CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Department of Planning, Building and Code Enforcement
JOSEPH HORWEDEL, DIRECTOR

4/15/2011

Sandy Hesnard
Aviation Environmental Specialist
California Department of Transportation
Division of Aeronautics – M.S. #40
1120 N. Street
P.O. Box 942874
Sacramento, CA 94274

Subject: Response to comments received on the Coleman Soccer Fields Project, File No. PP10-155, dated 11/22/2010.

Dear Ms. Hesnard:

Thank you for your comments on the Coleman Soccer Fields project dated 11/22/2010. Your original comment letter has been annotated with a numerical key, and the City has attached numbered responses to your comments. Other comments received by the City during the comment period are attached to this letter. The Initial Study document has been revised to reflect comments received, and those changes are also attached in strikethrough / underline format. Updated figures are also attached to this letter.

The Mitigated Negative Declaration proposed for adoption by the City Council on May 10 is also attached.

The revised Initial Study can be viewed at: http://www.sanjoseca.gov/planning/MND.asp. If you have any questions or additional comments, please contact me at 408-535-7895 or by e-mail at john.davidson@sanjoseca.gov .

Sincerely,

John Davidson
Senior Planner

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY 711

Flex your power!
Be energy efficient!

November 22, 2010

Mr. John Davidson
City of San Jose
200 East Santa Clara Street
Santa Clara, CA 95113

Dear Mr. Davidson:

Re: City of San Jose's Mitigated Negative Declaration-Coleman Soccer Fields; SCH# 2010112041

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA).

The proposal is for four lighted soccer field approximately 1,000 feet southwest of the Norman Y. Mineta San Jose International Airport (SJC). The 16 light standards will be a maximum of 70 feet in height.

California Public Utilities Code Section 21659 prohibits structural hazards on or near airports. Due to the proximity to the airport runways, the 16 light standards will each require submission of a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) in accordance with Federal Aviation Regulation, Part 77 "Objects Affecting Navigable Airspace." Form 7460-1 is available on-line at https://oeaaa.faa.gov/oeaaa/external/portal.jsp and should be submitted electronically to the FAA.

1

The Mitigated Negative Declaration states that the "light fixtures will be oriented downward and designed to preclude spillover light." To ensure that the proposal will be compatible with future as well as existing airport operations, the proposal should be coordinated with the SJC staff.

These comments reflect the areas of concern to the Division of Aeronautics with respect to airport-related noise, safety, and regional land use planning issues. We advise you to contact our District 4 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,

Sandy Hesnard

SANDY HESNARD
Aviation Environmental Specialist

c: State Clearinghouse, SJC, Santa Clara County ALUC

RESPONSE TO CALIFORNIA DEPARTMENT OF TRANSPORTATION, DIVISION OF AERONAUTICS dated 11/22/10

1. The San Jose Department of Public Works has filed a Notice of Construction or Alteration and with the FAA and is coordinating with airport staff regarding project design and any light/glare concerns.
2. On March 4, 2011, The FAA issued a 'determination of no hazard to air navigation'. Per the FAA requirements, The Department of Public Works will complete the FAA Form 7460-2, Notice of Actual Construction or Alteration within 5 days after the construction reaches its greatest height (7460-2, Part II).

Santa Clara
All-America City
2001

Planning Division

December 16, 2010

John Davidson
City of San Jose
Department of Planning, Building and Code Enforcement
200 East Santa Clara Street
San Jose, CA 95113-1905

RE: File No. PP10-155, Initial Study for the Coleman Soccer Fields

Dear Mr. Davidson:

Thank you for including the City of Santa Clara in the review of the Initial Study for the Coleman Soccer Fields project analyzing the construction of four municipal soccer fields and associated facilities on the former FMC in the cities of San Jose and Santa Clara. Santa Clara City staff has reviewed the document and have the following comments:

Page 2 states that the northernmost portion of the project site is located within the jurisdiction of the City of Santa Clara and should additionally specify the project acreage in Santa Clara. 1

Page 3 identifies the necessary approvals for project implementation. The City of Santa Clara acknowledges that the proposal is a municipal project designed for public use and does not require submittal and approval of a General Plan Amendment or zoning change for that portion of the project located within Santa Clara City limits to allow recreational use on the site. The project may, however, require encroachment permits for construction related activities within Santa Clara and this should be noted in the required project approvals section. 2

Figures 2 through 4 should show city limit boundaries for Santa Clara/San Jose on the illustrations. 3

Page 10, CEQA Checklist 1d) should be changed to potentially significant unless mitigation is identified to reduce this impact to a less than significant level for the adjacent residential uses which are identified in the City of Santa Clara's 2010-2035 General Plan, Santa Clara Station Focus Area. 4

Page 11 should examine and discuss potential project related light and glare impacts on San Jose International Airport flight path operations, future BART alignment operations, and planned residential land uses in the Santa Clara Station Focus Area, adjacent to the project site, and should identify related potential mitigation measures to reduce these potential impacts. 5

Page 14 should specifically include the Santa Clara Station Focus Area in the discussion of sensitive receptor sites as residential development, planned for this area in Santa Clara's adopted General Plan, borders the project site. 6

1500 Warburton Avenue
Santa Clara, CA 95050
(408) 615-2450
FAX (408) 247-9857
www.santaclaraca.gov

Page 20 reports that the project site has not been identified as burrowing owl habitat and that a protocol-level survey was completed in May 2002. Based on this information it is not clear as to whether the survey was conducted within the project area or west of the project site. It appears that this information is outdated and should be updated to examine existing conditions, as well as to include both the project area and vicinity, since approximately eight years has lapsed since any survey has been conducted. 7

Page 23 CEQA Checklist 5b) and 5d) should be changed to potentially significant unless mitigation is identified and incorporated to reduce this impact to a less than significant level since the project site is in an area of archeological sensitivity and as is located within 1,000 feet of known archeological resources (i.e. third Mission and burial sites). 8

Page 24 should include the requirement for a qualified archeologist to monitor ground disturbing activities. The archeological monitor should be approved by the City of San Jose and should follow required State protocols. 9

Page 36 states that the General Plan designation for that portion of the site located in the City of Santa Clara is Heavy Industrial. That land use designation was changed to Santa Clara Station Focus Area with adoption of the 2010-2035 General Plan on November 16, 2010 by the City Council. Please update this information. 10

Page 37, CEQA Checklist 9b) should be changed to Potentially Significant Unless Mitigation Incorporated. The Santa Clara Focus Area of the Santa Clara 2010-2035 General Plan shows a potential street in an alignment that approximately overlays the project area. This street alignment is also illustrated in the Santa Clara Station Area Plan EIR under review by the City of San Jose and VTA. The proposed project conflicts with the identified alignment and should be examined for potential impacts and mitigations. 11

Again, thank you for including the City of Santa Clara in the review process. We reserve the option to provide additional comments through the public review process for this project. We look forward to working with you in the future.

Sincerely,

Carol Anne Painter, City Planner

cc: Kevin Riley, Director of Planning and Inspection
Rajeev Batra, Director of Public Works
Dennis Ng, Traffic Engineer

I:\PLANNING\ENVIRON\Outside Agency Env Docs\San Jose\Coleman Soccer Fields IS.doc

RESPONSE TO CITY OF SANTA CLARA LETTER dated 12/16/10

1. The portion of the project site within the City of Santa Clara is 3.5 acres. The text of the Final IS will be revised to indicate the acreage located in Santa Clara (see attached).

