

MITIGATION MONITORING AND REPORTING PROGRAM REID-HILLVIEW AIRPORT 2006 MASTER PLAN

The County of Santa Clara prepared a Final Environmental Impact Report (Final EIR) to provide the public and responsible and trustee agencies with information about the potential environmental effects associated with the Reid-Hillview Airport Master Plan. The Final EIR concludes that implementation of the project would generate significant adverse environmental impacts. For all potential impacts, the Final EIR prescribes mitigation capable of reducing these impacts to less-than-significant levels.

Section 21081.6 of the California Public Resources Code requires a public agency to adopt a reporting or monitoring program for changes to the project that it has adopted and incorporated into the project, at the time of approval, in order to mitigate or avoid significant effects on the environment. These conditions are also referred to as mitigation measures.

This Mitigation Monitoring and Reporting Program is to be used by the County to ensure that adopted mitigation measures identified in the Draft EIR are implemented and that implementation is documented. The Mitigation Monitoring and Reporting Program is presented in tabular format.

The table columns contain the following information:

Mitigation Measure: Provides the text of the mitigation measures, each of which has been adopted and incorporated into the project.

Timing/Schedule: Lists the time frame in which the mitigation is expected to take place.

Implementation Responsibility: Identifies the entity responsible for complying with the requirements of the mitigation measure.

Completion of Implementation: the County is responsible for reporting on implementation of the mitigation measures. The “Action” column is to be used by the County to describe the action(s) taken to complete implementation. The “Date Completed” column is to be used by the County to indicate when implementation of the mitigation measure has been completed.

**MITIGATION MONITORING, REPORTING, AND COMPLIANCE PROGRAM FOR THE
REID-HILLVIEW AIRPORT 2006 MASTER PLAN**

Mitigation Measure	Timing/ Schedule	Implementation Responsibility	Completion of Implementation	
			Action	Date Completed
Construction-Related Air Quality Impacts				
<p>B-1: The following mitigation measures, as recommended by BAAQMD, are proposed as part of the project to avoid or reduce significant construction related air quality impacts:</p> <ul style="list-style-type: none">B-1.a: All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.B-1.b: All haul trucks transporting soil, sand, or other loose material off-site shall be covered.B-1.c: 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.B-1.d: All vehicle speeds on unpaved roads shall be limited to 15 mph.B-1.e: All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.B-1.f: 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.B-1.g: 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	During construction activity	City of San Jose; Property Owner / Designated Contractors		
	During construction activity	Property Owner / Designated Contractors		
	During construction activity	Property Owner / Designated Contractors		
	During construction activity	Property Owner / Designated Contractors		
	During construction activity	Property Owner / Designated Contractors		
	During construction activity	Property Owner / Designated Contractors		
	Prior to grading final and issuance of building permit	Property Owner / Designated Contractors		
	During construction activity	Property Owner / Designated Contractors		
	During construction activity	Property Owner / Designated Contractors		

proper condition prior to operation.				
<ul style="list-style-type: none"> B-1.h: 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. 	Prior to issuance of grading and building permits; During construction activity	Property Owner / Designated Contractors		
Impacts to Burrowing Owls				
<p>C-1: The following measures are proposed to avoid disturbance of burrowing owls in all occupied burrowing owl habitat and in potential burrowing owl nesting/overwintering habitat in both breeding and non-breeding seasons. If the project site falls within occupied habitat or potential nesting/overwintering habitat, a qualified biologist will map areas with burrows, and all burrows that may be occupied, on the project site to preclude the destruction of individual birds:</p>	Prior to issuance of grading / building permits; Prior to onset of any ground disturbance or construction activity	City of San Jose; Property Owner / Designated Contractors; Qualified Biologist.		
<ul style="list-style-type: none"> C-1.a: In conformance with federal and state regulations, protocol level burrowing owl surveys, conducted by a qualified biologist, shall be conducted within 15 days prior to any ground disturbance activities in a given area. The survey shall involve site visits on four (4) separate days (to ensure that owls are absent), with the final site visit conducted no more than 7 days prior to initiation of ground disturbance. Such surveys shall be conducted regardless of the time of year in which construction commences, as ground disturbance could trap owls in burrows, or compact burrows, and kill owls at any time of the year. If ground-disturbing activities are phased, then separate surveys should be conducted prior to each phase. However, if breeding or resident owls are located on or immediately adjacent to the site, the following mitigations measures will be implemented 	Prior to any ground disturbance / grading activities	City of San Jose; Property Owner / Designated Contractors; Qualified Biologist.		
<ul style="list-style-type: none"> C-1.b: No burrowing owls will be evicted from burrows during the nesting/breeding season (February 1 through August 31). If evidence of western burrowing owls is found during the breeding season, the project proponent will avoid all nest sites that could be disturbed by project construction during the remainder of the breeding season 	Prior to onset of any ground disturbance; During construction activity	City of San Jose; Property Owner / Designated Contractors; Qualified Biologist.		

