Environmental Assessment
Determination and Compliance Findings for HUD-assisted Projects
24 CFR Part 58

Project Information

Project Name: West San Carlos Residential Project (Planning File No. H19-028)

Responsible Entity: City of San José

Grant Recipient (if different than Responsible Entity): Danco Communities, 5251 Ericson Way, Arcata, CA 95521, (707) 822-9000

State/Local Identifier:

Preparer: SHN on behalf of the City of San José

Certifying Officer Name and Title: Rosalynn Hughey, Director of Planning, Building and Code Enforcement

Consultant (if applicable): SHN, 1062 G Street, Suite I, Arcata, CA 95521, (707) 822-5785

Direct Comments to: Reema Mahamood, Planner III – Environmental Review, City of San José, Planning, Building & Code Enforcement, 200 E. Santa Clara Street Tower, 3rd floor, San José, CA 95113. reema.mahamood@sanjoseca.gov.

Project Location: The West San Carlos Residential Project is located at 750 West San Carlos Street, in San José, California (APN 264-15-003) (see Figure 1 – Project Region and Figure 2 – Project Area).

Project Site: The site is a 0.41-acre (17,860 square-foot [s.f.]) lot currently zoned Multiple Residence/Planned Development or R-M (PD) and located within the Diridon Station Area Plan (DSAP) boundary (see Attachment 16). Vehicular access to the project site currently occurs from West San Carlos Street. The San José Diridon station is located approximately 2,000 feet from the project site and is served by VTA, Caltrain, ACE, and Amtrak (see page 19 in Attachment 18). The nearest VTA bus stops are located less than ¼-mile to the west of the project site at the intersection of Lincoln Avenue and West San Carlos Street (see page 16 in Attachment 18). Topography on the project site is generally flat (<1%) and ranges from approximately 95 feet at the northern boundary of the property to approximately 97 feet at the southern boundary.
The project site currently contains a two-story commercial building that is vacant and recently sustained fire damage (see Figure 3 - Photos of Project Site). Historically over the years, the project site supported a variety of businesses including lumber companies, canning and dried fruit businesses, a grocery and liquor store, a billboard company, masonry contractors, an accounting firm, a roofing contractor, a property management company, a furniture and upholstery shop, an awning manufacturer, and a wood salvage recycling business.

**Description of the Proposed Project** [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:
Danco Communities, the applicant, estimates the total cost of the West San Carlos Residential Project to be $63,281,665.00. The Santa Clara County Housing Authority (SCCHA) will be providing Section 8 housing assistance to the project in the form of Project Based Vouchers (PBVs) for 40 units, as authorized under Section 8 of the Housing Act of 1937, as amended. PBV housing assistance will be provided for an initial contract term of 20 years, with a possible automatic renewal of an additional 20 years, subject to annual appropriations from the federal government and SCCHA’s determination that the owner is compliant with the Housing Assistance Payment contract and other applicable HUD requirements, for a total of forty (40) years. The estimated total funding for rental subsidy is $27,578,496 ($1,378,924 annually) for the initial 20-year term of the Housing Assistance Payment contract and contingent upon the availability of Section 8 funds as allocated by the federal government.

The applicant proposes to construct a seven-story building that would contain 80 units. Fifty-seven of the units (71%) would be one-bedroom units that would range in size from 606 s.f. to 771 s.f. Twenty-three of the units (29%) would be two-bedroom units that would range in size from 857 s.f. to 1,006 s.f.. All these units, with the exception of the manager’s unit, would be reserved for low-income renters. All units would be below 60% area median income (AMI), which would be ensured by recording a regulatory agreement with the California Tax Credit Allocations Committee, City of San José, and Santa Clara County. Supportive services would be provided by the County Office of Supportive Housing (OSH) outside of the project budget through OSH’s approved providers and through a service provider funded by the applicant.

The project applicant would demolish an existing two-story, dilapidated commercial building and construct a seven-story building with six floors of residential over a one-level parking garage. The building would be comprised of five stories of Type IIIA construction over two stories of Type IA construction including an appropriate fire sprinkler system. The two stories of Type IA construction would contain one floor of residential units over one floor of parking. The street frontage along West San Carlos Street would include hardscape design elements such as benches and tree gates that would visually tie the development to others along the corridor and reinforce the design intent of the public streetscape and main project entry. The entry would include a security office, resident mailboxes, elevators, and stair access to the upper floors. The ground-level floor would provide 27 vehicle parking spaces, 9 motorcycle parking spaces, and 30 bicycle parking spaces. A bike room would also be provided on the 7th floor that would have 20 additional bicycle parking spaces. The applicant is requesting density bonus concessions for reduced setbacks (front, side, and rear). The applicant is also requesting a vehicle parking reduction under the State’s density bonus law and AB744 for 100-percent affordable rental projects within one-half mile of a major transit stop.
Common spaces and amenities proposed for the project would primarily occur on the 1st and 7th floors and would include a lobby, outdoor garden area, common lounge with kitchen, fitness center, recreation/billiard room, group meeting room, counseling rooms, rooftop terrace, and laundry facilities. The private rooftop terrace would include shade and sitting areas with amenities such as outdoor dining tables, barbeque grills, and fire pits. The views to downtown and the surrounding urban core, as well as adjacency to the light rail station, would emphasize a sense of belonging to the community for the residents.

Other proposed site improvements for the project include sidewalk and driveway improvements, new walkways, utility infrastructure, landscaping, outdoor lighting, signage, and stormwater management improvements.

During operation, the apartment building would include an onsite property manager and 24-hour security. Surveillance cameras would be installed to monitor the building perimeter, including the street frontage along West San Carlos Street. Project construction is expected to begin late 2020 and be completed within 18 months.

**Statement of Purpose and Need for the Proposal** [40 CFR 1508.9(b)]:
Danco Communities proposes a 94,056 s.f., seven-story affordable housing development with seventy-nine (79) income-restricted rental housing units and one (1) market rate manager’s unit for a total of 80 units. The table below shows the income levels that would be served by the proposed project.

<table>
<thead>
<tr>
<th>Project Income Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Unit Type</strong></td>
</tr>
<tr>
<td>----------------</td>
</tr>
<tr>
<td>One-Bedroom</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Two-Bedroom</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
</tr>
</tbody>
</table>

The City of San José’s 2014-2023 Housing Element identifies the need for affordable housing as a major housing issue. This proposed project would assist in meeting the need for affordable housing in the City and is consistent with the following policies in the San José Housing Element (see Attachment 11, Appendix B-12, B-13, and B-15):

Policy H-2.1: Facilitate the production of extremely low-, very low-, low-, and moderate-income housing by maximizing use of appropriate policies and financial resources at the federal, state, and local levels; and various other programs.

Policy H-2.4: Allow affordable residential development at densities beyond the maximum density allowed under an existing Land Use/Transportation Diagram
designation, consistent with the minimum requirements of the State Density Bonus Law (Government Code Section 65915) and local ordinances.

Policy H-2.7: Support strategies in collaboration with other jurisdictions and agencies to end homelessness by creating permanent housing solutions combined with services such as medical, education, and job placement.

Policy H-3.5: Prioritize housing resources to assist those groups most in need, or to those geographic locations in the City that most require investment in order to improve neighborhood blight conditions.

Policy H-4.2: Minimize housing’s contribution to greenhouse gas emissions, and locate housing, consistent with our City’s land use and transportation goals and policies, to reduce vehicle miles traveled and auto dependency.

Policy H-4.3: Encourage the development of higher residential densities in complete, mixed use, walkable and bikeable communities to reduce energy use and greenhouse gas emissions.

As referenced in Section III of the City of San José General Plan Housing Element (2014-2023), the City assumed 50 percent of its very low-income regional housing needs allocation (RHNA) would be extremely low-income households. Thus, the City projected a need to house approximately 4,616 extremely low-income households, i.e., households with income less than 30 percent of area median income. It is recognized in the RHNA that many extremely low-income households would be seeking rental housing and most likely will face housing problems including overpayment, crowding, or substandard housing conditions. The projected and existing need for rental housing for extremely low-income households between 2015-2023 is projected to be approximately 28,456 units in the City of San José. The proposed project would help meet the existing and projected demand for housing to serve extremely low income and low-income households in the City.

**Existing Conditions and Trends [24 CFR 58.40(a)]:**

The project site (APN 264-15-003) is located in San José, California. The lot is approximately 0.41 acre and contains an existing vacant building (see Figure 3 - Photos of Project site). The site is located within the boundaries of the Diridon Station Area Plan (DSAP). The DSAP encourages the enhancement of the existing neighborhoods and addition of high-density residential-commercial mixed-use development within the area to act as a catalyst for similar developments in surrounding areas (see Attachment 10, pg. 1-5). In 2014, the City of San José certified the Diridon Station Area Plan Final Environmental Impact Report (EIR).

Land uses surrounding the site consists of the following (see Figure 2 - Project Area):

**North:** To the north of the project site is West San Carlos Street which has retail businesses and light industrial development including the Black Cat Collective Vintage Emporium, Sam’s Downtown Feed and Pet Supply, and S&S Welding.

**South:** To the south is the Caltrain railroad line with multi-family residential development adjacent to the railroad tracks.
East: To the east is Coast to Coast Trucking School, the Caltrain railroad line, and residential development adjacent to the railroad tracks.

West: To the west are multi-family residential developments and commercial uses.

According to the U.S. Census, San José experienced a growth rate of 8.2 percent between 2010 and 2018. The Santa Clara County average annual growth rate during this time period was 8.8 percent (see Attachment 24). The California Department of Finance reports a 0.0 percent growth in population from 2018 to 2019 in the City of San José. The Santa Clara County growth rate from 2018 to 2019 was 0.3 percent (see Attachment 5). The 80 units proposed by the project would be consistent with the RHNA projections through 2040.

### Funding Information

<table>
<thead>
<tr>
<th>Grant Number</th>
<th>HUD Program</th>
<th>Funding Amount</th>
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<tbody>
<tr>
<td>N/A</td>
<td>Section 8 PBVs – 40 units</td>
<td>$27,578,496*</td>
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</table>

* $1,378,924 annually for 20 years

**Estimated Total HUD Funded Amount:** $27,578,496

**Estimated Total Project Cost** (HUD and non-HUD funds) [24 CFR 58.32(d)]:

<table>
<thead>
<tr>
<th>Cost</th>
<th>Amount</th>
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<tr>
<td>Construction Costs:</td>
<td>$43,289,904</td>
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<tr>
<td>Non-Construction Costs:</td>
<td>$19,991,761</td>
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<tr>
<td>Total:</td>
<td><strong>$63,281,665</strong></td>
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</table>
Figures and Tables
The figures and tables listed below follow.

Project Figures

Figure 1 - Project Region
Figure 2 - Project Area
Figure 3 - Photos of Project site
Figure 4 - Project Plans
Figure 5 - Area of Potential Effect Map
Figure 6 - CDFW CNDDDB Map
Figure 7 - Airport Safety Zones Map
Figure 8 - Runway Clear Zones Map
Figure 9 - FEMA Firm Map
Figure 10 - USFWS National Wetlands Inventory Map

Project Tables

Table 1 – Construction and Operational-Related Screening Level Sizes
Table 2 – Project Trip Generation Estimates
Table 3 – Project VMT Estimate
Figure 3. Photos of Project Site

Viewpoint A: Project Site Looking Southwest from West San Carlos Street

Source: Google Earth

Viewpoint B: Project Site Looking Southeast from West San Carlos Street

Source: Google Earth
Figure 3. Photos of Project Site

Viewpoint C: Rear of Project Site Looking North

Source: Archaeological Resource Service

Viewpoint D: Rear of Project Site Looking South

Source: Archaeological Resource Service
The project is under Supportive Housing Streamlined Approval (AB2162) process.

The project includes demolition of the existing building on the 0.41 acre site and the construction of an 80 unit 100% affordable rental housing project. All units will be below 60% AMI will be ensured affordability by recording a regulatory agreement with the California Tax Credit Allocations Committee, City of San Jose, and Santa Clara County.

The proposed new building will have 6 floors of residential over one level parking garage. Building construction to be 5 stories of type III A over 2 stories of type IA fully fire sprinklered. The 2 stories of type IA construction will contain one floor of residential units over one floor of parking. The ground level parking floor will contain 27 parking spaces.

40 units will be reserved for special needs population.

Building shall be provided with an automatic fire extinguishing system in accordance with California Fire Code 903.2 and San Jose Fire Code 17.12.630. Systems serving more than 20 heads shall be supervised by an approved central, proprietary, or remote service to the satisfaction of the Fire Chief. Building occupancy is R-2 and S-2.

