San Jose State University, South Campus Multi-level Parking Structure and Sports Field Facility

Initial Study – Mitigated Negative Declaration

prepared by

The Trustees of the California State University
for San Jose State University
One Washington Square
San Jose, California 95192

prepared with the assistance of

Rincon Consultants, Inc.
449 15th Street, Suite 303
Oakland, California 94612

May 2019

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
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Initial Study

1. Project Title

San Jose State University South Campus Multi-level Parking Structure and Sports Field Facility

2. Lead Agency Name and Address

The Trustees of the California State University
400 Golden Shore
Long Beach, California 90802

Locally Represented by:

Chia Tsai, Associate Director of Planning
Planning, Design & Construction
Facilities Development & Operations
San Jose State University
One Washington Square
San Jose, California 95192
Phone: 408-924-8139

3. Purpose and Legal Authority

This document has been prepared to analyze the potential environmental effects of the San Jose State University Parking Structure and Sports Field Project ("proposed project") in order to satisfy the requirements of the California Environmental Quality Act (CEQA) (Pub. Res. Code Section 21000 et seq.) and the *CEQA Guidelines* (14 California Code of Regulations [CCR] 15000 et seq.). CEQA requires that all State and local government agencies consider the environmental consequences of projects for which they have discretionary authority before they approve or implement such projects.

The Initial Study (IS) is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. In the case of the proposed project, the Board of Trustees of the California State University is the lead agency. If the lead agency finds substantial evidence that any aspect of the project, either alone or in combination with other projects, may have a significant effect on the environment, that agency is required to prepare an Environmental Impact Report (EIR), a supplement to a previously prepared EIR, or a subsequent EIR to analyze the project. If the lead agency finds no substantial evidence that the project or any of its aspects may cause a significant impact on the environment, a Negative Declaration (ND) shall be prepared. If, over the course of the analysis, the project is found to have a significant impact on the environment that can be reduced to a less-than-significant level with the implementation of project-specific mitigation measures, a Mitigated Negative Declaration (MND) shall be prepared.

4. Project Location

The project site is located on the San Jose State University (SJSU) South Campus in the center of the City of San Jose, California (Figure 1). The SJSU South Campus is located to the south of Interstate 280/Joseph P. Sinclair Freeway and to the west of US Highway 101. The South Campus occupies an approximately 53-acre, rectangular-shaped area bordered by East Humboldt Street on the north, East Alma Avenue on the south, South 7th Street on the west, and Senter Road on the east. The proposed project includes a four-level parking structure and adjacent sports field, described below, which would be located adjacent to the east side of South 10th Street, northeast of its intersection with East Alma Avenue, in the southcentral portion of South Campus (Figure 2). The project site occupies 6.7 acres and contains the SJSU running track and the Bud Winter Field. The site also contains gravel and paved areas that are used for parking, which can accommodate approximately 600 vehicles. Parking on the project site is generally used for campus sporting events, including SJSU home football games at Spartan Stadium in the southwestern corner of the South Campus.

5. Description of Project

The proposed project would involve removal of the existing running track and Bud Winter Field, and construction of a new four-story parking structure with an adjacent sports field. The project would meet SJSU's goals of providing on-site athletic facilities for students and members of the surrounding community as well as adequate parking for nearby athletic uses. The project concept plan is plan in Figure 3.

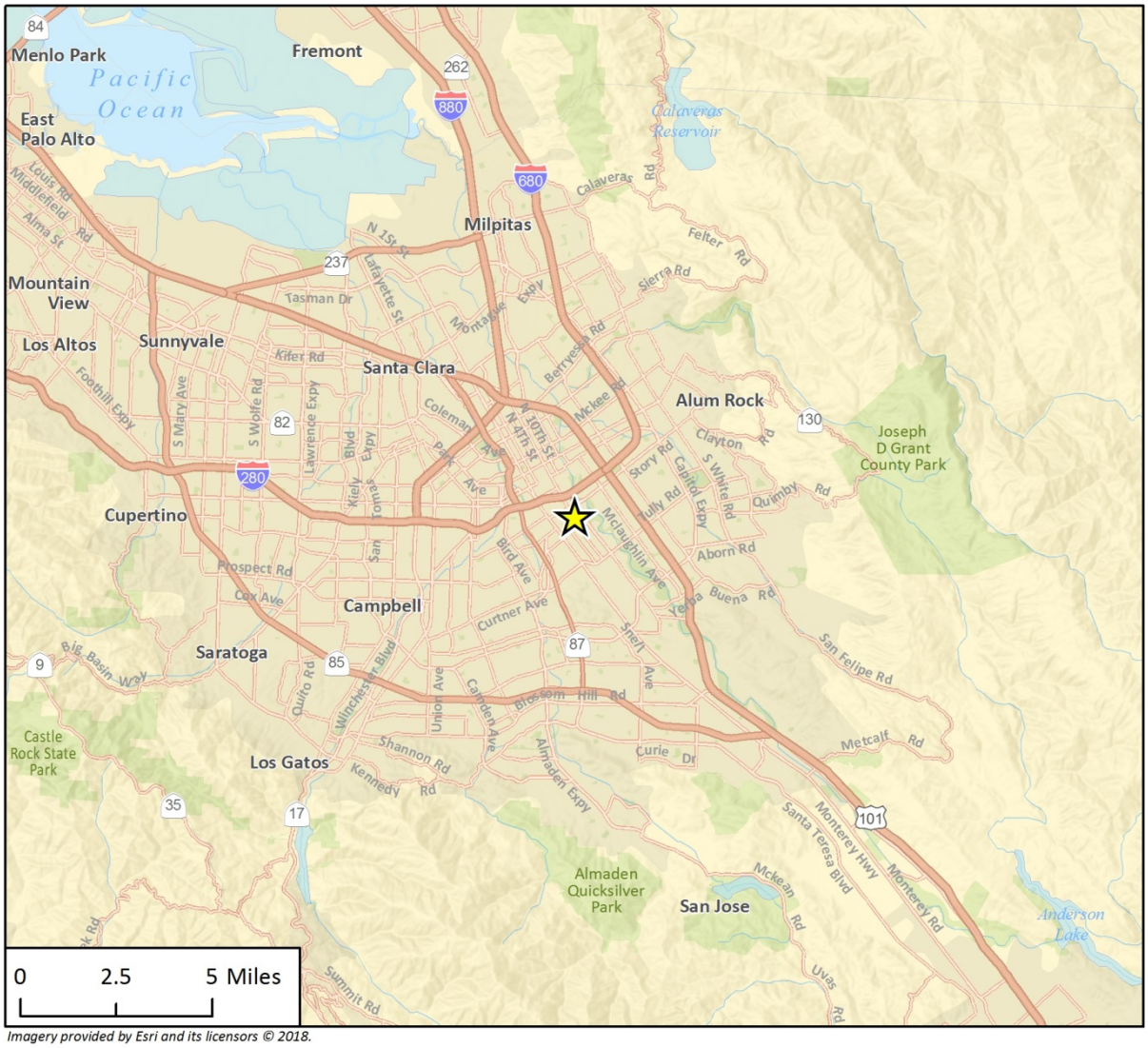
Parking Structure

The parking structure included under the proposed project would be approximately 480,702 square feet and would provide 1,500 vehicular parking spaces. Of these spaces, 15 would be for ADA (Americans with Disabilities Act) accessibility, 9 would be for oversized vehicles such as vans, and 120 would be CalGreen-designated stalls (including 84 EV and 36 carpool/vanpool spaces). The parking structure would be 34 feet, 6 inches tall and would contain three elevators and four stairways. The top level of the structure would have 25 thirty-foot-tall lighting poles, arranged as five lights per parking row. The parking garage would provide paid parking for the public, three restrooms on the ground floor of the parking structure adjacent to the sports field for SJSU students and affiliates, and storage/utility space. The main vehicle entrances and exits to the parking structure would be located midblock on 10th Street and East Alma Street (see Figure 2). A fire access road would be located on the eastern edge of the project site.

Sports Field

The proposed sports field would be surrounded by fencing and a public walking path, as well as a tailgating area. Lighting for the sports field would include light emitting diode (LED) luminaires (i.e., lights) supported on six poles ranging in height from approximately 70 to 80 feet tall, arranged around the perimeter of the field. As needed, the lights would be in use from 6:00 a.m. until sunrise, and from sunset until 10:00 p.m. up to seven days per week; throughout the year, sunrise varies between approximately 6:00 a.m. (summer) and 7:00 a.m. (winter), while sunset varies between approximately 5:30 p.m. (winter) and 8:30 p.m. (summer). On average, this equates to approximately 24 hours per week of lighting usage.

Figure 1 Regional Location



Imagery provided by Esri and its licensors © 2018.

Project Location

N

Fig 1 Regional Location

Figure 2 Project Site Location

Imagery provided by Google and its licensors © 2018.

Figure 3 Project Concept Plan

Source: WATRY DESIGN, INC.

Source: WATRY DESIGN, INC.

The lighting components would conform to the California Energy Efficiency Standards, Title 24, Chapter 2-53, 2016 Edition. The profile, elevation, and luminaire details of a standard athletic field lighting pole, which are anticipated to be used on-site, are shown in Figure 4.

The sports field would consist of synthetic turf that would be compliant with National Collegiate Athletic Association (NCAA) soccer regulations. The sports field is anticipated to be used intermittently between 6:00 a.m. and 10:00 p.m. daily by people authorized to access the site, including SJSU students, staff, and University affiliates.

Safety and Security

A fire alarm, smoke detector, and sprinkler system would be installed, including manual pull stations and heat detectors in the parking garage. There would be four blue-light emergency phones provided on each of the four parking levels. Security cameras would be located in every stair/elevator lobby and at driveway entrances. Signage would be placed in visible locations, and mad of a material that is highly resistant to vandalism and defacing (e.g., porcelain enamel, embedded phenolic, and high performance acrylic polyurethane paints with anti-graffiti top coating). Safety lighting would be provided on ingress/egress ramps in the parking structure. Lighting features would have shatter resistant lenses. An access lane would be provided along the eastern side of the project site.

Utilities

The fire sprinkler system would connect to an existing water line located near the project site, and potable water for the restroom building would be provided by SJSU via SJSU's existing water source. SJSU has had potable water wells on campus since the 1940s, and SJSU well water is treated to the highest municipal water standards and is tested weekly to ensure compliance with water quality standards. The San Jose Water Company serves as a backup to the SJSU campus wells, supplying water when one or more of the wells is off-line. Since 2000, SJSU has increased the use of recycled water provided by the San Jose Water Company. In addition to other uses on campus, recycled water is used to irrigate South Campus athletic fields.

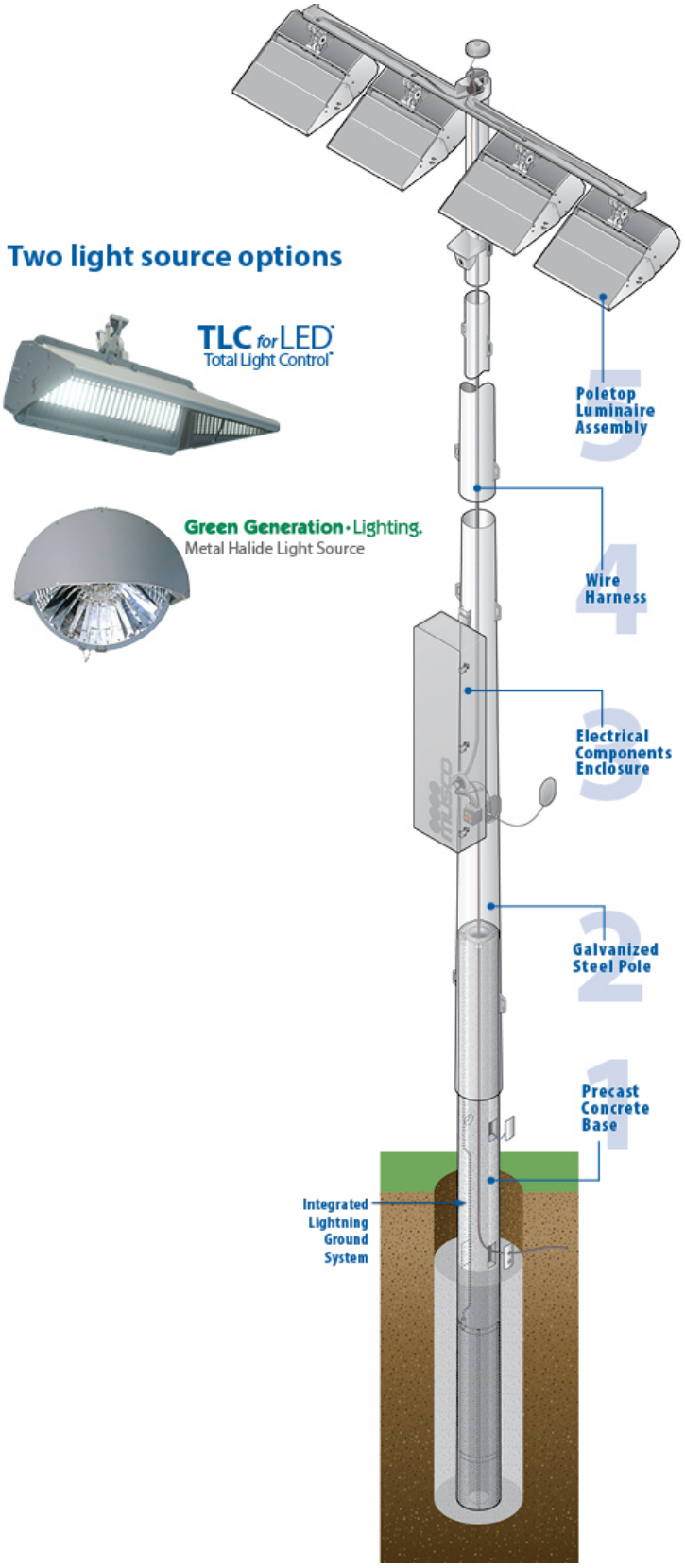
Stormwater runoff from the top of the parking structure would be directed to an oil interceptor, which would remove pollutants and discharge runoff by gravity flow to the existing storm drainage system on-site. The restrooms would be connected to the existing sewer system.

