

**RESOLUTION NO. \_\_\_\_\_**

**RESOLUTION OF THE BOARD OF SUPERVISORS  
OF THE COUNTY OF SANTA CLARA CERTIFYING THE  
SANTA CLARA COUNTY CIVIC CENTER MASTER PLAN PROJECT  
ENVIRONMENTAL IMPACT REPORT, MAKING THE REQUIRED CEQA FINDINGS  
AND ADOPTING A MITIGATION MONITORING OR  
REPORTING PROGRAM, APPROVING THE CIVIC CENTER CAMPUS MASTER  
PLAN, AND ADOPTING THE DESIGN GUIDELINES FOR THE CIVIC CENTER  
CAMPUS MASTER PLAN**

**WHEREAS**, in 2011, the City of San José conveyed several buildings and parking lots at the San José City Hall Complex to the County of Santa Clara (“County”) in lieu of repaying a portion of its outstanding debts to the County;

**WHEREAS**, in 2011, the County was also in the process of negotiating a no-cost Public Benefit Transfer of the former Private George L. Richey U.S. Army Reserve Site from the federal government to the County for law enforcement and emergency management uses, a proposal that was finally approved by the U.S. Department of Housing and Urban Development by letter dated September 13, 2011;

**WHEREAS**, the addition of the City Hall Complex and Army Reserve Site to the County’s longstanding property holdings in the Civic Center area created an opportunity to evaluate alternative uses of the properties in a coordinated fashion with an eye toward consolidating government functions, promoting appropriate private development, maximizing land value, generating revenue, and minimizing environmental impacts;

**WHEREAS**, on December 4, 2012, the County of Santa Clara Board of Supervisors (“Board”) approved Ordinance NS-300.854, which authorized the possible lease, sale, joint development or other disposition, where applicable, and the issuance of requests for proposals or competitive bidding for approximately 55 acres (or portions thereof) of County-owned real property in the Civic Center located northwest and southwest of the West Hedding Street/North First Street intersection in the City of San José for public, residential, commercial, industrial and/or cultural uses;

**WHEREAS**, after extensive outreach and engagement with various stakeholders, including the City of San José, the Valley Transit Authority, numerous County departments, community groups, sustainable advocacy groups, and members of the public, a Master Plan for near-term and long-term redevelopment of the Civic Center site (“Master Plan” or “Project”) covering approximately 40 of the 55 acres was prepared to provide the County with a conceptual roadmap for maximizing the potential redevelopment of the site through the replacement of many outdated government facilities with new buildings designed to consolidate various services to the community;

**WHEREAS**, the Master Plan would include up to approximately 3.13 million square feet of new office development in four phases, and approximately 6.4 million square feet of total development;

**WHEREAS**, on March 7, 2017, in compliance with Public Resources Code section 21080.4, the County, as lead agency for the Project under the California Environmental Quality Act (“CEQA”), Public Resources Code section 21000 *et seq.*, issued a Notice of Preparation (“NOP”) of an environmental impact report for the Project that was sent to all responsible agencies, trustee agencies, adjacent property owners, and members of the public who had previously requested notice, was posted on the County’s website, and was published in the San José Mercury News, a paper of general distribution;

**WHEREAS**, on March 21, 2017, the County held a publicly-noticed scoping meeting to solicit input from public agencies and the general public on a draft environmental impact report for the Project;

**WHEREAS**, on May 2, 2018, a Draft Environmental Impact Report for the Santa Clara County Civic Center Master Plan Project, State Clearinghouse Number 2017032024 (“DEIR”), was prepared for the Project and circulated to the public for a 45-day public comment period ending June 15, 2018;

**WHEREAS**, copies of the DEIR were provided to all responsible agencies, trustee agencies, adjacent property owners, community organizations, and members of the public who had previously requested notice, including, but not limited to, the City of San José, the California Department of Fish and Wildlife (Region 3), the California Department of Conservation, the California Department of Parks and Recreation, the California Department of Water Resources, the California Department of Transportation (District 4 and Division of Aeronautics), the Santa Clara Valley Transportation Authority, the California Highway Patrol, the California Department of Water Resources, the Santa Clara Valley Water District, the Bay Area Air Quality Management District, the California Department of Toxic Substances Control, the California Department of Health Services, the California Department of Corrections, the California State Water Resources Control Board Division of Water Rights, the California Native American Heritage Commission, the California Public Utilities Commission, the California State Lands Commission, the Regional Water Quality Control Board (Region 3), the Santa Clara Audubon Society, the Preservation Action Council of San José, and various County departments;

**WHEREAS**, the DEIR was also posted on the County website and copies were made available at the County Facilities and Fleet (“FAF”) Department Capital Programs Division, the County Clerk-Recorder’s Office, the Dr. Martin Luther King Jr. Library at 150 E San Fernando Street, San José, and on the FAF website;

**WHEREAS**, on June 6, 2018, the County held a publicly-noticed meeting for public agencies and the general public to receive comments on the DEIR;

**WHEREAS**, in July 2018, a Final Environmental Impact Report for the Santa Clara County Civic Center Master Plan Project, State Clearinghouse Number 2017032024 (“FEIR”), was published and promptly provided to the public and all public agencies that commented on the project and was also posted on the County website;

**WHEREAS**, although the Master Plan EIR generally evaluates the Project at a program level and additional project-level environmental review would occur prior to any proposed development, the EIR provides sufficient detail to evaluate the project-specific impacts of Phase 1 of the Project;

**WHEREAS**, at its August 14, 2018 regular meeting, the Board considered the Master Plan EIR and the final Mitigation Monitoring or Reporting Program and directed that mitigation measures be developed for the Project’s impacts to freeway segments (Impact TRANS-2);

**WHEREAS**, the FEIR for the Project was revised to include mitigation measures for the Project’s impacts to freeway segments, and a Revised Final Environmental Impact Report for the Santa Clara County Civic Center Master Plan Project, State Clearinghouse Number 2017032024 (“Revised FEIR”) was published and promptly provided to the public and all public agencies that commented on the project and was also posted on the County website;

**WHEREAS**, the Mitigation Monitoring or Reporting Program (“MMRP”) dated August 2018 for the Project was also revised to include the mitigation measures for Impact TRANS-2;

**WHEREAS**, the Design Guidelines for the Civic Center Campus Master Plan dated August 2018 were also revised to include more robust transportation demand management elements;

**WHEREAS**, at its August 28, 2018 regular meeting, the Board considered the Revised FEIR, revised MMRP, and revised Design Guidelines; and

**WHEREAS**, in addition to the public meetings and hearings described above, numerous other opportunities for public comment on and participation in Project decision-making were provided over the many years that the Project was in development, including duly noticed public meetings, community forums, town hall meetings and eco-charrettes as summarized in the *Stakeholder Engagement* discussion in the Master Plan’s Executive Summary.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Supervisors of the County of Santa Clara, State of California, as follows:

**Section 1. Recitals**

The Board of Supervisors (“Board”) hereby finds that all of the foregoing recitals are true and correct.