This building is not a speculative building or built for lease (office area and retail spaces). This new building will provide a fire alarm system per California Building Code section 917.2. Emergency responder radio coverage (EPRC) is required throughout the area of each floor of the building. Lock boxes shall be provided to the satisfaction of the Chief Building Official and Fire Chief.
750 West San Carlos Residential
San Jose, California

Figure 4 - Project Plans
Density Bonus and Parking Reduction Request

Requested Incentives/Concessions

1. Density bonus concession for the side/interior setback: For the side/interior setback, the applicant requests a density bonus concession to reduce required minimum 5’ setback to a minimum 1’ setback. This request is based on the applicant’s interest in utilizing this bonus within the allowable setback of 13’-6” (1.25 feet per unit) and pursuant to AB 2162 (Section 65664).

2. Density bonus concession for the front setback: For the front setback, the applicant requests a density bonus concession to reduce the required 25’ setback to a 1’ setback (max). This request is based on the applicant’s interest in utilizing this bonus within the allowable setback of 13’ (1.25 feet per unit) and pursuant to AB 2162 (Section 65664).

3. Density bonus concession for the interior setback. For the interior setback, the applicant requests a density bonus concession to reduce required minimum 5’ setback to a minimum 1’ setback. This request is based on the applicant’s interest in utilizing this bonus within the allowable setback of 13’-6” (1.25 feet per unit) and pursuant to AB 2162 (Section 65664). Pursuant to AB 2162, Section 65664, the City cannot impose any maximum parking reduction on the proposed supportive housing units if the site is within one-half of a mile of a public transit stop. The project is located within one-half mile of a VTA bus stop and the Diridon Transit Station. Therefore, 50% of special needs individuals are parked at 0.5 spaces per unit, and the remainder are parked at 1.25 spaces per unit. 90% of other units are parked at 0.5 spaces per unit, and the remainder are parked at 1.25 spaces per unit. Therefore, the total required parking spaces shall be 21 spaces. The project provides 27 spaces.

Proposed Dwelling Units: 80

Building Height Limit: 130’ per Diridon Station Area Plan

Proposed Height: 85’

Proposed Amenity Non-Residential

17'-0" Typical

3-HR Fire Rated Wall

1'-0"

Proposed Standpipe

Proposed Standpipe

Fire Riser Room

Fire Alarm Panel Room (150 sf)

Security Office

Additional Support Services Area Requirements

Support Services Area

Required Support Services Area

Proposed Support Services Area

Requested Parking Reduction

The project meets the minimum Parking Requirements pursuant to AB 744 (State Density Bonus Law) and pursuant to AB 3772 (Section 65665). Pursuant to AB 3772, Section 60048, the City cannot impose any maximum parking reduction on the proposed supportive housing units if the site is within one-half mile of a public transit stop. The project is located within one-half mile of a VTA bus stop and the Diridon Transit Station. Therefore, 50% of special needs individuals are parked at 0.5 spaces per unit, and the remainder are parked at 1.25 spaces per unit. 90% of other units are parked at 0.5 spaces per unit, and the remainder are parked at 1.25 spaces per unit. Therefore, the total required parking spaces shall be 21 spaces. The project provides 27 spaces.
Figure 4 - Project Plans

750 West San Carlos Residential
San Jose, California

Note: Refer to sheet 8.1 for Color and Materials and Keynotes legend.
DESIGN INTENT:

The design of the outdoor spaces at 750 West San Carlos Street will acknowledge, as well as complement the planned enhancements to the West San Carlos Street Corridor. An entry, with street trees and a hardscape design which visually ties the development to others along the corridor, will offer an inviting experience for residents and guests alike. Additionally, landscape elements such as, benches and tree plates will reinforce the design intent of the public street space and main project entry. A private rooftop terrace will offer residents an outdoor experience which is flexible to any lifestyle. Ample shade and sitting areas will provide respite, while amenities such as, outdoor dining tables, and barbecue grills and fire pits will be attractive areas for entertaining. The views to downtown and the surrounding urban core, as well as, adjacency to the light rail station, will emphasize a sense belonging to the community for residents.

Acting as an important buffer, a storm water basin along the south property line, will utilize environmentally sensitive engineering and landscaping methods to create a visually stimulating accent zone. Green use of water conservation practices through planting, soak and irrigation will be incorporated into this area of the project. The design of all hardscapes and landscape areas will strive to use local and natural materials whenever possible, all while emphasizing the sophisticated contemporary language and architectural style of the West San Carlos Street Corridor.

PLANT SCHEDULE

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<th>Type</th>
<th>Code</th>
<th>Note</th>
<th>Quantity</th>
<th>Size</th>
<th>Color</th>
<th>Mixture</th>
<th>Water Source</th>
<th>Water Use</th>
<th>Drainage</th>
<th>Remarks</th>
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<td>Y1</td>
<td>Planter Type</td>
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<td>12&quot;</td>
<td>Blue</td>
<td>Soil Mix</td>
<td>Sprinkler</td>
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<td>Y TYP</td>
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MATERIALS LEGEND

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<th>Description</th>
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<tr>
<td>Concrete</td>
<td>C100</td>
<td>General Concrete Paving</td>
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CONCEPTUAL LANDSCAPE PLAN - GROUND LEVEL

750 West San Carlos Residential
San Jose, California

Figure 4 - Project Plans
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<tr>
<th>QTY</th>
<th>DESCRIPTION</th>
<th>MATERIALS LEGEND</th>
<th>PLANT LEGEND</th>
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<td>748</td>
<td>S.F. CONCRETE PEDESTAL PAVERS</td>
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<td>129</td>
<td>S.F. ARTIFICIAL TURF</td>
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<td>3</td>
<td>MODULAR PLANTER POTS</td>
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<td>CUSTOM PLANTER (SIZE VARIES)</td>
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<td>4</td>
<td>LOUNGE CHAIRS</td>
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<tr>
<td>2</td>
<td>OUTDOOR BAR-HEIGHT TABLE/CHAIRS</td>
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<td>OUTDOOR DINING TABLE AND CHAIRS</td>
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<td>(TRIO) SET OF REFUSE RECEPTACLES</td>
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<tr>
<td>4</td>
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<td>OUTDOOR END TABLE</td>
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<tr>
<td>543</td>
<td>S.F SHADE STRUCTURE</td>
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</table>
MINIMUM 3 RISERS
POT ON 2" RISERS, INSTALL PLANTER
DECOMPOSED DISTRIBUTION
2" DEPTH
GRANITE PER POT

W SAN CARLOS ST
VICINITY MAP

HOLE IN BOTTOM OF PLANTER POT
RUN LATERAL LINE THROUGH DRAIN
IRRIGATION LATERAL LINE, TYP. PLANTER POT AS BUBBLER (1) PER POT

GEOTEXTILE FILTER FABRIC SPECIFIED, TYP. 3" WASHED #57 GRAVEL

GATE VALVE W/ CONCRETE FLARED AND TO TOUCH 6" CLASS 160 PVC 3/4" CRUSHED GRAVEL PIPE

SUPPLY PIPE OR SMALLER, 10" VALVE BOX FOR 6" VALVE BOX (CARSON, AMETEK, ICV-101G ACCU-SYNC-ADJ FINISH GRADE MAIN LINE PIPE & FITTINGS REMOTE CONTROL VALVE MODEL BRICK SUPPORTS (4)

SCH 80 T.O.E. NIPPLE STANDARD VALVE BOX WATERPROOF CONNECTORS (2)

NOTE: THIS BACKFLOW PREVENTOR DETAIL IS INCLUDED IN THE SET FOR GENERAL INFORMATION. EXISTING BACKFLOW PREVENTOR ON PROJECT SITE WILL BE UTILIZED.

As possible. Copper SPRINKLER SPRAY PATTERN SUITABLE POST, POLE, GUTTER MOUNT. MODEL IC-XX00-M LOCAL CODE

MOUNT LESS THAN 6' AWAY FROM CONTROLLER SIZE AND TYPE PER LOCAL CODE CONTROL WIRE IN ELECTRICAL CONDUIT. ON THE WALL NEXT TO THE CONTROLLER MOUNT UP TO 800' FROM RECEIVER

2" POWER SUPPLY CONDUIT J BOX

ROOT INTRUSION BARRIER PIPING UNDER THE CITY RIGHT-OF-WAY MUST BE ALL NIPPLES TO BE COPPER OR BRASS. COPPER FITTINGS SHALL BE CONNECTED WITH LEAD FREE SOLDER JOINTS. BACKFLOW PREVENTERS MUST BE TESTED BY A CERTIFIED TESTER BEFORE FINAL APPROVAL IS ISSUED.

CONTACT CITY OF SCOTTSDALE WATER RESOURCES, PREVENTION ASSEMBLY, BALL VALVES INCLUDED. APPROVED REDUCED PRESSURE PRINCIPLE BACKFLOW TEST COCKS WITH BRASS PLUGS INSTALLED (4 REQUIRED). PIPE UNION, BRASS, OR COPPER.

LIST OF MATERIALS

G

H

I

J

K

L

M

N

O

P

Q

R

S

T

U

V

W

X

Y

Z

750 West San Carlos Residential
San Jose, California

Planting And Irrigation Details

Figure 4 - Project Plans

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200 Pine Street, Studio 500, San Francisco, California 94104
750 West San Carlos Residential
San Jose, California

Figure 4 - Project Plans

Planting And Irrigation Details
750 West San Carlos Residential   San Jose, California

Figure 4 - Project Plans

Tree Removal Plan
1. **Stormwater Plan**

**West San Carlos Street**

**(E) Train Tracks**

**Flow-Through Planter (TCM 2)**, see detail on sheet 12.0

Approximate size = 5'x11'

**Flow-Through Planter (TCM 1)**, see detail on sheet 12.0

Approximate size = 5’x11’

**Flow-Through Planter (TCM 3)**, see detail on sheet 12.0

Approximate size = 5.5’x13’

Water to enter flow-through planter via roof leader

**CONTECH Stormfilter Manhole (TCM 4)**, see detail on sheet 12.0

Low point of trench drain. Connect to storm drain maintenance DMA.

**Maintenance DMA: 522 SF**

**Roadway Project DMA: 282 SF**

Proposed catch basin drain to media filter, part of DMA 4

Proposed area drain in flow-through planter will not connect to proposed media filter

Proposed flow-through planter will not connect to proposed media filter

**Note:** kill rates of compost, non-plastic filter media with Bio-Filter media in the specified area

**Figure 4 - Project Plans**
Figure 4 - Project Plans

750 West San Carlos Residential
San Jose, California

Project's exterior wall sconce with installation information

HINKLEY & R

Assembly Instructions

- Start here
- Common instructions include:
  - 1. For a perfect finish, flush mount the fixture to the desired height via the adjustable height mount. Snap the face plate on, snug, and tighten the screws. When in operation, the fixture will remain flush to the wall. A key to understanding this instruction is to see the diagram for reference.
  - 2. This fixture is designed for use in environments where air flow is present. A key to understanding this instruction is to see the diagram for reference.

HINKLEY LIGHTING

6.00 Caulking Instructions

- Start here
- The specifications for this wall are included in the following Safety Notes. To ensure the wall is 
  - Caulking Tip Note: To prevent the wall from cracking, make sure to apply the glue to the rod and 
  - 1. To prevent the wall from cracking, make sure to apply the glue to the rod and 
  - 2. Caulking Tip Note: To prevent the wall from cracking, make sure to apply the glue to the rod and 
  - 3. Caulking Tip Note: To prevent the wall from cracking, make sure to apply the glue to the rod and 
  - 4. Caulking Tip Note: To prevent the wall from cracking, make sure to apply the glue to the rod and 

HINKLEY LIGHTING

15-18 exterior wall sconce

8 in Total

NOTE: SITE LIGHTING
PER LANDSCAPE
Colors

- Deep Silver 2124-30 by Benjamin Moore
- Metallic Silver 2132-60 Benjamin Moore
- Snow White 2122-70
- Nightfall 1596
- Harbor Side Blue 740
- San Jose Blue 741
- Largo Teal 742
- 1609 Temptation

Materials

- Corrugated Metal Siding
- Cement Plaster
- Metal Canopy
- Composite Architectural Panel - Wood Texture
- Aluminum Window
- Composite Architectural Panel
- Aluminum Guardrail
- Aluminum Storefront Window System
- Metal / Wood Trellis
- Translucent Glass Roll Up Garage Door
- Wall Sconce
- Signage & Address Numbers
- Cementitious Panel / Board
- Aluminum Tube Security Screen
- Green Wall
- Drain Leader
- Louver

Bike Rack Detail

Scale: 1"=1'-0"
**Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities**

Record below the compliance or conformance determinations for each statute, executive order, or regulation. Provide credible, traceable, and supportive source documentation for each authority. Where applicable, complete the necessary reviews or consultations and obtain or note applicable permits of approvals. Clearly note citations, dates/names/titles of contacts, and page references. Attach additional documentation as appropriate.