Pacific Gas and Electric (PG&E) is the electrical utility provider to the campus via a 115-kilovolt (kV) substation known as the Markham Substation. The substation has been owned and operated by SJSU since it was purchased from PG&E in 2002. The incoming 115-kV service is stepped down to 12.47-kV for campus distribution. Electricity would be provided to the project by an existing 12-kV electrical feeder line.

Other Project Components

Before demolition, SJSU would document the significance of Bud Winter Field and the importance it played in the social history of SJSU with both recordation and physical features at the subject site. The recordation would be documented by an historian or architectural historian who meets the Secretary of the Interior's Professional Qualifications. It would include narrative text and photography per Historic American Building Survey/Historic American Engineering Record, Documentation Level III. Photographs and text would describe the history and use of the site. This pre-demolition documentation be subsequently provided to SJSU Special Collections and Archives in archival and digital formats.

Figure 4 Conceptual Lighting Pole Details



The project would also include an on-site interpretive program interpreting and illustrating the history of Bud Winter Field, and its role in the larger social history of the 1960s era Track and Field program at SJSU. The program includes placement of a commemorative plaque in a visible and public area on or within the proposed parking structure. The plaque would include information collected as part of the pre-demolition documentation.

Additionally, the following physical features would be incorporated into the project:

- The installation of an exterior perforated metal panel onto the parking structure that would depict imagery conveying the historical "Speed City" era; and
- The naming of a public pathway in recognition of the significant events and persons associated with the site.

6. Surrounding Land Uses and Setting

North of the SJSU South Campus, along East Humboldt Street, land use is residential, consisting of one- and two-story residences. Kelley Park is located along Senter Road, east of the campus. Adjacent land uses to the south of the campus include the San Jose Municipal Stadium, an indoor ice rink facility, an industrial concrete business, and a large parking lot. An SJSU park-and-ride lot is located to the west of the campus, along South 7th Street. Other nearby businesses and land uses include a recycling center and roofing supply shop to the west, and a trucking logistics and distribution business to the south.

7. Required Approvals

The Trustees of the California State University is the lead agency for the proposed project. The project requires the following discretionary land use approvals by the Trustees of the California State University:

- Campus Master Plan Revision Approval
- Schematic Plan Approval
- Others, as necessary

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving impacts that are "Potentially Significant Unless Mitigation Incorporated" as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agriculture and Forestry Resources	☐	Air Quality
■	Biological Resources	■	Cultural Resources	☐	Energy
☐	Geology and Soils	☐	Greenhouse Gas Emissions	■	Hazards and Hazardous Materials
☐	Hydrology and Water Quality	☐	Land Use and Planning	☐	Mineral Resources
☐	Noise	☐	Population and Housing	☐	Public Services
☐	Recreation	■	Transportation/Traffic	■	Tribal Cultural Resources
☐	Utilities and Service Systems	☐	Wildfire	■	Mandatory Findings of Significance

Determination

Based on this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

■ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

5/30/2019
Date

Chia Tsai
Printed Name

Associate Director of Planning
Title

☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Printed Name	Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	■
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	■	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	■	☐

a. Would the project have a substantial adverse effect on a scenic vista?

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The proposed project would be constructed within the SJSU South Campus. The campus is not designated as, or visible from, a scenic vista, and the project site is not visible from a designated scenic highway. Therefore, no impact to scenic vistas or highways would occur as a result of this project.

NO IMPACT

c. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The project is located in an urbanized area of San Jose, on the SJSU South Campus. According to the SJSU Master Plan (2001), the campus property was chosen and designed to be a contiguous pedestrian campus that connects to the urban development surrounding the site in downtown San Jose (SJSU 2001). The SJSU Master Plan includes campus design guidelines to shape how project development occurs on the campus. These guidelines include policies to maintain or improve the existing open space, access to parking, pedestrian access, and appropriate signage. The proposed parking structure and sports field would be similar in aesthetics to what is existing at the project site and in the surrounding viewshed, including other parking and sports facilities. The function and aesthetic quality of the sports field would be similar to the existing use and would not represent a substantial change.

Aesthetics of the proposed parking garage would be similar in context with existing large surface parking areas nearby, including the lot to the south of the campus and the SJSU park-and-ride lot to the west. The structure would be equipped with exterior treatments typical of nearby campus facilities and would be a concrete color, consistent with surrounding structures. The proposed parking structure would have solid railings on the perimeter of the building and the elevator towers would be glass-backed.

Several existing buildings and parking areas would separate the proposed parking structure from the existing residences to the north of the campus. These existing features would partially screen views of the project and would also reduce the visual contrast that the addition of a new structure would have within the viewshed. The proposed sports field and adjacent parking structure would be consistent with the SJSU Master Plan campus design guideline polices and would not conflict with any other with applicable zoning and other regulations governing scenic quality. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The proposed parking garage and sports field would be equipped with exterior lighting for nighttime use, thereby introducing new permanent lighting. However, the proposed LED lighting system is specifically designed to minimize light spillage and would not operate beyond 10:00 p.m. The 70- to 80-foot-tall stanchions would enable each luminaire to be mounted with a narrow beam angle, which would focus light downward while still providing sufficient lighting for the project, thereby limiting off-site light trespass.

The proposed lights around the sports field would be used from approximately 6:00 a.m. until sunrise and from 6:00 p.m. until 10:00 p.m. for up to seven days per week. Lights would be turned off after 10:00 p.m. During operation, narrow beam angle, reflectors, and visors would minimize the exposure of nearby residents to lighting. Nonetheless, the proposed lighting system would produce illuminance in and around the project site during hours of use. The SJSU Exterior Lighting Master Plan (Strata 2016) contains specific requirements for outdoor lighting to ensure that lighting would integrates with campus aesthetics, would be low-maintenance and energy efficient, and would result in minimal light trespass and reduced light pollution while providing good nighttime visibility.

According to the photometric analysis (Appendix A) performed by Musco Lighting in January 2019, illumination from the sports field lights would dissipate to no measurable foot-candle difference from ambient light approximately 100 feet from the site on both the horizontal and vertical planes. As the nearest residences are approximately 500 feet from the project site and the parking structure lighting would be less intense compared to the sports field lighting, light trespass from the project would be less than significant.

Discomfort glare is typically measured in terms of candelas, which is a unit of measurement based on luminous power per unit solid angle emitted by a point light source in a particular direction. In layman's terms, the degree of discomfort glare decreases the further that a viewer is located from a light source, due to the dispersion of light across distance. The International Commission on Illumination (CIE) has set limits on candelas from outdoor lighting installations for lighting zones from E1 to E4 (CIE 2003). The E3 lighting zone, which applies to the site, denotes areas of medium ambient brightness, such as urban residential areas. In the E3 lighting zone, the CIE finds that light intensity from luminaires may not exceed 10,000 candelas during pre-curfew hours from dusk until 11 pm). According to Appendix A, light intensity reaches a maximum of 5,137 candelas approximately 100 feet from the site. Therefore, glare from the project would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	■
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	■

a. Would the project convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

e. Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

The project site is located entirely within the existing SJSU South Campus, and the campus is adjacent to residential and industrial uses and existing city streets. The SJSU South Campus is located near the urban center of the City of San Jose. There are no agricultural or forest land uses on campus or adjacent to campus. The project would not convert agricultural land to a non-agricultural use, conflict with the existing zoning of forest land or timberland, result in the loss or conversion of forest land to non-forest uses, or interrupt ongoing agricultural activity. The proposed project would have no impact on agriculture or forestry resources.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	■	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	■	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	■
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	■	☐

Air Quality Standards and Attainment

The project site is located in the San Francisco Bay Area Air Basin (the Basin), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). As the local air quality management agency, the BAAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards.

Depending on whether air quality standards are met or exceeded, the Basin is classified as being in "attainment" or "nonattainment." Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. The BAAQMD is in non-attainment for the state and federal ozone standards, the state and federal $PM_{2.5}$ (particulate matter up to 2.5 microns in size) standards, and the state PM_{10} (particulate matter up to 10 microns in size) standards and is required to prepare a plan for improvement (BAAQMD 2017a).

The health effects associated with criteria pollutants for which the Basin is in non-attainment are described in Table 1.

Table 1 Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Suspended particulate matter (PM_{10})	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma).[1]
Suspended particulate matter ($PM_{2.5}$)	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children, such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma.[a]

[1] More detailed discussions on the health effects associated with exposure to suspended particulate matter can be found in the following documents: EPA, Air Quality Criteria for Particulate Matter, October 2004.

Source: U.S. EPA, http://www.epa.gov/airquality/urbanair/

Air Quality Management

The Bay Area 2017 Clean Air Plan (2017 Plan) provides a plan to improve Bay Area air quality and protect public health as well as the climate. The legal impetus for the 2017 Plan is to update the most recent ozone plan, the 2010 Clean Air Plan, to comply with state air quality planning requirements as codified in the California Health & Safety Code. Steady progress in reducing ozone levels in the Bay Area has been made, however the region continues to be designated as non-attainment for both the one-hour and eight-hour state ozone standards. In addition, emissions of ozone precursors in the Bay Area contribute to air quality problems in neighboring air basins. Under these circumstances, state law requires the Clean Air Plan to include all feasible measures to reduce emissions of ozone precursors and reduce transport of ozone precursors to neighboring air basins (BAAQMD 2017b).

In 2006, the U.S. Environmental Protection Agency (USEPA) tightened the national 24-hour $PM_{2.5}$ standard regarding short-term exposure to fine particulate matter from 65 µg/m^3 (micro-grams per cubic meter) to 35 µg/m^3. Air quality monitoring data for years 2006 through 2008 show that the region was slightly above the standard, and USEPA designated the Bay Area as non-attainment for the 24-hour national standard in December 2008. This triggered the requirement for the Bay Area to prepare a State Implementation Plan (SIP) submittal to demonstrate how the region would attain the standard. However, data for both the 2008-2010 and the 2009-2011 cycles showed that Bay Area $PM_{2.5}$ levels currently meet the standard. On October 29, 2012, the USEPA issued a proposed rule-making to determine that the Bay Area now attains the 24-hour $PM_{2.5}$ national standard. Based on this, the Bay Area is required to prepare an abbreviated SIP submittal which includes an emission inventory for primary (directly-emitted) $PM_{2.5}$, as well as precursor pollutants that contribute to

formation of secondary PM in the atmosphere and amendments to the BAAQMD New Source Review (NSR) to address $PM_{2.5}$ (adopted December 2012).[1] However, key SIP requirements to demonstrate how a region will achieve the standard (i.e., the requirement to develop a plan to attain the standard) will be suspended as long as monitoring data continues to show that the Bay Area attains the standard.

In addition to preparing the "abbreviated" SIP submittal, the BAAQMD has prepared a report entitled "Understanding Particulate Matter: Protecting Public Health in the San Francisco Bay Area" (BAAQMD 2012). The report will help to guide the BAAQMD's on-going efforts to analyze and reduce PM in the Bay Area in order to better protect public health. The Bay Area will continue to be designated as "non-attainment" for the national 24-hour $PM_{2.5}$ standard until such time as the Air District elects to submit a "redesignation request" and a "maintenance plan" to the USEPA, and the USEPA approves the proposed redesignation.

Air Emission Thresholds

This analysis uses the BAAQMD's May 2017 *CEQA Air Quality Guidelines* to evaluate air quality. Therefore, the numeric thresholds in the May 2017 BAAQMD *CEQA Air Quality Guidelines* were used for this analysis to determine whether the impacts of the project exceed the thresholds identified in Appendix G of the State CEQA Guidelines.

Table 2 presents the significance thresholds for construction and operational-related criteria air pollutant and precursor emissions being used for the purposes of this analysis. These represent the levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. For the purposes of this analysis, the proposed project would result in a significant impact if construction or operational emissions would exceed any of the thresholds shown in Table 2.[2]

Table 2 Air Quality Thresholds of Significance

	Construction-Related Thresholds	Operation-Related Thresholds	
Pollutant/ Precursor	Average Daily Emissions (pounds per day)	Maximum Annual Emissions (tpy)	Average Daily Emissions (lbs/day)
ROG	54	10	54
NO_X	54	10	54
PM_{10}	82 (exhaust)	15	82
$PM_{2.5}$	54 (exhaust)	10	54

Notes: tpy = tons per year; lbs/day = pounds per day; NOX = oxides of nitrogen; PM2.5 = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM10 = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; ROG = reactive organic gases; tpy = tons per year.

Source: Table 2-1, Bay Area Air Quality Management District, CEQA Air Quality Guidelines, May 2017

[1] PM is made up of particles that are emitted directly, such as soot and fugitive dust, as well as secondary particles that are formed in the atmosphere from chemical reactions involving precursor pollutants such as oxides of nitrogen (NO_x), sulfur oxides (SO_x), volatile organic compounds (VOCs), and ammonia (NH_3).

[2] Note the thresholds for PM_{10} and $PM_{2.5}$ apply to construction exhaust emissions only.

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Vehicle use, energy consumption, and associated air pollutant emissions are directly related to population growth. A project may be inconsistent with the applicable air quality plan if it would result in either population or employment growth that exceeds growth estimates included in the plan. Such growth would generate emissions not accounted for in the applicable air quality plan emissions budget. Therefore, projects need to be evaluated to determine whether they would generate population and employment growth and, if so, whether that growth would exceed the growth rates included in the applicable air quality plan. The most recent and applicable adopted air quality plan is the 2017 Clean Air Plan.

The project would not impact overall enrollment at SJSU. The project would replace the existing track and field facilities on the site with a parking structure and sports field but would not increase the number of athletic events that occur at the project site. Instead, it would formalize the currently informal parking use pattern, and develop a sports field that would be utilized by existing SJSU students and a walking path located along the fenced exterior of the field that can be used by local residents. The proposed project would not result in an increase in population or employment. Therefore, the project would not conflict with or obstruct the implementation of the 2017 Plan. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Project construction would generate temporary construction-related emissions (direct emissions) and long-term operational emissions (indirect emissions). Emissions associated with the project were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2. The project was modeled as an enclosed parking garage with elevator and city park land uses. In addition, the parking garage was modeled to include LED efficiency lighting. Complete CalEEMod results and assumptions can be viewed in Appendix B.