2. The text of the Final IS will be revised to indicate that encroachment permits for construction within the City of Santa Clara may be required (see attached).

3. These figures will be revised in the Final IS to show the City of Santa Clara boundaries (see attached).

4. As described in the IS, the proposed night lighting of the soccer fields will increase the ambient night light levels in the immediate area; however, this light will not *significantly* adversely affect day or nighttime views in the area, based on the distance to sensitive receptors and the lighting plan that includes shielding and design to minimize spillover light. A diagram showing the spillover light was prepared for the project and is attached. In addition, please note that the current use of the referenced Focus Area is industrial and does not represent existing baseline conditions.

5. See the above response in reference to the Focus Area. The proposed soccer fields are located approximately 2,000 feet west of the Mineta San Jose Airport flight control tower. The San Jose Department of Public Works has filed a Notice of Construction or Alteration with the FAA and is coordinating with airport staff regarding project design and any light/glare concerns. Additionally, the proposed design of the lighting system, including shielding and other measures to minimize spillover light, will avoid impacts to any future BART operations.

6. See response to item 4 above.

7. Mitigation is included on page 21 of the IS to avoid impacts to any Burrowing Owls that may be present.

8. An archaeological study was completed by Basin Research and Associates for the FMC site, which included the project property (May 1997). The study included an archival search and reconnaissance level surface survey. No evidence of archaeological resources was found during the archaeological study. The IS identifies standard City of San Jose conditions of approval on page 22 that will be incorporated into the project to assure that any archaeological resources encountered during project construction are not disturbed.

9. See response to item 8 above.

10. The IS was prepared prior to adoption of Santa Clara’s Updated General Plan. The text of the Final IS will be revised to correct the General Plan designation (see attached).

11. The area within the City of Santa Clara is owned by the City of San Jose; therefore it is not subject to the City of Santa Clara's land use regulations. San Jose Public Works will work with the City of Santa Clara during final design to minimize land use conflicts.

The Newhall Neighborhood Association
1051 Hamline St
San Jose, CA 95126
www.newhallna.org

January 6, 2011

City of San Jose Public Works Department (as Project Proponent),
City of San Jose Planning, Building and Code Enforcement (as Lead Agency),
and City of San Jose Parks, Recreation, and Neighborhood Services
San Jose City Hall
200 E. Santa Clara Street
San Jose, CA 95113

To those members of the above referenced departments involved with the Coleman Ave recreational soccer fields project referenced under City File No. PP10-155:

The Newhall Neighborhood Association represents approximately 2000 people in the City of San Jose, CA. Our boundaries are roughly Coleman Ave, the Santa Clara city border, Park Avenue, and Interstate 880. The following comments are submitted on behalf of the Neighborhood Association and are not intended to replace or supersede the comments of any individual resident.

To simplify the process of a point-by-point response, our comments and questions are in the form of a bulleted list:

Capacity:

- The neighborhood acknowledges the statement on page 1 of the Mitigated Negative Declaration: "Each field will have a maximum capacity of 60, for an overall capacity of 240 for entire facility." We assume that this means a maximum of 60 total people (participants, officials, observers and facility operator employees) per field. In case the neighborhood's understanding is incorrect, the neighborhood intends to raise additional questions following clarification. 1
- How will the City work with the facility operator to enforce capacity limits, and what will be the escalation path if capacity limits are suspected of being violated?

Parking:

- Parking does not appear to be discussed in the IS. How will the City control parking on the internal streets and parking lots of the project to ensure that the spaces are available for users of the fields rather than those seeking free airport parking? Note that PD10-010 calls for the construction of a paid airport parking lot in the immediate vicinity of the proposed recreational soccer fields. This 2

could tempt airport users to park for free at the recreational soccer fields and use the VTA #10 bus to access the airport. For example, will the facility parking lots and street parking be signed "No Parking 11pm – 6am" and enforced? Will the City of San Jose be capable of enforcing parking restrictions in case any portions of the facility are located in the City of Santa Clara? 2

Lighting:

- Did the City approach the FAA to disclose and discuss impacts of significant sources of new light (i.e., the light towers) in close vicinity to Mineta San Jose International Airport? If discussions occurred, did the FAA request a more distributed lighting scheme such as that proposed in the potential 18,000 seat soccer stadium? If not, what was the rationale for permitting a less sophisticated lighting system for the recreational fields? The City of San Jose Draft EIR on the Airport West project (September 2009) states on p. 74: "The Airport tower operators have the responsibility of scanning the sky and ensuring safe aircraft landings. Substantial glare from the proposed stadium lighting would impair the vision of the tower operators and therefore, the operations of the Airport tower. However, the partial roof/canopy on the west side of the stadium blocks the majority of the light fixtures located under the partial roof/canopy on the east side of the stadium (refer to Appendix C). For this reason, most of the light fixtures would be blocked from the view of the control tower operators and would not result in significant light or glare impacts." The recreational soccer fields do not feature a partial roof/canopy. Does this mean that Airport tower operators would be subject to substantial glare? This statement from a recent City of San Jose analysis on the same general project site appears to indicate that the proposed lighting for the recreational fields is inadequate to prevent glare. 3
- The lighting study included in the IS does not address the impact of glare on neighboring residential uses. The City of San Jose Draft EIR on the Airport West project (September 2009) states on p. 73: "These same features also restrict a person from seeing the arc tube (i.e., brightest component of the light) from areas surrounding the stadium." Based on the lighting study and any needed subsequent analysis, which residences along the Campbell Ave corridor would be impacted by having a clear view of the arc tube of the proposed lighting systems?

Aesthetics:

- For lighting along the access road and internal streets, the neighborhood recommends that the City consider installing neighborhood-style street lamps of the type installed along Campbell Ave. Such fixtures can enhance the warmth and pedestrian friendliness of the facility. 4

Safety & Security:

- The Newhall neighborhood has been negatively affected by vandalism, including damage to fences and graffiti. Anecdotal evidence suggests that vandals approach the neighborhood via the railroad corridor. The neighborhood encourages the City to avoid installing standard cyclone fence, which is easy to climb, to help protect the City's investment in this project. 5
- The immediate vicinity of the proposed recreational fields includes cracked concrete, seemingly abandoned earth movers, and other potential hazards. What is the City's plan to protect users of

the recreational fields from these hazards, keeping in mind that an intended focus activity is youth soccer?