Please note that all mitigation measures referenced below are included in detail in the Mitigation Measures and Conditions section included further down in this document.

<table>
<thead>
<tr>
<th>Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</th>
<th>Are formal compliance steps or mitigation required?</th>
<th>Compliance determinations</th>
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<tr>
<td><strong>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6</strong></td>
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<td><strong>Airport Hazards</strong></td>
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<tr>
<td>24 CFR Part 51 Subpart D</td>
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<td><strong>Coastal Barrier Resources</strong></td>
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</tr>
<tr>
<td>Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]</td>
<td>☐</td>
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</tr>
</tbody>
</table>
### Flood Insurance


<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
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<td>☐</td>
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</tbody>
</table>

Based on the 2009 (Panel 06085C0234H, eff. 5/18/2009) Flood Insurance Rate Map, the project site is in Zone D (see Figure 9 – FEMA Firm Map). The Zone D designation is used for areas where there are possible but undetermined flood hazards, as no analysis of flood hazards has been conducted. The designation of Zone D is also used when a community incorporates portions of another community’s area where no map has been prepared. Flood insurance is not required for projects in Zone D.

### STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5

#### Clean Air

Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
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</table>

The project site is in Santa Clara County, which is within the San Francisco Bay Area Air Basin and under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). Santa Clara County is currently listed as being “nonattainment” for the federal and State ambient air quality standards for Ozone (O₃) and fine particulate matter (PM₂.₅). The County is also “nonattainment” for the State ambient air quality standard for particulate matter (PM₁₀) (see Attachment 4).

The BAAQMD developed screening criteria to provide lead agencies and project applicants with a conservative indication of whether the proposed project could result in potentially significant air quality impacts. If the proposed project meets all the screening criteria, then a detailed air quality assessment of the project’s air pollutant emissions would not be required. (Attachment 2, pg. 3-1).

The applicant proposes a seven-story apartment building, which would be classified as a “Mid-rise Apartment” in the BAAQMD CEQA Guidelines. Table 1 below contains the construction and operational-related screening levels sizes for that classification.
Table 1 - Construction and Operational-Related Screening Level Sizes

<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>Construction Screening Size</th>
<th>Operational Screening Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mid-Rise Apartment</td>
<td>240 du</td>
<td>494 du</td>
</tr>
</tbody>
</table>

Notes:
du = dwelling unit

Since the project is a multi-family housing development with eighty (80) dwelling units, it would fall below the screening criteria developed by the BAAQMD for construction and operational emissions. As such, a detailed air quality assessment would not be required for the proposed project. Since the project is below the BAAQMD screening criteria for a “Mid-rise Apartment”, the project would not result in the generation of criteria air pollutants and/or precursors that exceed the thresholds of significance developed by the BAAQMD (see Attachment 2, pg. 3-1).

Construction activities, particularly during demolition, site preparation, and grading, would temporarily generate fugitive dust in the form of PM$_{10}$ and PM$_{2.5}$. These fugitive dust emissions have the potential to impact nearby sensitive receptors (e.g., residents). Fugitive dust emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. Fugitive dust emissions would also depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating (see Attachment 12, pg. 37). To reduce fugitive dust generation during demolition, excavation or earthmoving construction activities, the project would be developed in conformance with all basic BAAQMD Best Management Practices (BMPs) and dust control measures during construction, which have been included as Mitigation Measure Air-1 for the
With the implementation of Mitigation Measure Air-1, the project would not result in adverse impacts to nearby sensitive receptors (e.g., residents) from the generation of fugitive dust emissions during construction (see Attachment 12, pg. 38).

<table>
<thead>
<tr>
<th>Coastal Zone Management</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coastal Zone Management Act, sections 307(c) &amp; (d)</td>
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</tr>
</tbody>
</table>

The project is in the City of San José, which is approximately 28 miles inland from the Pacific Ocean (see Figure 1 - Project Region). According to the National Oceanic and Atmospheric Administration (NOAA) Office for Coastal Management, California’s coastal zone generally extends 1,000 yards inland from the mean high tide line. In significant coastal estuarine habitats and recreational areas, it extends inland to the first major ridgeline or 5 miles from the mean high tide line, whichever is less. In developed urban areas, the boundary is generally less than 1,000 yards. The project site is in the San José Downtown area and is not located within the coastal zone.

<table>
<thead>
<tr>
<th>Contamination and Toxic Substances</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>24 CFR Part 50.3(i) &amp; 58.5(i)(2)</td>
<td>☐</td>
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</tr>
</tbody>
</table>

The project site is not located on or within one mile of an NPL (“Superfund”) site or within 2,000 feet of a CERCLIS site (see Attachment 7).

A Phase I Environmental Site Assessment (ESA) was completed for the project site by PES Environmental, Inc. (PES) in 2017. The conclusions in the Phase I ESA (see Attachment 22, Pgs. 16-17) are included below:

- Analysis of soil vapor samples collected at the project site in 2016 identified benzene, toluene, ethylbenzene, and xylene (BTEX) at concentrations well below the applicable screening levels for vapor intrusion concerns. However, several subsurface investigations at the adjacent property to the east (740 West San Carlos) have identified the presence of petroleum hydrocarbons
and associated constituents in soil, soil gas, and groundwater. Based on the documented contamination, the proximity to the project site, and the results of the 2016 soil vapor investigation, there is the potential for vapor intrusion concerns to be present on the eastern portion of the project site.

- Based on the date of construction of the building at the project site, testing for asbestos content of the building materials to be disturbed should be performed, so that asbestos containing materials, if present, can be properly managed.
- Based on the construction date of the building at the project site, a lead paint survey of the building materials to be disturbed should be conducted so that these materials, if present, can be properly managed.

Petroleum Hydrocarbon Contamination
As noted above, a soil vapor study was conducted in 2016 by PES at the project site, which detected BTEX concentrations below the applicable screening levels for vapor intrusion concerns. In September 2017, PES performed a supplemental investigation to confirm soil and soil vapor conditions at the project site. This included the collection of soil and soil vapor samples on the eastern portion of the site to assess potential vapor intrusion concerns (see Attachment 12, pgs. 82-83).

The results of the investigation found no petroleum hydrocarbons, volatile organic compounds (VOCs), or metals at or above the Regional Water Quality Control Board (RWQCB) Tier 1 environmental screening level (ESLs) with the exception of arsenic. All the soil samples contained concentrations of arsenic above the ESL. The RWQCB background levels for arsenic is also above the ESL. One soil sample
contained arsenic at a concentration slightly higher than the background level; however, the average concentration of arsenic in the samples is below the background level. In addition, studies of California soils have identified background concentrations that range from 0.6 to 42 mg/kg for arsenic. The maximum and average arsenic concentrations detected in site soils were found to be below these levels and are considered representative of background conditions. Finally, the soil vapor samples were analyzed for VOCs, and none were detected at or above the RWQCB Tier 1 ESL (see Attachment 12, pg. 83).

Based on the results of the soil vapor investigations conducted by PES, it was determined that further characterization or remediation at the project site is not warranted or recommended.

Asbestos-Containing Materials and Lead-Based Paints
Some of the existing structures at the project site were constructed before the 1978 federal bans on friable asbestos-containing building materials and lead-containing paints became effective.

For this reason, an Asbestos and Limited Lead Assessment Report was prepared by GHD, a California State Certified Asbestos Consultant (CAC), to evaluate the presence of asbestos-containing materials and lead-based paint or lead-containing surface coatings in the structure at the project site. As concluded in the report, asbestos- and lead-containing materials are present, or should be presumed to be present, in the building proposed for demolition (see Attachment 17, pgs. 6-10).

As part of the City’s demolition permit process, screening assessments for asbestos and lead-based paint and PCBs based on the most recent federal and State laws are
required to be completed and submitted to the City. Based on the results of the assessments, the construction contractor shall be required to comply with the provisions of the federal and State laws.

The above described requirements to address asbestos- and lead-containing materials have been included as Mitigation Measure Haz-1 for the project to minimize the risks associated with hazardous materials. The implementation of Mitigation Measure Haz-1 would ensure that onsite hazardous materials do not pose a substantial risk to the public or environment.

### Endangered Species

**Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402**

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
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The project site is a currently developed site that is surrounded by urban development. Development surrounding the project site includes light industrial and commercial development to the north, the Caltrain railroad line and commercial development to the east, and high-density residential development to the south and west. Vegetation on the site consists of a few scattered trees along the periphery of the site, shrubs, and grasses. No sensitive habitat, wetlands, riparian vegetation, gulches, or other natural areas exist on the project site (see Figure 2 – Project Area and Figure 3 – Street View Photos of Project Site). The only biological resources on the project site are landscape trees.

The Los Gatos Creek riparian corridor is approximately 500 feet to the east of the project site, across the railroad tracks, with no available vegetative habitat connectivity to the project site. Action ER-2.6 in the City’s General Plan identifies 100 feet as the creek setback standard required in the City (see Attachment 13, chp. 3, pg. 27). As indicated above, the project would comply with this setback standard.

The California Department of Fish & Wildlife (CDFW) California Natural Diversity Database (CNDDB) records list...
occurrences of the following species in this area of San José including: California tiger salamander (*Ambystoma californiense*), American Peregrine Falcon (*Falco peregrinus anatum*), Steelhead-Central California Coast (*Oncorhynchus mykiss irideus* pop 8), pallid bat (*Antrozous pallidus*), hoary bat (*Lasiurus cinereus*), and Robust spineflower (*Chorizanthe robusta* var. *robusta*) (see Figure 6 – CDFW CNDDDB Map and Attachment 6). California tiger salamander, Steelhead, and robust spineflower are federally- and/or State-listed species.

The California tiger salamander has a federal and State listing as Threatened (see Attachment 29, pg. 1). According to the U.S. Fish & Wildlife Service, the habitat for the California tiger salamander is restricted to grasslands and low foothills with pools or ponds that are necessary for breeding (see Attachment 29, pg. 1). As described above and shown in Figure 2 – Project Area and Figure 3 – Street View Photos of the Project Site, the project site does not contain suitable habitat for the California tiger salamander.

According to NOAA Fisheries, Steelhead (Central California Coast Distinct Population Segment) is federally listed as Threatened (see Attachment 21, pg. 3). As indicated in the CDFW CNDDDB database, this species is reported as occurring within the tributaries to the Guadalupe River, which includes Los Gatos Creek (see Figure 6 – CDFW CNDDDB Map and Attachment 6). The project site does not contain any waterways and due to its distance from Los Gatos Creek (500 feet), the project is not expected to affect Steelhead or its habitat.

According to CNPS, the robust spineflower is federally listed as Endangered and considered extirpated from the Santa Clara Valley area (see Attachment 8). This species grows in sandy and gravelly soils in several
habitat types including chaparall (maritime), cismontane woodland (openings), coastal dunes, and coastal scrub. As described above and shown in Figure 2 – Project Area and Figure 3 – Street View Photos of the Project site, the project site does not contain suitable habitat for robust spineflower.

The project site is located within the boundaries of the Santa Clara Valley Habitat Conservation Plan (SCVHCP) study area and is designated as Urban-Suburban. Urban-Suburban lands are areas where native vegetation has been cleared for residential, commercial, industrial, transportation, or recreational structures, and has one or more structure per 2.5 acres. The project site is not identified as important habitat for endangered and threatened species in the SCVHCP (see Attachment 12, pg. 46). Based on the existing developed nature of the site, the proposed project would not have adverse impacts to any species covered by the SCVHCP (see Attachment 12, pg. 52).

As noted above, the biological resources on the project site are landscape trees. The trees on the project site could provide nesting habitat for birds, including migratory birds and raptors, and roosts for bats. To prevent adverse impacts to nesting migratory and other protected bird species and bats, seasonal restrictions on construction activity or pre-construction surveys by a qualified ornithologist have been required as Mitigation Measure Bio-1 for the proposed project.

Based on the existing site conditions, surrounding urban development, and implementation of Mitigation Measure Bio-1, it is not anticipated that the proposed project would have adverse effects on any critical habitats or protected species.

**Explosive and Flammable**

<table>
<thead>
<tr>
<th>Explosive</th>
<th>Flammable</th>
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<tbody>
<tr>
<td>Yes</td>
<td>No</td>
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</table>

The project is a multi-family residential development and does not involve explosive
### Hazards

24 CFR Part 51 Subpart C

- No

The neighborhood in which the project is proposed to be located is a mixed-use neighborhood consisting of residential, commercial, and industrial uses.

An Explosive and Fire Hazards Review was prepared for the project by Running Moose Environmental Consulting. The purpose of the Explosive and Fire Hazards Review was to identify facilities in the vicinity of the project site having significant observed or reported Specific Hazardous Substances (per 24 CFR Part 51 C, Appendix 1) or other flammable materials storage (per HUD guidance) in stationary aboveground containers, and to evaluate the acceptable separation distance (ASD) for the storage containers with respect to their proximity to the project site (see Attachment 23, pg. 1).