Construction Emissions

Project construction would generate temporary air pollutant emissions. These impacts are associated with fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction vehicles, in addition to reactive organic gases (ROG) that would be released during the drying phase upon application of architectural coatings. The proposed project would be required to comply with all BAAQMD rules and regulations regarding construction emission control measures. These include using equipment with Best Available Control Technology (BACT) and using low volatile organic compound (VOC) architectural coatings. Although required, CalEEMod was run without using equipment with BACT and used default VOC architectural coatings. Thus, the modeling results provide a conservative estimate of emissions.

It was assumed that project construction would start in June 2019 and be completed by April 2020. CalEEMod defaults were used for construction schedule and equipment. Construction would include demolition, grading, construction, paving, and architectural coating. Architectural coating was assumed to begin halfway through building construction, consistent with typical construction schedules. Construction activities would result in temporary air quality impacts that may vary substantially from day to day, depending on the level of activity, the specific type of operation, and,

for dust, the prevailing weather conditions. Table 3 summarizes the estimated maximum daily emissions of pollutants during construction on the project site.

Table 3 Construction Emissions

	Emissions (lbs/day)					
Year	ROG	NO_X	CO	PM_{10} (exhaust)	$PM_{2.5}$ (exhaust)	SO_X
2019 Maximum Daily Emissions	4.2	37.1	30.4	1.8	1.7	0.1
2020 Maximum Daily Emissions	7.6	35.5	32.2	1.3	1.2	0.1
Maximum Daily Emissions	7.6	37.1	32.2	1.8	1.7	0.1
BAAQMD Thresholds (average daily emissions)	54	54	N/A	82	54	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A

[a] See Table 2.0 "Overall Construction-unmitigated" emissions. Winter emissions results are shown for all emissions except CO, which has higher summer emissions. CalEEMod worksheets in Appendix B.

N/A = not applicable; no BAAQMD threshold for CO or SO_X

As shown in Table 3, project construction would not exceed BAAQMD thresholds. Therefore, construction impacts would be less than significant.

Operational Emissions

Long-term emissions associated with project operation, as shown in Table 4, would include emissions from vehicle trips (mobile sources), electricity use (energy sources), and landscape maintenance equipment, consumer products and architectural coating associated with on-site development (area sources). The project would not result in natural gas combustion. Therefore, this source is not discussed further. To be conservative, CalEEMod defaults were used for trip generation rates. Although there are similar existing uses on the project site, the air quality analysis conservatively does not account for the elimination of existing operational emissions.

Table 4 Operational Emissions

Sources	Estimated Emissions					
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$	SO_X
Average Daily Emissions (lbs/day)						
Area	0.3	<0.1	0.2	<0.1	<0.1	<0.1
Energy[1]	N/A	N/A	N/A	N/A	N/A	N/A
Mobile	0.1	0.4	1.2	0.3	<0.1	0.1
Total Emissions (lbs/day)	0.4	0.4	1.3	0.3	0.1	<0.1
BAAQMD Thresholds	54	54	N/A	82	54	N/A
Threshold Exceeded?	No	No	N/A	No	No	N/A

See Appendix B for CalEEMod worksheets

[1] CalEEMod calculates the carbon intensity of electricity use as well as natural gas, but only calculates the NO_X intensity of natural gas. The project would not result in natural gas combustion. There are no air quality impacts due to electricity as they are emitted elsewhere.

N/A = not applicable; no BAAQMD threshold for CO or SO_X

Emissions would not exceed BAAQMD thresholds for any criteria pollutant. Operational impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

The California Air Resources Board (CARB) has identified diesel particulate matter as a carcinogen for humans (CARB 2018). A primary source of diesel particulate matter is exhaust from vehicle traffic on highways. In addition, the BAAQMD recommends analyzing permitted stationary sources. In order to assess potential exposure to toxic air contaminants (TAC) for new sensitive receptors near highways and stationary sources, the BAAQMD recommends a risk and hazard screening using BAAQMD's screening tools if the project would subject sensitive receptors to an excess cancer risk level.

The project does not include construction of new highways or roads which could be considered a new permitted or non-permitted source of TAC or $PM_{2.5}$ in proximity to receptors. In addition, the project does not include construction of new stationary sources which could be considered a new permitted or non-permitted source of TAC or $PM_{2.5}$ in proximity to receptors. Therefore, impacts under this criterion would be less than significant.

Thresholds from BAAQMD's 2017 *CEQA Air Quality Guidelines* are intended to apply to projects that would site new permitted or non-permitted sources in proximity to receptors and for projects that would site new sensitive receptors in proximity to permitted or non-permitted sources of TAC or $PM_{2.5}$ emissions. The project would not site a new source or new receptor at the project site, as a sports field currently exists on the project site. Similarly, a parking lot currently exists on the project site and is not considered a sensitive receptor. As discussed above, grading and construction of the project site would not create emissions that would exceed BAAQMD thresholds for any pollutant.

Therefore, it would not expose sensitive receptors to substantial pollutant concentrations. There would be no impact.

NO IMPACT

d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Table 3-3 in the BAAQMD's 2017 *CEQA Air Quality Guidelines* provides odor screening distances for land uses that have the potential to generate substantial odor complaints. The uses in the table include wastewater treatment plants, landfills or transfer stations, refineries, composting facilities, confined animal facilities, food manufacturing, smelting plants, and chemical plants (BAAQMD 2017c). None of the uses identified in the table would occur with the project. The proposed project would not generate objectionable odors affecting a substantial number of people during operation.

During construction activities, heavy equipment and vehicles would emit odors associated with vehicle and engine exhaust and during idling. However, these odors would be temporary and would cease upon completion. Overall, the proposed project would not generate objectionable odors affecting a substantial number of people. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	■
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	■
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	■
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	■	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	■
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	■	☐

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as candidate, sensitive, or special status in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

In some cases, lighting has been shown to impact bird species; however, this typically occurs where light is otherwise scarce, such as on offshore oil platforms (Hüppop et al. 2015) and in forests (The Nature Conservancy 2015). There is no evidence that shows birds are attracted to urban lights (Evans Ogden 1996). Since lighting would occur for only a few hours per night and, with implementation of Mitigation Measure AES-1, little light trespass would occur, the proposed sports field lighting is unlikely to result in birds becoming trapped within the light zone, known as the "trapping effect" (Evans Ogden 1996), especially on diurnal (daytime active) birds (Outen 2002). In addition, lighting events would primarily occur during the winter, which falls mostly outside the typical nesting bird season in California (February 1st to August 31st). Therefore, operational lighting would have a less than significant impact on bird species.

There are no rivers or waterbodies on the SJSU South Campus. Therefore, migratory fish do not occur on the project site.

Although the project site is developed with athletic facilities and asphalt pavement, there are several ornamental conifer trees at the northern, southern, and western boundary of the project site. Project construction could require the removal of up to 12 of these trees. If removal of trees occurs during the typical nesting bird nesting season in California (February 1st through August 31st), and trees are used for nesting, migratory birds could be adversely impacted. This impact would be would be potentially significant unless mitigation is incorporated.

Mitigation Measures

The following mitigation measure would be required to reduce impacts to migratory birds to a less than significant level.

BIO-1 Native/Breeding Native Bird Protection

To avoid impacts to nesting birds, including birds protected under the Migratory Bird Treaty Act, all tree removal shall be limited to the period between September 1 and January 31 (i.e., outside the nesting season) if feasible. If tree removal cannot be conducted during this period, a pre-construction survey for active nests within the project site shall be conducted by a qualified biologist at the site no more than two weeks prior to removal of the trees. If an active bird nest is located, the nest site shall be fenced at a distance commensurate with the particular species and in consultation with the California Department of Fish and Wildlife (CDFW) until juveniles have fledged and when there is no evidence of a second attempt at nesting. Limits of construction to avoid a nest should be established in the field with flagging and stakes or construction fencing. Construction personnel shall be instructed on the sensitivity of the area. The project proponent shall record the results of the recommended protective measures described above to document compliance with applicable state and federal laws pertaining to protection of native birds.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

The project site is fully developed and disturbed and lacks native biological habitat that could support sensitive natural communities. The surrounding areas of the campus also are developed and lack native habitat capable of supporting special-status species. Because the project site and larger campus area are developed, and because there are no streams or waterbodies onsite, riparian habitat or other sensitive natural communities do not occur at the project site. Therefore, the proposed project would have no impact on riparian habitat, and other sensitive natural communities because these resources do not occur on the project site or surrounding vicinity.

NO IMPACT

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

As described above, the project site is located on the existing SJSU South Campus and is developed with a running track, athletic field, and gravel and paved areas. A review of aerial photography and the U.S. Fish and Wildlife (USFWS) National Wetland Inventory indicates that there are no federally protected wetlands or other waters on the SJSU South Campus, including the project site. The nearest mapped wetland areas are several small ponds in Kelly Park, which is approximately 800 feet east of the project site, on the opposite side of Senter Road from the campus. Therefore, the proposed project would have no impact to jurisdictional wetlands.

NO IMPACT

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Neither the California State University system nor SJSU have a tree protection and replacement ordinance or policy. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The proposed project would have no impact.

NO IMPACT

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The City of San Jose has entered into a regional partnership with five local partners (the cities of Gilroy and Morgan Hill, County of Santa Clara, the Santa Clara Valley Transportation Authority, and the Santa Clara Valley Water District) and two Wildlife Agencies (the USFWS and CDFW) to develop Habitat Conservation Plan and Natural Communities Conservation Plan for Santa Clara Valley. The Final Santa Clara Valley Habitat Plan (County of Santa Clara, et al., 2012) was released in August 2012. In January 2013, the Plan was adopted by the City of San Jose.

Although the Habitat Plan does not directly apply to SJSU lands, much of the Habitat Plan, as discussed in the City of San Jose's General Plan, focuses on urban development being contained within urban areas. The proposed project is aligned with this goal because it would involve

redeveloping an existing area of the SJSU South Campus, which is developed and disturbed and located in an urban setting.

The Habitat Plan requires that projects avoid direct impacts on legally protected plant and wildlife species; the proposed project has no direct impacts on protected species other than those discussed above regarding migratory nesting birds. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	■	☐
b. Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	■	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	■	☐

This section provides an analysis of the project's impacts on cultural resources, including historical and archaeological resources, as well as human remains.

CEQA requires a lead agency determine whether a project may have a significant effect on historical resources (Public Resources Code [PRC], Section 21084.1) and tribal cultural resources (PRC Section 21074 [a][1][A]-[B]). A historical resource is a resource listed in, or determined to be eligible for listing, in the California Register of Historical Resources (CRHR), a resource included in a local register of historical resources, or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (State CEQA Guidelines, Section 15064.5[a][1-3]).

A resource shall be considered historically significant if it:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

In addition, if it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC, Section 21083.2[a], [b]).

PRC, Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Historical and Archaeological Resources

Rincon conducted a search of the California Historical Resources Information System (CHRIS) at the Northwest Information Center (NWIC) located at Sonoma State University on February 28, 2018. The search was performed to identify previously recorded cultural resources, as well as previously conducted cultural resources studies within the project site and a 0.8-kilometer (0.5-mile) radius surrounding it. The CHRIS search included a review of available records at the NWIC, as well as the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the Office of Historic Preservation Historic Properties Directory, the California Inventory of Historic Resources, the Archaeological Determinations of Eligibility list, and historic maps.

The NWIC records search identified 37 cultural resources studies conducted within a 0.5-mile radius of the project site, none of which included the project site.

The NWIC records search identified seven previously recorded cultural resources within a 0.5-mile radius of the project site, all of which are recorded outside of the project site. One resource (P-43-000024) is recorded in close proximity to the project site in the vicinity of Spartan Stadium. The resource consists of a prehistoric habitation site including burials that were uncovered at an approximate depth of 10 feet below ground surface when the original stadium was constructed in 1933. When the stadium was rebuilt in 1972, Miley Holman conducted limited testing that did not recover evidence of an archaeological site but the depth and location of testing is unknown. Limited archaeological testing and augering was conducted again in 1973 by Joseph C. Winter at an unknown location to a depth of 7 feet. No evidence of an archaeological site was identified, though the site was previously recorded at a depth of 10 feet and thus may be present below the depth of Winter's investigation. The SJSU campus is considered an archaeologically sensitive area (Dixon 1977).

On February 23, 2018, Rincon contacted the Native American Heritage Commission (NAHC) and requested a search of the Sacred Lands File (SLF). The NAHC provided a response on March 5, 2018 stating that the SLF results were negative. Rincon prepared and mailed anticipatory letters to Native Americans known to be interested in the general project vicinity on February 23, 2018. No responses were received.

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

In accordance with Section 15064.5(3) of the CEQA Guidelines, SJSU has determined that Bud Winter Field is a historical resource as defined by CEQA. The field appears to possess limited associations with notable track and field coach Lloyd "Bud" Winter and the successful track program known as "Speed City" which produced numerous record-setting athletes ranked among the best in the world from approximately the 1950s through the 1970s (Lynch 2017; SJSU 2019). Bud Winter Field was constructed in 1968 and replaced an earlier track located at South 7th and East Humboldt streets. This earlier track was most closely associated with Speed City and Bud Winter, who oversaw

the program until 1970 (Del Rio 2018). Two of Speed City's most notable athletes are Tommie Smith and John Carlos who were actively involved in the Olympic Project for Human Rights, a civil rights organization organized in 1967 by sociologist and SJSU lecturer Harry Edwards, Ph.D. which sought to protest racial inequality through athlete activism (Anderson 2018). After winning gold and bronze medal respectively in the 200-meter dash at the 1968 Summer Olympics in Mexico City, Smith and Carlos raised their fists during the medal ceremony in to create one of the most iconic images of sports and political activism in the twentieth century (Brown 2017). The action captured what became to be known as the "black power salute." In a later autobiography, Smith said the action was in fact a "human rights" salute.

