FINAL ENVIRONMENTAL IMPACT REPORT

SAN JOSÉ STATE UNIVERSITY MASTER PLAN 2001 UPDATE

SCH. NO. 2001022002

Prepared for
San José State University
One Washington Square
San José, California 95192-0010

November 5, 2001

URS
URS Corporation
500 12th Street, Suite 200
Oakland, California 94607

51-00167006.00

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1.1 PURPOSE OF THE FINAL ENVIRONMENTAL IMPACT REPORT

Under the California Environmental Quality Act (CEQA) San José State University (SJSU) is required, after completion of a draft environmental impact report (EIR), to consult with and obtain comments from public agencies that have legal jurisdiction with respect to the proposed project, and to provide the general public with opportunities to comment on the Draft EIR. SJSU is also required to respond to significant environmental issues raised in the review and consultation process. This Final EIR has been prepared to respond to agency and public comments received on the Draft EIR for the SJSU Master Plan 2001 project. The Draft EIR was issued for public review on July 16, 2001. The public review period lasted from July 16 through August 29, 2001.

This document and the Draft EIR constitute the Final EIR. The Draft EIR is hereby incorporated by reference. Copies of the Draft EIR and additional copies of the Final EIR are available for review during normal business hours at the SJSU Department of Planning, Design, and Construction, One Washington Square, San José.

The Board of Trustees of the California State University will certify this Final EIR prior to approving the project.

1.2 FORMAT OF THE FINAL ENVIRONMENTAL IMPACT REPORT

A Final EIR is required to include the Draft EIR (which has been incorporated earlier by reference), copies of comments received during public review of the Draft EIR, a list of persons or entities commenting on the Draft EIR, and responses to comments received on the Draft EIR. This Final EIR is organized as follows:

- **Section 1, Introduction,** provides an introduction and overview describing the intended use of the Final EIR.
- **Section 2, Changes to the Draft EIR,** reports the changes to the project description and how those changes affect impacts identified and analyzed in the Draft EIR.
- **Section 3, Revised Summary of Impacts and Mitigation Measures,** lists the environmental impacts that would result from implementation of the proposed project as revised in Section 2 of the Final EIR, the level of significance of impacts prior to mitigation, and the level of significance of the impacts after mitigation.
- **Section 4, Mitigation Monitoring and Reporting Program,** reports on the mitigation monitoring and reporting program (MMRP) for the proposed project.
- **Section 5, Comments and Responses to Comments,** contains a list of all agencies and persons who submitted comments on the Draft EIR during the public review period. This section also contains the comment letters followed by responses to comments. Each letter and each comment within a letter have been given a number. Responses are numbered so that they correspond to the appropriate comment. Where appropriate, responses are cross-referenced between letters.
- **Section 6, References,** lists supporting and reference sources used in the preparation of the Final EIR.

- **Section 7, List of Preparers,** presents the SJSU authors, the technical specialists and consultants, the production team, and other key individuals who assisted in the preparation and review of the Final EIR.

2.1 CHANGES TO THE PROJECT

As an institution, San José State University understands both the benefits and the responsibilities of being located in the heart of the city. There are community resources that contribute to the quality of university life. Similarly there are ways that local residents can utilize the campus setting. Continual assessment of how this campus/community relationship can thrive should be a common goal.

From the University's perspective however, there are challenges to this mutual relationship. One is that the campus continues to grow placing greater demands on its existing and sometimes obsolescent resources. The opportunity for the University to expand outside its boundaries seems remote in view of the increasing value of real estate in the downtown area. Coupled with this is the limited availability of state funding for capital projects.

At the same time, the downtown has been experiencing a dramatic development boom making it an increasingly desirable destination.

These factors all led to a strategy that would allow the campus to continue its growth and to meet its mission of providing quality education with up-to-date teaching resources. The opportunity to replace outdated facilities was coupled with a plan to offer academically related office space to commercial tenants. New on-campus development would provide replacement classrooms, laboratories and faculty offices along with market rate office space available for uses that are compatible with academic activities. Master Plan 2001 proposed up to 2.5 million square feet of leased space. The plan would increase the density of the campus by raising the floor area ratio from 1.3 to 2.5.

However, the recent changes in both our local and national economy, as well as recent world events have prompted a rethinking of this plan. The University continues to believe in the vision of an expanded campus that bridges the needs of both the institution and the community. The Joint Use Library, now under construction is an example of such a partnership. But, for the immediate future, the University will concentrate on meeting the space requirements to accommodate its mandated enrollment of 25,000 full time students by replacing existing structures with new, more efficient buildings and adding up to 150,000 square feet of additional academic space to the campus. Similarly, the plan to increase the housing capacity to about 5,700 beds is in process. The approximately 2.5 million square feet of private development space has been dropped from *Master Plan 2001*. The campus has also dropped its proposal to add two natural-gas turbines to the campus co-generation facility. The campus will however add a chiller and a thermal energy storage unit to the Central Plant (as discussed in the Draft EIR) in order to meet the cooling needs of the campus. These revisions to the project description are hereby incorporated into the Draft EIR by reference.

2.2 CHANGES TO POTENTIAL IMPACTS ANALYZED IN THE DRAFT EIR

This section examines each impact analyzed in the Draft EIR in the light of the changes in the Master Plan described above to determine whether these changes would result in a new impact not previously analyzed, increase the severity of impacts previously analyzed, or require new mitigation measures.

2.2.1 Land Use

The Draft EIR analyzed three land use impacts (Impact 3.1-1, which relates to the division of an established community, Impact 3.1-2, which relates to potential conflicts with land use policies, and Impact 3.1-3 which relates to incompatibility of the proposed project relative to adjacent land uses). All three impacts were found to be less than significant in the Draft EIR. The significance of these impacts remains unchanged with the changes in the project. *Master Plan 2001* as revised, also proposes new construction on the currently existing SJSU campus and does not involve expansion of the campus beyond its existing boundaries. With the change in the project, new campus facilities will be located in the same area and have the same land uses as the facilities that they will be replacing. The change in the project would not result in a new land use impact not previously analyzed in the Draft EIR.

2.2.2 Visual Quality/Aesthetics

The Draft EIR analyzed four impacts related to aesthetics and visual resources (Impact 3.2-1 which relates to views from designated scenic highway or other scenic resources; Impact 3.2-2, which relates to changes in the visual character and aesthetic environment of the campus; Impact 3.2-3 which relates to light and glare; and Impact 3.2-4, which relates to the creation of new shadows). All of these impacts were determined to be less than significant in the Draft EIR. The impact conclusion for each of these impacts remains unchanged. Under *Master Plan 2001* as revised, the severity of Impact 3.2-2 would be reduced because high-rise buildings would not be constructed along San Fernando Street. Similarly, with the elimination of private development space, Impact 3.2-4 would be reduced because facilities along San Fernando Street would not be as tall and shadow effects would be less than those presented in the Draft EIR. The revised project would not result in a new, visual impact not previously analyzed in the Draft EIR.

2.2.3 Population, Employment and Housing

The Draft EIR analyzed three impacts related to Population, Employment and Housing (Impact 3.3-1,which relates to growth in population and housing; Impact 3.3-2, which relates to temporary displacement of existing housing caused by the Housing Village project; and Impact 3.3-3, which relates to a demand for housing in the City of San Jose and the Bay Area). The Draft EIR found each of these impacts to be less than significant. The impact conclusion for each of these impacts would not change with the changes in the Master Plan. However, with the elimination of private development space, growth in population and employment would be less than stated under Impact 3.3-1 in the Draft EIR. Similarly, the severity of Impact 3.3-3 would be reduced because the demand for housing within the City of San Jose and surrounding region, resulting from the private development space, would no longer be created. The revised project would not result in a new impact on population and housing not previously analyzed in the Draft EIR.

2.2.4 Traffic, Circulation and Parking

The Draft EIR analyzed 10 impacts related to traffic, circulation and parking. Of these, Impacts 3.4-1, 3.4-2, 3.4-3, 3.4-4, 3.4-5, 3.4-8, 3.4-9, and 3.4-10 were found to be significant. The analysis determined that although some of these impacts could be reduced to a less-than-

significant level with the implementation of mitigation measures, some impacts were found to be significant and unavoidable. Impacts 3.4-6 and 3.4-7 were found to be less than significant even before mitigation.

With the elimination of private development space from *Master Plan 2001*, the number of peak hour trips to the campus would be significantly reduced compared to the number of trips previously analyzed in the Draft EIR. In the near term, the revised project would result in a 90 percent reduction in peak hour trips to the campus compared to the trips analyzed in the Draft EIR, and in the far term, there would be a 65 percent reduction in the AM peak hour and a 71 percent reduction in the PM peak hour trips. As a result, the significance and the severity of many of the impacts in the Draft EIR would be reduced. That analysis is provided below and summarized in Table 2-1. The revised project would not result in a new traffic impact not previously analyzed in the Draft EIR.

The significance of Impact 3.4-1, which relates to project traffic impacts in the near term on freeway segments, remains unchanged with the changes in the project because at least one freeway segment would be significantly affected by the Master Plan as revised. However, compared to the analysis in the Draft EIR, the number of freeway segments in the near term where the project will add a greater than one percent increase in traffic volume to a segment operating at LOS F decreases from eight to one. The freeway segment of SR 87, between Julian Street and I-280, northbound during the AM peak hour, will operate, under *Master Plan 2001* as revised, at LOS F with a greater than one percent traffic volume increase over the background level. This is considered a significant and unavoidable impact because this affected freeway segment is located in a highly developed area making widening infeasible.

The significance of Impact 3.4-2 remains unchanged with the changes in the project. The number of freeway segments in the far term, where the revised Master Plan will add a greater than one percent increase in traffic volume to a segment operating at LOS F, decrease from twelve to eleven. The affected freeway segments, which are the same segments that were identified in the Draft EIR, include:

- SR 87, Coleman to Julian, northbound during the AM peak hour
- SR 87, Julian to I-280, northbound during the AM peak hour
- SR 87, Julian to I-280, southbound during the PM peak hour
- SR 87, I-280 to Alma, southbound during the PM peak hour
- I-280, Bird to SR 87, westbound during the AM peak hour
- I-280, Bird to SR 87, eastbound during the PM peak hour
- I-280, SR 87 to 10th, westbound during the AM peak hour
- I-280, SR 87 to 10th, eastbound during the PM peak hour
- I-280, 10th to McLaughlin, westbound during the AM peak hour
- I-280, McLaughlin to US 101, westbound during the AM peak hour
- US 101, I-280 to Story, northbound during the AM peak hour

This is considered a significant and unavoidable impact because the affected freeway segments are located in a highly developed area making widening infeasible.

The significance of Impact 3.4-3 changes from a potentially significant impact to a less-than-significant impact with the changes in the project. Due to the elimination of private development space, near-term traffic volumes will decrease substantially. The intersection of 11th Street and I-280 northbound ramps (Congestion Management Project (CMP) intersection) was documented in the Draft EIR as significantly impacted during the AM peak hour (LOS D to LOS F). With the change in the project, this intersection will deteriorate from LOS D to LOS D-. Because LOS D- is considered to be an acceptable level of service for a CMP intersection, this is considered to be a less-than-significant impact and Mitigation Measure 3.4-3 is not required.

The significance of Impact 3.4-4 changes with the changes in the project. Due to the elimination of private development space, traffic volumes in the far term will decrease. The number of intersections that will be significantly impacted in the far term decrease from seven to one with the changes in the project. The intersection of 11th Street and I-280 northbound ramps is estimated to continue to have a significant increase in delay during the AM peak hour. With the intersection estimated to operate at LOS F under background conditions, the revised Master Plan will increase the critical movement delay by four or more seconds and the critical volume-to-capacity ratio by 0.01 or more. However, the implementation of Mitigation Measure 3.4-4 (same as Mitigation Measure 3.4-3 in the Draft EIR) will reduce this impact to a less-than-significant level.

The significance of Impact 3.4-5, which relates to the need for additional parking, would change from a potentially significant impact to a less-than-significant impact. With the removal of private development space from the project, the potential for a significant impact relative to parking is avoided and Mitigation Measure 3.4-5 is not required.

The significance of Impact 3.4-6, which relates to increased demand on public transit, remains unchanged with the changes in the project. However, with the removal of private development space from the project, the estimated increase in transit ridership would be smaller than stated in the Draft EIR.

Impact 3.4-7, which relates to neighborhood intrusion, remains unchanged with the changes in the project. The residential permit parking program being instituted by the City of San Jose will reduce the number of students using nearby residential streets, and the City's Traffic Calming policy will ensure that adequate traffic calming measures are provided.

Impact 3.4-8, which relates to a potentially significant impact on pedestrian corridors, remains unchanged by the changes in the project because campus buildings have not been designed at this time.