The report provides a summary of ten businesses with storage of Specific Hazardous Substances or other flammable materials that have the potential to impact the project site, and the most conservative calculated ASD for each. The report concludes that the ASD for each of the identified businesses is satisfied for the project site (see Attachment 23, pg. 3).

Due to the distance of the businesses with storage of Specific Hazardous Substances or other flammable materials from the project site, there is limited potential for these operations to adversely impact the project.

<table>
<thead>
<tr>
<th>Farmlands Protection</th>
<th>Yes</th>
<th>No</th>
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</thead>
<tbody>
<tr>
<td>Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658</td>
<td>![ ]</td>
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</table>

The project site is located along West San Carlos Street near the City’s Downtown area and does not include farmland (see Figure 2 - Project Area). The closest agriculturally zoned properties are located well away from the project site on the perimeter of City limits.

<table>
<thead>
<tr>
<th>Floodplain Management</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Executive Order 11988, particularly section 2(a); 24</td>
<td>![ ]</td>
<td>![ ]</td>
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</tbody>
</table>

Based on the 2009 (Panel 06085C0234H, eff. 5/18/2009) Flood Insurance Rate Maps, the project area is located in Zone D (see Figure 9 - FEMA Firm Map). The Zone D
**CFR Part 55**

Designation is used for areas where there are possible but undetermined flood hazards, as no analysis of flood hazards has been conducted. The designation of Zone D is also used when a community incorporates portions of another community’s area where no map has been prepared.

As required by Section 17.08.620 of the City’s Municipal Code (see Attachment 14), no flood clearance for a building permit shall be issued unless the Floodplain Administrator determines that the proposed construction meets the requirements of the ordinance. The proposed project would comply with the City’s Municipal Code, and would not be subject to adverse impacts from flooding.

<table>
<thead>
<tr>
<th>Historic Preservation</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</td>
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<tr>
<td>Yes</td>
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</table>

The Historic Properties Inventory performed by Archaeological Resource Service concluded with the following determinations (see Attachment 1, pgs. 12-13):

- No prehistoric features or artifacts were observed and no indications of the presence of historic era archaeological features were observed. However, there is the possibility that archaeological resources lie beneath the paved surfaces at the site. Archaeological features have not been reported in nearby investigations. It is likely that no archaeological features are present in the project area.
- Although no evidence of prehistoric or historic materials were observed during the study, there is always a potential that buried cultural materials or isolated artifacts could be found. There is a moderate potential of buried historic building foundations, and other materials, being encountered. In the event that a concentration of artifacts are discovered during grading or deep excavation, the project is to be temporarily suspended until a qualified archaeologist can evaluate the...
discovered materials, assess their significance, and develop a program to reduce impacts from the project.

- In the case that human remains are encountered, all work must stop in the immediate vicinity of the discovered remains and the County Coroner and a qualified archaeologist must be notified immediately so that an evaluation can be performed. If the remains are deemed to be Native American and prehistoric, the Native American Heritage Commission must be contacted by the Coroner so that a “Most Likely Descendant” can be designated. Procedures dealing with human remains are determined by law.

The City requested formal Section 106 Consultation in letters dated October 4, 2019 (see Attachment 15) with the tribes that have a current or ancestral interest in the project area as identified by the State of California Native American Heritage Commission. No comments were received from the Tribes during the 30-day consultation period.

The Historic Resources Evaluation and Impact Assessment prepared by Brunzell Historical concluded with the following determination (see Attachment 3, pgs. ii and 12-13):

- The existing building on the project site was constructed during the historic period but has been recommended ineligible for the NRHP, CRHR, and City of San José Historic Resource Inventory, and does not meet the eligibility requirements of a historical resource. The proposed project would therefore not result in a direct negative impact to a historical resource.
- A search of the SHPO’s Building Environment Resource Directory reveals no NRHP/CRHR listed or eligible buildings within the Indirect
APE. Nor are any of the buildings in the project area listed on the City of San José Historic Resource Inventory.

- One building within the Indirect APE, 759 W San Carlos Street, appears potentially eligible as a historical resource. The proposed building will be substantially taller than the single-story historical period building, which is roughly 120 feet to the northwest. The proposed project will alter the historic setting with the addition of a tall modern building. Because the proposed building is sited immediately adjacent to a much larger existing building, its construction will have only a modest impact on the visual setting. Therefore, the negative impact/adverse effect to the potential historical resource at 759 W San Carlos is less than significant.

The recommendations of the Historic Properties Inventory and Historic Resources Evaluation and Impact Assessment, have been included as Mitigation Measure Historic-1 for the proposed project to ensure that adverse impacts do not occur to cultural resources and human remains. Therefore, based on the site conditions, report findings, and the implementation of Mitigation Measure Historic-1, the City has determined that “No Adverse Effect” to historic or cultural resources would result from the project.

The State Historic Preservation Officer (SHPO) concurred with this finding on October 12, 2020 (see Attachment 9).

<table>
<thead>
<tr>
<th>Noise Abatement and Control</th>
<th>Noise Impacts to the Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

Ambient noise levels in the project area are elevated and typical of an urbanized area with a mixture of residential, commercial, and industrial land uses. The main sources of noise in the project area are from the following: 1) traffic noise on West San...
Carlos Street, which occurs on the northern boundary of the site; 2) freeway traffic noise that occurs across the railroad tracks to the east of the project site; 3) rail operations associated with the Caltrain railroad tracks, which occur along the southern boundary of the project site; and 4) aircraft over-flights associated with the Mineta San José International Airport, which is located to the northwest of the project site.

The U.S. Department of Housing and Urban Development (HUD) environmental noise regulations are set forth in 24CFR Part 51B (Code of Federal Regulations). The following exterior noise standards for new housing construction would be applicable to this project (see Attachment 19, pg. 8):

- 65 dBA day night average noise level (DNL) or less – acceptable.
- Exceeding 65 dBA DNL but not exceeding 75 dBA DNL – normally unacceptable (appropriate sound attenuation measures must provide an additional 5 decibels of attenuation over that typically provided by standard construction in the 65 dBA DNL to 70 dBA DNL zone; 10 decibels additional attenuation in the 70 dBA DNL to 75 dBA DNL zone).
- Exceeding 75 dBA DNL – unacceptable

These noise standards also apply “… at a location 2 meters from the building housing noise-sensitive activities in the direction of the predominant noise source…” and “…at other locations where it is determined that quiet outdoor space is required in an area ancillary to the principal use on the site.” (see Attachment 19, pg. 8).

A goal of 45 dBA DNL is set forth for interior noise levels and attenuation requirements are geared toward achieving that goal. It is assumed that with standard
construction, any building would provide sufficient attenuation to achieve an interior level of 45 dBA DNL or less if the exterior level is 65 dBA DNL or less. Where exterior noise levels range from 65 dBA DNL to 70 dBA DNL, the project must provide a minimum of 25 decibels of attenuation, and a minimum of 30 decibels of attenuation is required in the 70 dBA DNL to 75 dBA DNL zone. Where exterior noise levels range from 75 dBA DNL to 80 dBA DNL, the project must provide a minimum of 35 decibels of attenuation to achieve an interior level of 45 dBA DNL or less (see Attachment 19, pg. 8).

Due to the proximity of the project site to the Caltrain railroad tracks and West San Carlos Street, there is the potential for the project to be impacted by noise levels in excess of the HUD thresholds for exterior and interior noise. For new residential projects that have the potential to exceed the noise thresholds for exterior and interior noise, HUD requires project sponsors to incorporate noise attenuation features.

San José General Plan Policy EC-1.1 requires that existing ambient noise levels be analyzed for new residences and other sensitive receptors, and that noise attenuation be incorporated into the project in order to reduce interior and exterior noise levels to acceptable limits (see Attachment 12, pg. 110).

A Noise Study (dated October 2019) was prepared for the proposed project by Illingworth & Rodkin, Inc. The findings of the Noise Study are summarized below (see Attachment 19, pgs. 24-25):

**Future Exterior Noise Environment**

- The site plan shows one common outdoor use area, which includes a roof terrace located on the seventh floor
facing the train tracks. The roof terrace would be adequately shielded from traffic noise along West San Carlos Street, and future noise levels at this outdoor use space would be dominated by train pass-bys. The elevation of the roof terrace (64 feet 8 inches) would provide partial shielding from the train pass-bys.

- The future exterior noise levels at the roof terrace would be below 60 dBA DNL, which complies with HUD’s 65 dBA DNL exterior noise level threshold. The future noise environment at the roof terrace would also comply with the City’s exterior noise thresholds.

Future Interior Noise Environment

- Future noise levels at the project site would require that the proposed residential units be designed to ensure that interior noise levels are 45 dBA DNL or less and 50 dBA Lmax or less in bedrooms or 55 dBA Lmax or less in all other rooms. Therefore, the proposed project must provide a minimum of 30 dBA of attenuation for the proposed residential units along the northern façade and a minimum of 35 dBA of attenuation for the proposed residential units along the southern façade.

To comply with the HUD interior noise standards, the windows and doors should have a minimum Sound Transmission Class (STC) rating of 38 STC and 36 STC, respectively.

To ensure the project meets the HUD exterior and interior noise standards for new housing construction, Mitigation Measure Noise-1 has been included requiring a project-specific acoustical analysis and building design which may include sound-rated windows and doors, sound-rated wall
construction, and acoustical caulking.

With the incorporation of Mitigation Measure Noise-1, the project would comply with the HUD and City exterior and interior noise standards for new housing construction.

Noise Impacts from the Project

Potential noise sources generated during long-term operation of the proposed residential development include noise produced by the residents within and outside of the proposed structures (e.g., conversation, music, etc.), traffic noise, garbage service, stationary equipment noise (e.g., air conditioning equipment), and mobile equipment noise (e.g., landscaping equipment).

Residential development is typically considered to be a noise-sensitive land use, as opposed to a land use that generates significant noise levels. The proposed residential units are not expected to generate significant noise levels that would be noticeable above the ambient noise environment in the project area. Noise levels would be similar to what is currently experienced at adjacent commercial, light industrial, and residential properties in the vicinity.

Construction Noise

Noise impacts from construction activities depend on the various pieces of construction equipment, the timing and length of noise-generating activities, the distance between the noise-generating construction activities and receptors that would be affected by the noise, and shielding. The closest sensitive receptors to the project site include multi-family residential development on the adjacent property to the west and approximately 100 feet south across the light
rail tracks (see Attachment 12, pg. 108).

Construction of the proposed project would involve demolition of the existing building, removal of existing pavement, excavation to create the parking lot and to lay new foundations, building erection, paving, and landscaping (see Attachment 12, pg. 108). Construction is anticipated to occur for approximately 18-months.

The proposed construction activities would result in some temporary increases in noise above existing levels that may exceed the City’s noise thresholds. To minimize noise generated during construction activity, noise reduction measures would be implemented as part of a Construction Noise Logistics Plan to reduce construction noise and vibration levels consistent with City of San José GP Policy EC-1.7 (see Attachment 12, pgs. 108-109). The requirement to implement these noise reduction measures has been included as Mitigation Measure Noise-2 for the project.

With the implementation of Mitigation Measure Noise-2, the proposed project would not result in an adverse short-term noise impact from construction activity.

<table>
<thead>
<tr>
<th><strong>Sole Source Aquifers</strong></th>
<th>Yes</th>
<th>No</th>
<th>According to the U.S. EPA, there are no sole source aquifers in Santa Clara County (see Attachment 27). The project would not adversely impact a sole source aquifer.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149</td>
<td>☑️</td>
<td>☐</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Wetlands Protection</strong></th>
<th>Yes</th>
<th>No</th>
<th>According to the USFWS National Wetland Inventory (NWI), no wetlands exist within or directly adjacent to the project site (see Figure 10 - USFWS National Wetlands Inventory Map). The project would not adversely impact wetlands.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Executive Order 11990, particularly sections 2 and 5</td>
<td>☑️</td>
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</table>

<table>
<thead>
<tr>
<th><strong>Wild and Scenic Rivers</strong></th>
<th>Yes</th>
<th>No</th>
<th>There are no rivers designated as Wild and Scenic in Santa Clara County. The project would not impact wild and scenic rivers (see Attachment 20).</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)</td>
<td>☑️</td>
<td>☐</td>
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</tbody>
</table>
The neighborhood in which the project area is located is a mixed-use neighborhood consisting of residential, commercial, and light industrial uses (see Figure 2 - Project Area). The project site is zoned Multiple Residence/Planned Development or R-M (PD) and is located near Downtown San José (see Attachment 16). As discussed in several sections of this document, the project site is close to the City’s major transportation hub (Diridon Station) and is within walking and biking distance of employment, shopping, and recreational and cultural facilities.

