

Summary Form for Electronic Document Submittal

Form F

Lead agencies may include 15 hardcopies of this document when submitting electronic copies of Environmental Impact Reports, Negative Declarations, Mitigated Negative Declarations, or Notices of Preparation to the State Clearinghouse (SCH). The SCH also accepts other summaries, such as EIR Executive Summaries prepared pursuant to CEQA Guidelines Section 15123. Please include one copy of the Notice of Completion Form (NOC) with your submission and attach the summary to each electronic copy of the document.

SCH #: 2019120254

Project Title: C19-020, CP19-031, T19-038; Stevens Creek Commercial Project

Lead Agency: City of San Jose

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Project Location: San Jose Santa Clara County
City *County*

Project Description (Proposed actions, location, and/or consequences).

The project site is currently developed with six commercial buildings that are surrounded by surface parking lots. The proposed project would demolish the six existing buildings (totaling approximately 47,700 square feet), landscaping, and hardscape, and construct a commercial development project consisting of 308,000 square feet office, 15,000 square feet retail/restaurant, and 151,300 square feet health club uses, as well as associated structured parking. Outdoor rooftop use areas and open space areas are also proposed. The proposed project would be housed within two separate structures and parking would be located within a parking garage that would be partially included within and wrapped by the office building. The project site is designated Urban Village under the City's General Plan. The project site has two zoning designations. The majority of the site is zoned CN – Neighborhood Commercial and a small portion of the northern side of the site is zoned CG – Commercial General. The proposed project would rezone the entire project site to CG.

Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect.

See attached EIR summary table

If applicable, describe any of the project's areas of controversy known to the Lead Agency, including issues raised by agencies and the public.

- Aesthetics (building height and massing)
- Transportation/traffic congestion (including freeway traffic and pedestrian/bicycle access) impacts

Provide a list of the responsible or trustee agencies for the project.

N/A

Impact	Mitigation Measures
Air Quality	
<p>Impact AIR-1: Project construction would exceed Bay Area Air Quality Management District significance thresholds for infant cancer risk and annual PM_{2.5} concentration exposure at the residential maximally exposed individual. (Less than Significant Impact with Mitigation Incorporated)</p>	<p>MM AIR-1.1: Prior to the issuance of any demolition, grading, and/or building permits, the project applicant shall retain a qualified consultant to develop a construction operations plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average 88-percent reduction in diesel particulate matter (DPM) exhaust emissions or greater. To achieve the reduction on the project one or a combination of the following measures will be implemented:</p> <ul style="list-style-type: none"> • All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet United States Environmental Protection Agency (EPA) particulate matter emissions standards for Tier 4 engines. Exceptions could be made for equipment that meets EPA Tier 2 or 3 standards that include California Air Resources Board-certified Level 3 Diesel Particulate Filters or equivalent. • Provide electric power connections during early construction phases to avoid use of diesel generators. • Stationary construction cranes (building cranes) and manlifts shall be powered by electricity. <p>If any of these alternative measures are proposed, the project applicant shall include them in the construction operations plan (as stated in MM AIR-1.2), which includes specifications of the equipment to be used during construction prior to the issuance of any demolition, grading, or building permits, whichever occurs the earliest. The construction operations plans shall demonstrate that the off-road equipment used on-site to construct the project would achieve a fleet-wide average 88 percent reduction in DPM exhaust emissions or greater.</p> <p>MM AIR-1.2: Prior to the issuance of any demolition, grading and/or building permits (whichever occurs first), the project applicant shall submit a construction operations plan that includes specifications of the equipment to be used during construction prior to the issuance of any demolition, grading, and/or building permits (whichever occurs earliest) to the Director of Planning, Building and Code Enforcement or Director’s designee. The construction operations plan shall be accompanied by a letter, signed by an air quality specialist, verifying that the equipment included in the plan meets the specified reductions set forth in these mitigation measures.</p>
Biological Resources	