**Section 2. Certification of EIR**

The Board hereby finds, declares, and certifies as follows:

A. The EIR for the Project consists of the DEIR dated May 2018 and the Revised FEIR dated August 2018. Both documents are collectively referred to as the “Master Plan EIR” in this Resolution. The Master Plan EIR is incorporated by reference in this Resolution.

B. The Master Plan EIR was prepared by County staff and consultants to the County, and reflects the County’s independent judgment and analysis regarding all matters stated therein.

C. The Master Plan EIR was prepared and completed in compliance with all applicable provisions of CEQA.

D. The information contained in the Revised FEIR does not constitute significant new information requiring recirculation of the Master Plan EIR because it did not change the EIR in a way that deprived the public of a meaningful opportunity to comment on any substantial adverse environmental effects of the project or any feasible ways to mitigate or avoid such effects. The information in the Revised FEIR merely clarifies and amplifies the impact analyses and mitigation measures previously discussed in the DEIR. The information in the Revised FEIR does not identify any new significant environmental impacts or a substantial increase in the severity of any previously identified environmental impacts. Nor does the Revised FEIR identify any feasible project alternatives or mitigation measures considerably different from those previously analyzed that would clearly lessen the Project’s significant environmental impacts.

E. The Master Plan EIR has been presented to the Board, and the Board has reviewed and considered the information contained therein before approving the Project.

F. In taking action on the Project, the Board reviewed and considered the information contained in the Master Plan EIR, staff reports, oral and written testimony received from members of the public and other public agencies, and additional information contained in reports, correspondence, studies, proceedings, and other matters of record included or referenced in the administrative record of these proceedings.

G. The administrative record upon which the Board’s decision is based includes, but is not limited to, the following:

1. The Master Plan EIR;
2. The reports and other documents cited as references in the Master Plan EIR;
3. All oral, written and electronic evidence submitted to the County prior to the close of the County’s hearings on the Project;
4. All documents constituting the record pursuant to Public Resources Code section 21167.6; and
5. All matters of common knowledge to this Board including, but not limited to, state

and federal laws and regulations and County policies, ordinances, guidelines and regulations

The administrative record is located in the Office of the Clerk of the Board of Supervisors and in the County Facilities and Fleet Department-Capital Programs Division. The custodian of documents for the administrative record is: Megan Doyle, Clerk of the Board of Supervisors, 70 W. Hedding Street, 10th Floor, East Wing, San José, California 95110.

### **Section 3. CEQA Findings**

The Board has read and considered the Master Plan EIR, has considered each potential environmental impact of the Project, and has considered each mitigation measure and alternative evaluated in the EIR. In accordance with the requirements of CEQA and the CEQA Guidelines promulgated pursuant thereto, the Board hereby makes the following findings based on substantial evidence in the record:

A. Potentially Significant Environmental Impacts. The Master Plan EIR analyzes all of the Project's potentially significant environmental impacts. The Project has the potential to directly and/or indirectly significantly impact the following environmental resources: air quality, biological resources, cultural resources, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise and vibration, and transportation. The Project's potentially significant impacts are summarized on pages v through xx of the DEIR, as revised in section 4.0 of the Revised FEIR, and more thoroughly discussed in sections 3 through 7 of the DEIR. Based on information in the Master Plan EIR and other documents in the record, the Board finds that the Project does not have the potential to cause any significant environmental impacts other than the impacts identified in the EIR.

B. Impacts That Cannot be Avoided or Mitigated to Less-Than-Significant Levels. The environmental impact of the Project that cannot be avoided or mitigated to less-than-significant levels, despite the adoption and implementation of all feasible mitigation measures and alternatives, is Impact TRANS-2. Implementation of Phase 1 of the proposed project would have a significant impact on the mixed-flow lanes of 27 freeway segments and the HOV lanes of 10 freeway segments. Mitigation Measure TRAN 2-1 would require the County to contribute its fair share of fees for future projects developed by Caltrans or VTA that would acquire additional rights-of-way to add lanes or otherwise increase capacity on these state-owned freeway segments. At this point, however, no such projects have been developed by Caltrans or VTA, so there are no identified improvement projects for which the County could pay fair share impact fees. Mitigation Measure TRAN 2-2, which requires the County to implement robust transportation demand management measures, would also reduce this impact to some extent. Even after implementation of Mitigation Measures TRAN 2-1 and TRAN 2-2, this impact would be significant and unavoidable because there is no assurance that Caltrans or VTA will develop projects to mitigate all of the impacted freeway segments to less-than-significant levels, or that those projects would be fully funded. Nor is there sufficient assurance that the transportation demand management measures implemented by the County would reduce the Project's impacts

on all of the affected freeway segments to less-than-significant levels. Therefore, the Project's impact to freeway segments is significant and unavoidable.

C. Impacts Avoided or Mitigated to Less-Than-Significant Levels. Except for the significant and unavoidable impact to freeway segments identified in Section 3.B above, all of the Project's potentially significant environmental impacts can and will be mitigated to less-than-significant levels through adoption and implementation of mitigation measures identified in the Master Plan EIR and set forth in the Mitigation Monitoring or Reporting Program attached hereto and adopted pursuant to Section 4 below. The post-mitigation level of each of the Project's environmental impacts is set forth in Table 8.0-1 of the DEIR (pages 207–208).