The U.S. EPA EJSCREEN Report shows that the project site is in an area (1-mile radius of project site) with a density of 9,159 people per square mile, 62% minority population, and 29% low income population (see Attachment 26).

The BAAQMD Permitted Stationary Sources Risk and Hazards system provides screening level risk and hazards data (e.g., chronic cancer risks, PM$_{2.5}$ concentrations, and hazard indices) for facilities with permitted stationary sources of air pollution. According to the Stationary Source Risk & Hazards Screening Report obtained from this system, there is one permitted stationary source within 1,000 feet of the project site (see Attachment 30). This stationary source is listed as TC Agoge Associates LLC and is located approximately 750 feet to the east of the project site. The Screening Report indicates that this stationary source has a cancer risk of 0.32 in a million, a hazard risk of 0.00 in a million, and a PM$_{2.5}$ concentration of 0.00 µg/m$^3$. The BAAQMD Health Risk Calculator – Generic Distance Multiplier Tool estimates that with distance decay, the cancer risk at the project site from this stationary source would be...
0.07 in a million (see Attachment 30), which is below the BAAQMD project-level receptor threshold for cancer risk of 10 in a million (see Attachment 2, pg. 2-10). Therefore, the stationary sources within 1,000 feet of the project site would not cause adverse health effects for the new residents.

As discussed in the section entitled ‘Noise Abatement and Control’, to ensure the project meets the HUD exterior and interior noise standards for new housing construction, Mitigation Measure Noise-1 has been included requiring a project-specific acoustical analysis and building design which may include sound-rated windows and doors, sound-rated wall construction, and acoustical caulking. Implementation of Mitigation Measure Noise-1 would ensure that the future residents are not adversely impacted by excessive noise levels.

As discussed in the section entitled ‘Explosive and Flammable Hazards,’ the project site meets the ASD for the above ground storage tanks at the Suburban Propane and BoDean Asphalt Plant facilities (see Attachment 23, pgs. 3). Due to the distance of the businesses with storage of Specific Hazardous Substances or other flammable materials from the project site, there is limited potential for these operations to adversely impact the future residents.

The project would locate affordable housing on an infill development site adjacent to other recently constructed multi-family housing developments. The project site is on a major thoroughfare with several public transit options and neighborhood servicing businesses. The site location, project design, and required mitigation measures would ensure that future residents would have access to employment, shopping, and recreational and cultural facilities. As such, the proposed project would not result in
| disproportately adverse environmental effects on minority or low-income populations. |
Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27]
Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate.

All conditions, attenuation or mitigation measures have been clearly identified.

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.

(1) Minor beneficial impact
(2) No impact anticipated
(3) Minor Adverse Impact – May require mitigation
(4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

<table>
<thead>
<tr>
<th>Environmental Assessment Factor</th>
<th>Impact Code</th>
<th>Impact Evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td>LAND DEVELOPMENT</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design</td>
<td>1</td>
<td>The proposed project would develop seventy-nine (79) affordable rental housing units with integrated supportive services within the facility, and one (1) market rate manager’s unit. This project would occur on an in-fill development site, which has been analyzed in the Diridon Station Area Plan EIR in 2014 and a subsequent addendum for a 56-unit multi-family housing project in 2017. The project site is zoned Multiple Residence/Planned Development or R-M (PD) Multiple Residence (R-M) and designated as Transit Residential (65-250 dwelling units/acre) in the Envision San José 2040 General Plan. The project has been designed to comply with the San José General Plan and Municipal Code, with the exception of a request for density bonus concessions for setbacks and vehicle parking reduction as allowed by law for an affordable housing development. The City of San José 2014-2023 Housing Element identifies the need for affordable housing as a major issue. This proposed project would assist in meeting the need for affordable housing in the City and is consistent with the following policies in the San José Housing Element (see Attachment 11, Appendix B-12, B-13, and B-15):</td>
</tr>
</tbody>
</table>
| Policy H-2.1: Facilitate the production of extremely low-, very low-, low-, and moderate-income housing by maximizing use of appropriate policies and financial resources at the federal, state, and local levels; and various other programs.  

Policy H-2.4: Allow affordable residential development at densities beyond the maximum density allowed under an existing Land Use/Transportation Diagram designation, consistent with the minimum requirements of the State Density Bonus Law (Government Code Section 65915) and local ordinances.  

Policy H-2.7: Support strategies in collaboration with other jurisdictions and agencies to end homelessness by creating permanent housing solutions combined with services such as medical, education, and job placement.  

Policy H-3.5: Prioritize housing resources to assist those groups most in need, or to those geographic locations in the City that most require investment in order to improve neighborhood blight conditions.  

Policy H-4.2: Minimize housing’s contribution to greenhouse gas emissions, and locate housing, consistent with our City’s land use and transportation goals and policies, to reduce vehicle miles traveled and auto dependency.  

Policy H-4.3: Encourage the development of higher residential densities in complete, mixed use, walkable and bikeable communities to reduce energy use and greenhouse gas emissions.  

As referenced in Section III of the City of San José General Plan Housing Element (2014-2023), the City assumed 50 percent of its very low-income regional housing needs allocation (RHNA) would be extremely low-income households. Thus, the City projected a need to house approximately 4,616 extremely low-income households, i.e., households with income less than 30 percent of area median income. It is recognized in the RHNA that many extremely low-income households would be seeking rental housing and most likely will face housing problems including overpayment, crowding, or substandard housing conditions. The projected and existing need for rental housing for
extremely low-income households between 2015-2023 is projected to be approximately 28,456 units in the City of San José. The proposed project would help meet the existing and projected demand for housing to serve extremely low income and low-income households in the City.

<table>
<thead>
<tr>
<th>Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff</th>
<th>Soil Suitability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Soil suitability</td>
<td>The project site is relatively flat (&lt;1% slope) and situated at an elevation of approximately 96 feet above sea level. Based on subsurface investigations performed on the project site in 2015, subsurface soils consist of alluvial silts, clays, and gravels. Soils in the DSAP area have been mapped as Yolo association soils, which have a slow infiltration rate and a moderate shrink-swell potential (see Attachment 12, pg. 60). According to the USDA NRCS Web Soil Survey, the soils at the project site are identified as Urbanland-Clear lake complex, which are poorly drained soils that occur on 0 to 2 percent slopes but are not typically subject to flooding or ponding (see Attachment 25, pg. 9-14).</td>
</tr>
<tr>
<td>Slope</td>
<td>The project site is in a relatively flat area and would not be exposed to substantial slope instability, erosion, or landslide-related hazards. Dewatering is not required for the construction of the project (see Attachment 12, pgs. 64-65). Therefore, the soils at the project site, with implementation of standard engineering practices and any geotechnical study recommendations, would be suitable for the proposed development.</td>
</tr>
<tr>
<td>Topography</td>
<td>Ground surface elevations at the project site are relatively flat and have a slight slope toward the north. Topography on the project site is generally flat (&lt;1%) and ranges from approximately 95 feet at the northern boundary of the property to approximately 97 feet on the southern boundary. There are no significant natural hill slopes and no cut or fill</td>
</tr>
</tbody>
</table>
slopes at the project site. The slopes at the project site are less than 1%, which is optimum for residential development.

**Erosion/Drainage/Stormwater Runoff**

The project site is generally flat (<1% slope) and is not susceptible to significant erosion. Grading and drainage improvements would occur in compliance with Chapter 20.95 (Stormwater Management) of the San José Municipal Code (see Attachment 14). Additionally, compliance with State and federal stormwater regulations (e.g., National Pollution Discharge Elimination System [NPDES]) is required during construction activity and long-term operation of the project.

The stormwater management design for the project is illustrated on pages 10.1 (Proposed Stormwater Plan), 11.0 (Proposed Grading and Drainage Plan), and 12.0 (Proposed Stormwater Details and Calculations) of the Project Plans (see Figure 4 - Project Plans). As indicated on the stormwater plan, the project would result in a reduction in impervious surface at the project site and proposes a variety of measures to manage and treat stormwater runoff. Source control measures proposed for the project include a contech stormwater management stormfilter, storm drain stencil, water efficient landscaping and irrigation, interior parking, and a covered dumpster area. Site control measures for the project include slope protection, minimization of impervious surface, best management practices, parking under the building, and flow-through planters.

The proposed project would not cause any adverse impacts related to stormwater runoff because the project must be designed to comply with local, State, and federal stormwater regulations.

<table>
<thead>
<tr>
<th>Hazards and Nuisances including Site Safety and Noise</th>
<th>3</th>
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</thead>
<tbody>
<tr>
<td>Natural Hazards</td>
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</table>

The project site does not have the potential to be impacted by most natural hazards including: volcanoes, wildfires, mudflow, droughts, hurricanes, tornadoes, seiches, tsunamis, and poisonous plants, insects, or animals. The natural hazards found to be potentially significant in the project area include: seismicity, liquefaction, and flooding (see Attachment 12, pgs. 64, 65, 86, and 94).

The project site is in a seismically active region of California and strong ground shaking would be expected.
during the lifetime of the proposed project. There are no known active faults traversing the project site and it is not located in an Alquist-Priolo Earthquake Fault Zone. Potential for surface rupture from displacement or fault movement directly beneath the proposed project is, therefore, considered low. Depending upon the intensity and magnitude of a seismic event, the new building and infrastructure may experience shaking due to the site’s proximity to the active Hayward, San Andreas, Monte Vista-Shannon, and Calaveras Faults (see Attachment 12, pg. 64). The project site is located within the State of California Liquefaction Hazard Zone. The project site is in a relatively flat area and would not be exposed to substantial slope instability, erosion, or landslide-related hazards. Dewatering is not required for the construction of the project (see Attachment 12, pgs. 64-65). Therefore, with standard engineering practices and geotechnical study, the proposed project would not be subject to adverse effects from seismicity and liquefaction.

The project site is not located in a Flood Hazard Zone. Therefore, the project would not place housing or any structures in a flood zone. However, the project area is located within the dam failure inundation zone for Leniham Dam at Lexington Reservoir and Anderson Dam at Anderson Reservoir. The extent and depth of inundation should a dam fail is dependent on the volume and storage in the reservoir at the time of failure. The Santa Clara Valley Water District, which owns and operates the dams, is studying and implementing corrective measures that are needed to ensure public safety. The District has imposed storage restrictions for some of the reservoirs to minimize potential impacts in the case of dam failure (see Attachment 12, pg. 94). These storage restrictions would minimize the potential for adverse effects to the proposed project in the case of dam failure.

The California Department of Conservation provides tsunami inundation maps for the Bay Area. Based on the review of the maps for Santa Clara County, the project site is not mapped in an affected area. The project area is not located in proximity to any large bodies of water or hillsides (see Attachment 12, pg. 94). Therefore, the project site is not subject to seiche, tsunami, or mudslide hazards.
Hazardous Materials

As discussed in the section entitled “Contamination and Toxic Substances,” a Phase I Environmental Site Assessment (ESA) was completed for the project site by PES Environmental, Inc. (PES). The Phase I ESA prepared by PES included a soil vapor study in 2016, which detected benzene, toluene, ethylbenzene, and/or xylenes (collectively, BTEX compounds) concentrations below the applicable screening levels for vapor intrusion concerns. In September 2017, PES performed a supplemental investigation to confirm soil and soil vapor conditions at the project site (see Attachment 12, pgs. 82-83). The results of the investigation found no petroleum hydrocarbons, VOCs, or metals at or above the RWQCB Tier 1 environmental screening level (ESLs) with the exception of arsenic. All the soil samples contained concentrations of arsenic above the ESL. The RWQCB background levels for arsenic is also above the ESL. Overall, the maximum and average arsenic concentrations detected in site soils were found to be representative of background conditions. Finally, the soil vapor samples were analyzed for VOCs, and none were detected at or above the RWQCB Tier 1 ESL (see Attachment 12, pg. 83). Based on the results of the soil vapor investigations conducted by PES, it was determined that further characterization or remediation at the project site is not warranted or recommended.

An Asbestos and Limited Lead Assessment Report was prepared by GHD, a California State Certified Asbestos Consultant (CAC), to evaluate the presence of asbestos-containing materials and lead-based paint or lead-containing surface coatings in the structures at the project site. As concluded in the report, asbestos- and lead-containing materials are present, or should be presumed to be present, in the building proposed for demolition (see Attachment 17, pgs. 6-10).

To minimize impacts from the release of asbestos and lead-containing materials during demolition of the existing structure at the project site, Mitigation Measure Haz-1 has been included for the proposed project requiring compliance with applicable federal and State regulations.

Noise

As discussed in the section entitled “Noise Abatement and
“Control,” construction noise would be temporary and mitigated by the requirements of City of San José GP Policy EC-1.7 (see Attachment 12, pgs. 108-109).