Bud Winter Field appears to have limited direct associations with these significant events and persons. Dr. Edwards states Winters, Smith, and Carlos never ran competitively or trained at Bud Winter Field and rather these activities occurred at the no-longer-extant track at South 7th Street and East Humboldt streets (Edwards 2019). The track was constructed in 1968 two years prior to Winters departure from the SJSU program and during the lead up to the 1968 Summer Olympics, which occurred in October of that year. Further, social rights activities at SJSU associated with Edwards, Smith, Carlos, and many others were not limited to one track, but likely occurred in many other areas on and off the SJSU campus. Finally, in 2005, the University unveiled a sculpture in the center of the campus designed by a Portuguese artist, Rigo, that memorialized the two runners and the events at the Mexico City Olympic Games.

Nonetheless, SJSU recognizes that Bud Winter Field has potential limited associations with these significant events and individuals and is a historical resource as defined by CEQA.

As currently proposed, the project would involve removal of the existing running track and Bud Winter Field, and construction of a new four-story parking structure with an adjacent sports field on the same site. According to the CEQA Guidelines, a project would result in a significant impact to historical resources if it would cause a substantial adverse change in the significance of an historical resource. A substantial adverse change is defined in CEQA Guidelines §15064.5(4)(b)(1), as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." While the project would materially impair Bud Winter Field, it is possible that, through appropriate mitigation, the track's removal would not cause a significant impact under CEQA.

Both historically and currently, the track features no major built environment or developed features, and there are limited physical characteristics which are able convey its significant associations. The site is not visibly distinguishable from other similar athletic facilities and is geographically isolated from the main SJSU campus. Bud Winter Field is visually nondescript and undistinguishable and as a result its history and significance is largely intangible and unable to be conveyed by the site alone.

As presented in the project description, certain elements have been included in the project to mitigate impacts to Bud Winter Field by documenting and widely presenting the significance of Bud Winter Field. The Historic American Building Survey (HABS)-like documentation package would produce a detailed narrative report with historic and contemporary photographs of the site, which would provide present and future generations with a deeper understanding of the resource's significance. Oral histories will further help to capture the history and significance of the site. Information gathered through the HABS-like documentation package and oral history program will also provide the necessary data to inform the on-site interpretive program described below. Collectively these project components would further distinguish the property as a historical

resource and would create opportunities for the public gain a significantly more thorough understanding of the property's role athletic and civil rights history.

LESS THAN SIGNIFICANT IMPACT

b. Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?

The cultural resources records search indicated that the project vicinity is sensitive for archaeological resources, which could be considered historical resources. Archaeological site P-43-000024 is recorded in close proximity to the project site and was identified as buried approximately 10 feet below the ground surface at the time it was originally recorded. The boundaries and precise location of P-43-000024 have not been clearly defined and it is possible that the site is present within the project site. The site has been described as located approximately 10 feet below ground surface, and project ground disturbance is expected to reach depths of up to 12 feet (for the lighting pole foundations). As such, the project has the potential to disturb P-43-000024 or other unrecorded archaeological resources if they exist below the ground surface in the location of this project. Based on these factors, the following mitigation measures are required.

Mitigation Measures

The following mitigation measures would be required to reduce impacts to cultural resources a less than significant level.

CUL-1 Worker's Environmental Awareness Program (WEAP)

A qualified archaeologist shall be retained who meets the Secretary of the Interior's Professional Qualifications Standards for archaeology to conduct a WEAP training for archaeological sensitivity for all construction personnel prior to the commencement of any ground disturbing activities. Archaeological sensitivity training shall include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find. If construction stops for more than one month, a WEAP training must be conducting before construction commences again.

CUL-2 Archaeological and Native American Monitoring

Initial project-related ground-disturbing activities shall be observed by a qualified archaeological monitor under the direction of an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for prehistoric archaeology (NPS 1983). Initial ground disturbance is defined as activities within previously undisturbed native soils. A Native American monitor shall be retained for the duration of project ground disturbance. If archaeological resources are encountered during ground-disturbing activities, work in the immediate area must halt and the find evaluated for significance under CEQA. Monitoring may be reduced or halted at the discretion of the monitors as warranted by conditions such as encountering bedrock, sediments being excavated are fill, soils occur within formations unlikely to yield cultural resources (e.g., soils formations predating human occupation of the region), or negative findings during the first 60 percent of rough grading. If monitoring is reduced to spot-checking, spot-checking shall occur when ground-disturbance moves to a new location within the project site and when ground disturbance will extend to depths not previously reached (unless those depths are within bedrock). Upon completion of monitoring, a monitoring report and accompanying monitoring logs shall be submitted to SJSU and NWIC.

CUL-3 Unanticipated Discovery of Cultural Resources

If cultural resources are encountered during ground disturbing activities, work within 50 feet of the find shall be halted, SJSU shall be informed, and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (NPS 1983) shall be contacted immediately to evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and testing for the California Register of Historical Resources (CRHR) eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work, such as data recovery excavation, shall be required to mitigate any significant impacts to historical and/or archaeological resources. All documentation, including any Department of Parks and Recreation Series 523 form(s), excavation report(s), and accompanying field forms, shall be submitted to SJSU and to NWIC, as appropriate.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

The discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site and provide recommendations for treatment to the landowner within 48 hours of being granted access. With adherence to existing regulations, impacts to human remains would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	■	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	■	☐

Energy consumption accounts for energy consumed during construction and operation of the proposed project, such as fuel consumed by vehicles, natural gas consumed for heating and/or power, and electricity consumed for power. The analysis of energy consumption herein involves the quantification of anticipated vehicle and equipment fuel, natural gas, and electricity consumption during construction and operation of the proposed project, to the extent feasible, as well as a qualitative discussion of the efficiency, necessity, and wastefulness of that energy consumption.

a. Would the project result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Removal of the existing on-site sports field would result in short-term consumption of energy from the use of construction equipment and processes. The California Green Building Standards Code includes specific requirements related to recycling, construction materials, and energy efficiency standards that would apply to construction of the proposed project to minimize wasteful, inefficient, and unnecessary energy consumption.

The proposed project would involve the use of energy during construction and operation. Energy use during construction would be primarily from fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators. Temporary grid power may also be provided to construction trailers or electric construction equipment. Table 5 illustrates the anticipated energy consumption from construction equipment and vehicles, including construction worker trips to and from the project site. As shown therein, construction of the proposed project, which would last nine months, would require approximately 250 gallons of gasoline and 135,000 gallons of diesel fuel.

Table 5 Proposed Project Construction Energy Use

Source	Fuel Consumption (Gallons)	
	Gasoline	Diesel
Construction Equipment & Hauling Trips	–	134,871.94
Worker Vehicle Trips	249.18	–

See Appendix B for CalEEMod default values for fleet mix and average distance of travel, and Appendix F for energy calculation sheets.

Operation of the project would generate energy demand in the form of transportation fuel from vehicle trips; however, the proposed project would result in a comparable volume of daily vehicle trips to existing conditions (Appendix E). Therefore, the proposed project would not substantially increase demand for transportation fuel compared to existing conditions. Moreover, the parking structure would include 84 parking spaces with preferential parking for electric vehicles, thereby encouraging the use of electric vehicles over the use of petroleum-fueled vehicles. This would result in reduced energy use from fuels because the existing site does not have any electric vehicle charging stations.

In addition to transportation energy use, operation of the project would require permanent grid connections for electricity to power 25 light poles atop the parking structure, six light poles on the sports field, and additional lighting for the parking garage interior and entry/exit points. Light poles would be fitted with LED bulbs, which allow for longer replacement intervals than traditional light bulbs. While the light poles would generate additional operational energy demand as compared to existing conditions, the minimal amount of electricity required to power the light poles would serve to improve security for vehicle left at the parking structure and safety for people using the sports field.

Overall, operation of the proposed project would result in consumption of fuels from vehicle trips, electricity from lighting, and use of the restrooms. Project energy consumed would represent an incremental increase in energy usage compared to existing conditions, and the proposed project would implement energy-efficient components to reduce energy demand. Therefore, construction and operation of the proposed project would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

SJSU projects are required to be consistent with the California State University's (CSU) Sustainability Plan (2017). The CSU's Sustainability Plan contains university sustainability goals and climate action goals that directly relate to energy efficiency and conservation. Goals applicable to the proposed project include:

- The CSU will pursue sustainable practices in all areas of the university, including: business operations such as procurement; information technology; students services; food services; facilities operations; design and construction.
- The CSU will strive to reduce systemwide facility GHG emissions to 1990 levels, or below, by 2020 consistent with Assembly Bill 32.

- The CSU will strive to reduce facility GHG emissions to 80 percent below 1990 levels by 2040.
- The CSU will encourage and promote the use of alternative transportation and/or alternative fuels to reduce GHG emissions related to university-associated transportation, including commuter and business travel that generates GHG; reducing energy usage will inherently reduce GHG emissions.

The proposed project involves the installation of 31 light poles utilizing LED light bulbs instead of traditional lighting methods; therefore, the proposed project would be more energy efficient than if the project implemented traditional lighting methods. In addition, the parking structure would include 84 preferential parking spaces designated for electric vehicles, which would encourage electric vehicle use and reduce GHG emissions in comparison with fossil fueled vehicles. Use of LED features and electric vehicle parking would result in reduced energy consumption and thus reduced project GHG emissions, consistent with the CSU Sustainability Plan, and the goal for implementing sustainable practices in the design of the proposed project. Potential impacts associated with renewable energy and energy efficiency would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potentially substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	■	☐
2. Strong seismic ground shaking?	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
4. Landslides?	☐	☐	☐	■
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	■	☐
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	■	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■
f. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☐	☐	■

a.1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Ninyo & Moore conducted a geotechnical evaluation of the project site in March 2019 (Appendix C*).* According to Appendix C and the California Geological Survey's map of earthquake zones for the San Jose East Quadrangle (California Geological Survey 2001), the project area is not located within an Alquist-Priolo earthquake fault zone for surface fault rupture. No active faults are located on the project area or the SJSU South Campus, and the closest known active fault is the southern segment of the Hayward fault, located approximately four miles northeast (Appendix C). Therefore, impacts related to surface rupture would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.2. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

a.3. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

c. Would the project be located on a geologic unit or soil that is made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

The City of San Jose is located in a region of seismic activity and geotechnical instability (City of San Jose 2011). According to the City's General Plan (2011), major earthquake faults in the region are the San Andreas, near the crest of the Santa Cruz Mountains, and the Hayward and Calaveras fault system in the Diablo Range. Other potentially active faults, located in both the hills and valley areas of the City of San Jose, are the Berryessa, Crosley, Clayton, Quimby, Shannon, Evergreen, and Silver Creek faults (City of San Jose 2011). The closest known fault to the project area is the Silver Creek Fault, which is located approximately 0.9 mile northeast of the project site (California Department of Conservation, 2010). The site is located within a liquefaction hazard zone established by the state geologist and by Santa Clara County (Appendix C). Regional studies of liquefaction susceptibility indicate that liquefaction susceptibility in the project vicinity is moderate (Appendix C).

Based on site topography and location, lateral spreading is not anticipated to occur near the project site. Additionally, based on laboratory testing of soil samples from the project site, the site's near-surface soil has low expansive potential (Appendix C).

The project site is located in an area subject to seismic shaking and liquefaction. New construction in areas with such hazards can expose structures and occupants to geotechnical hazards. However, the California State University Board of Trustees has enacted stringent requirements for structural assessment of seismic performance of buildings within California State University campus locations than the 2016 California Building Code as adopted by the California Building Standards Commission. According to California State University Seismic Requirements (2016), seismic parameters are required to be reported for California State University campus locations. This policy applies to all construction activity undertaken by California State University for new and existing buildings, where university operations and activities occur. Adherence to the California State University Seismic

Design Parameters and the requirements of the California Building Code would reduce impacts associated with strong seismic ground shaking and liquefaction to less than significant.

LESS THAN SIGNIFICANT IMPACT

a.4. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

The project site is not located within an earthquake-induced landslide zone (California Geological Survey 2001). Landslides are most likely to occur on or near a slope or hillside area, rather than in generally level areas, such as the project site. The project site and the surrounding area are relatively flat, and the project does not include grading substantial slopes. As such, the proposed project would have no impact related to exposing people or structures to landslides.

NO IMPACT

b. Would the project result in substantial soil erosion or the loss of topsoil?

Soil excavation up to approximately five feet below existing grade would be required for construction of the parking structure, and ground improvement to a depth of at least 18 feet below the surface (Appendix C). Excavation for the lighting pole foundations may extend up to 12 feet below ground surface. Minor grading could also be required for construction, depending on site conditions. Disturbance to soils from these construction activities would increase the potential for erosion, as soils would be loosened and exposed to precipitation and wind. Project construction would disturb more than one acre of land, which would require coverage under the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity (adopted September 2, 2009) (the "Construction General Permit"), administered by the State Water Resources Control Board (SWRCB). To obtain coverage under this Construction General Permit, the landowner or other applicable entity must file Permit Registration Documents prior to the commencement of construction activity, which includes a stormwater pollution prevention plan (SWPPP). The SWPPP must include best management practices (BMPs) to control runoff and prevent soil erosion and sedimentation. Given the relatively flat topography of the site, the minimal grading and excavation required for construction, and implementation of the required SWPPP, substantial soil erosion during project construction would be avoided.

During operation of the proposed project, the site would be developed with the proposed parking garage and sports deck, as well as sidewalks and landscaping. Top soil would not be exposed to erosion forces, such as precipitation and wind. Therefore, impacts of the proposed project would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Based on the laboratory testing summarized in Appendix C, near-surface on-site soils have a low potential for expansion. Additionally, the 2016 California Building Code includes requirements to address soil-related hazards, and the proposed project would be constructed in compliance with the requirements of the 2016 California Building Code. Impacts related to expansive soils would therefore be less than significant.

LESS THAN SIGNIFICANT IMPACT

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The proposed project would be served by the existing municipal sanitary sewer system. Septic tanks or alternative wastewater disposal systems would not be utilized. Therefore, the proposed project would have no impact.

NO IMPACT

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Paleontological sensitivity of the geologic units that underlie the project area were evaluated using the results of the paleontological locality search and review of existing information in the primary literature concerning known fossils within those geologic units. Fossil collections records from the University of California Museum of Paleontology (UCMP) online database, which contains known fossil localities in Santa Clara County, were reviewed, as well as geologic maps and literature including: California Geological Survey (CGS) 2002; Fossen 2010; Norris and Webb 1990; UCMP online database 2018; Wentworth et al. 1999.