- To protect their investment, the San Jose Earthquakes installed barbed wire around their practice field. Will the City of San Jose protect their investment with barbed wire? If not, will the City of San Jose ask the San Jose Earthquakes to remove their barbed wire for the same reasons the City does not install the barbed wire? 5

Traffic:

- Under the worst case scenario 287 daily (weekend day) trips will be produced. The schedule for weekends will have under the worse case scenario 7 games (2 hours per game) on each of the four fields. Under this 14 hour scenario (8A to 10P) Administration, Concessions, and Maintenance personnel will produce 6-12 trips (two shifts?), referees will produce (at a minimum) 8 trips (more likely 12 trips) which leaves 263 - 273 inbound trips for the participants of 28 games. This leaves on average about 10 inbound trips per game (5 inbound trips per team). Was 5 inbound trips per team per game the assumption made for the traffic, greenhouse gas emissions and air quality impacts? Considering a standard team has eleven players on the field, does the 5 inbound trips per team per game seem low under the "worse case" scenario? 6

Proposed Mitigation Measures

The neighborhood recommends the following mitigation measures to minimize impact on the neighboring residential uses. This is not intended to be an exhaustive list of mitigation opportunities, but the neighborhood requests that the City, in its response, address the feasibility and willingness to implement the following: 7

Lighting & Energy Conservation:

- Overhead lighting shall be activated only on playing fields in use. Fields not in use on a particular evening shall have lights turned off to both conserve energy and reduce impacts on neighboring uses.
- Overhead lighting shall be installed with at least two separately controllable circuits per field, so that the lights facing residential uses can be shut off as soon as possible after the conclusion of play. The remaining lights (facing Coleman Ave, away from residential uses) can be dimmed and used to facilitate cleanup, safe user exit, and security. 8
- When only a subset of fields is in use, activities shall be scheduled so that the fields *furthest* from neighboring San Jose residences are used, thereby maximizing the effective distance between active fields and residents.

Noise:

- Artificial noisemakers, including but not limited to vuvuzelas and other horns, thunder sticks, air horns, and drums and other musical instruments shall be prohibited at all times. Referees' whistles shall be the sole artificial noisemakers allowed on the premises. Apart from referees' whistles, artificial noisemakers are not comprehended in the noise analysis described in the IS.
- Activities apart from field sports are not comprehended in the noise analysis described in the IS. Potential uses with different noise profiles, including but not limited to marching band rehearsal/competition and motorized sports, shall not be permitted. 9
- The operator shall be required to use the minimum PA volume setting that facilitates game management. PA systems shall be used sparingly and are not be used to describe ongoing play-by-play activity.
- The PA system shall be specified and purchased with the minimum decibel level to be effective. All speakers shall be installed on the southwest border of the complex and oriented in a northeast fashion to direct noise away from San Jose residential properties located along the Campbell Ave corridor.

Hazards and Hazardous Materials:

- The Newhall Neighborhood is directly downwind from the proposed Coleman Soccer Fields. Representatives of the Newhall Neighborhood Association would like to be involved in the remediation plan (Soils Management Plan) if concentrations exceed clean-up levels. One particular concern is that contaminated dust from demolition and construction could blow into the neighborhood and negatively affect residents. 10

Complaint Reporting and Resolution:

- The City and operator shall identify a mechanism to report and resolve conditions that are not compatible with neighboring residential uses. Such conditions could include, for example, lights left on beyond curfew, unreasonably loud noises, and breaches of security. 11

We thank you for your consideration and look forward to positive and continued collaboration throughout this process.

Sincerely,

John Urban
President, Newhall Neighborhood Association
District 6

Matthew Bright
Newhall Neighborhood Association
District 6

RESPONSE TO THE NEWHALL NEIGHBORHOOD ASSOCIATION dated 1/6/11

1. The capacity information presented is correct with the exception of employees to operate the fields, anticipated at two per day. The operational issues do not relate to the environmental analysis in the IS.

2. The parking issues do not relate to the environmental evaluation in the IS. Parking is no longer a CEQA checklist item requiring analysis.

3. The San Jose Department of Public Works has filed a Notice of Construction or Alteration with the FAA and is coordinating with airport staff regarding project design and any light/glare concerns. On March 4, 2011, The FAA issued a 'determination of no hazard to air navigation'.

   As described in the IS, the proposed night lighting of the soccer fields will increase the ambient night light levels in the immediate area; however, this light will not significantly adversely affect day or nighttime views in the area, based on the distance to sensitive receptors and the lighting plan that includes shielding and design to minimize spillover light. An illumination study was prepared for the project as described on page 11 of the IS. A diagram showing the spillover light was prepared for the project and is attached.

4. Comment noted.

5. The City is planning to install an eight-foot tubular steel fence at the frontage as well as chain link fencing and netting, which will discourage vandalism. The project scope does not include clean up of the areas surrounding the soccer fields or the access points.

6. The trip generation figures used for the traffic analysis relied on published rates from the Institute of Transportation Engineers manual (Trip Generation, 8th Edition, 2008) for a soccer complex, developed in consultation with the City of San Jose Department of Transportation. The ITE rates represent average or typical weekday and weekend traffic conditions. The TIA considered impacts during the peak hours, as is standard methodology for traffic impact studies. Under the occasional worst-case scenario when tournaments take place, the actual daily peak trips generated could be somewhat higher than reported. However, this would not change the conclusions of the traffic study since typical peak hour trip generation and tournament peak hour trip generation would be unchanged. With regards to greenhouse gas and other air pollutant emissions, the calculations prepared for the project for the IS relied on the defaults in the air pollution and greenhouse gas models used to determine these emissions, in accordance with the BAAQMD requirements.

7. See responses below.

8. The lighting will be designed to allow for lights on the east side of the field to be turned off to allow for safe exiting of the site users while extinguishing the other lights. Lighting will also be designed to restrict illumination to individual fields as needed to minimize lighting impacts and energy usage.

9. The noise analysis in the IS addressed noise sources associated with soccer fields. Other uses are not planned at the project site. The proposed PA system will be mounted to direct sound away from the neighborhood and will be equipped with volume controls to minimize noise. The use of noisemakers would be monitored by the soccer field's facility manager.

10. As described in the IS, a Soils Management Plan is being developed in consultation with the California Department of Toxic Substances that will contain measures to assure that airborne dust particles are contained to avoid impacts, should contaminant levels require such measures.

11. Comment noted.

SANTA CLARA
Valley Transportation Authority

December 17, 2010

City of San Jose
Department of Planning and Building
200 East Santa Clara Street
San Jose, CA 95113

Attention: John Davidson

Subject: City File No. PP10-155 / Coleman Soccer Fields

Dear Mr. Davidson:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Initial Study/Mitigated Negative Declaration (IS/MND) for four soccer fields on 9.5 acres located west of Coleman Avenue, north of Newhall Drive. We have the following comments.

Transit Service & Pedestrian Access to Transit

VTA commends the project sponsor and consultant for including documentation of existing transit services and facilities in the TIA and the Initial Study. However, we disagree with the characterization of the existing bus services in both documents as "very limited transit service" (TIA p. 24, Initial Study p. 50). VTA's Local bus Route 10, or Airport Flyer Service, stops less than 1000 feet from the proposed site on Coleman Avenue at Aviation Avenue. This route operates on 15-minute headways during most of the day on weekdays, Saturdays and Sundays, with a span of service on each day from at least 5:30am to 11:30pm. This level of service is comparable to several of VTA's core bus routes including Local Routes 23, 25, and 68. Furthermore, Local Route 10 provides direct connections to the VTA Metro/Airport light rail station and the Santa Clara Transit Center, and the service operates fare-free. 1

Due to the frequency and span of service provided by Local Route 10, we believe that some users of the proposed soccer complex may utilize public transit to reach the project site. As noted in the TIA (p. 24), the soccer stadium project is proposing to construct two new bus stops on Coleman Avenue adjacent to the soccer stadium site. VTA has previously provided comments on nearby bus stop improvements in our letters on the FMC Sports Complex Rezoning (February 17, 2009) and on the Airport West Stadium/Great Oaks Place DEIR (November 9, 2009). For this soccer complex, we believe that the main issue that remains is providing pedestrian access between the project site and the existing bus stops at Coleman & Aviation Avenue. The IS/MND should be revised to clarify how this project will provide access between the site and Coleman Avenue for transit users, as well as for those accessing the site by auto, walking and bicycling. 2

Bicycle Accommodations

The IS/MND and TIA do not appear to address bicycle parking provisions on the project 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 for long-term parking 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 www.vta.org/news/vtacmp/Bikes. For more information on bicycle systems and parking, please contact Michelle DeRobertis of the VTA Congestion Management Agency Division at (408) 321-5716. 3

Relationship to SVRT Project

VTA is concerned project site access improvements do not recognize the SVRT Newhall Yard Maintenance Facility and planned BART station, and are not consistent with the approved FMC Planned Development and Airport West Master Plan Stadium Project. The proposed Soccer Complex access improvements could limit emergency vehicle, auto, bicycle and pedestrian access to planned SVRT facilities. The VTA Board of Directors certified a Final Supplemental EIR for the Silicon Valley Rapid Transit (SVRT) project in June 2007, which included plans for a BART station on Brokaw Road, and BART Maintenance Facility in the location of the proposed Coleman Soccer Fields. 4

Main access to the soccer fields would be provided via Aviation Avenue, with minor access provided via Newhall Drive. However, Aviation Avenue and Newhall Drive do not currently connect to the proposed project site. Please redefine access to the site or include the extension of both Aviation Avenue and Newhall Drive in the project description. Minor access for the project site via Newhall Drive, is not represented on the site plan (Figure 4). Does the city plan to extend Newhall Drive to the Soccer Complex planned driveway?

According to the FMC Planned Development, Aviation Avenue is to be improved to include a 90-foot max right-of-way, two 27' roadways, 15' landscaped median, 12' sidewalks and landscaping. The Newhall Drive Extension, referred to as the project's "planned driveway" is planned as a new connector street with 20' minimum sidewalks to the east and 15' landscape setback to the west. The project does not include improvements associated with the approved street sections for the primary access roadways. In addition, this IS/MND does not include a description of storm water improvements required to support the project. VTA requests that the City of San Jose coordinate with VTA on the project's planned storm drain network and potential impacts to the existing Newhall Yard and planned SVRT Maintenance Facility. 5

Proposed parking is to be accommodated in an on-site surface lot and along the planned driveway along the northeast boundary of the soccer facility. Recent coordination with City of San Jose staff revealed there is consideration for a proposed second surface parking lot south of 6

what is referred to as an "existing" soccer field near the proposed Airport West Stadium site. A surface parking lot at this location is in conflict with planned SVRT facilities and access points. The IS/MND should include all proposed parking locations that would be used to support the project. 6

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

Sincerely,

Roy Molseed
Senior Environmental Planner

RM:kh

cc: Ebrahim Sohrabi, San Jose Development Services

SJ1003

RESPONSE TO SANTA CLARA VALLEY TRANSPORTATION AUTHORITY dated 12/17/10

1. The text of the Final IS will be revised to expand the discussion of VTA's bus service and eliminate the reference to limited transit service (see attached).

2. The project would construct an entry road from Aviation/Coleman to the soccer fields. This road would be constructed as a temporary structure until the FMC development area is built and all the associated utilities are installed. The temporary access road will include striping for pedestrian and bicycle access. See also response 5 below.

3. To clarify, the project proposes to provide a bike rack at soccer field plaza.

4. The proposed soccer fields would encroach somewhat into the areas originally planned for the Santa Clara BART station and the Newhall Maintenance Facility (as laid out in the Supplemental BART EIR for the Silicon Valley Rapid Transit project). The City of San Jose currently owns the subject property and will coordinate with the City of Santa Clara and VTA to avoid conflicts with the adjacent uses at the Focus Area and Maintenance Facility; however, these future projects do not represent part of the baseline conditions and evaluation of impacts to potential future uses at these sites is speculative.

   In addition, the project would be consistent with the Airport West General Development Plan and Stadium project, as discussed in the Land Use and other sections of the IS. The approved FMC Master Plan was superseded by the rezoning for the Airport West project adopted on 3/30/2010, which was analyzed in the Airport West and Great Oaks Place project EIR, allows outdoor recreation uses such as soccer fields because they are an enumerated use in the CP Pedestrian Commercial zoning district.

5. Aviation Avenue will provide the primary access to the soccer fields. The entry road from Aviation Avenue will be located opposite Aviation Avenue and extend southwest through the FMC Development Area to the fields, as shown in the site plan in Figure 4. The roadway improvements will include intersection enhancements at Aviation Avenue and Coleman Avenue to allow for optimal access. The road will be constructed as a temporary structure until the FMC Development Area is built to allow for installation of utilities associated with that development. The entry road will include temporary street lighting, temporary asphalt design, and striping for pedestrian and bicycle access. The improvements will meet City of San Jose standards for public streets. The driveway section will conform to a temporary road design provided by the Materials and Testing Laboratory at the City of San Jose.

   Newhall Drive will provide secondary access. The final plans for the Earthquakes Stadium will show the Newhall access, planned to extend through the Stadium property, connecting to the project at the site's southern boundary (where a cul-de-sac is now shown on the site plan).

   In addition, the storm water system will be designed and coordinated with the relevant agencies to ensure it adheres to all state and local requirements.

6. The additional parking facilities referenced in this comment are not part of this project.

TEXT REVISIONS TO FINAL INITIAL STUDY/MITIGATED NEGATIVE DECLARATION - COLEMAN SOCCER FIELDS

The following shows the text changes to the Final IS/MND for the Coleman Soccer Fields project. Additions are shown in underline and deletions are shown with ~~strikethrough~~.

Page 2, first paragraph, the second sentence is revised as follows:

> The northernmost portion of the project site (3.5_acres) is located within the jurisdiction of the City of Santa Clara, although the entire property is owned by the City of San Jose.

Page 3, under PROJECT APPROVALS, the following text is inserted after the last bullet:

- City of Santa Clara – possible encroachment permit(s)

Pages 5, 6, and 7, Figures 2-4 have been revised as shown in the attached materials.