D. Alternatives. The Master Plan EIR analyzes a reasonable range of alternatives to the Project sufficient to foster public participation and informed decision-making and to permit a reasoned choice, and the EIR adequately discusses and evaluates the comparative merits of those alternatives. Of the three alternatives assessed in the EIR, the environmentally superior alternative is the No Project – No Development Alternative. Section 15126.6(e)(2) of the CEQA Guidelines provides that, if the environmentally superior alternative is the no project alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. Among the other alternatives, the Phase 1 Alternative would also be environmentally superior. The Board has considered and rejected each of the alternatives for the following reasons:

1. *No Project – No Development Alternative.* This alternative would retain the existing buildings on the Master Plan site with their current functions. The No Project – No Development Alternative does not meet the objectives of the proposed project and would not allow the County to consolidate and modernize County facilities to improve public service and reduce the cost of operations, or to promote economic development and enhance the Civic Center as a community asset for the neighborhood and the North First Street corridor.
2. *No Project – Existing Plan Alternative.* This alternative would maintain the existing Civic Center as is except for Site D. This alternative does not meet the objectives of the proposed project because it would not allow the County to consolidate and modernize County facilities to improve public service and reduce the cost of operations, promote economic development, or enhance the Civic Center as a community asset for the neighborhood and the North First Street corridor. Moreover, Site D is within the North First Street Urban Village area of the City of San José General Plan, which calls for 756,000 square feet of new commercial development and 1,678 housing units, some of which could be constructed on Site D consistent with the overall mix of uses identified in the Envision San José 2040 General Plan. If Site D was redeveloped with a mix of commercial and residential uses as envisioned by San José's General Plan, it would not reduce the identified impacts and could create additional impacts by introducing housing to the site.

3. *Phase 1 Alternative.* This alternative would limit the Master Plan to the proposed Phase 1 development. Site A would be fully redeveloped as proposed, the accessory building on Site C would be constructed, and the former City Hall Annex would be demolished. No other changes would be made to Sites C or D, and no development would occur on Site B. This alternative would avoid impacts related to construction air quality, hazardous materials, operational impacts to the capacity of the storm drainage system, and ambient noise levels. But all of these impacts were identified in the EIR because of the programmatic nature of the Master Plan, which makes it infeasible to provide project-level development details and allow for completion of technical reports for Phases 2, 3, and 4. This alternative would not avoid or reduce the Phase 1 impacts, including the significant, unavoidable freeway impacts. The need for expanded County facilities would remain over the next twenty years. If those facilities are not accommodated at the Civic Center site, they would need to be constructed at other locations. This alternative would also not meet many Project objectives, as it would not allow for consolidation and modernization of County facilities and would not reduce the County's cost of operations. The limited scope of this alternative could also limit future economic development in the area, which would lessen the community benefit of the Civic Center for the surrounding neighborhood and the North First Street corridor.

E. Finding Regarding Mitigation or Avoidance of Impacts. With the adoption of mitigation measures, changes or alterations have been required in, or incorporated into, the project that mitigate or avoid all of the Project's potentially significant environmental effects except the unavoidable Impact TRANS-2 as discussed in Section 3.B, above.

F. Mitigation Measures for Which Other Agencies are Responsible. Those changes or alterations that are partially or wholly within the responsibility and jurisdiction of other public agencies and that can and should be adopted by those other agencies include the following:

1. *MM TRAN 1-1:* This mitigation measure involves paying fees toward the construction of improvements to the U.S. 101/Oakland interchange and construction of the new U.S. 101/Mabury interchange that have been proposed by the City of San José as part of the U.S. 101/Oakland/Mabury Transportation Development Policy (TDP) to alleviate traffic and accommodate new development in the area. Implementation of this mitigation is partially within the responsibility and jurisdiction of the California Department of Transportation and potentially partially within the responsibility of the City of San José if the City serves as Caltrans' fee collection agent.
2. *MM TRAN 2-1:* This mitigation measure requires that prior to occupancy of the Public Safety and Justice Center that the County pay its fair share fee contributions for future projects identified by Caltrans or VTA that would mitigate one or more of the Project's significant impacts on the identified freeway

segments. Any project that would qualify for fair share fees shall have an established funding mechanism. Fees shall be paid prior to final inspection by the County Office of Building Inspection. Implementation of this mitigation is partially within the responsibility and jurisdiction of the California Department of Transportation and/or VTA.

3. *MM GHG 2-2*: This mitigation measure requires the County to reduce its Phase 1 operations-related incremental increase in greenhouse gas emissions to below the threshold of 2.6 million tons of CO<sub>2</sub>e/year/service population. If the County cannot achieve this, it must offset all remaining incremental emissions in coordination with the Bay Area Air Quality Management District (“BAAQMD”). Therefore, the implementation of this mitigation measure is partially within the responsibility and jurisdiction of BAAQMD.
4. *MM GHG 3-2*: This mitigation measure requires the County to reduce its Phase 2, 3, and 4 operations-related incremental increase in greenhouse gas emissions to below the threshold of 1.7 million tons of CO<sub>2</sub>e/year/service population. If the County cannot achieve this, it must offset all remaining incremental emissions in coordination with the Bay Area Air Quality Management District (“BAAQMD”). Therefore, the implementation of this mitigation measure is partially within the responsibility and jurisdiction of BAAQMD.

G. Statement of Overriding Considerations. With respect to the significant and unavoidable environmental impact identified in Section 3.B above, the Board finds that all feasible mitigation measures and alternatives have been adopted and that, pursuant to Public Resources Code section 21081(b), there are specific overriding economic, legal, social, technological and other benefits of the Project that outweigh the significant effect on the environment. These benefits, which will accrue to the County of Santa Clara and the general public, warrant approval of the Project notwithstanding the Project’s remaining significant impact, and include the following:

1. County facilities are currently dispersed and outdated, with most of the buildings dating from the 1950s through the 1970s and reaching the end of their life cycles. Redevelopment of the Civic Center site will allow the County to consolidate certain functions and services in more efficient, cost-effective, flexible facilities designed to provide the public with more convenient access to government services.
2. The Project would provide environmental benefits, including reducing greenhouse gas emissions through transit-oriented planning; improving energy efficiency of County facilities, with potential for on-site electrical generation; and conserving water and reducing water quality impacts through water reuse, stormwater management, and the potential use of grey water on site.



3. The Project would promote economic development of the area and enhance the Civic Center as a community asset for the neighborhood and the North First Street Corridor.

**Section 4. Adoption of Mitigation Monitoring or Reporting Program**

Pursuant to Public Resources Code section 21081.5, the County has prepared a Mitigation Monitoring or Reporting Program (“MMRP”) dated August 2018 that provides for implementation, monitoring, reporting, and enforcement of all conditions and mitigation measures adopted to mitigate and/or avoid the Project’s significant environmental impacts. The MMRP is attached to this resolution as Exhibit A and incorporated herein. The mitigation measures in the MMRP are identical to those proposed in the Master Plan EIR except for the addition of MM TRAN 2-1 and MM TRAN 2-2. Where the EIR presented a range of options for mitigating a particular impact, the MMRP identifies the mitigation measure selected by the Board. The Board hereby adopts and approves the MMRP.

**Section 5. Approval of Civic Center Campus Master Plan**

The Board hereby approves the Civic Center Campus Master Plan dated August 2018.