The significance of Impact 3.4-9 remains unchanged with the changes in the project. In the near term, with a 90 percent decrease in traffic trip generation estimates from what was documented in the Draft EIR, the increase of traffic volumes on San Fernando Street and 4th Street will have a less-than-significant impact on the bicycle environment around the campus. However, in the far term, traffic trip generation estimates will decrease by at least 65 percent from what is documented in the Draft EIR. Traffic volumes would be lower, but implementation of *Master Plan 2001* as revised would still increase traffic on San Fernando Street and 4th Street, which will have a potentially significant impact on the bicycle environment around the campus.

Impact 3.4-10 remains unchanged by the changes in the project. Regardless of the project changes, construction vehicles will need to haul construction debris offsite for disposal and delivery of construction materials to the sites for the duration of project construction.

2.2.5 Noise

The Draft EIR analyzed three impacts related to noise and vibration (Impact 3.5.1, which relates to increase in ambient noise due to project-related traffic; Impact 3.5-2, which relates to construction noise; and Impact 3.5-3, which relates to groundborne vibration and noise). The first two impacts were found to be potentially significant and the third impact was determined to be less than significant in the Draft EIR.

As noted in Section 2.2-4 above, with the elimination of private development space, the number of trips to the campus would be significantly lower than the number analyzed in the Draft EIR. As a result of this change, Impact 3.5-1 would no longer be significant because the substantial increase in ambient noise of 5 decibels on San Fernando Street between 3rd and 11th Streets due to increases in vehicular traffic would not occur.

The significance and severity of Impacts 3.5-2 and 3.5-3 remain unchanged with the changes in the project. The revised project would not result in a new noise impact not previously analyzed in the Draft EIR.

2.2.6 Air Quality

The Draft EIR analyzed two impacts on air quality (Impact 3.6-1, which relates to construction-related air quality, and Impact 3.6-2, which relates to increased emissions of criteria pollutants from project-related traffic and stationary sources). Both impacts were found to be significant before mitigation. Impact 3.6-2 was found to be significant and unavoidable even after mitigation.

With the elimination of private development space, the scale of construction activities would be much smaller compared to those envisioned in the Draft EIR. Therefore, although the significance of Impact 3.6-1 before and after mitigation would remain unchanged, the severity of the impact would be much less.

As discussed above under Traffic, with the elimination of private development space from the Master Plan, the number of peak hour trips to the campus would be substantially smaller. As a result of this change, vehicular emissions would be much smaller, and exceedance of BAAQMD daily and annual thresholds for NO_x and CO identified in the Draft EIR would not occur. ROG emissions, on both a daily and an annual basis, would also be lower (26.2 tons annually compared to almost 75 tons reported in the Draft EIR) but would still exceed BAAQMD thresholds. The emissions from stationary sources would not occur under the revised Master Plan because the two natural gas turbines would not be added to the Central Plant. The chiller would be electric and would not result in air emissions. In summary, the impact to air quality would be much reduced but not completely eliminated under the revised project. The revised project would not result in a new air quality impact not previously analyzed in the Draft EIR.

2.2.7 Cultural Resources

The Draft EIR analyzed four impacts on cultural resources (Impact 3.7-1 related to subsurface archaeological resources; Impact 3.7-2 related to unknown subsurface Native American burial sites; Impact 3.7-3 related to damage or removal of historical structures; and Impact 3.7-4 related to paleontogical resources). The significance and severity of all of these impact remains unchanged with the change in the project. The revised project would not result in any new impacts to cultural resources not previously analyzed in the Draft EIR.

2.2.8 Hazards and Hazardous Materials

The Draft EIR analyzed impacts related to Hazards and Hazardous Materials. Because all of these impacts relate to the use of hazardous materials by the campus, demolition of buildings where hazardous materials may be present, or the development of land where some hazardous materials may be present, these impacts would apply to the revised Master Plan. The elimination of the private development space from the Master Plan does not affect the significance or the magnitude of these impacts. The revised project would not result in a new impact related to hazards and hazardous materials that was not previously analyzed in the Draft EIR.

2.2.9 Utilities, Infrastructure, and Community Services

The Draft EIR analyzed project impacts on utilities, infrastructure and public services. All of the impacts were determined to be less than significant. The changes to the Master Plan would not change the significance of these impacts analyzed in the Draft EIR. However, because a smaller population would be on the campus under the revised Master Plan, the magnitude of many of the utility and service impacts would be reduced proportional to the decrease in population. Therefore, with the elimination of private development space, the demand of potable water will be reduced, wastewater conveyance and treatment impact would be reduced, solid waste generation related impact would be reduced, and the need for public services would be reduced. With the elimination of the two proposed turbines from the Central Plant expansion, Impact 3.9-7 would not occur. The revised project would not result in a new impact on utilities and services not previously analyzed in the Draft EIR.

2.2.10 Hydrology and Water Quality

The Draft EIR analyzed project impacts on hydrology and water quality, and found the impacts to be less than significant. The changes in the Master Plan do not change the significance of these impacts. The magnitude of the less-than-significant impact on groundwater supplies would be reduced, because with the elimination of private development space, there would be a lower demand placed on the on-campus well. The revised project would not result in a new impact on hydrology and water quality that was not previously analyzed in the Draft EIR.

2.2.11 Geology, Soils and Seismicity

The Draft EIR analyzed the impacts of the proposed Master Plan development relative to geologic hazards and soils. The significance and severity of the impacts identified in the Draft EIR remain unchanged with the changes in the Master Plan. The revised project would not result in a new impact related to geology and soils that was not previously analyzed in the Draft EIR.

2.2.12 Biological Resources

The significance of Impact 3.12-1, which relates to the removal of non-native habitat on the SJSU campus, remains unchanged with the change in the Master Plan. The revised project would not result in a new impact on biological resources that was not previously analyzed in the Draft EIR.

2.3 CHANGES TO THE ALTERNATIVES ANALYZED IN THE DRAFT EIR

The Draft EIR analyzed a reasonable range of alternatives to the proposed *Master Plan 2001* as envisioned at that time. Because the primary source of significant impacts of the Master Plan was the private development space component, the Draft EIR focused on alternatives that would reduce the amount of private development space on campus and thereby reduce or eliminate significant traffic, air quality, and noise impacts. The Draft EIR analyzed two reduced project alternatives that reduced private development space from 2.5 million square feet to 1.25 million square feet and 1.9 million square feet. Both these alternatives did not reduce academic space or the assumption of 25,000 full time equivalent (FTE) students for the campus.

The Draft EIR also analyzed impacts of the No Project alternative pursuant to which *Master Plan 2001* would not be adopted and no development would occur on campus. The Housing Village project would not be implemented. Under this alternative, it was envisioned that campus enrollment would still continue to grow as projected but no new facilities would be constructed to accommodate this growth. The campus would make operational changes to handle the increased enrollment.

As noted in Section 2.1, since the publication of the Draft EIR the campus has decided that it will not pursue *Master Plan 2001* as envisioned in the Draft EIR, and has eliminated private development space from the plan. Consequently, the two reduced project alternatives that were analyzed in the Draft EIR are no longer applicable. The analysis of the No Project Alternative is still applicable.

According to CEQA, the purpose of the alternatives analysis is to disclose other ways that most of the basic objectives of the proposed project could be attained while reducing or avoiding significant environmental impacts of the project. Alternatives should be feasible, should be capable of avoiding or reducing any significant impacts of the project, and attain most, if not all, of the project objectives. The analysis in Section 2.2 above shows that with the elimination of private development space, the impacts of the Master Plan on traffic, air quality and noise will be significantly reduced. The only remaining impacts that cannot be mitigated to a less-than-significant level are those related to campus-related traffic on freeway segments and regional air quality, and these are a consequence of the projected increase in enrollment. The Final EIR does not include a new alternative that focuses on a reduced enrollment (any level less than 25,000 FTE) for the campus in order to reduce these few significant, unavoidable impacts. This is because such an alternative conflicts with the mission of the University and would not meet the basic objective of the project, which is to meet enrollment demand projected by the University and the Department of Finance. As discussed in the Draft EIR, the size of the high school graduate pool across the country and the state is expected to peak around 2008. SJSU has been mandated by the State to accommodate the higher education needs of high school graduates and

provide for an ultimate enrollment of 25,000 FTE by 2010/11. A reduced enrollment alternative would not meet this key objective of the project and is therefore not considered in the Final EIR.

2.4 CORRECTIONS TO THE DRAFT EIR

The following minor corrections (indicated in **bold**) are hereby incorporated into the Draft EIR by reference.

The number of spaces reported on page 2-13 is corrected to read "Master Plan 2001 provides new parking on campus, approximately **1,700** spaces in a two-level underground garage....."

The text of Mitigation Measure 3.7-3 (ES-1 and page 3-94) has been revised to read "Prior to altering a structure at least **50** years of age....."

The text of Mitigation Measure 3.8-7 (ES-1 and page 3-110) has been clarified to read **"In the event that implosion is used to demolish the buildings,** the construction manager for the project....."

The text of Mitigation Measure 3.9-1 (ES-1 and page 3-114) has been clarified to read " **Where feasible,** the buildings constructed pursuant to the Master Plan..... **Where feasible,** reclaimed water would also....."

Figure 1 has been added to show rail and bus routes in the vicinity of San José State University.

Table 2-1
Comparison of Traffic and Circulation Impacts Between Draft EIR and Final EIR

DEIR				FEIR		
	Impact	Level of Significance Prior to Mitigation[1]	Level of Significance Following Mitigation[1]	Impact	Level of Significance Prior to Mitigation[1]	Level of Significance Following Mitigation[1]
3.4.1	Implementation of *Master Plan 2001* would add substantial traffic to freeway segments in the near term. Eight segments affected.	PS	SU	Implementation of *Master Plan 2001* would add substantial traffic to freeway segments in the near term. One freeway segment affected.	PS	SU
3.4-2	Implementation of *Master Plan 2001* would add substantial traffic to freeway segments in the far term. Twelve segments affected.	PS	SU	Implementation of *Master Plan 2001* would add substantial traffic to freeway segments in the far term. Eleven freeway segments affected.	PS	SU
3.4-3	Implementation of *Master Plan 2001* would adversely affect a city intersection in the near term. • The intersection of 11th Street and I-280 Northbound ramps would deteriorate from LOS D to LOS F.	PS	LS	Implementation of *Master Plan 2001* would not adversely affect city intersection in the near term.	LS	LS

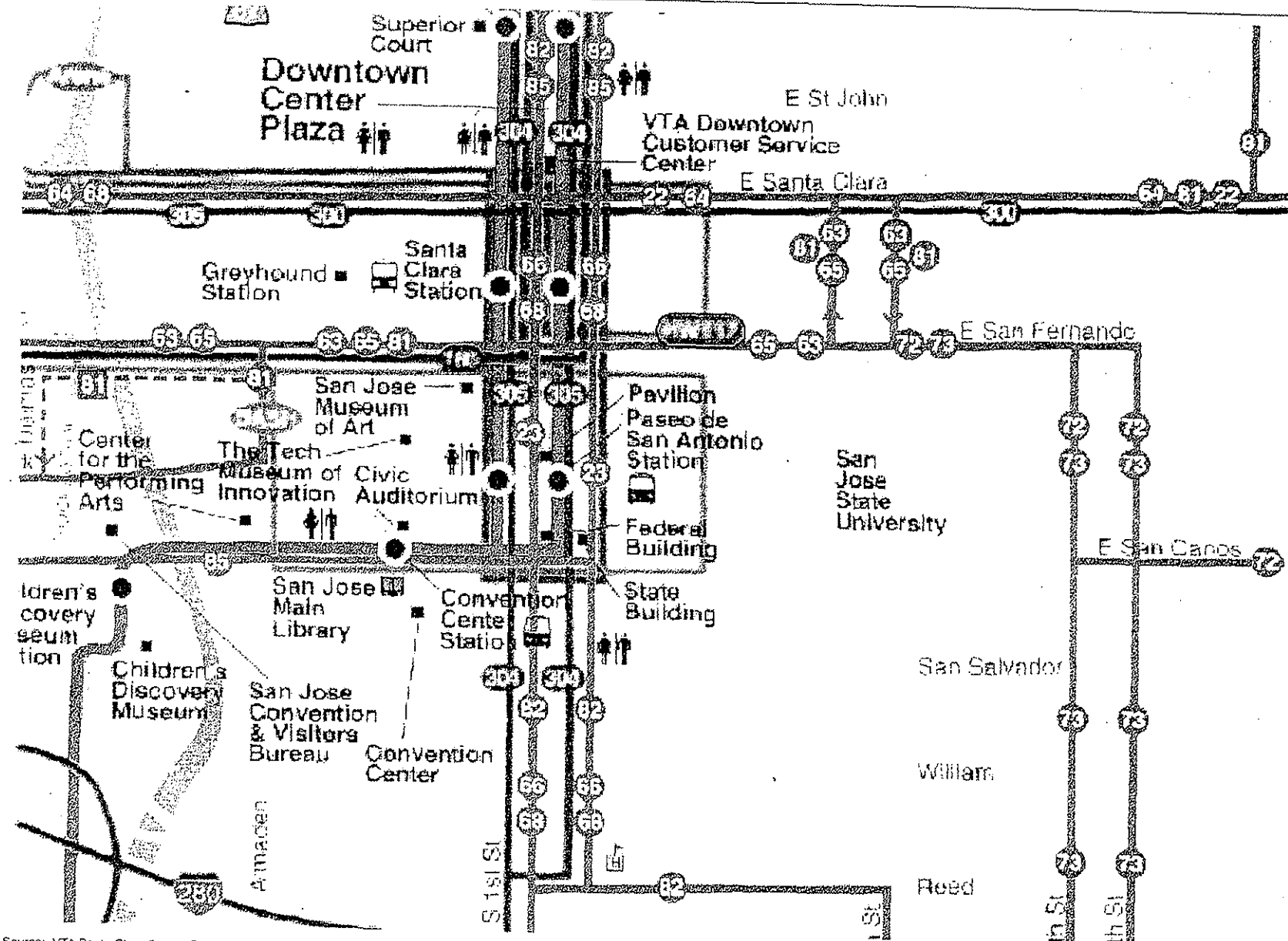
Table 2-1
Comparison of Traffic and Circulation Impacts Between Draft EIR and Final EIR

