

MEMORANDUM

To: Roseanne Sciacchitano
From: Katherine Waugh
Subject: Responses to Comments on Flint Event Center Demolition Initial Study and Proposed Mitigated Negative Declaration
Date: January 24, 2024
Attachment(s): Caltrans comment letter

The Initial Study (IS) and Proposed Mitigated Negative Declaration (MND) for the Flint Event Center Demolition project was circulated for public review between November 30, 2023 and December 29, 2023. One comment letter was received from the California Department of Transportation (Caltrans) District 4 Office of Regional and Community Planning, Local Development Review Program. This memorandum summarizes the comments submitted by Caltrans and provides responses to them. Dudek consulted with the Caltrans representative, Marley Mathews, by telephone on January 18, 2024, to verify that our understanding of and responses to the comments fully address Caltrans concerns. The Caltrans comment letter is attached to this memorandum.

Caltrans raised several environmental concerns related to the project's potential effects on the State Transportation Network (STN), each of which is addressed herein. The STN and state right-of-way in the project vicinity includes State Route 85 and the portion of Stevens Creek Boulevard between State Route (SR) 85 and Mary Avenue.

Hydrology

The comment recommends that a floodplain analysis report be prepared and notes that any stormwater runoff from the site that would enter state drainage systems or facilities must “be treated, contained on project site, and metered to preconstruction levels.”

In discussion with Ms. Mathews, Dudek explained that there would not be any increase in stormwater runoff from the project site because the project will reduce the extent of impervious surfaces at the site, and that the runoff from the site does not enter state drainage systems or facilities. Specifically, the site will be sloped to drain towards the east rather than north towards Stevens Creek Boulevard or west towards SR 85, and a storm drain inlet will be installed such that stormwater runoff from the site is conveyed into the DeAnza College campus's existing storm drain system. Ms. Mathews concurred that this information alleviates any concerns of stormwater runoff affecting state facilities and preparation of a floodplain analysis report is not necessary.

Text has been added to Section 3.10 of the Initial Study to emphasize the project's provisions for stormwater management.

Construction Effects to the STN

Caltrans identified the following concerns related to construction traffic:

- project-related temporary access points onto the STN;

- physical changes to STN facilities during construction, restoration of any affected facilities to ensure attainment of Americans with Disabilities Act compliance, and maintenance of pedestrian and bicycle access during construction,
- noise,
- potential need for a Transportation Management Plan,
- movement of oversized or excessive load vehicles on the STN requires a transportation permit issued by Caltrans, and
- potential need for an encroachment permit for any temporary traffic control within the STN.

The project does not require any temporary access points onto the STN. In Section 2.3, the IS states that access to the construction site would be made from the campus's existing north entrance, at the signalized intersection of Stevens Creek Boulevard and Mary Avenue; and that construction traffic would exit the campus using the existing driveway onto Stevens Creek Boulevard west of the Flint Center Parking Structure. No IS text revisions or additions are necessary. Ms. Mathews concurred that this information alleviates any concerns related to temporary access points.

No physical changes to STN facilities would occur during construction and no barriers to pedestrian and bicycle access to and from STN facilities would be created. All construction activities would occur at and adjacent to the Flint Event Center. The northernmost portion of the construction area is the equipment staging and material stockpile zone. As stated in IS Section 2.3, this may be located in Parking Lot J, which is south of Campus Drive and is not adjacent to Stevens Creek Boulevard. No IS text revisions or additions are necessary. Ms. Mathews concurred that this information alleviates any concerns related to changes to STN facilities and pedestrian and bicycle access during construction.