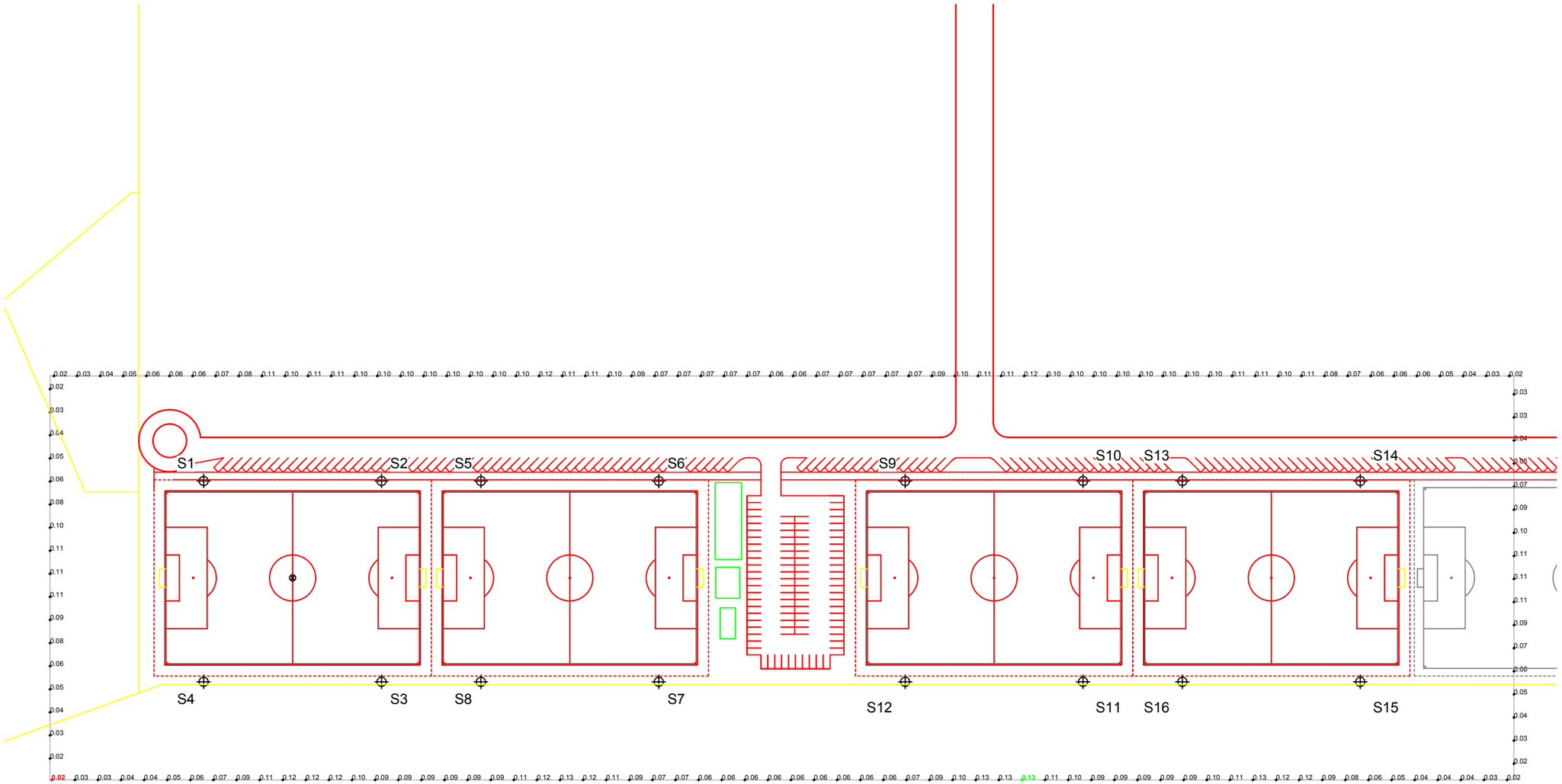
Page 36, second paragraph under LAND USE, the first sentence is revised as follows:

> The northwest portion of the project site located within the City of Santa Clara is designated Santa Clara Station Focus Area ~~Heavy Industrial~~ in the City of Santa Clara's most current General Plan.

Page 50, the second paragraph is revised as follows:

> **Transit**. ~~Based on the very limited transit service currently provided along Coleman Avenue, it can be concluded that, without any improvements, users of the soccer fields would be unable to adequately utilize public transit to get to and from the site.~~ The VTA currently provides bus service along line 10 (Airport Flyer Service), which stops less than 1,000 feet from the site on Coleman Avenue at Aviation Avenue. This route operates on 15-minute headways during most weekdays and weekends. This route also provides direct connections to the VTA Metro/Airport light rail station and Santa Clara Transit Center. The traffic study prepared for the adjacent stadium project recommends that improvements to transit services in the study area occur in conjunction with construction of the stadium. Improvements could include providing VTA bus service directly to the soccer stadium, providing shuttle service between the soccer stadium and the Santa Clara transit center, constructing a pedestrian connection between the stadium and transit center, and providing shuttle service between the stadium and the Civic Center and Gish LRT stations on North First Street. These improvements would help to encourage the use of public transit and reduce auto usage in the area. Given the available ridership capacities of the existing bus, LRT, Caltrain, and ACE services currently serving the general project area, it is estimated that potential new riders generated by the soccer fields (and the planned soccer stadium) could be accommodated.

ATTACHMENTS



GREEN GENERATION LIGHTING™

GUARANTEED PERFORMANCE

ILLUMINATION SUMMARY

150' Spill
Coleman Avenue Soccer Complex
San Jose,CA

150' Spill
· Grid Spacing = 30.0'
· Values given at 3.0' above grade

· Luminaire Type:	Green Generation
· Rated Lamp Life:	5,000 hours
· Avg Lumens/Lamp:	134,000

CONSTANT ILLUMINATION HORIZONTAL FOOTCANDLES

	Entire Grid
No. of Target Points:	162
Average:	0.0787
Maximum:	0.13
Minimum:	0.02

Average Lamp Tilt Factor:	1.000
Number of Luminaires:	112
Avg KW over 5,000:	175.17
Max KW:	190.4

Guaranteed Performance: The CONSTANT ILLUMINATION described above is guaranteed for the rated life of the lamp.

Field Measurements: Averages shall be +/-10% in accordance with IESNA RP-6-01 and CIBSE LG4. Individual measurements may vary from computer predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the **"Musco Control System Summary"** for electrical sizing.

Installation Requirements: Results assume +/- 3% nominal voltage at line side of the ballast and structures located within 3 feet (1m) of design locations.

SCALE IN FEET 1 : 150

0' 150' 300'

Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

By: Eric Svenby

File #: 148865 Date: 15-Jun-10

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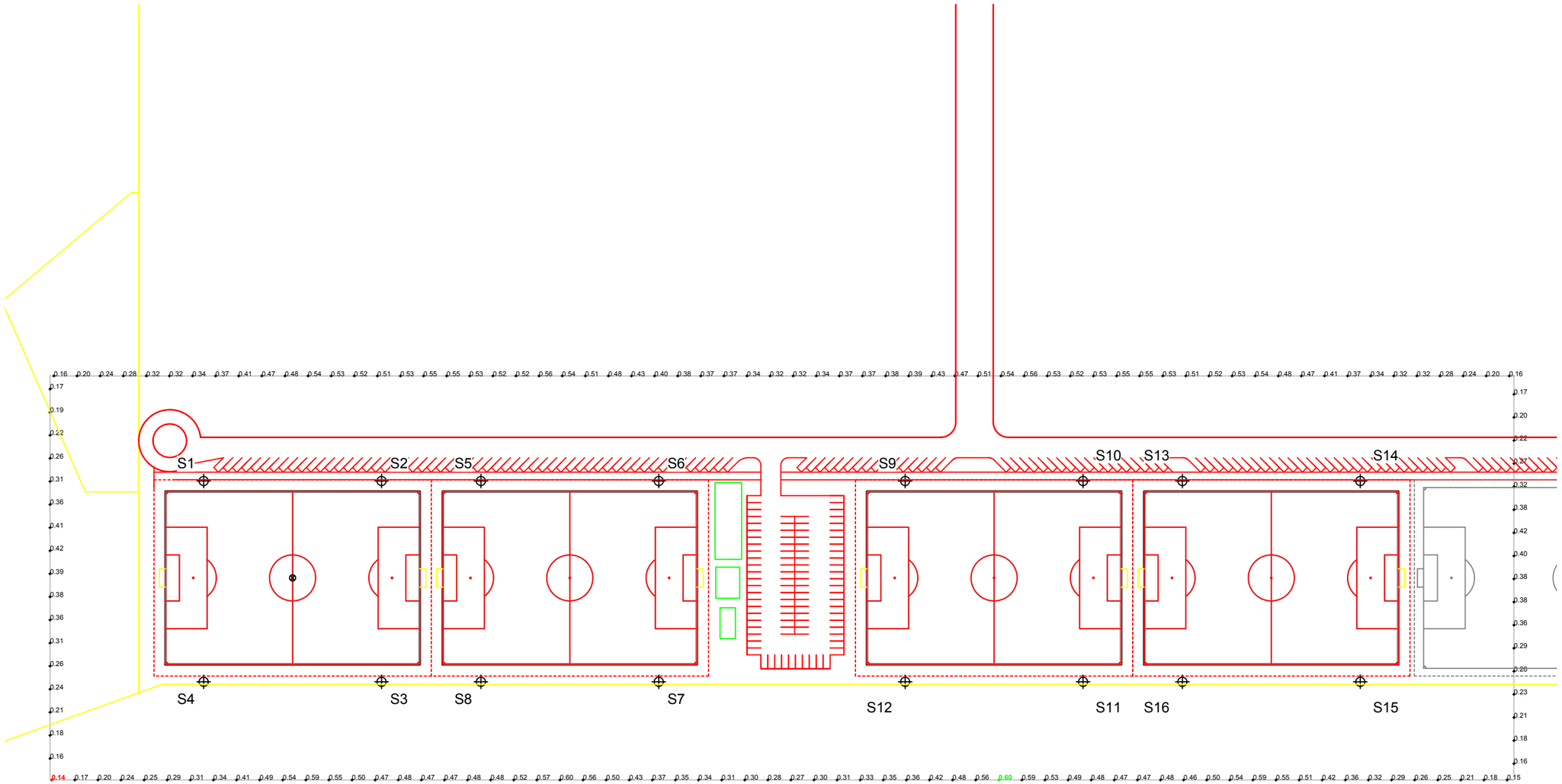

GREEN GENERATION LIGHTING™

GUARANTEED PERFORMANCE

ILLUMINATION SUMMARY

150' Spill
Coleman Avenue Soccer Complex
San Jose,CA

150' Spill
· Grid Spacing = 30.0'
· Values given at 3.0' above grade

· Luminaire Type:	Green Generation
· Rated Lamp Life:	5,000 hours
· Avg Lumens/Lamp:	134,000

CONSTANT ILLUMINATION
MAX VERTICAL FOOTCANDLES

	Entire Grid
No. of Target Points:	162
Average:	0.3882
Maximum:	0.60
Minimum:	0.14

Average Lamp Tilt Factor:	1.000
Number of Luminaires:	112
Avg KW over 5,000:	175.17
Max KW:	190.4

Guaranteed Performance: The CONSTANT ILLUMINATION described above is guaranteed for the rated life of the lamp.

Field Measurements: Averages shall be +/-10% in accordance with IESNA RP-6-01 and CIBSE LG4. Individual measurements may vary from computer predictions.

Electrical System Requirements: Refer to Amperage Draw Chart and/or the **"Musco Control System Summary"** for electrical sizing.

Installation Requirements: Results assume +/- 3% nominal voltage at line side of the ballast and structures located within 3 feet (1m) of design locations.

SCALE IN FEET 1 : 150

0' 150' 300'

Pole location(s) ⊕ dimensions are relative to 0,0 reference point(s) ⊗

By: Eric Svenby

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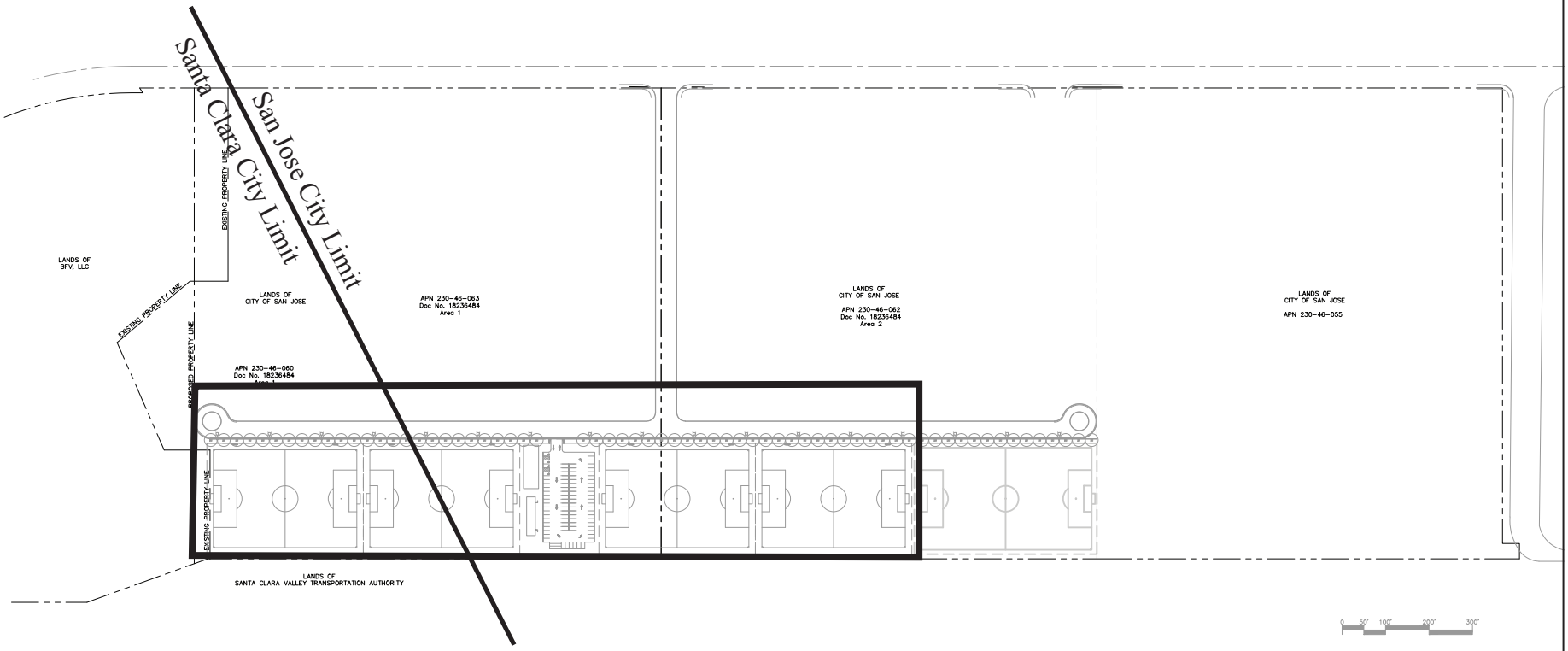
Project Boundaries