<p>or while the nest is occupied by adults or young (occupation includes individuals or family groups foraging on or near the site following fledging). Eviction outside the nesting season may be permitted pending evaluation of eviction plans and receipt of formal written approval from the CDFG.</p> <ul style="list-style-type: none"> C-1.c: Establishment of a non-disturbance buffer zone of a minimum of 250 feet shall be established around active burrowing owl nesting sites if nesting burrowing owls are discovered during protocol level surveys. Construction may occur outside of the 250-foot non-disturbance buffer zone. No disturbance shall occur within the buffer zone until a qualified biologist has determined that the young birds have fledged and at least 6.5 acres of foraging habitat contiguous with the occupied burrow site shall be protected for each pair of breeding burrowing owls (with or without dependent young) or single unpaired resident bird. C-1.d: A biologist report outlining the results of the pre-construction burrowing owl surveys and any recommended buffer zones or other mitigation shall be submitted to the satisfaction to the County Planning Office prior to the start of construction for all phases of development. 	<p>Prior to issuance of grading / building permits; Prior to onset of any ground disturbance or construction activity</p>	<p>City of San Jose; Property Owner / Designated Contractors; Qualified Biologist.</p>		
Impacts to Burrowing Owl Habitat				
<p>C-2: Implementation of the Reid-Hillview Master Plan could result in the conversion (and loss) of up to 8.9 acres of potential burrowing owl nesting, roosting, and foraging habitat and 17.8 acres of potential burrowing owl foraging habitat (26.7 acres total). In order to compensate for this loss in potential breeding and foraging habitat, the following mitigation measure shall be implemented:</p> <ul style="list-style-type: none"> C-2.a: The remaining potential burrowing owl breeding and foraging habitat on the airport property (as mapped under the November, 2010 Burrowing Owl Survey prepared by H.T. Harvey & Associates) shall be maintained and managed for the benefit of burrowing owls at a ratio of 1:1 for every acre of potential habitat 	<p>Prior to issuance of grading / building permits; Prior to onset of any ground disturbance or construction activity</p>	<p>County Roads & Airports; City of San Jose; Qualified Biologist; California Department of Fish & Game (DFG)</p>		

<p>that is removed. Under full implementation of the Master Plan, this would result in management and maintenance of 26.7 acres of onsite habitat for burrowing owls.</p> <ul style="list-style-type: none"> C-2.b: Prior to the start of construction activities on any mapped burrowing owl breeding or foraging habitat areas, the Airport Operator shall prepare a specific Burrowing Owl Management Plan that shall provide for the long-term maintenance of a stable burrowing owl population on the airport in the areas to be preserved. The Plan shall include measures to benefit the species, such as the management of on-site grassland areas (mowing), implementation of rodent control measures that maintain sufficient burrows as potential breeding habitat, and measures to reduce the potential for aircraft strike hazards from owls. The plan shall be prepared by a qualified biologist and approved by the Department of Fish and Game. <p><i>Alternative Mitigation</i></p> <p>C-3.a: The proposed Santa Clara Valley Habitat Plan (December 2010) includes the Western Burrowing Owl as a covered species and contains a specific conservation program that includes the required payment of burrowing owl habitat fees. According to the Santa Clara Valley Habitat Plan-San Jose Urban Boundaries map (Figure 9), Reid-Hillview Airport is located within a 0.5 mile Buffer Around Nest Occurrence area and identifies the Airport's southeast 7.8-acre parcel in a Burrowing Owl Fee Zone. Should the Valley Habitat Plan be adopted, alternative mitigation to the preparation of an on-site Burrowing Owl Management Program would be the payment of mitigation fees as prescribed under the Santa Clara Valley Habitat Plan.</p>	<p>Prior to the onset of any ground disturbance and/or construction activity</p>	<p>County Roads & Airports; City of San Jose; Qualified Biologist; California Department of Fish & Game (DFG)</p>		
	<p>Prior to issuance of grading / building permits</p>	<p>County Roads & Airports; City of San Jose</p>		
Impacts to Cultural Resources				
<p>D-1: The following mitigation measures shall apply for all proposed construction at the southeast area of the Airport, as recommended in the archaeological report. Specifically, these areas are: (a) the 7.8 acre corner parcel at Capitol</p>				