Noise is addressed in Section 3.13 of the IS. Text has been added to that section to demonstrate that project implementation would not alter the noise conditions along Stevens Creek Boulevard. The IS already notes that "the piece of equipment with the highest noise level shown in Table 10 is the concrete saw with a maximum level of 90 dBA at 50 feet. At 100 feet, the expected maximum noise level would drop to 84 dBA; at 200 feet the noise level would drop to 78 dB." (Note that dBA refers to the 'A-weighted' dB. The dBA sound level scale gives greater weight to the frequencies of sound to which the human ear is most sensitive and thus is strongly correlated to the way the human ear perceives sound.) The text added to the IS to address this comment notes that the project's demolition and construction activities would occur approximately 350 feet from the southern edge of Stevens Creek Boulevard, thus noise levels for people traveling along Stevens Creek Boulevard would be less than 78 dB. This noise level is typical of a busy urban area and quieter than the noise level of a diesel truck moving at 50 miles per hour located 50 feet from the receptor. Further, it is similar to the existing noise level along Stevens Creek Boulevard, which was determined to be 77.9 dBA based on noise measurements taken in 2018.

The project does not warrant a Transportation Management Plan to address temporary access points, physical effects to the STN, noise, or the volume of construction related traffic. Table 4 in the Air Quality section of the IS identifies the number of vehicle trips expected during each of the project implementation phases. The hard demolition phase is expected to generate the greatest number of daily traffic trips. Specifically, this phase is estimated to generate 30 daily trips by construction workers, 2 daily trips by vendors servicing the site, and 18 daily

trips by trucks hauling material to and from the site. Relative to the existing traffic volumes on Stevens Creek Boulevard and SR 85, the project-generated traffic would represent a negligible increase and would have no noticeable effect on traffic patterns, safety, and emergency response activities on state facilities. Text referencing Table 4 and the estimated number of daily construction trips has been added to IS Section 3.17. Ms. Mathews concurred that this information alleviates any concerns related to potential construction traffic impacts to the STN.

With respect to the Caltrans comments related to oversized and excessive load trucks as well as the need for temporary traffic control on the STN, these details would be determined by the contractor selected for implementation of the project. Neither of these concerns relate to potential physical environmental effects and thus do not require analysis in the IS.

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California Department of Transportation

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December 29, 2023

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GTS #: 04-SCL-2023-01247
GTS ID: 31546
Co/Rt/Pm: SC/85/R17.623

Roseanne Sciacchitano, Director of Capital Construction Program
Capital Construction Program, Foothill-De Anza Community College District
12345 El Monte Rd,
Los Altos Hills, CA 94022

Re: Demolition of the Flint Center, Utilities, and Associated Work Project – Mitigated Negative Declaration (MND)

Dear Roseanne Sciacchitano:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Demolition of the Flint Center, Utilities, and Associated Work Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system.

The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the November 2023 MND.

Project Understanding

The proposed project involves the demolition of the Flint Center for the Performing Arts (Flint Center) at De Anza College. The project site is located near an interchange for State Route (SR)-85. The project would include site stabilization measures including landscaping with native grasses for erosion control and installation of stormwater infrastructure.

Hydrology

Please provide a floodplain analysis report including potential impacts on existing adjacent properties. Also, ensure that any increase in storm water runoff to state drainage systems or facilities be treated, contained on project site, and metered to preconstruction levels.

Construction-Related Impacts

Potential impacts to the State Right-of-Way (ROW) from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified. Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits ([link](#)).

Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

Lead Agency

As the Lead Agency, the Foothill-De Anza Community College District is responsible for all project mitigation, including any needed improvements to the STN. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

Encroachment Permit

Please be advised that any permanent work or temporary traffic control that encroaches onto State ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating the States ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

To obtain information about the most current encroachment permit process and to download the permit application, please visit Caltrans Encroachment Permits ([link](#)).

Roseanne Sciacchitano, Director of Capital Construction Program

December 29, 2023

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Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Marley Mathews, Transportation Planner, via LDR-D4@dot.ca.gov. For future early coordination opportunities or project referrals, please contact LDR-D4@dot.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Luo Yunsheng". The signature is fluid and cursive, with the first name "Luo" being more prominent and the last name "Yunsheng" following in a similar style.

YUNSHENG LUO

Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse