

Senter Road Office Project

File No. C16-034 and CP16-039

Mitigated Negative Declaration and Initial Study

PUBLIC RESPONSES TO COMMENTS & TEXT CHANGES

August 14, 2017

CEQA Lead Agency:



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SECTION 1 – SUMMARY OF COMMENTS

This section provides a list of all written comments received on Senter Road Office Project Initial Study/Mitigated Negative Declaration (IS/MND) during the public review period between June 9, 2017 to June 29, 2017. Table 1-1 indicates the commenter that submitted written comments and the date of the comments. Comment letters are included in Attachment A.

Table 1-1 Summary of Commenters		
Letter Number	Commenter	Date Received
1	Representative of Amah Mutsun Tribal	June 9, 2017
2	Santa Clara Valley Transportation Authority (VTA)	June 29, 2017

SECTION 2 - RESPONSES TO COMMENTS RECEIVED ON THE IS/MND

The following analysis includes the public comments on the IS/MND and staff responses to comments as they relate to the potential environmental impacts of the project under CEQA. The comments relate to several issue categories and the responses provided below address a range of project concerns identified in the comment letters received on the Initial Study. Although CEQA only requires that environmental issues be addressed, responses are also provided for non-CEQA comments. All comments are acknowledged and responses are provided if needed for clarification.

A. RESPONSE TO COMMENTS FROM AMAH MUTSUN TRIBAL

Comment A1: Our recommendations are:

Cultural Sensitivity Training for all crews involved in any earth movement.

A California trained Archaeological Monitor during earth movement.

A Qualified and trained Native American monitor during earth movement.

Response A1: Based on the literature review completed by Holman & Associates, the property has been inspected in the past and four additional studies have been completed (on-site and within 1,000 feet of the project area) with no evidence of prehistoric subsurface resources. Even so, as part of the project condition, the project will implement permit conditions that would require earth moving activities to be stopped if prehistoric/historic resources, paleontologist resources, and/or human remains are encountered and a qualified archaeologist to examine and provide recommendations for recovery, documentation, reporting, and monitoring of the find. Other agencies such as the Santa Clara County Coroner would also be notify if of human remains are discovered during earth moving activities and Native American Heritage Commission would be contacted if remains are determined to be

Native American. With the incorporation of the identified permit conditions in the IS/MND, the project would result in a less than significant impact and no new mitigation measures will be required. The commenter's recommendations are acknowledged.

Comment B1: Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Initial Study for a 50,760 square-foot office building on 2.69 acres on Senter Road, south of Phelan Avenue. We have the following comments.

Response B1: VTA's understanding of the proposed project are acknowledged. The comment did not raise any environmental issue under CEQA and therefore, no specific response is required

Comment B2: Pedestrian and Bicycle Accommodations and Access to Transit

The existing pedestrian accommodations on the project's Senter Road frontage consist of approximately 7-foot attached sidewalks with a buffer of street trees between pedestrians and automobiles. The Conceptual Site Plan in the Initial Study (Figure 3.0-1) indicates that this sidewalk will be widened to 10 feet and street trees will be retained. VTA recommends that the City include these improvements as Conditions of Approval. Resources on pedestrian quality of service, such as the Highway Capacity Manual 2010 Pedestrian Level of Service methodology, indicate that a buffer containing landscaping elements, such as closely planted street trees, improve pedestrian perceptions of comfort and safety on a roadway. Such accommodations also support access to transit, specifically to VTA Route 73 bus stops located near the intersections on Senter Road to the north and south of the site.

VTA supports bicycling as an important transportation mode and thus recommends inclusion of conveniently located bicycle parking for the project. Bicycle parking facilities can include bicycle lockers or secure indoor parking for all-day storage and bicycle racks for short-term parking.

VTA's Bicycle Technical Guidelines provide guidance for estimating supply, siting and design for bicycle parking facilities . This document may be downloaded from <http://www.vta.org/bikeprogram>.

Response B2: The project would include street improvements conditions that includes a 10 foot attached sidewalk with tree wells along project frontage. The project would be required to provide bicycle parking consistent with City requirements prior to the issuance of a planning development permit. VTA's additional recommendation and guidance on bicycle parking and design are acknowledged.

Comment B3: Transportation Demand Management (TDM) & Trip Reduction

VTA recommends that the City and project sponsor consider a comprehensive Transportation Demand Management (TDM) program to reduce the number of automobile trips and Vehicle- Miles-Traveled (VMT) generated by this project. VTA notes that such programs can be more effective when they include a vehicle trip reduction target, third-party monitoring of trip generation upon

project completion and a Lead Agency enforcement/penalty structure. Effective TDM programs that may be applicable to the Project include:

- * Parking pricing, unbundled parking and parking cash-out programs
- * Transit fare incentives such as free or discounted transit passes on a continuing basis
- * Bicycle lockers and bicycle racks
- * Showers and clothes lockers for bicycle commuters
- * Preferentially located carpool parking
- * Employee carpool matching services
- * Parking for car-sharing vehicles

Response B3: As stated in the Initial Study Section 4.16, study found that all study intersection would continue to operate at the acceptable level during AM and PM peak hour and the project would provide all off-street vehicle and bicycle parking onsite. VTA's recommendation for TDM programs is acknowledged.

SECTION 3 – TEXT CHANGES TO THE IS/MND

No text changes are required.

SECTION 4 – PUBLIC COMMENTS ATTACHMENTS

Please see copy of the original comment in the following pages.