

GREYLANDS BUSINESS PARK
DRAFT
ENVIRONMENTAL IMPACT REPORT

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CITY OF SAN JOSE
PLANNING DEPARTMENT

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June, 1983

City of San Jose

PD C83 - 5 - 34EIR

SUMMARY

The proposed project is development of industrial park uses upon a 24.6 acre site located on both side of Greylands Drive, north of Hamilton Avenue and east of Bascom Avenue. Uses are anticipated to include office, research and development, light manufacturing, and supporting commercial. A total of 472,000 square feet are proposed in eight buildings, consisting of two and three stories. The project would be constructed in two phases, which each include four buildings. In addition, the 3,000 square foot Greylands Mansion with its surrounding mature trees and garden would be incorporated into Phase 1. The project proposes 20% buildings cover, 28% landscaping covers, and 52% parking covers. The project is estimated to have a total of 1,615 employees.

IMPACT

1. Project generated traffic will result in Level of Service E at the Hamilton/Leigh Avenues intersection during the AM peak traffic hour, which exceeds San Jose's minimum Level of Service D. The project will also contribute traffic to the Hamilton/Bascom Avenues intersection which currently operates at Level of Service E, and will continue to operate within this range after completion of the project.

MITIGATION

1. Mitigation of these impacts is not possible by street improvements in the existing or planned right of way, since these intersections are already improved to the maximum configuration. However, the proposed project itself represents a mitigation of the greater traffic generation and traffic impacts of another project that is presently approved on the site. This other presently approved project would result in a Level of Service F at the Hamilton/Leigh Avenues intersection.

IMPACT

2. The project would potentially result in land use compatibility impacts with adjacent residential uses.

MITIGATION

2. The project proposes to locate buildings and the principal activities away from adjacent residential uses and provide a decorative, sound tight fence and strip of landscaped screening along the common boundary.

IMPACT

3. Significant noise will be generated on site by project construction activities. The project site is subject to high traffic noise levels adjacent to Bascom and Hamilton Avenues.

MITIGATION

3. Construction noise can be reduced by using equipment with properly maintained mufflers and scheduling construction activities during normal working hours, as well as installation of the sound tight perimeter fence during the early phases of construction. Traffic noise intrusion from Bascom and Hamilton Avenues will be attenuated by steel frame masonry buildings.

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IMPACT

4. Hazardous materials may be utilized by some firms that locate within Greylands Business Park.

MITIGATION

4. A network of state, federal, and local regulations control the storage, handling, and disposal of hazardous materials. San Jose has recently adopted an ordinance which strictly regulates the storage and handling of hazardous materials. The proposed project will conform to the ordinance and further environmental review may be required for specific chemical use and storage at the Planned Development Permit stages of the project.

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SECTION I

DESCRIPTION OF THE PROJECT

A. GENERAL INFORMATION

All of the general information for the project is in Appendix A, which is the City of San Jose Cover Sheet of the Application for Environmental Clearance.

B. LEGAL DESCRIPTION, MAPS, AND LIST OF CONTIGUOUS PROPERTY OWNERS

1. Legal Description of The Project: The legal description of the project site is contained in Appendix A.
2. Regional Map: Refer to Figure 1 on page 2.
3. Vicinity Map: Refer to Figure 2 on page 3.
4. Property Owners: Refer to Appendix B at the back of this EIR.

C. PROJECT INFORMATION

1. Size of the Site

The proposed Greylands Business Park site covers an area of 24.6 acres and is located on the north side of Hamilton Avenue on both the east and west side of Greylands Drive. The area west of Greylands covers 12.5 acres, and the area east of Greylands Drive, 12.1 acres (refer to Regional and Vicinity maps, Figures 1 and 2).

2. Number of Floors

The proposed office/research and development complex will contain four two-story and four three-story buildings, for a total of 472,000 square feet. The project will be developed in two phases with Phase 1 occupying the area east of Greylands Drive and Phase 2 occupying the area west of Greylands Drive. Phase 1 will include two two-story, and two three-story buildings as well as preservation of the two-story Greylands house yielding a total of 239,000 square feet. Phase 1 may also include construction of a two-story wing onto the Greylands Mansion, or a separate building attached by a breezeway or corridor. This part of Phase 1 is still under consideration by the applicant and no plans are available. Phase 2 will include two two-story and two three-story buildings for a total of 236,000 square feet as shown on Figure 3 Site Plan.

3. Parking

The project proposes a total of 1,879 parking spaces, of which 856 (46%) are compact and 1,203 (54%) are regular spaces. All parking will be in surface lots. This represents 264 spaces more than the 1,615 spaces that would normally be required by City standards.

4. Site Coverage

The areas of the site occupied by buildings, landscaping, and parking are shown in Table I for Phase 1 and 2 as well as the total project.