DEIR				FEIR		
	Impact	Level of Significance Prior to Mitigation[1]	Level of Significance Following Mitigation[1]	Impact	Level of Significance Prior to Mitigation[1]	Level of Significance Following Mitigation[1]
3.4-4	Implementation of *Master Plan 2001* would adversely affect city intersections in the far term. Seven intersections affected. *CMP Intersections* • Santa Clara Street and SR 87 northbound off-ramp, LOS D to LOS F during the AM peak hour • San Carlos Street and Almaden Boulevard, significant increase in delay with LOS F operations during the PM peak hour • 10th Street and I-280 southbound ramps, LOS D to LOS F during the AM peak hour • 11th Street and I-280 northbound ramps, significant increase in delay with LOS F operations during the AM peak hour *Local Intersections* • Santa Clara Street and 10th Street, LOS D to LOS E during the PM peak hour • Santa Clara Street and 11th Street, LOS D to LOS E during the AM peak hour	PS	SU	Implementation of *Master Plan 2001* would adversely affect city intersections in the far term. One intersection affected *CMP Intersection:* • 11th Street and I-280 northbound ramps, significant increase in delay with LOS F operations during the AM peak hour	PS	LS

Table 2-1
Comparison of Traffic and Circulation Impacts Between Draft EIR and Final EIR

DEIR				FEIR		
	Impact	Level of Significance Prior to Mitigation[1]	Level of Significance Following Mitigation[1]	Impact	Level of Significance Prior to Mitigation[1]	Level of Significance Following Mitigation[1]
	• San Carlos Street and 11th Street, LOS B to LOS E during the AM peak hour					
3.4-5	Implementation of *Master Plan 2001* would result in the need for additional parking.	PS	LS	Implementation of *Master Plan 2001* as revised would not result in the need for additional parking.	LS	LS
3.4-6	Implementation of *Master Plan 2001* in the near term and the far term would create demand for more public transit.	LS	LS	No change	LS	LS
3.4-7	Implementation of *Master Plan 2001* in the near term and the far term would result in neighborhood intrusion.	LS	LS	No change	LS	LS
3.4-8	Implementation of *Master Plan 2001* could affect pedestrian corridors.	PS	LS	No change	PS	LS
3.4-9	Implementation of *Master Plan 2001* would increase traffic on San Fernando Street and 4th Street and affect the bicycle environment around the Campus.	PS	LS	No change	PS	LS
3.4-10	Construction of new projects pursuant to Master Plan 2001 would result in truck trips that could cause congestion on city streets.	PS	LS	No change	PS	LS

[1] NI = No Impact; LS = Less-Than-Significant Impact; PS = Potentially Significant Impact; SU = Significant and Unavoidable Impact



Source: VTA Santa Clara County Bus and Rail Map, January 2001

San Jose State University Master Plan Transportation Analysis
EXISTING TRANSIT SYSTEM

Fehr & Peers Associates, Inc.
June 2001
370-13-01

URS

Project No. 51-00167006.00

San Jose State University

RAIL AND BUS ROUTES

Figure 1

51-00167006.00-00013/100901/gos

Table 3-1 provides an overview of the environmental impacts of the proposed project. The summary table presents (1) environmental impacts, (2) their level of significance prior to mitigation, (3) recommended mitigation measures from the Draft EIR, and (4) the level of significance with mitigation. This summary table has been revised to reflect changes to the project addressed in Section 2 of the Final EIR.

Table 3-1
Revised Summary of Impacts and Mitigation Measures

	Impact	Level of Significance Prior to Mitigation[1]	Mitigation Measures	Level of Significance Following Mitigation[1]
3.1 Land Use				
3.1-1	Implementation of *Master Plan 2001* as revised, including the Housing Village project and the Central Plant expansion, would not divide an established community.	NI	*No mitigation required.*	NI
3.1-2	Implementation of *Master Plan 2001* as revised, including the Housing Village project and the Central Plant expansion, could potentially conflict with land use policies of the City of San Jose.	LS	*No mitigation required.*	LS
3.1-3	Implementation of *Master Plan 2001* as revised, including the Housing Village project and the Central Plant expansion, could change on-campus land use that could potentially be incompatible with adjacent land uses.	LS	*No mitigation required.*	LS
3.2 Visual Quality / Aesthetics				
3.2-1	Implementation of *Master Plan 2001* as revised, including the Housing Village project and the Central Plant expansion, would not affect scenic vistas.	NI	*No mitigation required.*	NI
3.2-2	Implementation of *Master Plan 2001* as revised, including the Housing Village project and the Central Plant expansion, would substantially change the visual character and aesthetic environment of the campus.	LS	*No mitigation required.*	LS
3.2-3	Implementation of *Master Plan 2001* as revised, including the Housing Village project and the Central Plant expansion, could create new sources of light and glare which would adversely affect day and nighttime views in the area.	LS	*No mitigation required.*	LS

Table 3-1
Revised Summary of Impacts and Mitigation Measures

	Impact	Level of Significance Prior to Mitigation[1]	Mitigation Measures	Level of Significance Following Mitigation[1]
3.2-4	Implementation of *Master Plan 2001* as revised, including the Housing Village project, could create new shadows that could affect public use of open space areas.	LS	*No mitigation required.*	LS
3.3 Population, Employment and Housing				
3.3-1	Implementation of *Master Plan 2001* as revised could result in growth in population and employment through an increase in academic space on campus.	LS	*No mitigation required.*	LS
3.3-2	Implementation of *Master Plan 2001* as revised, specifically the Housing Village project, would temporarily displace existing housing.	LS	*No mitigation required.*	LS
3.3-3	Implementation of *Master Plan 2001* as revised would result in a demand for housing in the City of San Jose and the Bay Area region.	LS	*No mitigation required.*	LS
3.4 Traffic, Circulation and Parking				
3.4-1	Implementation of *Master Plan 2001* as revised would add substantial traffic to one freeway segment in the near term.	PS	*The affected freeway segment is located in a highly developed area making widening infeasible.*	SU
3.4-2	Implementation of *Master Plan 2001* as revised would add substantial traffic to freeway segments in the far term.	PS	*The affected freeway segments are located in highly developed area making widening infeasible.*	SU
3.4-3	Implementation of *Master Plan 2001* as revised would not adversely affect city intersections in the near term.	LS	*No mitigation required.*	LS

Table 3-1
Revised Summary of Impacts and Mitigation Measures

	Impact	Level of Significance Prior to Mitigation[1]	Mitigation Measures	Level of Significance Following Mitigation[1]
3.4-4	Implementation of *Master Plan 2001* as revised would adversely affect one city intersection in the far term. CMP Intersection: • 11th Street and I-280 northbound ramps, significant increase in delay with LOS F operations during the AM peak hour.	PS	*3.4-4 11th Street/I-280 Northbound Ramps. Convert the outside westbound through lane to a shared through/right-turn lane.*	LS
3.4-5	Implementation of *Master Plan 2001* as revised would not result in the need for additional parking.	LS	*No mitigation required.*	LS
3.4-6	Implementation of *Master Plan 2001* as revised in the near term and the far term would create demand for more public transit.	LS	*No mitigation required.*	LS
3.4-7	Implementation of *Master Plan 2001* as revised in the near term and the far term would result in neighborhood intrusion.	LS	*No mitigation required.*	LS
3.4-8	Implementation of *Master Plan 2001* as revised could affect pedestrian corridors.	PS	*3.4-8 Incorporate a major pedestrian connection across San Fernando Street and into the Main Campus along the 5th Street alignment, consistent with the 5th Street Pedestrian Corridor.*	LS
3.4-9	Implementation of *Master Plan 2001* as revised would increase traffic on San Fernando Street and 4th Street and affect the bicycle environment around the Campus.	PS	*3.4-9 The Campus will work with the City of San Jose to install facilities providing bicycle access to the campus.*	LS
3.4-10	Construction of new projects pursuant to *Master Plan 2001* as revised would result in truck trips that could cause congestion on city streets.	PS	*3.4-10 Each major construction project (including the Housing Village project) shall prepare and implement a construction traffic management plan that will at a minimum include the following requirements:* *(a) All truck traffic will use only designated truck routes within the City of San Jose.* *(b) Construction truck trips will occur outside the peak commute periods.*	LS

Table 3-1
Revised Summary of Impacts and Mitigation Measures

	Impact	Level of Significance Prior to Mitigation[1]	Mitigation Measures	Level of Significance Following Mitigation[1]
3.5 Noise				
3.5-1	Implementation of *Master Plan 2001* as revised would result in increased vehicular traffic on the regional road network that would cause an increase in ambient noise levels.	LS	*No mitigation required.*	LS
3.5-2	Construction of the facilities under Master Plan 2001, including the Housing Village project and the Central Plant expansion, would result in a substantial temporary increase in ambient noise levels.	PS	*3.5-2(a) Areas where high levels of construction noise are anticipated shall be marked as such and temporary barriers shall be used to keep unauthorized persons outside of a sensate high-noise zone.* *3.5-2(b) To ensure that noise emissions from construction vehicles and other equipment are limited to the minimum feasible levels, equip all noise-producing equipment and vehicles using internal combustion engines with mufflers, and air-inlet silences where appropriate, that meet or exceed original factory specification. Equip mobile or fixed "package" equipment (e.g., arc-welders, air compressors) with shrouds and noise-control features that are readily available for that type of equipment.* *3.5-2(c) Electrically-powered equipmn3eet instead of pneumatic or internal combustion powered equipment shall be used, where feasible.* *3.5-2(d) Materials stockpiling and construction vehicle maintenance areas shall be located as far as practicable from noise-sensitive receptors.* *3.5-2(e) The construction manager/contractor will act as a noise disturbance coordinator, and will be responsible for responding to complaints about noise. The telephone number of the noise disturbance coordinator will be posed at the project site and will be provided to adjacent neighbors, and the students, faculty and staff of SJSU.*	LS

Table 3-1
Revised Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation[1]	Mitigation Measures	Level of Significance Following Mitigation[1]
		3.5-2(f) Sound-attenuating fabric shrouds will be used around the hammer/pile impact area of the pile driver equipment if pile driving is employed. Pre-drilling pile holes or a "Tubex" or similar system (which drills piles in, rather than driving them) will be used where practical. The project will comply with GSA contract noise specifications to limit pile-driving noise to a maximum sound level of 95 DBA at a distance of 15 meters.	
3.5-3 Construction of the campus facilities under *Master Plan 2001* as revised would not expose persons to excessive groundborne vibration or groundborne noise.	LS	*3.5-3(a) Limit groundborne vibration due to construction activities to not exceed 0.2 in/sec velocity in the vertical direction at sensitive receptors.* *3.5-3(b) Route heavily loaded trucks away from residential streets or streets with the fewest homes.* *3.5-3(c) Operate earthmoving equipment on the construction site as far away from vibration-sensitive receptors as possible.* *3.5-3(d) Phase construction activities that create high vibration levels so as not to occur at the same time.* *3.5-3(e) Avoid nighttime activities.* *3.5-3(f) Avoid impacts pile driving where possible in vibration-sensitive areas. Consider the use of alternative methods that create less vibrations such as drilled piles or a vibratory pile driver.* *3.5-3(g) Select demolition methods not involving impact, where necessary and feasible.*	LS

Table 3-1
Revised Summary of Impacts and Mitigation Measures

	Impact	Level of Significance Prior to Mitigation[1]	Mitigation Measures	Level of Significance Following Mitigation[1]
3.6 Air Quality				
3.6-1	Implementation of *Master Plan 2001* as revised, including the Housing Village project and the Central Plant expansion, would result in construction-related air quality impacts.	PS	*3.6-1(a) Water all disturbed construction areas at least twice daily.* *3.6-1(b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.* *3.6-1(c) Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.* *3.6-1(d) Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites, when visible soil material is causing fugitive dust to be carried onto adjacent public areas.* *3.6-1(e) Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.* *3.6-1(f) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).* *3.6-1(g) Enclose, cover, water twice daily, or apply (non-toxic) soil binders to expose stockpiles (dirt, sand, etc.).* *3.6-1(h) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.* *3.6-1(i) Replant vegetation in disturbed areas as quickly as possible.* *3.6-1(j) Keep construction vehicles tuned and maintained, and limit idling time, to reduce exhaust emissions.*	LS

