilities Master Plan could result in adverse impacts to stormwater quality due to project construction activities. The Initial Study also notes that, as is required for any development over five acres, a Storm Water Pollution Prevention Plan (SWPPP) would be prepared for the construction of individual Master Plan projects. With the implementation of an SWPPP, construction-related impacts to water quality were considered to be less than significant, and thus construction water quality was not also addressed in the DEIR.

The Initial Study notes (page 16) that the campus is already developed, and that there would be no significant increase in impervious surfaces that would substantially increase surface runoff. The Initial Study also notes, however, that non-point source pollutants could increase due to the Master Plan implementation. As stated in the Initial Study, the College District would implement Best Management Practices to reduce non-point source pollution during project operation. For that reason, potential impacts to water quality were determined to be less than significant, and thus the issue was not also addressed in the DEIR. Please see also the response to comment C-1 on page 13C-3 of this chapter for a list of features of the proposed project that would reduce potential impacts related to storm water pollution.

Santa Clara Valley Water District



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AN EQUAL OPPORTUNITY EMPLOYER

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JUN 23 2000

June 22, 2000

Mr. Bob Mibach
San Jose/Evergreen Community College District
4750 San Felipe Road
San Jose, CA 95135-1599

Dear Mr. Mibach:

Subject: DEIR for San Jose City College Facilities Master Plan

The Santa Clara Valley Water District (District) has reviewed the Draft Environmental Impact Report for the San Jose City College Facilities Master Plan, submitted to the District on May 11, 2000.

The proposed project site is not within 50 feet of any District facility or right-of-way, therefore, the proposed site improvements will not require a District permit.

Although the project does not require a District permit, we have the following comments regarding water quality of both groundwater and storm water at the site:

1. New, more stringent water quality regulations of the Clean Water Act have recently been triggered because the National Pollutant Discharge Elimination System (NPDES) permits program has failed to protect beneficial uses of the County's creeks and the South San Francisco Bay, as evidenced by such observations as violations of ambient water quality criteria; high concentrations of toxic substances; and fish consumption health advisories. These new regulations require that the Total Maximum Daily Loads (TMDL) of sediment, heavy metals, exotic species, pesticides, and other pollutants are to be calculated for discharges to South San Francisco Bay. It is likely that since the South San Francisco Bay has been identified as an impaired water body that TMDLs for these pollutants will establish load allocations for discharges, which may affect not only direct discharges to the Bay but also those to the creeks and tributaries that flow into the Bay.

This site is located within the Los Gatos Creek watershed and runoff from the site discharges to Los Gatos Creek which in turn flows into the Guadalupe River and into the Bay. Therefore it is highly recommended that post construction control measures for storm water quality protection be included in the redevelopment of this site, in an effort to protect the quality of water entering Los Gatos Creek and eventually the Bay. Redevelopment of sites, such as this one, provides the opportunity to include site features to aid in improving water quality in an urban area such as the City of San Jose and Santa Clara County. Such measures may include directing runoff from parking lots and roofs to appropriate landscaping areas to allow pollutants to be reduced in the water that will eventually

C-1

June 22, 2000

be discharged to Los Gatos Creek. A good source to reference for information regarding how to include such features in the final site design is the *Start at the Source Design Guidance Manual for Stormwater Quality Protection*, a copy of which can be obtained through the Bay Area Stormwater Management Agencies Association (BASMA);

↑
C-1

2. One of the parcels proposed for the High Technology Center, APN 282-43-006, is currently the site of an operating gas station, Mai Food Mart. If this parcel is developed the underground storage tanks on-site should be removed and if necessary any contaminants cleaned-up;
3. District records show two wells located on the project site, APN 282-43-008. In accordance with District Ordinance 90-1, the owner should show any existing well(s) on the plans and indicate if they are to remain, be modified, or be abandoned. The well(s) should be properly registered with the District and either be maintained or abandoned in accordance with the District's standards. Property owners or their representative should call Mr. David Zozaya, (408) 265-2607, extension 2650, for more information regarding well permits and registering or abandonment of wells.

C-2

C-3

Please reference District File Number 26027 on further correspondence regarding this project. If you have any questions or need further information, you can reach me at (408) 265-2607, extension 2322.

Sincerely,



Colleen Haggerty
Assistant Engineer
Community Projects Review Unit

cc: Mr. John West
San Francisco Bay Region
Regional Water Quality Control Board
1515 Clay Street, Suite 1400
Oakland, CA 94612

C. SANTA CLARA VALLEY WATER DISTRICT

- C-1. The comment regarding the potential for more stringent regulations reflecting TMDL is noted. It is our understanding that the County's NPDES permit will be renewed next year, and that requirements reflecting TMDL may be included in the new permit. In designing and constructing individual campus projects, the College District would comply with the applicable NPDES requirements in effect at that time.

Please see the response to Comment B-1 regarding the treatment of water quality issues in the EIR. The proposed project includes the following post construction features to reduce potential impacts related to storm water pollution:

- Approximately 20% of the surface area of the proposed parking lots will be designed to drain into a grassy swale.
- Low flow filters will be installed at all surface lots. Low flow filters would filter the "first flush" of runoff. The "first flush" of runoff has the highest concentration of pollutants.
- The College District plans to implement a sweeping program that would remove dirt and other contaminants from paved surfaces on the campus once a week.

- C-2. As stated on page 3.0-6 of the DEIR, the High Technology Center would be built by a private developer; therefore, the construction would be processed under separate environmental review. Remediation of the site, if needed, would be carried out in accordance with all applicable federal, State, and local regulations.

- C-3. According to District staff, there is only one well on the campus. It is located by the existing 500 Wing Building and was abandoned and filled 15 years ago. Therefore, there are no particular environmental (CEQA-related) issues pertaining to the well and it is not discussed in the Draft EIR. However, the District will comply with Ordinance 90-1 with respect to plans for individual Facilities Master Plan projects.



CITY OF SAN JOSÉ, CALIFORNIA

DEPARTMENT OF PLANNING, BUILDING AND CODE ENFORCEMENT
801 NORTH FIRST STREET
SAN JOSE, CALIFORNIA 95110-1795

MES R. DERRYBERRY
DIRECTOR

June 22, 2000

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

SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SAN JOSE CITY COLLEGE FACILITIES MASTER PLAN PROJECT (OA00-05-006)

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report (DEIR) for the San Jose City College Facilities Master Plan. The City has reviewed the DEIR with respect to its impact on San Jose and submits the following comments and requirements pertaining to traffic:

- The intersection of Bascom and Parkmoor should be included in the traffic analysis. (D-1)
- The traffic report review fee (\$2,565 for 170 PM PHT) has not been paid. (D-2)
- The proposed workscope information Public Works received from the traffic consultant, Parsons Transportation Group, identified the project as a "near-term expansion" project that would increase campus enrollment by 500 students per years for two years, thus totaling 1,000 additional new students. The Master Plan Buildout scenario does not depict any additional traffic impacts; however, it is recommended that updated studies be conducted for growth beyond five years. (D-3)
- The proposed trip generation rate for AM peak hour should be revised to an average of 14 percent (14%). (D-4)
- Field observations documenting existing field conditions were requested by the City, but were not included in the DEIR. (D-5)

Thank you for the opportunity to comment on this DEIR and we look forward to reviewing the Final EIR for this project. I would appreciate receiving two copies of the Final EIR when it becomes available. If you have any questions regarding these comments or need more specific traffic analysis information, please contact Gerry de Guzman, City of San Jose Department of Public Works Project Engineer at 408-277-5161.

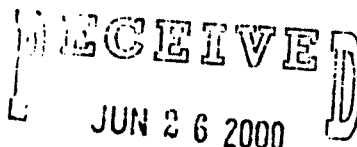
Sincerely,

Janis Moore
Planner II

jam

c: Arlyn Purcell, Impact Sciences

OA00-05-006 DEIR SJ Cuty College Ltr.doc/JAM



13D-1

D. CITY OF SAN JOSE

- D-1. The intersection of Bascom Avenue and Parkmoor Avenue was not included in the initial list of study intersections that was provided by the City of San Jose prior to initializing the study. According to the County of Santa Clara Roads and Airports Department, the most recent available traffic count for this intersection was conducted in 1996. Therefore, a growth factor based on December 1999 counts from surrounding intersections was applied to the Bascom Avenue/ Parkmoor Avenue 1996 volumes for purposes of calculating an existing level of service for this intersection. This analysis revealed no significant growth from the year 1996 to the year 1999. However, in order to be conservative, a 0.5 percent growth rate per year was added to the 1996 Bascom/Parkmoor intersection volumes. This intersection was analyzed following the same procedures used in the original (April 2000) traffic analysis for the San Jose City College Facilities Master Plan. Level of service calculation sheets have been sent to the City of San Jose, and are included in **Appendix A, Traffic and Circulation Calculations**, of this report.

The intersection operates at acceptable levels of service under all scenarios. The results of the level of service analysis are presented in table in the following page, **Table D-1, Signalized Intersection Level of Service at Bascom Ave. and Parkmoor Ave.**

- D-2. The City's letter to Parsons Transportation Group listing the required fees has been forwarded to the San Jose/Evergreen Community College District. Upon receipt of the letter, the District will create a purchase order for payment of the fees.
- D-3. This comment is interpreted as a request that the traffic study be updated after five years to verify that traffic conditions around the campus have not changed from the original analysis. As part of the review of each individual project under the Facilities Master Plan, the District will be required to determine whether the Facilities Master Plan EIR adequately addresses the impacts of that project. If circumstances have changed such that the project could result in a new impact or a substantial increase in an impact identified in the EIR, the District would be required to conduct additional environmental studies. Changes in circumstances could include changes in traffic conditions around the campus; one way to determine whether traffic conditions have changed is to review updated traffic counts. The District is willing to consult with the City to determine the best way to obtain such information.
- D-4. There was some confusion regarding the trip generation rates and terminology for the project. The City of San Jose typically refers to the trip generation rate as a percentage of the total daily traffic whereas the Institute of Transportation Engineers' (ITE) trip generation manual refers to rates in terms of land use and base units. For community colleges, it is a rate per 1,000 students (0.14 trips per 1,000 students). This issue has been resolved with Candice Lownsbery at the City of San Jose.
- D-5. Field observations reveal that although the Leland/Moorpark Avenue intersection is operating at an acceptable level of service during the AM peak period, the southbound left-turn movement (over the freeway bridge) occasionally has a long queue that often extends back to the Parkmoor/Leland Avenue intersection. Under near-term project conditions, the Moorpark Avenue campus entrance currently located to the east of the Leland Avenue intersection is going to be relocated, forming a fourth leg to this T-intersection. This design will promote the retiming of the Moorpark/Leland Avenue intersection traffic signal, which is currently coordinated with the Parkmoor/Leland Avenue signal, to facilitate more efficient traffic flow through this intersection. In addition, during the PM peak hour, the southbound left-turn queue at the Bascom Avenue/Moorpark Avenue intersection does not always clear within one signal cycle length. Field observations revealed no significant queuing problems at any of the remaining study intersections.

Table D-1
Intersection Level of Service Summary for Bascom Ave. and Parkmoor Ave.

INTERSECTION	EXISTING				BACKGROUND				NEAR-TERM PROJECT (includes diverted trips)				
	Peak	LOS	Avg. Del. (sec.)	Crit. V/C	Avg. Crit. Del. (sec.)	LOS	Avg. Del. (sec.)	Crit. V/C	Avg. Crit. Del. (sec.)	LOS	Avg. Del. (sec.)	Crit. V/C	Avg. Crit. Del. Change
Bascom Ave. & Parkmoor Ave. (#5039)	AM	C-	23.1	0.721	23.6	C-	23.1	0.721	23.6	C-	24.1	0.758	25.3
	PM	C	21.1	0.652	23.4	C	21.1	0.652	23.4	C	22.5	0.687	25.3
													1.7
													1.9

Table D-1, continued
Intersection Level of Service Summary for Bascom Ave. and Parkmoor Ave.

INTERSECTION	Peak	NEAR-TERM CUMULATIVE				TEN-YEARS W/O PROJECT				MASTER PLAN BUILDOUT			
		LOS	Avg. Del. (sec.)	Crit. V/C	Avg. Crit. Del. (sec.)	LOS	Avg. Del. (sec.)	Crit. V/C	Avg. Crit. Del. (sec.)	LOS	Avg. Del. (sec.)	Crit. V/C	Avg. Crit. Del. (sec.)
Bascom Ave. & Parkmoor Ave. (#5039)	AM	C-	24.6	0.773	26.0	C	23.0	0.734	23.3	C	23.6	0.756	24.3
	PM	C	23.0	.0700	25.9	C	20.8	0.667	23.0	C	22.1	0.699	24.8

115
June 23, 2000

San Jose/Evergreen Community College District
Mr. Robert J. Mibach
4750 San Felipe Road, San Jose, Ca 95135

Dear Mr. Mibach,

please find enclosed my comments of the Draft EIR you gave me on May 22.
My comments are based on the text of this draft.

I am aware of the effort presently being made by your office to mitigate the impact of the Master Plan on my neighborhood.

The San Jose City College Facilities Master Plan can be an improvement for the neighborhood without shifting the old problems or creating new ones.

I believe that my comments will help to find satisfactory solutions.

Sincerely yours,



Jussi Rajna
resident,
2085 Rexford Way , San Jose, Ca 95128

enclosed : comments of the Draft EIR

cc: Mr. Robert Diaz
Dr. Ken Yeager
neighbors

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JUN 26 2000

A) The EIR generally ignores the neighborhood along the southern property line of the school (SJCC). Maps, diagrams, statements and conclusions of the Draft are in large extent incorrect or wrong. Statements and conclusions in one part of the EIR ignore or inconsistent with predictions and projections made at a different part of the EIR.

(E-1)

(E-2)

My house and my neighbors ' next to and south of it are presently protected by an environmental buffer. This buffer is the X, Y and Z Buildings which are planned to be demolished in Phase 2.

(E-3)

Nowhere in the EIR is any mention of replacing this buffer with an equivalent Structure. Nor does the EIR acknowledges the impact of the removal of this buffer in Sections 4.0, 5.0, or 6.0 .

No mitigation planned for the Rexford Way neighborhood for the impact from the Parking Structure 2 (5 story tall as per Phase 4, but possibly 6 or 7 story tall per Section 6.0 , Alt.3) or the noisy 1 story high Corporate Yard Building.

(E-4)

The EIR mentions the City Sport Center concept but doesn't consider its impact of much larger crowds attending it or the extended hours of usage.

(E-5)

B) The following list of remarks make sense only if it is read with the EIR, reviewing each from the viewpoint of Rexford Way neighborhood protection. There is no specific order between the notes nor is the list complete. I am willing to clarify any confusing part , verbally or in writing .Please try to find the meaning and purpose of the remarks.

C) p.2.0-12

3., 6., 8., 9. All items are very dependent on the detail execution. Can be worse, hardly better.

(E-6)

Plan 3.0-3. Where is the Light Tower located ?

(E-7)

Bldg 17 suppose to buffer Bldg 16 ?

(E-8)

No sound wall along Property line at Rexford shown.

(E-9)

Plan 4.0-2. Incorrect southern property line at Mansfield Way.

(E-10)

p. 4.0-19. 6., 11. and 18. Details of design not shown.

(E-11)

Table 5.4-5. Noise level is measured at Fruitvale Avenue , not at the backyards on Rexford Way (ref. p. 5.4-17)

(E-12)

p.5.4-27. Moving the sports fields just shifting the problem, does not remedy it.

(E-13)

E. RAJNA, JUSSI

- E-1. Potential environmental impacts to the residential neighborhood south of the campus are discussed in the DEIR (for example, see pp. 5.4-20, 5.4-26 to 5.4-27 in Section 5.4, Noise, and page 5.7-21 in Section 5.7, Visual Quality of the DEIR). Please see also the response to comment E-3 below).
- E-2. This comment does not specify which statements and conclusions from the DEIR "ignore or [are] inconsistent with predictions and projections made at a different part of the EIR." To the extent that the commenter's specific concerns are stated elsewhere in his letter, please see the responses to Comments E-3 through E-13.
- E-3. The X, Y and Z buildings referred to by the commenter are small (2,000 and 3,000 square feet), one-story, prefabricated buildings on the south side of Parking Lot E. Given their small size, these buildings currently provide only partial, localized screening of the existing campus for the residential neighborhood to the south. Areas not screened by these buildings include the remainder of Parking Lot E, the Child Development Center, Staff Parking Lot G, the tennis courts, football/track field, and soccer field. For three to four homes on the north side of Rexford Way, the X, Y and Z buildings may provide some visual and noise screening benefits because they are immediately north of those houses.

As shown on Figures 3.0-2 and 3.0-3 of the Draft EIR, the X, Y and Z buildings would be replaced by a set of tennis courts. These courts would provide visual screening similar to that provided by the X, Y and Z buildings, in that they would be fenced similar to the existing tennis courts at the south end of campus. In addition, as shown on Figure 3.0-3 and noted on p. 3.0-20 of the Draft EIR, an evergreen buffer would be planted along the southern boundary of the campus to buffer the campus from adjacent residential uses. As stated in the second full paragraph of page 5.7-21 of the DEIR, the buffer would be 8 to 40 feet tall. Any landscaping above 15 feet in height would provide greater visual buffering than currently provided by the X, Y and Z buildings.

Given the limited benefits provided by the X, Y and Z buildings, the plans to provide an evergreen buffer along the southern edge of the campus, and the program-level nature of the proposed project, the potential impact of the removal of the Buildings was not specifically analyzed in the DEIR. However, the potential general impacts at the southern border of the campus related to noise and visual quality are discussed in Sections 5.4, Noise and 5.7, Visual Quality of the DEIR.

As stated in the following paragraphs, the proposed facilities in the south portion of the campus would not result in significant impacts related to noise or visual quality.

As stated in the first paragraph of page 5.4-28 in the DEIR, only negligible noise-level increases would be expected to occur at off-site locations from increased use of athletic fields. In addition, there would be a setback of roughly 100 feet and landscaping between the residences to the south of the campus and the tennis courts. Therefore, the proposed tennis courts would not result in significant noise impacts.

According to the Facilities Master Plan, a one-story corporate yard would be built in the southwest corner of the campus. The corporate yard would be adjacent to existing commercial uses directly to the west and southwest, and multi-family and single-family residential uses to the south. The primary activity at the corporate yard that could cause noise would be deliveries of materials to the campus. Deliveries to the corporate yard would be accepted on its west side only; thus the proposed corporate yard building would itself provide some noise screening for existing residential uses to the southeast. Deliveries would be accepted at the corporate yard on a daily basis, but would not be accepted before 8:00 AM or after 5:00 PM Monday through Friday, or at any time on the weekends. Based on measurements of noise from a loading dock in continuous operation, with deliveries from large trucks, loading activity could result in noise levels of 64 to 68 dB(A), Leq at 75 feet. The actual noise levels created at the proposed San Jose City College corporate yard would be lower, because the loading dock would not be in

continuous operation and the trucks making deliveries would usually be smaller. The nearest single-family residences to the southeast would be more than 200 feet from the proposed loading area; thus the noise levels heard at those residences would be at least 6.0 dB(A) lower. Given the limited hours proposed for loading, the orientation of the loading area, and the distance from the loading area to single-family uses, the potential impacts would be less than significant.

Parking Garage 2 would be located about 250 feet from the rear-yards of the residential uses adjacent to and south of the campus. The impacts of the garage are discussed in the fourth full paragraph of page 5.4-26 of the Draft EIR. Although the parking garage would be a multi-level structure (five stories, as stated on p. 3.0-12) traffic associated with parking structures is typically not expected to be of sufficient volumes to exceed the 55 dB(A) to 60dB(A) criteria for residential uses. The 250-foot distance would serve to lessen the noise levels produced within the garage. The Draft EIR concluded that off-site noise impacts related to Parking Garage 2 would be less than significant.

As stated in the DEIR (page 5.7-3, second paragraph), views of the campus from the south side of the campus are blocked by the housing adjacent to the southern boundary of the campus. Visual impacts to private views, such as from the residences along Rexford Way, are not considered a significant impact, as stated in the last paragraph in page 5.7-17 of the DEIR. Concerns about views from the residences adjacent to the campus would be addressed through the proposed use of an evergreen buffer, as described above.

The College District's landscape architect is currently developing concept drawings for landscaping between southern border of the campus and the residences along Rexford Way, to address concerns related to noise and visual impacts. A sound wall would be included as part of this landscaping concept; a sound wall, if placed close to the residences, would provide noise screening greater than that provided by the X, Y and Z buildings.

- E-4. As stated above, Parking Garage #2 and the corporate yard would not result in visual or noise impacts; therefore, no mitigation measures are required.
- E-5. The Draft EIR analyzed the impacts of proposed sports facilities, as described in the last paragraph of page 3.0-15 and the first paragraph in page 3.0-17 of the DEIR. As stated in the first paragraph of page 5.4-28, athletic events at the proposed soccer, baseball and softball fields are not anticipated to occur at a large scale. As stated in the first full paragraph of page 5.4-28 of the DEIR, seating capacity at the football field would remain unchanged. These statements and the analysis in the Draft EIR are based on information provided by the District. Although there have been discussions regarding a larger "City Sport Center," there are no formal plans to construct one at this time, and it would be speculative to analyze a larger project in the EIR. If a larger-scale sports facility is proposed, it may be required to undergo additional environmental review under CEQA.
- E-6. The Draft EIR analyzes the impacts of the Facilities Master Plan, a program of projects for the entire campus to be implemented over a long period. The Facilities Master Plan is not a detailed design of each project, and a Mitigation and Monitoring Report will be prepared. A responsible agency will be identified for each mitigation measure to ensure implementation of mitigation measures identified in the DEIR.
- E-7. The light tower would be located in the north side of the campus. It would be part of the addition proposed for the north side of the Multi-Disciplinary Classroom Complex (See third full paragraph in page 3.0-15 of the DEIR).
- E-8. As stated in the last paragraph of page 5.4-26, Parking Garage 2 would be separated from residential uses by the Corporate Yard (a solid barrier which would attenuate noise levels by 5 to 10 dB(A)).

- E-9. The DEIR found that there would be no significant impacts related to noise; therefore, no sound wall is required. However, the District now plans to provide a sound wall to address concerns expressed by the commenter and others living south of the campus.
- E-10. This figure has been revised (See Figure 4.0-2 at the end of this chapter). The southern property line has been revised so that the property at the corner of Mansfield Drive and Rexford Way is not included within the campus boundary.
- E-11. Given that the District has prepared a Facilities Master Plan for the entire campus and is only beginning to develop designs for individual projects, the detailed designs for landscaping and lighting are not available.
- E-12. Noise measurements were not taken at Fruitdale Avenue. Noise levels at Fruitdale Avenue shown in Table 5.4-5 are existing and predicted noise levels at Fruitdale Avenue. The projections were based on additional noise resulting from additional traffic along Fruitdale Avenue. As shown in Figure 5.4-4 of the DEIR, noise measurements were taken at Location A, at the intersection of Kingman Avenue and Mansfield Drive. Location A is adjacent to Parking Lot E; therefore the measurements taken there are representative of noise levels at the backyards of residences on Rexford Way which are also close to Parking Lot E. See response to comment E-3 for a response regarding noise levels at the south side of the campus.
- E-13. As discussed above in the response to comment E-3, noise impacts associated with athletic fields would be less than significant.



Gray Davis
GOVERNOR

STATE OF CALIFORNIA

Governor's Office of Planning and Research
State Clearinghouse



Steve Nissen
ACTING DIRECTOR

June 29, 2000

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

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

Dear Robert Mibach:

The State Clearinghouse submitted the above named Draft 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 June 26, 2000, 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
Senior Planner, State Clearinghouse

Enclosures
cc: Resources Agency

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**Document Details Report
State Clearinghouse Data Base**

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

Type EIR Draft EIR

Description The proposed Master Plan includes a series of projects for the campus that involve the removal of many existing buildings, the development of several new buildings (approximately 553,000 to 578,000 square feet), renovation of existing buildings, modifications to access and circulation, development of new athletic fields and tennis courts, provision of additional parking, modification and expansion of other campus infrastructure, and renovation of the campus landscaping. Almost all facilities would be developed within the existing campus boundaries; a proposed High Technology Center at the corner of South Bascom Avenue and Moorpark Avenue would be built by a private developer, with the option for the College to enter into a long-term ground lease. In this case, the developer would submit its own application to the City for construction of the building, and construction of the building would be processed under separate environmental review. It is estimated that buildout of the proposed Master Plan area would accommodate an enrollment of approximately 15,000 students by the year 2014.

Lead Agency Contact

Name Robert Mibach
Agency San Jose-Evergreen Community College District
Phone (408) 223-6718 **Fax** (408) 238-2866
email
Address 4750 San Felipe Road
City San Jose **State** CA **Zip** 95135-1599

Project Location

County Santa Clara
City San Jose
Region
Cross Streets Moorpark Avenue, South Bascom Avenue, and Leland Avenue
Parcel No. 282-43-08, 282-43-05, 282-43-06 and 282-43-12

Township	Range	Section	Base
-----------------	--------------	----------------	-------------

Proximity to:

Highways I-280 and Southwest Expressway
Airports
Railways
Waterways
Schools

Land Use Public/Quasi-Public; parcel proposed for High Technology Center is designated General Commercial R-1; parcel proposed for High Technology Center is designated C-1

Project Issues Air Quality; Noise; Public Services; Aesthetic/Visual; Geologic/Seismic; Traffic/Circulation; Other Issues

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

Date Received 05/11/2000 **Start of Review** 05/11/2000 **End of Review** 06/26/2000



Gray Davis
GOVERNOR

STATE OF CALIFORNIA

Governor's Office of Planning and Research
State Clearinghouse



Steve Nissen
ACTING DIRECTOR

July 7, 2000

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

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

Dear Robert Mibach:

The enclosed comment (s) on your Draft EIR was (were) received by the State Clearinghouse after the end of the state review period, which closed on June 26, 2000. We are forwarding these comments to you because they provide information or raise issues that should be addressed in your final environmental document.

The California Environmental Quality Act does not require Lead Agencies to respond to late comments. However, we encourage you to incorporate these additional comments into your final environmental document and to consider them prior to taking final action on the proposed project.

Please contact the State Clearinghouse at (916) 445-0613 if you have any questions concerning the environmental review process. If you have a question regarding the above-named project, please refer to the ten-digit State Clearinghouse number (1999122011) when contacting this office.

Sincerely,

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures

cc: Resources Agency

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JUL 12 2000

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California Regional Water Quality Control Board

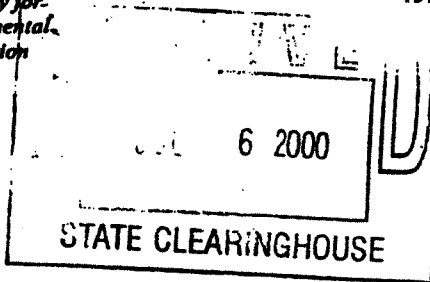
San Francisco Bay Region



Gray Davis
Governor

Don H. Hickox
Secretary for
Environmental
Protection

Internet Address: <http://www.swrcb.ca.gov>
1515 Clay Street, Suite 1400, Oakland, California 94612
Phone (510) 622-2300 ~ FAX (510) 622-2460



Date: June 28, 2000
File No. 2188.05 (JRW)

*Clear
6/26/00
late*

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

Re: **San Jose City College Facilities Master Plan, Draft Environmental Impact Report
SCH# 1999122011**

Dear Mr. Mibach:

We have received the above referenced draft environmental impact report and offer the following comments with which the Regional Board is concerned.

The purpose of this project is to remove many existing buildings, develop several new buildings, renovate existing buildings, modify access and circulations, develop new athletic facilities, construction of additional parking, modify and expand other infrastructure, and renovate the campus landscaping. The project site location is the San Jose City College campus, located immediately south of Interstate 280, in central San Jose in Santa Clara County.

The proposed development would disturb more than five acres of land during construction. It must be covered under the State NPDES General Permit for Discharges of Storm Water Associated with Construction Activity (General Permit). This can be accomplished by filing a Notice of Intent with the State Water Resources Control Board, Division of Water Quality. The project sponsor must propose and implement control measures that are consistent with the General Permit and with the recommendations and policies of the local agency and the RWQCB.

As proposed, without appropriate control measures, the project may have significant adverse impacts to water quality. These impacts could result from the discharge of polluted runoff to waters of the State, as well as from soil erosion and decreased permeable surface area on the site. In addition, erosion may result from construction without proper control practices.

In order to establish that the project will not have significant adverse effects on water quality, the Environmental Impact Report (EIR) should include:

- A Storm Water Pollution Prevention Plan (SWPPP) should be developed and implemented. A SWPPP is required by the General Permit. The SWPPP should be consistent with the terms of the General Permit, the Manual of Standards for Erosion & Sedimentation Control

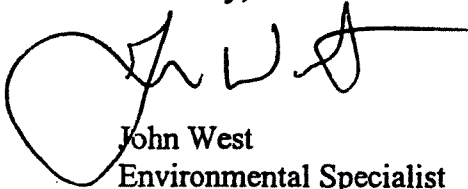
Measures by the Association of Bay Area Governments (ABAG), policies and recommendations of the local urban runoff program (city and/or county), and the *Staff Recommendations* of the RWQCB. Preparation of a SWPPP should be a condition of development. Implementation of the SWPPP should be enforced during the construction period via appropriate options such as citations, stop work orders, or withholding occupancy permits. The Regional Board has prepared "Directions for preparing a SWPPP," which is available from the Board at (510) 622-2304;

- Specific measures to reduce and treat runoff from developed areas of the project by means of vegetative buffers, grassy swales, or other means, to be effective for the life of the project;
- A plan for the employment of Best Management Practices (BMPs) to control sediment and erosion, both during the building process and in the long term;
- In the event that some impact is unavoidable in achieving the goals of the project, the EIR should show that the negative impact resulting from the development is the smallest possible. The application should describe specific restoration that will be undertaken to offset this impact, preferably on-site.

The Regional Board is unable to offer more specific comment at this time. However, I have attached a copy of our General Comments, which discuss the Regional Board's area of responsibility, and which should help guide in the preparation of further CEQA documentation. Regional Board staff also encourage the lead agency to obtain a copy of "Start at the Source," a design guidance manual for stormwater quality protection from the Bay Area Stormwater Management Agencies Association. This manual may be obtained at most city planning offices.

If you have any questions, please call Emily Guglielmo at (510) 622-2344 or e-mail at stu26@rb2.swrcb.ca.gov.