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EIR

STEVENS
CREEK BLVD

SAN CARLOS

280

MOORPARK

WINCHESTER

17

BASCOM

SOUTHWEST EXPRESSWAY

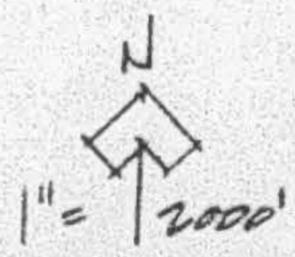
HAMILTON

MERIDIAN

SITE

CAMPBELL AVE

LEIGH AVE

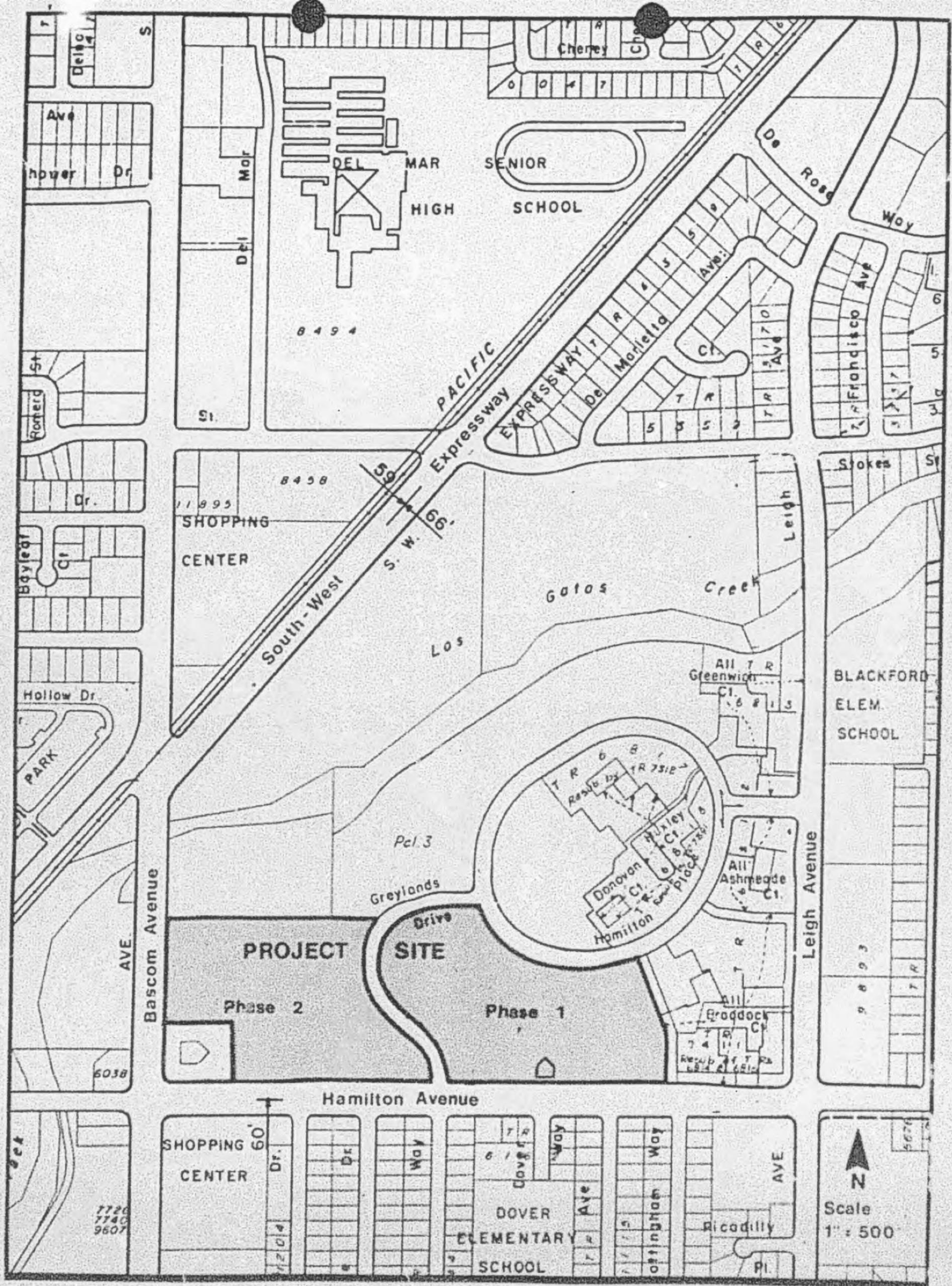


Regional Map

Figure 1

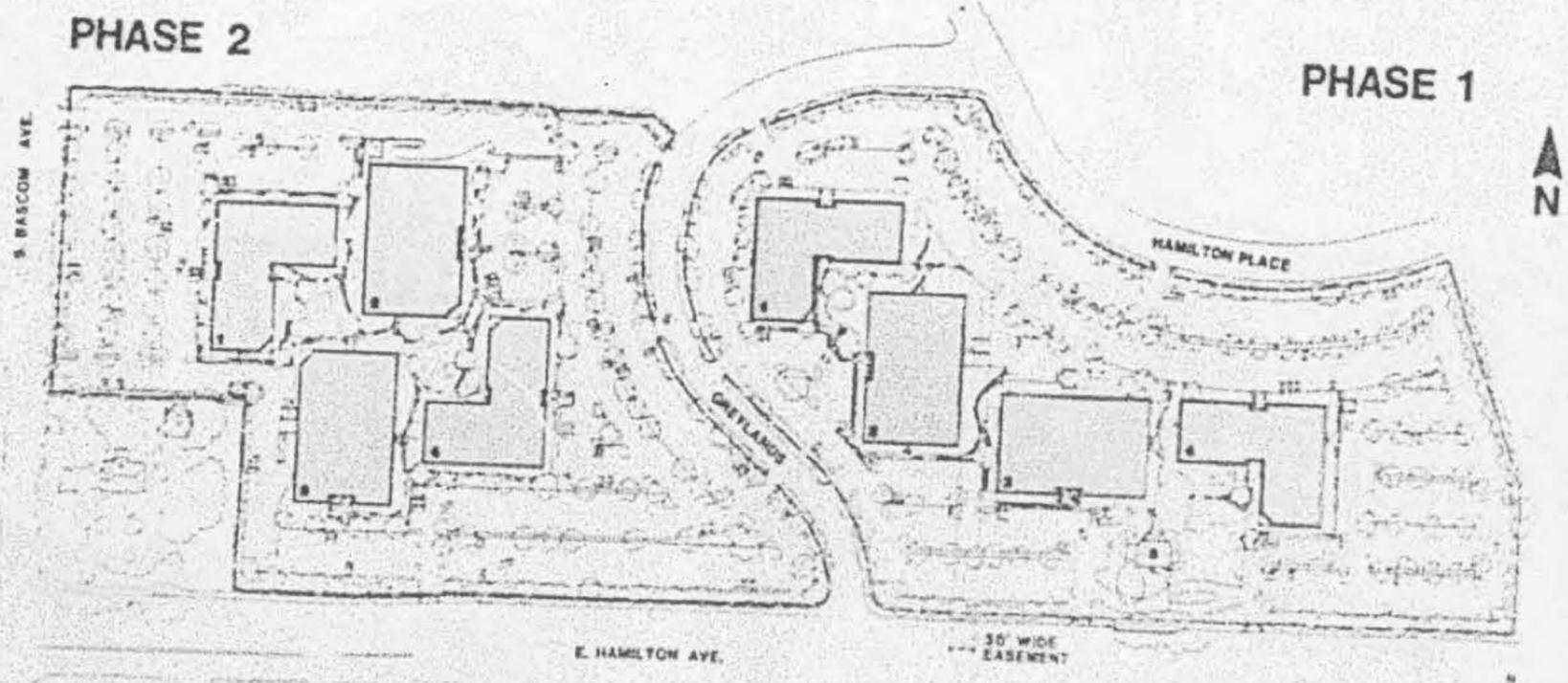
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**GREYLANDS
BUSINESS
PARK**



PHASE 1

BUILDING NUMBER	NUMBER OF FLOORS	AREA PER FLOOR	TOTAL AREA	GROSS AREA (SQ. FT.)	SITE COVERAGE
1	3	22,000	66,000		
2	3	20,000	62,000	2. 2 STORY: 104,000 (45%)	2. PARKING: 0.5 ACRES (5%)
3	2	26,000	52,000	3. (E) HOUSE: 3,000 (1%)	3. LANDSCAPE: 3.6 ACRES (29%)
4	3	22,000	66,000	TOTAL: 239,000	TOTAL: 12.5 ACRES
5*			3,000		
				PARKING	
				1. COMPACT: 427 (40%)	
				2. REGULAR: 512 (54%)	
				TOTAL: 939	