Table 3-1
Revised Summary of Impacts and Mitigation Measures

	Impact	Level of Significance Prior to Mitigation[1]	Mitigation Measures	Level of Significance Following Mitigation[1]
3.6-2	Development allowed under *Master Plan 2001* as revised would generate increased levels of CO, O_3 precursors (ROG and NOx), and PM_{10} emissions.	PS	*Some reduction in emissions from vehicles is provided through expanded campus programs that encourage car pooling and use of alternative transportation. This reduction, however, cannot be quantified.*	SU
3.7 Cultural Resources				
3.7-1	Excavation and grading associated with development under *Master Plan 2001* as revised, including the Housing Village Project and the Central Plant expansion, has the potential to disturb or destroy archaeological resources that may be present and that may qualify as historic resources.	PS	*3.7-1(a) Subsequent to demolition of buildings on the project site, and prior to grading for site preparation, the Campus shall conduct a complete intensive archaeological survey of the proposed project site and related ancillary facility routes. Surveys shall be conducted by a qualified archaeologist. Any archaeological sites discovered shall be recorded on DPR 523 forms and a report of the survey, including a map of survey coverage and site location, shall be filed with the Northwest Information Center of the California Historical Resources Information System, Sonoma State University.* *3.7-1(b) If, in the opinion of the archaeologist, surface survey does not provide sufficient information about the cultural resources potential of the site, or if there is a strong or moderate potential on the project site for buried archaeological resources, the Campus shall ensure that appropriate efforts are made to identify such resources prior to or during construction. This could include subsurface testing carried out in advance of construction. Alternately, the Campus may work with the qualified archaeologist to develop and conduct an appropriate construction monitoring plan and inadvertent discovery plan to ensure that any resource uncovered during construction is identified and appropriately treated.*	LS

Table 3-1
Revised Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation[1]	Mitigation Measures	Level of Significance Following Mitigation[1]
		3.7-1(c) If a potentially significant archaeological resource is identified through survey, testing or monitoring, the Campus will incorporate into the proposed project design measures that will minimize or eliminate direct impacts to the deposit. These could include avoidance of the site by inclusion in landscaping or open space, placement of fill over the site, and/or project redesign. If this is not feasible, or if such measures will not ensure the avoidance of impacts, the Campus will ensure that an archaeological testing program is developed and carried out to assess the significance of the resource. *3.7-1(d) If a resource is determined to be significant, and if it cannot be preserved intact through project design measures, then the Campus will retain an archaeologist to design and carry out a treatment plan to preserve a scientific sample of the data for which the site is significant.* *3.7-1(e) All projects on campus shall be conditioned with an inadvertent discovery clause. Under this clause, construction crews and maintenance teams working on campus shall be informed by the Campus of pertinent cultural resources regulations and of the potential for buried resources. If an archaeological resource is uncovered during construction, work in the vicinity will halt until the potential resources has been evaluated by a qualified archaeologist and, if significant, has been treated appropriately.*	

Table 3-1
Revised Summary of Impacts and Mitigation Measures

	Impact	Level of Significance Prior to Mitigation[1]		Mitigation Measures	Level of Significance Following Mitigation[1]
3.7-2	Development under *Master Plan 2001* as revised, including the Housing Village project and the Central Plant expansion, has the potential to result in disturbance of Native American human remains that could be present if an archaeological site is present in the development area. This is considered a potentially significant impact.	PS	3.7-2(a)	*Implement Mitigation Measures 3.7-1(a) through (e) to minimize the potential for disturbance or destruction of human remains in an archaeological context.*	LS
			3.7-2(b)	*A representative of the local Native American community will be offered the opportunity to monitor any excavation, including archaeological excavation, within the boundaries of a known Native American archaeological site.*	
			3.7-2(c)	*In the event of the discovery on campus of a burial, human bone or suspected human bone, all excavation or grading in the vicinity of the find will halt immediately and the area of the find will be protected. If a qualified archaeologist is present, he/she will determine whether the bone is human. If the archaeologist determines that the bone is human, or in the absence of an archaeologist, the Campus immediately will notify the Santa Clara County Coroner of the find, and comply with the provisions of PRC 5097 with respect Native American involvement, burial treatment and reinterrment.*	
3.7-3	Development allowed under *Master Plan 2001* as revised could damage or destroy historical structures during construction and/or renovation activities.	PS	3.7-3(a)	*Prior to altering a structure at least 50 years of age, the Campus shall ensure that the structure and its immediate setting are subjected to inventory on a State OHP Historic Resources Inventory form, and evaluated by an architectural historian to determine whether it qualifies as an historic resource under the eligibility criteria of the CRHR. The evaluation shall consider the potential state and local historical significance of the structure, and its significance in the history of the University system and the Campus.*	LS
			3.7-3(b)	*If any existing structure on a proposed construction site is determined to be significant, the following protocol will be followed.*	

Table 3-1
Revised Summary of Impacts and Mitigation Measures

Impact	Level of Significance Prior to Mitigation[1]	Mitigation Measures	Level of Significance Following Mitigation[1]
		• *The building shall be preserved and reused when feasible;* • *If preservation and reuse cannot occur on site, the historical building shall if feasible be moved to an area set aside by the Campus for historic buildings of the same era when physically and financially feasible.* • *If a historically significant structure is to undergo major renovation, or be moved and/or destroyed, the Campus shall produce a record of the building at a level compatible with National Park Service standards (Historical American Building Surveys). A copy of the record shall be deposited with the University Archives and the Northwest Information Center of the California Historical Resources Information File System.* *Adequate recordation would include, at a minimum, the following:* • *The development of site-specific history and appropriate contextual information regarding the particular resource; in addition to archival research and comparative studies, this task could involve limited oral history collection;* • *Accurate mapping of the noted resources, scaled to indicate size and proportion of the structures;* • *Architectural descriptions of affected structures;* • *Photo documentation of the designated resources, both in still and video formats; and* • *Recordation of measured architectural drawings, in the case of specifically designated buildings of higher architectural merit.*	

Table 3-1
Revised Summary of Impacts and Mitigation Measures

Impact		Level of Significance Prior to Mitigation[1]	Mitigation Measures	Level of Significance Following Mitigation[1]
			3.7-3(c) Prior to major renovation, moving, or destroying a historically significant structure, the Campus shall insure that historically significant artifacts and features, if present within the building, shall be recorded and deposited with the appropriate museum	
3.7-4	Excavation, grading, and construction activities under *Master Plan 2001* as revised could potentially damage or destroy buried or previously unknown palaeontological deposits, which could qualify as scientifically significant resources.	PS	*3.7-4(a) Subsequent to demolition of buildings on the project site, and prior to grading for site preparation, a surface survey shall be conducted by a qualified paleontologist.* *3.7-4(b) If no paleontological resources are found, contractors shall be notified that they are required to watch for potential paleontological resources and should notify the campus if anything is found.* *3.7-4(c) If paleontological resources are discovered, all soil disturbing work shall cease within 100 feet of the locus. The resources shall be evaluated by a qualified paleontologist who will determine the resource's potential scientific significance.* *3.7-4(d) If the find is determined to be significant, or potentially significant, a qualified paleontologist shall design and carry out data recovery consistent with the Standards of the Society of Vertebrate Paleontogists.* *3.7-4(e) Adequate recordation and recovery would include, at a minimum, the following:* • *The development of site-specific paleo-environment and appropriate contextual information regarding the particular resource; in addition to archival research and comparative studies;* • *Accurate recordation and excavation of the noted resources.*	LS

Table 3-1
Revised Summary of Impacts and Mitigation Measures

	Impact	Level of Significance Prior to Mitigation[1]	Mitigation Measures	Level of Significance Following Mitigation[1]
3.8 Hazards and Hazardous Materials				
			3.7-4(f) In the event that a major significant find is uncovered - and prior to excavating the significant resource - the campus shall ensure that an appropriate museum/ scientific repository is selected for curation and storage of the materials.	
3.8-1	Increased use of hazardous chemicals and the generation of hazardous chemical waste at SJSU under *Master Plan 2001* as revised would not expose campus occupants to significant health or safety risks.	LS	*No mitigation required.*	LS
3.8-2	Increased use of radioactive material and the generation of radioactive waste at SJSU under *Master Plan 2001* as revised would not expose Campus occupants to significant health or safety risks.	LS	*No mitigation required.*	LS
3.8-3	Increased use of biohazardous materials, use and generation of biohazardous waste at SJSU under *Master Plan 2001* as revised would not expose Campus occupants to significant health or safety risks.	LS	*No mitigation required.*	LS
3.8-4	Increased hazardous materials transported to and from the campus under *Master Plan 2001* as revised could expose people to potential health risks in the event of an accidental release.	LS	*No mitigation required.*	LS

Table 3-1
Revised Summary of Impacts and Mitigation Measures

	Impact	Level of Significance Prior to Mitigation[1]	Mitigation Measures	Level of Significance Following Mitigation[1]
3.8-5	Construction activities under *Master Plan 2001* as revised could expose campus occupants and construction workers to contaminated soil or groundwater.	PS	*3.8-5 Prior to and during construction, soils and ground water within the development footprint of each Master Plan 2001 project in Quadrants C and D will be sampled and tested for petroleum products including MtBE. Samples will be obtained from depths to which excavation for the proposed project would be necessary. Depending on the results of this sampling, appropriate handling and disposal methods will be identified and implemented.*	LS
3.8-6	The demolition or renovation of buildings under *Master Plan 2001* as revised could expose campus occupants and construction workers to contaminated building materials.	LS	*No mitigation required.*	LS
3.8-7	The demolition of buildings under *Master Plan 2001* as revised could pose a public safety risk to campus occupants, nearby residents, traffic, and pedestrians, and construction workers.	PS	*3.8-7 The construction manager for the project will notify all nearby residents of the date and time of the implosion and provide instructions on precautions to take during the event. Adjacent streets will be closed to traffic and pedestrians. The date and time will be selected such that the smallest numbers of people are inconvenienced.*	LS

Table 3-1
Revised Summary of Impacts and Mitigation Measures

	Impact	Level of Significance Prior to Mitigation[1]	Mitigation Measures	Level of Significance Following Mitigation[1]
3.9 Utilities, Infrastructure, and Community Services				
3.9-1	Development allowed under *Master Plan 2001* as revised would directly increase the demand for water from the potable/fire water system on the SJSU campus.	LS	*3.9-1 The Campus shall ensure that each project is designed to include the following domestic water conservation measures.* • *Low-flow showerheads (2.0 gpm or less) shall be installed in all new showers.* • *Toilets with low-water-use flush devises (with average savings of 1 gallon per flush) shall be installed in all new facilities.* • *Where feasible the buildings constructed pursuant to the Master Plan would be fitted with separate piping so that reclaimed water could be used for toilet flushing. Where feasible, reclaimed water would also be used for landscape irrigation.*	LS
3.9-2	Development allowed under *Master Plan 2001* as revised would result in an increase in wastewater generated in the City of San Jose.	LS	*No mitigation required.*	LS
3.9-3	The proposed *Master Plan 2001* as revised could potentially result in increased runoff that could affect the storm drain capacity.	LS	*No mitigation required.*	LS
3.9-4	Development allowed under *Master Plan 2001* as revised would result in an indirect increase in the amount of solid waste generated in the City of San Jose.	LS	*No mitigation required.*	LS
3.9-5	Development allowed under *Master Plan 2001* as revised would result in an increase in demand for telecommunication services on the Campus, which could result in the construction of new facilities.	LS	*No mitigation required.*	LS

Table 3-1
Revised Summary of Impacts and Mitigation Measures

	Impact	Level of Significance Prior to Mitigation[1]	Mitigation Measures	Level of Significance Following Mitigation[1]
3.9-6	Development allowed under *Master Plan 2001* as revised would result in an increase in demand for public services. This increase would not, however, require expanded or new governmental facilities.	LS	*No mitigation required.*	LS
3.9-7	Development allowed under *Master Plan 2001* as revised would not result in the expansion of energy production facilities, the construction of which could cause environmental impacts.	NI	*No mitigation required.*	NI
3.9-8	Development allowed under *Master Plan 2001* as revised would result in the need for additional fire and police services, the provision of which could result in environmental impacts.	LS	*No mitigation required.*	LS
3.10 Hydrology and Water Quality				
3.10-1	Implementation of the proposed *Master Plan 2001* as revised, including the Housing Village Project and the Central Plant expansion, would result in storm water discharges that would not violate water quality standards.	LS	*No mitigation required.*	LS
3.10-2	Implementation of the proposed *Master Plan 2001* as revised, including the Housing Village Project, would not result in a depletion of groundwater supplies.	LS	*No mitigation required.*	LS