Expressway / Tully Road, and (b) area designated for the proposed new Airport hangars.				
<ul style="list-style-type: none"> • D-1.a: An archaeologist shall be present during initial grading and stripping of the southern portion of the site. 	Prior to any ground disturbance or onset of any grading/construction activity	City of San Jose; Qualified Archaeologist; Property Owner / Designated Contractor		
<ul style="list-style-type: none"> • D-1.b: If any indicators of the potential presence of prehistoric or historic era archaeological deposits are seen during the grading/stripping work, archaeological monitoring shall be undertaken during excavation for utilities, foundation and other grading activity. This does not include general construction work that does not involve any grading work (i.e. paving etc.). 	During all grading and construction activity	City of San Jose; Qualified Archaeologist; Property Owner / Designated Contractor		
<ul style="list-style-type: none"> • D-1.c: Monitoring shall consist of directly watching the major excavation process. Monitoring will occur during the entire work day and will continue on a daily basis until a depth of excavation has been reached at which resources could not occur. This depth is estimated as usually about five feet below grade at the beginning of the project, but may require modification in specific cases, and will be determined by the monitoring archaeologist based on observed soil conditions. 	During all grading and construction activity	City of San Jose; Qualified Archaeologist; Property Owner / Designated Contractor		
<ul style="list-style-type: none"> • D-1.d: Spot checks shall consist of partial monitoring of the progress of excavation over the course of the project. During spot-checks all spoils material, open excavations, recently grubbed areas, and other soil disturbances will be inspected. The frequency and duration of spot checks will be based on the relative sensitivity of the exposed soils and active work areas. The monitoring archaeologist will determine the relative sensitivity of the parcel. 	During all grading and construction activity	City of San Jose; Qualified Archaeologist; Property Owner / Designated Contractor		
<ul style="list-style-type: none"> • D-1.e: If prehistoric human internments (human burials) are encountered within the native soils of the parcel, all work shall be halted in the immediate vicinity of the finding. The County Coroner, project superintendent, and the Agency Liaison shall be contacted immediately. The procedures to be followed at this point are prescribed by law. 	During all grading and construction activity	City of San Jose; Qualified Archaeologist; Property Owner / Designated Contractor		

<ul style="list-style-type: none"> • D-1.f: If significant cultural deposits other than human burials are encountered, the project shall be modified to allow the artifacts or features to be left in place, or the archaeological consultant shall undertake the recovery of the deposit or feature. Significant cultural deposits are defined as archaeological features or artifacts that associate with the prehistoric period, the historic era Mission and Pueblo period, and the American era up to year 1900. 	During all grading and construction activity	City of San Jose; Qualified Archaeologist; Property Owner / Designated Contractor		
<ul style="list-style-type: none"> • D-1.g: Whenever the monitoring archaeologist finds that potentially significant cultural remains or human burials have been encountered, the piece of equipment that encounters the deposit will be stopped, and the excavation inspected by the monitoring archaeologist. If the remains prove to be insignificant or non-cultural in origin, work shall recommence immediately. If the remains prove to be part of a significant deposit, all work shall be halted in that location until removal has been accomplished. If human remains (burials) are found, the County Coroner must be contacted so that the Coroner (or a designated representative) can evaluate the discovered remains and implement proper contact with pertinent Native American representatives. 	During all grading and construction activity	City of San Jose; Qualified Archaeologist; Property Owner / Designated Contractor		
<ul style="list-style-type: none"> • D-1.h: Equipment stoppages shall only involve those pieces of equipment that have encountered significant or potentially significant deposits, and should not be construed to mean a stoppage of all equipment on the site unless the cultural deposit covers the entire building site. 	During all grading and construction activity	City of San Jose; Qualified Archaeologist; Property Owner / Designated Contractor		
<ul style="list-style-type: none"> • D-1.i: During temporary equipment stoppages brought about to examine suspected remains, the archaeologist shall accomplish the necessary tasks. 	During all grading and construction activity	City of San Jose; Qualified Archaeologist; Property Owner / Designated Contractor		
<p>D-2a: In the event that human skeletal remains are encountered, the applicant is required by County Ordinance No. B6-18 to immediately notify the County Coroner. Upon determination by the County Coroner that the remains are Native American, the coroner shall contact the California Native American Heritage Commission, pursuant to</p>	During all grading and construction activity	County of Santa Clara and City of San Jose Planning Office; Qualified Archaeologist; Property Owner / Designated Contractor		