*EXISTING TWO STORY HOUSE

PHASE 2

BUILDING NUMBER	NUMBER OF FLOORS	AREA PER FLOOR	TOTAL AREA	GROSS AREA (SQ. FT.)	SITE COVERAGE
1	3	22,000	66,000		
2	3	20,000	62,000	2. 2 STORY: 104,000 (46%)	2. PARKING: 0.3 ACRES (3%)
3	2	26,000	52,000	TOTAL: 236,000	3. LANDSCAPE: 3.6 ACRES (29%)
4	3	22,000	66,000		TOTAL: 12.1 ACRES
				PARKING	
				1. COMPACT: 419 (46%)	
				2. REGULAR: 511 (54%)	
				TOTAL: 930	

McCandless Development Corporation
120 Lakeside, Suite 200, San Francisco, CA

THURCH-KOMINGER ARCHITECTS, AIA
2000 CALIFORNIA STREET, SAN FRANCISCO, CA

OVERALL SITE PLAN **3**
APRIL 81

Figure 3

PD083-5-24

TABLE I

Site Coverage By Use

	<u>Phase I</u>		<u>Phase 2</u>		<u>Total</u>	
	AC	%	AC	%	AC	%
Building	2.4	20%	2.3	20%	4.7	20%
Parking	6.5	52%	6.2	52%	12.7	52%
Landscaping	3.6	28%	3.6	28%	7.2	28%
TOTALS	12.5	100%	12.1	100%	24.6	100%

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5. Project Plans

Project plans for the Greylands Business Park are shown on Figure 3, and a complete set of plans are on file with the City of San Jose Planning Department.

6. Industrial Park Uses

The project is a two-phase development of light industrial park uses, made up of offices, office/research and development facilities, and supporting commercial activities (which are described in Appendix D). The primary uses are twofold: 1) offices for professional or business use, and 2) research and development, light manufacturing, light assembly and other related uses. Light manufacturing and assembly uses include: 1) storage and warehousing of manufactured goods and materials, and 2) associated shipping, receiving, and loading facilities. The project will not include heavy manufacturing, heavy assembly, tank farms, or large scale uses of toxic or hazardous chemicals, although some hazardous materials are used in the light manufacturing operations. No unusual utility or energy requirements are anticipated.

Secondary use of the development will include support commercial facilities for the above uses, such as various eating establishments, limited retail uses such as stationers, prints shops, art supply stores, barber shops, beauty parlors, athletic clubs and facilities, private clubs, and financial institutions.

The development is being built in a speculative nature, owned and leased out by Greylands Park. Therefore, the exact number and type of firms that will occupy the building are not available at present.

It is estimated that there would be a total of 1,615 employees at complete development and occupancy of Greylands Business Park assuming one employee per 250 square feet of net floor area.

7. Physical and Engineering Characteristics

Construction of Phase 1 will begin with the removal of the walnut, prune and cherry orchard trees. The mature cedars, poplar, redwoods and other ornamental trees and shrubs around the Greylands house will be preserved along with the house. The detached garage will be removed as well as two small structures near Greylands Drive. The applicant has not determined if the swimming pool at the Greylands Mansion will be removed or be incorporated into the project. Following removal of the orchard trees, parking lots and building pads will be graded. Trenches will be excavated for foundation footings, storm, sanitary, and utility lines. A 30 foot-wide utility easement crosses the Phase 1 sector of the site between buildings 2 and 3 (refer to Figure 3). Steel-frame masonry building construction is proposed for the two two-story and the two three-story new buildings in Phase 1. Access to the Phase 1 sector of the site would be provided by two driveways on Hamilton Avenue, three driveways on Greylands Drive and one driveway on Hamilton Place. Landscaping includes planting trees, shrubs, and ground cover throughout parking areas and around the buildings. In addition, a landscaped strip would be constructed along the street frontages of Hamilton Avenue, Greylands Drive and Hamilton Place. A row of trees would be established along the easterly side of the site to provide screening between homes and the project.

Construction of Phase 2 will be similar to Phase 1, beginning with the removal of the orchard trees and one home and associated buildings located on the northwest corner of Greylands Drive and Hamilton Avenue. Grading, excavation, building construction, and landscaping would be similar to that for Phase 1. Access would be provided by three driveways on Greylands Drive, one on Hamilton Avenue and two on Bascom Avenue. With the exception of some new curb cuts for driveways all street improvements have been constructed as a part of the previously approved residential project.

8. Utilities and Services

Storm and sanitary sewer lines have been constructed in the streets adjacent to the site to accommodate its development. Similarly, electric power, natural gas, water, and telephone services are available to the site by lateral extension onto the property. Natural gas and electric power will be provided by Pacific Gas and Electric, telephone service by Pacific Telephone, and water from the San Jose Water Works. There is a 36 inch low pressure water line that extends across the site in a 30 foot wide easement located just to the east of Greylands Drive. This San Jose Water Works right of way extends from Hamilton Avenue north to Los Gatos Creek.

9. Public Improvements

All public improvements necessary for development of the project have been constructed as a part of the previously approved project. The only exception to this is the elimination of two driveways on Hamilton Place. There will also be new driveways constructed, such as the two on Bascom Avenue.

10. Reservation for Public Facilities

There are no reservations for public facilities proposed or required by the project.

11. Project Objectives

The applicant is proposing Greylands Business Park as a more feasible and economically viable alternative to the office/specialty commercial/private recreation uses that are presently approved on the property under the existing PD zoning. Further objectives of the project and the applicant are:

- 1) To reduce potential traffic congestion in the project vicinity by reducing peak-hour trips from the site by approximately two thirds from 1,593 peak-hour trips to 566 peak-hour trips;
- 2) To provide approximately 1,600 new jobs close to the bedroom community, which will tend to reduce the length and number of peak hour commute trips and associated air pollutant contributions;
- 3) To develop high quality, light industrial park/office uses that will be compatible and complementary in scale and aesthetics to the surrounding land uses;

- 4) To implement the City's goal of "Urban Infilling" and thereby best utilize the existing infrastructure;
- 5) To strengthen San Jose's tax base by developing industrial uses which yield a net tax contribution to the City. These uses require less cost than the revenues that they generate.

12. Uses of the EIR

The information contained in this EIR will be used by the City of San Jose as part of the environmental review for PD (Planned Development) Rezoning, PD Permit, and Tentative Map.

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EIR

SECTION II

DESCRIPTION OF THE ENVIRONMENTAL SETTING

A. TOPOGRAPHY

The site is relatively flat, sloping downward to the northeast at a grade of approximately 0.5%. It ranges in elevation from about 175 feet near the southwesterly corner down to about 165 feet at the northeasterly corner.