Following the literature review and museum record search, a paleontological sensitivity classification was assigned to the geologic units within the project area. The potential for impacts to significant paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units. The Society of Vertebrate Paleontology (SVP) (2010) has developed a system for assessing paleontological sensitivity and describes sedimentary rock units as having high, low, undetermined, or no potential for containing scientifically significant nonrenewable paleontological resources. This criterion is based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present. The project area is situated within the Diablo Range of the Coast Ranges, one of 11 geomorphic provinces of California (CGS 2002; Norris and Webb 1990). The Coast Ranges is composed of a complex assemblage of geologic units, including Jurassic to Cretaceous metasedimentary rock of the Franciscan Group, to younger Cenozoic marine and nonmarine shale, sandstone, and conglomerate. The Diablo Range extends approximately 200 miles from Contra Costa County south to Monterey County, and is characterized by grass-covered rolling hills – the surface expression of highly folded and faulted underlying geologic structure (Fossen 2010). Near the project area, the Diablo Range is transected by several major active or recently active faults, including the northwest-trending Hayward fault to the east of the project area. The project area is mapped at a scale of 1:100,000 by Wentworth et al. (1999) and includes one (1) geologic unit mapped at ground surface: Holocene flood plain deposits (Qhfp), composed of unconsolidated mud and fine-grained sand.

A search of the paleontological locality records on the UCMP online database resulted in no previously recorded vertebrate fossil localities within Holocene sedimentary deposits in the project vicinity. Holocene sedimentary deposits, particularly those younger than 5,000 years old, are generally too young to contain fossilized material. Therefore, the Holocene flood plain deposits sediments mapped in the project area have been assigned a low paleontological sensitivity, in accordance with SVP (2010) guidelines. However, according to a paleontological resources study included in the City of San Jose 2020 General Plan Environmental Impact Report (EIR) (2011), these Holocene deposits may be underlain by older Pleistocene alluvium at an unspecified depth. The City of San Jose 2020 General Plan EIR indicates that the floodplain deposits have low paleontological

sensitivity at the surface and grade into older paleontologically-sensitive strata at an unspecified depth that "varies geographically" (City of San Jose 2011, 677).

The Holocene flood plain deposits mapped in the project area are determined to have a low paleontological resource potential at shallow to moderate depth because they are likely too young to contain fossilized material. At an unknown but likely substantial depth, the Holocene deposits may grade into older Pleistocene sedimentary deposits that would have the potential to contain fossilized remains and would thus be considered to have a high paleontological sensitivity. Project ground disturbance is expected to reach a depth of up to 12 feet below ground surface (for the lighting pole foundations) and paleontologically-sensitive strata are not expected to be encountered above this moderate depth; therefore, project impacts to paleontological resources are not anticipated.

NO IMPACT

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8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	■	☐
b. Conflict with any applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases?	☐	☐	■	☐

Climate change is the observed increase in the average temperature of the earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. Climate change is the result of numerous, cumulative sources of greenhouse gases (GHG), gases that trap heat in the atmosphere, analogous to the way in which a greenhouse retains heat. Common GHGs include water vapor, carbon dioxide (CO_2), methane (CH_4), nitrous oxides (N_2O), fluorinated gases, and ozone (O_3). GHGs are emitted by both natural processes and human activities. Of these gases, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are largely by-products of fossil fuel combustion, whereas CH_4 results from off-gassing associated with agricultural practices and landfills. Anthropogenic GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases, such as hydrofluorocarbons (HFC), perfluorocarbons (PFC), and sulfur hexafluoride (SF_6) (National Aeronautics and Space Administration [NASA] 2018).

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, the average temperature of the Earth would be about 15 degrees Celsius (° C) cooler (NASA 1998). However, emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Thresholds

Pursuant to the requirements of Senate Bill (SB) 97, the California Natural Resources Agency adopted amendments to the CEQA Guidelines for the feasible mitigation of GHG emissions and analysis of the effects of GHG emissions. The adopted CEQA Guidelines provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

Most individual projects do not generate sufficient GHG emissions to influence climate change directly. However, physical changes caused by a project can contribute incrementally to significant

cumulative effects, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15064[h][1]).

To evaluate whether a project may generate a quantity of GHG emissions that may have a significant impact on the environment, State agencies have developed a number of operational bright-line significance thresholds. Significance thresholds are numeric mass emissions thresholds that identify the level at which additional analysis of project GHG emissions is necessary. Projects that attain the significance target, with or without mitigation, would result in less than significant GHG emissions. Many significance thresholds have been developed to reflect a 90 percent capture rate tied to the 2020 reduction target established in Assembly Bill (AB) 32. Numerous lead agencies have identified as appropriate significance screening tools for residential, commercial, industrial, and public land uses and facilities projects with horizon years before 2020.

In the 2017 BAAQMD *CEQA Air Quality Guidelines*, the BAAQMD outlines an approach to determine the significance of projects. For residential, commercial, industrial, and public land use development projects, the thresholds of significance for operational-related GHG emissions are as follows:

- Compliance with a qualified GHG Reduction Strategy
- Annual emissions less than 1,100 metric tons (MT) per year (MT/yr) of carbon dioxide equivalent (CO_2e)
- Service person (SP) threshold of 4.6 MT CO_2e/SP/year (residents + employees)

The BAAQMD annual emissions threshold of 1,100 MT of CO_2e per year was designed to capture 90 percent of all emissions associated with projects in the Basin and require implementation of mitigation so that a considerable reduction in emissions from new projects would be achieved. According to the California Air Pollution Control Officers Association (CAPCOA) white paper, *CEQA & Climate Change*, a quantitative threshold based on a 90 percent market capture rate is generally consistent with AB 32 (CAPCOA 2008). Senate Bill 32, codified in 2016, sets a more conservative emission reduction target of 40 percent below the 1990 level by 2030.

The annual emissions threshold of 1,100 MT of CO_2e per year applies best to the proposed project as SJSU does not have a qualified GHG reduction plan and the project is not a high-density project whose impacts would be more appropriately quantified by a service population threshold to reflect the per-person emission efficiency. Additionally, the Association of Environmental Professionals (AEP) white paper, *Beyond Newhall and 2020*, recommends that for projects with a horizon of 2020 or earlier, a threshold based on meeting AB 32 targets should be used (AEP 2016). Thus, projects with horizon years of 2020 or earlier and emissions below the BAAQMD threshold are not expected to require GHG mitigation for State mandates to be achieved. The project would be fully operational in 2020; therefore, its horizon year is 2020.

Methodology

CalEEMod version 2016.3.2 was used to calculate total GHG project emissions, which include construction and operational emissions. This methodology is recommended by the CAPCOA CEQA and Climate Change white paper (CAPCOA 2008). The analysis focuses on CO_2, N_2O, and CH_4 as these are the GHG emissions that on-site development would generate in the largest quantities.

Fluorinated gases, such as HFCs, PFCs, and SF_6, were also considered for the analysis. However, the proposed project is not expected to be a significant contributor of fluorinated gases since fluorinated gases are primarily associated with industrial processes. Calculations were based on the methodologies discussed in the CAPCOA white paper and included the use of the California Climate Action Registry (CCAR) General Reporting Protocol (CCAR 2009).

Operational Emissions

Operational emissions for the proposed project were modeled using CalEEMod and compared to BAAQMD thresholds. CalEEMod provides operational emissions of CO_2, N_2O, and CH_4. Emissions from energy use include electricity and natural gas use. The emissions factors for natural gas combustion are based on EPA's AP-42 (Compilation of Air Pollutant Emissions Factors) and CCAR. Electricity emissions are calculated by multiplying the energy use times the carbon intensity of the utility district per kilowatt hour. The default electricity consumption values in CalEEMod include the California Energy Commission-sponsored California Commercial End Use Survey and Residential Appliance Saturation Survey studies. CalEEMod incorporates 2016 Title 24 CALGreen Building Standards, which are the most recent and thus apply to the proposed project.

Emissions associated with area sources, including consumer products, landscape maintenance, and architectural coating were calculated in CalEEMod and utilize standard emission rates from CARB, USEPA, and emission factor values provided by the local air district (CAPCOA 2017).

Emissions from waste generation were also calculated in CalEEMod and are based on the IPCC's methods for quantifying GHG emissions from solid waste using the degradable organic content of waste (CAPCOA 2017). Waste disposal rates by land use and overall composition of municipal solid waste in California was based primarily on data provided by the California Department of Resources Recycling and Recovery (CalRecycle).

Emissions from water and wastewater usage calculated in CalEEMod were based on the default electricity intensity from the California Energy Commission's 2006 Refining Estimates of Water-Related Energy Use in California using the average values for Northern and Southern California.

For mobile sources, CO_2 and CH_4 emissions were quantified in CalEEMod. Because CalEEMod does not calculate N_2O emissions from mobile sources, N_2O emissions were quantified using the CCAR General Reporting Protocol (CCAR 2009) direct emissions factors for mobile combustion. Estimates of vehicle trips associated with the proposed development were based on default rates provided in CalEEMod. Emission rates for N_2O emissions were based on the vehicle mix output generated by CalEEMod and the emission factors found in the CCAR General Reporting Protocol.

Although the project would comply with 2016 CALGreen Building Standards, the specific sustainability features that would be applied to the project are not known to the level of detail required for applying reductions in CalEEMod. Thus, the analysis excludes these sustainability features and is thus a conservative analysis of operational emissions.

Construction Emissions

Project construction would generate temporary GHG emissions primarily due to construction equipment and truck trips. Site preparation and grading typically generate the greatest amount of emissions due to the use of grading equipment and soil hauling. Although construction activity is addressed in this analysis, CAPCOA does not discuss whether any of the suggested threshold approaches adequately address impacts from temporary construction activity. As stated in the CEQA and Climate Change white paper, "more study is needed to make this assessment or to develop

separate thresholds for construction activity" (CAPCOA 2008). Additionally, the BAAQMD does not have specific quantitative thresholds for construction activity. Therefore, although estimated in CalEEMod and provided for informational purposes, construction activity is not included in the total emissions calculations.

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

The project's proposed construction activities, energy use, daily operational activities, and mobile sources (traffic) would generate GHG emissions. CalEEMod was used to calculate emissions resulting from project construction and long-term operation (see Appendix B for model output).

Construction Emissions

Emissions generated by project construction are estimated at approximately 740 MT of CO_2e. The BAAQMD does not have a recommended threshold for construction-related GHG emissions, and therefore emissions associated with construction would not result in a significant impact under CEQA are not included in Table 6.

Operational Indirect and Stationary Direct Emissions

Long-term emissions relate to area sources, energy use, solid waste, water use, and transportation. Each of the operational sources of emissions is discussed further below.

Area Source Emissions

CalEEMod was used to calculate direct sources of air emissions associated with the proposed project. These include consumer product use and landscape maintenance equipment. Area emissions are estimated at less than one MT of CO_2e per year.

Energy Use Emissions

Project operation would consume electricity, primarily for lighting. The generation of electricity through combustion of fossil fuels emits CO_2, and to a smaller extent, N_2O and CH_4. The project would generate approximately 784 MT of CO_2e per year associated with overall energy use.

Solid Waste Emissions

Based on the estimate of GHG emissions from project-generated solid waste as it decomposes, solid waste associated with the proposed project would generate less than one MT of CO_2e per year.

Water Use Emissions

Based on the amount of electricity generated to supply and convey water for the project, the proposed project would generate an estimated four MT of CO_2e per year.

Transportation Emissions

As calculated by CalEEMod, the proposed project would generate an estimated 44,777 annual vehicle miles travelled (VMT). Although the project would not result in an increase in VMT, as described in Section 17, *Transportation*, this assumption was used to ensure a conservative analysis of GHG emissions. As noted above, CalEEMod does not calculate N_2O emissions related to mobile sources. As such, N_2O emissions were calculated based on the project's VMT using calculation

methods provided by the CCAR General Reporting Protocol (CCAR 2009). The proposed project would emit an estimated 19 MT of CO_2e per year from mobile sources.

Combined Stationary and Mobile Source Emissions

Table 6 combines the operational and mobile GHG emissions associated with the proposed project. The annual emissions would total approximately 857 MT of CO_2e per year. These emissions would not exceed the 1,100 MT of CO_2e per year threshold for compliance with BAAQMD thresholds. This impact would be less than significant.

Table 6 Operational GHG Emissions

Emissions Source	Annual Emissions (MT of CO2e/year)
Operational	
Area	<0.1
Energy	784
Waste	0.1
Water	4
Mobile	
CO_2 and CH_4	18
N_2O	1
Total	**807**
BAAQMD Threshold	1,100
Exceeds Threshold?	Yes

See Table 2.2 "Overall Operational" emissions. CalEEMod worksheets in Appendix B.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Senate Bill 375, signed in August 2008, requires the inclusion of Sustainable Communities' Strategies (SCS) in Regional Transportation Plans (RTPs) for the purpose of reducing GHG emissions. The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) adopted an SCS that meets GHG reduction targets. Plan Bay Area 2040 is a State-mandated, integrated long-range transportation, land-use, and housing plan that would support a growing economy, provide more housing and transportation choices, and reduce transportation-related pollution in the nine-county San Francisco Bay Area (ABAG 2017). The SCS builds on earlier efforts to develop an efficient transportation network and grow in a financially and environmentally responsible way. Plan Bay Area 2040 will be updated every four years to reflect new priorities. A goal of the SCS is to reduce vehicles miles traveled (VMT) per capita by 10 percent (ABAG 2017b).

The proposed project would demolish the existing track and field facility and parking area, and would construct a new parking garage and a sports field to the west of the garage. The project site is located within walking distance of a residential community and served by the VTA Bus Line 73.

Pedestrian sidewalks are located along both Alma Avenue and 10th Street, which border the project site. Furthermore, the intersection of Alma Avenue and 10th Street at the southwest corner of the project site features sidewalks and crosswalks, with pedestrian signals for the crossing of both streets. Since the project site can be accessed via bicyclists, pedestrians, and public transit users, increased alternative transportation could reduce vehicle trips, thereby reducing mobile-related GHG emissions and contributing to achieving the goals of SB 32. Additionally, the proposed project would include 84 electric vehicle/clean air spaces and 36 carpool/vanpool spaces. Promoting alternative fuels, electric vehicles, and carpooling would further reduce GHG emissions from vehicles at the project site.