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**Section 6. Adoption of Design Guidelines for the Civic Center Campus**

The Board hereby adopts the revised Design Guidelines for the Civic Center Campus Master Plan dated August 2018.

**PASSED AND ADOPTED** by the Board of Supervisors of the County of Santa Clara, State of California, on \_\_\_\_\_, 2018, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

\_\_\_\_\_  
S. JOSEPH SIMITIAN, President  
Board of Supervisors

Signed and certified that a copy of this document has been delivered by electronic or other means to the President, Board of Supervisors.

ATTEST:

\_\_\_\_\_  
MEGAN DOYLE  
Clerk of the Board of Supervisors

APPROVED AS TO FORM AND LEGALITY:

  
\_\_\_\_\_  
ELIZABETH G. PIANCA  
Lead Deputy County Counsel

Exhibits to this Resolution:

Exhibit A – Mitigation Monitoring or Reporting Program

1836696

**EXHIBIT A**

**MITIGATION MONITORING OR REPORTING PROGRAM**

Santa Clara Civic Center  
Master Plan Project

COUNTY OF SANTA CLARA  
August 2018

**MITIGATION MONITORING OR REPORTING PROGRAM**

**Santa Clara Civic Center  
Master Plan Project**

**COUNTY OF SANTA CLARA**

**August 2018**

# P R E F A C E

Section 21081 of the California Environmental Quality Act (CEQA) requires a Lead Agency to adopt a Mitigation Monitoring or Reporting Program whenever it approves a project for which measures have been required to mitigate or avoid significant effects on the environment. The purpose of the monitoring or reporting program is to ensure compliance with the mitigation measures during project implementation.

The Environmental Impact Report (EIR) concluded that the implementation of the project could result in significant effects on the environment and mitigation measures were incorporated into the proposed project or are required as a condition of project approval. This Mitigation Monitoring or Reporting Program (MMRP) addresses those measures in terms of how and when they will be implemented.

This document does *not* discuss those subjects for which the EIR concluded that the impacts from implementation of the project would be less than significant.

**MITIGATION MONITORING OR REPORTING PROGRAM**  
**Santa Clara Civic Center Project**

<b>MITIGATION MONITORING OR REPORTING PROGRAM SANTA CLARA COUNTY CIVIC CENTER MASTER PLAN PROJECT</b>				
<b>Environmental Impacts</b>	<b>Mitigation Measures</b>	<b>Timeframe for Implementation</b>	<b>Responsibility for Implementation</b>	<b>Oversight of Implementation</b>
<b>Air Quality</b>				
<p><b>Impact AIR-1:</b> Construction of Phases 2, 3, and 4 of the proposed Master Plan could generate significant pollutant emissions.</p>	<p><b>MM AIR 1-1:</b> As part of the subsequent environmental review process required for all future phases of the proposed Master Plan, a detailed Air Quality Assessment shall be completed by a qualified consultant in accordance with BAAQMD Guidelines in place at that time. The analysis shall quantify construction emissions, compare them to adopted thresholds, and develop mitigation measures (if necessary) to reduce emissions below the threshold levels.</p> <p><b>Less Than Significant Impact With Mitigation</b></p>	<p>During the subsequent environmental review process required for all future phases of the proposed Master Plan</p>	<p>Department of Facilities and Fleets (FAF)</p>	<p>Supervising Planner of the Santa Clara County Planning Department</p>
<p><b>Impact AIR-2:</b> Construction of the proposed Master Plan could impact nearby sensitive receptors due to dust generation.</p>	<p><b>MM AIR 2-1:</b> All phases of the proposed Master Plan would be required to implement the following BAAQMD dust control measures.</p> <ul style="list-style-type: none"> <li>• All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.</li> <li>• All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</li> <li>• All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</li> <li>• All vehicle speeds on unpaved roads shall be limited to 15 mph.</li> </ul>	<p>During all phases of construction</p>	<p>FAF</p>	<p>Supervising Planner of the Santa Clara County Planning Department</p>

**MITIGATION MONITORING OR REPORTING PROGRAM  
SANTA CLARA COUNTY CIVIC CENTER MASTER PLAN PROJECT**

<b>Environmental Impacts</b>	<b>Mitigation Measures</b>	<b>Timeframe for Implementation</b>	<b>Responsibility for Implementation</b>	<b>Oversight of Implementation</b>
	<ul style="list-style-type: none"> <li>• All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible and feasible. Building pads shall be laid as soon as possible and feasible, as well, after grading unless seeding or soil binders are used.</li>   <li>• Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</li>   <li>• All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</li>   <li>• Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations.</li>   <li>• Clear signage at all construction sites will be posted indicating that diesel equipment standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were onsite or adjacent to the construction site.</li> </ul>			

**MITIGATION MONITORING OR REPORTING PROGRAM  
SANTA CLARA COUNTY CIVIC CENTER MASTER PLAN PROJECT**

<b>Environmental Impacts</b>	<b>Mitigation Measures</b>	<b>Timeframe for Implementation</b>	<b>Responsibility for Implementation</b>	<b>Oversight of Implementation</b>
	<ul style="list-style-type: none"> <li>• The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g. compressors).</li> <li>• Properly tune and maintain equipment for low emissions.</li> </ul> <p><b>Less Than Significant Impact With Mitigation</b></p>			
<p><b>Impact AIR-3:</b> Construction of the future phases of the proposed Master Plan could result in a temporary community risk impact.</p>	<p><b>MM AIR 3-1:</b> As part of the subsequent environmental review process required for all future phases of the proposed Master Plan, a detailed construction health risk assessment shall be completed by a qualified consultant in accordance with BAAQMD Guidelines in place at that time. The analysis shall quantify construction TAC emissions, compare them to adopted thresholds, and develop mitigation measures (if necessary) to reduce emissions below the threshold levels.</p> <p><b>Less Than Significant Impact With Mitigation</b></p>	<p>During the subsequent environmental review process required for all future phases of the proposed Master Plan</p>	<p>FAF</p>	<p>BAAQMD</p>
<b>Biological Resources</b>				
<p><b>Impact BIO-1:</b> Construction activities associated with the proposed project could result in an impact to nesting migratory birds due to the loss of fertile eggs or nest abandonment.</p>	<p><b>MM BIO 1-1:</b> The project applicant shall schedule construction to avoid the nesting season to the extent feasible. The nesting season for most birds, including most raptors, in the San Francisco Bay area extends from February 1st through August 31st.</p> <p><b>MM BIO 1-2:</b> If it is not possible to schedule demolition and construction activities outside of the breeding season (September 1<sup>st</sup> to January 31st), pre-construction surveys for nesting birds following the California Department of Fish and Wildlife (CDFW) bird survey protocols shall be completed by a qualified ornithologist to ensure that no nests are disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of grading, tree removal, or other demolition or construction activities during the early</p>	<p>Within 14 days prior to the initiation of grading, tree removal, or other demolition or construction activities during the late part of the breeding season (February 1<sup>st</sup> through April 30<sup>th</sup>) and within</p>	<p>FAF</p>	<p>Supervising Planner of the Santa Clara County Planning Department and CDFW</p>