B. GEOLOGIC CONSIDERATIONS

1. Geology and Soils

Geotechnical investigations were conducted on the site by Berlogar, Long, & Associates (September, 1977) and by Nordmo Associates, Inc. (March, 1983). This investigation indicates that the site is underlain by alluvial deposits which have been laid down by Los Gatos Creek which is an aggrading stream that currently runs a few hundred feet north of the property. The alluvial deposits consist of bedded silts, clays, sandy silts, silty sand gravels, and gravel. The size of the grainy material increases with depth, with the finer materials found at or near the ground surface.

2. Geologic Hazards and Seismicity

a) Landslides

There are no potential landslide areas on the Greylands project site. Landslide potential does exist, however, in the area of the vertical creek banks of Los Gatos Creek, approximately 250 feet to the north.

b) Seismicity

No faults are known to be on the site or are shown on regional geologic maps as passing through or near the site. The site is approximately five miles southwest of the extension of the Silver Creek Fault, 10 miles southwest of the Hayward Fault, 12 miles southwest of the Calaveras Fault, and 5 miles northwest of the San Andreas Fault. The San Andreas Fault has a potential for at least an 8.5 (Richter Magnitude) earthquake; the Hayward Fault, 7.0; the Calaveras Fault, 7.3; and the Silver Creek Fault, 6.2. Maximum ground surface acceleration for this area is reported by Cooper, Clark, and Associates to be 0.30 to 0.35 G (1G equals the acceleration resulting from the gravitational force of the earth), with a fundamental period of 4½ to 5½ seconds.

The potential hazard from liquefaction during an earthquake is very low or virtually non-existent because of the depth of the water table and the dense and coarse textures of the soils underlying the site. Seismic hazards at the site are typical of the Santa Clara Valley and do not represent a significant constraint to development of the type proposed by the project.

C. NATURAL WATERWAYS AND FLOODING

The only natural waterway in the project vicinity is Los Gatos Creek which runs 250 feet to the north of the site at its closest point. According to Federal Flood Insurance Maps, and the United States Geological Society map of "Flood Prone Areas in the San Francisco Bay Region, California", the site is not subject to flooding during a 100-year flood.

D. FLORA AND FAUNA

Vegetation on the site is dominated by orchard trees, principally walnut with some prune and a few cherry. The orchard has not been maintained for several years and more than half of the trees are either in very poor condition or dead. The ground beneath the trees has been plowed to prevent the annual weeds and grasses from becoming a fire hazard when they dry out. A few remnants of this ground cover can be found at scattered locations including Wild Oat, Farmer's Foxtail, Filaree, Cheese Weed, Field Mustard and Field Bindweed. Wildlife found using the site is generally typical of orchards and cultivated or fallow agricultural areas. Species that are present or expected include, Mourning Dove, Rock Dove, Western Robin, Mockingbird, Scrub Jay, Killdeer, Burrowing Owl, House Finch, House Sparrow, Beechey Ground Squirrel, Botta Pocket Gopher, and Black-tailed Jack Rabbit. The Burrowing Owl uses the project property as a perch site, but it has not been determined to use the property as a nesting site. There are no rare or endangered species present or expected in the project area.

In contrast to the orchard areas, mature ornamental landscaping is present at the Greylands home site. Here, several Poplar trees tower 60 to 80 feet in the air and are visible for a half mile or more. Other trees include, Coast Redwood, Cedar, Cypress, and Australian Tea Tree which grow around the well maintained garden. The garden contains ornamental shrubs such as Cottoeaster, Pittosporum, and Private, and beds of roses and herbs. Ornamental plantings are also cultivated around the house on the northwest corner of Greylands Drive and Hamilton Avenue. A medium-sized California Pepper tree is growing next to the buildings on the east side of Greylands Drive north of Hamilton Avenue.

E. CULTURAL RESOURCES

An archaeological field reconnaissance was conducted on the site and the results of it are reported by David Chavez in Appendix F. The reconnaissance included walking the property and inspecting the ground surface for indications of archaeological resources. The reconnaissance yielded no indications of archaeological resources and it concluded that development would have no adverse impact upon any archaeological resources.

The Greylands House is located on the site near the southern boundary of the property between Greylands Drive and the easterly property boundary. This structure is reported to have been constructed during the late 1920's and may be of potential architectural or historical interest. Adjacent to the site, on the northeasterly corner of Hamilton and Bascom Avenues is the Ainsley House. It is described in the Santa Clara County Resource Inventory (October 1975) as follows:

"Original Ainsley house, 112 North Second, Campbell - - This 3800 square foot house was the original home of John Ainsley, and was first located on the property of the cannery he owned at Harrison Avenue by the railroad. In 1912 the home was moved in three parts to its present site".

The Santa Clara County: Heritage Resource Inventory, was updated (June 1979) and included the following description of the Ainsley House: 1975

"J.C. Ainsley house, 112 North Second Street - Campbell. Originally located next to Ainsley's Packing Company, along the railroad at Harrison and Campbell Avenues; this house was moved to its present site in 1918 by a team of horses. An Englishman, J.C. Ainsley was a pioneer industrialist who came to Campbell in 1877 and established its first cannery".

F. SIMILAR DEVELOPMENT

There are no existing or proposed industrial park uses similar to that of the project in its vicinity. There are, however, two story office developments along both Bascom and Hamilton Avenues.

G. EXISTING USES OF THE SITE

Presently the vast majority of the site is occupied by an orchard which is no longer under cultivation. Other uses of the property include a few structures along the southerly side. At 2091 Hamilton is an occupied house, garage, and related structures. The house is located in the northwesterly corner of Greylands Drive and Hamilton Avenue. There are two buildings on the easterly side of Greylands Drive which are vacant. Located further to the east on the site and fronting on Hamilton Avenue is the Greylands Mansion which is occupied and well maintained.

H. SURROUNDING LAND USES

Land uses surrounding the site include single-family and multi-family residential, retail, office and retail commercial, schools, and a church. All of these uses are in low-rise structures, no higher than three stories and at typical suburban densities. For the most part the buildings are approximately 20 to 30 years old, with a few older structures. These buildings display a wide variety of architectural style.

Directly adjacent to the northwest of the site are the French Quarter Apartments. These two-story apartments were built within the past fifteen years. They are bounded on the north by Los Gatos Creek which forms a natural boundary between the existing and proposed residential uses adjacent to the site and the two-story apartment complexes to the north of the Creek.

To the northeast and east of the site are the new condominiums and townhouses in the Broadmoor Homes Development (1600 Hamilton Place). This development is broken into two projects; the Corners and the Villages. The Corners, located to the east of Greylands Business Park, is comprised of two-story condominiums of contemporary design. There is a six-foot high decorative wood fence along the easterly boundary of the site separating it from the Corners. North of the Corners, is the one and two story Village townhouse development with covered decks and gardens. Much of the land to the north of the Villages project, and a portion in the Corners project, is still vacant but completion is anticipated by 1985.

