SAN JOSÉ CITY COLLEGE FACILITIES MASTER PLAN

Response to Comments Document

SCH# 2020100536

Prepared for
San José Evergreen Community College District

September 2021

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CHAPTER 1
Introduction and List of Commenters

1.1 Introduction

1.1.1 Purpose of this Document

The San José Evergreen Community College District (District) proposes facilities improvements as envisioned in the San José City College Facilities Management Plan (SJCC FMP) and funded by Bond Measures G and X. Facility improvements contained in the SJCC FMP to meet the future program needs include demolition and removal of certain existing buildings on the campus; the construction of certain new buildings and the renovation of certain existing buildings and facilities; improvements to vehicular and pedestrian access and circulation systems; expansion of parking facilities and capacity; and open space improvements.

As required by the California Environmental Quality Act (CEQA), this environmental impact report (EIR): (1) assesses the potentially significant direct and indirect environmental impacts, as well as the potentially significant cumulative impacts, associated with implementation of the SJCC FMP; (2) identifies feasible means of avoiding or substantially lessening significant adverse impacts; and (3) evaluates a range of reasonable alternatives to the proposed project.

The District is the Lead Agency for the environmental review of the implementation of the SJCC FMP in compliance with the California Code of Regulations, Title 5, Division 6, Section 57121. Specifically, the CEQA Guidelines are expressly adopted as part of the regulations promulgated to implement the Community College Construction Act of 1980.

As described in greater detail under Section 1.1.2, Environmental Review Process, below, the District published a Draft EIR on the funded implementation of the SJCC FMP on May 19, 2021, and the public review period for the document ended on July 2, 2021. The Draft EIR, together with this Response to Comments Document, and associated appendices – see Section 1.1.2.3, below, constitute the Final EIR for the proposed SJCC FMP in fulfillment of the requirements of CEQA and consistent with the CEQA Guidelines Section 15132.

According to CEQA Guidelines Section 15090, the Final EIR will be considered by the decision-makers before approval of the implementation of the SJCC FMP to ascertain that the EIR reflects the Lead Agency's independent judgement and analysis of the physical impacts of the SJCC FMP on the environment.

This Response to Comments document provides written responses to comments received during the public review period for the Draft EIR. It contains a list of parties that commented on the

Draft EIR; copies of comments received on the Draft EIR; and written responses to those comments. It also contains revisions to the Draft EIR to clarify or correct information in the Draft EIR. Section 1.1.3, Method of Organization, below, provides a description of the overall contents and organization of this Response to Comments document.

1.1.2 Environmental Review Process

1.1.2.1 Notice of Preparation and Public Scoping

On October 27, 2020, a Notice of Preparation (NOP), including an Initial Study, was published for the SJCC FMP EIR. A 30-day public comment period ended on November 27, 2020. A copy of the NOP/Initial Study is included in Appendix A in this Final EIR. Written comments received on the NOP are included in Appendix B in the Final EIR.

1.1.2.2 Draft EIR Public Review

On May 19, 2021, the District released the Draft EIR on the SJCC FMP for public review. A 45-day public review and comment period on the Draft EIR began on May 19, 2021 and closed on July 2, 2021. During the public review period, the District received two comment letters from governmental agencies (however, as explained in Section 1.2 below, three additional agency letters are also included in this Response to Comments Document). The District also held a public hearing on June 17, 2021 via Zoom to receive oral comments on the Draft EIR; no comments were received at this public hearing.

1.1.2.3 Final EIR: Draft EIR and Response to Comments Document

This Final EIR consists of:

- The Draft EIR, and associated appendices; and
- The Response to Comments Document, as described under Section 1.1.1, above, and Section 1.1.3, below.

The District Board of Trustees (BOT) will consider whether to the certify the Final EIR as complying with the requirements of CEQA prior to deciding whether to approve the implementation of the SJCC FMP. The District will notify all agencies that submitted comments on the Draft EIR of the availability of the Final EIR at least 10 days prior to the District BOT certification of the Final EIR (CEQA Guidelines, Section 15088(b)).

Prior to approval of a project for which the EIR identifies significant environmental effects, CEQA requires the adoption of Findings of Fact (CEQA Guidelines, Sections 15091 and 15092). If the Findings of Fact identify significant adverse impacts that cannot be avoided or substantially lessened, the District BOT must adopt a statement of overriding considerations for those impacts (CEQA Guidelines, Section 15093(b)).

1.1.3 Method of Organization

The Response to Comments Document is organized as follows:

Chapter 1 – Introduction and List of Commenters: This chapter describes the purpose of the Response to Comments Document, summarizes the project under consideration, and describes the organization of this document. This chapter also contains a list of all parties that submitted comments on the Draft EIR during the public review period.

Chapter 2 – Revisions to the Draft EIR: This chapter presents changes and revisions to the Draft EIR. The District made changes and revisions to the Draft EIR either in response to comments received on the document, or as necessary to clarify statements and conclusions made in the document. None of the changes and revisions in Chapter 2 substantially affect the analysis or conclusions presented in the Draft EIR.

Chapter 3 – Comments and Responses: This chapter contains the comment letters received during the public review period for the Draft EIR, and the District's responses to significant environmental points raised in these letters.

Chapter 4 – Mitigation Monitoring and Reporting Program: This chapter contains the Mitigation Monitoring and Reporting Program (MMRP) to guide the District in its implementation and monitoring of measures adopted in the EIR, and to comply with the requirements of Public Resources Code section 21081.6(a).

1.1.4 Draft EIR Recirculation Not Required

CEQA Guidelines Section 15088.5 requires Draft EIR recirculation when "significant new information" is added to an EIR because the EIR is changed in a way that deprives the public of a meaningful opportunity to comment on a project's significant environmental effects or feasible mitigation measures or alternatives to reduce or avoid such effects that are not proposed for adoption. The comments, responses, and Draft EIR revisions presented in this document do not constitute such "significant new information;" instead, they clarify, amplify, or make insignificant modifications to the Draft EIR. For example, none of the comments, responses, and Draft EIR revisions disclose new or substantially more severe significant environmental effects of the proposed SJCC FMP, or new feasible mitigation measures or alternatives considerably different than those analyzed in the Draft EIR that would clearly lessen the proposed SJCC FMP's significant effects.

1.2 List of Commenters on the Draft EIR

This Responses to Comments document provides written responses to comments received on the Draft EIR during its public review period (May 19, 2021 through July 2, 2021), including all written comments submitted either by letter or email, and all oral comments presented at the public hearing for this document.

Table 1-1 lists all parties who submitted comments on the Draft EIR. For each of the comment letters to be responded to, the agency, comment format, comment date, and a commenter code are provided. The commenter codes were assigned to facilitate the preparation of responses, and there is a unique commenter code for each comment letter. The commenter code for comment letters on the Draft EIR begins with a prefix (i.e., A through E).

TABLE 1-1
COMMENT LETTERS ON THE DRAFT EIR

Commenter Code	Name of Agency	Comment Format	Comment Date
A	Ellen Talbo, County Transportation Planner, County of Santa Clara Roads and Airports Department	Letter	July 1, 2021
B	Lola Torney, Transportation Planner III, Santa Clara Valley Transportation Authority	Letter	July 2, 2021
C	Manjit Banwait, Senior Transportation Specialist, City of San Jose Department of Public Works	Letter	July 9, 2021[a]
D	Ellen Talbo, County Transportation Planner, County of Santa Clara Roads and Airports Department	Letter	November 30, 2020[b]
E	Ellen Talbo, County Transportation Planner, County of Santa Clara Roads and Airports Department	Letter	February 22, 2021[b]

NOTES:

[a] Received after the close of the public review period.

[b] County of Santa Clara Roads and Airport Department response letters to the NOP.

SOURCE: SJECCD, 2021

Each individual comment from each commenter are bracketed and numbered sequentially following the commenter code. The bracketed comments and corresponding comment codes are shown in the margins of the comments. There is a unique comment code for each distinct comment.

As shown in Table 1-1, two agency comment letters were received during the public review period (County of Santa Clara Roads and Airports Department, received on July 1, 2021; and Santa Clara Valley Transportation Authority, received on July 2, 2021). In addition, the City of San Jose Department of Public Works submitted a comment letter after the close of the public review period, which the District has elected to respond to.

Lastly, as explained further in Chapter 3, in response to comments received by the Santa Clara County Roads and Airports Department in its letter, the District also includes the County of Santa Clara Roads and Airports Department's two letters submitted in response to the NOP. No organization or individual letters were received during the public review period. In addition, as discussed above, no oral comments were received at the June 17, 2021 public hearing on the Draft EIR.

CHAPTER 2
Revisions to the Draft EIR

2.1 Overview

This chapter presents revisions to the text, tables and/or figures to the Draft EIR. These revisions include both (1) revisions made in response to comments on the Draft EIR, as well as (2) District staff-initiated text changes to correct minor inconsistencies, to add minor updates to information or clarification related to the SJCC FMP, and/or provide updated information where applicable. None of the revisions or corrections in this chapter substantially change the analysis and conclusions presented in the Draft EIR.

The chapter includes all revisions to the Draft EIR (see Section 2.2) in the sequential order that they appear in those documents. Preceding each revision is the section/page number in the Draft EIR where the revision occurs. Deletions in text and tables are shown in strikethrough (~~strikethrough~~) and new text is shown in underline (<u>underline</u>).

2.2 Revisions to the Draft EIR

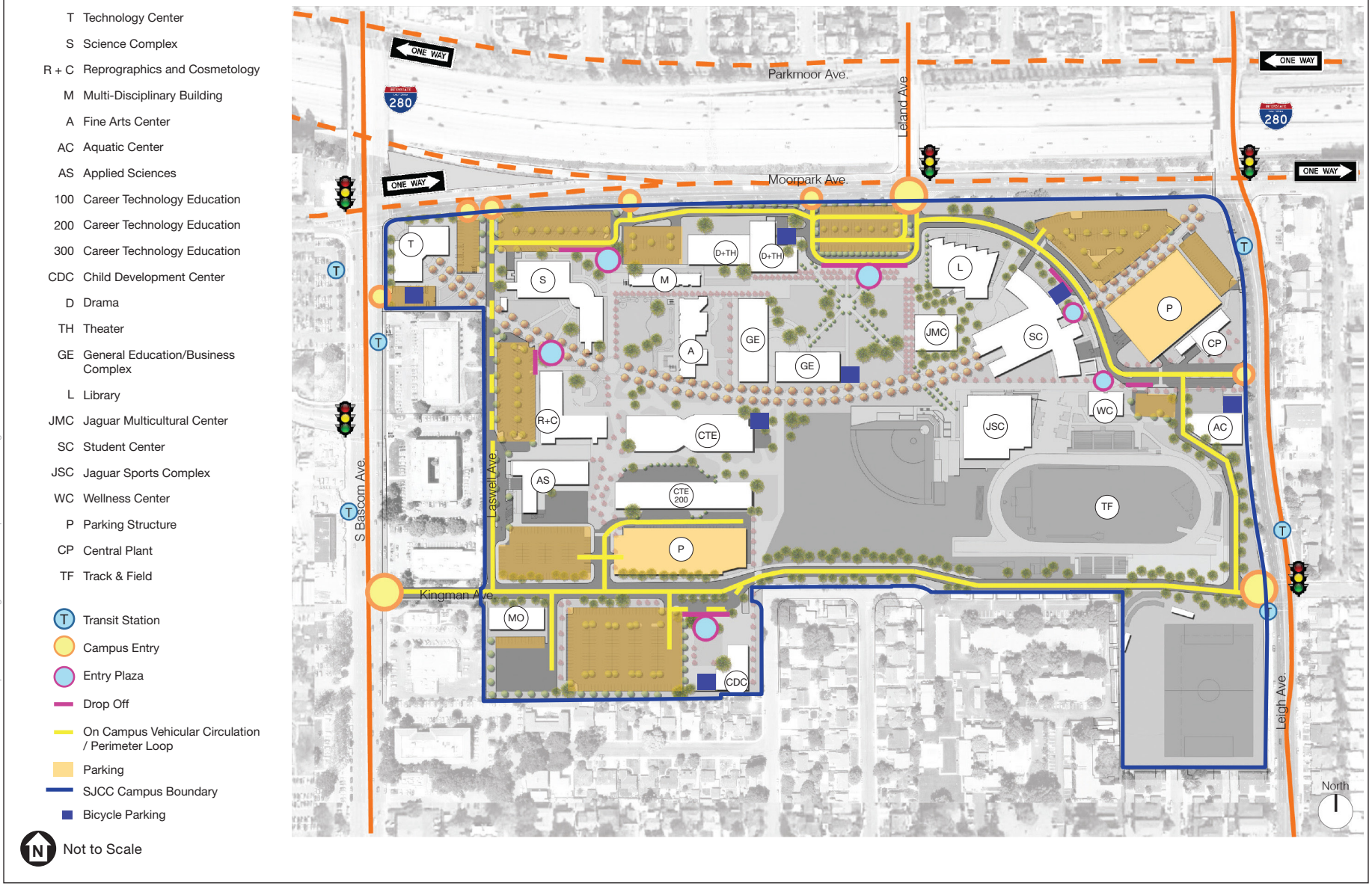
Draft EIR Executive Summary

Draft EIR, Executive Summary, Table ES-2, page ES-11, third column, the mitigation for Impact C-3.3-3 is revised as a staff-initiated change as follows:

> Implement ~~Mitigation Measures 3.1-1a, 3.1-1b, and 3.1-1c in Section 3.1, *Air Quality* and~~ Mitigation Measures 3.4-1a through 3.4-1j in Section 3.4, Greenhouse Gas Emissions.

Draft EIR Chapter 2, Project Description

Draft EIR, Chapter 2, Project Description, page 2-18, Figure 2-5: Project Site Access and Circulation, has been updated in response to comments (please see revised figure on following page).



SOURCE: San Jose Evergreen Community College District, 2021

San José City College Facilities Master Plan - San José Evergreen Community College District

Figure 2-5
Project Site Access and Circulation

ESA

Draft EIR Section 3.3, Energy

Draft EIR, Section 3.3, Energy, page 3.3-20, third paragraph, is revised as a staff-initiated change as follows:

> **Mitigation:** None required. However, implementation of Mitigation Measures 3-2~~.1-1a~~, ~~3.1-1b,~~ and 3-3~~.1-1c~~ in Section 3.1, *Air Quality* and Mitigation Measures 3.4-1a through 3.4-1i in Section 3.4, *Greenhouse Gas Emissions* would further reduce energy consumption and increase use of renewable energy.

Draft EIR, Section 3.3, Energy, page 3.3-21, third paragraph, the mitigation for Impact C-3.3-3 is revised as a staff-initiated change as follows:

> **Mitigation:** Implement ~~Mitigation Measures 3.1-1a, 3.1-1b, and 3.1-1c in Section 3.1, *Air Quality* and~~ Mitigation Measures 3.4-1a through 3.4-1j in Section 3.4, *Greenhouse Gas Emissions*.

Draft EIR Appendix E: Transportation

Draft EIR, Appendix E, Transportation Analysis, Executive Summary, page i, third paragraph, first sentence is revised as follows:

> SJCC served approximately 8,706 students in 2019. The District projects an estimated student enrollment of 10,735 students by SJCC FMP buildout in 2030. As a result, SJCC projects an increase in enrollment of 2,029 students by 2030.

Draft EIR, Appendix E, Transportation Analysis, Executive Summary, page ii, the last bulleted item is revised as follows:

- Traffic calming treatments ~~like speed humps and speed signage~~ should be ~~provided~~ considered on Kingman Avenue and the north-south connection along the eastern portion of the campus ~~to keep vehicular speeds low and improve pedestrian safety~~. A portion of Kingman Avenue is under the City of San Jose jurisdiction, and traffic calming treatments for this portion of the street should be in accordance with San José's adopted traffic calming policy.

Draft EIR, Appendix E, Transportation Analysis, page 5, the following text is inserted after the third paragraph:

> **Additional Access Improvements**
>
> The SJCC FMP proposes that all new and existing vehicular access points to the campus, including the entrance at Laswell Avenue to parking on the north edge of campus, should be designed as vehicular gateways that would include a formalized hierarchy of appropriate signage and a unified identifiable landscape and entrance character.
>
> **Perimeter Loop**
>
> The SJCC FMP proposes the creation of an internal perimeter loop to improve service access and student vehicular movement between SJCC parking areas. The internal

perimeter loop would include a bicycle lane to create a dedicated path for bicyclists to access all parts of the campus. Creation of the perimeter loop would include the following actions:

- Creation of the north segment of the perimeter loop by linking the existing parking lots along Moorpark Avenue.
- Creation of the south and east segments of the perimeter loop by opening and extending Kingman Avenue on campus east to Leigh Avenue, skirting the residential neighborhood to the south by utilizing the existing utility easement south of the SJCC football stadium. The SJCC FMP proposes that this segment include an on-campus link, parallel to Leigh Avenue, through the current parking area east of the football stadium to connect with the current Leigh Avenue entrance to the campus, and provide access to the central plant and surface and structured parking in the north east quadrant of the campus.
- Develop the west segment of the perimeter loop by converting portions of Laswell Avenue to pedestrian, service, and emergency access only. To eliminate pedestrian-vehicular conflict, the SJCC FMP proposes that Laswell Avenue should be blockaded at the Technology Center-Science Complex parking lots north of the primary east-west pedestrian walkway on the campus (referred to as the "smile path") and at the limited parking area south of the smile path.
- The SJCC FMP proposes to improve the Laswell Avenue segment north of Kingman Avenue and south of the smile path to serve, in addition to service and emergency vehicle access, as a north-south pedestrian connection between student parking in the southwest quadrant and the core of the campus.

Student Drop-Offs

The SJCC FMP proposes the following additional and improved pedestrian drop-offs in the SJCC campus.

- New pedestrian drop-offs would be provided at the Laswell Avenue entrance to the SJCC campus north of the Science Complex; and at the east terminus of an improved pedestrian spine south of the Student Center and north of the Wellness Center.
- The SJCC FMP also proposes creation of expanded pedestrian drop-off at the Leland Avenue entrance to the SJCC campus. This drop-off would serve as a pedestrian gateway into campus, as well as a drop-off area for events in the Drama and Theatre, and public access to the Library.
- As with vehicular entries and pedestrian gateways, the pedestrian drop-offs would also include landscaped characteristics to create unified entrance identity of the SJCC campus.

Draft EIR, Appendix E, Transportation Analysis, page 9, Figure 2: Site Plan, has been updated in response to comments (please see revised figure on following page).

Draft EIR, Appendix E, Transportation Analysis, page 22, second and third paragraphs have been updated in response to comments.

T Technology Center
S Science Complex
R + C Reprographics and Cosmetology
M Multi-Disciplinary Building
A Fine Arts Center
AC Aquatic Center
AS Applied Sciences
100 Career Technology Education
200 Career Technology Education
300 Career Technology Education
CDC Child Development Center
D Drama
TH Theater
GE General Education/Business Complex
L Library
JMC Jaguar Multicultural Center
SC Student Center
JSC Jaguar Sports Complex
WC Wellness Center
P Parking Structure
CP Central Plant
TF Track & Field

Transit Station
Campus Entry
Entry Plaza
Drop Off
On Campus Vehicular Circulation / Perimeter Loop
Parking
SJCC Campus Boundary
Bicycle Parking

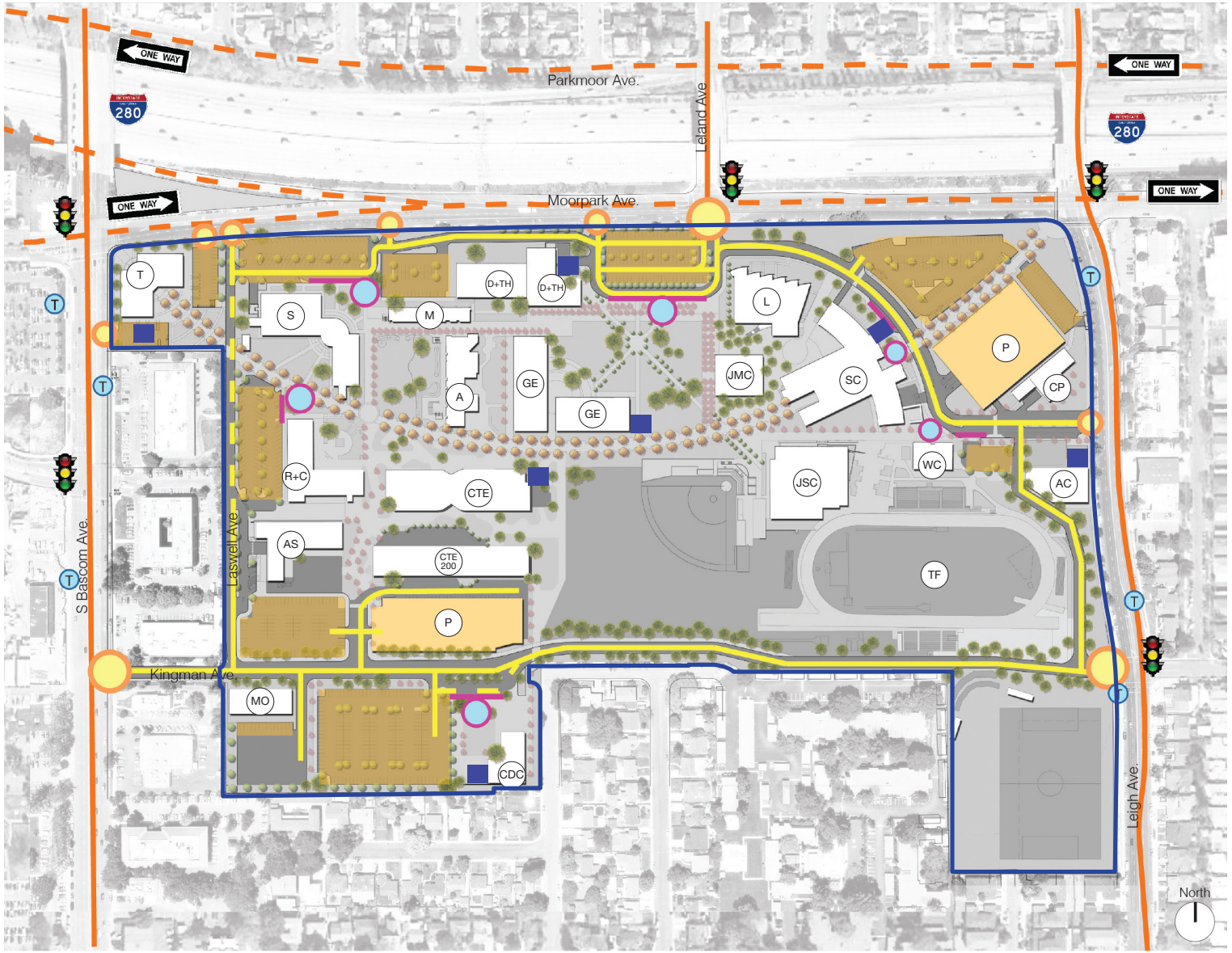


Figure 2
Site Plan

HEXAGON

NORTH
Not to Scale

Driveway Design

According to the City of San Jose ~~Geometric~~ Complete Streets and Design Standards Guidelines, the width of a two-way driveway should be a minimum of 20 feet. All existing project driveways meet this requirement.

Recommendation

Leigh Avenue and Kingman Avenue should be designed according to the City of San Jose ~~Geometric~~ Complete Streets and Design Standards Guidelines as shown in Figure 14.

CHAPTER 3
Comments and Responses

3.1 Introduction

This section contains copies of the written comment letters received during the public review period (May 19, 2021 through July 2, 2021) for the Draft Environmental Impact Report for the San José City College Facilities Master Plan (Draft EIR). Each letter received during this comment period is reproduced here in its entirety.

3.2 Comments and Responses

Each written comment letter is designated with commenter code in upper right-hand corner of the letter, assigned as Comment Letter A through E. Within each written comment letter, individual comments are labeled with a number in the margin.

Following each comment letter is a response by the District that supplements, clarifies, or amends information provided in the Draft EIR, that refers the reader to the appropriate place in the document where the requested information can be found, or that otherwise responds to the comment. Comments that are not directly related to environmental issues may be discussed or noted for the record. Where text changes in the Draft EIR are warranted based upon comments on the Draft EIR, those changes are shown in Chapter 2, Revisions to the Draft EIR, where all the text changes to the Draft EIR can be found.

Comment Letter A

County of Santa Clara

Roads and Airports Department
Planning, Land Development and Survey

101 Skyport Drive
San Jose, CA 95110-1302
(408) 573-2460 FAX 441-0276

July 1, 2021

Terrance DeGray,
Associate Vice Chancellor,
Physical Plant Development and Operations
San Jose Evergreen Community College District
40 S. Market Street
San Jose, CA 95113
Email: Terrance.DeGray@sjeccd.edu

SUBJECT: Draft Environmental Impact Report for the San José City College Facilities Master Plan

The County of Santa Clara Roads and Airports Department appreciates the opportunity to review the Draft Environmental Impact Report for the San José City College Facilities Master Plan, and is submitting the following comments:

1. It appears our comments dated Nov 30, 2020, and February 22, 2021, in Appendix G were not completely addressed by the EIR. Are we expecting a detailed response from the Project? A-1
2. The Bascom Corridor Complete Streets Study and its proposed complete street elements on Bascom Avenue should be considered as part of this proposed project so that project proposed roadway modifications incorporate other changes and use as reference now that the Bascom Complete Street Project is funded. A-2
3. The proposed three-way signal at Leland & Moorpark would cause changes in traffic pattern on Leland Ave, Moorpark Ave, and Parkmoor Ave, which are County maintained intersections. The changes in traffic pattern will introduce more cut-through traffic on residential streets around these intersections, and mainly add more traffic on Leland Ave. It is recommended that the proposed project team reach out to impacted communities and address any traffic neighborhood issues from concerned residents in the area. A-3
4. Provide Construction Management Plan (CMP) that lists any lane closures, traffic control plans, detours, etc. A-4
5. Provide internal circulation map of parking and pedestrian drop-off zones. A-5
6. Provide queueing analysis for all approaches at Moorpark/Leland driveway access and recommend mitigations as needed. A-6
7. Project should propose signal coordination on Leland between Moorpark and Parkmoor as mitigation. Signal timing is not recommended as a mitigation measure. Currently these two signals are controlled by a single controller and maintained by County. A-7
8. The project transportation study failed to recognize which intersections are under which jurisdiction therefore assumed incorrect LOS standards. A-8
9. **Bascom/Kingman Driveway:** Refer to Bascom Avenue Complete Street Project for any project proposed roadway changes along Bascom Avenue. A-9

10. Any proposed uncontrolled midblock crosswalk crossing on Bascom in County jurisdiction is not recommended. A-10
11. The proposed median island on Moorpark Ave is subjected to further review when County receives more detailed proposed roadway changes. A-11
12. Submit Travel Demand Management plan for review. A-12

Thank you for considering these comments. If you have any questions or concerns about these comments, please contact me at 408/573-2482 or Ellen.Talbo@rda.sccgov.org

Thank you,

Ellen Talbo,
County Transportation Planner
County Roads and Airports Department

Responses to Comments from County of Santa Clara Roads and Airports Department – July 1, 2021 Letter

A-1 The commenter indicates comments from the County of Santa Clara Roads and Airport Department letters submitted in response to the NOP (dated November 30, 2020 and February 22, 2021) were not completely addressed in the Draft EIR, and requests a response to those letters. The District has elected to respond to those letters in this Response to Comments Document. Please refer to responses to Letters D and E, for responses to the County of Santa Clara Roads and Airport Department letters dated November 20, 2020 and February 22, 2021, respectively.

A-2 The commenter indicates the Bascom Corridor Complete Streets Study and its proposed complete street elements on Bascom Avenue should be considered as part of the proposed SJCC FMP so that project proposed roadway modifications incorporate other changes and use as reference now that the Bascom Complete Street Project is funded. Please see response to Comment D-1 which addresses the relationship of the Bascom Complete Street Project to the SJCC FMP.

A-3 The commenter indicates the proposed three-way signal at the intersection of Moorpark Avenue and Leland Avenue would cause changes in traffic patterns on Leland Avenue, Moorpark Avenue, and Parkmoor Avenue. The commenter also indicates that the changes in traffic patterns will introduce more cut-through traffic on residential streets around these intersections, and mainly add more traffic on Leland Ave. Please see response to Comment E-3 which addresses the analysis of impacts related to improvements to the SJCC driveway at Leland Avenue.

The commenter also recommends that the project team reach out to impacted communities and address any traffic neighborhood issues from concerned residents in the area. As described in response to Comment E-3, the Draft EIR demonstrates that the SJCC FMP would not result in any significant operational impacts to the local transportation network, including the proposed three-way signal at Leland Avenue/ Moorpark Avenue. Nonetheless, the District will continue to coordinate as needed with local neighborhood groups and individuals regarding potential concerns that may be raised by those parties with respect to the SJCC FMP. It should also be noted that release of the Draft EIR has been conducted pursuant Section 15087 of the CEQA Guidelines, which identifies the public noticing and public review requirements for the Draft EIR. It should be noted that no comments were received from the community in either response to the Notice of Preparation or as a comment on the Draft EIR.

A-4 The commenter requests a Construction Management Plan be provided. The SJCC FMP Draft EIR identifies Mitigation Measure 3.6-1 (see Draft EIR, page 3.6-19): Construction Coordination and Monitoring Measures, including preparation of a Construction Traffic Control Plan; encouraging alternative modes of travel to/from the site construction personnel; and providing nearby residences and businesses with construction updates. The Construction Traffic Control Plan for the SJCC FMP is not yet prepared. However, Mitigation Measure 3.6-1 specifies that the District and their construction contractor(s)

will meet with relevant City and County agencies to coordinate feasible measures to reduce traffic congestion and potential traffic and transit disruption and pedestrian circulation effects during major phases of construction of the SJCC FMP projects. Such coordination would occur prior the finalizing the Construction Traffic Control Plan for major phases, and prior to initiation of construction for those phases under the SJCC FMP. Therefore, a Construction Management Plan would be prepared, in consultation with the County, which would list any lane closures, traffic control plans, detours, or other traffic management actions, as requested in the comment.