**MITIGATION MONITORING OR REPORTING PROGRAM  
SANTA CLARA COUNTY CIVIC CENTER MASTER PLAN PROJECT**

<b>Environmental Impacts</b>	<b>Mitigation Measures</b>	<b>Timeframe for Implementation</b>	<b>Responsibility for Implementation</b>	<b>Oversight of Implementation</b>
	<p>part of the breeding season (February 1<sup>st</sup> through April 30<sup>th</sup>) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May 1<sup>st</sup> through August 31<sup>st</sup>). During this survey, the ornithologist shall inspect all trees and other possible nesting habitats within 250 feet of the construction areas for nests. If an active nest is found sufficiently close to work areas to be disturbed by construction, the ornithologist, in consultation with CDFW, shall determine the extent of a construction-free buffer zone to be established around the nest, typically 250 feet, to ensure that raptor or migratory bird nests will not be disturbed during project construction.</p> <p><b>MM BIO-1-3:</b> The ornithologist shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the Supervising Environmental Planner of the Santa Clara County Planning Department prior to issuance of any demolition or grading permits.</p> <p><b>Less Than Significant With Mitigation</b></p>	<p>30 days prior to the initiation of these activities during the late part of the breeding season (May 1<sup>st</sup> through August 31<sup>st</sup>)</p>		
<b>Cultural Resources</b>				
<p><b>Impact CUL-1:</b> Construction activity during all phases of the project could uncover subsurface cultural resources and/or human remains which would be a significant impact.</p>	<p><b>MM CUL 1-1:</b> The County shall complete subsurface testing to determine the extent of possible resources on-site. Subsurface testing shall be completed by a qualified archaeologist and, will be required for each phase of development after demolition of buildings and parking areas but prior to the issuance of grading permits. Based on the findings of the subsurface testing, an archaeological resources treatment plan shall be prepared by a qualified archaeologist.</p> <p><b>MM CUL 1-2:</b> Implementation of the archaeological resources treatment plan, by a qualified archaeologist. The treatment plan shall utilize data recovery methods to reduce impacts on subsurface resources.</p>	<p>Each phase of development after demolition of buildings and parking areas but prior to the issuance of grading permits</p> <p>During all phases of construction</p>	<p>FAF</p> <p>FAF</p>	<p>Supervising Planner of the Santa Clara County Planning Department</p> <p>Project Manager or designee at the Department</p>

**MITIGATION MONITORING OR REPORTING PROGRAM  
SANTA CLARA COUNTY CIVIC CENTER MASTER PLAN PROJECT**

<b>Environmental Impacts</b>	<b>Mitigation Measures</b>	<b>Timeframe for Implementation</b>	<b>Responsibility for Implementation</b>	<b>Oversight of Implementation</b>
	<p>The Treatment Plan shall be prepared and submitted to the Project Manager or designee at the Department of Facilities and Fleet. The Treatment Plan shall contain, at a minimum:</p> <ul style="list-style-type: none"> <li>• Identification of the scope of work and range of subsurface effects (including location map and development plan), including requirements for preliminary field investigations.</li> <li>• Description of the environmental setting (past and present) and the historic/prehistoric background of the parcel (potential range of what might be found).</li> <li>• Development of research questions and goals to be addressed by the investigation (what is significant vs. what is redundant information).</li> <li>• Detailed field strategy used to record, recover, or avoid the finds and address research goals.</li> <li>• Analytical methods.</li> <li>• Report structure and outline of document contents.</li> <li>• Disposition of the artifacts.</li> <li>• Appendices: all site records, correspondence, and consultation with Native Americans, etc.</li> </ul> <p><b>MM CUL 1-3:</b> All historic-era features identified during exploration shall be evaluated based on the California Register of Historical Resources criteria consistent with the archaeological treatment plan. After completion of the field work, all artifacts shall be cataloged and the appropriate forms shall be completed and filed with the Northwest Information Center of the California Archaeological Inventory at Sonoma State University.</p>	<p>After completion of the field work</p>	<p>FAF</p>	<p>of Facilities and Fleet</p> <p>Project Manager or designee at the Department of Facilities and Fleet</p>



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	<p>shall make recommendations regarding proper burial (including the treatment of grave goods), which shall be implemented in accordance with Section 15064.5(e) of the CEQA Guidelines.</p> <p>The archaeologist shall recover scientifically-valuable information, as appropriate and in accordance with the recommendations of the MLD. A report of findings documenting any data recovery shall be submitted to the Project Manager or designee at the Department of Facilities and Fleet.</p> <p><b>Less Than Significant Impact With Mitigation</b></p>			
<p><b>Impact CUL-2:</b> Any changes to the former San Jose City Hall building or reuse proposals inconsistent with the Secretary of Interior Standards would be a significant impact.</p>	<p><b>MM CUL 2-1:</b> Any reuse plan proposed for the former San Jose City Hall would be reviewed for consistency with the Secretary of Interior Standards by a qualified historic architect. If the reuse plan is proposed as part of the Site D development proposal, the analysis shall be completed as part of the subsequent environmental review for that project. If the reuse plan is proposed independent of any future phase of development within the Master Plan area, the analysis shall be completed prior to issuance of any permits for the building.</p> <p><b>MM CUL 2-2:</b> The findings of the analysis shall be provided to the County’s Department of Planning and Development for review and approval.</p> <p><b>MM CUL 2-3:</b> If inconsistencies are found between the reuse plan and the Secretary of Interior Standards, the reuse plan shall be modified based on the recommendations of the historic architect.</p> <p><b>Less Than Significant Impact with Mitigation</b></p>	<p>Prior to issuance of any permits for the building</p>	<p>FAF</p>	<p>Supervising Planner of the Santa Clara County Planning Department</p>