Further to the east of the site, on the east side of Leigh Avenue, north of Hamilton Avenue, there are office buildings and a school. To the south and southeast of the site across Hamilton Avenue there is a church, one and two story modern professional office buildings (one is a converted duplex) and homes. A single family residential neighborhood occupies the area to the south of the office development along Hamilton Avenue. A community shopping center is located on the southeast

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Land uses surrounding the site include single-family and multi-family residential, retail, office and retail commercial, schools, and a church. All of these uses are in low-rise structures, no higher than three stories and at typical suburban densities. For the most part the buildings are approximately 20 to 30 years old, with a few older structures. These buildings display a wide variety of architectural style.

Directly adjacent to the northwest of the site are the French Quarter Apartments. These two-story apartments were built within the past fifteen years. They are bounded on the north by Los Gatos Creek which forms a natural boundary between the existing and proposed residential uses adjacent to the site and the two-story apartment complexes to the north of the Creek.

To the northeast and east of the site are the new condominiums and townhouses in the Broadmoor Homes Development (1600 Hamilton Place). This development is broken into two projects; the Corners and the Villages. The Corners, located to the east of Greylands Business Park, is comprised of two-story condominiums of contemporary design. There is a six-foot high decorative wood fence along the easterly boundary of the site separating it from the Corners. North of the Corners, is the one and two story Village townhouse development with covered decks and gardens. Much of the land to the north of the Villages project, and a portion in the Corners project, is still vacant but completion is anticipated by 1985.

Further to the east of the site, on the east side of Leigh Avenue, north of Hamilton Avenue, there are office buildings and a school. To the south and southeast of the site across Hamilton Avenue there is a church, one and two story modern professional office buildings (one is a converted duplex) and homes. A single family residential neighborhood occupies the area to the south of the office development along Hamilton Avenue. A community shopping center is located on the southeast

corner of Bascom and Hamilton Avenues across from the site. This shopping center is more than 20 years old and includes a major drug store, home improvement center, restaurants, catalog store and major discount liquor store.

To the southwest and west of the site across Bascom Avenue there is a mixture of commercial uses including various shops and retail uses such as service stations, restaurants, and a professional office. The Ainsley House is located adjacent to the southwest corner of the site on the northeast corner of the Hamilton/Bascom Avenue intersection.

I. TRANSPORTATION AND TRAFFIC CIRCULATION

Access to the project will be provided from Bascom Avenue to the west, Hamilton Avenue to the south, Greylands Drive which runs through the project and Hamilton Place adjacent to the northeast sector of the site. Hamilton Place connects Greylands Drive to Leigh Avenue which is a major north/south arterial serving the project vicinity. The other two major arterials in the vicinity are Hamilton and Bascom Avenues. These arterials are described below:

Bascom Avenue: Bascom Avenue is a six lane north-south major arterial. It has three lanes in each direction with a raised masonry median and no parking permitted. At Hamilton Avenue, double southbound and double northbound left turn lanes are provided. Right turn only lanes are provided both northbound and southbound.

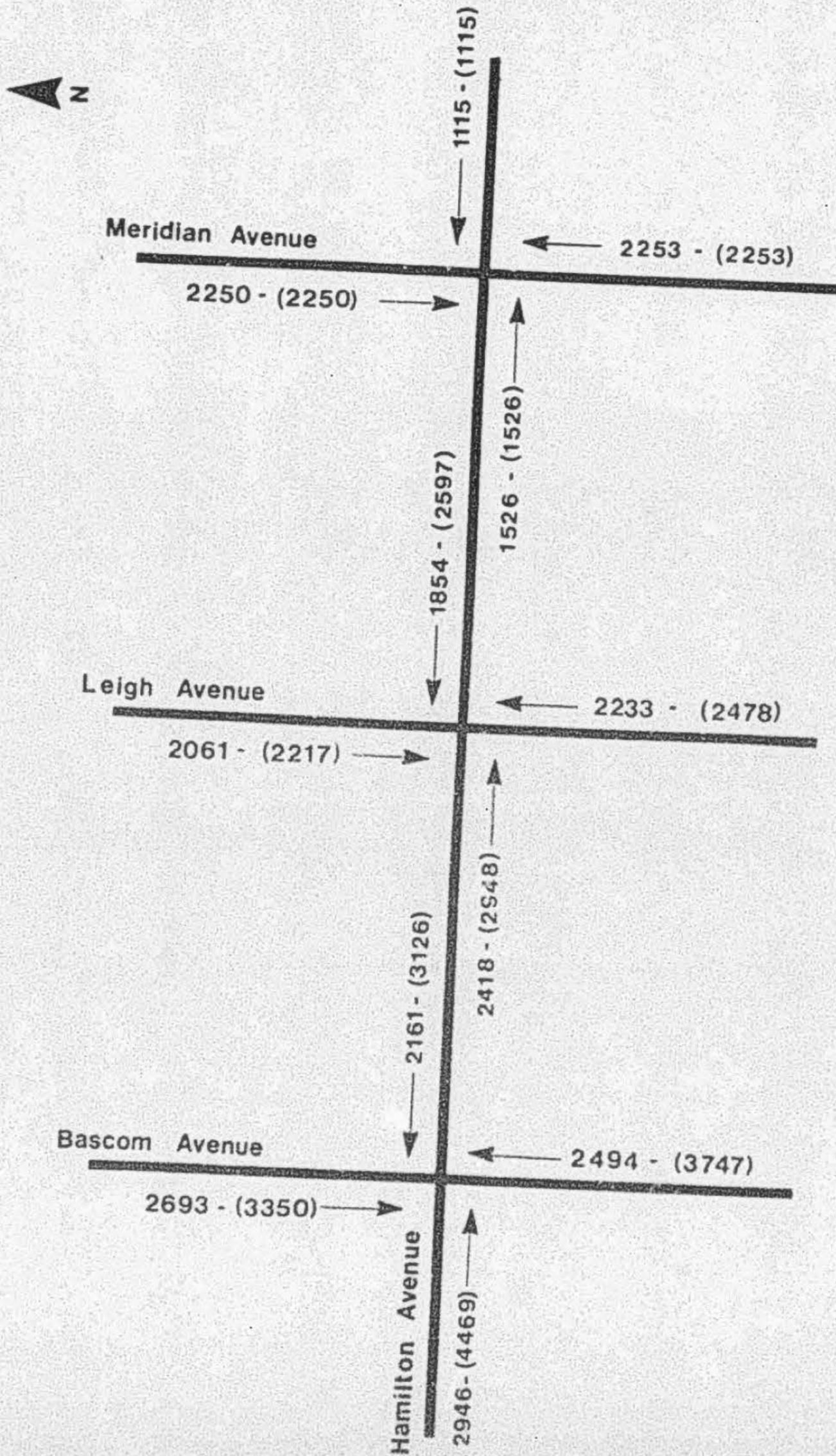
Hamilton Avenue: Hamilton Avenue is a six lane east-west major arterial, and has signalized intersections with Bascom Avenue, Greylands Drive/April Way, Leigh Avenue, and Meridian Avenue. It has three eastbound lanes from Highway 17 interchange to April Way and two eastbound lanes beyond April Way. Parking is permitted east of April Way. In the westbound direction, three lanes with parking are provided east of Leigh Avenue, three lanes with parking from Leigh Avenue to Bascom Avenue and three lanes without parking are provided west of Bascom Avenue. Dual left turn lanes are provided in each direction on Hamilton Avenue at Bascom Avenue; right-turn only lanes are provided in both directions also. Single left turn lanes are provided at Leigh Avenue. A raised masonry median exists between Bascom Avenue and Leigh Avenue.