Another goal of the SCS is to boost the number or trips taken without a car across the Bay Area by 10 percent. As mentioned, the proposed project would include bicycle lockers and is located within 0.15 mile of public transportation. With viable alternative transportation options, people would be encouraged to actively commute or take public transportation to the project site.

Based on this analysis, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and would be consistent with the objectives of the RTP/SCS, AB 32, SB 32, SB 97 and SB 375. Therefore, impacts related to GHG emissions would be less than significant.

LESS THAN SIGNIFICANT IMPACT

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	■
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	☐	■
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	■	☐	☐
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for excessive noise for people residing or working in the project area?	☐	☐	☐	■
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires, including where wildlands?	☐	☐	■	☐

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Project construction would be short-term and temporary. Project operation would not require the routine transport, use, or disposal of hazardous materials. Therefore, the proposed project would have no impacts related to the routine transport, use, or disposal of hazardous materials.

NO IMPACT

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Project construction would require the limited use of heavy machinery and construction equipment, such as dozers, backhoes, and front-end loaders. The operation of this equipment and machinery could result in a spill or accidental release of hazardous materials, including fuel, engine oil, engine coolant, and lubricants. As described above for threshold "b" under Geology and Soils, construction of the proposed project would require coverage under the Construction General Permit. Compliance with these requirements would include preparation of a construction SWPPP, which would specify BMPs to quickly contain and clean up any accidental spills or leaks. Mandatory implementation a construction SWPPP and associated BMPs would prevent an accidental release of hazardous materials to create a substantial hazard to the public or the environment during project construction. Project operation would not require the use or storage of hazardous materials, and therefore, there would be no potential for accidental release. Therefore, impacts related to accidental releases of hazardous materials would be less than significant and temporary for the duration of construction.

LESS THAN SIGNIFICANT IMPACT

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

The proposed project would be located on the SJSU South Campus. Although the South Campus is developed with athletic facilities and not classrooms and dormitories, it is a college campus. No other schools are located within 0.25 mile of the project site. Project operation would not emit hazardous emissions or require the handling of hazardous materials, substances, or wastes. Therefore, the proposed project would have no impact.

NO IMPACT

d. Would the project be located on a site included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The following databases and listings compiled pursuant to Government Code Section 65962.5 were queried on March 2, 2018, for known hazardous materials contamination at the project site:

- **United States Environmental Protection Agency (USEPA)**
  - Superfund Enterprise Management System (SEMS) database (2018a)
  - Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database (2018b)

- **SWRCB**
  - GeoTracker search for leaking underground storage tanks and other cleanup sites
- **Department of Toxic Substances Control (DTSC)**
  - EnviroStor database (2018a) for hazardous waste facilities or known contamination sites
  - Hazardous Waste and Substances Site List (Cortese) (2018b)

The SJSU South Campus, including the project site, does not appear on any of the above databases or lists. The project site is not identified on the Hazardous Waste and Substance Site List database compiled pursuant to Government Code Section 65962.5 (the "Cortese" list) (USEPA, 2018a; USEPA, 2018b; SWRCB, 2015; DTSC, 2018a; DTSC, 2018b). The SWRCB's GeoTracker database identified two leaking underground storage tanks within the 500 feet of the project site. Both tank sites are located south of the project site and East Alma Avenue, near the existing indoor ice rink facility. Both leaking underground storage tanks have been cleaned and the cases have been closed (SWRCB, 2015).

Although the project site is not listed on the Cortese List, a contaminated groundwater plume flows beneath the project site. Remediation is underway to remove groundwater contamination resulting from the Lorentz Barrel and Drum Co. site, located south of the project site, on the south side of East Alma Avenue. This site is associated with a barrel and drum recycling business that operated from 1947 through 1987. Improper waste handling practices during the drum recycling operation resulted in chemical contamination of soil and groundwater at the site, specifically dioxin contamination (DTSC, 2018a). The site is currently capped with asphalt pavement and used as a vehicle parking lot, and is an active cleanup site with the USEPA as the lead agency. This Superfund site is more than 500 feet from the project site and is undergoing active clean-up with the USEPA as the lead agency. Groundwater monitoring wells are located within the project site. Multiple additional groundwater monitoring wells surround the project site. Recent sample data from these nearby wells indicates that concentrations of pollutants exceed drinking water standards.

Ground improvement activities may encounter groundwater, and construction activities may require dewatering (Appendix C). Excavation of up to 5 feet below ground surface for the parking structure and up to 12 feet for the lighting pole foundations is proposed, with ground improvement at a depth of at least 18 feet (Appendix C). Groundwater at monitoring wells on-site was not encountered until at least 14 feet below ground surface (Pioneer Technologies Corporation 2011). Appendix C also states that the historic high groundwater level below the project site is approximately 10 feet below existing grade. Therefore, Mitigation Measure HAZ-1 is required to address the potential encounter of contaminated groundwater during construction dewatering, pursuant to the provisions of the Soil and Groundwater Management Plan prepared by Ninyo & Moore in May 2019 (Appendix C). In addition, groundwater would not be used for human consumption as part of the proposed project. While vapor migration could occur, causing the hazardous materials to travel up from the groundwater, the project does not include closed structures that would present health hazards related to vapor migration.

Mitigation Measures

The following mitigation measures would be required to reduce impacts related to hazardous materials a less than significant level.

HAZ-1 Dewatering Plan

If dewatering is necessary during construction, then a dewatering plan shall be prepared by the applicant. The dewatering plan shall identify the groundwater flow rate, groundwater capture zone, means of discharge of groundwater, and procedures for monitoring discharges. Proper permits for the discharge of the water shall be obtained and approved by the appropriate regulatory oversight agency and included in the dewatering plan. If contaminated groundwater is encountered during dewatering, then contaminated groundwater and its disposal shall be managed in accordance with applicable regulatory requirements and the Soil and Groundwater Management Plan (Appendix C). The dewatering plan shall describe the operation and maintenance tasks to be performed and identify who will be responsible for the operation, maintenance, and permit compliance obligations. Backup systems, if required, shall be included on the plans. A sufficient amount of area near the dewatering system shall be allocated in case filtration of contaminated groundwater is required after groundwater dewatering commences.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The project site is not located within two miles of an airport and is not within an airport land use plan area. Therefore, the proposed project would have no impact related to safety hazards or excessive noise from a nearby airport.

NO IMPACT

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The project would provide a centralized parking facility for the vehicle trips that already occur to the SJSU South Campus (refer to Section 17, *Transportation*). Currently, there are insufficient dedicated parking areas on the SJSU South Campus for larger sporting events, such as football games. During these events, attendees park vehicles on athletic fields and other open areas throughout the campus, including the project site. In the event of an emergency, a centralized parking facility may assist evacuation because vehicles could exit the campus in a more orderly manner as opposed to exiting from various locations and directions throughout campus. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The project site is located on the existing SJSU South Campus, which is located within the central area of the City of San Jose. The campus is developed with athletic fields and facilities, such as the Spartan Stadium and the SJSU running track. The surrounding vicinity is developed with varying land uses, including residential and industrial. Undeveloped wildland areas are not located within proximity to the project site. Additionally, the California Department of Forestry and Fire Protection has mapped the project site and nearly the entire City of San Jose as a “Non-Very High Fire Hazard Severity Zone” (California Department of Forestry and Fire Protection 2008).

Because the project would be located away from wildland areas and wildland fire fuels, and in a Non-Very High Fire Hazard Severity Zone, impacts related to significant loss, injury, or death involving wildland fires would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	■	☐	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	■	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☐	■	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	■	☐
e. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	■	☐	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would impede or redirect flood flows?	☐	☐	☐	■
g. In a flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	■
h. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	■	☐

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

e. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Project construction would require ground disturbance and excavation. These activities would loosen and expose soil to precipitation and wind, which would increase the potential for soil erosion and sedimentation. Additionally, project construction would require the limited use of heavy machinery and construction equipment, such as dozers, backhoes, and front-end loaders. The operation of this equipment and machinery could result in a spill or accidental release of fuel, engine oil, engine coolant, and lubricants, which could become conveyed to surface waters in stormwater runoff, or infiltrate to groundwater.

As described above for threshold “b” under Geology and Soils, project construction would require coverage under the Construction General Permit, which is administered by the SWRCB. The San Francisco Bay Regional Water Quality Control Board (RWQCB) is responsible for issuing construction stormwater permits on behalf of the SWRCB in Santa Clara County. Compliance with the permitting requirements would include preparation of a construction SWPPP, which would specify BMPs to prevent erosions and sedimentation and to quickly contain and clean up any accidental spills or leaks. Given the relatively flat topography of the site, lack of surface waters, and implementation of the required SWPPP, construction of the proposed project would not violate water quality standards or waste discharge requirements, or otherwise substantially degrade water quality.

Wastewater discharge during project operation would be limited to minimal amounts of stormwater runoff generated during precipitation events. Project operation would not introduce new pollutants to the project site because it currently is used for vehicle parking and as a running track and athletic

field, consistent with uses included under the proposed project. Precipitation and surface runoff on the project site would be directed to the City of San Jose's existing storm sewer system. The City of San Jose's existing storm sewer system is operated under an existing NPDES Municipal Regional Permit (MRP). Therefore, the proposed project would be subject to the requirements of the existing NPDES Municipal Regional Permit (MRP). The San Francisco Bay RWQCB issues the MRP to the City of San Jose and 75 other co-permittees that covers stormwater activities for most of the San Francisco Bay Area. The MRP prohibits the discharge of non-stormwater (materials other than stormwater) into the storm drain systems, as well as into watercourses. Discharges may not violate water quality standards of the receiving water. The MRP contains corrective measures that must be implemented in the event of prohibited discharges or violations of water quality standards. Therefore, project operation would not be expected to violate any water quality standards or waste discharge requirements. The stormwater runoff from the proposed project would not exceed the capacity of the City of San Jose's storm sewer system, and any dewatering would not be discharged to the storm drains, pursuant to Mitigation Measure HAZ-1. The proposed project would result in an incremental increase in the amount of impervious surface in the area. Therefore, the proposed project would have less than significant impacts on water quality standards and discharge requirements, including discharge of pollutants.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

h. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

There is not a Sustainable Groundwater Management Plan applicable to the proposed project site; as discussed in the project description, water service to the proposed project site would be provided via SJSU's existing water supply sources, and water uses on-site would be comparable to existing water uses. In addition, as discussed above under criteria (a) and (e), the project would not obstruct implementation of existing plans and regulations to protect water quality.

The proposed project would not adversely affect groundwater supplies or impede sustainable groundwater management. Although the proposed project would increase the impervious surface on-site, much of the SJSU South Campus is and would remain pervious. Therefore, the project would not substantially interfere with groundwater recharge. The parking garage would not require substantial groundwater use or consumption. A water supply would be required for operation of the project restrooms; however, water use associated with these facilities would be minimal. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would result in substantial erosion or siltation on- or off-site?

d. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river through the addition of impervious surfaces, in a manner that would substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

There are no streams or rivers located on or adjacent to the project site. The proposed project would not alter the course of a stream or river.

The project site consists of a paved oval running track with a grass athletic field in the middle of the track, as well as gravel and paved areas used for parking. The running track and paved areas constitute the existing impervious surface on the project site. The project would increase the impervious surface on the site with construction of the parking structure and the semi-pervious synthetic turf sports field. The additional impervious surface would alter drainage patterns by decreasing the amount of precipitation able to infiltrate the ground. Stormwater runoff would be generated and conveyed to the City of San Jose's existing storm sewer system, as described above. Because stormwater from the project would be conveyed and discharged through the existing storm sewer system, substantial siltation would be prevented. The MRP requires storm drain system to be maintained such that inlets and outlets are not blocked or clogged, potentially leading to flooding issues. Therefore, project-related impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

f. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would impede or redirect flood flows?

As described above, there are no streams or rivers located on or adjacent to the project site. The proposed project would introduce land uses comparable to existing conditions, and would maintain existing drainage patters to the maximum extent feasible. In addition, the proposed project site is not located within a 100-year flood hazard area, as designated by the Federal Emergency Management Agency (FEMA), where the 100-year flood zone is the area of land subject to a one percent annual chance of flooding. The project site is shown on the FEMA Flood Insurance Rate Map for Santa Clara County (Map Panel 253) (FEMA 2009).

The project would not substantially alter the site's existing drainage pattern, and would not alter the course of a stream or river to impede or redirect flood flows.

NO IMPACT

g. In a flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

As discussed under criterion (f), the project site is not within a 100-year flood hazard area. In addition, the SJSU South Campus is not located within a dam inundation area and is not subject to flooding risks from dam failure. According to the Santa Clara County Geologic Hazard Zones Map (County of Santa Clara 2012), the project site is not located within the dike failure hazard zone. The geotechnical evaluation contained in Appendix C evaluated the potential for seismic flood hazard from Anderson Dam, located approximately 18 miles south of the project site. Flooding due to a seismically-induced breach of Anderson Dam is not anticipated (Appendix C). No impacts would occur.

The City of San Jose and Santa Clara County do not have areas of coastline on the Pacific Ocean that would be at risk of inundation from a tsunami. The California Geological Survey (2009) has identified a limited portion of Santa Clara County within close proximity to the San Francisco Bay as a tsunami inundation area. However, the project site is more than nine miles from this area, and it is not located within a tsunami inundation area.

A seiche is a standing wave oscillating in a body of water that is semi-enclosed or fully enclosed, such as bays and lakes. Seiches are typically caused when strong winds and rapid changes in atmospheric pressure, but earthquakes and tsunamis may also cause seiches along ocean shelves and ocean harbors. The severity or magnitude of seiche is limited by the volume of water in the waterbody. Deeper and larger waterbodies contain more water, which in return, can produce taller and more voluminous waves. There are community ponds in Kelley Park, east of the project site. However, these ponds are shallow and small, such that seiche would not be a risk. Based on the inland location of the site and the lack of large enclosed bodies of water nearby, the site is not at risk for damage from tsunamis or seiches (Appendix C).