<p>Impact BIO-1: Development of the proposed project would result in impacts to nesting birds including incidental loss of fertile eggs or nestlings or nest abandonment if present on the site at the time of construction. (Less than Significant Impact with Mitigation Incorporated)</p>	<p>MM BIO-1.1: <u>Avoidance:</u> The project applicant shall schedule demolition and construction activities to avoid the nesting season. The nesting season for most birds, including most raptors in the San Francisco Bay area, extends from February 1st through August 31st (inclusive).</p> <p>MM BIO-1.2: <u>Nesting Bird Surveys:</u> If demolition and construction cannot be scheduled between September 1st and January 31st (inclusive), pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests shall be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of construction activities during the early part of the breeding season (February 1st through April 30th inclusive) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May 1st through August 31st inclusive). During this survey, the ornithologist shall inspect all trees and other possible nesting habitats immediately adjacent to the construction areas for nests.</p> <p>MM BIO-1.3: <u>Buffer Zones:</u> If an active nest is found sufficiently close to work areas to be disturbed by construction, the ornithologist, in consultation with the California Department of Fish and Wildlife, shall determine the extent of a construction free buffer zone to be established around the nest, typically 250 feet, to ensure that raptor or migratory bird nests shall not be disturbed during project construction.</p> <p>MM BIO-1.4: <u>Reporting:</u> Prior to any tree removal, or approval of any grading or demolition permits (whichever occurs first), the ornithologist shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the City’s Director of Planning, Building and Code Enforcement or Director’s designee of the Department of Planning, Building and Code Enforcement.</p>
<p>Hazards and Hazardous Materials</p>	
<p>Impact HAZ-1: Project construction could result in the exposure of construction workers and the public to elevated concentrations of chemicals. (Less than Significant Impact with Mitigation Incorporated)</p>	<p>MM HAZ-1.1: Prior to the start of ground-disturbing activities or issuance of any grading/building permits by the City, a Site Management Plan shall be developed for the site by a qualified environmental professional. At a minimum, the SMP shall include the following:</p> <ul style="list-style-type: none"> • Stockpile management including dust control, sampling, stormwater pollution prevention and the installation of BMPs • Proper disposal procedures of contaminated materials • Monitoring, reporting, and regulatory oversight notifications • A health and safety plan for each contractor working at the site that addresses the safety and health hazards of each phase of site

	<p>operations with the requirements and procedures for employee protection</p> <ul style="list-style-type: none"> • The health and safety plan will also outline proper soil/ and or groundwater handling procedures and health and safety requirements to minimize worker and public exposure to contaminated soil/and or groundwater during construction. • A copy of the SMP shall be submitted to the Supervising Environmental Planner of the City of San Jose Department of Planning, Building, and Code Enforcement and the Municipal Compliance Officer of the City of San Jose Environmental Services Department for review and approval.
Noise	
<p>Impact NOI-1.1: Construction of the project would increase ambient noise levels at nearby sensitive receptors by five dBA Leq or more at various times throughout construction, would result in construction occurring over a period of more than one year, and would include pile driving. (Significant Impact with Mitigation Incorporated)</p>	<p>MM NOI-1.1: Prior to the issuance of any grading or demolition permits, the project applicant shall submit and implement a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting and notification of construction schedules, equipment to be used, and designation of a noise disturbance coordinator. The noise disturbance coordinator shall respond to neighborhood complaints and shall be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses. The noise logistic plan shall be submitted to the Director of Planning, Building and Code Enforcement or Director’s designee prior to the issuance of any grading or demolition permits. As a part of the noise logistic plan and project, construction activities for the proposed project shall include, but is not limited to, the following best management practices:</p> <ul style="list-style-type: none"> • In accordance with Policy EC-1.7 of the City’s General Plan, utilize the best available noise suppression devices and techniques during construction activities. • Construction activities shall be limited to the hours between 7:00 AM and 7:00 PM, Monday through Friday, unless permission is granted with a development permit or other planning approval. No construction activities are permitted on the weekends at sites within 500 feet of a residence (San José Municipal Code Section 20.100.450). • Construct temporary noise barriers, where feasible, to screen mobile and stationary construction equipment. The temporary noise barrier fences provide noise reduction if the noise barrier interrupts the line of-sight between the noise source and receiver and if the barrier is constructed in a manner that eliminates any cracks or gaps. • Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.