As discussed in the section entitled “Noise Abatement and Control,” the project site is subject to elevated noise levels from transportation noise sources. The Noise Study prepared for the project contains recommendations to ensure the project complies with the HUD and City exterior and interior noise standards for new construction (see Attachment 19, pg. 25). Based on these recommendations, Mitigation Measure Noise-1 has been included for the project requiring a project-specific acoustical analysis and building design which may include sound-rated windows and doors, sound-rated wall construction, and acoustical caulking.

<table>
<thead>
<tr>
<th>Environmental Assessment Factor</th>
<th>Impact Code</th>
<th>Impact Evaluation</th>
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<tbody>
<tr>
<td>Socioeconomic</td>
<td>1</td>
<td>The proposed project would develop seventy-nine (79) affordable rental housing units and one (1) market rate manager’s unit. The applicant proposes fifty-seven (57)</td>
</tr>
</tbody>
</table>
one-bedroom units and twenty-three (23) two-bedroom units.

This infill development project would occur on an underutilized site in the City of San José that would help the City to meet its share of the regional housing need (see Attachment 11, pgs. III-2 and III-3). The proposed project would contribute to the mixed-use character of the neighborhood by providing a new multi-family residential use within walking distance of employment and shopping.

The U.S. EPA EJSCREEN Report shows that the project site is in an area (1-mile radius around project site) with a density of 9,159 people per square mile, 62% minority population, and 29% low income population (see Attachment 26).

Employment-related impacts of the project for local residents would involve temporary jobs created due to construction and permanent jobs for those working at the housing facility (e.g., manager, support services, security, etc.). The project is located near Downtown San José, placing it close to an area where many jobs are available.

Demographic Character Changes, Displacement

| 1 | The neighborhood in which the project site is located is a mixed-use neighborhood consisting of residential, commercial, and industrial uses (see Figure 2 - Project Area). The U.S. EPA EJSCREEN Report shows that the project site is in an area (1-mile radius around project site) with a density of 9,159 people per square mile, 62% minority population, and 29% low income population (see Attachment 26).

The proposed project would develop seventy-nine (79) affordable rental housing units and one (1) market rate manager’s unit. The applicant proposes fifty-seven (57) one-bedroom units and twenty-three (23) two-bedroom units that would provide rental housing for a minimum of 79 low-income residents and an onsite manager.

The project site is located within the City of San José Diridon Station area along West San Carlos Street. This project would contribute to the mixed-use character of the neighborhood by providing new multi-family residential uses within walking distance of employment and shopping. In relation to the City of San José’s resident population of 1,043,058 (see Attachment 5), the increase from this project (minimum 79 residents and onsite manager) would not be
substantial.

The project site has been historically used by a variety of businesses, but currently contains a vacant and dilapidated commercial building. The proposed project would develop this underutilized property into affordable housing, which is identified in the City of San José Housing Element as a significant housing need. The project would not displace substantial numbers of existing housing, businesses, or people.

<table>
<thead>
<tr>
<th>Environmental Assessment Factor</th>
<th>Impact Code</th>
<th>Impact Evaluation</th>
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<tbody>
<tr>
<td>COMMUNITY FACILITIES AND SERVICES</td>
<td>2</td>
<td>The proposed project would develop seventy-nine (79) affordable rental housing units and one (1) market rate manager’s unit. The applicant proposes fifty-seven (57) one-bedroom units and twenty-three (23) two-bedroom units that would provide rental housing for a minimum of 79 low-income residents and an onsite manager. The project site is currently developed with a dilapidated commercial building that is vacant. As such, the project would not displace educational and cultural facilities in the City.</td>
</tr>
<tr>
<td>Educational and Cultural Facilities</td>
<td></td>
<td>Educational Facilities</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Since the applicant proposes to develop one- and two-bedroom residential units, it is anticipated that a minimal increase in the student population of local elementary, junior, and high schools would occur as a result of the project. Educational facilities that would be available to the future residents include, but are not limited to, San Jose City College approximately 1.25 miles to the southwest and San José State University approximately 1.3 miles to the northeast.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Future residents can use mass transit to access these and other facilities. The San José Diridon station is located approximately 2,000 feet (approximately 0.5 mile) from the project site and is served by Santa Clara Valley Transportation Authority (VTA) light rail and bus services, Caltrain, Altamont Commuter Express (ACE), and Amtrak (see Attachment 18, pg. 19). The nearest VTA bus stops are located less than ¼-mile to the west of the project site at the intersection of Lincoln Avenue and West San Carlos Street (see Attachment 18, pg. 16).</td>
</tr>
</tbody>
</table>
Cultural Facilities

The project site is located within the City of San José, near the Downtown area. This area of San José contains a variety of cultural facilities (e.g., theatres, art galleries, museums, music venues, community gathering spaces, etc.) that would be available to the future residents. These include facilities such as the San Jose State University Hammer Theatre Center, Anno Domini art gallery, San José Museum of Art, and the Tech Museum of Innovation.

Future residents can use mass transit to access these and other facilities. The San José Diridon station is located approximately 2,000 feet from the project site and provides access to the San Francisco Peninsula and the City of San Francisco via Caltrain. ACE and Amtrak provide access to locations in the East Bay and Sacramento (see Attachment 18, pg. 19). The nearest VTA bus stops are located less than ¼-mile to the west of the project site at the intersection of Lincoln Avenue and West San Carlos Street (see Attachment 18, pg. 16).

Commercial Facilities

The project site is located along West San Carlos Street near the City of San José Downtown area. This area of San José contains a variety of retail services and other commercial facilities that would meet the needs of the future residents.

Future residents can use mass transit to access these and other facilities. The San José Diridon station is located approximately 2,000 feet from the project site and is served by VTA, Caltrain, ACE, and Amtrak (see Attachment 18, pg. 19). The nearest VTA bus stops are located less than ¼-mile to the west of the project site at the intersection of Lincoln Avenue and West San Carlos Street (see Attachment 18, pg. 16).

The proposed project would not displace existing smaller retail establishments in the City of San José. The project would locate new residents on an underutilized site that would provide additional customers to nearby businesses.

Health Care and Social Services

The project site is located along West San Carlos Street near Downtown San José. This area of San José contains several health care and social services that would be available to the future residents. O’Connor Hospital and Bac Hospital are within approximately 2 miles of the project site. San José also has a variety of other services nearby which include the Santa Clara Valley Medical Center, One Medical, Willow Glen Urgent Care, and Skyline Health Care Center.
Future residents can use mass transit to access these and other facilities. The San José Diridon station is located approximately 2,000 feet (approximately 0.5 mile) from the project site and is served by VTA, Caltrain, ACE, and Amtrak (see Attachment 18, pg. 19). The nearest VTA bus stops are located less than ¼-mile to the west of the project site at the intersection of Lincoln Avenue and West San Carlos Street (see Attachment 18, pg. 16).

This project would not cause a substantial amount of growth and it is anticipated that existing health and human services would be adequate to serve this proposed new residential infill development.

<table>
<thead>
<tr>
<th>Solid Waste Disposal / Recycling</th>
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<tr>
<td>The proposed project would generate solid waste during both construction and operation. Currently, solid waste collection services are provided by franchised contractors. Solid waste generated in Santa Clara County is landfilled at Guadalupe Mines, Kirby Canyon, Newby Island, Zanker Road Materials Processing Facility, and Zanker Road landfills. The proposed project was included in the capacity analyzed in the DSAP FEIR. The analysis in that document found that the landfills that serve the area could accommodate the new development.</td>
</tr>
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</table>

Future increases in solid waste generation from development allowed under the DSAP would be minimized with ongoing implementation of the City’s Zero Waste Strategic Plan. The Zero Waste Strategic Plan outlines policies to help the City of San José foster a healthier community and achieve its Green Vision goals, including zero waste by 2022. For the proposed project, construction and demolition waste would be recycled to the extent feasible through the City’s Construction and Demolition Diversion Program, which is an important component of the City reaching its zero-waste goal. During operation of the proposed project, recycling and garbage collection service would be provided by the GreenTeam of San José and these materials would be processed through the City’s Recycling Plus program. The City of San José has been recognized as having one of the nation’s best performing multi-family recycling programs (see Attachment 31, pgs. 4 and 6-8).

Existing solid waste regulations and programs would ensure that buildout of the DSAP, including development of the proposed project, would not result in adverse impacts from the provision of landfill capacity to accommodate the City’s
| **Waste Water / Sanitary Sewers** | The San José – Santa Clara Regional Wastewater Facility (RWF) is responsible for sewage treatment and disposal for eight cities including San José and four sanitation districts. The facility is jointly owned by the cities of San José and Santa Clara and is managed and operated by the City of San José’s Environmental Services Department. The collection systems convey the sewage to the regional wastewater facility for treatment. An existing sewer line that serves the project site includes a 10-inch sewer line in West San Carlos Street (see Attachment 12, pg. 137).

Since the project is consistent with the development anticipated in the DSAP, there is sufficient capacity to accommodate the project’s wastewater flows (see Attachment 12, pg. 142).

The project would require a connection to the existing sewer line in West San Carlos Street and a sanitary sewer capacity analysis would be completed to ensure that sewer laterals are adequately sized to accommodate projected flows from the project. Any necessary improvements would occur on site and within existing right-of-way (see Attachment 12, pg. 142).

The proposed project would not exceed the wastewater treatment capacity of the RWF and would not result in the need for the construction of new wastewater treatment facilities or the expansion of existing treatment facilities. |
| **Water Supply** | San José Water Company provides water to the project site (see Attachment 12, pg. 137).

The project is consistent with the planned growth in the DSAP. The project would comply with CalGreen and the City’s Private Sector Green Building Policy by incorporating a variety of design features including water conservation measures such as planting drought tolerant landscaping. While the project would require a connection to the existing water main in West San Carlos Street, it would not require new or expanded water facilities (see Attachment 12, pg. 143).

The proposed project is an infill development project that would create a small incremental increase in demand for domestic water service from the City. The proposed project would not place significant demands on the City’s water supply. |
| Public Safety - Police, Fire and Emergency Medical | Emergency response and evacuation in the project area is the responsibility of the San José Police Department and San José Fire Department. These agencies provide critical emergency response services and leadership and serve as the community’s primary response agencies. The closest San José Police Department station is located at 201 West Mission Street, which is approximately 1.7 miles from the project site. The closest San José Fire Station is Station No. 30 located at 454 Auzerais Avenue, which is approximately 0.5 mile from the project site. In addition, the City of San José ensures fire safety and emergency accessibility within new and existing development through provisions of its Building and Fire Codes.

The proposed project is within the planned growth anticipated in the DSAP and would be adequately served by existing police department and fire department resources (see Attachment 12, pgs. 120-121).

The proposed project would not substantially increase the demand for police, fire, or emergency medical services, and would not require the construction of new police, fire, or emergency medical facilities beyond those currently planned. |
| Parks, Open Space, and Recreation | The proposed project would develop seventy-nine (79) affordable rental housing units and one (1) market rate manager’s unit. The applicant proposes fifty-seven (57) one-bedroom units and twenty-three (23) two-bedroom units that would provide rental housing for a minimum of 79 low-income residents and an onsite manager.

There are parks and recreational facilities within reasonable walking distance of the project site as well as being accessible by biking and public transit. Nearby public parks, within one mile of the project site include Cahill Park and O’Conner Park. In addition, the Los Gatos Creek Trail and Guadalupe River Park and Trail are also within 1 mile of the project (see Attachment 12, pg. 123).

The project is subject to the City’s Parkland Dedication Ordinance (PDO) and/or the Park Impact Ordinance (PIO). As such, the applicant would pay park-in-lieu fee towards development of a new eight-acre community park approximately one-quarter mile from the project site that is
The proposed park for development under the DSAP. The park would include a range of recreational facilities as well as connectivity with the Los Gatos Creek Trail and Guadalupe River Trail. In addition, the project also includes an on-site rooftop terrace for tenants and guests. The payment of park-in-lieu fees and the proposed on-site facilities would ensure there are adequate parks and recreational facilities for the new residents.

### Transportation and Accessibility

2 The project site is in the City of San José, which lies at the crossing of US Highway 101 and State Highways 680/280. Regional vehicular access to the project site is provided by SR 87 and I-280. Local access to the project site is provided via Meridian Avenue, Race Street, Lincoln Avenue, Sunol Street, Bird Avenue, Park Avenue, West San Carlos Street, Auzerais Avenue, and McEvoy Street (see Attachment 18, pg. 14). Vehicular access to the project site is currently off of West San Carlos Street in the northwestern corner of the site. As shown on the Project Plans (see Figure 4 – Project Plans), vehicular access to the proposed development would occur from West San Carlos Street on the north side of the property. The closest intersections that would receive traffic from the project include Sunol Street/West San Carlos Street and West San Carlos Street/Bird Avenue.