subdivision (c) of section 7050.5 of the Health and Safety Code and the County Coordinator of Indian affairs. No further disturbance of the site may be made except as authorized by the County Coordinator Of Indian Affairs in accordance with the provisions of state law and this chapter. If artifacts are found on the site a qualified archaeologist shall be contacted along with the County of Santa Clara and City of San Jose Planning Offices. No further disturbance of the artifacts may be made except as authorized by these departments.				
Hydrology and Water Quality				
<p>I-1: As part of the development review process, a detailed hydrology/drainage analysis will be required that details how the proposed developments will impact existing drainage patterns, runoff volumes, and runoff velocities.</p> <p>I-1a: The City of San Jose will review drainage analysis and plans for the non-aviation commercial development. If the existing City of San Jose storm drainage system does not have the capacity to handle increased post-development run-off flows, the commercial developer may be required to upgrade the capacity of the receiving storm sewer system. This may involve upsizing the existing City of San Jose storm drains along the Airport Capitol Expressway frontage, as well as installing a larger storm drain line along Tully Road to tie into the Capitol Expressway storm drain.</p> <p>I-1b: For the aviation related development, the County of Santa Clara Roads and Airports Department will mitigate increased flow volumes and velocities following County policies and guidelines outlined in the 2007 County of Santa Clara Drainage Manual.</p> <p>I-1c: Both aviation and non-aviation commercial development will be required to comply with MRP requirements to the maximum extent practicable, which includes, retaining stormwater on-site. This would involve routing drainage to pervious areas in order to promote infiltration and evapotranspiration, as well as reduce run-off leaving the site.</p>	<p>Prior to issuance of grading / building permits</p> <p>Prior to issuance of grading / building permits</p> <p>Prior to issuance of grading / building permits or onset of construction</p> <p>Prior to issuance of grading / building permits or onset of construction</p>	<p>County Roads & Airports; City of San Jose; Designated Contractors</p> <p>County Roads & Airports; City of San Jose; Designated Contractors</p> <p>County Roads & Airports</p> <p>County Roads & Airports; City of San Jose; Property Owner / Designated Contractors</p>		
I-2: Both aviation and non-aviation commercial development	Prior to issuance of permits; during	County Roads & Airports; City of San		

will be required to comply with the provisions of C3. This will include implementing the measures outlined in Table 16.	construction activities	Jose; Property Owner / Designated Contractors		
<p>I-3: In addition, development will need to comply with Provision 6 of the MRP and the Statewide General Construction Permit. Provision 6 requires implementing BMPs to control and minimize pollutants associated with construction activity, and the Statewide General Construction Permit requires a more comprehensive storm water pollution prevention plan for construction projects that disturb more than 1 acre of land area.</p> <p>1.3.a: C.3 Low-Impact Development (LID) Measures</p> <p>Source Control Measures</p> <p>Plumbing of the following discharges to the sanitary sewer:</p> <ul style="list-style-type: none"> discharges from indoor floor / mat / equipment / hood filter wash racks or covered outdoor wash racks for restaurants dumpster drips from covered trash, food waste, and compactor enclosures discharges from outdoor wash areas for vehicles, equipment, and accessories swimming pool water, if discharge to onsite vegetated areas is not feasible, and fire sprinkler test water, if discharge to onsite vegetated areas is not feasible Properly designed covers, drains, and storage precautions for outdoor storage areas, loading docks, repair/maintenance bays, and fueling areas Properly designed trash storage areas Landscaping that minimizes irrigation and runoff, promotes surface infiltration, minimizes the use of pesticides and fertilizers, and incorporates other appropriate sustainable landscaping practices Efficient irrigation systems 	<p>Prior to issuance of permits; during construction activities</p> <p>Prior to issuance of permits; during construction activities</p>	<p>County Roads & Airports; City of San Jose; Property Owner / Designated Contractors</p> <p>County Roads & Airports; City of San Jose; Property Owner / Designated Contractors</p>		