Table 3-1
Revised Summary of Impacts and Mitigation Measures

Impact		Level of Significance Prior to Mitigation[1]	Mitigation Measures	Level of Significance Following Mitigation[1]
3.11 Geology, Soils and Seismicity				
3.11-1	Implementation of *Master Plan 2001* as revised, including the Housing Village project and the Central Plant expansion, could expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving fault rupture, strong seismic groundshaking, or seismic-related ground failure.	PS	*3.11-1 (a) Prior to final design, the San Jose State University shall review and approve all building plans for compliance with the Uniform Building Code and Title 24.* *3.11-1 (b) Prior to occupancy, the San Jose State University campus shall review and approve final building designs for appropriate seismic safety provisions. Appropriate seismic safety provisions shall include anchoring, bracing, or restraining of nonstructural elements such as furniture, shelving, or equipment.* *3.11-1 (c) Each department required to maintain an Injury and Illness Prevention Plan (IIPP) should incorporate appropriate seismic safety policies. As part of each Department's IIPP, earthquake preparedness drills shall be performed annually by building occupants.*	LS
3.11-2	Implementation of *Master Plan 2001* as revised, including the Housing Village Project and the Central Plant expansion, would not result in substantial soil erosion or the loss of topsoil.	LS	*No mitigation required.*	LS
3.11-3	Implementation of *Master Plan 2001* as revised, including the Housing Village Project and the Central Plant expansion, would not result in development on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on- or off- site landslide, lateral spreading, subsidence, liquefaction or collapse.	LS	*3.11-3(a) All structures should be reviewed and built according to the Uniform Building Code and Title 24.* *3.11-3(b) Foundations of buildings should be of a mat-type or driven piles designed specifically to minimize potential settlement.*	LS

Table 3-1
Revised Summary of Impacts and Mitigation Measures

Impact		Level of Significance Prior to Mitigation[1]	Mitigation Measures	Level of Significance Following Mitigation[1]
3.11-4	Implementation of *Master Plan 2001* as revised, including the Housing Village Project and the Central Plant expansion, would result in development on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating, substantial risks to life or property.	PS	*3.11-4(a) Excavation of expansive soils along building footprints with mat-type foundations or within excavations for pile-type foundations; or* *3.11-4(b) Soil mixing of chemical additives (such as lime) that reduce the expansiveness of a soil; or* *3.11-4(c) A combination of excavation of expansive soils followed by soil mixing.*	LS
3.12 Biological Resources				
3.12-1	Implementation of *Master Plan 2001* as revised, including the Housing Village Project, would result in the removal of non-native habitat.	LS	*No mitigation required.*	LS

[1]NI = No Impact
PS = Potentially Significant Impact
LS = Less-Than-Significant Impact
SU = Significant and Unavoidable Impact

CEQA requires that a lead agency establish a program for monitoring and reporting on mitigation measures adopted as part of the environmental review process. This MMRP is designed to ensure that, if the proposed project is approved, the mitigation measures identified in the Draft and Final EIRs will be implemented.

Table 4-1
San Jose State University Master Plan 2001 Final EIR
Mitigation Monitoring and Reporting Program

Number	Mitigation Measure	Monitoring and Reporting Procedure	Mitigation Timing	Mitigation Responsibility
3.4-4	*11th Street/I-280 Northbound Ramps. Convert the outside westbound through lane to a shared through/right-turn lane.*	SJSU will coordinate with Caltrans and the City of San Jose to implement the intersection improvement.	Prior to campus build-out	SJSU
3.4-8	*Incorporate a major pedestrian connection across San Fernando Street and into the Main Campus along the 5th Street alignment, consistent with the 5th Street Pedestrian Corridor.*	SJSU will coordinate with the City of San Jose to accommodate a pedestrian connection.	Prior to design of new facilities on San Fernando Street	SJSU
3.4-9	*The Campus will work with the City of San Jose to install facilities providing bicycle access to the campus.*	SJSU will coordinate with the City of San Jose to install bicycle access facilities.	Prior to campus build-out	SJSU and City of San Jose
3.4-10	(a) *All truck traffic will use only designated truck routes within the City of San Jose*	Contractor will prepare a construction traffic management plan	During construction	Contractor and SJSU
	(b) *Construction truck trips will occur outside the peak commute periods.*	Contractor will prepare a construction traffic management plan	During construction	Contractor and SJSU
3.5-2	(a) *Areas where high levels of construction noise are anticipated shall be marked as such and temporary barriers shall be used to keep unauthorized persons outside of a designated high-noise zone.*	Field inspection	Prior to and during construction	Contractor and SJSU

Table 4-1
San Jose State University Master Plan 2001 Final EIR
Mitigation Monitoring and Reporting Program

Number	Mitigation Measure	Monitoring and Reporting Procedure	Mitigation Timing	Mitigation Responsibility
	(b) *To ensure that noise emissions from construction vehicles and other equipment are limited to the minimum feasible levels, equip all noise-producing equipment and vehicles using internal combustion engines with mufflers, and air-inlet silencers where appropriate, that meet or exceed original factory specification. Equip mobile or fixed "package" equipment (e.g., arc-welders, air compressors) with shrouds and noise-control features that are readily available for that type of equipment.*	Field inspection	Prior to and during construction	Contractor and SJSU
	(c) *Electrically-powered equipment instead of pneumatic or internal combustion powered equipment shall be used, where feasible.*	Field inspection	During construction	Contractor and SJSU
	(d) *Materials stockpiling and construction vehicle maintenance areas shall be located as far as practicable from noise-sensitive receptors.*	Field inspection	Prior to and during construction	Contractor and SJSU

Table 4-1
San Jose State University Master Plan 2001 Final EIR
Mitigation Monitoring and Reporting Program

Number	Mitigation Measure	Monitoring and Reporting Procedure	Mitigation Timing	Mitigation Responsibility
	(e) The construction manager/contractor will act as a noise disturbance coordinator, and will be responsible for responding to complaints about noise. The telephone number of the noise disturbance coordinator will be posted at the project site and will be provided to adjacent neighbors, and the students, faculty and staff of SJSU.	Monthly report to SJSU from the noise disturbance coordinator.	Prior to and during construction	Contractor and SJSU
	(f) Sound-attenuating fabric shrouds will be used around the hammer/pile impact area of the pile driver equipment if pile driving is employed. Pre-drilling pile holes or a "Tubex" or similar system (which drills piles in, rather than driving them) will be used where practical. The project will comply with GSA contract noise specifications to limit pile driving noise to a maximum sound level of 95 DBA at a distance of 15 meters.			
3.5-3	*(a) Limit groundborne vibration due to construction activities to not exceed 0.2 in/sec velocity in the vertical direction at sensitive receptors.*	Monitor ground vibration at limit of construction nearest to sensitive receptors.	During construction	Contractor and SJSU
	(b) Route heavily loaded trucks away from residential streets or streets with the fewest homes.	Establish truck routes prior to commencement of construction.	During construction	Contractor and SJSU
	(c) Operate earthmoving equipment on the construction site as far away from vibration-sensitive receptors as possible.	Field inspection	During construction	Contractor and SJSU
	(d) Phase construction activities that create high vibration levels so as not to occur at the same time in the same location.	N/A	During construction	Contractor and SJSU

Table 4-1
San Jose State University Master Plan 2001 Final EIR
Mitigation Monitoring and Reporting Program

Number	Mitigation Measure	Monitoring and Reporting Procedure	Mitigation Timing	Mitigation Responsibility
	(e) *Conduct of vibration-producing nighttime activities requires the approval of SJSU.*	Please refer to the above discussed Mitigation Measure 3.5-3(a) for vibration disturbance.	During construction	Contractor and SJSU
	(f) *Avoid impact pile driving where possible in vibration-sensitive areas. Consider the use of alternative methods that create less vibration such as drilled piles or a vibratory pile driver.*	Identify vibration-sensitive areas. Notify SJSU if pile driving must be conducted near sensitive areas.	Prior to and during construction	Contractor and SJSU
	(g) *Select demolition methods not involving impact, where necessary and feasible.*	N/A	Prior to and during construction	Contractor and SJSU
3.6-1	(a) *Water all disturbed construction areas at least twice daily.*	Field inspection	During Construction	Contractor and SJSU
	(b) *Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.*	Field inspection	During Construction	Contractor and SJSU
	(c) *Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.*	Field inspection	During Construction	Contractor and SJSU
	(d) *Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites, when visible soil material is causing fugitive dust to be carried onto adjacent public areas.*	Field inspection	During Construction	Contractor and SJSU

Table 4-1
San Jose State University Master Plan 2001 Final EIR
Mitigation Monitoring and Reporting Program

Number	Mitigation Measure	Monitoring and Reporting Procedure	Mitigation Timing	Mitigation Responsibility
	(e) Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.	Field inspection	During Construction	Contractor and SJSU
	(f) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).	Field inspection	During Construction	Contractor and SJSU
	(g) Enclose, cover, water twice daily, or apply (non-toxic) soil binders to expose stockpiles (dirt, sand, etc.).	Field inspection	During Construction	Contractor and SJSU
	(h) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.	Field inspection	During Construction	Contractor and SJSU
	(i) Replant vegetation in disturbed areas as quickly as possible.	Field inspection	Post-Construction	Contractor and SJSU
	(j) Keep construction vehicles tuned and maintained, and limit idling time, to reduce exhaust emissions.	Field inspection	During Construction	Contractor and SJSU
3.7-1	*(a) Subsequent to demolition of buildings on the project site, and prior to grading for site preparation, the Campus shall conduct a complete intensive archaeological survey of the proposed project site and related ancillary facility routes. Surveys shall be conducted by a qualified archaeologist. Any archaeological sites discovered shall be recorded on DPR 523 forms and a report of the survey, including a map of survey coverage and site location, shall be filed with the Northwest Information Center of the California Historical Resources Information System, Sonoma State University.*	An archaeologist will be retained by SJSU. Contracted archaeologist will conduct archaeological survey. Archaeologist will file a report with the Northwest Information Center.	Archaeologist retained prior to demolition. Surveys will be conducted after demolition and before final grading. Report will be filed within 30 days of completion of survey.	SJSU and contracted archaeologist

Table 4-1
San Jose State University Master Plan 2001 Final EIR
Mitigation Monitoring and Reporting Program

Number	Mitigation Measure	Monitoring and Reporting Procedure	Mitigation Timing	Mitigation Responsibility
	(b) *If, in the opinion of the archaeologist, surface survey does not provide sufficient information about the cultural resources potential of the site, or if there is a strong or moderate potential on the project site for buried archaeological resources, the Campus shall ensure that appropriate efforts are made to identify such resources prior to or during construction.*	Archaeologist will provide recommendation for the need of additional work.	Upon completion of archaeological survey	Contracted archaeologist
	This could include subsurface testing carried out in advance of construction.	Testing conducted if needed.	Prior to construction	Contracted archaeologist
	Alternately, the Campus may work with the qualified archaeologist to develop and conduct an appropriate construction monitoring plan and inadvertent discovery plan to ensure that any resource uncovered during construction is identified and appropriately treated.	If recommended by archaeologist, the plan will be developed and implemented.	Plan developed prior to construction and carried out during construction	Contracted archaeologist
	(c) *If a potentially significant archaeological resource is identified through survey, testing or monitoring, the Campus will incorporate into the proposed project design measures that will minimize or eliminate direct impacts to the deposit. These could include avoidance of the site by inclusion in landscaping or open space, placement of fill over the site, and/or project redesign. If this is not feasible, or if such measures will not ensure the avoidance of impacts, the Campus will ensure that an archaeological testing program is developed and carried out to assess the significance of the resource.*	If resources are identified, appropriate protection or significant assessment measures will be developed.	During construction	Consultation between SJSU and contracted archaeologist

Table 4-1
San Jose State University Master Plan 2001 Final EIR
Mitigation Monitoring and Reporting Program

Number	Mitigation Measure	Monitoring and Reporting Procedure	Mitigation Timing	Mitigation Responsibility
	(d) *If a resource is determined to be significant, and if it cannot be preserved intact through project design measures, then the Campus will retain an archaeologist to design and carry out a treatment plan to preserve a scientific sample of the data for which the site is significant.*	If resources are significant, then treatment plan will be conducted and implemented.	During construction	SJSU and contracted archaeologist
	(e) *All projects on campus shall be conditioned with an inadvertent discovery clause.*	An Inadvertent Discovery Clause will be included in all SJSU contracts.	Before contract is awarded	SJSU and contracted archaeologist
	Under this clause, construction crews and maintenance teams working on campus shall be informed by the Campus of pertinent cultural resources regulations and of the potential for buried resources.	A Crew Education Plan will be formulated and presented.	Prior to the start of construction of each project	SJSU and contracted archaeologist
	If an archaeological resource is uncovered during construction, work in the vicinity will halt until the potential resources has been evaluated by a qualified archaeologist and, if significant, has been treated appropriately.	An on-call archaeologist will be available to assess inadvertent discoveries.	During construction	SJSU
3.7-2	(a) *Implement Mitigation Measures 3.7-1(a) through (e) to minimize the potential for disturbance or destruction of human remains in an archaeological context.*	Crew Education Plan will include discussion of treatment of human remains.	Before contract is awarded	SJSU