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<p><b>Impact CUL-3:</b> Demolition of the City Hall Annex building and use of the site as a construction staging area could result in physical damage to the exterior of the former City Hall building.</p>	<p><b>MM CUL 3-1:</b> Prior to demolition of the City Hall Annex, a historic Property protection plan shall be prepared. The plan shall be prepared as follows:</p> <ul style="list-style-type: none"> <li>• A registered structural engineer with a minimum of five years of experience in the rehabilitation and restoration of historic buildings, shall review excavation and shoring plans prepared for the proposed project, if such plans are required. The structural engineer shall prepare a report of findings, recommendations, and any related design modifications necessary to retain the structural integrity of the former City Hall. The structural engineer shall consult with a historic preservation architect, meeting the Secretary of the Interior’s Professional Qualifications Standards for Historic Architecture, on the findings and recommendations of the report.</li> <li>• A historic preservation architect shall prepare designs and specifications for protective barriers required to protect the exposed walls of the former City Hall from potential damage caused by demolition activities and removal of the connector. All documents prepared shall be reviewed and approved by a designated representative of the County.</li> <li>• A historic preservation architect shall prepare designs and specifications for reconstructing the portion of the former City Hall that will be exposed when the connector to the Annex is removed. All documents prepared shall be reviewed and approved by a designated representative of the County.</li> <li>• Prior to the start of demolition, a historic preservation architect and a structural engineer shall undertake an existing condition study of the former City Hall. The purpose of the study would be to establish the baseline condition of the building prior to demolition and construction, including the location and extent of any visible cracks</li> </ul>	<p>Prior to demolition of the City Hall Annex</p>	<p>FAF</p>	<p>Supervising Planner of the Santa Clara County Planning Department</p>

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	<p>or spalls. The documentation shall take the form of written descriptions and photographs, and shall include those physical characteristics of the resources that convey its historic significance and that justify its inclusion on, or eligibility for inclusion on, the National Register, California Register, and local register. The documentation shall be reviewed and approved by a designated representative of the County.</p> <p>The historic preservation architect and structural engineer shall monitor the former City Hall during demolition and any changes to existing conditions would be reported, including, but not limited to, expansion of existing cracks, new spalls, or other exterior deterioration. Monitoring reports shall be submitted to the general contractor in charge of construction and a designated representative of County on a periodic basis. The structural engineer shall consult with the historic preservation architect, especially if any problems with character-defining features of the historic resource are discovered. If, in the opinion of the structural engineer in consultation with the historical architect, substantial adverse impacts to historic resource related to demolition activities are found during demolition, the monitoring team shall inform the general contractor in charge of construction and a designated representative of the County. The County shall adhere to the monitoring team’s recommendations for corrective measures, which could include halting demolition in situations where demolition activities would imminently endanger historic resource. The County shall establish the frequency of monitoring and reporting. Site visit reports and documents associated with claims processing shall be provided to the general contractor in charge of construction and a designated representative of the County.</p>			

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	<ul style="list-style-type: none"> <li>The historic preservation architect shall establish a training program for the contractor and construction workers involved in the project that emphasizes the importance of protecting historic resources. This program shall include information on recognizing historic fabric and materials, and directions on how to exercise care when working around and operating equipment near the historic structures, including storage of materials away from historic buildings. It shall also include information on means to reduce vibrations, and monitoring and reporting of any potential problems that could affect the historic resources in the area. A provision for establishing this training program shall be incorporated into the contract, and the contract provisions shall be reviewed and approved by the general contractor in charge of demolition and a designated representative of the County.</li> </ul> <p><b>MM CUL 3-2:</b> The limits of the staging area near the former City Hall shall be clearly marked prior to use of the area. The historic preservation architect shall inform the contractor about the limits of the staging area, whose purpose shall be to keep equipment and construction activities away from the former City Hall. The historic preservation architect and contractor shall mutually agree on the method of physically demarking the staging area. The construction crews shall be instructed that no vehicle access, travel, equipment staging, storage, or other construction-related work shall occur outside the flagged areas to ensure that the known historic resource is not inadvertently damaged during the project.</p> <p><b>Less Than Significant Impact With Mitigation</b></p>	<p>Prior to demolition of the City Hall Annex</p>	<p>FAF</p>	<p>Supervising Planner of the Santa Clara County Planning Department</p>





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	<p>be real, permanent, verifiable, enforceable, and additional. To the maximum extent feasible, as determined by the County in coordination with the BAAQMD, offsets shall be implemented locally. Offsets may include but are not limited to, the following (in order of preference):</p> <ul style="list-style-type: none"> <li>• Funding of local projects, subject to review and approval by the BAAQMD, that would result in real, permanent, verifiable, enforceable, and additional reduction in GHG emissions. If the BAAQMD or County of Santa Clara develops a GHG mitigation fund, the County may instead pay into this fund to offset project incremental GHG emissions in excess of the significance threshold.</li> <li>• Purchase of carbon credits to offset project incremental emissions to below the significance threshold. Carbon offset credits must be verified and registered with The Climate Registry, the Climate Action Reserve, or other source that is approved by the California Air Resources Board as being consistent with the policies and guidelines of the California Global Warming Solution Act of 2006 (AB 32), or available through a County- or BAAQMD-approved local GHG mitigation bank or fund.</li> </ul> <p><b>Less Than Significant Impact with Mitigation</b></p>			Department and BAAQMD
<p><b>Impact GHG 3:</b> Operation of the proposed Master Plan (at full build out) would generate GHG emissions in excess of the Substantial Progress 2040 Threshold. GHG</p>	<p><b>MM GHG 3-1:</b> Prior to issuance of grading or building permits for any County facilities under Phases 2-4 of the Civic Center Master Plan, the County shall prepare and implement a Greenhouse Gas Emissions Reduction Plan (GHG Plan) containing quantifiable strategies to ensure that the project-related incremental increase of GHG emissions from operations does not exceed the threshold of 1.7 MT of CO<sub>2</sub>e/year/service population. The GHG Plan shall include, but not be limited to, the following measures:</p>	<p>Prior to issuance of grading or building permits for any County facilities under Phases 2-4</p>	<p>FAF</p>	<p>Supervising Planner of the Santa Clara County Planning Department and BAAQMD</p>