<ul style="list-style-type: none"> Storm drain system stenciling and signage <p>1-3.b: Site Design Measures</p> <p>Limit disturbance of natural water bodies and drainage systems; minimize compaction of highly permeable soils; protect slopes and channels; minimize impacts on the biological integrity of natural drainage systems and water bodies</p> <p>Conserve natural areas, including trees, vegetation, and soils</p> <p>Minimize impervious surfaces</p> <p>Minimize disturbances to natural drainages</p> <p>Minimize stormwater runoff by implementing one or more of the following site design measures</p> <ul style="list-style-type: none"> direct roof runoff into cisterns or rain barrels for reuse direct roof runoff onto vegetated areas direct runoff from impervious areas onto vegetated areas construct pavements and hardscapes with permeable surfaces 	Prior to issuance of permits; during construction activities	County Roads & Airports; City of San Jose; Property Owner / Designated Contractors		
<p>1-3.c: Low Impact Development (LID) Treatment Measures</p> <p>Treat stormwater runoff with one or more of the following onsite LID treatment measures:</p> <ul style="list-style-type: none"> harvesting and re-use infiltration and evapotranspiration biotreatment (if infeasible to use other options) 	Prior to issuance of permits; during construction activities	County Roads & Airports; City of San Jose; Property Owner / Designated Contractors		
<p>1-3.d: Traditional Stormwater Treatment Measures</p> <p>Projects that are not required to meet the new LID requirements may use the following treatment systems (some may need to be in series with other systems) to fulfill C.3 requirements:</p> <ul style="list-style-type: none"> infiltration trench 	Prior to issuance of permits; during construction activities	County Roads & Airports; City of San Jose; Property Owner / Designated Contractors		

<ul style="list-style-type: none"> • infiltration basin • retention/irrigation • wet ponds • constructed wetlands • extended detention basin • vegetated swale • vegetated buffer strip • bioretention • media filter • water quality inlet • wetlands • media filter • wet vault • vortex separator • drain inlet 				
Noise				
<p>K-1: Implementation of the following mitigation measures will reduce temporary construction impacts to a <i>less than significant</i> level:</p> <ul style="list-style-type: none"> • K-1.a: Construction will be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday for any on-site or off-site work within 500 feet of any residential unit. This includes all future construction activities associated with the project, including grading excavation, stripping, pavement, foundation, and installing new structures and improvements etc. on-site. • K-1.b: Contractors shall use “new technology” power equipment with state of the art noise shielding and muffling devices. All internal combustion engine driven equipment shall be equipped with intake and exhaust mufflers which are in good working condition and appropriate for the equipment. 	<p>Prior to and during construction activities</p> <p>Prior to and during construction activities</p> <p>Prior to and during construction activities</p>	<p>City of San Jose; Property Owner / Contractor</p> <p>City of San Jose; Property Owner / Contractor</p> <p>City of San Jose; Property Owner / Contractor</p>		

<ul style="list-style-type: none"> • K-1.c: Locate stationary noise generating equipment as far as possible from sensitive receptors. Staging areas shall be located a minimum of 200 feet from noise sensitive receptors, such as residential units. • K-1.d: Unnecessary idling of internal combustion engines shall be prohibited. • K-1.e: During all stages of construction, a sign of not less than 24 square feet in size shall be placed at all entrances to the construction site facing the public road identifying the phone number for the Noise Disturbance Coordinator to contact for construction noise complaints. The Noise Disturbance Coordinator will be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the nature of the noise complaint (e.g. beginning work too early, etc.) and institute reasonable measures warranted to correct the problem. 	Prior to and during construction activities	City of San Jose; Property Owner / Contractor		
	Prior to and during construction activities	City of San Jose; Property Owner / Contractor		
	Prior to and during construction activities	City of San Jose; Property Owner / Contractor		
Transportation and Circulation				
<p>M-1: Under Scenario (b), which assumes that build-out of future non-aviation commercial development at Reid-Hillview Airport will not use the Evergreen-East Hills Development Policy (EEHDP) development pool, traffic would have significant impacts on five intersections along Capitol Expressway– (a) Capitol / Story (b) Capitol / Ocala (c) Capitol / Cunningham, (d) Capitol / Tully, and (e) Capitol / Quimby. Implementation of the following five mitigation measures at each of the identified intersections would address these identified significant impacts and reduce transportation impacts to <i>less than significant</i> level:</p>	Prior to issuance of permits	City of San Jose; Property Owner / Developer		
<ul style="list-style-type: none"> • M-1a: <i>Capitol Expressway and Story Road:</i> The significant project impact could be satisfactorily mitigated by constructing a second westbound left-turn lane. With this improvement, the intersection would continue to operate at LOS F (112.3 seconds), however the average delay would be less than that under background conditions (116.7 seconds). 	Prior to issuance of permits	City of San Jose; Property Owner / Developer		
<ul style="list-style-type: none"> • M-1b: <i>Capitol Expressway and Ocala Avenue:</i> The significant project impact could be satisfactorily mitigated 	Prior to issuance of permits	City of San Jose; Property Owner / Developer		