Table 4-1
San Jose State University Master Plan 2001 Final EIR
Mitigation Monitoring and Reporting Program

Number	Mitigation Measure	Monitoring and Reporting Procedure	Mitigation Timing	Mitigation Responsibility
	(b) *A representative of the local Native American community will be offered the opportunity to monitor any excavation, including archaeological excavation, within the boundaries of a known Native American archaeological site.*	A list of National American monitors will be maintained in case of a discovery and for on-going archaeological discoveries. Monitor will be contacted as needed.	Prior excavation on prehistoric archaeological site	SJSU
	(c) *In the event of the discovery on campus of a burial, human bone or suspected human bone, all excavation or grading in the vicinity of the find will halt immediately and the area of the find will be protected. If a qualified archaeologist is present, he/she will determine whether the bone is human. If the archaeologist determines that the bone is human, or in the absence of an archaeologist, the Campus immediately will notify the Santa Clara County Coroner of the find, and comply with the provisions of PRC 5097 with respect Native American involvement, burial treatment and reinterrment.*	The archaeologist retained by SJSU will make a determination about whether bone is human. If bone is human, the Santa Clara County coroner will be contacted in accordance to the provisions of PRC5097.	Immediately upon discovery of suspected bone	SJSU
3.7-3	(a) *Prior to altering a structure at least 50 years of age, the Campus shall ensure that the structure and its immediate setting are subjected to inventory on a State OHP Historic Resources Inventory form, and evaluated by an architectural historian to determine whether it qualifies as an historic resource under the eligibility criteria of the CRHR. The evaluation shall consider the potential state and local historical significance of the structure, and its significance in the history of the University system and the Campus.*	A qualified archaeological historian will be retained. The significance of buildings greater than 45 years old will be assessed.	Prior to finalization of project plans	SJSU and contracted architectural historian

Table 4-1
San Jose State University Master Plan 2001 Final EIR
Mitigation Monitoring and Reporting Program

Number	Mitigation Measure	Monitoring and Reporting Procedure	Mitigation Timing	Mitigation Responsibility
	(b) *If any existing structure on a proposed construction site is determined to be significant, the following protocol will be followed:* • *The building shall be preserved and reused when feasible;* • *If preservation and reuse cannot occur on site, the historical building shall if feasible be moved an area set aside by the Campus for historic buildings of the same era when physically and financially feasible.*	Based on the recommendation of archaeological historian, planners shall consider preservation and reuse/moving measures for buildings of significance.	Prior to final planning	SJSU
	• *If a historically significant structure is to undergo major renovation, or be moved and/or destroyed, the Campus shall produce a record of the building at a level compatible with National Park Service standards (Historical American Building Surveys). A copy of the record shall be deposited with the University Archives and the Northwest Information Center of the California Historical Resources Information File System.*	The archaeological historian will prepare Historical American Building Survey record and supporting documents if needed and file with them with the Northwest Information Center.	Prior to renovation, moving, or demolition	SJSU and contracted architectural historian

Table 4-1
San Jose State University Master Plan 2001 Final EIR
Mitigation Monitoring and Reporting Program

Number	Mitigation Measure	Monitoring and Reporting Procedure	Mitigation Timing	Mitigation Responsibility
	Adequate recordation would include, at a minimum, the following: • *The development of site-specific history and appropriate contextual information regarding the particular resource; in addition to archival research and comparative studies, this task could involve limited oral history collection;* • *Accurate mapping of the noted resources, scaled to indicate size and proportion of the structures;* • *Architectural descriptions of affected structures;* • *Photo documentation of the designated resources, both in still and video formats; and* • *Recordation of measured architectural drawings, in the case of specifically designated buildings of higher architectural merit.*			
	(c) Prior to major renovation, moving, or destroying a historically significant structure, the Campus shall insure that historically significant artifacts and features, if present within the building, shall be recorded and deposited with the appropriate museum.	Historian will identify and record significant artifacts and features for salvage and curation.	Prior to renovation, moving, or demolition	SJSU and contracted architectural historian
3.7-4	*(a) Subsequent to demolition of buildings on the project site, and prior to grading for site preparation, a surface survey shall be conducted by a qualified paleontologist.*	A qualified paleontologist will be retained to conduct paleontological surveys.	Subsequent to demolition and prior to final grading	SJSU and contracted paleontologist

Table 4-1
San Jose State University Master Plan 2001 Final EIR
Mitigation Monitoring and Reporting Program

Number	Mitigation Measure	Monitoring and Reporting Procedure	Mitigation Timing	Mitigation Responsibility
	(b) *If no paleontological resources are found, contractors shall be notified that they are required to watch for potential paleontological resources and should notify the campus if anything is found.*	Contract clause and crew education plan prepared under mitigation measure 3.7-1 will also address paleontological resources.	Prior to construction	SJSU
	(c) *If paleontological resources are discovered, all soil disturbing work shall cease within 100 feet of the locus. The resources shall be evaluated by a qualified paleontologist who will determine the resource's potential scientific significance.*	Inadvertent discoveries will be assessed.	During construction	Contracted paleontologist
	(d) *If the find is determined to be significant, or potentially significant, a qualified paleontologist shall design and carry out data recovery consistent with the Standards of the Society of Vertebrate Paleontogists.*	Data recovery will be carried out and documented as appropriate.	During construction	Contracted paleontologist
	(e) *Adequate recordation and recovery would include, at a minimum, the following:* • *The development of site-specific paleo-environment and appropriate contextual information regarding the particular resource; in addition to archival research and comparative studies;* • *Accurate recordation and excavation of the noted resources.*	Data recovery will be carried out and documented as appropriate.	During construction	Contracted paleontologist
	(f) *In the event that a major significant find is uncovered - and prior to excavating the significant resource - the campus shall ensure that an appropriate museum/ scientific repository is selected for curation and storage of the materials.*	A curatorial facility will be identified.	Upon discovery of resource and prior to excavation.	SJSU

Table 4-1
San Jose State University Master Plan 2001 Final EIR
Mitigation Monitoring and Reporting Program

Number	Mitigation Measure	Monitoring and Reporting Procedure	Mitigation Timing	Mitigation Responsibility
3.8-5	*Prior to and during construction, soils and ground water within the development footprint of each Master Plan 2001 project in Quadrants C and D will be sampled and tested for petroleum products including MtBE. Samples will be obtained from depths to which excavation for the proposed project would be necessary. Depending on the results of this sampling, appropriate handling and disposal methods will be identified and implemented.*	A qualified geologist/ hydrologist will be retained to conduct soil and groundwater testing, review results, and recommend appropriate action.	Prior to and during construction	SJSU and contracted scientist
3.8-7	*In the event that implosion is used to demolish the buildings, the construction manager for the project will notify all nearby residents of the date and time of the implosion and provide instructions on precautions to take during the event. Adjacent streets will be closed to traffic and pedestrians. The date and time will be selected such that the smallest numbers of people are inconvenienced.*	Contractor will post notification of implosion and instructions on precautions.	Prior to implosion	Contractor

Table 4-1
San Jose State University Master Plan 2001 Final EIR
Mitigation Monitoring and Reporting Program

Number	Mitigation Measure	Monitoring and Reporting Procedure	Mitigation Timing	Mitigation Responsibility
3.9-1	*The Campus shall ensure that each project is designed to include the following domestic water conservation measures:* • *Low-flow showerheads (2.0 gpm or less) shall be installed in all new showers.* • *Toilets with low-water-use flush devises (with average savings of 1 gallon per flush) shall be installed in all new facilities.* • *Where feasible, the buildings constructed pursuant to the Master Plan would be fitted with separate piping so that reclaimed water could be used for toilet flushing. Where feasible, reclaimed water would also be used for landscape irrigation.*	SJSU will review project designs for inclusion of domestic water conservation measures.	Prior to final design of building plans	SJSU
3.11-1	*(a) Prior to final design, the San Jose State University shall review and approve all building plans for compliance with the Uniform Building Code and Title 24.* *(b) Prior to occupancy, the San Jose State University campus shall review and approve final building designs for appropriate seismic safety provisions. Appropriate seismic safety provisions shall include anchoring, bracing, or restraining of nonstructural elements such as furniture, shelving, or equipment.*	SJSU will review/ approve all building plans for compliance with the Uniform Building Code and Title 24. SJSU will review and approve final building designs for appropriate safety provisions.	Prior to final design of building plans Prior to occupancy of new buildings	SJSU SJSU

Table 4-1
San Jose State University Master Plan 2001 Final EIR
Mitigation Monitoring and Reporting Program

Number	Mitigation Measure	Monitoring and Reporting Procedure	Mitigation Timing	Mitigation Responsibility
	(c) *Each department required to maintain an Injury and Illness Prevention Plan (IIPP) should incorporate appropriate seismic safety policies. As part of each Department's IIPP, earthquake preparedness drills shall be performed annually by building occupants.*	SJSU departments will maintain an IIPP and will perform annual earthquake preparedness drills.	Ongoing	SJSU
3.11-3	(a) *All structures should be reviewed and built according to the Uniform Building Code and Title 24.*	SJSU will review/ approve all building plans for compliance with the Uniform Building Code and Title 24.	Prior to final design of building plans	SJSU and Contractor
	(b) *Foundations of buildings should be of a mat-type or driven piles designed specifically to minimize potential settlement.*	N/A	Prior to final design of building plans	SJSU and Contractor
3.11-4	(a) *Excavation of expansive soils along building footprints with mat-type foundations or within excavations for pile-type foundations; or*	N/A	During design and construction	SJSU and Contractor
	(b) *Soil mixing of chemical additives (such as lime) that reduce the expansiveness of a soil; or*	N/A	During design and construction	SJSU and Contractor
	(c) *A combination of excavation of expansive soils followed by soil mixing.*	N/A	During design and construction	SJSU and Contractor

Eleven written comment letters were received during the public and agency comment period on the Draft EIR. These letters and the responses to these letters are included in this section. Impacts related to traffic, parking, and operational noise were the primary concerns of the comments received. All agencies and individuals that commented on the Draft EIR are listed below.

List of Agencies and Individuals Commenting on the Draft EIR

Letter	Date	Agency/Individual
A	September 4, 2001	Governor's Office of Planning and Research State Clearinghouse, Sacramento
B	September 7, 2001	California Department of Transportation, Oakland
C	August 9, 2001	California Department of Toxic Substance Control, Berkeley
D	August 30, 2001	Santa Clara Valley Transportation Authority, San Jose
E	August 31, 2001	City of San Jose, Department of Planning, Building and Code Enforcement
F	August 30, 2001	Preservation Action Council of San Jose
G	July 23, 2001	Paseo Plaza Homeowner's Association, San Jose
H	August 29, 2001	University Neighborhood Coalition, San Jose
I	No Date	Campus Community Association, San Jose
J	August 30, 2001	Mr. and Mrs. Richard Gertman
K	August 29, 2001	San Jose Downtown Association

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse

Gray Davis
GOVERNOR

Steve Nissen
DIRECTOR

September 4, 2001

Alan Freeman
Trustees of the California State University
One Washington Square
San Jose, CA 95192-0010

Subject: Master Plan 2001
SCH#: 2001022002

Dear Alan Freeman:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 3, 2001, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

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

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

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

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. (1)

Sincerely,

Terry Roberts

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures
cc: Resources Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2001022002
Project Title Master Plan 2001
Lead Agency California State University, San Jose

Type EIR Draft EIR
Description Master Plan Update.

Lead Agency Contact
Name Alan Freeman
Agency Trustees of the California State University
Phone 408-924-1925 **Fax**
email
Address One Washington Square
City San Jose **State** CA **Zip** 95192-0010

Project Location
County Santa Clara
City San Jose
Region
Cross Streets 10th & San Fernando Street
Parcel No.
Township 7S **Range** 1E **Section** **Base**

Proximity to:
Highways 280
Airports
Railways
Waterways
Schools
Land Use Public University.

Project Issues Air Quality; Noise; Population/Housing Balance; Toxic/Hazardous; Landuse; Water Quality; Soil Erosion/Compaction/Grading; Other Issues; Aesthetic/Visual; Forest Land/Fire Hazard; Archaeologic-Historic; Flood Plain/Flooding; Drainage/Absorption; Geologic/Seismic; Minerals; Public Services; Schools/Universities; Sewer Capacity; Solid Waste; Traffic/Circulation; Vegetation; Water Supply; Wildlife; Growth Inducing; Cumulative Effects

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

Date Received 07/20/2001 **Start of Review** 07/20/2001 **End of Review** 09/03/2001

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

Response to Comment Letter-A State Clearinghouse

1. This letter indicates that SJSU has met the requirements with respect to the review of the Draft EIR for the SJSU *Master Plan* 2001 Project.