The proposed project would have no impact related to inundation by tsunami, seiche, or mudflow.

NO IMPACT

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11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	■
b. Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	■	☐

a. Would the project physically divide an established community?

The proposed project would be located on the existing SJSU South Campus in an area that is currently developed with a running track and athletic field in the center of the track, as well as gravel and paved areas. The proposed project would provide centralized parking and a recreational sports field, similar to existing conditions, and would not generate additional on-campus growth that would require new roads or other development that could potentially divide established communities. Therefore, the proposed project would not divide an established community and would have no impact.

NO IMPACT

b. Would the project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?

The proposed project would be internal to the SJSU South Campus. The project would require a Campus Master Plan Amendment. However, the project aligns with the campus development need to build up and not out, as it would add parking capacity to an existing athletic facility and parking area by constructing a four-story parking structure. The project would not conflict with any land use plans or policies and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	■
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	■

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

The project site is located on the existing SJSU South Campus and is developed with a track and field facility, as well as gravel and paved areas used for parking. The project site is not used or otherwise identified for mineral resource extraction. Therefore, the proposed project would have no impact on mineral resources.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	■	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■

Noise is defined as unwanted sound. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the zero-dBA level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of three dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the ambient noise level to be judged as twice as loud. In general, a three-dBA change in the ambient noise level is noticeable, while one- to two-dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40 to 50 dBA, while areas adjacent to arterial streets are typically in the 50- to 60-dBA range. Normal conversational levels are usually in the 60- to 65-dBA range and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels from point sources, such as those from individual pieces of machinery, typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from the noise source. Noise levels from lightly traveled roads typically attenuate at a rate of about 4.5 dBA per doubling of distance. Noise levels from heavily traveled roads typically attenuate at about three dBA per

doubling of distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source can reduces noise levels by about five dBA, while a solid wall or berm can reduce noise levels by five to 10 dBA (Federal Transit Administration [FTA], 2018). The manner in which homes in California are constructed generally provides a reduction of exterior-to-interior noise levels of approximately 20 to 25 dBA with closed windows.

The duration of noise is important because sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period. Lmax is the highest RMS (root mean squared) sound pressure level within the measurement period, and Lmin is the lowest RMS sound pressure level within the measurement period.

The time period in which noise occurs is also important since nighttime noise tends to disturb people more than daytime noise. Community noise is usually measured using the Day-Night Average Level (Ldn), which is the 24-hour average noise level with a 10-dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a five-dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a 10-dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. The Ldn and CNEL typically do not differ by more than one dBA. In practice, CNEL and Ldn are often used interchangeably.

The land use compatibility guidelines for community noise for the City of San Jose are described in the Envision San Jose 2040 General Plan. Table EC-1 within the General Plan explains noise thresholds for schools as 50 to 60 dBA as normally acceptable, 60 to 75 dBA as conditionally acceptable, and 75 to 85 dBA as unacceptable. An ambient noise level survey was completed in 2001 as part of the EIR for the 2001 San Jose State University Campus Master Plan. The levels recorded over a 24-hour period were 66 dBA and 69 dBA. Both measurements fall under the conditionally acceptable ambient noise levels for a school.

Existing Noise Setting

Noise-sensitive land uses are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Noise-sensitive land uses typically include residences, hospitals, schools, guest lodging, libraries, churches and certain types of recreational uses. Industrial uses, the indoor ice rink facility, and parking lots on properties to the south and west of the project site are not considered sensitive receptors. The residences to the north of the project site, along East Humboldt Street are the nearest sensitive receptors. The closest of these residences to the project site is approximately 500 feet from the project site boundary. Kelley Park, which is east of the SJSU South Campus and Senter Road is also considered a sensitive noise-receptor for this analysis. The park is located approximately 800 feet from the project site boundary.

Field noise measurements were performed by Rincon Consultants, Inc. on February 15, 2018, using an ANSI Type II integrating sound level meter. Two 15-minute noise measurements, referred to herein as Noise Measurements 1 and 2, were conducted during the morning peak traffic hour between 7:45 a.m. and 8:45 a.m. Noise Measurement 1 was taken on the sidewalk on the north side of East Humboldt Street, approximately 25 feet from the centerline of the street and 25 feet from

the residences along the street. The noise level measured at this location was 63 dBA Leq. Noise Measurement 2 was taken on the sidewalk on the north side of East Alma Avenue, approximately 35 feet from the road centerline and approximately 10 feet from the boundary of the project site. The average noise level measured at this location was 70 dBA Leq. The noise environment at both measurement locations is dominated by traffic along the public streets in the area, including East Humboldt Street, East Alma Avenue, and South 10th Street. The noise measurement field data is provided as Appendix D.

Vibration

Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas sound is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise (e.g., the rattling of windows from passing trucks). This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, ground-borne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as particle velocity in inches per second and is measured in vibration decibels (VdB).

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources inside buildings such as the operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads.

Vibration impacts would be significant if they exceed the following Federal Railroad Administration (FRA) thresholds:

- 65 VdB where low ambient vibration is essential for interior operations, such as hospitals and recording studios
- 72 VdB for residences and buildings where people normally sleep, including hotels
- 75 VdB for institutional land uses with primary daytime use, such as churches and schools
- 95 VdB for physical damage to extremely fragile historic buildings
- 100 VdB for physical damage to buildings

In addition to the groundborne vibration thresholds outlined above, the FRA outlined human response to different levels of groundborne vibration and determined that vibration that is 85 VdB is acceptable only if there are an infrequent number of events per day (FRA, 2012).

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction

Project construction would require the use of various types of heavy equipment and vehicles, such as dozers, excavators, and dump trucks. The use of this equipment would generate engine and mechanical noise temporarily, for the duration of construction. Reference noise levels from the FTA's *Transit Noise and Vibration Impact Assessment* (2018) for typical construction equipment are

shown in Table 7. The table also shows the noise level of the equipment at the nearest residential receptor (500 feet) and Kelley Park (800 feet), based on a standard noise attenuation rate of 6 dBA per doubling of distance.

Table 7 Typical Construction Equipment Noise

Equipment	Typical Noise Level (dBA) 50 Feet from Source	Typical Noise Level (dBA) 500 Feet from Source	Typical Noise Level (dBA) 800 Feet from Source
Air Compressor	81	61	61
Backhoe	80	60	57
Compactor (ground)	82	62	58
Concrete Mixer	85	65	61
Generator	82	62	58
Paver	85	65	61
Pneumatic Tools	85	65	61
Roller	85	65	61
Saw	76	56	52
Truck	84	64	60

Source: FTA 2018

As described above, the existing ambient noise level at residences along East Humboldt Street is 63 dBA Leq. As shown in Table 7, construction equipment noise at the nearest residences would attenuate to below 66 dBA. Increases of 3 dBA or less above ambient conditions typically are not perceptible. Also, existing buildings on the SJSU campus between the project site and the residences along East Humboldt Street would result in increased attenuation (a solid row of buildings typically accounts for an approximately 4.5 dBA reduction). Due to the temporary duration of project construction, the additional attenuation that would result from existing buildings surrounding the project site, and the determination that all construction equipment noise would be imperceptible at the nearest residences, temporary increases in ambient noise levels would not be substantial. SJSU does not have existing noise standards or regulations in place. As such, construction of the project would not conflict with noise policies or regulations. Construction-generated noise impacts would be less than significant.

Operation

The site is currently used for the SJSU track and field facility and for vehicle parking during sporting events at the SJSU South Campus. As the project would continue these uses, project operation would not introduce new noise sources to the site. Noise associated with vehicle parking, such as engines cranking, car alarms, opening and closing of car doors, and people's voices would continue, consistent with existing conditions. As the proposed sports field would be lit, it could be used for practices that may go as late as 10:00 p.m., and more noise may be generated during evening hours as a result of the project. However, these practices would not involve spectators, and thus would generate substantially lower noise levels than the existing nighttime football games at Spartan Stadium. Also, due to the distance between the proposed parking and sports facility and the nearest

sensitive receptors, it is not anticipated that sports practices or intramural sports associated with operation of the proposed project would result in a significant noise impact.

The project would redistribute existing trips, but it would not generate any new vehicle trips. However, the redistribution of vehicle trips could increase noise for receivers adjacent to the project site and residences northwest of the project site along Keys Street.

Approximately five percent of 4,200 total average daily vehicle trips to the parking structure would be redistributed to Keys Street near single family residences. This equates to approximately 210 trips per day (Appendix E). Keys Street carries approximately 18,000 average daily trips (ADT).[3] A 10 percent increase in traffic volumes would raise traffic noise by approximately 0.4 dBA, a 20 percent increase would raise traffic noise by approximately 0.8 dBA, and a 30 percent increase would result in approximately 1.1 dBA increase in traffic noise. The project would have a significant effect due to traffic noise if it would increase roadway noise levels by more than the 3 dBA threshold of perception, which would occur if traffic on area roadways doubled (FTA 2018). Traffic on Keys Street would increase by 210 trips per day, which is an increase of less than 10 percent over existing traffic and would result in a less than 0.4 dBA increase in noise. Therefore, project traffic noise would not be perceptible at single family residences north of the project site.

The project would redistribute vehicle trips along South 10th Street south of the project site. Existing ADT on South 10th Street between Alma Avenue and Phelan Avenue is approximately 17,000 vehicles.[3] Approximately 210 vehicle trips from the proposed project would be redistributed to South 10th Street south of the project site. Similar to Keys Street, traffic on South 10th Street would increase by less than 10 percent and would result in a less than 0.4 dBA increase in noise. Redistribution of traffic as a result of the proposed project would be below 0.4 dBA and thus imperceptible. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Table 8 identifies vibration velocity levels for the types of construction equipment that would operate at the project site during construction.

Table 8 Vibration Levels from Vibration-Generating Construction Equipment

	Approximate VdB	
Equipment	**500 feet**	**800 feet**
Loaded Trucks	47	40
Jackhammer	40	34
Bulldozer	48	42

Source: FTA 2018

As illustrated in Table 8, vibration levels could reach approximately 48 vibration decibels (VdB) at the residences located 500 feet from the project site and a maximum of 42 VdB at Kelley Park, 800

[3] Keys Street has approximately 1,800 PM peak hour trips. ADT is equal to ten times peak hour trips. Therefore, ADT on Keys Street is approximately 18,000.

feet from the project site. These levels would not exceed the groundborne velocity threshold level of 80 VdB established by the FRA for noise-sensitive buildings, residences, and institutional land uses. Impacts resulting from temporary construction vibration would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. For a project located in the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The project site is not located within two miles of an airport or private airstrip. Therefore, the proposed project would have no impact related to airports and airstrips.

NO IMPACT

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☐	■
b. Displace substantial amounts of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b. Would the project displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?

The proposed project would not induce population growth in the area or growth in the enrollment numbers for SJSU. The project would serve the existing campus community, and would not impact housing availability or demand. The project site is currently served by roads and other infrastructure because it is located on the existing SJSU South Campus. Therefore, the proposed project would not induce population growth.

The proposed parking garage and sports field would be located in the current location of the SJSU running track and gravel and paved parking areas on the SJSU South Campus. There are no housing units or resident population in this area. Therefore, the proposed project would not displace people or housing. The proposed project would have no impact related to population and housing.

NO IMPACT

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15 Public Services

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	1 Fire protection?	☐	☐	■	☐
	2 Police protection?	☐	☐	■	☐
	3 Schools?	☐	☐	☐	■
	4 Parks?	☐	☐	☐	■
	5 Other public facilities?	☐	☐	☐	■

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The City of San Jose Fire Department (SJFD) provides emergency response and public safety services on the SJSU South Campus. Response times to the campus are within the four-minute response time called for in the San Jose 2020 General Plan (URS 2001). Emergency access throughout the campus is facilitated by the campus design, incorporation of fire lanes, and access to fire hydrants. The parking structure would be required to comply with applicable building and fire codes and therefore could be served by SJFD in the event of an emergency. The project would not require SJFD to provide new facilities or services that could result in an environmental impact. Impacts would be less than significant.

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The SJSU campus has its own on-campus police department. The current response time for the police department is less than three minutes to any emergency call. The department's goal is to respond to all calls for service within 15 minutes. The proposed project would serve as a venue for sports games and the proposed walkway would be open to the public. As discussed in Section 13*, Noise,* and in Section 17, *Transportation*, the project would result in increased trips during sports games; this may result in increased demand for police protection services. However, design features such as blue-light emergency phones and security cameras would be installed to increase safety and police response times throughout the project site and would not result in the need for construction of additional public safety facilities or services. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

a.5. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?

The project would allow for intramural sports games and sports practices. Project construction would not involve the construction of housing or other facilities. No population growth would be induced by the project, and therefore would not result in the need for new schools or parks or the physical deterioration of existing schools or parks. No impact would occur.

NO IMPACT

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	■
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	■

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The project would not construct new housing or other buildings with occupancy, nor does it involve new businesses, and there are no housing units or resident population in this area. Therefore, the proposed project would not directly or indirectly lead to an increase in population that would generate greater demand for regional parks or other recreational facilities. There would be no impacts to recreation from the proposed project, aside from the benefit of a public walking path.

NO IMPACT

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17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	■	☐	☐
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)??	☐	☐	■	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	■	☐	☐
d. Result in inadequate emergency access?	☐	☐	☐	■

This section is based on the Traffic Study prepared by Hexagon Transportation Consultants, Inc. (see Appendix E).

a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Construction

Temporary impacts to the circulation system may occur from worker and truck trips during construction. However, off-site construction trips typically occur during off-peak traffic periods, when intersections and roadways operate well within acceptable levels of service. Typical activities related to the construction of any development could include lane narrowing and/or lane closures and sidewalk closures. In the event of any type of street closure, clear signage (e.g., closure and detour signs) would be provided to ensure vehicles, bicyclists, and pedestrians are able to adequately reach their intended destinations safely. The project would be required to submit a construction management plan for City approval that addresses schedule, closures/detours, staging, parking, and truck routes. Therefore, impacts to the circulation system during the construction would be less than significant.