Sincerely,

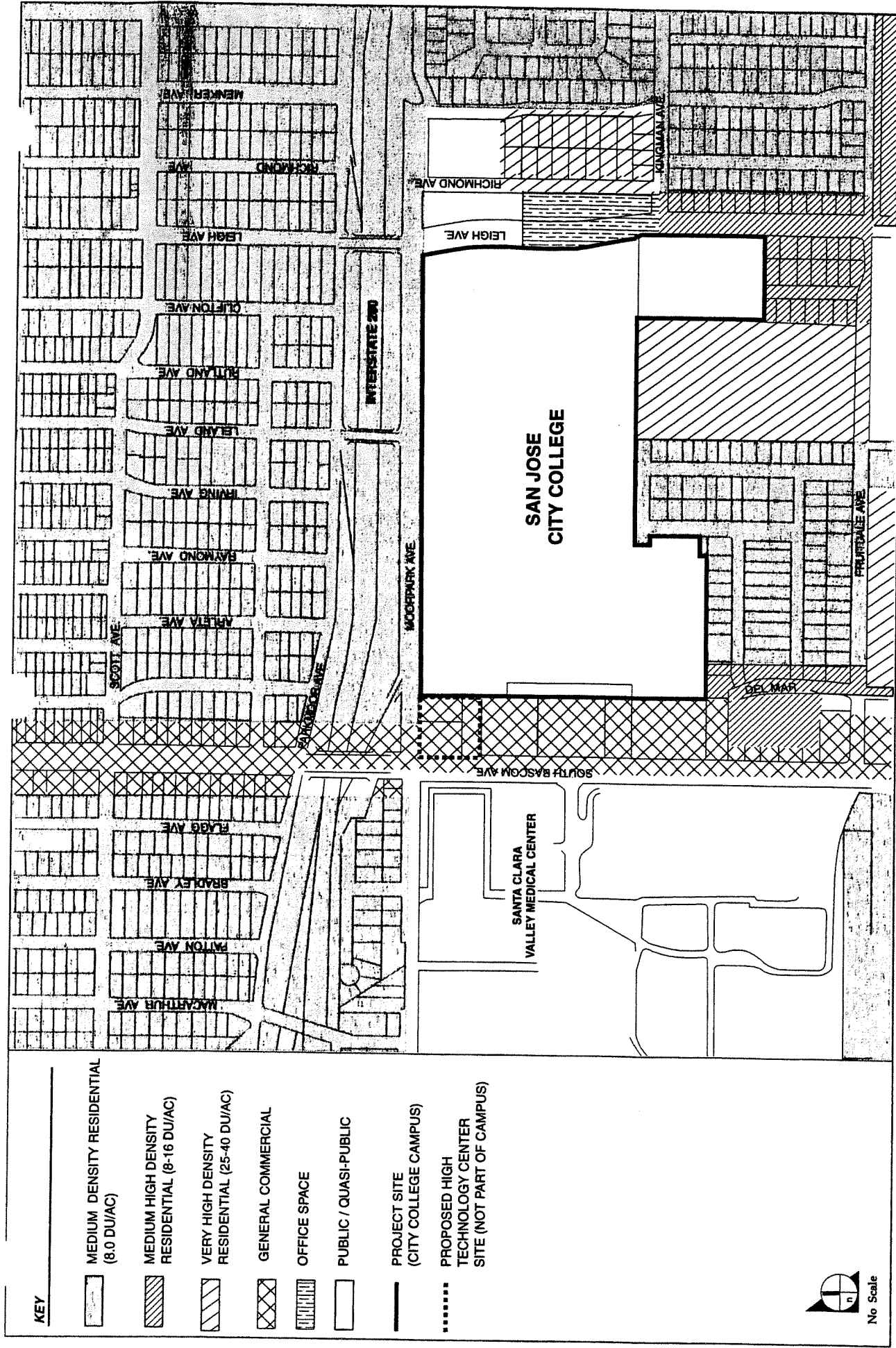


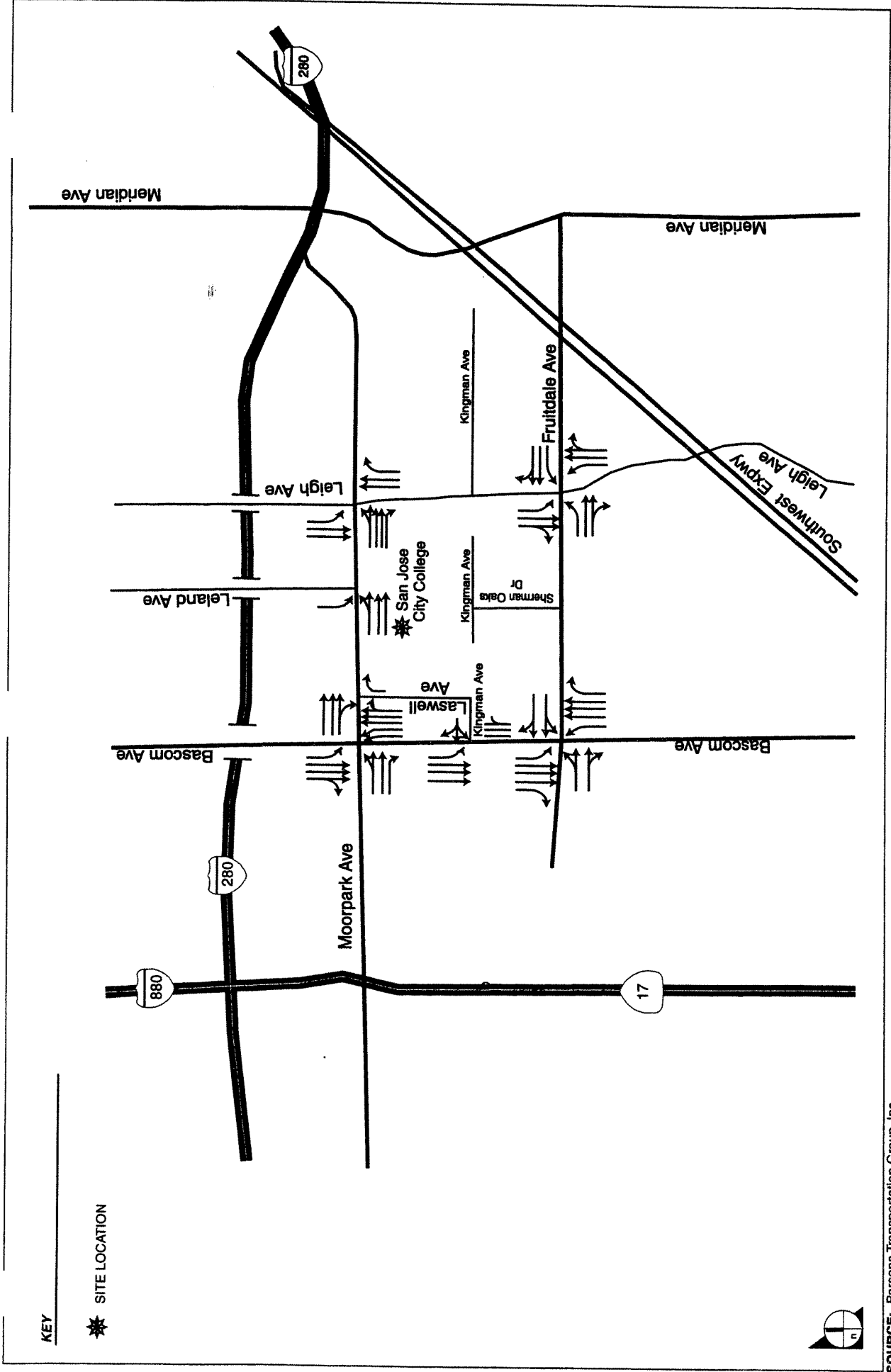
John West
Environmental Specialist
Watershed Division

cc: w/o Attach.: State Clearinghouse
Enclosure

F. STATE CLEARINGHOUSE

Comment noted.





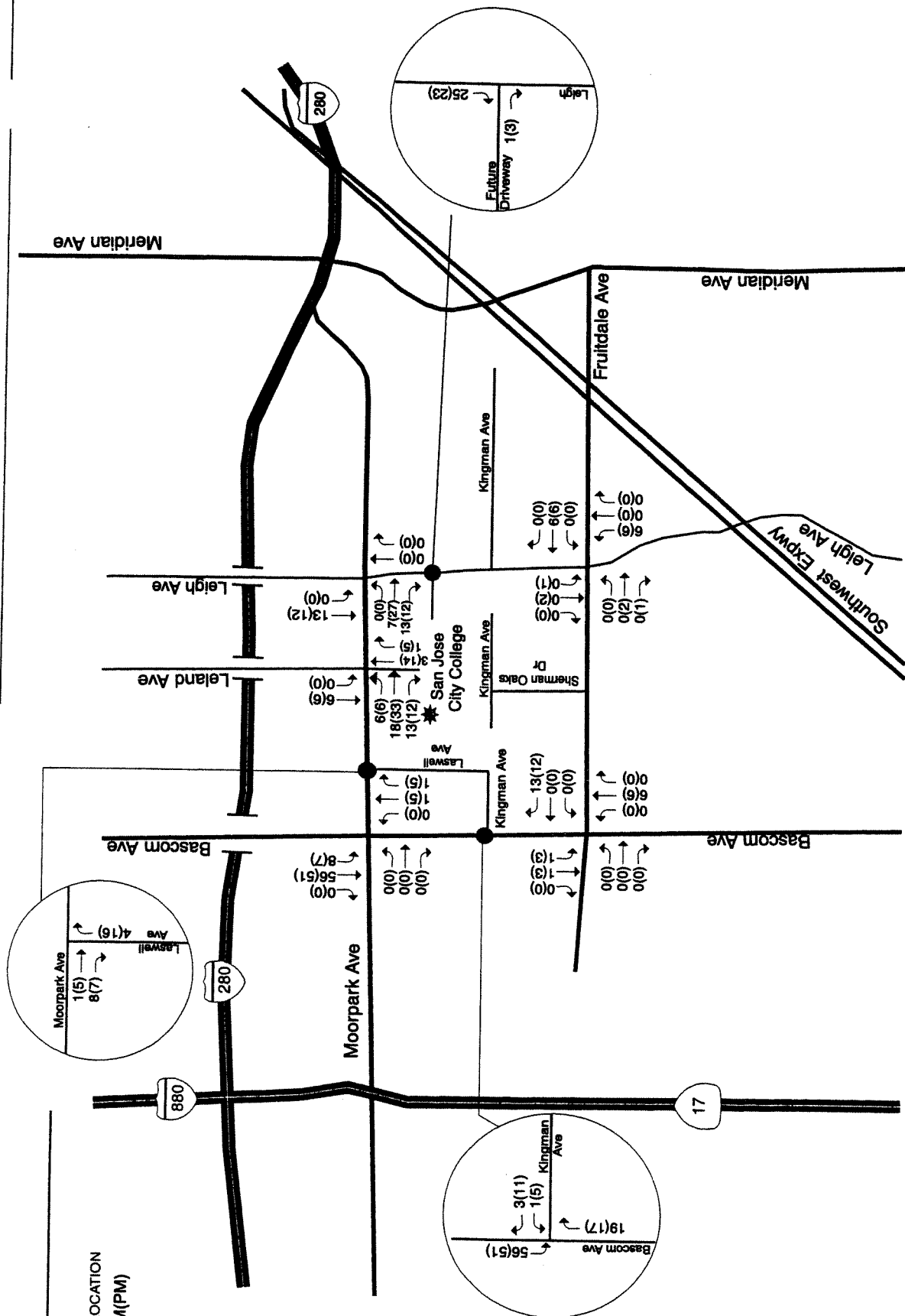
SOURCE: Parsons Transportation Group, Inc.