A-5 The commenter requests an internal circulation map be provided identifying parking and pedestrian drop-off zones. The Draft EIR Project Description included Figure 2-5: Project Site Access and Circulation, which identified both on-campus parking areas and drop-off zones. Please also note that Figure 2-5 has been further updated to show proposed locations for on-campus bicycle parking, and to clarify the location of the proposed internal perimeter loop. In addition, Figure 2: Site Plan in the Traffic Analysis in the SJCC Draft EIR Appendix E has been replaced with this same revised figure. Please refer to Chapter 2, Revisions to the Draft EIR, for the revised Figure 2-5 from the Draft EIR Project Description, and revised Figure 2 from the Traffic Analysis in Appendix E of the SJCC Draft EIR.

A-6 This commenter requests a queuing analysis for the intersection of Leland Avenue/ Moorpark Avenue. Intersection queuing was analyzed in the Transportation Analysis, prepared in support of the Draft EIR (see Appendix E, *Transportation*, in the Draft EIR). The results indicate that under Background-Plus-SJCC-FMP conditions, the eastbound right-turn-, southbound through-, and the southbound-left-turn movements, at this intersection, were calculated to have sufficient storage length for the 95th-percentile queue during both peak hours. The northbound right-turn-movement would need storage of approximately 100 feet, and the northbound through-movement would need storage of approximately 150 feet, to accommodate the 95th percentile queue during the PM peak hour. As discussed in Chapter 2 of the Draft EIR, *Project Description*, under the SJCC FMP, the intersection of Leland Avenue/Moorpark Avenue/ would be reconfigured. When this intersection is reconfigured as proposed under the SJCC FMP, a minimum storage length of 100 feet for the northbound right turn movement and 150 feet for the northbound through movement is recommended to accommodate the 95th percentile queue during peak hours.

The queue for the eastbound through- and shared-left-through-movements, under background conditions, extends past the eastbound I-280 off ramp by 7 vehicles, during the AM peak hour, and 33 vehicles during the PM peak hour. Under Background-Plus-SJCC FMP conditions, the eastbound queue would reduce by three vehicles in the AM peak hour and two vehicles in the PM peak hour, due to the shift in traffic to the new northbound and southbound through-movements at the proposed reconfigured intersection. It should be noted that the queueing was analyzed using the Poisson probability distribution methodology, described in the Traffic Analysis in the Draft EIR (Appendix E, page 12), and that existing queues were not field-verified, due to COVID-

19 and shelter-in-place orders. The Traffic Analysis for the Draft EIR (Appendix E, page 21) provides an explanation of process considerations made for the effects of the COVID-19 global pandemic on existing traffic conditions.

A-7 The commenter indicates the SJCC FMP should propose signal coordination on Leland between Moorpark Avenue and Parkmoor Avenue as mitigation. The commenter adds that signal timing is not recommended as a mitigation measure. The commenter also notes that these two signals are currently controlled by a single controller and maintained by County. Please see response to Comment E-3 which addresses the analysis of impacts related to improvements to the SJCC driveway at Leland Avenue.

A-8 The commenter indicates the SJCC FMP transportation study failed to recognize which jurisdictions the study intersections are under, and therefore assumed incorrect level of service (LOS) standards (see Draft EIR, Appendix E, pages 11 to 14). The intersections of Leland Avenue/Moorpark Avenue and Leland Avenue/Parkmoor Avenue are located within the County of Santa Clara. The County of Santa Clara LOS standard is LOS E for County intersections. The Transportation Analysis in Appendix E of the Draft EIR assumes a more stringent standard of LOS D at these intersections per the City of San José's guidelines. Leland Avenue/Moorpark Avenue is expected to operate at LOS B and Leland Avenue/Parkmoor Avenue is expected to operate at LOS C, during both peak hours, under Background-Plus-SJCC-FMP conditions. Therefore, both study intersections would operate at acceptable LOS using either the City or County guidelines, and the implementation of the SJCC FMP would not conflict with County or City policies related to transportation, as was concluded in Impact 3.6-1 of the Draft EIR (see Draft EIR, pages 3.6-14 to 3.6-16).

A-9 The commenter requests referencing the Bascom Avenue Complete Street Project for any project proposed roadway changes along Bascom Avenue. Please see response to Comment D-1 which addresses the relationship of the Bascom Complete Street Project to the SJCC FMP.

A-10 The commenter indicates that any proposed uncontrolled midblock crosswalk crossing on Bascom in County jurisdiction is not recommended. The comment is noted. No uncontrolled midblock crosswalk crossing on Bascom Avenue within the County jurisdiction is proposed under the SJCC FMP.

A-11 The commenter requests that proposed median changes on Moorpark Avenue be submitted for County review. The comment is noted. At such time a detailed design for the proposed median island on Moorpark Avenue is developed, the plan would require County review and approval for all project components within County right-of-way.

A-12 The commenter requests a travel demand management plan be submitted for review. No significant operational transportation impacts were identified in the SJCC Draft EIR necessitating the implementation of a transportation demand management plan as mitigation. However, Section 3.4 of the SJCC FMP Draft EIR, Greenhouse Gas Emissions, identifies the need to implement Transportation Demand Management (TDM)

measures (Mitigation Measure 3.4-1j on page 3.4-32), to ensure consistency of the SJCC FMP with the qualified GHG Reduction Strategy (GHGRS) considered in the Draft EIR (i.e., the City of San José GHGRS). Accordingly, Mitigation Measure 3.4-1j calls for the implementation of TDM measures to reduce automobile trips to the SJCC campus by encouraging the use of alternative modes of transportation. As feasible, preliminary TDM measures identified in Mitigation Measure 3.4-1j may include, but are not limited to, the following:

- Make available transit passes to staff and students to make transit an attractive, affordable mode of travel.
- Provide pre-tax commuter benefits for staff to exclude their transit or vanpooling expenses from taxable income or an alternate commuter benefit option consistent with the MTC/BAAQMD Commuter Benefits Program required for employers with 50 or more full-time employees.
- Use technology-based information, encouragement, and trip coordination services to encourage carpooling, transit, walking, and biking by staff and students. These can include third-party apps to distribute incentives to people who choose to use these modes.
- Provide dedicated parking for carpool and vanpool vehicles near building and garage entrances.
- Provide secure and convenient bicycle parking, such as lockers or secured bicycle rooms.
- Provide assistance in rideshare coordination, such as implementation of the 511 Regional Rideshare Program or equivalent, as recommended by the 2017 CAP.
- Dedicate curbside areas for passenger pickup by ride-hailing services, to minimize traffic intrusion and double-parking by rideshare vehicles.

These measures would also serve as mitigation to ensure the SJCC FMP would be consistent the adopted air quality plan for the region (i.e., BAAQMD's 2017 Clean Air Plan).

While the final TDM measures are not formalized at this point, it is expected that these and/or other TDM measures would be implemented as appropriate by the District during operation of the SJCC FMP.

Santa Clara Valley Transportation Authority

July 2, 2021

San José Evergreen Community College District
40 S. Market Street
San José, CA 95113

Attn: Terrance DeGray
By Email: Terrance.DeGray@sjeccd.edu

Dear Terrance,

VTA appreciates the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the San José City College Facilities Master Plan project. VTA has reviewed the document and has the following comments:

Bascom Avenue Complete Streets Project Compliance

San José City College is partially located along Bascom Avenue in San José. VTA, in coordination with the Cities of San José and Campbell and the County of Santa Clara, is undergoing a roadway reconfiguration project along Bascom Avenue that would upgrade existing bicycle lanes to separated bicycle facilities, add sidewalks in some segments, and install landscaping elements that would make traveling along Bascom Avenue more pleasant for all. This will work well with the additional bicycle parking proposed in the DEIR at the southern Bascom Avenue entrance to the campus.

To accommodate the space needed for the separated bikeway facilities, one vehicle lane will be removed from Bascom Avenue. This should impact the LOS analysis conducted for Bascom Avenue and Moorpark Avenue as part of the project DEIR. The VTA project is funded through the environmental and design phases and the RFP to procure a consultant team is scheduled to be released in August or September 2021.

B-1

Access to Transit

VTA runs two bus routes along Bascom Avenue or Fruitdale Avenue (Route 25 and Route 61) with several bus stops nearby that could be used by campus visitors. VTA recommends improved pedestrian access to transit on Bascom Avenue bus stops with wayfinding, monuments, and lighting to enhance the pedestrian experience. The DEIR does not identify direct pedestrian circulation from the center of campus to Bascom Avenue.

B-2

It is noted in Appendix E that improved pedestrian connectivity from Kingman/Perimeter Road through the neighborhood south of campus to VTA transit service on Fruitdale Avenue should be considered. VTA would support pedestrian improvements as they would enhance the recent safety enhancements made by the City of San José on Fruitdale Avenue. VTA has no plans to reroute transit service from Fruitdale Avenue to Kingman Avenue. Connections to transit on Bascom Avenue should be considered the primary routes for San José City College. A newly launched shuttle service called the Santa Clara Valley Medical Center Shuttle was recently launched between the medical campus and Diridon Station, for more details visit: https://www.vta.org/scvmc. This new shuttle will expand access to regional

B-3

B-4

services transit services located at Diridon Station. B-4

Bicycle Accommodations

Fruitdale Avenue is described incorrectly on Page 3.6-4 and under Bicycle Circulation on Page 3.6-8. This roadway was recently repaved and striped differently then what is described in the document. The description should be updated accordingly to match the new roadway cross section. This section of Fruitdale Avenue has Class II buffered bike lanes now installed between Bascom Avenue and Southwest Expressway. B-5

VTA strongly supports the dedicated path for bicyclists on the new Perimeter Loop Road connecting Leigh Avenue, Kingman Avenue, and Bascom Avenue. This new connection should be context sensitive and designed to provide separation for bicycles and pedestrians from automobile either through an off-street Class I path or protected Class IV bikeway and enhance sidewalk. The future connections will be enhanced by the planned Bascom Complete Streets Project. B-6

Figure 2-5 does not identify any bike parking locations. VTA recommends updating the map to identify locations mention in the Bicycle Parking section on page 2-17. The DEIR and Appendix E make references to new installed bike parking near high use building. It is unclear from the Transportation Impact Analysis what volume of pedestrian or bicycle activity would determine where this parking should be located. VTA recommends additional study to determine parking locations for bike based on circulation and use. SJCC should also consider a centrally located bike parking hub which could serve the whole campus. B-7 B-8

Thank you again for the opportunity to review this project. If you have any questions, please do not hesitate to contact me at 408-321-5830 or lola.torney@vta.org.

Sincerely,

Lola Torney
Transportation Planner III

Responses to Comments from Santa Clara Valley Transportation Authority – July 2, 2021 Letter

B-1 The commenter indicates that Bascom Avenue is undergoing a roadway reconfiguration project that would upgrade existing bicycle lanes to separated bicycle facilities, add sidewalks in some segments, and add landscaping elements. The commenter adds that these improvements would work well with the additional bicycle parking proposed in the Draft EIR at the southern Bascom Avenue entrance to the SJCC campus. The comment is noted. Please also see additional discussion of SJCC FMP's overall consistency with the proposed Bascom Complete Street project in response to Comment D-1.

The commenter also indicates that under the Bascom Complete Street project, one travel lane would be removed from Bascom Avenue, and that this would impact the LOS analysis conducted for Bascom Avenue and Moorpark Avenue in the SJCC FMP Draft EIR. Please see response to Comment D-1 which addresses the relationship of the Bascom Complete Street Project to the SJCC FMP.

B-2 The commenter request enhanced pedestrian connections and wayfinding from the SJCC campus to the bus stops on Bascom Avenue. Pedestrian access to Bascom Avenue from the center of the SJCC campus is via the primary lighted east-west pedestrian spine through the SJCC campus, which extends to the intersection of Bascom Avenue and Moorpark Avenue. Pedestrian access also is available via Kingman Avenue, which is recommended to be enhanced with a new sidewalk on the north side under the SJCC FMP. Pedestrian scale lighting also would be appropriate. New internal pedestrian connections within the SJCC campus are proposed to link the parts of the SJCC campus together and to connect them to the central spine and Kingman Avenue. These connections include converting portions of Laswell Avenue to pedestrian and "service / emergency only" travel routes and also adding an improved north-south pedestrian connection along the center of the campus to the parking lots in the southern portion of the campus. These improvements would serve to improve overall pedestrian circulation between the SJCC campus and Bascom Avenue bus stops.

B-3 This comment states that VTA supports better pedestrian connections to Fruitdale Avenue. The comment is acknowledged. Under the SJCC FMP, the SJCC proposes to add a new pedestrian connection through the SJCC campus that would connect to Mansfield Drive. From there, pedestrians would be able to use the existing sidewalks to access Fruitdale Avenue.

B-4 The commenter indicates a newly launched shuttle service between the medical campus and Diridon Station will expand access to regional transit service located at Diridon Station. The comment does not identify an issue related to the Draft EIR or the proposed SJCC FMP Therefore, the comment is noted.

B-5 The commenter indicates Fruitdale Avenue is described incorrectly in the SJCC Draft EIR, on page 3.6-8. The commenter indicates roadway was recently repaved and striped with Class II buffered bike lanes between Bascom and Southwest Expressway. The

comment is noted, and corrected in the SJCC FMP Draft EIR Section 3.6 Transportation and in Appendix E, Traffic Analysis. Please refer to Chapter 2, *Revisions to the Draft EIR*, for the corresponding revisions.

B-6 The commenter indicates VTA strongly supports the dedicated path for bicyclists on the new Perimeter Loop Road connecting Leigh Avenue, Kingman Avenue, and Bascom Avenue. The commenter adds that the new connection should be context sensitive and designed to provide separation for bicycles and pedestrians from automobile either through an off-street Class I path or protected Class IV bikeway and enhance sidewalk. The commenter notes that future connections will be enhanced by the planned Bascom Complete Streets project. The comment does not identify an issue related to the Draft EIR or the proposed SJCC FMP. Therefore, these comments are noted and will be considered by the District decision-makers.

B-7 The commenter indicates Figure 2-5 in the SJCC FMP Draft EIR does not identify any bike parking locations that are referenced on Draft EIR page 2-17. In response to this comment, Figure 2-5 has been updated to show the preliminary proposed locations for on-campus bicycle parking. In addition, Figure 2: Site Plan in the Traffic Analysis in the SJCC Draft EIR Appendix E has been replaced with this same revised figure. Please refer to Chapter 2, *Revisions to the Draft EIR*, for the revised Figure 2-5 from the Draft EIR Project Description, and revised Figure 2 from the Traffic Analysis in Appendix E of the SJCC Draft EIR.

B-8 The commenter indicates that it is unclear what volume of pedestrian or bicycle activity would determine where the additional proposed on-campus bicycle parking should be located. The commenter adds that VTA recommends additional study to determine parking locations for bike based on circulation and use. Figure 2-5 in the SJCC FMP Draft EIR has been updated to identify preliminary proposed locations for on-campus bicycle parking, based on proximity to campus building entrances and campus travel paths, and space availability.

The commenter indicates SJCC should also consider a centrally located bike parking hub which could serve the whole campus. This comment is noted and will be considered by the District decision-makers.