Operation

The project would be reorienting existing trips and not generating new trips; therefore, the VMT impact would be minimal (Appendix E). However, in order to analyze impacts to nearby intersections, Appendix E used time of arrival estimates supplied by SJSU to quantify impacts to the transportation network. The project is estimated to involve 4,200 daily trips with peak entrances into the parking garage of 400 vehicles per hour and peak exits out of the parking garage of 400

vehicles per hour. Nine intersections were analyzed, all of which operated acceptably before the addition of project traffic. The addition of project traffic did not cause a change in LOS at any of the intersections studied. Therefore, no LOS impacts would occur as a result of the project.

Pedestrian, Bicycle, and Transit Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the project vicinity, sidewalks exist along most nearby streets. However, sidewalks do not exist along portions of Alma Avenue on the south side of the street. Marked crosswalks with pedestrian signal heads and push buttons are provided at all the signalized intersections. There is a pedestrian midblock crosswalk across 10th Street about 700 feet north of Alma Avenue. Overall, the existing network of sidewalks and crosswalks in the immediate vicinity of the project site has good connectivity.

In the vicinity of the project, bike lanes (Class II Bikeway) exist along all nearby streets, other than Alma Avenue. No impacts to bicycle facilities is anticipated with implementation of the proposed project.

Shuttle service to the study area is provided by San Jose State University (SJSU). San Jose Park & Ride Lot Shuttle Service provides service from the San Jose Park & Ride Lot on 7th Street and Alma Avenue to Duncan Hall at SJSU located on 5th Street and San Salvador Street. The Shuttle Service operates during the college semester, Monday through Thursday with approximately 10-minute headways from 6:30 AM to 4:30 PM and with approximately 20-minute headways from 4:30 PM to 10:20 PM. According to the site plan, there is no staging area for shuttle buses. Due to the existing bike lanes, shuttle buses cannot park on 10th Street. This would result in a potential transit impact.

Mitigation Measures

The following mitigation measure would reduce impacts to transit services.

TRA-1 Shuttle Staging Area

The project shall incorporate a staging area sized for 40-foot shuttle buses to transport students and staff between the parking structure and the main campus, and Alma Avenue shall be restriped to provide the necessary space for buses to stop along the curb. The staging area shall be developed to current transit facility design standards and shall optimally accommodate pedestrians and shuttle users through the use of bulb-outs, weather protective shelter structure, and through-vehicle traffic-calming features in the right-of-way.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

As stated above under *(a)*, the project would be reorienting trips and not generating new trips; therefore, the VMT impact would be minimal (Appendix E). The CSU Transportation Impact Study Manual states that parking facilities that serve the campus demand and do not create “too much parking” would constitute a less than significant impact related to VMT. According to a parking study completed by Watry Design, Inc., the main campus project deficit in 2028 is expected to be 1,741 spaces. Therefore, the proposed parking garage would serve campus demand and not create “too much parking” (Appendix E). The project would not conflict with CEQA Guidelines section 15064.3, subdivision (b) and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

Vehicles would access the site via a full-access driveway on 10th Street approximately 250 north of Alma Avenue, just before the buffered bike lane starts on 10th Street. This location would allow vehicles to enter and exit the garage without encroaching into the buffered bike lane. Site access would also be provided via a full-access driveway on Alma Avenue approximately 325 feet east of 10th Street, at the approximate location of an existing driveway. According to the City of San Jose Department of Transportation (DOT) Geometric Design Guidelines, the typical width for a driveway shall not be less than 10 feet wide for ingress and egress. Therefore, typical width for a two-way driveway is 20 feet. The proposed driveway on 10 Street would be approximately 26 feet wide, and the proposed driveway on Alma Avenue would be approximately 24 feet wide. Both driveways widths meet the city standard (Appendix E).

However, the project has the potential to increase hazards due to congestion from vehicles attempting to enter and exit the project site, especially when driveways would be busiest (Appendix E). Therefore, the following mitigation is required to reduce impacts.

Mitigation Measure

The following mitigation measure would reduce impacts due to transportation hazards.

TRA-2 Management of Ingress/Egress

In order to move traffic efficiently in and out of the proposed garage, at least three lanes for entering and three lanes for exiting shall be provided. Police officers shall be used to direct traffic before and after games taking place in Spartan Stadium to control traffic on 10th Street so that vehicles could enter and exit the garage in a timely manner.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

d. Would the project result in inadequate emergency access?

The proposed project would not conflict with emergency access. The project includes an access lane on the east side of the project site, which would ensure emergency access to the site. No impacts would occur.

NO IMPACT

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18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	■	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Cod Section 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significant of the resource to a California Native American tribe.	☐	■	☐	☐

California Assembly Bill 52 of 2014 (AB 52) establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB

52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 2024.1?*

No tribes have previously requested notification from SJSU. Thus, the California State University Board of Trustees assumes that no known tribal cultural resources are present on the project site. The results of an SLF search, discussed in the Cultural Resources section, were negative. However, excavation of the project site could potentially result in impacts on previously unidentified tribal cultural resources. Impacts from the unanticipated discovery of tribal cultural resources during construction would be less than significant with Mitigation Measures CUL-1 through CUL-3 in Section 5, *Cultural Resources*, and with Mitigation Measure TCR-1 below.

Mitigation Measures

The following mitigation measure, along with Mitigation Measures CUL-1 through CUL-3 in the cultural resources section, would reduce impacts to unanticipated tribal cultural resources to a less than significant level.

TCR-1 Unanticipated Discovery of Tribal Cultural Resources

In the event that cultural resources of Native American origin that may be considered tribal cultural resources are identified during construction, all earth disturbing work within 50 feet of the find must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find and in consultation with the on-site Native American monitor. If the archaeologist and Native American monitor determine that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with Native American groups. The plan would include avoidance of the resource or, if avoidance of the resource is infeasible, the plan would outline the appropriate treatment of the resource in coordination with the appropriate Native American tribal representative(s).

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	■
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	■
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	■	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	■
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	■

a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

As described under Section 10, *Hydrology and Water Quality*, the proposed project would not require new or expanded water supply entitlements or facilities, and existing drainage patterns would be maintained to the maximum extent feasible, such that adverse impacts related to water supply requirements and stormwater drainage would not occur.

The San Francisco Bay RWQCB regulates wastewater treatment for the City of San Jose. Wastewater generated at SJSU is discharged into a campus sewer line and delivered to the San Jose-Santa Clara Regional Wastewater Facility through City wastewater mains that range in size from six inches in

diameter to 72 inches in diameter. The San Jose-Santa Clara Regional Wastewater Facility is currently treating an average of 110 million gallons per day, with the capacity to treat 167 million gallons per day (San Jose-Santa Clara Regional Wastewater Facility 2018). Therefore, the San Jose-Santa Clara Regional Wastewater Facility has excess capacity of 57 million gallons per day. The project would include restrooms and drinking fountains, which could incrementally increase water demand. However, this increase would not be substantial, and no wastewater would be generated that could exceed the treatment requirements of the Regional Water Quality Control Board, result in the construction of new water or wastewater treatment facilities or the expansion of existing facilities, or exceed the capacity of any existing wastewater treatment provider.

As discussed under Section 6, Energy, the proposed project would not require new or substantially revised electrical power facilities. In addition, neither construction nor operation and maintenance of the proposed parking structure or sports field would require new or revised natural gas or telecommunications facilities.

NO IMPACT

c. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

As discussed under Section 9, *Hydrology and Water Quality*, stormwater drainage facilities on the SJSU campus would not be substantially altered as a result of the proposed project. SJSU would be required to comply with all applicable storm water quality policies and regulations set forth by the SWRCB and the San Francisco Bay Area RWQCB. Although there would be ground disturbance during construction and a net increase in impervious surfaces, the proposed project would be engineered to address storm water drainage and flooding standards by storm water runoff to the City of San Jose's existing storm sewer system. The runoff generated from the proposed project would not exceed the capacity of the existing storm sewer system. Therefore, the project would not cause significant environmental effects by adding or expanding storm water drainage facilities. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

The project would utilize the existing water treatment and distribution system in place at SJSU. In addition, the anticipated amount of water necessary to service the proposed project would be comparable to existing uses on the site. The three new restrooms would introduce a new water demand, but this would be incremental and consistent with supply for the campus water system, which accounts for campus build-out and development. Sufficient water is available for the proposed project, and the project would not generate a need for new or expanded water entitlements. No impact would occur.

NO IMPACT

d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

The SJSU campus disposes of solid waste through a contract with Republic Services. Solid waste is disposed of at Newby Island Landfill, which has a permitted capacity of 4,000 tons/day. The landfill has a remaining capacity of 37 percent, or approximately 21 million cubic yards as of October 31, 2014 (California Department of Resources Recycling and Recovery 2016). The project would generate a small amount of solid waste during construction from the demolition of the existing structure. Operational waste would be limited to additional waste from athletes, beyond what is currently generated on-site. Because sufficient capacity remains for the minimal additional solid waste from the proposed project, generation of additional solid waste beyond the capacity of the landfill would not be anticipated. Additionally, the campus promotes an effective recycling program, and approximately 83 percent of waste is diverted and recycled (Annual Sustainability Report 2014). The proposed project would be required to comply with all applicable federal, state, and campus statutes and regulations related to solid waste. Therefore, the project would not result in impacts related to solid waste.

NO IMPACT

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20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	■
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	■
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	■

a. Would the project, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, substantially impair an adopted emergency response plan or emergency evacuation plan?

The project site is located on the existing SJSU South Campus, which is within the central area of the City of San Jose. Undeveloped wildland areas are not located within proximity to the project site. Additionally, the California Department of Forestry and Fire Protection has mapped the project site and nearly the entirety of the City of San Jose as not within a "Very High Fire Hazard Severity Zone" (California Department of Forestry and Fire Protection 2008). Therefore, the project site is not located near a state responsibility area or classified as having a high fire hazard.

As discussed in Section 15, *Public Services*, the SJFD provides emergency response and public safety services for the project site and SJSU South Campus. According to the Campus Master Plan EIR (2001), emergency access throughout the campus is facilitated by campus design. The project would maintain emergency access and would not interfere with any emergency response plan or evacuation route. No impact would occur.

NO IMPACT

b. Would the project, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

San Jose is in the northern portion of the Santa Clara Valley that is bounded by mountains to the east and west, and the San Francisco Bay to the north. Because San Jose lies in the center of the Valley, most of the city, including the project site, is relatively flat. Prevailing winds in the Santa Clara Valley and in San Jose are influenced by terrain, resulting in prevailing wind flows along the Valley's northwest-southeast axis. A northwest sea breeze is common on most days from spring through early fall, with a southeasterly flow at night and in the winter (CARB 1984). The project site and surrounding area is not at risk to high windspeeds or slopes that may exacerbate wildfire risk.

There are no streams or rivers located on or adjacent to the project site, and the project site and surrounding areas are not at high risk of downslope or downstream flooding or landslides. The project site is located in an urbanized area and is not located in a high fire hazard severity zone (California Department of Forestry and Fire Protection 2008). Therefore, wildfire risks would not be exacerbated and risks to people or structures due to runoff, post-fire slope instability, or drainage changes would not occur. Visitors to the project site would not be exposed to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. No impact would occur.

NO IMPACT

c. Would the project, if located in or near state responsibility areas or lands classified as very high fire hazard severity zones, require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The project site is located in an urbanized area and is not located in or near a state responsibility area or land classified as a very high fire hazard severity zone (California Department of Forestry and Fire Protection 2008). The project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk. The project site would be adequately served by existing facilities and utilities. Temporary or ongoing impacts to the environment due to facilities that may exacerbate fire risk would not occur.

NO IMPACT

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	■	☐	☐
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	■
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	■	☐	☐

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

The project is located in an existing developed area that does not contain known historic resources or wildlife habitat. Therefore, the project would not impact fish or wildlife populations, eliminate or reduce the number or restrict the range of a plant or animal community, or eliminate examples of major periods of California history or prehistory. No impacts would occur.

As discussed in this Initial Study, the project has the potential to degrade the quality of the environment in several issue areas without the incorporation of the identified mitigation measures. As discussed in Section 4, *Biological Resources*, Mitigation Measure BIO-1 would be required to reduce impacts to nesting birds a less than significant level. As discussed in Section 5, *Cultural*

Resources, and Section 17, *Tribal Cultural Resources*, the project has the potential to uncover and disturb previously unidentified resources during ground-disturbing activities. Through implementation of Mitigation Measures CUL-1 through CUL-3 and TCR-1, impacts would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

As discussed in this Initial Study, the project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to all environmental issues. As discussed in Section 3, *Air Quality*, and Section 7, *Greenhouse Gas Emissions,* the project would not exceed BAAQMD thresholds. The project would not result in substantial long-term environmental impacts and, therefore, would not contribute to cumulative environmental changes that may occur due to planned and pending development. Potential impacts of the project would not be cumulatively considerable.

NO IMPACT

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Effects on human beings are generally associated with impacts related to issue areas such as air quality, geology and soils, noise, traffic safety, and hazards. As discussed in this Initial Study, with mitigation incorporated, the project would result in a less than significant impact in each of these resource areas. As discussed in Section 3, *Air Quality,* the project would not generate air quality pollutants above BAAQMD thresholds, and impacts would be less than significant. As discussed in Section 6, *Geology and Soils,* the project would not expose people or structures to potential adverse effects including risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. As discussed in Section 9, *Hazards and Hazardous Materials*, with incorporation of Mitigation Measure HAZ-1, the project would not result in impacts relating to hazardous materials. As discussed in Section 16, *Transportation,* the project would not alter existing transportation infrastructure or have adverse impacts on traffic safety with the incorporation of Mitigation Measure TRA-1 and TRA-2. The project would not cause substantial adverse effects on human beings, either directly or indirectly. Impacts would be less than significant with mitigation.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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List of Preparers

Rincon Consultants, Inc. prepared this IS-MND under contract to San Jose State University. Persons involved in data gathering analysis, project management, and quality control are listed below.

RINCON CONSULTANTS, INC.

Stephen Svete, AICP LEED ND, Principal
Matthew Long, Project Manager
George Dix, Senior Environmental Planner
Kari Zajac, Environmental Planner
Katherine Green, Associate Planner
Lance Park, Associate Environmental Scientist
Hannah Haas, Archaeologist