FIGURE 5.1-2

Lane Geometry

KEY

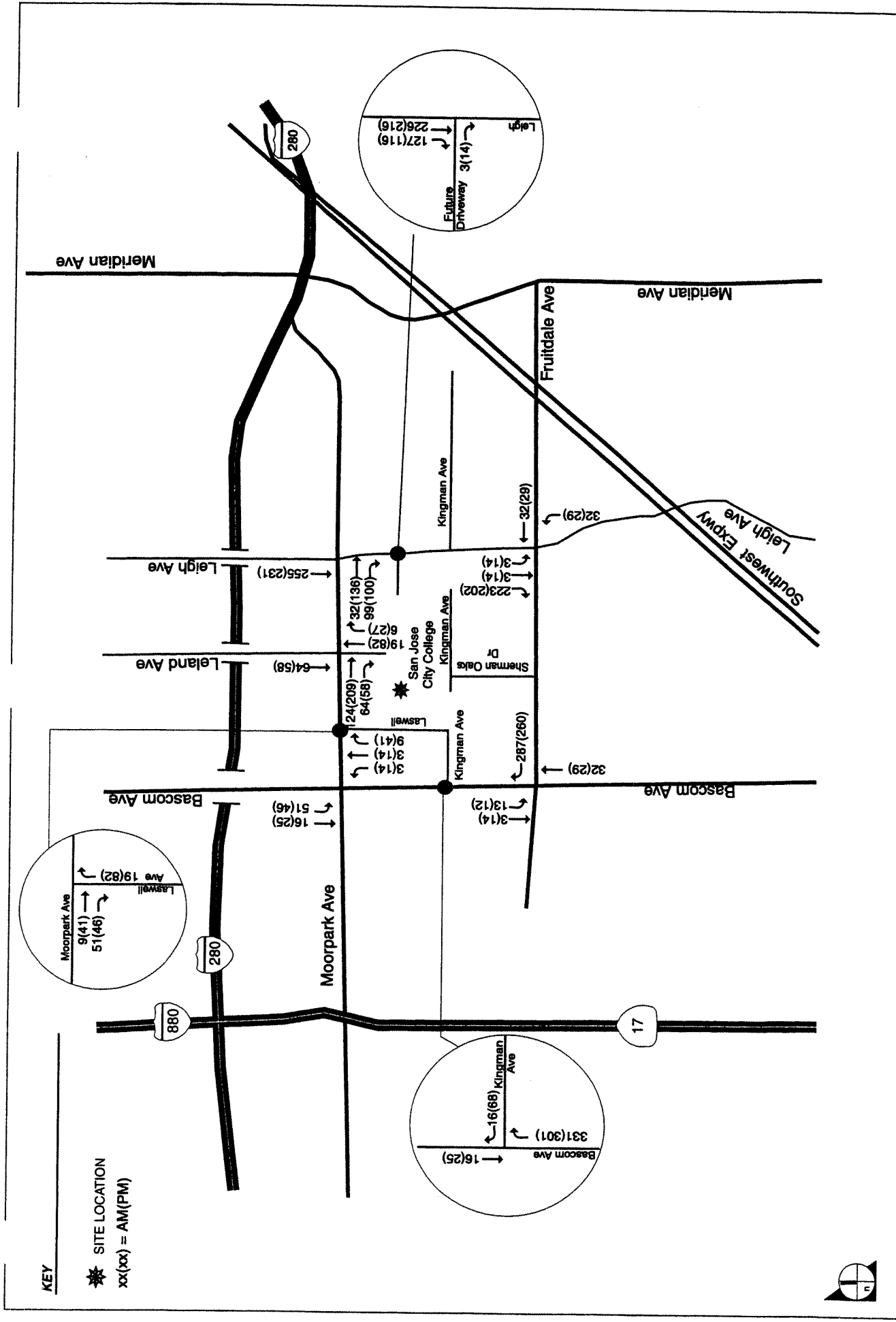
- ★ SITE LOCATION
- xx(xx) = AM(PM)



SOURCE: Parsons Transportation Group, Inc.

FIGURE 5.1-6

Near-Term Development Project Trip Assignment



SOURCE: Parsons Transportation Group, Inc.

FIGURE 5.1-7

Master Plan Buildout Project Trip Assignment

14.0 REVISION TO THE DRAFT EIR

A. INTRODUCTION

The following clarification has been made to the EIR text. It resulted from a staff-initiated text change to clarify information presented in the Draft EIR. No text was deleted from the EIR. Text that has been added to the EIR is presented as double underlined. There were no text changes resulting from comments on the Draft EIR.

This revision does not affect the analysis or conclusions presented in the Draft EIR.

B. TEXT REVISION

Section 5.4: Noise

Page 5.4-29, first paragraph:

D2. Measures Identified in this EIR

D2(a) Construction Noise Impacts

4. The College shall limit noise-generating 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 Sundays or public (State-observed) holidays. These restrictions shall apply to the use of construction equipment that results in noise levels of 60 dB(A) or greater at the property line of the nearest sensitive receptor. The College shall use Figure 5.4-5, Noise Levels of Typical Construction Equipment, from the EIR and a noise attenuation rate of 6 dB(A) for every doubling of distance (from the source to the receptor) to determine which construction equipment would exceed the above noise threshold.

Chapter 2.0: Executive Summary

(The above text change also applies to Mitigation Measure 4, on page 2.0-11 of Table 2.0-1, Summary of Significant Impacts.)

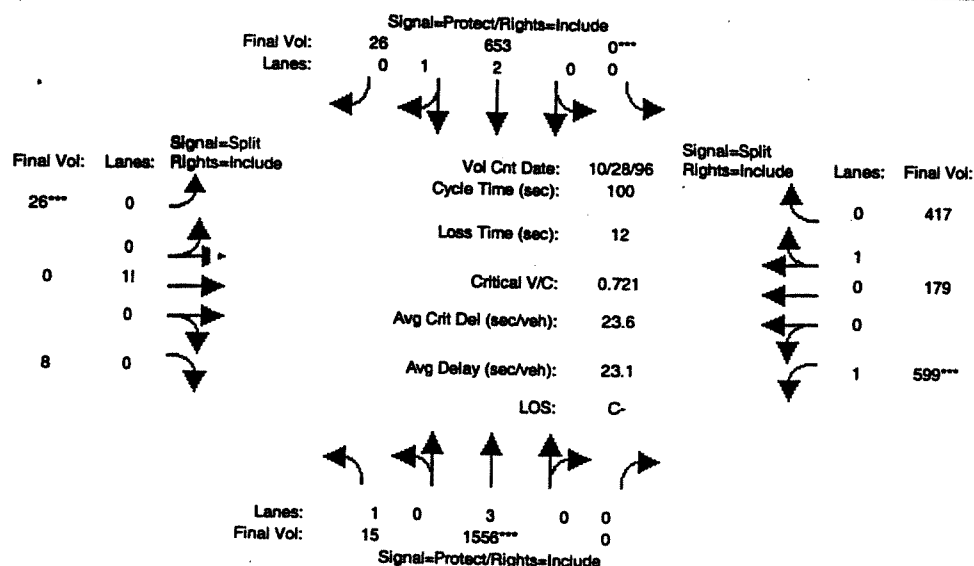
APPENDIX A

Transportation and Circulation Calculations

City of San Jose
Citywide Traffic Database
(modified August 4, 1998)

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #5039: BASCOM/PARKMOOR

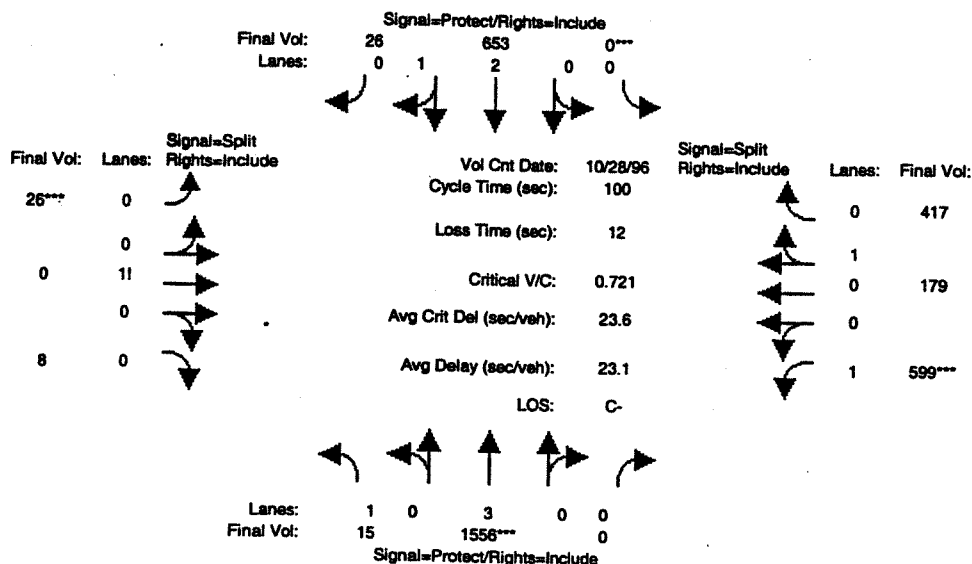


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Volume Module: >> Count Date: 28 Oct 1996 <<												
Base Vol:	15	1533	0	0	643	26	26	0	8	590	176	411
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	15	1556	0	0	653	26	26	0	8	599	179	417
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1556	0	0	653	26	26	0	8	599	179	417
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1556	0	0	653	26	26	0	8	599	179	417
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1556	0	0	653	26	26	0	8	599	179	417
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	1556	0	0	653	26	26	0	8	599	179	417
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.04	1.00	0.97	0.97	0.97	0.97	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.88	0.12	0.76	0.00	0.24	1.00	0.30	0.70
Final Sat.:	1750	5700	0	0	5385	214	1338	0	412	1750	541	1259
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.00	0.00	0.12	0.12	0.02	0.00	0.02	0.34	0.33	0.33
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	34.6	0.0	0.0	27.6	27.6	10.0	0.0	10.0	43.4	43.4	43.4
Volume/Cap:	0.12	0.79	0.00	0.00	0.44	0.44	0.19	0.00	0.19	0.79	0.76	0.76
Delay/Veh:	33.2	23.9	0.0	0.0	22.8	22.8	31.5	0.0	31.5	22.4	21.3	21.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	23.9	0.0	0.0	22.8	22.8	31.5	0.0	31.5	22.4	21.3	21.3
DesignQueue:	1	61	0	0	27	1	1	0	0	21	6	14

City of San Jose
Citywide Traffic Database
(modified August 4, 1998)

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #5039: BASCOM/PARKMOOR

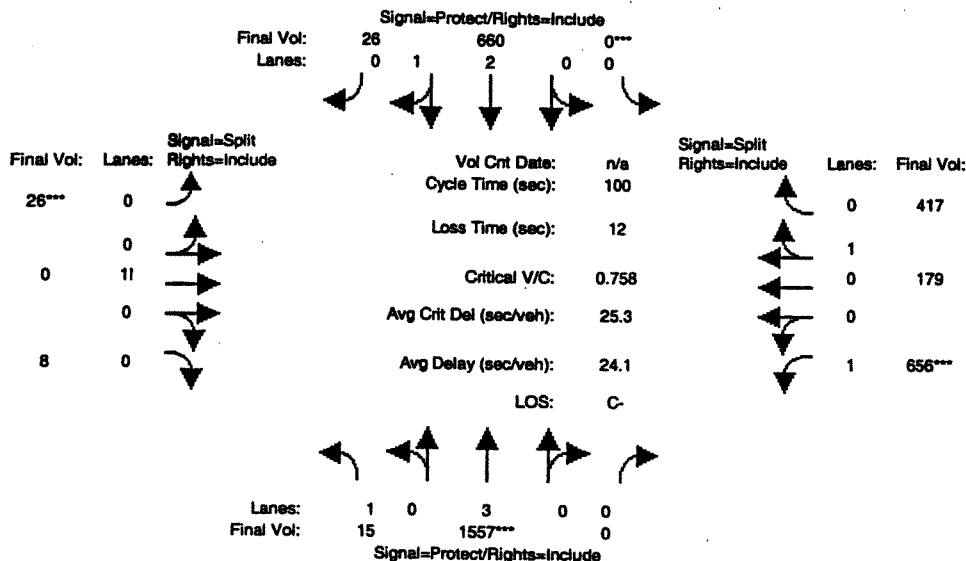


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Volume Module: >> Count Date: 28 Oct 1996 <<												
Base Vol:	15	1533	0	0	643	26	26	0	8	590	176	411
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	15	1556	0	0	653	26	26	0	8	599	179	417
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1556	0	0	653	26	26	0	8	599	179	417
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1556	0	0	653	26	26	0	8	599	179	417
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1556	0	0	653	26	26	0	8	599	179	417
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	1556	0	0	653	26	26	0	8	599	179	417
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.04	1.00	0.97	0.97	0.97	0.97	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.88	0.12	0.76	0.00	0.24	1.00	0.30	0.70
Final Sat.:	1750	5700	0	0	5385	214	1338	0	412	1750	541	1259
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.00	0.00	0.12	0.12	0.02	0.00	0.02	0.34	0.33	0.33
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	34.6	0.0	0.0	27.6	27.6	10.0	0.0	10.0	43.4	43.4	43.4
Volume/Cap:	0.12	0.79	0.00	0.00	0.44	0.44	0.19	0.00	0.19	0.79	0.76	0.76
Delay/Veh:	33.2	23.9	0.0	0.0	22.8	22.8	31.5	0.0	31.5	22.4	21.3	21.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	23.9	0.0	0.0	22.8	22.8	31.5	0.0	31.5	22.4	21.3	21.3
DesignQueue:	1	61	0	0	27	1	1	0	0	21	6	14