Leigh Avenue: Leigh Avenue is a 4-5 lane north-south major street. It provides two lanes of traffic northbound and three lanes southbound, north of Hamilton Avenue. Parking is permitted except in the vicinity of Hamilton Avenue. Left turn lanes are also provided at this intersection for each approach. In addition, one lane of northbound Leigh Avenue at Hamilton Avenue is striped as a left turn only lane. Leigh Avenue has a signalized intersection with Hamilton Place.

The existing PM peak-hour traffic volumes on Bascom, Hamilton, and Leigh Avenues are shown on Figure 4 and the peak-hour Levels of Service at the three critical Hamilton Avenue intersections are shown on Table II. Levels of service represent a ratio of traffic volume to intersection capacity and are defined in Table III. The Levels of Service calculated in Table II are for existing AM and PM peak-hour traffic. In addition, the Levels of Service that will result when all approved projects are complete have also been calculated in Table II. Calculations in Table II have been done using counts by the City of San Jose, City of Campbell, and George S. Nolte & Associates.

Primary regional access to the project area is via the Highway 17 Freeway, with an interchange at Hamilton Avenue just west of Bascom Avenue. Interstate Route 280 Freeway is about 1 - 1½ miles north of the site and can be reached via Highway 17

EXISTING AM AND PM PEAK HOUR FLOWS



000... AM
(000)... PM

Figure 4

TABLE II
LEVELS OF SERVICE
THREE HAMILTON AVENUE INTERSECTIONS

Intersection	Existing Level Level of Service	(V/C)	Existing Traffic plus other Approved Projects ⁴	(V/C)
Hamilton/Bascom				
AM ¹	C	(0.730)	C	(0.741)
PM ¹	D	(0.811)	D	(0.815)
PM ²	E	(0.923)	E	(0.926)
Hamilton/Leigh				
AM ³	D	(0.862)	D	(0.879)
PM ³	B	(0.684)	B	(0.688)
Hamilton/Meridian				
AM ³	C	(0.786)	C	(0.791)
PM ³	C	(0.775)	C	(0.780)

¹ Based on count by City of Campbell on February 17, 1983.

² Based on count by City of San Jose on September 8, 1982.

³ Based on Nolte counts of April 19, 21, 26, 1983.

⁴ These level of service calculations do not include traffic generated by development that is presently approved on the project site.

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TABLE III
INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Volume/Capacity Ratio	Interpretation
A	(0.599 or lower)	Free flow of traffic.
B	(0.600 - 0.699)	Stable flow of traffic.
C	(0.700 - 0.799)	Stable flow of traffic with occasional delays at busy intersections.
D	(0.800 - 0.899)	Traffic flow through intersections approaching capacity with substantial delays.
E	(0.900 - 0.999)	Roadways at capacity; unstable traffic flow with long queues of vehicles at major intersections. Vehicles may have to wait through several signal cycles to clear the intersection.
F	(1.000 or higher)	Breakdown of traffic flow. Intersections jammed. The throughput of traffic is lower than at level of service E.

*Level of service is usually reported for the worst condition that continually recurs.

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or via Meridian Avenue, Leigh Avenue, and Southwest Expressway. Transit service to the site is provided by three routes of the Santa Clara County Transit System. Route 62 serves Bascom Avenue; Route 82 serves Hamilton Avenue, terminating to the southwest of the project at the Pruneyard. Both lines operate at 30 minute headways during the week. The third, Route 94, a midday only route, commences at the Pruneyard and continues to the Los Gatos Community Hospital. This route operates from 8:30 a.m. to 2:30 p.m. on the hour. Pedestrian activity along these major arterials is minimal. Informal observations revealed approximately 100 pedestrians per hour at the intersection of Hamilton Avenue and Bascom Avenue and fewer at the other major intersections. There are no bicycle routes on any of the major arterials.

J. NOISE

The existing noise environment of the site is dominated by vehicular-generated sounds. Regular passenger vehicles, automobiles, produce 60 - 70 dBA on passby at 35 feet. Diesel trucks, motorcycles, and vehicles with poor mufflers produce 10 - 15 dBA more than regular vehicles, or 70 - 75 dBA. City transit buses, depending on their age, type, and operating condition, produce 75 - 85 dBA. The above sources are found primarily along Bascom and Hamilton Avenues, and these sound levels are shown in Table IV. Sound levels at the site adjacent to Bascom and Hamilton Avenues may require some attenuation measures to meet the criteria of San Jose's Noise Element.

The Southwest Expressway and the adjacent railroad tracks run to the northwest of the project. Noise from the railroad is not noticeable; however, the warning horn sounded at a grade crossing produces 50 - 60 dBA several times per day.

There are no stationary noise sources in the project area which are as significant as the transportation-related noises.

There are several sensitive receptors in the area, including Dover Elementary, and Trinity Lutheran Schools, residences, and churches.

K. AIR QUALITY

1. Climate

The Bay Area climate is a mediterranean type, characterized by mild and rainy winters November through March, and warm and nearly dry summers June through September. There is a high percentage of sunshine, particularly in the summer. The movements of marine air establish the temperature, humidity, wind, and precipitation throughout the year, which in turn depend upon the location and strength of the dominant Pacific high-pressure system and the coastal temperature gradient.