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
P O BOX 23660
OAKLAND, CA 94623-0660
Tel: (510) 286-4444
Fax: (510) 286-5513
TDD (510) 286-4454

September 7, 2001

SCL-General
SCL000124
SCH 2001022002

Mr. Alan Freeman
Trustees of the California State University
One Washington Square
San Jose, CA 95192-0010

Dear Mr. Freeman:

San Jose State University Master Plan Update 2001 – Draft Environmental Impact Report (DEIR)

Thank you for including the California Department of Transportation in the environmental review process for the proposed project. We have examined the DEIR and have the following comments:

1. The DEIR states that "implementation of *Master Plan 2001* would add substantial traffic to freeway segments in the near term and far term", but that because these freeway segments are located in highly developed areas, widening would be infeasible thereby making the impact significant and unavoidable. For impacts on Congestion Management Plan (CMP) facilities that are "significant and unavoidable" we strongly suggest that the City of San Jose require the project sponsor to either propose appropriate alternative mitigation measures that are feasible, or pay a "fair share fee" for the project's impacts on the twelve affected freeway segments listed on Pages 3-51 and 3-52. (1)

2. The DEIR also states that implementation of *Master Plan 2001* would adversely affect city intersections in the far term at Santa Clara Street/SR 87 Northbound Off-Ramp and San Carlos Street/Almaden Boulevard, but that because these intersections are built out there are no feasible improvements thereby making the impact significant and unavoidable. Again, we strongly suggest that the City of San Jose require the project sponsor to either propose appropriate alternative mitigation measures that are feasible, or pay a "fair share fee" for the project's impacts on these intersections. (2)

3. Please provide a copy of the traffic impact study which should include; calculation sheets for all freeway segment and intersection analyses, traffic movement volume diagrams for all affected study intersections, and figures showing volumes, project trips and lane configurations for all intersections under all scenarios. (3)

4. Provide the increase in critical delay and V/C ratio between project and no project in the intersection LOS tables. (4)

5. Provide figures with volumes, project trips, and lane configurations for all intersections under all scenarios. (5)

6. Queue lengths and existing storage lengths should be provided at all signalized intersections with freeway on/off ramps for all scenarios. (6)

7. The DEIR should include detailed analysis on ramps, ramp metering and weaving to determine the impact of the project under all scenarios. Mitigation measures should be identified for all significant impacts. (7)

8. Please provide the locations of the rail lines and bus routes in relation to the campus. Figures 3.4-3 and 3.4-4 were referred on Page 3-25 for the locations of the rail lines and bus routes in relation to the campus and bus stop locations, respectively. However, bus stops were presented in Figure 3.4-3, and bicycle and pedestrian facilities were presented in Figure 3.4-4. (8)

9. The total added students, student beds and private development space of near-term and far-term project conditions on Page 3-39 do not match with the text in Section 2. For example, Page 3-39 indicates that there are a total of 9,440 added students (2,280 in the near-term and 7,160 in the far-term); however, Page 2-12 indicates that there are a total of 7,161 added students (33,784 projected student head count minus 26,623 current student head count). This discrepancy should be explained or corrected. (9)

10. There are also minor discrepancies regarding the increase in student beds, faculty and staff, and commuting faculty/staff which brings into question the accuracy of the trip generation estimates in Table 3.4-9. For example, Page 3-46 indicates that there is a net increase of 3,630 beds for students, but Page 2-15 indicates that there is a net increase of 3,581 beds for students. These discrepancies should be explained or corrected. (10)

11. In the freeway segment analysis, High Occupancy Vehicle (HOV) lanes should be analyzed separately from the mixed-flow lanes for those segments with HOV facilities. In Table 3.4-2 "Existing Freeway Segment Level of Service", provide the percent of added trips to the freeway segment capacity, for those intersections already operating at Level of Service (LOS) F. (11)

12. Pages 3-22 and 3-24 indicate that the following ramps provide access to and from the campus. Please analyze the impact of the proposed project on the following intersections: (12)

- Vine Street and I- 280 Northbound Off-Ramp
- Market Street and I-280 Northbound On-Ramp
- Virginia Street and I-280 Northbound Off-Ramp
- 4th Street and I-280 Southbound On-Ramp
- Woz Way and SR 87 Northbound Off-Ramp
- Park Avenue and SR 87 Northbound On-Ramp
- Park Avenue and SR 87 Southbound Off-Ramp
- Delmas Avenue and SR 87 Southbound On-Ramp

Mitigation measures should be provided for all ramp intersections that are significantly impacted. (12)

Should you require further information or have any questions regarding this letter, please call Maija Cottle, of my staff at (510) 286-5737.

Sincerely,

HARRY Y. YAHATA
District Director

By Jean C R Finney

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

c: Katie Shulte Joung (State Clearinghouse)

Response to Comment Letter-B California Department of Transportation

Comment B-1

Comment noted.

Comment B-2

The traffic that would result from the revised project (see Section 2.2) would result in a significant impact at only one intersection which would be reduced to a less-than-significant level with mitigation.

Comment B-3

A copy of the Transportation Impact Analysis (TIA) will be sent. It includes all of the items identified in this comment as well as the reduced traffic impacts from the revised project.

Comment B-4

The increase in critical delay and V/C ratio is only used to identify significant impacts at non-exempt City of San Jose intersections operating at LOS E with and without the project (those not exempt from the City's General Plan LOS Policy) and CMP intersections operating at LOS F with and without the project. Since no intersections fit this description, this information was not reported in the tables. It is provided in the Technical Appendix to the TIA.

Comment B-5

These figures are included in the body and technical appendix of the TIA.

Comment B-6

The detailed operational analysis requested in this comment is not conducted in CEQA documents.

Comment B-7

These types of analyses are appropriate for detailed traffic operational analyses – they are not typically included in environmental analyses. Therefore, they were not conducted for this EIR.

Comment B-8

New Figure 1 is included in this FEIR, which shows bus and rail routes.

Comment B-9

The maximum number of additional students analyzed in the Draft EIR is 7,161 students, which is the difference between the projected headcount of 33,784 students minus 26,623 current students. This maximum number is analyzed in the far term traffic analysis. A subset of these students (2,280) are expected to enroll at the campus between 2001 and 2005, and this subset is analyzed in the near term analysis.

Comment B-10

The correct number of new student beds added by the Housing Village project is 3,581 as reported on page 2-15. The number reported on page 3-46 overstates the number of beds by 49 beds. This discrepancy came about because accurate information on the existing students beds did not become available until after the traffic analysis had been completed for the Draft EIR.

The difference is too small however as to cause a major change in the results of the traffic analysis.

Comment B-11

The existing HOV lanes on US 101 were evaluated separately. The planned HOV lanes on SR 87 were not evaluated separately. Since they are not yet constructed, there are no measurements of their use. The available HOV lane projections are for 2025 and therefore are not appropriate for this analysis. The traffic volumes for the mixed flow lanes on the affected segments of SR 87 were reduced by 10 percent, a small reduction, to account for HOVs diverting to the HOV lane.

Table 3.4-2, as its title implies, presents existing freeway segment densities and levels of service. The work sheet, included in the Technical Appendix of the TIA, presents the existing volumes, the volumes projected to be added by approved developments in the area, plus traffic added by the project. The amounts of added project traffic as a percentage increase over existing traffic are presented in the attached spreadsheet.

Comment B-12

These intersections were not evaluated for a number of reasons. Many of them were not evaluated because they are not on the most direct route from the freeways to the campus. Therefore, little or no project traffic was assigned to them. These include:

- Vine Street and I-280 Northbound (should be Southbound) off-ramp
- Woz Way and SR 87 Northbound Off-ramp
- Park Avenue and SR 87 Northbound On-Ramp
- Park Avenue and SR 87 Southbound Off-Ramp
- Delmas Avenue and SR 87 Southbound On-Ramp

The Virginia Street and I-280 Northbound (should be Southbound) off-ramp intersection is unsignalized and has low conflicting volumes and operates at a good level of service. It was not analyzed because of the low likelihood of impacts.

Market Street and I-280 Northbound (should be Southbound) on-ramp is not really an intersection because there are no conflicting movements at this location – only southbound right-turns are allowed on the ramp.

Department of Toxic Substances Control

Edwin F. Lowry, Director
700 Heinz Avenue, Suite 200
Berkeley, California 94710-2721

Winston H. Hickox
Agency Secretary
California Environmental
Protection Agency

Gray Davis
Governor

clear
9/03/01
e

August 9, 2001

Mr. Alan Freeman
California State University, San Jose
Planning Design & Construction
One Washington Square
San Jose, CA 95192-0010

SAN JOSE STATE UNIVERSITY MASTER PLAN 2001 UPDATE DRAFT ENVIRONMENTAL IMPACT REPORT (SCH#2001022002).

Dear Mr. Freeman:

Thank you for the opportunity to comment on the draft Environmental Impact Report (EIR) for the San Jose State University (SJSU) Master Plan 2001 Update . The project would allow improvements and expansion of the current campus over the next 10 years. The Master Plan Update provides the framework for more efficient campus land use through increased building heights and higher density. The current 88.5-acre SJSU Main campus is located in Santa Clara County, immediately east of the downtown core of the City of San Jose. The campus is bordered to the north by San Fernando Street, to the south by San Salvador Street, to the west by Fourth Street, and to the east by Tenth Street.

As you may be aware, the California Department of Toxic Substances Control (DTSC) oversees the cleanup of sites where hazardous substances have been released pursuant to the California Health and Safety Code, Division 20, Chapter 6.8. As a potential Resource Agency, DTSC is submitting comments to ensure that the environmental documentation prepared for this project to address the California Environmental Quality Act (CEQA) adequately addresses any required remediation activities which may be required to address any hazardous substances release.

The draft EIR indicates that many land use activities in the Master Plan Update will involve the transport, storage, and use of hazardous and toxic materials and that demolition, construction, and maintenance of properties may also result in exposure to hazardous materials such as lead-based paint, asbestos, petroleum products, PCBs, etc. Prior to any construction or demolition activities an historical investigation of land and building use should be completed. The historical investigation should identify all prior chemical exposure to the site. DTSC recommends that an asbestos and lead survey also be conducted and abatement measures implemented if necessary, prior to demolition. We strongly recommend that sampling be conducted to determine whether this is an issue which will need to be addressed in the CEQA compliance document. If hazardous substances have been released, they will need to be addressed as part of this project. (1)

For example, if the remediation activities include the need for soil excavation, the CEQA document should include: (1) an assessment of air impacts and health impacts associated with the excavation activities; (2) identification of any applicable local standards which may be exceeded by the excavation activities, including dust levels and noise; (3) transportation impacts from the removal or remedial activities; and (4) risk of upset should be there an accident at the Site

(2)

DTSC can assist your agency in overseeing characterization and cleanup activities through our Voluntary Cleanup Program. A fact sheet describing this program is enclosed. We are aware that projects such as this one are typically on a compressed schedule, and in an effort to use the available review time efficiently, we request that DTSC be included in any meetings where issues relevant to our statutory authority are discussed.

In the near future, DTSC will be administering the $85 million Urban Cleanup Loan Program, which will provide low-interest loans to investigate and cleanup hazardousmaterials at properties where redevelopment is likely to have a beneficial impact to acommunity. The program is composed of two main components: low interest loans of up to $100,000 to conduct preliminary endangerment assessments of underutilized properties; and loans of up to $2.5 million for the cleanup or removal of hazardous materials also at underutilized urban properties. These loans are available to developers, businesses, schools, and local governments. A fact sheet regarding this program is attached for your information.

(3)

Please contact me at (510) 540-3843 if you have any questions or would like to schedule a meeting. Thank you in advance for your cooperation in this matter.

Sincerely,

Barbara J. Cook

Barbara J. Cook, P.E., Chief
Northern California - Coastal Cleanup
Operations Branch

Enclosures

cc: without enclosures

Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street
Sacramento, California 95814

Guenther Moskat
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

Response to Comment Letter-C California Department of Toxic Substance Control

Comment C-1

A Phase 1 Environmental Site Assessment of the sites to be developed under the Master Plan was conducted in February 2001 which is discussed on pages 3-101 and 3-102 of the Draft EIR. The document included a historical investigation that identified all known recognized environmental conditions. The assessment revealed no evidence of recognized environmental conditions on the development sites identified in the Master Plan. Currently no remediation activities are expected. Lead and asbestos surveys of the structures to be demolished will be conducted per federal and state law prior to demolition. These surveys will determine further actions necessary to perform abatement on site.