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Department of Public Works
DEVELOPMENT SERVICES DIVISION

July 9, 2021

VIA E-MAIL ONLY
Terrance DeGray
San Jose Evergreen Community College District
40 S. Market Street
San Jose, CA 95113

SUBJECT: San Jose City College Facilities Master Plan
NOA - Environmental Impact Report (EIR) Comments

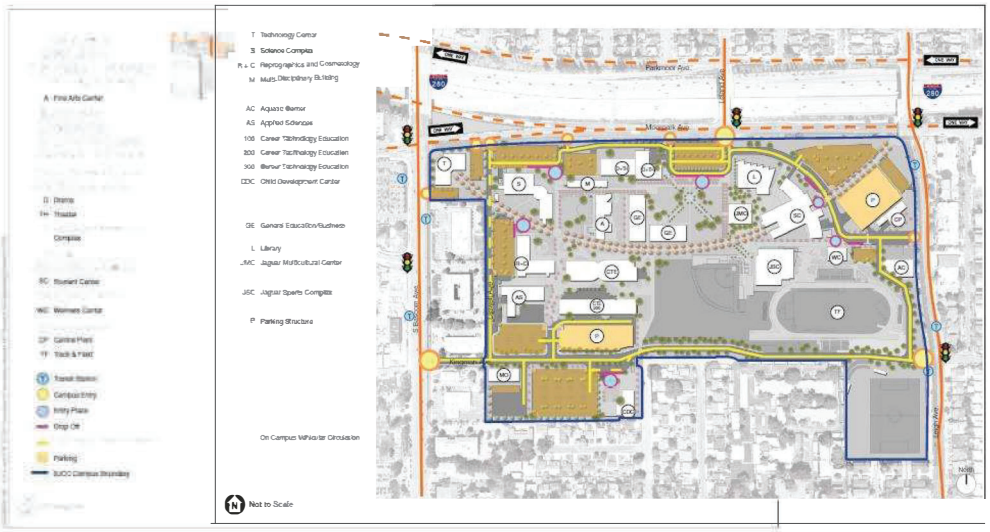
Dear Mr. DeGray:

This letter shall serve as the City of San Jose's Department of Public Works (DPW) and Department of Transportation (DOT) comments for the Notice of Availability of an Environmental Impact Report specifically the Transportation Analysis for the Vision 2030 San Jose City College Facilities Master (SJCC FMP) received on May 18, 2021.

Comments:

General:

- Provide an updated site plan — C-1
- Include the following sections from the EIR's Transportation section into this report: — C-2
  - Additional Access Improvements
  - Perimeter Loop
  - Student Drop-Offs
- Include the following Figure with the on-site circulation sections from above: — C-3



SOURCE: San Jose Evergreen Community College District, 2021

San José City College Facilities Master Plan - San José Evergreen Community College District

Figure 2-5
Project Site Access and Circulation

February 19, 2021
Evergreen Valley College CSJ NOP-EIR Comments

Executive Summary:

- Revise introductory discussion to include the existing and entitled student enrollment count for SJCC — C-4
- Other Transportation Issues — C-5
  - Denote which county or agency currently operates and maintains the Leland/Moorpark and the Leland/Parkmoor intersections
  - Describe which crosswalk leg (N, S, E, or W) at Kingman/Leigh is proposed as having 2 outbound lanes: — C-6
    - peak hours.
    - If feasible, Kingman Avenue should be widened to two outbound lanes.
  - westbound queue and delay. A sidewalk should also be installed along t
  - Moorpark Ave is programmed for a future Class IV protected bikeway implementation per the CSJ Better Bike Plan 2025. Include discussion on how the following raised median recommendation for the right-turn pocket will incorporate that future protected bikeway design: — C-7
    - A median island should be installed along the full length of the right-turn lane into the campus on Moorpark Avenue to prevent vehicles from the off-ramp accessing this lane. Off-ramp vehicles would be forced to travel farther along Moorpark Avenue to Leigh Avenue to enter the campus. The driveway egress from parking Lot C onto Moorpark Avenue should be closed to prevent a conflict with the vehicles in the right turn lane.
  - Revise the following recommendation by removing the specific message of implementing "speed humps" and refer to the city's council adopted traffic calming policy and toolkit that needs to be utilized along in conjunction with existing + proposed vehicles counts and speeds along Kingman Ave: — C-8
    - Traffic calming treatments like speed humps and speed signage should be provided on Kingman Avenue and the north-south connection along the eastern portion of the campus to keep vehicular speeds low and improve pedestrian safety.

Introduction:

- Any signal modification at the Moorpark/Leland signal will need coordination and an encroachment permit from Caltrans, along with the following: — C-9
  - Queuing analysis to show that the introduction of further signal phases and SJCC future projected vehicles do not result in adverse effects or present queuing concerns at Leland/Parkmoor

Existing Conditions:

- Confirm whether Laswell Ave is a public or private street — C-10

Local Transportation Analysis:

- Refer to the CSJ Complete Streets Standards and Guidelines for the driveway widths instead of the Geometric Design guidelines: — C-11

driveway is also adequate.

Driveway Design

According to the City of San Jose Geometric Guidelines, the width of a two-way driveway should be a minimum of 20 feet. All existing project driveways meet this requirement.

Recommendation:

Leigh Avenue and Kingman Avenue should be designed according to the City of San Jose Geometric Guidelines as shown on Figure 14.

- Provide truck turning templates for the signal modifications proposed at Leigh/Kingman and Moorpark/Leland
- Pedestrian Facilities
    - Project should refer to the Bascom Complete Street Corridor Study and Planline developed by VTA and partner agencies for implementation of the following improvements as enhancements to the pedestrian entry points:
        - Signal modifications at Bascom/Moorpark and Bascom/Renova to implement crosswalks at the north legs of these intersections
- Bicycle Facilities
    - Provide discussion indicating that the Leigh, Moorpark, and Bascom frontages will need to implement or provide an in-lieu monetary contribution for the future Class IV protected bike lanes per the City of San Jose's Council adopted 2025 Better Bike Plan
    - Internal roadway network should include Class II and Class IV bike lane facilities

C-12

C-13

C-14

If you have any questions, please contact me at manjit.banwait@sanjoseca.gov or (408) 793-5301.

Sincerely,

/s/ Manjit Banwait
Senior Transportation Specialist
Department of Public Works

MB:rb

C: Florin Lapustea, City of San Jose Department of Transportation

Responses to Comments from City of San José Department of Public Works – July 9, 2021 Letter

C-1 The commenter requests the Transportation Analysis in Appendix E in the SJCC FMP Draft EIR include an updated site plan. Figure 2 in the Transportation Analysis in Appendix E has been replaced with the same project site access and circulation plan included as Figure 2-5 in Chapter 2 of the Draft EIR, *Project Description*. Furthermore, this figure has been updated to reflect other proposed SJCC campus transportation improvements. Please refer to Chapter 2, *Revisions to the Draft EIR*, for the revised Figure 2-5 from the Chapter 2 of the Draft EIR, and revised Figure 2 from the Traffic Analysis in Appendix E of the Draft EIR.

C-2 The commenter also requests the Transportation Analysis in Appendix E in the SJCC FMP Draft EIR include the Additional Access Improvements, Perimeter Loop and Student Drop-offs sections from the Draft EIR, Section 3.6, *Transportation*. The description of additional access improvements, perimeter loop and student drop-offs from the SJCC FMP have been added to the Transportation Analysis in Appendix E. Please refer to Chapter 2, *Revisions to the Draft EIR*, for the additions made to the Traffic Analysis in Appendix E.

C-3 The commenter requests Figure 2-5 from Chapter 2 of the Draft EIR, *Project Description*, be included in the Transportation Analysis in Appendix E of the Draft EIR. Comment noted; please see response to Comment C-1, above.

C-4 The commenter requests the Transportation Analysis Executive Summary in Appendix E in the SJCC FMP Draft EIR include the existing and entitled student enrollment count for SJCC. Please refer to Chapter 2, *Revisions to the Draft EIR*, which identifies the enrollment information that is being added to the Traffic Analysis in Appendix E.

C-5 Regarding the discussion of Other Transportation Issues section in the Transportation Analysis Executive Summary in Appendix E of the Draft EIR, the commenter requests the following issues be addressed:

> *Denote which county or agency operates and maintains Leland/Moorpark and Leland/Parkmoor intersections.*

The intersections of Leland Avenue/Moorpark Avenue, and Leland Avenue/Parkmoor Avenue, are operated and maintained by the County of Santa Clara. Please refer to Chapter 2, *Revisions to the Draft EIR*, which describes this addition to the Traffic Analysis in Appendix E of the Draft EIR.

C-6 Regarding the discussion of Other Transportation Issues section in the Transportation Analysis Executive Summary in Appendix E of the Draft EIR, the commenter requests the following issue be addressed:

> *Describe which crosswalk leg (N, S, E or W) at Kingman/Leigh is proposed as having two outbound lanes.*

The reference in the Transportation Analysis to Kingman Avenue being widened to provide two outbound lanes is to the westbound leg on Kingman Avenue approaching Bascom Avenue. However, if a median is installed on Bascom Avenue as part of the Bascom Avenue Complete Streets project, there would be no need for two outbound lanes on Kingman Avenue. No revisions are made to the Transportation Analysis in Appendix E of the Draft EIR.

C-7 Regarding the discussion of Other Transportation Issues in the Transportation Analysis Executive Summary in Appendix E of the Draft EIR, the commenter requests the following issue be addressed:

> *Moorpark Avenue is programmed for a Class IV protected bikeway implementation per the San José Better Bike Plan 2025. Include discussion on how the raised median recommendation for the right-turn pocket will be incorporate the future bikeway design.*

The Transportation Analysis recommends a median island be installed along the full length of the right-turn lane into the campus on Moorpark Avenue to prevent vehicles from the eastbound I-280 off-ramp from accessing the right turn lane, and to close the driveway egress from parking Lot C onto Moorpark Avenue, to prevent a conflict with the vehicles in the right turn lane. Per the City of San José Better Bike Plan 2025, Moorpark Avenue is programmed for a future Class IV protected bikeway. The right-turn lane along Moorpark Avenue is currently 22 feet wide and would be able to accommodate the addition of a Class IV protected bikeway, even if a median separating the right turn lane and the other travel lanes were installed. The bikeway could be installed either on the right side or left side of the right turn lane, following standard bikeway design guidelines. Furthermore, closing driveway egress from parking Lot C would reduce conflict between vehicles and bicycles and improve bicycle safety. No revisions are made to the Traffic Analysis in Appendix E.

C-8 Regarding the discussion of Other Transportation Issues in the Transportation Analysis Executive Summary in Appendix E of the Draft EIR, the commenter requests the following issue be addressed:

> *Revise the recommendation by removing the specific message of "speed humps," and refer to the city council's adopted traffic calming policy and toolkit that needs to be utilized in conjunction with existing plus proposed vehicles and speeds along Kingman Avenue.*

The referenced text in the Transportation Analysis Executive Summary has been revised. Please refer to Chapter 2, Revisions to the Draft EIR, which describes the revisions made to the Traffic Analysis in Appendix E, relevant to this comment.

C-9 In the Transportation Analysis Introduction in Appendix E of the Draft EIR, the commenter requests the following issue be addressed:

> *Any signal modification at the Leland Avenue/Moorpark Avenue signal will need coordination and an encroachment permit from Caltrans, along with a queueing analysis to show that the introduction of further signal phases and SJCC future projected vehicles do not result in adverse effects or present queueing concerns at Leland Avenue/Parkmoor Avenue.*

The District will coordinate and acquire an encroachment permit from all responsible agencies for the proposed signal modification at Moorpark Avenue and Leland Avenue. Please see response to Comment A-6 with respect to request for the queuing analysis. No revisions are made to the Traffic Analysis in Appendix E.

C-10 In the Transportation Analysis Existing Conditions section in Appendix E, the commenter requests the following issue be addressed:

> *Confirm whether Laswell Avenue is a public or private street.*

Laswell Avenue is a part of the SJCC college campus, and not City or County public street. No revisions are made to the Traffic Analysis in Appendix E.

C-11 In the Transportation Analysis, Local Transportation Analysis section in Appendix E of the Draft EIR, the commenter requests the following issue be addressed:

> *Refer to the City of San José Complete Streets Standards and Guidelines for the driveway widths instead of the Geometric Design Guidelines.*

The Comment is noted. The referenced text in the Transportation Analysis Local Transportation Analysis section has been revised. Please refer to Chapter 2, Revisions to the Draft EIR, which describes the revisions made to the Traffic Analysis in Appendix E, that relate to this comment.

C-12 In the Transportation Analysis, Local Transportation Analysis section in Appendix E, the commenter requests the following issue be addressed:

> *Provide truck turning templates for the signal modifications proposed at Leigh/Kingman and Moorpark/Leland.*

This component of the SJCC FMP is currently in the planning stages. When the District moves into the design phase, all plans would be developed based on standard requirements to accommodate all vehicles, including trucks. All improvements within City of San José right of way will be designed to meet City of San José standards and would be developed pursuant to review and approval by the City. No revisions are made to the Traffic Analysis in Appendix E.

C-13 In the Transportation Analysis, Local Transportation Analysis under Pedestrian Facilities section in Appendix E of the Draft EIR, the commenter requests the following issue be addressed:

> *Project should refer to the Bascom Complete Street Corridor Study and Planline developed by VTA and partner agencies for implementation of the following improvements as enhancements of the following improvements to the pedestrian entry points: Signal modifications at Bascom Moorpark and Bascom/Renova to implement crosswalks at the north legs of these intersections.*

Please see Response to Comment D-1, which addresses the relationship of the Bascom Complete Street Project to the SJCC FMP.

C-14 In the Transportation Analysis, Local Transportation Analysis under Bicycle Facilities section in Appendix E of the Draft EIR, the commenter requests the following issue be addressed:

> *Provide a discussion indicating that Leigh, Moorpark, and Bascom frontages will need to implement or provide an in-lieu monetary contribution for the future Class IV protected bike lane per the City of San José's Council adopted 2025 Better Bike Plan.*

This comment does not specifically address the adequacy of the Draft EIR. Nevertheless, the comment is noted and will be considered by the District decision-makers. No revisions are made to the Traffic Analysis in Appendix E.

The comment also requests the following issue be addressed:

> *Internal roadways should include Class II and Class IV bike lane facilities.*

The comment is noted and will be considered by the District decision-makers. No revisions are made to the Traffic Analysis in Appendix E.

Comment Letter D

County of Santa Clara

Roads and Airports Department
Planning, Land Development and Survey

101 Skyport Drive
San Jose, CA 95110-1302
(408) 573-2460 FAX 441-0276

November 30, 2020

Terrance DeGray,
Associate Vice Chancellor,
Physical Plant Development and Operations San Jose Evergreen Community College District
40 S. Market Street
San Jose, CA 95113
Email: Terrance.DeGray@sjeccd.edu

SUBJECT: Notice Of Preparation Of An Environmental Impact Report For The San Jose City College Facilities Master Plan

The County of Santa Clara Roads and Airports Department in conjunction to the County of Santa Clara Facilities and Fleet Department (collectively known as "The County") appreciates the opportunity to review the Notice Of Preparation Of An Environmental Impact Report For The San Jose City College Facilities Master, and is submitting the following comments:

THE COUNTY OF SANTA CLARA ROADS AND AIRPORTS DEPARTMENT

- The County suggests that this project consult the Bascom Complete Street Project. This is a planning effort in partnership between VTA and its Member Agencies to transform select roadways into high-quality, multimodal streets that prioritize bicycle, pedestrian and transit travel while still serving motorists. The Bascom Corridor Complete Streets Study is a joint project with the City of San Jose, City of Campbell, and the County of Santa Clara.
  The purpose of this planning study is to identify opportunities along Bascom Avenue to demonstrate and advance Complete Streets improvements. The study will evaluate transit travel times, signal coordination, signal timing modifications, multimodal access, safety, and connectivity.
  The project detail and report can be found here: https://www.vta.org/projects/bascom-corridor-complete-streets-study D-1

- This project should account for and accommodate the Bascom Complete Streets corridor improvements that are found in the study Chapter 4 pages 118-127. Referenced below:
  - PROPOSED DESIGN CONCEPT
    - The roadway is re-purposed to provide two 10-foot-wide travel lanes and an 11 foot-wide lane to accommodate buses in each direction, supported by an 18 foot-wide center turn lane. Existing on-street parking on both sides of the street will be re-purposed as new Class-IV bicycle facilities with protective bollards that shield

cyclists from high-speed vehicle traffic. This new bicycle network connects with other planned facilities in the area, such as those on Enborg Lane, Renova Drive, Moorpark Avenue, and Parkmoor Avenue,and provides much needed bike connectivity for students and staff at San Jose City College.
All transit stops are moved to the far side of intersections and improved with bus shelters and other supportive amenities, including seating, signage, and real-time travel updates.