City of San Jose
Citywide Traffic Database
(modified August 4, 1998)

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Near-Term Project (AM)

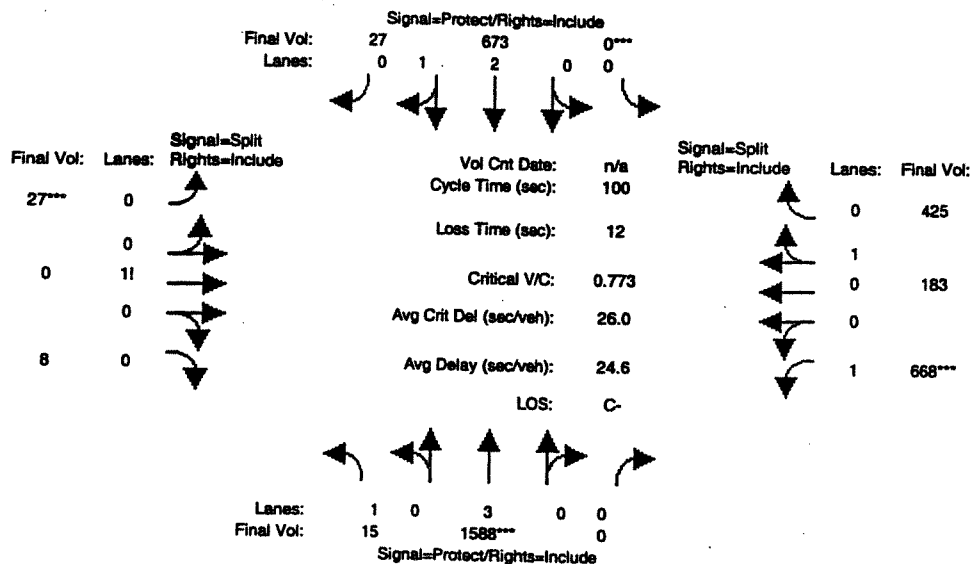
Intersection #5039: BASCOM/PARKMOOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Volume Module:												
Base Vol:	15	1556	0	0	653	26	26	0	8	599	179	417
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1556	0	0	653	26	26	0	8	599	179	417
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
N-Project:	0	1	0	0	7	0	0	0	0	57	0	0
Initial Fut:	15	1557	0	0	660	26	26	0	8	656	179	417
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1557	0	0	660	26	26	0	8	656	179	417
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1557	0	0	660	26	26	0	8	656	179	417
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	1557	0	0	660	26	26	0	8	656	179	417
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.04	1.00	0.97	0.97	0.97	0.97	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.88	0.12	0.76	0.00	0.24	1.00	0.30	0.70
Final Sat.:	1750	5700	0	0	5387	212	1338	0	412	1750	541	1259
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.00	0.00	0.12	0.12	0.02	0.00	0.02	0.37	0.33	0.33
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	32.9	0.0	0.0	25.9	25.9	10.0	0.0	10.0	45.1	45.1	45.1
Volume/Cap:	0.12	0.83	0.00	0.00	0.47	0.47	0.19	0.00	0.19	0.83	0.73	0.73
Delay/Veh:	33.2	25.9	0.0	0.0	24.0	24.0	31.5	0.0	31.5	23.6	19.5	19.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	25.9	0.0	0.0	24.0	24.0	31.5	0.0	31.5	23.6	19.5	19.5
DesignQueue:	1	63	0	0	28	1	1	0	0	22	6	14

City of San Jose
Citywide Traffic Database
(modified August 4, 1998)
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Cumulative (AM)

Intersection #5039: BASCOM/PARKMOOR

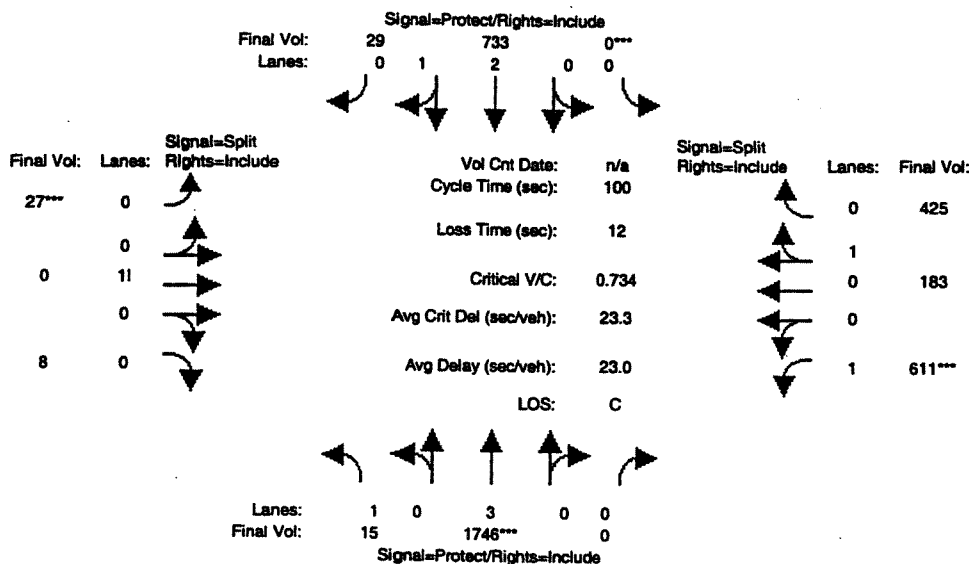


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Volume Module:												
Base Vol:	15	1556	0	0	653	26	26	0	8	599	179	417
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	15	1587	0	0	666	27	27	0	8	611	183	425
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	0	1	0	0	7	0	0	0	0	57	0	0
Initial Fut:	15	1588	0	0	673	27	27	0	8	668	183	425
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1588	0	0	673	27	27	0	8	668	183	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1588	0	0	673	27	27	0	8	668	183	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	1588	0	0	673	27	27	0	8	668	183	425
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.04	1.00	0.97	0.97	0.97	0.97	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.88	0.12	0.77	0.00	0.23	1.00	0.30	0.70
Final Sat.:	1750	5700	0	0	5384	216	1350	0	400	1750	542	1258
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.00	0.00	0.13	0.13	0.02	0.00	0.02	0.38	0.34	0.34
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	32.9	0.0	0.0	25.9	25.9	10.0	0.0	10.0	45.1	45.1	45.1
Volume/Cap:	0.12	0.85	0.00	0.00	0.48	0.48	0.20	0.00	0.20	0.85	0.75	0.75
Delay/Veh:	33.2	26.4	0.0	0.0	24.0	24.0	31.5	0.0	31.5	24.5	20.0	20.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	26.4	0.0	0.0	24.0	24.0	31.5	0.0	31.5	24.5	20.0	20.0
DesignQueue:	1	64	0	0	29	1	1	0	0	22	6	14

City of San Jose
Citywide Traffic Database
(modified August 4, 1998)

Level Of Service Computation Report
1994 HCM Operations (Future Volume Alternative)
Build-out (Modified) AM (With Out Project)

Intersection #5039: BASCOM/PARKMOOR

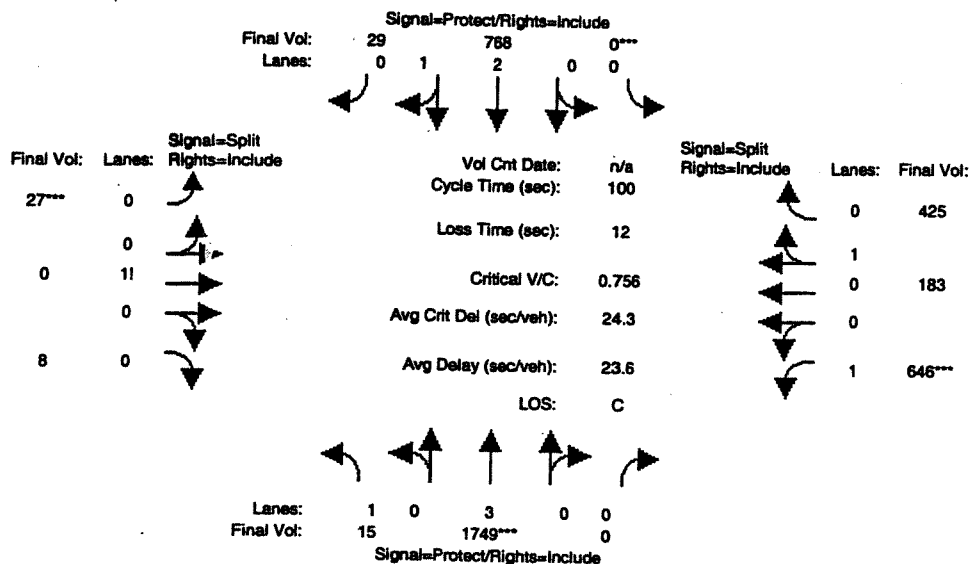


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Volume Module:												
Base Vol:	15	1556	0	0	653	26	26	0	8	599	179	417
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	15	1587	0	0	666	27	27	0	8	611	183	425
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Other Proj.:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1587	0	0	666	27	27	0	8	611	183	425
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1587	0	0	666	27	27	0	8	611	183	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1587	0	0	666	27	27	0	8	611	183	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	1746	0	0	733	29	27	0	8	611	183	425
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	0.77	0.00	0.23	1.00	0.30	0.70
Final Sat.:	1900	5700	0	0	5483	217	1466	0	434	1900	572	1328
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.00	0.00	0.13	0.13	0.02	0.00	0.02	0.32	0.32	0.32
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.07	0.38	0.00	0.00	0.31	0.31	0.10	0.00	0.10	0.40	0.40	0.40
Volume/Cap:	0.11	0.80	0.00	0.00	0.43	0.43	0.18	0.00	0.18	0.80	0.80	0.80
Delay/Veh:	33.1	22.7	0.0	0.0	21.0	21.0	31.4	0.0	31.4	24.6	24.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	22.7	0.0	0.0	21.0	21.0	31.4	0.0	31.4	24.6	24.4	24.4
DesignQueue:	1	65	0	0	29	1	1	0	0	22	7	15