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<p>emissions are, by their nature, cumulative. As a result, the project would also have a cumulatively considerable contribution to overall GHG emissions.</p>	<ul style="list-style-type: none"> <li>• Reduce vehicle trips by more than the minimum 10 percent reduction required by the Civic Center Master Plan.</li> <li>• Employ additional building energy efficiency standards beyond the 20 percent exceedance above the 2013 California Title 24 Building standards required by the Civic Center Master Plan.</li> <li>• Construct and operate additional PV generation or other carbon-free energy generation projects off site in addition to the on-site PV generation required by the Civic Center Master Plan.</li> </ul> <p><b>MM GHG 3-2:</b> If the County is unable to reduce the operations-related incremental increase of GHG emissions to below the threshold of 1.7 MT of CO<sub>2</sub>e/year/service population using the above measures, the County shall offset all remaining incremental emissions above that threshold. Any offset of operational emissions shall be demonstrated to be real, permanent, verifiable, enforceable, and additional. To the maximum extent feasible, as determined by the County in coordination with the BAAQMD, offsets shall be implemented locally. Offsets may include but are not limited to, the following (in order of preference):</p> <ul style="list-style-type: none"> <li>• Funding of local projects, subject to review and approval by the BAAQMD that would result in real, permanent, verifiable, enforceable, and additional reduction in GHG emissions. If the BAAQMD or County of Santa Clara develops a GHG mitigation fund, the County may instead pay into this fund to offset project incremental GHG emissions in excess of the significance threshold.</li> <li>• Purchase of carbon credits to offset project incremental emissions to below the significance threshold. Carbon offset credits must be verified and registered with The Climate Registry, the Climate Action Reserve, or other source that is approved by the California</li> </ul>	<p>Prior to issuance of grading or building permits for any County facilities under Phases 2-4</p>	<p>FAF</p>	<p>Supervising Planner of the Santa Clara County Planning Department and BAAQMD</p>

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	<p>Air Resources Board as being consistent with the policies and guidelines of the California Global Warming Solution Act of 2006 (AB 32), or available through a County- or BAAQMD-approved local GHG mitigation bank or fund.</p> <p><b>Less Than Significant Impact with Mitigation</b></p>			
<b>Hazards and Hazardous Materials</b>				
<p><b>Impact HAZ-1:</b> Implementation of the proposed project could expose construction workers to soil and groundwater contaminants from past agricultural operations and LUSTs.</p>	<p><b>MM HAZ-1.1:</b> After demolition but prior to the issuance of grading permits, shallow soil samples shall be taken in the native soil layers to determine if contaminated soil from previous agricultural operations and LUSTs is located on-site with concentrations above established construction/trench worker thresholds. The soil sampling plan must be reviewed and approved by the Director of Fleet and Facilities prior to initiation of work.</p> <p><b>MM HAZ-1.2:</b> Once the soil sampling analysis is complete, a report of the findings will be provided to the Director of Fleet and Facilities for review and approval.</p> <p><b>MM HAZ-1.3:</b> If contaminated soils are found in concentrations above established thresholds, a Site Management Plan (SMP) will be prepared and implemented (as outlined below) and any contaminated soils found in concentrations above established thresholds shall be removed and disposed of according to California Hazardous Waste Regulations. The contaminated soil removed from the site shall be disposed of at a licensed hazardous materials disposal site.</p> <p>The SMP will establish management practices for handling impacted groundwater and/or soil material that may be encountered during site development and soil-disturbing activities. Components of the SMP</p>	<p>After demolition but prior to the issuance of grading permits</p> <p>After demolition but prior to the issuance of grading permits</p> <p>After demolition but prior to the issuance of grading permits</p>	<p>FAF</p> <p>FAF</p> <p>FAF</p>	<p>Director of FAF</p> <p>Director of FAF</p> <p>Director of FAF</p>

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	<p>will include: a detailed discussion of the site background; preparation of a Health and Safety Plan by an industrial hygienist; notification procedures if previously undiscovered significantly impacted soil or free fuel product is encountered during construction; on-site soil reuse guidelines based on the RWQCB, San Francisco Bay Region’s reuse policy; sampling and laboratory analyses of excess soil requiring disposal at an appropriate off-site waste disposal facility; soil stockpiling protocols; and protocols to manage ground-water that may be encountered during trenching and/or subsurface excavation activities. Prior to issuance of grading permits, a copy of the SMP must be approved by the Director of Fleet and Facilities.</p> <p><b>Less Than Significant Impact With Mitigation</b></p>			
<b>Hydrology and Water Quality</b>				
<p><b>Impact HYD-1</b> Implementation of future phases of the proposed project could cause stormwater runoff to exceed the capacity of the current storm drainage system.</p>	<p><b>MM HYD 1-1:</b> A detailed stormwater control plan and landscape plan shall be prepared and submitted to the County Department of Planning and Development or the Lead Agency responsible for issuing project permits prior to issuance of any building permits for Phases 2, 3, and 4. If the stormwater control plan and landscape plan show a net reduction in impervious surfaces compared to existing conditions, no additional action is required.</p> <p><b>MM HYD 1-2:</b> If the stormwater control plans and landscape plans for Phases 2, 3, or 4 show a net increase in impervious surfaces compared to existing conditions, a storm drain capacity assessment shall be prepared and submitted to the Director of Planning and Development prior to the issuance of any building permits. If the assessment determines that the proposed plan would cause stormwater runoff to exceed the capacity of the existing system, the project design must be modified to reduce stormwater runoff to an acceptable level that can be accommodated by the existing stormwater system.</p>	<p>Prior to issuance of any building permits for phases 2, 3, and 4</p> <p>Prior to issuance of any building permits for phases 2, 3, and 4</p>	<p>FAF</p> <p>FAF</p>	<p>Supervising Planner of the Santa Clara County Planning Department or Lead Agency</p> <p>Director of the Santa Clara County Planning Department</p>



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	<ul style="list-style-type: none"> <li>• Utilize stabilized construction entrances and/or wash racks;</li> <li>• Implement damp street sweeping;</li> <li>• Provide temporary cover of disturbed surfaces to help control erosion during installation;</li> <li>• Provide permanent cover to stabilize the disturbed surfaces after installation has been completed;</li> <li>• Store, handle, and dispose of construction materials and wastes properly, so as to prevent their contact with stormwater;</li> <li>• Control and prevent the discharge of all potential pollutants, including solid wastes, paints, concrete, petroleum products, chemicals, washwater or sediments, and non-stormwater discharges to storm drains and watercourses;</li> <li>• Utilize sediment controls or filtration to remove sediment from dewatering effluent;</li> <li>• Avoid cleaning, fueling, or maintaining vehicles on-site, except in a designated area in which runoff is contained and treated.</li> <li>• Delineate clearing limits, easements, setbacks, sensitive or critical areas, buffer zones, trees, and drainage courses with field markers.</li> <li>• Protect adjacent properties and undisturbed areas from construction impacts using vegetative buffer strips, sediment barriers or filters, dikes, mulching, or other measures as appropriate.</li> <li>• Limit and time applications of pesticides and fertilizers to prevent polluted runoff.</li> </ul> <p><b>Less than Significant With Mitigation</b></p>			