- Existing signal times will also be improved to synchronize with vehicle traffic. A new pedestrian signal is added at the mid-block crossing near Santa Clara Valley Medical Center. Sidewalk gaps approaching Enborg lane will be filled in to create continuous pedestrian infrastructure throughout the corridor segment.

- All existing crosswalks are improved with enhanced striping and directional ramps for ADA accessibility, improving safety for all crossing pedestrians, especially vulnerable individuals accessing nearby medical facilities. Based on community input, a new crosswalk is added at Enborg Lane to improve connectivity in the area. Pedestrian safety comfort at Moorpark intersection is enhanced by redesigning the intersection without the porkchop islands. Gateway signage is introduced at Enborg Lane, Moorpark Avenue, and Parkmoor Avenue to celebrate the regional destinations in the area.

- SHORT-TERM IMPROVEMENTS

D-1

  - All three travel lanes are retained and reduced in width. The existing center turn lane is also retained to allow for left-turn entries into key destinations. New 10 foot-wide protected bicycle lanes are added on either side of the roadway and are supported by bollards.
  - Sidewalks on either side of the street are made continuous and landscaped with new street trees. All existing crosswalks are improved with enhanced striping. A green-striped mixing zone is implemented at transit stop to alert drivers of the presence of bicyclists, helping to reduce the potential for conflict between travel modes.

- LONG-TERM IMPROVEMENTS

  - The center turn lane is converted into an 18 foot-wide median landscaped with a continuous row of street trees. Left turn pockets are provided at key destinations and intersections, which also preserves emergency vehicle access to the Santa Clara Valley Medical Center.
  - At bus stops, curb bulbouts extend into the 10-foot bicycle lanes to improve safety for on-loading and offloading passengers. This arrangement causes the bicycle lanes to jog right of these bulbouts away from the roadway, minimizing the potential for conflict between different travel modes. In areas where the sidewalk is constrained, sidewalks are widened by extending into the landscaped areas along adjacent properties.
  - Sidewalks are lined with pedestrian oriented streetlights to improve safety. Curb

bulbouts on cross streets are introduced to reduce vehicle turning speeds, beautify the streetscape and improve storm water management. These bulbouts also improve pedestrian safety by reducing crossing distances at all intersections. D-1

- Regarding all the proposed uses for the proposed project, would generate traffic to and from the project site as well as construction traffic during project construction.
  The EIR will evaluate the potential for development under the proposed SJCC FMP to conflict with programs, plans, ordinances, and policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The expected increase in vehicle trips under the SJCC FMP discussed in the Initial Study would in turn increase the total amount of vehicle miles traveled (VMT) to and from the campus. We recommend that Bascom, Moorpark, and other County facilities near the project are included in the EIR to evaluate and identify transportation impacts and mitigation measures. D-2

- Please provide site circulation map to show drop-off/pick-up locations around campus perimeter. D-3

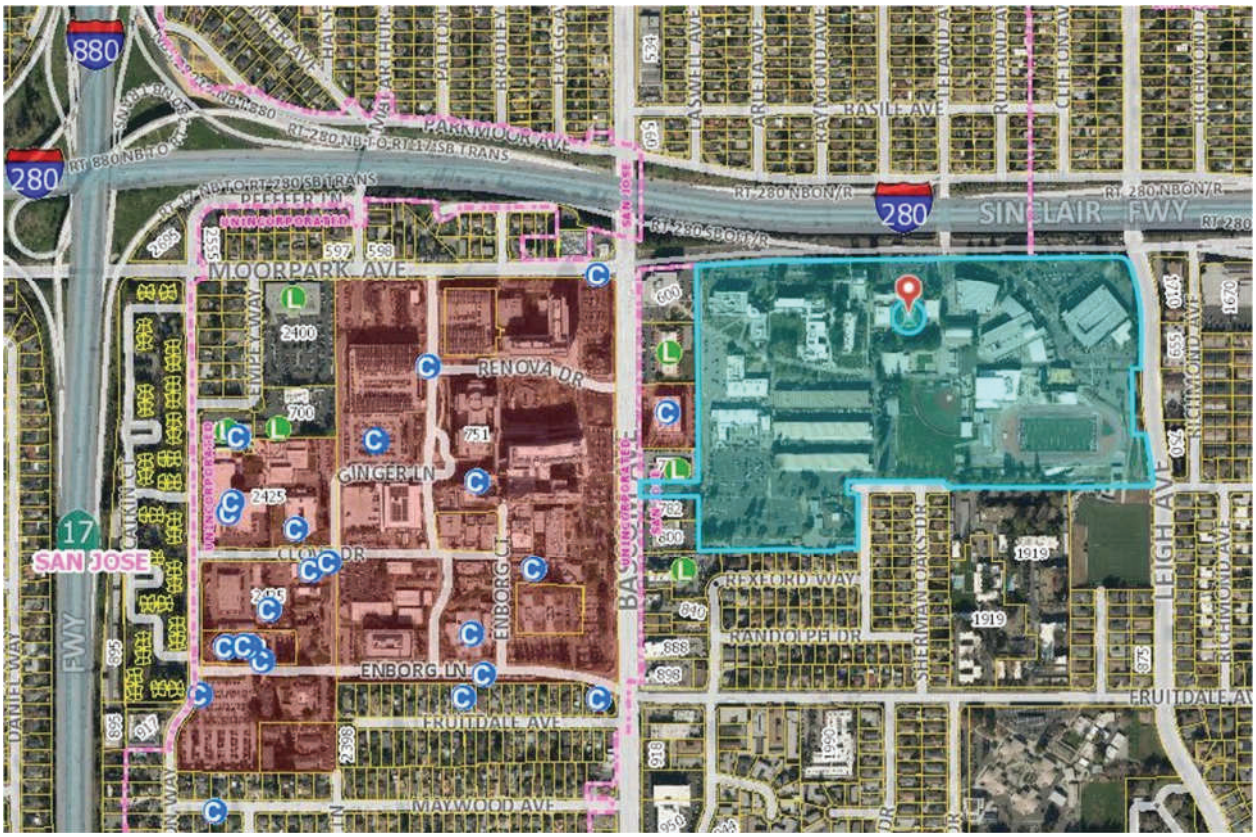
THE COUNTY OF SANTA CLARA FACILITIES AND FLEET DEPARTMENT

As mentioned in the NOP (pages 1, 3, and 17), the Santa Clara Valley Medical Center is adjacent to the project site. The Valley Medical Center is a County of Santa Clara owned medical campus. Services that this medical campus currently offers or has the capacity to offer in the future include ambulatory care, urgent care, emergency medical care, and specialty medical care, including Covid-19 treatment and care. In addition to the Valley Medical Center campus, the County has leased 3 buildings for health and hospital-related operations in the vicinity of the project site. The addresses of the County Facilities (Owned and Leased) in addition to the ones on VMC Campus are listed (Table 1) and a map depicting their proximity to the project site are below (Figure 1):

Table 1: Location of County Facilities Adjacent to Project Site
*Note: Does not include facilities on the Valley Medical Center Campus

Address	**County Owned/ Leased Facility**
650 S. Bascom Avenue, San Jose 95128	Leased
828 S. Bascom Avenue, San Jose 95128	Leased
770 S. Bascom Avenue, San Jose 95128	Leased
2400 Moorpark Avenue San Jose 95128	Leased
700 Empey Way Suite 110 San Jose 95128	Leased
720 Empey Way San Jose 95128	Leased
750 S. Bascom Avenue, San Jose 95128	Owned
2215 Fruitdale Avenue San Jose 95128	Owned
900 Thornton Way San Jose 95128	Owned
2220 Moorpark Avenue San Jose 95128	Owned
730 Empey Way San Jose 95128	Owned
2400 Enborg Lane San Jose 95128	Owned
2300 Enborg Lane San Jose 95128	Owned

Figure 2: Location of County Facilities with respect to the Project Site



Legend:
Blue: Proposed Project Site
Red: VMC Campus
L: County-Leased Facilities
C: County Owned Facilities

The County respectfully requests the San Jose Evergreen Community College to consider the following impacts to the Valley Medical Center in its San Jose City College Facilities Master Plan and related EIR.

Air Quality:

As stated on page 23 of the SJCC FMP Initial Study, the construction and development activities at the San Jose City College campus could expose sensitive receptors in the adjacent neighborhoods to substantial pollutant concentrations. The County Facilities listed in Table 1 and depicted in Figure 1 provide medical services to at-risk populations and others with serious health conditions. Therefore, the EIR should treat the County Facilities as sensitive receptors in the air quality impact analysis. The EIR should also evaluate all potential mitigation measures and project alternatives that could avoid or mitigate impacts to these sensitive receptors to less than significant levels. D-4

Transportation:

- The County Facilities are accessible from Bascom Avenue, Moorpark Avenue, Parkmoor Avenue, and Fruitdale Avenue (Verify). D-5
- As described on page 67, The proposed implementation of the SJCC FMP includes renovation and demolition activities. All the proposed activities for the project would generate traffic to and from the project site as well as construction traffic during project construction. The EIR should thoroughly evaluate all potential accessibility impacts to individuals using or serving the County Facilities such as emergency responders, employees, and patients. This analysis should include, but not be limited to, impacts on vehicular access, pedestrian access, and public transit operations. D-6

Public Services:

- The EIR should analyze whether the project would result in additional demand for public services to the extent that existing facilities would need to be expanded or new facilities would need to be constructed. For example, if the project would result in additional traffic to the extent that that transportation/circulation system in the project vicinity would need to be modified or expanded. D-7

Noise:

- As listed in page 60 of the SJCC FMP Initial Study, the proposed project would include construction and operation of education-related uses. Expanding the capacity of existing education uses within the SJCC campus may generate noise and vibration that could adversely affect nearby sensitive receptors. Construction-related noise could also affect sensitive receptors. As previously explained, the County Facilities are sensitive receptors. Thus, the EIR should evaluate the potential noise impacts to the County Facilities. The EIR should also evaluate all potential mitigation measures and project alternatives that could avoid or mitigate impacts to these sensitive receptors to less than significant levels. D-8

Thank you for considering these comments. If you have any questions or concerns about these comments, please contact me at 408/573-2482 or Ellen.Talbo@rda.sccgov.org

Thank you,

Ellen Talbo,
County Transportation Planner
County Roads and Airports Department

Responses to Comments from County of Santa Clara Roads and Airports Department – November 20, 2021

This County of Santa Clara Roads and Airports Department letter was originally submitted in response to the NOP for the SJCC FMP EIR. As such, all the comments in this letter were made prior to the publication of the SJCC FMP Draft EIR. Nevertheless, the District has elected to respond to this letter at the request of the County of Santa Clara Roads and Airports Department.

D-1 These comments request that the SJCC consult the Bascom Complete Streets project, and account for and accommodate the Bascom Complete Streets corridor improvements identified in the Bascom Corridor Complete Streets Study, including but not limited to, vehicle travel lane reduction, bicycle and pedestrian network improvements, signal timing synchronization, and transit facility improvements, in its SJCC FMP.

The Bascom Avenue corridor extends for approximately six miles from the north at Interstate 880 to State Route 85 in the south. As part of its Complete Streets Program, the Santa Clara VTA in partnership with the County of Santa Clara, City of San José and City of Campbell initiated the Bascom Corridor Complete Streets Study in 2016 to improve bicycle, pedestrian, and transit facilities along the Bascom Avenue corridor. As the commenter notes, the purpose of the planning study is to identify opportunities along Bascom Avenue to demonstrate and advance Complete Streets improvements. The study evaluated transit travel times, signal coordination, signal timing modifications, multimodal access, safety, and connectivity.

It should be noted that the proposed Bascom Complete Street project is still currently in the planning stage, does not include any final designs, and is not approved. Given these factors, it would be premature for the District to account for potential Bascom Complete Streets corridor improvements in this EIR at any project level of detail. It is expected that at the appropriate time, the Lead Agency for the proposed Bascom Complete Streets corridor project will conduct environmental review as applicable for the proposed transportation improvements contemplated in that project. The District will continue to coordinate as needed with the VTA, County of Santa Clara, and City of San José for this and other on-going transportation planning efforts.

Nevertheless, the District has reviewed available information on the Bascom Corridor Complete Streets project and provides the following preliminary considerations for informational purposes only. The proposed Bascom Complete Streets design concept would narrow the existing travel lanes on South Bascom Avenue, convert the center turn lane to a landscaped median with left-turn pockets at key intersections, re-purpose the existing parking on both sides of the street to provide protected bicycle facilities connecting with other existing and planned bicycle facilities in the area, relocate and upgrade transit stops, and add/improve crosswalks and sidewalks for pedestrian safety. The multi-modal enhancements proposed along this corridor would improve multimodal access to the SJCC campus, which has direct access from Bascom Avenue via Kingman Avenue.

Since the Bascom Complete Streets project proposal does not include the removal of any travel lanes and proposes to keep left turn pockets at key intersections, the results of the intersection operations analysis in the Draft EIR conducted for the study intersections along Bascom Avenue would not substantially change. However, the Bascom Complete Streets project may remove left-turn pockets at Bascom Avenue and Kingman Avenue, which provides driveway access to the SJCC campus. While the design at the intersection of Bascom Avenue and Kingman Avenue has not yet been determined, it is recommended that to maintain adequate access to the SJCC campus, southbound left turns into the campus at Bascom Avenue and Kingman Avenue be allowed. Westbound left turns exiting the campus at this intersection are less important and could be prohibited without substantially affecting SJCC campus access. These vehicles would instead exit at Leigh Avenue to travel south from the SJCC campus. The Transportation Analysis in Appendix E of the Draft EIR recommends that Kingman Avenue be widened to two outbound lanes to reduce the westbound queue and delay. However, if westbound left turns were to be prohibited at this driveway, Kingman Avenue would not need to be widened to two outbound lanes. Further, this recommended improvement is not required as mitigation for a potentially significant CEQA impact as no such CEQA impact would occur. Therefore, the comment is noted and will be considered by SJCC decision-makers.