2. Existing Air Quality

Air quality in the area proposed for the project is subject to the problems experienced by most of the Bay Area, and particularly the southern portion. Emissions from millions of vehicle-miles of travel each day are often not mixed and diluted, but trapped near ground level by an inversion. Prevailing air currents generally sweep from the mouth of the Bay toward the south, picking up and concentrating emissions in the basin around San Jose. Carbon monoxide and suspended particulate concentrations are also a result of South Bay activity levels, and contribute to concentrations which sometimes exceed

TABLE IV
EXISTING SOUND AND L_{dn} LEVELS

Roadway	Time Period	Noise Levels (dBA) (50 foot setback)			
		L_{10}	L_{50}	L_{90}	L_{dn} Noise
Leigh Avenue	Daytime	66	62	58.5	63.5
	Nighttime	57.5	45.5	39.5	
Hamilton Avenue	Daytime	66.5	63	59	67
	Nighttime	62	49	43.5	
Bascom Avenue	Daytime	65	60.5	55	65.5
	Nighttime	60.5	56	52	

Source: Edward L. Pack & Associates Sonic Analysis; Environmental Impact Report for the Hamilton/Leigh Center. MacKay & Soms Environmental Center, Santa Clara, California, September 1976.

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limits established by the Bay Area Air Quality Management District (BAAQMD). Recent air quality data from the downtown San Jose monitoring station, as well as existing ambient air quality standards, are shown on Table V on page 19.

The measured concentrations of ozone (a product of sunlight reacting with hydrocarbons and nitrogen oxides), a primary "smog" component, are heavily dependent upon weather patterns (particularly sunshine, temperature and wind characteristics) as well as emissions, and vary substantially from year to year. Since the adverse atmospheric conditions in 1978, when 12 exceedances were recorded in San Jose, high oxidant days have been under a half dozen and they are decreasing steadily. Another problem pollutant in the South Bay area, carbon monoxide (CO), is also heavily dependent upon weather as well as vehicle emissions. Incidents of concentrations of CO exceeding the 8-hour standard continue to decrease in the project area, with five exceedances during 1981, most of them during mid-winter evenings. Both of these air pollutants have been reduced drastically in recent years through the use of superior emission control systems on new automobiles.

Total suspended particulates (TSP) (dust, ash, smoke, etc.), produced by vehicles, heavy industry and soil-moving activities, increased noticeably in San Jose in 1980, apparently because of increased construction in the vicinity, but then dropped to new lows in 1981. The 100 ug/m³ ambient standard for individual sample concentration was exceeded on only 8% of the days tested at the station in downtown San Jose, one of the best TSP records in more than a decade there.

Sulfur dioxide is primarily associated with chemical and refining industries, and has never approached the ambient standard in the project area, nor have the ambient standards been exceeded anywhere in the Bay Area in several years. The superior controls required on chemical process plants are largely responsible for this condition. Nitrogen oxides are produced heavily by vehicles and high-temperature industrial operations, but have not as yet posed serious problems in the region. However, in December 1980 the standard was exceeded once in San Jose, the only exceedance of the year in the District.

Because there are exceedances of the ambient air quality standards in the Bay Area, the District has been designated a Non-Attainment Area by the Environmental Protection Agency (EPA) for carbon monoxide, ozone, and total suspended particulates. All significant sources in the District must share responsibility for basin exceedances, including sources in locations where air quality is good. The Non-Attainment designations in the Bay Area calls attention to the exceedance of ambient air quality standards for three pollutants, and requires the District Air Quality Plan to specify how compliance is to be achieved in the next few years. Although there are air quality problems in the project area, and indeed in the air basin, as evidenced by ambient standard exceedances, the location for the proposed project is similar to, and not significantly worse than, other locations in the South Bay. On most days the air quality is satisfactory everywhere, and on days when regional atmospheric conditions are stagnated, the air quality is poor throughout the South Bay area.

TABLE V

AMBIENT AIR QUALITY IN DOWNTOWN SAN JOSE (1979 - 1981)

	<u>1979</u>	<u>1980</u>	<u>1981</u>	BAAQMD Standard	<u>Measurement Units</u>
<u>Ozone -</u>					
Maximum	15	17	15	12	pphm, 1-hour avg. days per year Expected Annual Exceedances
Exceedances	4	3	1	1	
3-year average	6.4	6.2	2.7	1	
<u>Carbon Monoxide -</u>					
Maximum 1-hour	24	27	N/A	35	ppm, 1-hour avg. days per year
1-hour Exceedances	0	0	0	1	
Maximum 8-hour	14	16	10.8	9	ppm, 8-hour avg. days per year
8-hour Exceedances	17	15	5	1	
<u>Sulfur Dioxide -</u>					
Maximum	0.3	0.8	0.3	5	pphm, 24 hour avg. % of days per year
Exceedances	0	0	0	2	
<u>Total Suspended Particulates -</u>					
Annual Mean	63	74	64	60	annual geometric mean, $\mu\text{g}/\text{m}^3$ percent of days per year above $100 \mu\text{g}/\text{m}^3$
Daily Exceedances	18	25	8	1	

SOURCE: Bay Area Air Quality Management District monitoring data for San Jose.

SECTION III
ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT

A. SIGNIFICANT IMPACTS OF THE PROPOSED PROJECT

Traffic

The traffic impacts of the proposed Greylands Business Park were evaluated in a traffic analysis which evaluated two development scenarios for the project site (refer to Appendix G). Scenario I is the proposed Greylands Business Park and Scenario II is the presently approved project which includes commercial recreation/lodging and professional office uses on the same 24.6-acre site. The impacts of the existing approved project are evaluated here since several roadway improvements were required as conditions of its approval to mitigate traffic impacts. Since these roadway improvement mitigations have all been constructed but the site has not been developed, it is appropriate and relevant to take both these mitigations and the previously approved project into consideration when evaluating impacts from the presently proposed Greylands Business Park Project. Some of the roadway improvements included widening the frontages along Bascom, Hamilton and Leigh Avenues and the signalization of Greylands Drive and Hamilton Avenue.

The traffic volumes from the two traffic analysis scenarios are compared to the traffic volumes that result from adding the existing traffic to traffic from approved projects. For example, 170 townhomes and condominiums have been constructed and occupied on the adjacent property and 509 additional units will ultimately be constructed. Traffic from the 170 occupied condominiums and townhomes is accounted for within the existing traffic counts and traffic from the 509 units to be constructed or occupied in the future is accounted for by adding it to the existing traffic counts.

Trips generated by the proposed project and the existing approved project are shown below:

TRIP GENERATION

	Average Daily Traffic	Peak Hour
Proposed Greylands Business Park	3,776	566
Existing Approved Project (commercial, recreational/ lodging, professional offices)	13,170	1,593

As indicated by the generated trips above, the proposed project would generate approximately two-thirds less peak-hour trips than the presently approved project on the Greylands Business Park Site. The proposed project would also result in a corresponding reduction of the more critical peak direction, peak-hour trips.