Pedestrian facilities consist mostly of sidewalks along the streets in the immediate vicinity of the project site. Crosswalks with pedestrian signal heads and push buttons are located at all the signalized intersections in the project area. Overall, the existing network of sidewalks has good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area. (see Attachment 18, pg. 16).

The project site is located near existing trail systems including, but not limited to, the Los Gatos Creek Trail system and the Guadalupe River/Los Alamitos Creek multi-use trail system. The Guadalupe River trail system runs through the City of San José along the Guadalupe River and is shared with pedestrians and separated from motor vehicle traffic. The trail systems are available for use by pedestrians and bicyclists year-round (see Attachment 18, pg. 16).

The San José Diridon station is located approximately 2,000 feet from the project site and is served by VTA, Caltrain, ACE, and Amtrak (see Attachment 18, pg. 19). The nearest VTA bus stops are located less than ¼-mile to the west of the project site at the intersection of Lincoln Avenue and
West San Carlos Street (see Attachment 18, pg. 16).

To determine the potential transportation impacts of the project, a Traffic Analysis was prepared for the project by Hexagon Transportation Consultants, Inc. The potential impacts of the project were evaluated following the standards and methodologies established in the City of San José’s *Transportation Analysis Handbook*, adopted in April 2018. Based on the City of San José’s Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook*, the transportation analysis report for the project includes an evaluation of Vehicle Miles Traveled (VMT) and a local transportation analysis (LTA) identifying transportation operational issues via an evaluation of weekday AM and PM peak hour traffic conditions for signalized intersections. The LTA also includes an analysis of site access, onsite circulation, parking, and effects to transit, bicycle, and pedestrian facilities. The conclusions contained in the report are summarized below (see Attachment 18, pgs. 42-43):

<table>
<thead>
<tr>
<th>Table 2 - Project Trip Generation Estimates</th>
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<tbody>
<tr>
<td>Proposed Uses</td>
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<td>----------------</td>
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<tr>
<td>80 Apartment Units</td>
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<tr>
<th>Table 3 - Project VMT Estimate</th>
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</thead>
<tbody>
<tr>
<td>Proposed Uses</td>
</tr>
<tr>
<td>----------------</td>
</tr>
<tr>
<td>80 Apartment Units</td>
</tr>
</tbody>
</table>

- Based on the City of San José intersection operations analysis criteria, none of the study intersections would be adversely affected by the project.
- Since the proposed project would generate 4.96 VMT per capita, it is well below the City’s VMT threshold (i.e., 10.12 VMT per capita) and would not result in a significant transportation impact on VMT.
- The proposed site plan shows adequate site access and onsite circulation. The project would not have an adverse effect on the existing pedestrian, bicycle, or transit facilities in the study area.
The applicant proposes to develop an affordable housing project near the City’s major transportation hub, Diridon Station. The project would provide housing in a growth area and facilitate alternative modes of transportation. Future residents would be within walking distance of shopping and employment and would have access to mass transportation, multi-use trails, and services that would reduce vehicle trips and miles traveled.

<table>
<thead>
<tr>
<th>Environmental Assessment Factor</th>
<th>Impact Code</th>
<th>Impact Evaluation</th>
</tr>
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</table>
| Unique Natural Features, Water Resources | 2 | Unique Natural Features

The project site is located along West San Carlos Street in the City of San José and does not contain unique natural features (e.g., sand dunes, waterfalls, unique rock outcroppings, caves, canyons, unique stand of trees, etc.) (see Figure 2 - Project Area and Figure 3 – Street View Photos of Project Site). The project site has been historically used by a variety of businesses, but currently contains a vacant and dilapidated commercial building. Therefore, the project would not result in adverse effects to unique natural features.

**Water Resources**

As noted above under the section entitled ‘Water Supply’, the proposed project would be served by the San José Water Company which has been determined to have adequate supply to serve the project. As noted above under the section entitled ‘Waste Water / Sanitary Sewers’, the proposed project would be served by the City’s wastewater collection system and the SCRWF wastewater treatment system, which has been determined to contain adequate capacity to serve the project.

The project site is generally flat (<1% slope) and is currently developed with a dilapidated commercial building that is vacant. As discussed in other sections of this document, the project site does not contain any waterways or wetlands (see Figure 2 – Project Area, Figure 3 – Street View Photos of Project Site, and Figure 10 – National Wetlands Inventory Map). The closest waterway to the project site is Los Gatos Creek, which is approximately 500 feet to the east of the project site. Action ER-2.6 in the City’s General Plan
identifies 100 feet as the creek setback standard required in the City (see Attachment 13, chp. 3, pg. 27). Due to its distance from Los Gatos Creek, the project is not expected to result in adverse physical impacts to the creek.

As discussed in other sections of this document, grading and drainage improvements would occur in compliance with Chapter 20.95 (Stormwater Management) of the San José Municipal Code (see Attachment 14). Additionally, compliance with State and federal stormwater regulations (e.g., National Pollution Discharge Elimination System [NPDES]) is required during construction activity and long-term operation of the project. Compliance with these existing regulatory requirements would ensure that the project would not cause polluted runoff to flow to nearby waterways during project construction or operation.

Based on the location of the project site and compliance with existing regulatory requirements, the proposed project would not result in adverse impacts to water resources in the project area.

<table>
<thead>
<tr>
<th>Vegetation, Wildlife</th>
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</table>
| The project site is a currently developed site along West San Carlos Street in the City of San José that is surrounded by urban development. Urban development surrounding the project site includes light industrial and commercial development to the north, the Caltrain railroad line and commercial development to the east, and high-density residential development to the south and west. Vegetation on the site consists of a few trees, shrubs, and grasses. No sensitive habitat, wetlands, riparian vegetation, gulches, or other natural areas exist on the project site (see Figure 2 - Project Area and Figure 3 - Street View Photos of Project Site).

The only biological resources on the project site are landscape trees. The trees on the project site could provide nesting habitat for birds, including migratory birds and raptors, and roosts for bats. To prevent adverse impacts to nesting migratory and other protected bird species, the project applicant shall implement Mitigation Measure Bio-1 requiring seasonal restrictions on construction activity or pre-construction surveys by a qualified ornithologist. Furthermore, the project would be required to replace any trees in accordance with the City’s Tree Removal Policy.

As shown on the Project Plans (see Figure 4 – Project Plans), landscaping is proposed around the new building. |
This new vegetation would improve the aesthetic appearance of the project site and may provide limited habitat for wildlife adapted to urban environments.

| Other Factors | 2 | None. |

**Additional Studies Performed:**


**Field Inspection (Date and completed by):**

- January 2016; PES Environmental Inc.
- August 16, 2017; PES Environmental Inc.
- September 21, 2017; PES Environmental Inc.
- May 2019; Archaeological Resource Service
- August 6, 2019; Running Moose Environmental Consulting
- August 13, 2019; GHD
- May 31 – June 4, 2019; Illingworth & Rodkin, Inc.

**List of Sources, Agencies and Persons Consulted [40 CFR 1508.9(b)]:**

Archaeological Resource Service
**William Roop, M.A., RPA**
613 Martin Avenue, Suite 101
Rohnert Park, CA 94928
California State Historic Preservation Officer
Office of Historic Preservation
**Julianne Polanco**
PO Box 942896
Sacramento, CA 94296-0001

City of San José
Department of Planning, Building and Code Enforcement
Planning Division
**Reema Mahamood**
200 E. Santa Clara St., T-3
San José, CA 95113

Danco Communities
**Chris Dart**
5251 Ericson Way
Arcata, CA 95521

Danco Communities
**McKenzie Dibble**
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Arcata, CA 95521

GHD
**Matthew Tolley**
718 Third Street
Eureka, CA 95501

Hexagon Transportation Consultants, Inc.
**Brian Jackson**
4 North Second Street, Suite 400
San José, CA 95113

Illingworth & Rodkin, Inc.
**Carrie J. Janello**
429 East Cotati Avenue
Cotati, CA 94931

Illingworth & Rodkin, Inc.
**Michael S. Thill**
429 East Cotati Avenue
Cotati, CA 94931

Running Moose
**Belinda Blackie, P.E.**
1355 Poe Lane
San José, CA 95130
SHN
Garry Rees
1062 G Street, Suite I
Arcata, CA 95521

Attachments
An electronic disc with copies of the following attachments are provided. These documents are also available for review at the City of San José Department of Planning, Building and Code Enforcement.


Attachment 10: City of San José. 2014. *Excerpts from the City of San José Diridon Station Area Plan*. June.


Attachment 14: City of San José. 2019. *Excerpts from the City of San José Municipal Code*.


List of Permits Obtained:

The project site is zoned Multiple Residence/Planned Development or R-M (PD) Multiple Residence (R-M) and designated as Transit Residential (65-250 dwelling units/acre) in the Envision San José 2040 General Plan. The project has been designed to comply with the San José General Plan and Municipal Code, with the exception of a request for density bonus concessions for reduced front, side and rear setbacks and reduced vehicle parking as permitted pursuant to AB744 for affordable housing projects. The site is located within the boundaries of the Diridon Station Area Plan (DSAP), which supports the project as a standalone residential development. The DSAP encourages the enhancement of the existing neighborhoods and adding
high-density residential-commercial mixed-use development within the area to act as a catalyst for similar developments in surrounding areas (see Attachment 10, pg. 1-5). The applicant is pursuing this supportive housing project under Assembly Bill No. 2162 (Supportive Housing Streamlining Law).

**Public Outreach** [24 CFR 50.23 & 58.43]:

The City of San José, as the Responsible Entity under NEPA, will comply with the following requirements for public outreach:

- Public noticing shall be published in an appropriate local printed news medium and sent to individuals and groups known to be interested in the proposed action, concerning the availability for review of the Environmental Assessment (EA) completed for the proposed project (24 CFR 50.23).

- Publishing of the Finding of No Significant Impact (FONSI) and observance of the corresponding comment periods (24 CFR 58.43).

In addition, the applicant held a community meeting at 808 West Apartments on 1/8/20 to present the project proposal and obtain public comment. Approximately 18 members of the community and a City Council member were in attendance at the meeting.

**Cumulative Impact Analysis** [24 CFR 58.32]:

During the building permit stage, the project would be required to prepare a construction management plan that considers other construction projects in the immediate area. The City’s Public Works Department would approve this plan. This process would ensure that cumulative impacts from construction activities would not be significant. The project during operation would not result in adverse effects on the environment and would not contribute to a cumulative impact. Based on the above, the project would not contribute to a significant cumulative impact.

**Alternatives** [24 CFR 58.40(e); 40 CFR 1508.9]

**Offsite Alternative:** An alternative to the proposed project is to site the affordable housing at another location. However, the proposed project site is superior to other sites because: 1) the applicant already owns the property; 2) the project involves the development of an underutilized site which is within walking distance of various modes of mass transit, employment and shopping; and 3) the project at this location meets the criteria for permit processing under Assembly Bill No. 2162 (Supportive Housing Streamlining Law).

**No Action Alternative** [24 CFR 58.40(e)]:

The no action alternative would mean the property would remain in its current condition, which includes a two-story commercial building that is vacant and has recently sustained fire damage. Left in its current condition, the building would be subject to vandalism and would result in blight. Thus, the no action alternative would have an adverse impact on the environment. However, the no action alternative would not result in construction activities, and would avoid...
the potential temporary significant impacts of the project resulting from construction. Under this alternative, the City of San José would lose the opportunity to meet the existing and projected demand for housing to serve extremely low-income and low-income households in the City.

Given the current property values in the City, it is likely that another proposal to develop the site would be put forth. Any subsequent development would have to undergo separate environmental review, but the temporary construction impacts would be similar to the proposed project. Subsequent development may also result in market rate residential units, thereby eliminating the housing opportunity at this site to serve the low-income population in the City.

Summary of Findings and Conclusions:

For several environmental issues, the project would result in minor adverse but mitigable impacts. No impacts are potentially significant to the extent that an Environmental Impact Statement would be required.

Mitigation Measures and Conditions [40 CFR 1505.2(c)]

Summarize below all mitigation measures adopted by the Responsible Entity to reduce, avoid, or eliminate adverse environmental impacts and to avoid non-compliance or non-conformance with the above-listed authorities and factors. These measures/conditions must be incorporated into project contracts, development agreements, and other relevant documents. The staff responsible for implementing and monitoring mitigation measures should be clearly identified in the mitigation plan.

Mitigation Measure Air-1:

Under State ambient air quality standards, the San Francisco Bay Area Air Basin has been designated “nonattainment” for particulate matter (PM\textsubscript{10} and PM\textsubscript{2.5}). Therefore, the project applicant shall implement the following measures during all phases of construction to control dust and exhaust at the project site:

- Water active construction areas at least twice daily or as often as needed to control dust emissions.
- Cover trucks hauling soil, sand, and other loose materials and/or ensure that all trucks hauling such materials maintain at least two feet of freeboard.
- Remove visible mud or dirt track-out onto adjacent public roads by using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).
- Pave new or improved roadways, driveways, and sidewalks as soon as possible.
- Lay building pads as soon as possible after grading unless seeding or soil binders are used.
- Replant vegetation in disturbed areas as quickly as possible.
• Install sandbags or other erosion control measures to prevent silt runoff to public roadways.