D-2 The commenter requests an analysis of the SJCC FMP construction traffic. The commenter is referred to the Impact 3.6-5 discussion in the Draft EIR which addresses the potential for SJCC FMP construction to temporarily impact travel conditions along sidewalks and roadways serving the SJCC site (see pages 3.6-18 to 3.6-20 and 3.6-21 to 3.6-22 of the Draft EIR). The Draft EIR identifies Mitigation Measure 3.6-1: Construction Coordination and Monitoring Measures, which includes preparation of a Construction Traffic Control Plan that encourages alternative modes of travel to/from the site by construction personnel, and would provide nearby residences and businesses with construction updates. With implementation of this mitigation measure, construction related impacts of the SJCC FMP on travel conditions would be less than significant and cumulative construction transportation impacts would be less than cumulatively considerable.

The commenter also requests that the SJCC FMP EIR analyze vehicle miles traveled (VMT) as a result of the SJCC FMP, and also any impacts to County roads surrounding the site. As presented in the Draft EIR, Section 3.6, *Transportation*, the Draft EIR provides a description of the programs, plans, ordinances, and policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities in the vicinity of SJCC campus. In addition, the Draft EIR estimates and analyzes the VMT impact of the SJCC FMP, consistent with CEQA Guidelines Section 15064.3 subdivision (b). As demonstrated in Impact 3.6-2 in the Draft EIR (see pages 3.6-16 to 3.6-17), the estimated increase in student enrollment under the SJCC FMP would not result in an increase of daily VMT per student. In fact, Impact 3.6-2 determines that the daily VMT per student would decrease by 0.21 with implementation of the SJCC FMP, due to the projected shift in the concentration of anticipated growth in student population occurring in areas closer to the SJCC campus. The Draft EIR also includes an evaluation of

vehicular operations and any impacts of the SJCC FMP to bicycle, pedestrian and transit facilities on Bascom Avenue, Moorpark Avenue, and other County facilities near the SJCC campus. The Draft EIR concludes that the planned campus facilities would not create any significant operational deficiencies on County transportation facilities.

D-3 The commenter requests an internal circulation map showing drop-off zones. Chapter 2 of the Draft EIR, *Project Description*, includes Figure 2-5: Project Site Access and Circulation, which identifies drop-off zones. Please also note that Figure 2-5 has been further updated to show proposed locations for on-campus bicycle parking, and to clarify the location of the proposed internal perimeter loop. In addition, Figure 2: Site Plan, in the Traffic Analysis in the Draft EIR, Appendix E, has been replaced with this same revised figure. Please refer to Chapter 2, *Revisions to the Draft EIR*, which includes the revised Figure 2-5 from Chapter 2 of the Draft EIR, and the revised Figure 2 from the Traffic Analysis in Appendix E of the Draft EIR.

D-4 The commenter lists a number of County facilities in the vicinity of the SJCC campus, and indicates the Draft EIR should treat County facilities, including those that provide medical services to at-risk populations, as sensitive receptors; and requests the District to evaluate all potential mitigation measures and project alternatives that could avoid or mitigate impacts to these sensitive receptors to less than significant levels.

The Draft EIR Section 3.1, Air Quality, page 3.1-7 states that the Bay Area Air Quality Management District (BAAQMD) defines sensitive receptors as those occupying or residing in residential dwellings, schools, childcare centers, hospitals, and senior-care facilities. The Draft EIR specifically acknowledges that the buildings of the Santa Clara Valley Medical Center are located as close as approximately 300 feet to the west across South Bascom Avenue, and are considered sensitive receptors for air quality and health risks.

The Draft EIR on page 3.1-18 further discusses that the Santa Clara Valley Medical Center would have hospital receptors, but that health risks from the SJCC FMP to hospital receptors would be less than those to the nearby residential receptors as their exposure duration would only be a fraction of the exposure duration experienced by nearby residential receptors. The Draft EIR discusses that hospitals are equipped with filtration systems with a minimum efficiency reporting value (MERV) of 13.[1] These high-efficiency filters can remove particulates in the 0.3- to 1.0-micron size range, with an efficiency of 99.97 percent. Therefore, exposure to receptors at the hospital would be substantially lower than residential receptors. Accordingly, the health risk assessment summarized in the Impact 3.1-4 discussion, in the Draft EIR focused on worst-case health risk effects from SJCC FMP construction activities at the nearest residential receptors to the SJCC campus. The Impact 3.1-4 discussion concludes that with implementation of

[1] An air filter's MERV rating measures how effectively the filter stops dust and other contaminants from passing through the filter and into the air stream. Filters with higher MERV ratings trap small particles more effectively than filters with lower MERV ratings. In general, filters with a rating of MERV 16 or below are used for residential, commercial and general hospital use. MERV 17 through MERV 20 filters are typically used in surgical operating rooms, clean rooms and other contexts that require absolute cleanliness.

Mitigation Measure 3.1-3 (Construction Health Risk Reduction Plan) the resultant health risk from implementation of the SJCC FMP at off-site and on-site sensitive receptors would be less than significant.

With respect to alternatives to the proposed SJCC FMP, the commenter is referred to those alternatives analyzed in the Draft EIR which would involve less overall construction, and therefore, less construction-related health risk effects than that which would occur under the SJCC FMP.

D-5 The commenter indicates County facilities are accessible from Bascom Avenue, Moorpark Avenue, Parkmoor Avenue, and Fruitdale Avenue. The comment is noted; no response is required. However, please also see response to Comment D-2, which addresses construction traffic effects on roadways that would serve as construction routes within the SJCC campus vicinity.

D-6 The commenter requests an analysis of the construction traffic effects on individuals using or serving County facilities such as emergency responders, employees and patients. The commenter indicates the analysis should include, but not be limited to, vehicular access, pedestrian access, and public transit operations. Please see response to Comment D-2, above.

D-7 The commenter indicates that the EIR should analyze whether the SJCC FMP would result in additional demand for public services to the extent that existing facilities would need to be expanded or new facilities would need to be constructed. The SJCC FMP Initial Study addressed all potential impacts of the SJCC FMP on public services, including police and fire protection, public schools and parks, and determined those impacts would be less than significant.

The commenter questions if the SJCC FMP would result in additional traffic to the extent that that transportation/circulation system in the project vicinity would need to be modified or expanded. The Draft EIR and associated Traffic Analysis in Appendix E addresses the impact of the SJCC FMP pursuant to all applicable CEQA Guidelines and significance criteria, including 1) conflicts with a program, plan, ordinance or policy addressing the circulation system; 2) VMT, 3) traffic hazards, and 4) emergency access; and using local agency transportation standards. The Draft EIR demonstrates that the SJCC FMP would not result in any significant operational impacts to the local transportation network.

D-8 The commenter indicates construction noise and vibration associated with the SJCC FMP could affects nearby sensitive receptors, including County facilities; and that Draft EIR should also evaluate all potential mitigation measures and project alternatives that could avoid or mitigate impacts to these sensitive receptors to less than significant levels.

The Draft EIR Section 3.5, Noise, page 3.5-7 acknowledges that the Santa Clara Valley Medical Center located to the west of the SJCC campus across South Bascom Avenue is a sensitive receptor, and notes that nearby residential neighborhoods, senior housing,

churches, and the SJCC campus itself are also considered sensitive receptors. The Draft EIR Impacts 3.5-1 and Impact 3.5-4 discussions address potential construction noise and vibration impacts from the SJCC FMP, and identifies feasible mitigation measures [Mitigation Measure 3.5-1 (Construction Noise Reduction Plan), and Mitigation Measure 3.5-3 (Construction Vibration Avoidance and Reduction Plan)] to reduce construction noise and vibration impacts to off-campus receptors to a less-than-significant level.

The Draft EIR also addresses cumulative noise effects of the SJCC FMP considered with cumulative development construction noise in the vicinity of the SJCC campus, and conservatively determines that if the SJCC FMP construction were to occur concurrently with other cumulative construction noise in the campus vicinity, the SJCC's contribution to the cumulative noise impacts would be considered significant and unavoidable even with implementation of the identified Noise Reduction Plan.

With respect to alternatives to the proposed SJCC FMP, the commenter is referred to those alternatives analyzed in the Draft EIR which would involve less overall construction, and therefore, less construction-related noise effects than that which would occur under the SJCC FMP.

Comment Letter E

County of Santa Clara

Roads and Airports Department
Planning, Land Development and Survey

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February 22, 2021

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SUBJECT: Notice of Preparation of An Environmental Impact Report For The San Jose City College Facilities Master Plan

The County of Santa Clara Roads and Airports Department (The County) appreciates the opportunity to review the Notice of Preparation Of An Environmental Impact Report For The San Jose City College Facilities Master, and is submitting the following comments:

- If there are impacts to County facilities, the County would ask the project to modify or to contribute fair share to Bascom/Fruitdale to 8-phase operation. E-1
- In addition to the proposed elements of the transportation section for CEQA, the County would like the two projects to consider preparing the Local Transportation Analysis (LTA) using Level-of-Service methodology at intersections where project trips are added to the existing traffic. E-2
- The SJCC LTA to include neighborhood traffic issues in the area such as: E-3
    - Speeding and cut-through traffic along MacArthur Ave and Leland Ave
    - Speeding and parking concerns along Laswell Ave
    - Existing operation for signalized intersection at Moorpark/Leland/Parkmoor and recommendations for improvements.
    - This project should account for and accommodate the Bascom Complete Street project corridor improvements (Chapter 4 pages 118-127) indicated in the previous initial comment already sent. E-4

If you have any questions or concerns about these comments, please contact me at 408-573-2462 or ben.aghegnehu@rda.sccgov.org

Thank you.

Responses to Comments from County of Santa Clara Roads and Airports Department – February 22, 2021

This County of Santa Clara Roads and Airports Department letter was originally submitted in response to the NOP for the SJCC FMP EIR. As such, all the comments in this letter were made prior to the publication of the SJCC FMP Draft EIR. Nevertheless, the District has elected to respond to this letter at the request of the County of Santa Clara Roads and Airports Department.

E-1 The commenter requests a fair-share contribution toward the cost of an 8-phase signal at the intersection of Bascom Avenue and Fruitdale Avenue, if warranted. As demonstrated in the Impact 3.6-1 discussion in the Draft EIR, Section 3.6, *Transportation*, and further discussed in the Transportation Analysis in Appendix E of the Draft EIR, the proposed SJCC FMP would not result in an adverse operational effect at the intersection of Bascom Avenue and Fruitdale Avenue, and accordingly, no mitigation was required for this intersection. As such, there is no nexus under current County policies to require the District to contribute toward the cost of revising the intersection to 8-phase operation as a consequence of the SJCC FMP.

E-2 This commenter requests the inclusion of a local transportation analysis (LTA) using Level-of-Service methodology. The commenter is referred to the Transportation Analysis in Appendix E in the Draft EIR, which provides an LTA for the SJCC FMP. As part of the LTA in the transportation analysis, peak-hour intersection operations analysis was conducted at signalized intersections within a half-mile of the SJCC campus, and at any signalized intersections currently operating at LOS D or worse within one mile of the SJCC campus. The LTA also includes a freeway segment capacity analysis, freeway ramp operations analysis, vehicle queuing analysis, an evaluation of potential project adverse effects on bicycle, pedestrian, and transit facilities, and a review of site access, on-site circulation, and parking demand.

E-3 The commenter requests an analysis of MacArthur Avenue and Leland Avenue as part of the LTA, including speeding and cut-through traffic on these roadways. The SJCC FMP trips are expected to primarily use Bascom Avenue, Leland Avenue, and Leigh Avenue to access the SJCC campus from the north. MacArthur Avenue does not provide direct access to the SJCC campus. While there might be some project trips that would use MacArthur Avenue to access the campus, the SJCC increase in traffic due to the project on this roadway is expected to be minimal.

As discussed in the Draft EIR Project Description, the SJCC FMP proposes the reconfiguration of the Moorpark Avenue and Leland Avenue intersection. Traffic on Leland Avenue is expected to increase since the reconfiguration of this intersection would provide a more direct connection than exists today. However, this wouldn't be considered cut-through traffic because Leland Avenue provides direct access to the SJCC campus today. It is likely that some existing SJCC campus traffic leaving the site would re-route from Leigh Avenue to Leland Avenue. The shift in traffic would reduce the existing traffic on Leigh Avenue and would improve existing traffic operations along Bascom Avenue, which would be enhanced to a complete street corridor under the

Bascom Complete Streets project. Overall, while the SJCC FMP may result in some changes in traffic patterns along these streets, it would not significantly increase traffic in the neighborhood north of the SJCC campus.

Speeding is more a function of street design than of traffic volume. The SJCC FMP would not change the design of MacArthur Avenue or Leland Avenue, and consequently, would not affect the speeds on these roadways.

The commenter requests an analysis of Laswell Avenue to address speeding and parking concerns as part of the LTA. Laswell Avenue is an on-campus street. The SJCC FMP proposes to convert portions of Laswell Avenue to pedestrian, service, and emergency vehicle access only. Due to the proposed vehicular access restrictions on Laswell Avenue, speeds are expected to be reduced. Parking is not currently allowed on Laswell Avenue, and this condition would not change under the SJCC FMP.

The commenter requests an analysis of the intersections of Moorpark Avenue/Leland Avenue and Parkmoor Avenue/Leland Avenue as part of the LTA, including existing operations, and recommendations for improvements. These intersections were analyzed in the Draft EIR, and were found to operate at acceptable levels of service under both existing conditions and existing plus SJCC FMP conditions. As discussed in the Draft EIR, Chapter 2.0, *Project Description*, under the SJCC FMP the intersection of Leland Avenue/Moorpark Avenue would be reconfigured. According to the County, these two intersections run off a single controller and are coordinated. Therefore, the existing signal coordination timing plans would need to be modified with the SJCC FMP at Leland Avenue/Parkmoor Avenue.

E-4 The commenter indicates the SJCC FMP should account for and accommodate the Bascom Complete Streets project corridor improvements. Please see response to Comment D-1 which addresses the relationship of the Bascom Complete Street Project to the SJCC FMP.

CHAPTER 4
Mitigation Monitoring and Reporting Program

4.1 Introduction

Public Resources Code Section §21081.6(a)(1)) and the California Environmental Quality Act (CEQA) Guidelines Section 15097 require public or lead agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a mitigated negative declaration or specified environmental findings related to environmental impact reports.

A public or lead agency adopting measures to mitigate or avoid the significant impacts of a proposed project is required to ensure that the measures are fully enforceable, through permit conditions, agreements, or other means (Public Resources Code Section 21081.6(b)). The mitigation measures required by a public or lead agency to reduce or avoid significant project impacts not incorporated into the design or program for the project may be made conditions of project approval as set forth in a Mitigation Monitoring and Reporting Program (MMRP). The program must be designed to ensure project compliance with mitigation measures during project implementation.

The following is the MMRP for the SJCC FMP. The MMRP includes the mitigation measures identified in the SJCC FMP Environmental Impact Report which are required to address the significant impacts associated with the proposed SJCC FMP. The required mitigation measures are summarized in this program; the full text of the impact analysis and mitigation measures are presented in the Final EIR.

4.2 Format of the MMRP

The MMRP is organized in a table format (see Table 9-1), keyed to each mitigation measure. Only mitigation measures adopted to address significant impacts are included in this program. Each mitigation measure is set out in full, followed by a tabular summary of monitoring requirements. The column headings in the tables are defined as follows:

- **Mitigation Measures:** This column identifies the mitigation measures associated with the impacts identified in the EIR.
- **Monitoring and Reporting Actions:** This column contains an outline of the appropriate steps to verify compliance with the mitigation measure.
- **Monitoring Responsibility:** This column contains an assignment of responsibility for the monitoring and reporting tasks.