City of San Jose
Citywide Traffic Database
(modified August 4, 1998)

Level Of Service Computation Report
1994 HCM Operations (Future Volume Alternative)
Build-out (Modified) AM

Intersection #5039: BASCOM/PARKMOOR

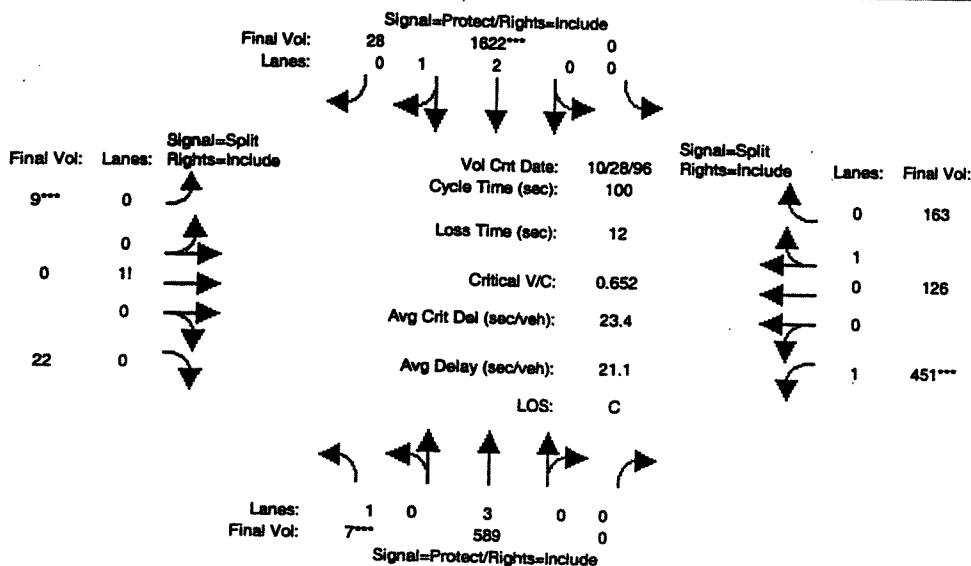


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Volume Module:												
Base Vol:	15	1556	0	0	653	26	26	0	8	599	179	417
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	15	1587	0	0	666	27	27	0	8	611	183	425
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	3	0	0	32	0	0	0	0	35	0	0
Initial Fut:	15	1590	0	0	698	27	27	0	8	646	183	425
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1590	0	0	698	27	27	0	8	646	183	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1590	0	0	698	27	27	0	8	646	183	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	15	1749	0	0	768	29	27	0	8	646	183	425
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	0.77	0.00	0.23	1.00	0.30	0.70
Final Sat.:	1900	5700	0	0	5493	207	1466	0	434	1900	572	1328
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.00	0.00	0.14	0.14	0.02	0.00	0.02	0.34	0.32	0.32
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.07	0.37	0.00	0.00	0.30	0.30	0.10	0.00	0.10	0.41	0.41	0.41
Volume/Cap:	0.11	0.83	0.00	0.00	0.47	0.47	0.18	0.00	0.18	0.83	0.78	0.78
Delay/Veh:	33.1	23.8	0.0	0.0	21.8	21.8	31.4	0.0	31.4	25.3	23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	23.8	0.0	0.0	21.8	21.8	31.4	0.0	31.4	25.3	23.0	23.0
DesignQueue:	1	67	0	0	31	1	1	0	0	23	7	15

City of San Jose
Citywide Traffic Database
(modified August 4, 1998)

Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Existing (PM)

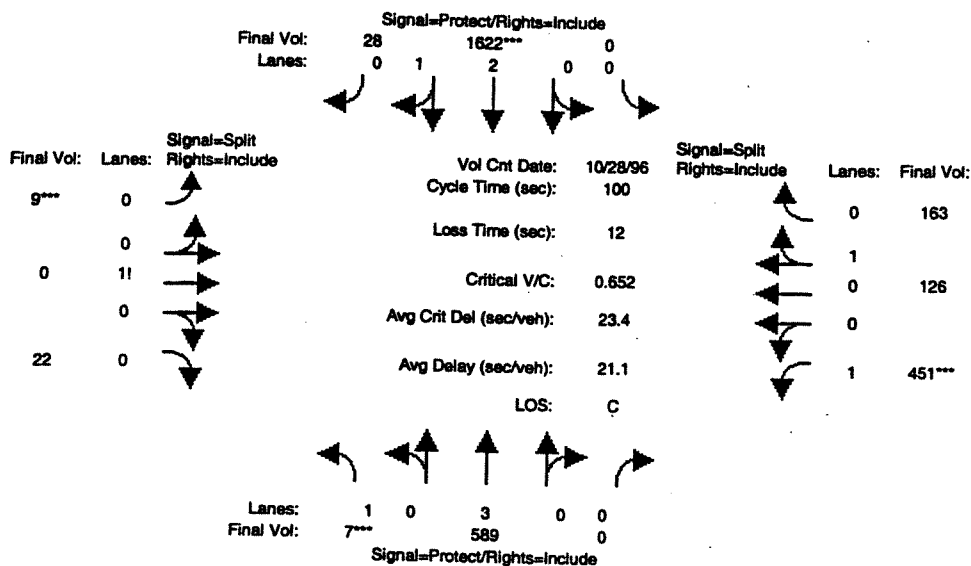
Intersection #5039: BASCOM/PARKMOOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Volume Module: >> Count Date: 28 Oct 1996 <<												
Base Vol:	7	580	0	0	1598	28	9	0	22	444	124	161
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	7	589	0	0	1622	28	9	0	22	451	126	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	589	0	0	1622	28	9	0	22	451	126	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	589	0	0	1622	28	9	0	22	451	126	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	589	0	0	1622	28	9	0	22	451	126	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	589	0	0	1622	28	9	0	22	451	126	163
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.04	1.00	0.97	0.97	0.97	0.97	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.95	0.05	0.29	0.00	0.71	1.00	0.44	0.56
Final Sat.:	1750	5700	0	0	5505	95	508	0	1242	1750	785	1015
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.00	0.29	0.29	0.02	0.00	0.02	0.26	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	7.0	44.9	0.0	0.0	37.9	37.9	10.0	0.0	10.0	33.1	33.1	33.1
Volume/Cap:	0.06	0.23	0.00	0.00	0.78	0.78	0.18	0.00	0.18	0.78	0.48	0.48
Delay/Veh:	33.0	12.9	0.0	0.0	22.1	22.1	31.4	0.0	31.4	27.5	20.8	20.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	12.9	0.0	0.0	22.1	22.1	31.4	0.0	31.4	27.5	20.8	20.8
DesignQueue:	0	19	0	0	61	1	0	0	1	18	5	6

City of San Jose
Citywide Traffic Database
(modified August 4, 1998)
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Background (PM)

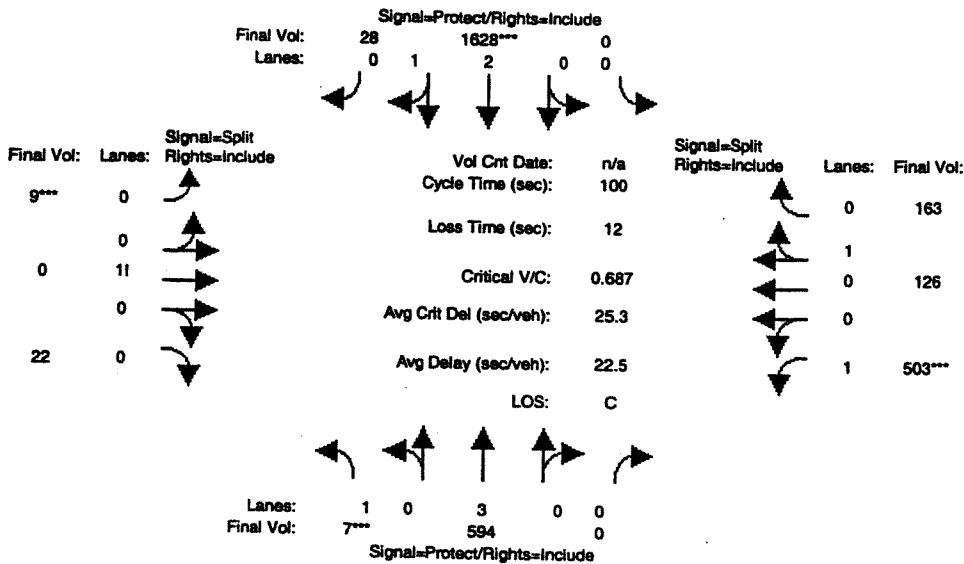
Intersection #5039: BASCOM/PARKMOOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Volume Module: >> Count Date: 28 Oct 1996 <<												
Base Vol:	7	580	0	0	1598	28	9	0	22	444	124	161
Growth Adj:	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Initial Bse:	7	589	0	0	1622	28	9	0	22	451	126	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	589	0	0	1622	28	9	0	22	451	126	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	589	0	0	1622	28	9	0	22	451	126	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	589	0	0	1622	28	9	0	22	451	126	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	589	0	0	1622	28	9	0	22	451	126	163
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.04	1.00	0.97	0.97	0.97	0.97	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.95	0.05	0.29	0.00	0.71	1.00	0.44	0.56
Final Sat.:	1750	5700	0	0	5505	95	508	0	1242	1750	785	1015
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.00	0.29	0.29	0.02	0.00	0.02	0.26	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	7.0	44.9	0.0	0.0	37.9	37.9	10.0	0.0	10.0	33.1	33.1	33.1
Volume/Cap:	0.06	0.23	0.00	0.00	0.78	0.78	0.18	0.00	0.18	0.78	0.48	0.48
Delay/Veh:	33.0	12.9	0.0	0.0	22.1	22.1	31.4	0.0	31.4	27.5	20.8	20.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	12.9	0.0	0.0	22.1	22.1	31.4	0.0	31.4	27.5	20.8	20.8
DesignQueue:	0	19	0	0	61	1	0	0	1	18	5	6

City of San Jose
Citywide Traffic Database
(modified August 4, 1998)
Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Near-Term Project (PM)