• Minimize idling times either by shutting off equipment 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). Provide clear signage for construction workers at all access points.

• Maintain and properly tune construction equipment in accordance with manufacturer’s specifications. Check all equipment by a certified mechanic and record a determination of “running in proper condition” prior to operation.

• Post a publicly visible sign with the telephone number and person at the lead agency to contact regarding dust complaints.

Mitigation Measure Bio-1:

To prevent adverse impacts to nesting migratory and other protected bird species, the project applicant shall implement the following mitigation measure:

• **Avoidance:** The project applicant shall schedule demolition and construction activities to avoid the nesting season. The nesting season for most birds, including most raptors in the San Francisco Bay area, extends from February 1st through August 15th (inclusive), as amended.

• **Nesting Bird Surveys:** If it is not possible to schedule demolition and construction between August 16th and January 31st (inclusive), pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests shall be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of construction activities during the early part of the breeding season (February 1st through April 30th inclusive) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May 1st through August 15th inclusive). During this survey, the ornithologist shall inspect all trees and other possible nesting habitats immediately adjacent to the construction areas for nests.

• **Buffer Zones:** If an active nest is found sufficiently close to work areas to be disturbed by construction, the ornithologist, in consultation with the California Department of Fish and Wildlife, shall determine the extent of a construction free buffer zone to be established around the nest, typically 250 feet, to ensure that raptor or migratory bird nests shall not be disturbed during project construction. The no-disturbance buffer shall remain in place until the biologist determines the nest is no longer active or the nesting season ends. If construction ceases for two days or more then resumes again during the nesting season, an additional survey shall be necessary to avoid impacts to active bird nests that may be present.

• **Reporting:** Prior to any tree removal, or approval of any grading permits (whichever occurs first), the project applicant shall submit the ornithologist’s report indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of
Planning, Building and Code Enforcement or the Director’s designee, prior to issuance of any grading or building permits.

**Mitigation Measure Haz-1:**

**Asbestos and Lead-based Paint.**

To minimize impacts from the release of asbestos and lead-containing materials during demolition of the existing structure at the project site, the project applicant shall implement the following mitigation measure:

- Conduct a visual inspection/pre-demolition survey, and possible sampling in conformance with State and local laws, to determine the presence of asbestos-containing materials (ACMs) and/or lead-based paint (LBP) prior to the demolition of on-site building(s).

- Remove all building materials containing lead-based paint during demolition activities, in accordance with Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations (CCR), Section 1532.1, including employee training, employee air monitoring, and dust control. Dispose any debris or soil containing lead-based paint or coatings at landfills that meet acceptance criteria for the type of lead being disposed.

- Remove all potentially friable asbestos containing materials (ACMs) in accordance with National Emission Standards for Air Pollution (NESHAP) guidelines prior to demolition or renovation activities that may disturb ACMs. Undertake all demolition activities in accordance with Cal/OSHA standards contained in Title 8, CCR, Section 1529, to protect workers from asbestos exposure.

- Retain a registered asbestos abatement contractor to remove and dispose of ACMs identified in the asbestos survey performed for the site in accordance with the standards stated above.

- Materials containing more than one-percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations. Remove materials containing more than one-percent asbestos in accordance with BAAQMD requirements and notifications.

- Implement the following conditions in accordance with Cal/OSHA rules and regulations, to limit impacts to construction workers.
  - Prior to commencement of demolition activities, complete a building survey, including sampling and testing, to identify and quantify building materials containing lead-based paint.
  - During demolition activities, remove all building materials containing lead-based paint in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR, Section 1532.1, including employee training, employee air monitoring and dust control.
– Dispose any debris or soil containing lead-based paint or coatings at landfills that meet acceptance criteria for the type of waste being disposed.

Mitigation Measure Historic-1:

Due to the potential to discover unknown cultural and historic archaeological resources during site preparation and construction, the following mitigation is proposed to minimize potential impacts to cultural and historic resources:

**Subsurface Cultural Resources.** If prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped, the Director of Planning, Building and Code Enforcement (PBCE) or the Director's designee and the City’s Historic Preservation Officer shall be notified, and a qualified archaeologist shall examine the find. The archaeologist shall 1) evaluate the find(s) to determine if they meet the definition of a historical or archaeological resource; and (2) make appropriate recommendations regarding the disposition of such finds prior to issuance of building permits. Recommendations could include collection, recordation, and analysis of any significant cultural materials. A report of findings documenting any data recovery shall be submitted to Director of PBCE or the Director's designee and the City’s Historic Preservation Officer and the Northwest Information Center (if applicable). Project personnel shall not collect or move any cultural materials.

**Human Remains.** If any human remains are found during any field investigations, grading, or other construction activities, all provisions of California Health and Safety Code Sections 7054 and 7050.5 and Public Resources Code Sections 5097.9 through 5097.99, as amended per Assembly Bill 2641, shall be followed. If human remains are discovered during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The project applicant shall immediately notify the Director of Planning, Building and Code Enforcement (PBCE) or the Director's designee and the qualified archaeologist, who shall then notify the Santa Clara County Coroner. The Coroner will make a determination as to whether the remains are Native American. If the remains are believed to be Native American, the Coroner will contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC will then designate a Most Likely Descendant (MLD). The MLD will inspect the remains and make a recommendation on the treatment of the remains and associated artifacts. If one of the following conditions occurs, the landowner or his authorized representative shall work with the Coroner to reinter the Native American human remains and associated grave goods with appropriate dignity in a location not subject to further subsurface disturbance:

– The NAHC is unable to identify a MLD or the MLD failed to make a recommendation within 48 hours after being given access to the site.
– The MLD identified fails to make a recommendation; or
– The landowner or his authorized representative rejects the recommendation of the MLD, and mediation by the NAHC fails to provide measures acceptable to the landowner.
• **Paleontological Resources.** If vertebrate fossils are discovered during construction, all work on the site shall stop immediately, the Director of Planning, Building and Code Enforcement (PBCE) or the Director’s designee shall be notified, and a qualified professional paleontologist shall assess the nature and importance of the find and recommend appropriate treatment. Treatment may include, but is not limited to, preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds. The project applicant shall be responsible for implementing the recommendations of the qualified paleontologist. A report of all findings shall be submitted to the Director of PBCE or the Director’s designee.

**Mitigation Measure Noise-1:**

To ensure the project meets the HUD and City exterior and interior noise standards for new housing construction, the following mitigation measure shall be required for the proposed project:

- The project applicant shall prepare final design plans that incorporate building design and acoustical treatments to ensure compliance with State Building Codes and City noise standards. A project-specific acoustical analysis shall be prepared to ensure that the design incorporates controls to reduce interior noise levels to 45 dBA DNL or lower within the residential unit. The project applicant shall conform with any special building construction techniques requested by the City’s Building Department, which may include sound-rated windows and doors, sound-rated wall constructions, and acoustical caulking.

**Mitigation Measure Noise-2:**

To minimize noise generated during construction activity, the project applicant shall implement noise minimization measures that include, but are not limited to, the following:

- Limit construction hours to between 7:00 a.m. and 7:00 p.m., Monday through Friday, unless permission is granted with a development permit or other planning approval. No construction activities are permitted on the weekends at sites within 500 feet of a residence.

- Construct solid plywood fences around ground level construction sites adjacent to operational businesses, residences, or other noise-sensitive land uses.

- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.

- Prohibit unnecessary idling of internal combustion engines.

- Locate stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses.
• Utilize “quiet” air compressors and other stationary noise sources where technology exists.

• Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site.

• Notify all adjacent business, residences, and other noise-sensitive land uses of the construction schedule, in writing, and provide a written schedule of “noisy” construction activities to the adjacent land uses and nearby residences.

• If complaints are received or excessive noise levels cannot be reduced using the measures above, erect a temporary noise control blanket barrier along surrounding building facades that face the construction sites.

• Designate a “disturbance coordinator” who shall be responsible for responding to any complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., bad muffler, etc.) and shall require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

• Limit construction 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. Construction outside of these hours may be approved through a development permit based on a site-specific “construction noise mitigation plan” and a finding by the Director of Planning, Building and Code Enforcement that the construction noise mitigation plan is adequate to prevent noise disturbance of affected residential uses.

<table>
<thead>
<tr>
<th>Law, Authority, or Factor</th>
<th>Mitigation Measure</th>
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<tbody>
<tr>
<td>San José General Plan Policy MS-10.1</td>
<td>The San José General Plan Policy MS-10.1 requires the assessment of projected air emissions from new development in conformance with the BAAQMD CEQA Guidelines and relative State and federal standards. This policy also requires the identification and implementation of feasible air emission reduction measures. Consistent with this policy, all basic BAAQMD BMPs and dust control measures have been included as Mitigation Measure Air-1 for the project to reduce the generation of fugitive dust emissions during construction activity.</td>
</tr>
<tr>
<td>Migratory Bird Treaty Act, California Fish and Game Code Section 3503, 3503.5, and 2800, and San José General Plan Policy</td>
<td>The trees on the project site could provide nesting habitat for birds, including migratory birds and raptors. Nesting birds are among the species protected under provisions of the Migratory Bird Treaty Act and California Fish and</td>
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<tr>
<td>ER-5.2</td>
<td>Game Code Section 3503, 3503.5, and 2800. Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a “taking” by the CDFW. To prevent adverse impacts to nesting migratory and other protected bird species, the project applicant shall implement Mitigation Measure Bio-1 requiring seasonal restrictions on construction activity or pre-construction surveys by a qualified ornithologist.</td>
</tr>
<tr>
<td>National Emissions Standards for Hazardous Air Pollutants (NESHAP) as implemented by the Bay Area Air Quality Management District (BAAQMD)</td>
<td>Due to the presence of asbestos-containing materials within the structure proposed for demolition, Mitigation Measure Haz-1 has been included for the proposed project requiring compliance with applicable federal and State regulations.</td>
</tr>
<tr>
<td>Title 17, California Code or Regulations Division 1, Chapter 8 (Lead Based Paint Regulations); Cal/OSHA lead standards (Title 8, Lead-based paint disturbance, remediation and CCR Section 1 532.1); HUD Lead stabilization associated with the proposed project will</td>
<td>Due to the presence of lead-based materials within the structure proposed for demolition, Mitigation Measure Haz-1 has been included for the proposed project requiring compliance with applicable federal and State regulations.</td>
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<tr>
<td>Safe Housing Rule 24 CFR Part 35</td>
<td></td>
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<tr>
<td>Section 106 of the National Historic Preservation Act (36 CFR 800) and the California Environmental Quality Act (Section 15064.5)</td>
<td>Due to the potential for discovering cultural archaeological resources during site preparation and construction activities, the project applicant and contractor shall comply with the inadvertent discovery protocol required as Mitigation Measure Historic-1 for the project to prevent potential impacts to cultural archaeological resources.</td>
</tr>
<tr>
<td>HUD regulations at 24 CFR Part 51 Subpart B</td>
<td>HUD and the City require effective mitigation measures to comply with applicable noise standards, where noise-sensitive land uses are proposed in areas exposed to transportation noise sources. To ensure that the HUD and City exterior and interior noise standards are met, Mitigation Measure Noise-1 has been included requiring a project-specific acoustical analysis and building design which may include sound-rated windows and doors, sound-rated wall construction, and acoustical caulking.</td>
</tr>
<tr>
<td>San José General Plan Policy EC-1.7</td>
<td>The San José General Plan Policy EC-1.7 requires a noise logistics plan for large or complex projects that includes a variety of measures including specifying hours of construction, noise and vibration minimization measures, posting or notification of construction</td>
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</tbody>
</table>
schedules, and the designation of a noise disturbance coordinator. To minimize noise generated during construction activity, several noise reduction measures have been included as Mitigation Measure Noise-2 for the project. These measures would be implemented as part of a Construction Noise Logistics Plan to reduce construction noise and vibration levels consistent with City of San José GP Policy EC-1.7
Determination:

☑ Finding of No Significant Impact [24 CFR 58.40(g)(1); 40 CFR 1508.27]
The project will not result in a significant impact on the quality of the human environment.

☐ Finding of Significant Impact [24 CFR 58.40(g)(2); 40 CFR 1508.27]
The project may significantly affect the quality of the human environment.

Preparer Signature: __________________________ Date: 10/29/20

Name/Title/Organization: Garry Rees, Senior Planner, SHN

Certifying Officer Signature: __________________________ Date: __________

Name/Title: Rosalynn Hughey, Director of Planning, Building and Code Enforcement

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).