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<b>Noise and Vibration</b>				
<p><b>Impact NOI-1:</b> Operation of the proposed Central Plant on Site A could result in mechanical noise in excess of San Jose Municipal Code standards at the nearest residential properties.</p>	<p><b>MM NOI 1-1:</b> A detailed acoustical study shall be prepared during final design of the Central Plant to quantify the noise levels outside the building. If noise levels would be in excess of 80 dBA Leq-hr, the acoustical study shall identify the necessary noise control measures required to comply with San Jose’s Municipal Code. The study shall be completed prior to issuance of a building permit for the Central Plant.</p> <p><b>Less Than Significant Impact With Mitigation</b></p>	<p>During final design of the Central Plant, prior to issuance of a building permit for the Central Plant.</p>	<p>FAF</p>	<p>Supervising Planner of the Santa Clara County Planning Department</p>
<p><b>Impact NOI-2:</b> Operation of buildings on Sites B, C, and D could result in mechanical noise in excess of San Jose Municipal Code standards at the nearest residential properties.</p>	<p><b>MM NOI 2-1:</b> As part of the subsequent environmental review required for all futures phases of the proposed Master Plan, a detailed acoustical study of all proposed buildings shall be prepared during final design of each phase. If noise levels from mechanical equipment would exceed the thresholds established in San Jose’s Municipal Code, the acoustical study shall identify the necessary control measures for each building. All studies shall be completed prior to issuance of building permits for each future phase of development.</p> <p><b>Less Than Significant Impact With Mitigation</b></p>	<p>During final design of each phase, prior to issuance of building permits for each future phase of development</p>	<p>FAF</p>	<p>Supervising Planner of the Santa Clara County Planning Department</p>
<p><b>Impact NOI-3:</b> Construction of Phase 1 of the proposed Master Plan would increase ambient noise levels at the</p>	<p><b>MM NOI 3-1:</b> The project would be required to implement the following measures during construction of all phases of the Master Plan:</p> <ol style="list-style-type: none"> <li>1. Demolition and construction activities on- or off-site, within 500 feet of sensitive receptors, such as residential development, shall be restricted to the hours of 7 AM to 7 PM Monday through Friday, non-holidays only.</li> </ol>		<p>FAF</p>	<p>Supervising Planner of the Santa Clara County Planning Department</p>

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<p>properties to the south and west of the site by five dBA Leq or more for a period of more than 12 months. Construction of Phases 2, 3, and 4 would also increase ambient noise levels at the nearest residential and commercial properties by at least five dBA Leq for a period of more than 12 months.</p>	<ol style="list-style-type: none"> <li>2. Staging areas and construction material areas shall be located as far away as possible from adjacent land uses.</li> <li>3. All internal combustion engines for construction equipment used on the site shall be properly muffled and maintained. All equipment shall be checked by a certified mechanic prior to the start of each phase of construction and determined to be running in proper condition.</li> <li>4. All unnecessary idling of internal combustion engines is prohibited. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes.</li> <li>5. Construct solid plywood fences around the construction site where it is adjacent to operational businesses, residences, or noise-sensitive land uses.</li> <li>6. A temporary noise control blanket barrier would be erected, if necessary, along building facades facing the construction site. This would be at the discretion of the Lead Agency should conflicts arise during construction.</li> <li>7. All stationary, noise-generating construction equipment, such as air compressors and portable power generators, shall be located as far as practical from existing residences and businesses.</li> <li>8. If pile driving is necessary, pre-drill founding pile holes to minimize the number of impacts required to seat the piles.</li> <li>9. Residential neighborhoods proximately located to the project site shall be notified in writing by the County of the construction schedule at least seven days prior to the start of construction.</li> <li>10. A noise disturbance coordinator shall be designated who is responsible for responding to complaints about construction noise. The telephone number of the disturbance coordinator shall be posted</li> </ol>			



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	<p>in a conspicuous place at the construction site and shall also be included in the notice sent to neighbors and the Lead Agency regarding the schedule.</p> <p align="center"><b>Less Than Significant Impact With Mitigation</b></p>			
<b>Transportation/ Traffic</b>				
<p><b>Impact TRAN-1:</b> Implementation of the proposed project Phase 1 would have a significant impact on the Oakland Road/US 101 South intersection under background plus project conditions.</p>	<p><b>MM TRAN 1-1:</b> Improvements to the US 101/Oakland interchange and construction of the new US101/Mabury interchange have been proposed by the City of San Jose as part of the US 101/Oakland/Mabury Transportation Development Policy (TDP) to alleviate traffic and accommodate new developments in the area. The Oakland Road/US 101 overcrossing would be widened to eight lanes across, including dual left-turn lanes for both the north and south intersections. Improvements also includes the widening of US 101 on-ramps and off-ramps to accommodate additional turning lanes and signal modifications to the interchange intersections. The improvements would provide more capacity to serve the demand at the interchange. Therefore, the project will pay the TDP traffic fees at or before the issuance of a request for bids for the project. Payment of the TDP fees would satisfactorily mitigate the significant impact at this intersection, although the specific timeframe of the improvement is not known</p> <p align="center"><b>Less Than Significant Impact With Mitigation</b></p>	<p>At or before the issuance of a request for bids for the project</p>	<p>FAF</p>	<p>Supervising Planner of the Santa Clara County Planning Department and the City of San Jose</p>
<p><b>Impact TRAN-2:</b> Implementation of the proposed project Phase 1 would have a significant impact on the mixed-flow</p>	<p><b>MM TRAN 2-1:</b> Prior to occupancy of the Public Safety and Justice Center, the County shall contribute its fair share of fees for any projects identified by Caltrans or VTA that would mitigate one or more of the Project's significant impacts on the identified freeway segments. Any project that would qualify for fair share fees shall have an established funding mechanism. Fees shall be paid prior to final inspection by the County Office of Building Inspection.</p>	<p>Prior to Final Inspection of the Public Safety and Justice Center</p>	<p>FAF</p>	<p>Supervising Planner of the Santa Clara County Planning Department</p>

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lanes of 27 freeway segments and HOV lanes of 10 freeway segments.	<p><b>MM TRAN 2-2:</b> The County will take all feasible actions to reduce the Project’s peak hour trip generation, including but not limited to implementing the transportation demand management measures set forth in Transportation Sustainability Goals T-1 through T-8 of the Design Guidelines for the Civic Center Campus Master Plan.</p> <p><b>Significant and Unavoidable</b></p>	Prior to approval of final design of the Public Safety and Justice Center.	FAF	Supervising Planner of the Santa Clara County Planning Department

**SOURCE:** Santa Clara County, **Santa Clara Civic Center Master Plan Environmental Impact Report**, July 2018