<p>by constructing an exclusive eastbound right-turn lane. The recommended improvement may require the dedication of additional right-of-way from the Airport. With this improvement, the intersection would continue to operate at unacceptable levels, LOS F (94.0 seconds) during the AM and LOS E (61.0 seconds) during the PM; however, the average delay would be less than that under background conditions (104.3 seconds in the AM and 84.2 seconds in the PM).</p>				
<ul style="list-style-type: none"> • M-1c: Capitol Expressway and Cunningham Avenue: Although the intersection is expected to continue to operate at an acceptable level of service with the proposed project, according to the Evergreen East Hills Development Policy, the project is required to provide mitigation. The recommended mitigation measure is the construction of an exclusive eastbound left-turn lane. This improvement would require the dedication of additional right-of-way from the adjacent Airport parcels and would provide adequate clearance to enable simultaneous left-turn movements on the east and west sides of the intersection, negating the need for a prohibition of left turns currently planned as part of the Capitol Expressway Light Rail Project. Although the intersection is expected to continue to operate at LOS B during the AM and PM peak hour with the improvement, the mitigation measure would satisfactorily mitigate the project impact at this intersection. Furthermore, by providing for left-turn movements on Cunningham Avenue, the recommended improvement at Capitol Expressway and Cunningham Avenue would reduce the delay at adjacent study intersections by eliminating the diversion of traffic to the Capitol/Ocala and Capitol/Tully intersections. 	Prior to issuance of permits	City of San Jose; Property Owner / Developer		
<ul style="list-style-type: none"> • M-1d: Capitol Expressway and Tully Road: The significant project impact could be satisfactorily mitigated by constructing an exclusive northbound right-turn lane. With this improvement, the intersection would operate at an acceptable level (LOS D) during the AM peak hour. 	Prior to issuance of permits	City of San Jose; Property Owner / Developer		
<ul style="list-style-type: none"> • M-1d: Capitol Expressway and Quimby Road: The significant project impact could be satisfactorily mitigated by constructing a second eastbound left-turn lane. With this improvement, the intersection would continue to 	Prior to issuance of permits	City of San Jose; Property Owner / Developer		

<p>operate at LOS F (91.3 seconds), however the average delay would be less than that under background conditions (91.6 seconds).</p>				
<p>Alternative Mitigation for Consideration: Designation of Protected Intersections</p> <p>M-2: In lieu of the above mitigation measures, the City of San Jose may choose to modify the EEHDP to designate one or more of the above intersections as a protected intersection. Protected intersections are those intersections that have been built to their maximum capacity, where further expansion would cause significant adverse effects upon existing or approved transit or other multimodal facilities, nearby land uses, or local neighborhoods. The City has designated special planning areas including the Capitol Transit Corridor within which intersections may be protected. All of the impacted intersections listed above are located within the designated special planning areas. Thus, designation of intersections along the Capitol Light Rail Line as protected would be consistent with the City's stated intention.</p> <p>M-3: Proposed developments that cause a significant impact at one or more protected intersection are required to construct improvements to other segments of the citywide transportation system to improve overall person-trip capacity and/or enhance non-auto travel modes. By funding these improvements to the City's overall multi-modal transportation system, the development project will contribute substantially to achieving General Plan goals for improving and expanding the City's multi-modal transportation system. The development project would, therefore, be consistent with the City's General Plan multi-modal transportation policies, including the Traffic Level of Service Policy.</p>	<p>Prior to issuance of permits</p> <p>Prior to issuance of permits</p>	<p>City of San Jose; Property Owner / Developer</p> <p>City of San Jose; Property Owner / Developer</p>		