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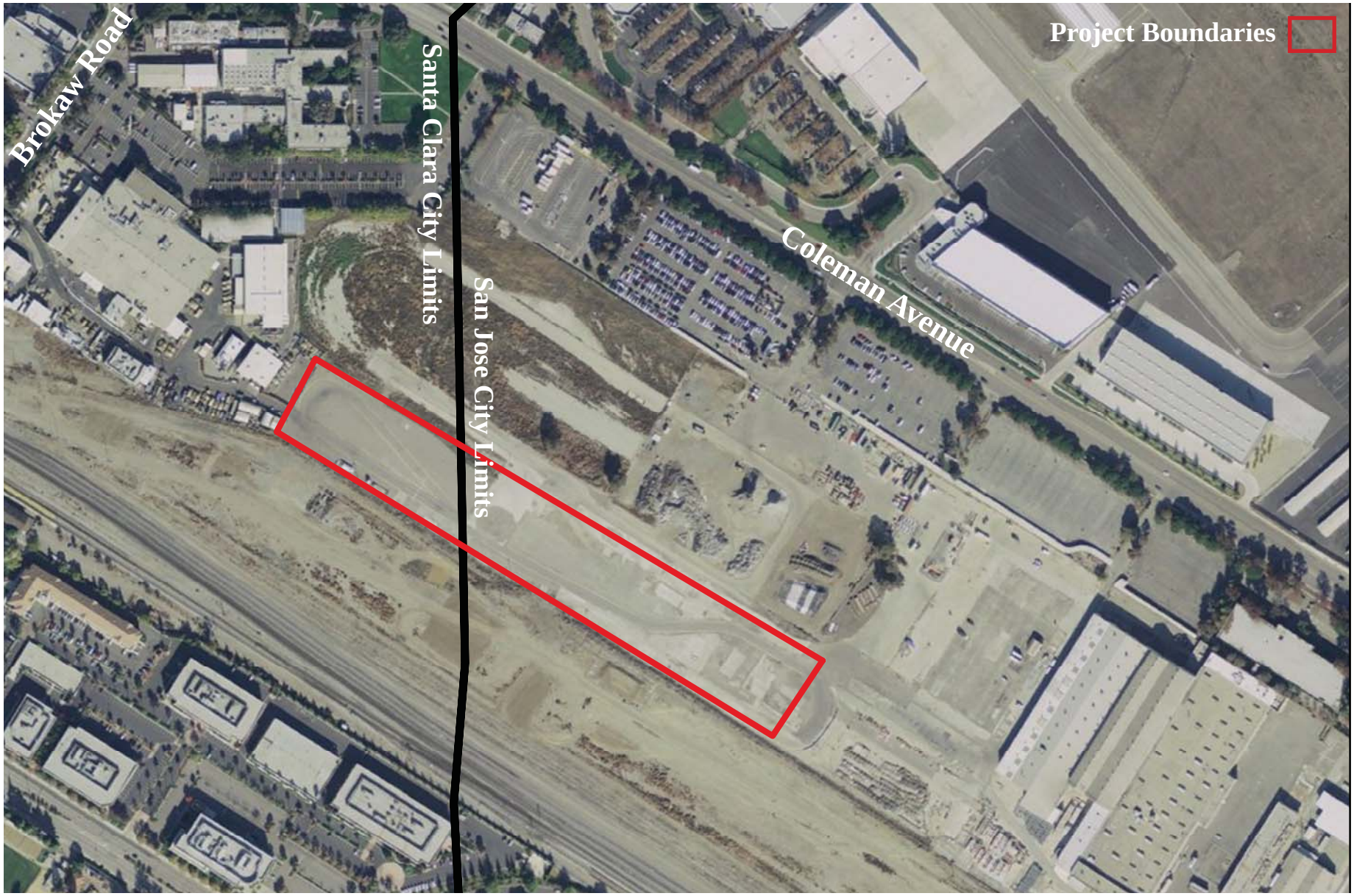
APN Map

Figure
2



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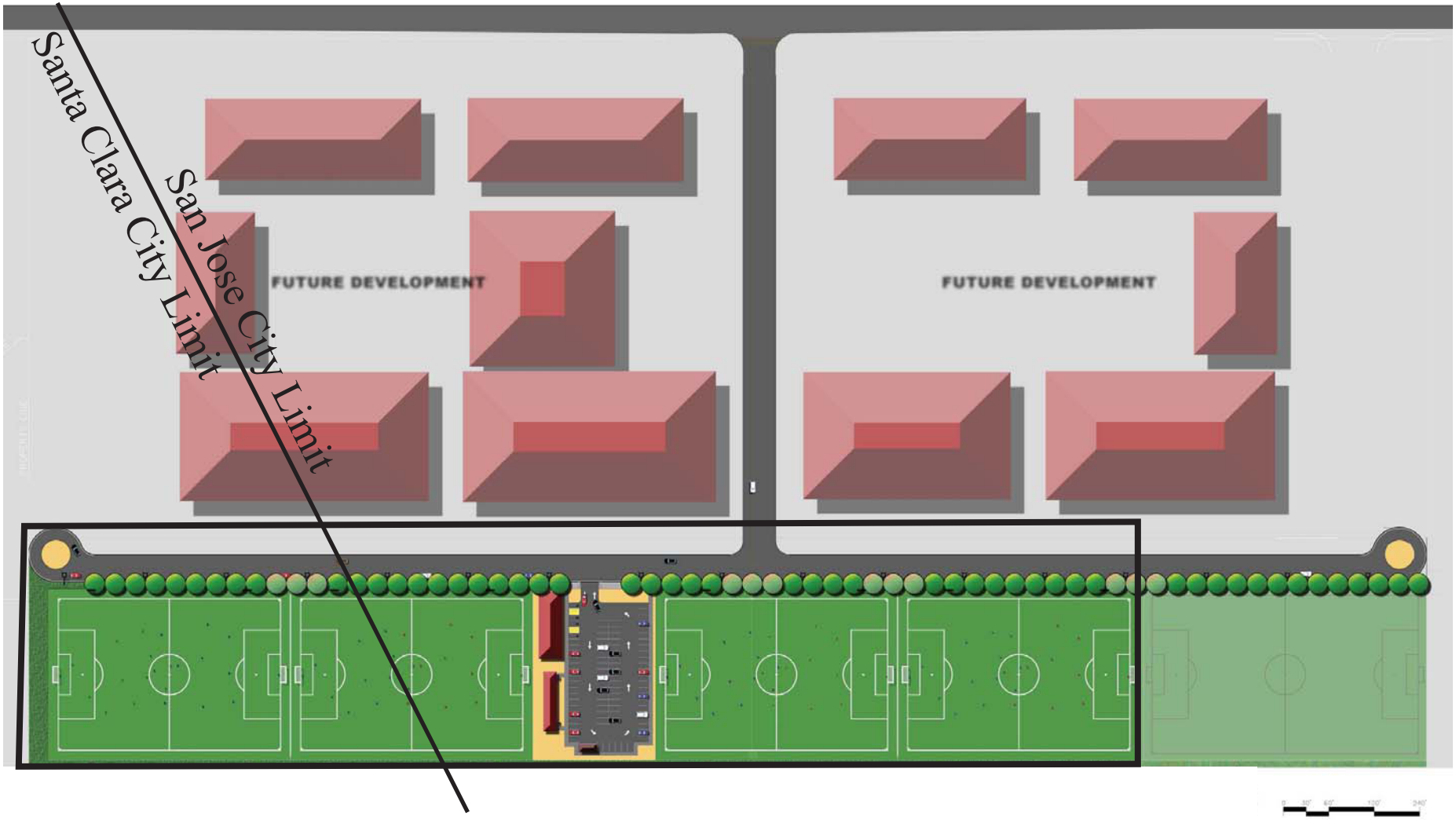
Aerial Photograph