- **Monitoring Schedule:** The general schedule for conducting each monitoring and reporting task, identifying where appropriate both the timing and the frequency of the action.

4.3 Enforcement

If the proposed SJCC FMP is approved, the MMRP would be adopted by the District. Therefore, all mitigation measures for significant impacts must be carried out in order to fulfill the requirements of approval. All mitigation measures would be checked on plans, in reports, and in the field prior to construction. Most of the remaining mitigation measures would be implemented during the new construction, demolition, and renovations of the SJCC FMP.

TABLE 4-1
SUMMARY OF SJCC FMP MITIGATION MEASURES

MITIGATION MEASURES	Monitoring Program				
	Implementation Procedure	**Monitoring and Reporting Action**	**Monitoring Responsibility**	**Monitoring Schedule**	**Monitoring Compliance Record (Name / Date)**
Aesthetics					
Mitigation Measure AES-1: Minimize Spillover Light and Nighttime Glare. All new exterior lighting for future projects on the SJCC campus shall incorporate downward-directed lighting or cutoff-type lighting, and/or other design measures as appropriate, in order to minimize light spill and nighttime glare. The District also proposes to work with stadium lighting professionals as needed, to review any potential adjustments to existing stadium lighting that may be required, and incorporate appropriate recommendations and/or design features to ensure these improvements would not increase light spill or glare at off-site locations.	1. SJECCD incorporates measure as a condition of approval 2. Construction contractor carries out construction pursuant to contract specifications.	1. SJECCD adopts condition of approval with project. 2. SJECCD ensures compliance, and adds inspection report to project file.	1. SJECCD staff 2. SJECCD staff	1. Prior to project approval. 2. After construction.	
Air Quality					
Mitigation Measure 3.1-2: Best Management Practices for Controlling Particulate Emissions during Construction • To reduce impacts from fugitive dust emissions during SJCC FMP construction, construction contractors shall be required to implement the following BMPs recommended by the BAAQMD for all projects. These measures will reduce particulate emissions primarily during soil movement, grading and demolition activities but also during vehicle and equipment movement on unpaved project sites: • All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 mph. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.	1. SJECCD incorporates measure as a condition of approval 2. SJECCD's construction specifications shall include Mitigation Measure 3.1-2. 3. SJECCD's construction contractor carries out construction pursuant to contract specifications.	1. SJECCD adopts condition of approval with project. 2. SJECCD reviews construction specifications to verify inclusion. 3. SJECCD conducts periodic site inspections during grading and construction to ensure compliance, and adds inspection report to project file.	1. SJECCD staff 2. SJECCD staff 3. SJECCD staff	1. Prior to project approval. 2. Prior to construction. 3. Periodically, during construction.	

TABLE 4-1 (CONTINUED)
SUMMARY OF SJCC FMP MITIGATION MEASURES

MITIGATION MEASURES	Monitoring Program				
	Implementation Procedure	Monitoring and Reporting Action	Monitoring Responsibility	Monitoring Schedule	Monitoring Compliance Record (Name / Date)
Air Quality (cont.)					
• Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. • Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. • Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.					

TABLE 4-1 (CONTINUED)
SUMMARY OF SJCC FMP MITIGATION MEASURES

MITIGATION MEASURES	Monitoring Program				
	Implementation Procedure	**Monitoring and Reporting Action**	**Monitoring Responsibility**	**Monitoring Schedule**	**Monitoring Compliance Record (Name / Date)**
Air Quality (cont.)					
Mitigation Measure 3.1-3: Construction Health Risk Reduction Plan					
SJCC shall require construction contractors to implement a Construction Health Risk Reduction Plan that includes the following measures. These measures shall be included as part of contract specifications:	1. SJECCD incorporates measure as a condition of approval	1. SJECCD adopts condition of approval with project.	1. SJECCD staff	1. Prior to project approval.	
a. Construction contractors shall be required to demonstrate that all heavy-duty off-road construction equipment with engines greater than 25 horsepower used for construction activities shall be equipped with the most effective Verified Diesel Emissions Control Strategies (VDECS) available for the engine type. In this case, the best available VDECS would be implementation of Tier 4F engines as certified by CARB and U.S. EPA. This adherence shall be verified through submittal of an equipment inventory and Certification Statement to the BAAQMD. The Certification Statement must state that each contractor agrees to compliance and acknowledges that a significant violation of this requirement shall constitute a material breach of the contractor's agreement and/or the general contract with the project applicant.	2. SJECCD's construction specifications shall include Mitigation Measure 3.1-3.	2. SJECCD reviews construction specifications to verify inclusion.	2. SJECCD staff	2. Prior to construction.	
	3. SJECCD's construction contractor carries out construction pursuant to contract specifications.	3. SJECCD conducts periodic site inspections during grading and construction to ensure compliance, and adds inspection report to project file.	3. SJECCD staff	3. Periodically, during construction	
b. Use alternative fuels as commercially available, such as renewable diesel, biodiesel, natural gas, propane, and electric equipment, to the extent feasible. Portable equipment shall be powered by grid electricity or alternative, non-fossil fuels (i.e., not diesel) instead of by diesel generators.					
c. Idling times on all diesel-fueled commercial vehicles weighing more than 10,000 pounds shall be minimized either by shutting equipment off when not in use or by reducing the maximum idling time to two minutes. This limit is more restrictive than the five-minute limit required by the California airborne toxics control measure (California Code of Regulations Title 13, Section 2485s). Clear signage to this effect shall be provided for construction workers at all access points.					
d. Idling times on all diesel-fueled off-road equipment exceeding 25 horsepower shall be minimized either by shutting equipment off when not in use or by reducing the maximum idling time to two minutes. Fleet operators must develop a written policy as required by California Code of Regulations Title 23, Section 2449 ("California Air Resources Board Off-Road Diesel Regulations").					

TABLE 4-1 (CONTINUED)
SUMMARY OF SJCC FMP MITIGATION MEASURES

MITIGATION MEASURES	Monitoring Program				
	Implementation Procedure	**Monitoring and Reporting Action**	**Monitoring Responsibility**	**Monitoring Schedule**	**Monitoring Compliance Record (Name / Date)**
Biological Resources					
Mitigation Measure BIO-1 Avoidance and Minimization Measures for Nesting Birds • No preconstruction surveys or avoidance measures are required for construction activities that would be completed entirely during the non-nesting season (September 1 to January 31). • For all construction activities scheduled to occur during the nesting season (February 1 to August 31), a qualified biologist (i.e., experienced with the nesting behavior of bird species of the region) shall conduct a preconstruction avian nesting survey no more than 14 days prior to the start of staging, site clearing, and/or ground disturbance. • If there is a break of 14 days or more in construction activities during the breeding season, a new nesting bird survey shall be conducted before reinitiating construction. • The surveying biologist shall be capable of determining the species and nesting stage without causing intrusive disturbance. The surveys shall cover all potential nesting sites within 500 feet of the project area for raptors and within 300 feet for other birds. If active nests are found in the proposed project area or vicinity, a no-disturbance buffer shall be created around the active nests, as determined by a qualified biologist. The buffer distance can be reduced in coordination with CDFW if construction activities would not cause an adult to abandon an active nest or young or change an adult's behavior so it could not care for an active nest or young. If the nest(s) are found in an area where ground disturbance is scheduled to occur, ground disturbance shall be delayed until after the birds have fledged. If work must occur within the established buffers, nests shall be continuously surveyed for the first 24 hours prior to any construction related activities to establish a behavioral baseline and, once work commences, all nests shall be continuously monitored to detect any behavioral changes as a result of the project, if feasible. If behavioral changes are observed, work causing the change shall cease and CDFW shall be consulted for additional avoidance and minimization measures. The avoidance and minimization measures shall ensure that the construction activities do not cause the adult to abandon an active nest or young or change an adult's behavior so it could not care for an active nest or young.	1. SJECCD incorporates measure as a condition of approval. 2. If construction activities are scheduled to occur during the breeding season, SJECCD contracts with a qualified biologist to implement field surveys. If required, consult with CDFW and/or USFWS. 3. Adopt and implement special-status breeding bird avoidance procedures.	1. SJECCD adopts condition of approval with project. 2. SJECCD includes field surveys in project file and submits to CDFW as determined by qualified biologist. 3. If required, SJECCD will include avoidance procedures in construction contract. Add review to project file.	1. SJECCD staff. 2. SJECCD staff. 3. SJECCD staff	1. Prior to project approval. 2. Prior to construction. 3. Periodically, during construction.	

TABLE 4-1 (CONTINUED)
SUMMARY OF SJCC FMP MITIGATION MEASURES

MITIGATION MEASURES	Monitoring Program				
	Implementation Procedure	**Monitoring and Reporting Action**	**Monitoring Responsibility**	**Monitoring Schedule**	**Monitoring Compliance Record (Name / Date)**
Biological Resources (cont.)					
Mitigation Measure BIO-2 Mitigation for Nitrogen Deposition The SJECCD shall provide a one-time payment of $5.31 per new vehicle trip associated with implementation of the project to the Santa Clara Valley Habitat Agency for use in acquiring and managing land consistent with the adopted Santa Clara Valley HCP/NCCP.	1. SJECCD incorporates measure as a condition of approval. 2. SJECCD to make a payment to SJECCD	1. SJECCD adopts condition of approval with project. 2. SJECCD adds documentation of payment to project file.	1. SJECCD staff. 2. SJECCD staff.	1. Prior to project approval. 2. Prior to construction.	
Cultural Resources					
Mitigation Measure CUL-1. Accidental Discovery of Cultural Resources If prehistoric or historic-period archaeological resources are encountered, all construction activities within 100 feet shall halt and the SJECCD shall be notified. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-era materials might include deposits of metal, glass, and/or ceramic refuse. A Secretary of the Interior-qualified archaeologist shall inspect the findings within 24 hours of discovery. If it is determined that the project could damage a historical resource or a unique archaeological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. Consistent with Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan in consultation with the SJECCD. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources	1. SJECCD incorporates measure as a condition of approval. 2. Measure is incorporated into construction specifications. 3. Construction contractor carries out construction pursuant to contract specifications.	1. SJECCD adopts condition of approval with project. 2. SJECCD reviews construction specifications to verify inclusion. 3. SJECCD conducts periodic site inspections during construction to ensure compliance, and adds inspection report to project file.	1. SJECCD staff. 2. SJECCD staff. 3. SJECCD staff.	1. Prior to project approval. 2. Prior to construction. 3. Periodically, during construction.	

TABLE 4-1 (CONTINUED)
SUMMARY OF SJCC FMP MITIGATION MEASURES

MITIGATION MEASURES	Monitoring Program				
	Implementation Procedure	**Monitoring and Reporting Action**	**Monitoring Responsibility**	**Monitoring Schedule**	**Monitoring Compliance Record (Name / Date)**
Cultural Resources (cont.)					
would consist of (but would not be not limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.					
Mitigation Measure CUL-2: Inadvertent Discovery of Human Remains If potential human remains are encountered, all work will halt within 100 feet of the find and the on-site construction crew will immediately contact the SJECCD. The SJECCD will contact the Santa Clara County coroner in accordance with PRC Section 5097.98 and Health and Safety Code Section 7050.5. If the coroner determines the remains are Native American, the coroner will contact the Native American Heritage Commission (NAHC). As provided in PRC Section 5097.98, the NAHC will identify the person or persons believed most likely to be descended from the deceased Native American. The most likely descendent will make recommendations for means of treating, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.	1. SJECCD incorporates measure as a condition of approval. 2. Measure is incorporated into construction specifications. 3. Construction contractor carries out construction pursuant to contract specifications.	1. SJECCD adopts condition of approval with project. 2. SJECCD reviews construction specifications to verify inclusion. 3. SJECCD conducts periodic site inspections during construction to ensure compliance, and adds inspection report to project file.	1. SJECCD staff. 2. SJECCD staff 3. SJECCD staff.	1. Prior to project approval. 2. Prior to construction. 3. Periodically, during construction.	
Energy					
Mitigation Measure 3.4-1f: LEED Certification. As feasible, new buildings and major renovations shall be constructed to achieve LEED Silver or equivalent rating. **Mitigation Measure 3.4-1g:** Solid Waste Reduction Plan. The District shall develop and implement a Solid Waste Reduction Plan that evaluates and quantifies current solid waste generation levels at the campus and proposes measures to reduce waste generation. The Solid Waste Reduction Plan shall aim to divert 90 percent of waste from landfills by 2030.	1. SJECCD incorporates measure as a condition of approval. 2. SJECCD implements measures	1. SJECCD adopts condition of approval with project. 2. SJECCD conducts periodic oversight to ensure compliance, and adds inspection report to project file.	1. SJECCD staff. 2. SJECCD staff	1. Prior to project approval. 2. Prior to SJCC FMP operations.	

TABLE 4-1 (CONTINUED)
SUMMARY OF SJCC FMP MITIGATION MEASURES

MITIGATION MEASURES	Monitoring Program				
	Implementation Procedure	**Monitoring and Reporting Action**	**Monitoring Responsibility**	**Monitoring Schedule**	**Monitoring Compliance Record (Name / Date)**
Energy (cont.)					
Mitigation Measure 3.4-1h: Use of Sustainable products and methods. Maximize use of sustainable products and services in construction and operation of the campus. The design team (architect/engineer) shall recommend building materials and methods with life cycles (manufacture, installation, maintenance, repair, and replacement) of reduced environmental impacts. Considerations shall also include energy efficiency, energy required in the manufacturing process, life cycle duration, and maintenance and replacement costs. **Mitigation Measure 3.4-1i:** Water Conservation Measures. Project design shall implement measures to conserve water, including such measures to install controls to optimize irrigation water, reduce water usage in restrooms and showers, and promote the use of reclaimed water. The use of decorative fountains shall be minimized. If feasible, campus uses shall use recycled water for all non-potable demands identified such as toilet flushing, irrigation, and cooling. Irrigation water use for landscaping shall be minimized by using plant species that have low water requirements and are well adapted to San Jose's Mediterranean climate. To the extent feasible, storm water shall be reused for beneficial uses on-campus.					
Mitigation Measure 3.4-1j: Implement Transportation Demand Management measures to reduce automobile trips to the campus by encouraging the use of alternative modes of transportation. As feasible, the TDM measures may include, but are not limited to, the following: • Make available transit passes to staff and students to make transit an attractive, affordable mode of travel. • Provide pre-tax commuter benefits for staff to exclude their transit or vanpooling expenses from taxable income or an alternate commuter benefit option consistent with the MTC/BAAQMD Commuter Benefits Program required for employers with 50 or more full-time employees. • Use technology-based information, encouragement, and trip coordination services to encourage carpooling, transit, walking, and biking by staff and students. These can include third-party apps to distribute incentives to people who choose to use these modes.	1. SJECCD incorporates measure as a condition of approval. 2. SJECCD finalizes TDM measures. 3. SJECCD implements TDM measures	1. SJECCD adopts condition of approval with project. 2. SJECCD incorporates final TDM measures in TDM Plan and implements any preplanning efforts prior to operations. 3. SJECCD carries out TDM Plan and conducts periodic oversight to ensure compliance, and adds inspection report to project file.	1. SJECCD staff. 2. SJECCD staff 3. SJECCD staff	1. Prior to project approval. 2. Prior to SJCC FMP operations. 3. During operation of SJCC FMP.	