	<ul style="list-style-type: none">• Unnecessary idling of internal combustion engines shall be strictly prohibited.• Locate stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses.• Utilize "quiet" air compressors and other stationary noise sources where technology exists.• Construction staging areas shall be established at locations that would create the greatest distance between the construction-related noise source and noise-sensitive receptors nearest the project site during all project construction.• A temporary noise control blanket barrier shall be erected, if necessary, along building facades facing construction sites. This mitigation would only be necessary if conflicts occurred which were irresolvable by proper scheduling.• If impact pile driving is proposed, foundation pile holes shall be pre-drilled to minimize the number of impacts required to seat the pile. Pre-drilling foundation pile holes is a standard construction noise control technique. Pre-drilling reduces the number of blows required to seat the pile.• Locate material stockpiles, as well as maintenance/equipment staging and parking areas, as far as feasible from residential receptors.• Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.• The project applicant shall prepare a detailed construction schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.• Notify all adjacent business, residences, and other noise-sensitive land uses of the construction schedule, in writing, and provide a written schedule of "noisy" construction activities to the adjacent land uses and nearby residences.• Designate a "disturbance coordinator" who shall be responsible for responding to any complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., bad muffler, etc.) and require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number
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	<p>for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.</p> <ul style="list-style-type: none"> All auger drilling activities and hydraulic ram system activities shall be done during weekdays between 7:00 a.m. and 7:00 p.m. Due to the nature of the Islamic Community Center of Bozniaks of the Bay Area, and prayer activities at dawn and dusk, restricting these drilling activities to summer months when sunrise and sunset are well-outside the allowable construction hours would reduce potential disruption and complaints from the neighbors.
<p>Impact NOI-2: Construction of the proposed project would produce vibration levels exceeding 0.2 in/sec PPV at the adjacent community center. (Less than Significant Impact with Mitigation Incorporated)</p>	<p>MM NOI-2.1: Construction Vibration Monitoring, Treatment, and Reporting Plan: The project applicant shall implement a construction vibration monitoring plan to document conditions prior to, during, and after vibration generating construction activities. All plan tasks shall be undertaken under the direction of a licensed Professional Structural Engineer in the State of California and be in accordance with industry-accepted standard methods. The construction vibration monitoring plan shall include, but not be limited to, the following measures:</p> <ul style="list-style-type: none"> The report shall include a description of measurement methods, equipment used, calibration certificates, and graphics as required to clearly identify vibration-monitoring locations. A list of all heavy construction equipment to be used for this project and the anticipated time duration of using the equipment that is known to produce high vibration levels (clam shovel drops, vibratory rollers, hoe rams, large bulldozers, caisson drillings, loaded trucks, jackhammers, etc.) shall be submitted to the Director or Director’s designee of the City of San Jose Department of Planning, Building, and Code Enforcement by the contractor. This list shall be used to identify equipment and activities that would potentially generate substantial vibration and to define the level of effort required for continuous vibration monitoring. Phase demolition, earth-moving, and ground impacting operations so as not to occur during the same time period. Where possible, use of the heavy vibration-generating construction equipment shall be prohibited within 20 feet of any adjacent building. Document existing conditions at the community center (345 Northlake Drive, San Jose, CA 95129) prior to, during, and after vibration generating construction activities. All plan tasks shall be undertaken under the direction of a licensed Professional Structural Engineer in the State of California and

	<p>be in accordance with industry-accepted standard methods. Specifically:</p> <ul style="list-style-type: none"> ○ Performance of a photo survey, elevation survey, and crack monitoring survey for the building. Surveys shall be performed prior to any construction activity, in regular intervals during construction, and after project completion, and shall include internal and external crack monitoring in structures, settlement, and distress, and shall document the condition of foundations, walls and other structural elements in the interior and exterior of said structures. ○ Vibration limits shall be applied to vibration-sensitive structures located within 30 feet of all construction activities identified as sources of high vibration levels. <ul style="list-style-type: none"> • Develop a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted, set up a vibration monitoring schedule, define structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies shall be identified for when vibration levels approached the limits. • At a minimum, vibration monitoring shall be conducted during demolition and excavation activities. • If vibration levels approach limits, suspend construction and implement contingency measures to either lower vibration levels or secure the affected structures. • Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site. • Conduct a post-construction survey on structures where either monitoring has indicated high vibration levels or complaints of damage has been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities.
Transportation	
<p>Impact TRA-1: The office use proposed as part of the project would exceed the City’s Transportation Analysis Handbook VMT threshold of 12.21 daily miles per worker. (Less than</p>	<p>MM TRA-1.1: The project shall construct the following off-site improvements:</p> <ul style="list-style-type: none"> • Remove the pork chop island at the northwest corner of the Saratoga Avenue/Stevens Creek Boulevard intersection. This improvement is in addition to the removal of the pork chop island at the southeast corner along the project frontage that would be implemented as part of the project.

Significant Impact with Mitigation Incorporated)	<ul style="list-style-type: none">• Remove the pork chop islands at the southwest and northeast corners of the Saratoga Avenue/Kiely Boulevard intersection.• Implement VTA bus stop improvements for the bus stop on westbound Stevens Creek Boulevard west of Saratoga Avenue and move the bus stop eastward closer to the intersection. This improvement is in addition to the bus stop improvements the project would implement for the bus stop on eastbound Stevens Creek Boulevard east of Saratoga Avenue as part of the project.
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