Figure 3



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Site Plan

Figure 4

MITIGATED NEGATIVE DECLARATION

The Director of Planning, Building and Code Enforcement has reviewed the proposed project described below to determine whether it could have a significant effect on the environment as a result of project completion. "Significant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

NAME OF PROJECT: Coleman Soccer Fields

PROJECT FILE NUMBER: PP10-155

PROJECT DESCRIPTION: The City of San Jose Public Works Department is proposing to construct municipal soccer fields near the planned San Jose Earthquakes Soccer Stadium. The proposed project consists of four soccer fields and associated facilities, as follows:

- Four lighted artificial turf fields, measuring 75 yards X 110 yards each
- A 2,500 square-foot building containing concessions, restrooms, changing room, office, and storage
- A 3,500 square-foot covered picnic area
- Site furniture (e.g., bleachers)
- An eight-foot high chain link fence around the soccer fields
- Parking facilities
- Landscaping

The soccer fields will be used by local and regional soccer teams and leagues for soccer practice, games, and tournaments. Each field will have a maximum capacity of 60, for an overall capacity of 240 for entire facility. The fields will generally operate on weekday evenings from 3 PM to 10 PM and weekends from 8 AM to 10 PM.

PROJECT LOCATION & ASSESSORS PARCEL NO.: The project site is located on approximately 9.5 acres west of Coleman Avenue and Aviation Drive, north of Newhall Drive (APNs 230-46-060, -062, and -063) primarily within the City of San Jose . The northernmost portion of the project site is located within the jurisdiction of the City of Santa Clara, although the entire property is owned by the City of San Jose.

COUNCIL DISTRICT: 3

APPLICANT CONTACT INFORMATION: City of San Jose Public Works Department, 200 E. Santa Clara Street, San Jose, CA 95113 Contact: Loren Rundle (408) 535-8418

FINDING

The Director of Planning, Building & Code Enforcement finds the project described above will not have a significant effect on the environment in that the attached initial study identifies one or more potentially significant effects on the environment for which the project applicant, before public release of this draft Mitigated Negative Declaration, has made or agrees to make project revisions that clearly mitigate the effects to a less than significant level.

MITIGATION MEASURES INCLUDED IN THE PROJECT TO REDUCE POTENTIALLY SIGNIFICANT EFFECTS TO A LESS THAN SIGNIFICANT LEVEL

I. AESTHETICS – The project will not have a significant impact on this resource, therefore no mitigation is required.

II. AGRICULTURE AND FOREST RESOURCES – The project will not have a significant impact on this resource, therefore no mitigation is required.

III. AIR QUALITY – The project will not have a significant impact on this resource, therefore no mitigation is required.

IV. BIOLOGICAL RESOURCES –Although no owls were identified during a protocol-level survey in 2002, it is possible, though unlikely, that burrowing owls could locate on the project site prior to construction, which would result in a significant impact if the owls were present during construction. Mitigation is identified below to reduce this impact to a less-than-significant level.

Mitigation: Preconstruction surveys shall be conducted for burrowing owls in accordance with the California Department of Fish and Game (CDFG) guidelines, no more than 30 days prior to the start of site grading. If no burrowing owls are found, then no further mitigation is warranted. If owls are located on or immediately adjacent to the site, a qualified burrowing owl biologist in consultation with CDFG would establish a construction-free buffer zone around the active burrow. No activities, including grading or other construction work, shall proceed until the buffer zone is established, or a CDFG approved relocation of the birds has been performed [such relocations can occur only during the non-reproductive season (September through January)]. Regardless of the time of year when burrowing owls are observed on the site, implementation of one of the following two mitigation measures is required, to the satisfaction of the Director of PBCE:

-If preconstruction surveys confirm that burrowing owls occupy the site, then avoidance of impacts to the habitat utilized by these owls would be considered the preferred mitigation method. In order to effectively avoid habitat utilized by burrowing owls, a buffer distance of 75 meters (approximately 246 feet) shall be required during the nesting season (February 1 though August 31). During the nonnesting season, this distance could be reduced to 50 meters (approximately 164 feet). Avoidance would allow the use of areas currently occupied by burrowing owls to continue uninterrupted.

-If preconstruction surveys determine that burrowing owls occupy the site, and the Director of PBCE finds that avoiding development of occupied areas is not feasible, then the owls may be evicted outside of the breeding season, with the authorization of the CDFG. The CDFG typically only allows eviction of owls outside of the breeding season [only during the non-breeding season (September 1-January 31)] by a qualified ornithologist, and generally requires habitat compensation on off-site mitigation lands. CDFG guidelines recommend that off-site mitigation lands shall be set-aside at a ratio of 6.5 acres/pair or individual owl (if only an individual is observed). A single, large contiguous mitigation site is preferable to several smaller, separated sites. The mitigation site would preferably support owl nesting and be contiguous with or at least proximal to other lands supporting burrowing owls. Sites in the same region with a long history of burrowing owl use, or that have at least been in a suitable condition for occupancy are preferred. Grazing is compatible with burrowing owl occupancy.

V. CULTURAL RESOURCES – The project will not have a significant impact on this resource, therefore no mitigation is required.

VI. GEOLOGY AND SOILS – The project will not have a significant impact on this resource, therefore no mitigation is required.

VII. GREENHOUSE GAS EMISSIONS– The project will not have a significant impact on this resource, therefore no mitigation is required.

VIII. HAZARDS AND HAZARDOUS MATERIALS – The project will not have a significant impact on this resource, therefore no mitigation is required.

IX. HYDROLOGY AND WATER QUALITY – The project will not have a significant impact on this resource, therefore no mitigation is required.

X. LAND USE AND PLANNING – The project will not have a significant impact on this resource, therefore no mitigation is required.

XI. MINERAL RESOURCES – The project will not have a significant impact on this resource, therefore no mitigation is required.

XII. NOISE – The project will not have a significant impact on this resource, therefore no mitigation is required.

XIII. POPULATION AND HOUSING – The project will not have a significant impact on this resource, therefore no mitigation is required.

XIV. PUBLIC SERVICES – The project will not have a significant impact on this resource, therefore no mitigation is required.

XV. RECREATION – The project will not have a significant impact on this resource, therefore no mitigation is required.

XVI. TRANSPORTATION / TRAFFIC – The project will not have a significant impact on this resource, therefore no mitigation is required.

XVII. UTILITIES AND SERVICE SYSTEMS – The project will not have a significant impact on this resource, therefore no mitigation is required.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE – The project will not substantially reduce the habitat of a fish or wildlife species, be cumulatively considerable, or have a substantial adverse effect on human beings, therefore no mitigation is required.

PUBLIC REVIEW PERIOD

Before 5:00 p.m. on **December 17, 2010,** any person may:

1. Review the Draft Mitigated Negative Declaration (MND) as an informational document only; or

2. Submit written comments regarding the information, analysis, and mitigation measures in the Draft MND. Before the MND is adopted, Planning staff will prepare written responses to any comments, and revise the Draft MND, if necessary, to reflect any concerns raised during the public review period. All written comments will be included as part of the Final MND.

Joseph Horwedel, Director
Planning, Building and Code Enforcement

Circulation period, from November 17, 2010 to December 17, 2010

John Davidson
Deputy