TABLE 4-1 (CONTINUED)
SUMMARY OF SJCC FMP MITIGATION MEASURES

MITIGATION MEASURES	Monitoring Program				
	Implementation Procedure	Monitoring and Reporting Action	Monitoring Responsibility	Monitoring Schedule	Monitoring Compliance Record (Name / Date)
Energy (cont.)					
• Provide dedicated parking for carpool and vanpool vehicles near building and garage entrances. • Provide secure and convenient bicycle parking, such as lockers or secured bicycle rooms. • Provide assistance in rideshare coordination, such as implementation of the 511 Regional Rideshare Program or equivalent, as recommended by the 2017 CAP. • Dedicate curbside areas for passenger pickup by ride-hailing services, to minimize traffic intrusion and double-parking by rideshare vehicles.					
Noise					
Mitigation Measure 3.5-1: Construction Noise Reduction Plan The District shall prepare a Construction Noise Reduction Plan, to be implemented as development occurs throughout the campus to address noise from demolition, renovation and construction of buildings within 500 feet of residential uses (construction of the Child Development Center, the CTE building, the Aquatic Center, and the parking Structure, demolition of CTE 100 building, renovation of CTE 200 building and the Central Plant). This Construction Noise Reduction Plan shall include, at a minimum, the following noise reduction measures: 1. **Construction Schedule:** Construction hours shall be limited to between 7 a.m. and 7 p.m., Monday through Friday. No construction activities shall take place on weekends at sites within 500 feet of a residence. Beyond 500 feet of residential uses, weekend construction shall be limited to the hours to 10 a.m. to 6 p.m. Extreme noise generating activities such as pile driving (if required) and other activities with the potential to create extreme noise levels exceeding 90 dBA shall be conducted only between 10 a.m. and 4 p.m. The loudest construction activities, such as demolition and pile driving, shall be considered for scheduling during academic breaks when fewer people would be present on campus and be disturbed by construction noise.	1. SJECCD incorporates measure as a condition of approval. 2. Measure is incorporated into construction specifications. 3. Construction contractor carries out construction pursuant to contract specifications.	1. SJECCD adopts condition of approval with project. 2. SJECCD reviews construction specifications to verify inclusion. 3. SJECCD conducts periodic site inspections during construction to ensure compliance, and adds inspection report to project file.	1. SJECCD staff. 2. SJECCD staff 3. SJECCD staff	1. Prior to project approval. 2. Prior to construction. 3. Periodically, during construction activities.	

TABLE 4-1 (CONTINUED)
SUMMARY OF SJCC FMP MITIGATION MEASURES

MITIGATION MEASURES	Monitoring Program				
	Implementation Procedure	Monitoring and Reporting Action	Monitoring Responsibility	Monitoring Schedule	Monitoring Compliance Record (Name / Date)
Noise (cont.)					
2. **Site Perimeter Barrier:** To reduce noise levels from construction occurring within 500 feet of residential uses, a noise barrier shall be constructed along the perimeter of the construction site facing the receptor(s). Barriers shall be constructed either with two layers of 0.5-inch-thick plywood (joints staggered) and K-rail or other support, or with a limp mass barrier material weighing 2 pounds per square foot. If commercial barriers are employed, such barriers shall be constructed of materials with a Sound Transmission Class rating of 25 or greater.					
3. **Stationary Equipment:** Stationary noise sources, such as generators and air compressors, shall be located as far from onsite receptors and adjacent properties as possible. These noise sources shall be muffled and enclosed within temporary sheds, or shall incorporate insulation barriers to provide additional noise reduction. For stationary equipment that will operate for more than one week within 500 feet of a noise-sensitive land use, additional localized barriers around such equipment shall be incorporated, that break the line of sight[1] to neighboring receptors.					
4. **Temporary Power:** Temporary power poles shall be used instead of generators, where feasible.					
5. **Construction Equipment:** All internal combustion–driven equipment shall be equipped with intake and exhaust mufflers that are in good condition and appropriate for the equipment. Exhaust mufflers shall be provided on pneumatic tools when in operation for more than one week within 500 feet of a noise-sensitive land use. All equipment shall be properly maintained.					
6. **Truck Traffic:** Individual truck idling shall be restricted to no more than two consecutive minutes per trip end. Trucks shall load and unload materials in the construction areas, rather than idling on local streets. If truck staging is required, to the extent possible, the staging areas shall be located along major roadways with higher traffic noise levels or away from the noise-sensitive receivers.					

[1] If a barrier does not block the line of sight between the source and the observer, the barrier will provide little or no attenuation (U.S. Department of Housing and Urban Development, *The Noise Guidebook*, prepared by The Environmental Planning Division, Office of Environment and Energy, March 2009, p. 24).

TABLE 4-1 (CONTINUED)
SUMMARY OF SJCC FMP MITIGATION MEASURES

MITIGATION MEASURES	Monitoring Program				
	Implementation Procedure	Monitoring and Reporting Action	Monitoring Responsibility	Monitoring Schedule	Monitoring Compliance Record (Name / Date)
Noise (cont.)					
7. **Methods:** The construction contractor(s) shall consider alternative, less noise generating equipment and methods wherever feasible. Utilize "quiet" air compressors and other stationary noise sources where technology exists. Consider alternative methods of pile installation, such as drilling, if pile installation is required. Piles could be pre-drilled, as practicable, and a wood block placed between the hammer and pile to reduce metal-to-metal contact noise and "ringing" of the pile. Unnecessary idling of internal combustion engines shall be prohibited.					
8. **Signals:** The use of noise-producing signals, including horns, whistles, alarms, and bells shall be for safety and warning purposes only. Noise from public address loudspeakers, two-way radio, or music system used during construction shall not be audible at any adjacent noise-sensitive receptor except for emergency uses.					
9. **Notification Requirements:** Businesses and residents within 500 feet shall be notified by mail at least one month before the start of construction activities. The notification shall include, at a minimum, the estimated duration of the construction, construction hours, and contact information. The same information shall be posted at construction site boundaries. Onsite academic and administrative uses shall be notified at least a week ahead of construction activities scheduled nearby.					
10. **Complaint Protocol and Noise Complaint Liaison:** Protocols shall be implemented for receiving, responding to, and tracking received complaints. A noise complaint liaison shall be identified to field complaints regarding construction noise and interface with the SJCC FMP construction team. The liaison shall determine the cause of the noise complaint and require that measures to correct the problem be implemented. Signage that includes the community liaison's telephone number shall be posted at the construction site and the liaison's contact information shall be included in the notice sent to neighboring businesses and residents regarding the construction schedule.					

TABLE 4-1 (CONTINUED)
SUMMARY OF SJCC FMP MITIGATION MEASURES

MITIGATION MEASURES	Monitoring Program				
	Implementation Procedure	**Monitoring and Reporting Action**	**Monitoring Responsibility**	**Monitoring Schedule**	**Monitoring Compliance Record (Name / Date)**
Noise (cont.)					
Mitigation Measure 3.5-2a: Operational Noise Performance Standard for Stationary Sources The District shall ensure that all mechanical equipment is selected and designed to reduce impacts on surrounding uses by limiting noise from stationary sources such as mechanical equipment, loading docks, and the Central Plant to 55 dBA and 60 dBA at the property lines of residential and commercial, receivers, respectively. Methods of achieving these standards include using low-noise-emitting HVAC equipment, locating HVAC and other mechanical equipment within a rooftop mechanical penthouse, and using shields and parapets to reduce noise levels to adjacent land uses. For emergency generators, industrial-grade silencers can reduce exhaust noise by 12 to 18 dBA, and residential-grade silencers can reduce such noise by 18 to 25 dBA (American Society of Heating, 2006). Acoustical screening can also be applied to exterior noise sources of the Central Plant which can achieve up to 15 dBA of noise reduction (Environmental Noise Control, 2014). An acoustical study shall be prepared by a qualified acoustical engineer during final building design to evaluate the potential noise generated by building mechanical equipment and to identify the necessary design measures to be incorporated to meet the City's standards at adjacent offsite receptors.	1. SJECCD incorporates measure as a condition of approval. 2. Measure is incorporated into construction specifications. 3. Construction contractor carries out construction pursuant to contract specifications.	1. SJECCD adopts condition of approval with project. 2. SJECCD reviews construction specifications to verify inclusion. 3. SJECCD conducts site testing to ensure compliance, and adds inspection report to project file.	1. SJECCD staff. 2. SJECCD staff 3. SJECCD staff	1. Prior to project approval. 2. Prior to construction. 3. After construction.	
Mitigation Measure 3.5-2b: Noise Reduction Measures for the Aquatic Center The District shall incorporate the following measures in the final design of the aquatic center to reduce noise impacts to offsite receptors: • The line of sight between the pool and the residences to the east of Leigh Avenue shall be blocked either by structures associated with the Aquatic Center or a noise barrier along the eastern boundary of the proposed Aquatic Center. • Placement of speakers shall be adjusted such that the line of sight from the speakers to neighbors to the east is obstructed by the wall. • The audio system shall be designed to direct speakers away from the offsite neighbors to the east. • Use of narrow coverage directional speakers shall be considered to direct sound primarily towards the spectators.	1. SJECCD incorporates measure as a condition of approval. 2. Measure is incorporated into construction specifications. 3. Construction contractor carries out construction pursuant to contract specifications.	1. SJECCD adopts condition of approval with project. 2. SJECCD reviews construction specifications to verify inclusion. 3. SJECCD ensures compliance, and adds inspection report to project file.	1. SJECCD staff. 2. SJECCD staff 3. SJECCD staff	1. Prior to project approval. 2. Prior to construction. 3. After construction.	

TABLE 4-1 (CONTINUED)
SUMMARY OF SJCC FMP MITIGATION MEASURES

MITIGATION MEASURES	Monitoring Program				
	Implementation Procedure	**Monitoring and Reporting Action**	**Monitoring Responsibility**	**Monitoring Schedule**	**Monitoring Compliance Record (Name / Date)**
Noise (cont.)					
Mitigation Measure 3.5-3: Construction Vibration Avoidance and Reduction Plan • The District shall incorporate the following measures to reduce vibration impacts to onsite receptors: • Pile driving activities associated with the proposed parking structure shall be scheduled to occur on weekends or during periods when instruction is not occurring on the campus, if feasible. • If pile driving activities are scheduled to occur during periods when instruction is occurring on the campus, a notice shall be posted in the vicinity of the affected classroom buildings notifying the campus community of the upcoming construction activities. • Vibration from pile driving shall be minimized using the following measures: • Foundation pile holes shall be pre-drilled to minimize the impacts required to seat the pile. • Piles shall be jetted[2] or partially jetted into place to minimize the number of impacts required to seat the piles. • A construction vibration monitoring plan shall be implemented to document conditions before, during, and after pile driving. All plan tasks shall be undertaken under the direction of a Professional Structural Engineer licensed in the State of California, in accordance with industry-accepted standard methods. The construction vibration monitoring plan shall include the following tasks: - Identify the sensitivity of nearby structures to groundborne vibration. A vibration survey (generally described below) would need to be performed.	1. SJECCD incorporates measure as a condition of approval. 2. Measure is incorporated into construction specifications. 3. Construction contractor carries out construction pursuant to contract specifications.	1. SJECCD adopts condition of approval with project. 2. SJECCD reviews construction specifications to verify inclusion. 3. SJECCD conducts periodic site inspections during construction to ensure compliance, and adds inspection report to project file.	1. SJECCD staff. 2. SJECCD staff 3. SJECCD staff	1. Prior to project approval. 2. During ground-disturbing activities. 3. Periodically, during construction activities.	

[2] "Pile jetting" is a technique that is frequently used in conjunction with, or separate from, pile driving equipment for pile placement. Pile jetting uses a carefully directed and pressurized flow of water to assist in pile placement. This greatly decreases the bearing capacity of the soils below the pile tip, causing the pile to descend toward its final tip elevation with much less soil resistance, largely under its own weight.

TABLE 4-1 (CONTINUED)
SUMMARY OF SJCC FMP MITIGATION MEASURES

MITIGATION MEASURES	Monitoring Program				
	Implementation Procedure	Monitoring and Reporting Action	Monitoring Responsibility	Monitoring Schedule	Monitoring Compliance Record (Name / Date)
Noise (cont.)					
- Perform a pre-construction photo survey, elevation survey, and crack monitoring survey for each of these structures. Surveys shall be performed before any pile driving activity, at regular intervals during pile driving, and after completion. The surveys shall include monitoring for internal and external cracks in structures, settlement, and distress, and shall document the condition of foundations, walls, and other structural elements in the interior and exterior of the structures. - Develop a vibration monitoring and construction contingency plan. The plan shall identify structures where monitoring is to be conducted, establish a vibration monitoring schedule, define structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document conditions before and after pile driving. - Identify alternative construction methods for when vibration levels approach the limits stated in the General Plan, such as in Policy EC-2.3. - If vibration levels approach the limits, suspend construction and implement alternative construction methods to either lower vibration levels or secure the affected structures. - Conduct a post-construction survey on structures where either monitoring has indicated high vibration levels or complaints have been received regarding damage. Make appropriate repairs where damage has resulted from construction activities.					

TABLE 4-1 (CONTINUED)
SUMMARY OF SJCC FMP MITIGATION MEASURES

MITIGATION MEASURES	Monitoring Program				
	Implementation Procedure	**Monitoring and Reporting Action**	**Monitoring Responsibility**	**Monitoring Schedule**	**Monitoring Compliance Record (Name / Date)**
Noise (cont.)					
Mitigation Measure 3.6-1: Construction Coordination and Monitoring Measures a) **Construction Traffic Control Plan** – In order to reduce potential conflicts between construction activities and pedestrians, transit and autos during construction activities at the SJCC campus, the District shall require construction contractor(s) to prepare a traffic control plan for major phases of project construction (e.g., demolition, construction, or renovation of individual buildings). The District and their construction contractor(s) will meet with relevant City and County agencies to coordinate feasible measures to reduce traffic congestion and potential traffic and transit disruption and pedestrian circulation effects during major phases of construction of the SJCC FMP projects. b) **Reduce Drive Alone Mode Share for Construction Workers** – In order to minimize parking demand and vehicle trips associated with construction workers, the District shall require the construction contractor to include in the Construction Traffic Control Plan methods to encourage walking, bicycling, carpooling, and transit access to the campus site by construction workers. c) **Project Construction Updates for Adjacent Residents and Businesses –** In order to minimize construction impacts on access for nearby residences, institutions, and businesses, the District shall provide nearby residences and businesses with regularly-updated information regarding project construction, including construction activities, peak construction vehicle activities (e.g., concrete pours, excavation),and travel lane closures via a newsletter, website, and/or construction update meetings with neighbors.	1. SJECCD incorporates measure as a condition of approval. 2. Measure is incorporated into construction specifications. 3. Construction contractor carries out construction pursuant to contract specifications.	1. SJECCD adopts condition of approval with project. 2. SJECCD reviews construction specifications to verify inclusion. 3. SJECCD conducts periodic site inspections during construction to ensure compliance, and adds inspection report to project file.	1. SJECCD staff. 2. SJECCD staff 3. SJECCD staff	1. Prior to project approval. 2. During ground-disturbing activities. 3. Periodically, during construction activities.	