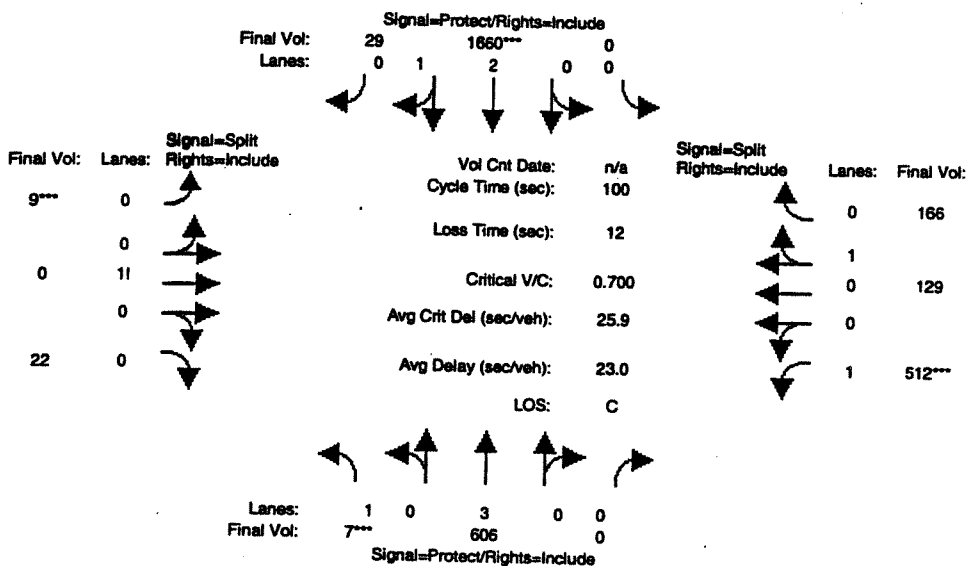
Intersection #5039: BASCOM/PARKMOOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Volume Module:												
Base Vol:	7	589	0	0	1622	28	9	0	22	451	126	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	589	0	0	1622	28	9	0	22	451	126	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
N-Project:	0	5	0	0	6	0	0	0	0	52	0	0
Initial Fut:	7	594	0	0	1628	28	9	0	22	503	126	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	594	0	0	1628	28	9	0	22	503	126	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	594	0	0	1628	28	9	0	22	503	126	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	594	0	0	1628	28	9	0	22	503	126	163
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.04	1.00	0.97	0.97	0.97	0.97	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.95	0.05	0.29	0.00	0.71	1.00	0.44	0.56
Final Sat.:	1750	5700	0	0	5505	95	508	0	1242	1750	785	1015
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.00	0.30	0.30	0.02	0.00	0.02	0.29	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	7.0	43.0	0.0	0.0	36.0	36.0	10.0	0.0	10.0	35.0	35.0	35.0
Volume/Cap:	0.06	0.24	0.00	0.00	0.82	0.82	0.18	0.00	0.18	0.82	0.46	0.46
Delay/Veh:	33.0	13.8	0.0	0.0	24.1	24.1	31.4	0.0	31.4	28.6	19.5	19.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	13.8	0.0	0.0	24.1	24.1	31.4	0.0	31.4	28.6	19.5	19.5
DesignQueue:	0	19	0	0	63	1	0	0	1	20	5	6

City of San Jose
Citywide Traffic Database
(modified August 4, 1998)Level Of Service Computation Report
1985 HCM Operations (Future Volume Alternative)
Cumulative (PM)

Intersection #5039: BASCOM/PARKMOOR

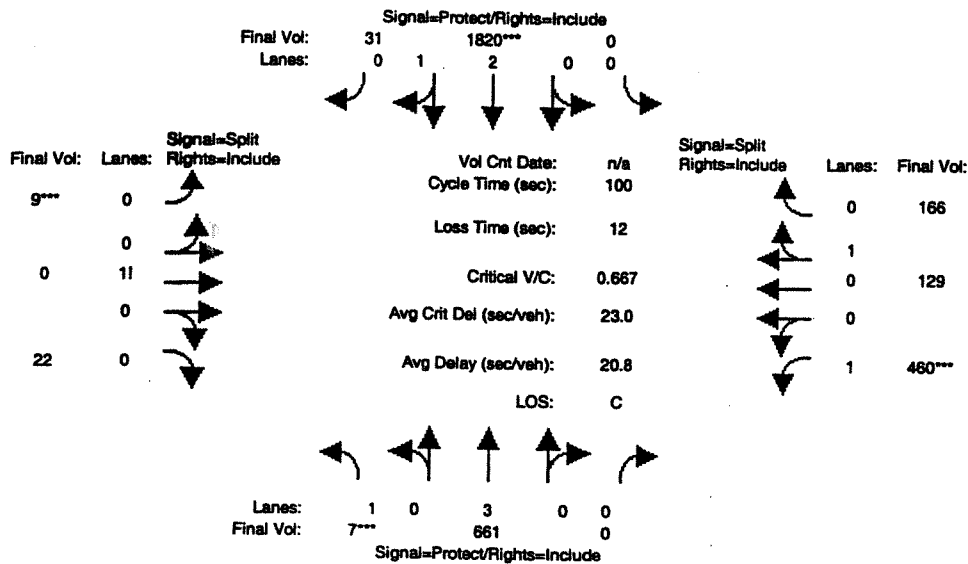


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Volume Module:												
Base Vol:	7	589	0	0	1622	28	9	0	22	451	126	163
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	7	601	0	0	1654	29	9	0	22	460	129	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative:	0	5	0	0	6	0	0	0	0	52	0	0
Initial Fut:	7	606	0	0	1660	29	9	0	22	512	129	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	606	0	0	1660	29	9	0	22	512	129	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	606	0	0	1660	29	9	0	22	512	129	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	606	0	0	1660	29	9	0	22	512	129	166
Saturation Flow Module:												
Sat/Lane:	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adjustment:	0.97	1.06	0.97	0.97	1.04	1.00	0.97	0.97	0.97	0.97	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.95	0.05	0.29	0.00	0.71	1.00	0.44	0.56
Final Sat.:	1750	5700	0	0	5504	96	508	0	1242	1750	787	1013
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.00	0.30	0.30	0.02	0.00	0.02	0.29	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	7.0	43.0	0.0	0.0	36.0	36.0	10.0	0.0	10.0	35.0	35.0	35.0
Volume/Cap:	0.06	0.25	0.00	0.00	0.84	0.84	0.18	0.00	0.18	0.84	0.47	0.47
Delay/Veh:	33.0	13.8	0.0	0.0	24.6	24.6	31.4	0.0	31.4	29.6	19.6	19.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ProgAdjFctr:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	13.8	0.0	0.0	24.6	24.6	31.4	0.0	31.4	29.6	19.6	19.6
DesignQueue:	0	20	0	0	64	1	0	0	1	20	5	6

City of San Jose
Citywide Traffic Database
(modified August 4, 1998)

Level Of Service Computation Report
1994 HCM Operations (Future Volume Alternative)
Build-out (Modified) PM

Intersection #5039: BASCOM/PARKMOOR

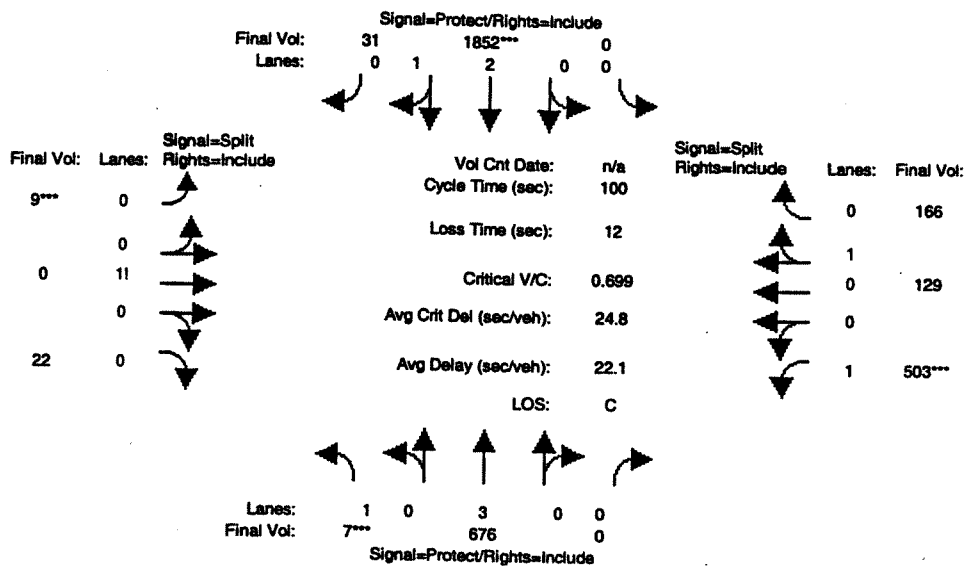


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Volume Module:												
Base Vol:	7	589	0	0	1622	28	9	0	22	451	126	163
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	7	601	0	0	1654	29	9	0	22	460	129	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Other Proj.:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	601	0	0	1654	29	9	0	22	460	129	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	601	0	0	1654	29	9	0	22	460	129	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	601	0	0	1654	29	9	0	22	460	129	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	661	0	0	1820	31	9	0	22	460	129	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.95	0.05	0.29	0.00	0.71	1.00	0.44	0.56
Final Sat.:	1900	5700	0	0	5605	95	552	0	1348	1900	831	1069
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.00	0.32	0.32	0.02	0.00	0.02	0.24	0.16	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.48	0.00	0.00	0.41	0.41	0.10	0.00	0.10	0.30	0.30	0.30
Volume/Cap:	0.05	0.24	0.00	0.00	0.80	0.80	0.16	0.00	0.16	0.80	0.51	0.51
Delay/Veh:	33.0	11.8	0.0	0.0	21.3	21.3	31.3	0.0	31.3	29.7	22.5	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	11.8	0.0	0.0	21.3	21.3	31.3	0.0	31.3	29.7	22.5	22.5
DesignQueue:	0	20	0	0	66	1	0	0	1	19	5	7

City of San Jose
Citywide Traffic Database
(modified August 4, 1998)

Level Of Service Computation Report
1994 HCM Operations (Future Volume Alternative)
Build-out (Modified) PM

Intersection #5039: BASCOM/PARKMOOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	10	10	10
Volume Module:												
Base Vol:	7	589	0	0	1622	28	9	0	22	451	126	163
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	7	601	0	0	1654	29	9	0	22	460	129	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Project:	0	14	0	0	29	0	0	0	0	43	0	0
Initial Fut:	7	615	0	0	1683	29	9	0	22	503	129	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	615	0	0	1683	29	9	0	22	503	129	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	615	0	0	1683	29	9	0	22	503	129	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.10	1.00	1.00	1.10	1.10	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	7	676	0	0	1852	31	9	0	22	503	129	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	2.95	0.05	0.29	0.00	0.71	1.00	0.44	0.56
Final Sat.:	1900	5700	0	0	5606	94	552	0	1348	1900	831	1069
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.00	0.33	0.33	0.02	0.00	0.02	0.26	0.16	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.46	0.00	0.00	0.39	0.39	0.10	0.00	0.10	0.32	0.32	0.32
Volume/Cap:	0.05	0.26	0.00	0.00	0.84	0.84	0.16	0.00	0.16	0.84	0.49	0.49
Delay/Veh:	33.0	12.4	0.0	0.0	23.0	23.0	31.3	0.0	31.3	31.3	21.6	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	12.4	0.0	0.0	23.0	23.0	31.3	0.0	31.3	31.3	21.6	21.6
DesignQueue:	0	21	0	0	68	1	0	0	1	21	5	7