Comment C-2

As noted above, currently no remediation activities are expected. In the event that extensive excavation activities are necessary to build the proposed project, additional testing of soil and groundwater will be conducted as a precautionary measure. This is included in the EIR (Impact 3.8-5) to address potential concerns related to an off-site release that could affect the campus. This investigation, required by DEIR Mitigation Measure 3.8-5, will also determine whether there are any air or health concerns with respect to the excavation area or whether remediation is required. If remedial activity is found to be necessary, any such activity would require the preparation of a site Health and Safety Plan that would address issues such as risk of upset, contingency planning, accident procedures, and other safety items that address impacts from air emissions and exposure to contamination. Dust and noise impacts from construction would be addressed by mitigation measures included in the Draft EIR. Transportation impacts from removal of excavated materials would be addressed by the mitigation measures included in the Draft EIR and other precautions that are required by law in the transport of contaminated materials.

Comment C-3

The University will consider the information provided by the DTSC.

SANTA CLARA
Valley Transportation Authority

August 30, 2001

San Jose State University
Planning, Design, and Construction
One Washington Square
San Jose, CA 95192-0010

Attention: Alan Freeman, Director

Subject: San Jose State University Master Plan Update Draft EIR

Dear Mr. Freeman:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft Environmental Impact Report (EIR) to update the University Master Plan to address facility and enrollment needs for the campus located at the southeast corner of San Fernando Street and 4th Street. We have the following comments.

Integrating Transit and University Development

Currently 14% of the University's students use transit to get to campus. We would anticipate this percentage to grow as VTA's expansion of rail and bus service, as outlined in VTP 2020, takes place. We are pleased that the University is committed to making transit a part of its growth by participating in the Transit Access Program (TAP) and developing the campus in a way that provides a transit and pedestrian friendly environment. (1)

Downtown/East Valley Light Rail

On page 3-40, it is stated that the completion date for Downtown/East Valley light rail is 2006. We anticipate completion in 2007/2008. (2)

Also on page 3-40, it is stated that Downtown/East Valley light rail was not included in the Near-Term Background Traffic Conditions. Please explain this decision and clarify what was assumed to be in place in terms of transit in the 10-year time frame. (3)

Two alternatives for the Downtown/East Valley project are under consideration for Downtown San Jose. The Santa Clara Street alignment option (shown on the attached map) does not directly impact the University. The San Fernando Street option would construct light rail on San Fernando Street from Delmas Avenue to approximately 7th/8th Streets and would then travel north to Santa Clara Street, where it would continue along Santa Clara Street and Alum Rock Avenue to Capitol Avenue. This option would construct a light rail station at approximately 5th/6th Streets. San Jose State University recently indicated a preference for the San Fernando Street option. (4)

Because of the complexity of the potential light rail project, VTA staff request a meeting with the University to discuss potential public improvement plans associated with the expansion of the University, including any roadway improvements or modifications on San Fernando or Santa Clara Streets, or anywhere else along our existing or planned light rail lines. Please contact Ms. Gail Price, Downtown/East Valley Project Manager, at (408) 952-4153 to discuss meeting arrangements. (4)

Impacts to Transit Service

On pages 3-53 and 3-54, it is mentioned that several intersections will experience significant impacts, but "no feasible improvements" are available. Several of these locations will potentially impact future Downtown/East Valley light rail service on Santa Clara Street, yet there is no mention of the impact to planned LRT service. Also, currently, many VTA buses travel these corridors and intersections, yet there is no mention of impacts to existing transit service. For example, will transit trip times increase because of traffic congestion as a result of university expansion? How will impact 3.4-9 (increased traffic on 4th and San Fernando Streets) impact our current bus operations, our transit stops on those streets, and our ability to enhance these facilities due to the University project's stated impact of increasing the need for transit services? Also, what will the impact at San Carlos Street and Almaden Boulevard do to Guadalupe LRT operations and future Vasona LRT operations? (5)

In addition, the University Master Plan should include improvement of existing bus stops according to VTA standards. (6)

Cumulative Traffic Impact Analysis

Regarding the near-term background conditions, we are interested in reviewing the list of projects for which development applications have been received by the City. Please provide VTA this list of projects. (7)

For the far-term analysis, background conditions were added to historic growth rates. Is this approach consistent with the Downtown Strategy Plan? (8)

Transit Center

VTA has had past discussions with the University concerning the establishment of a transit center either adjacent to the campus or on-site, potentially along San Fernando Street. VTA is still interested in working with the University to establish a transit center at the University and requests that the Master Plan Update EIR consider this as a mitigation measure to reduce auto trips and the associated traffic and air quality impacts. This may be of particular importance given the additional traffic on San Fernando Street as a result of the University expansion. (9)

Our understanding is that the segment of San Carlos Street between 4th and 10th Streets is reserved for future transit uses as a condition for closing San Carlos Street to traffic. We recommend that this segment of San Carlos Street continue to be reserved for future transit uses. (9)

Transportation Impact Analysis Report: Trip Generation

The EIR takes a 16% reduction on trips generated by the office portion of the Master Plan for its "downtown location" (page 3-43). The EIR refers to high transit use and proximity to other uses as reasons for the reduction. However, it does not show how this reduction explicitly complies with VTA guidelines, which allows reductions for specific project features far lower than 16%, nor does it provide back-up documentation to show why 16% was the appropriate reduction. (See the attached table regarding maximum vehicle trip reduction values). Please show how the 16% total reduction was constructed through VTA's allowable reductions, or provide back-up documentation for why reductions greater than that allowed by VTA's guidelines are appropriate. (10)

The EIR refers to a survey taken of Stanford and Cal Poly Pomona students to ascertain trip generation rates for commuting students and for live-in students. However, it does not include the survey's details, nor explain how the survey developed the numbers used. If such numbers are to be used, VTA requires full documentation, including the method used to develop trip generation rates from survey data. (11)

The EIR notes that the survey rates were reduced by 12% because of the relatively higher transit use by SJSU students, but again does not provide documentation to support this claim. Please provide support documentation, such as a comparison of the mode shares of SJSU students and students of Stanford and Cal Poly Pomona. (12)

The Trip Generation section appears to have omitted new SJSU faculty and staff from the calculations. Please include these trips in the analysis. (13)

Transportation Demand Management

The EIR finds that implementation of the Master Plan will cause significant and unavoidable impacts. In this light, the Master Plan should ensure that the University's Transportation Demand Management (TDM) program is robust and effective. We recognize that the University already implements some of our recommended TDM elements. However, since new private office development will be part of implementation of the Master Plan, tenants of the new office space should be compelled to participate in a comprehensive TDM program as well. (14)

Effective TDM programs include the following elements:

- Direct parking charges for employees and students
- Parking cash-out
- Commute incentives, such as the TAP program already used by San Jose State University; Commuter Checks; or other direct or indirect payments for taking alternate modes
- Carpool matching (In-house or RIDES)
- Vanpool program
- Preferential carpool/vanpool parking
- Marketing (events, promotions)
- In-house shuttle connection to transit
- In-house local shuttle between sites and to lunch and convenience services
- Or, co-sponsoring of transit connection shuttle or local shuttle
- Bicycle lockers and bicycle racks
- Showers and clothes lockers in every building
- On-site or walk-accessible services (day-care, dry-cleaning, fitness, banking, restaurant, convenience store)
- Guaranteed Ride Home program

(14)

Review of Documents

In our comments on the NOP for the Draft EIR, we formally requested the opportunity to review the Draft EIR and future environmental documents for the Master Plan Update. However, we did not receive a copy of the Draft EIR. As a result, we had a very short amount of time to review and comment on the document. We formally request a copy of the Final EIR for this project. In order to expedite our review of future documents for this project, please send the Final EIR and other documents to:

(15)

Roy Molseed
Environmental Planning Department
VTA
3331 N. First Street
San Jose, CA 95134-1906

In addition, please provide VTA the list of public agencies that were sent copies of the NOP and Draft EIR.

(16)

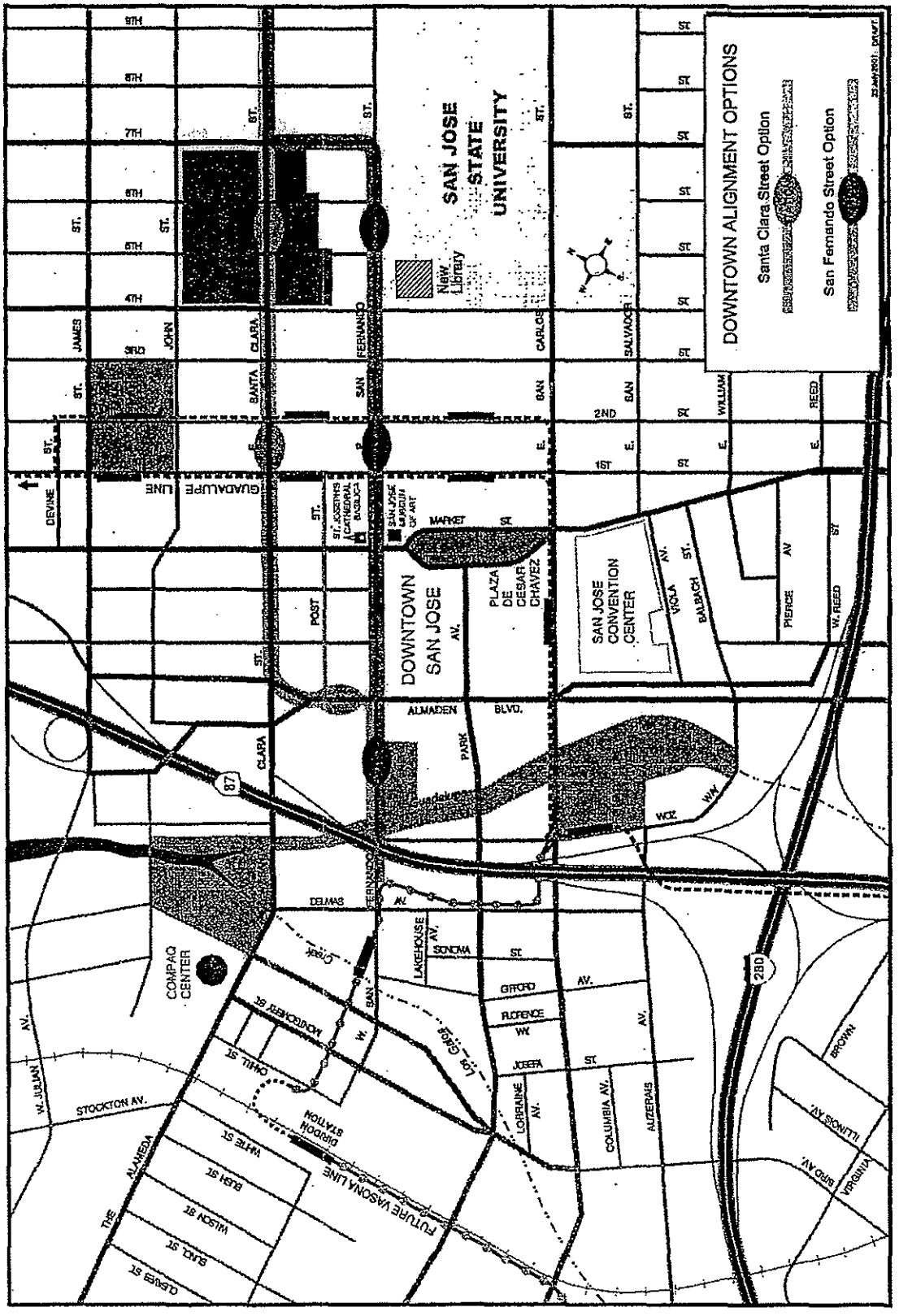
Thank you for the opportunity to review this project. If you have questions, please call me at (408) 321-5784.

Sincerely,

Roy Molseed
Senior Environmental Planner

RM:kh

cc: Grieg Asher, TOD Manager
Gail Price, Downtown East Valley Project Manager
Chester Fung, Congestion Management Program
Timm Borden, San Jose Public Works Department


DOWNTOWN ALIGNMENT OPTIONS
Santa Clara Street Option
San Fernando Street Option
SAN JOSE STATE UNIVERSITY
New Library
DOWNTOWN SAN JOSE
PLAZA DE CESAR CHAVEZ
SAN JOSE CONVENTION CENTER
SAN JOSE JAPANTOWN
ST. JOSEPH'S CATHEDRAL BASILICA
COMPAQ CENTER
DIRIDON STATION
FUTURE VASONA LINE
Guadalupe River
Los Gatos Creek
ALMADEN BLVD.
STOCKTON AV.
MARKET ST.
SAN FERNANDO
SAN CARLOS
SAN SALVADOR
1ST E.
2ND E.
WILLIAM
REED
POST
PARK
DELMAS
LAKEHOUSE AV.
SONOMA ST.
GIFFORD AV.
FLORENCE
JOSEFA ST.
LORRAINE AV.
COLUMBIA AV.
ALTERAS
BROWN
ILLINOIS AV.
VIRGINIA
MONTGOMERY ST.
OHLONE ST.
WHITE ST.
BUSH ST.
WILSON ST.
BLVD. ST.
CESAR ST.
ALAMEDA
THE
W. JULIAN
DEVINE
GUADALUPE LINE
SANTA CLARA
JAMES
JOHN
CLARA
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BALBACH
PIERCE
W. REED
87
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