The trips generated by the project were assigned directional distribution as shown below, taking into account the site's geographical relation to population center, and the street and highway system:

<u>To and From the;</u>	<u>Percent</u>
North via Bascom	10
North via Leigh	15
South via Meridian	10
South via Leigh	5
South via Bascom	5
West via Hamilton	55
	<u>100</u>

The distribution of the PM peak-hour traffic generated by both of the traffic analysis scenarios is shown on Figure 5. Assignment of AM and PM peak-hour traffic generated by Greylands Business Park and by future residential development on the remaining Ainsley property is shown on Figure 6 and 7.

The impacts of this traffic upon circulation at the three critical Hamilton Avenue intersections with Bascom, Leigh, and Meridian are shown in Table VI. Greylands Business Park would result in a Level of Service E during the AM peak-hour at the Hamilton/Leigh intersection. This is a significant impact since it is below San Jose's minimum Level of Service D. However, Level of Service E is a substantial improvement over the Level of Service F calculated for this intersection with the currently approved project. The Hamilton/Bascom Avenues intersection is presently calculated to operate at Level of Service E (0.926) during the PM peak-hour based upon traffic counts taken by the City of San Jose in September, 1982. Based upon the September traffic count, it is calculated that this intersection will continue to operate at Level of Service E after completion of Greylands Business Park, but the volume capacity ratio would increase from 0.926 to 0.974 as shown on Table VI. However, using a more recent count taken by the City of Campbell in February of 1983 yields a Level of Service D at this intersection which meets San Jose's minimum Level of Service criterion.

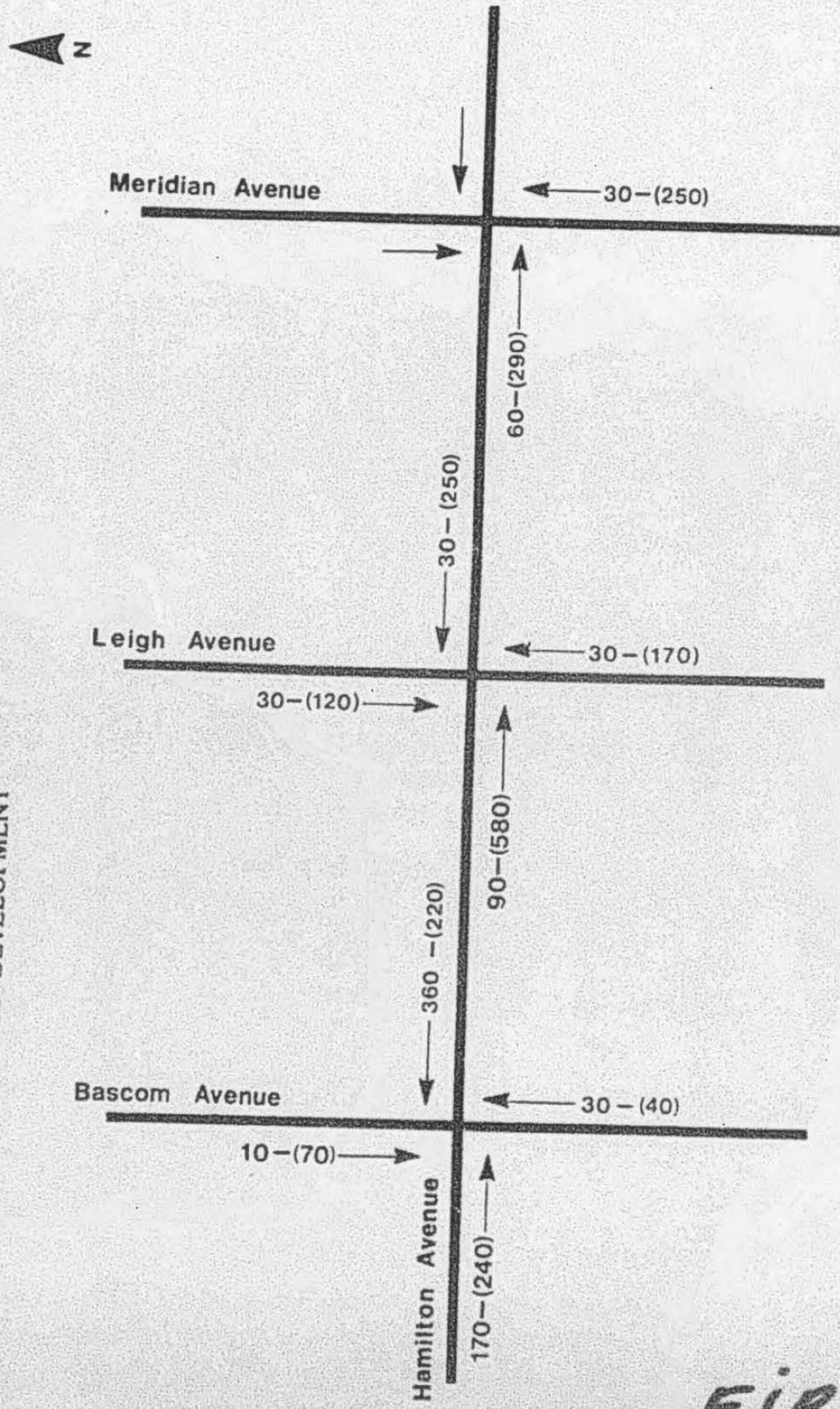
It is not possible to further mitigate traffic impacts at either Bascom/Hamilton intersection or the Leigh/Hamilton intersection since these intersections are fully improved within the planned right of way.

B. NON-SIGNIFICANT ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT

1. Land Use

Land use impacts resulting from the proposed project center around the conversion of 25 acres of land from fallow agricultural land and open space to industrial park uses. The visual effect of this conversion will be to transform open space and orchard into a modern industrial park with two and three-story buildings surrounded by landscaping and parking. The house and buildings at the intersection of Greylands Drive and Hamilton Avenue will be removed. However, the Greylands Mansion with its surrounding mature trees and garden will be preserved and incorporated into the project. The visual effects of the project will be most evident to those homes and businesses adjacent to or across the street from the site since they currently enjoy the most benefit from the open space of the site. The most directly affected properties will be the apartment buildings adjacent to the northwest corner of the property, existing and future townhomes and condominiums along the north and east side of the site, and the Ainsley Mansion at the southwest corner of the site.

P.M. PEAK-HOUR TRAFFIC FROM GREYLANDS BUSINESS PARK AND THE PRESENTLY APPROVED DEVELOPMENT



(000)... Build-out As Approved
 000 ... Project +509 Homes

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 Figure 5

ASSIGNMENT OF THE A.M. PEAK - HOUR TRAFFIC GENERATED BY THE GREYLANDS BUSINESS PARK AND BY FUTURE RESIDENCES ON THE REMAINING AINSLEY PROPERTY

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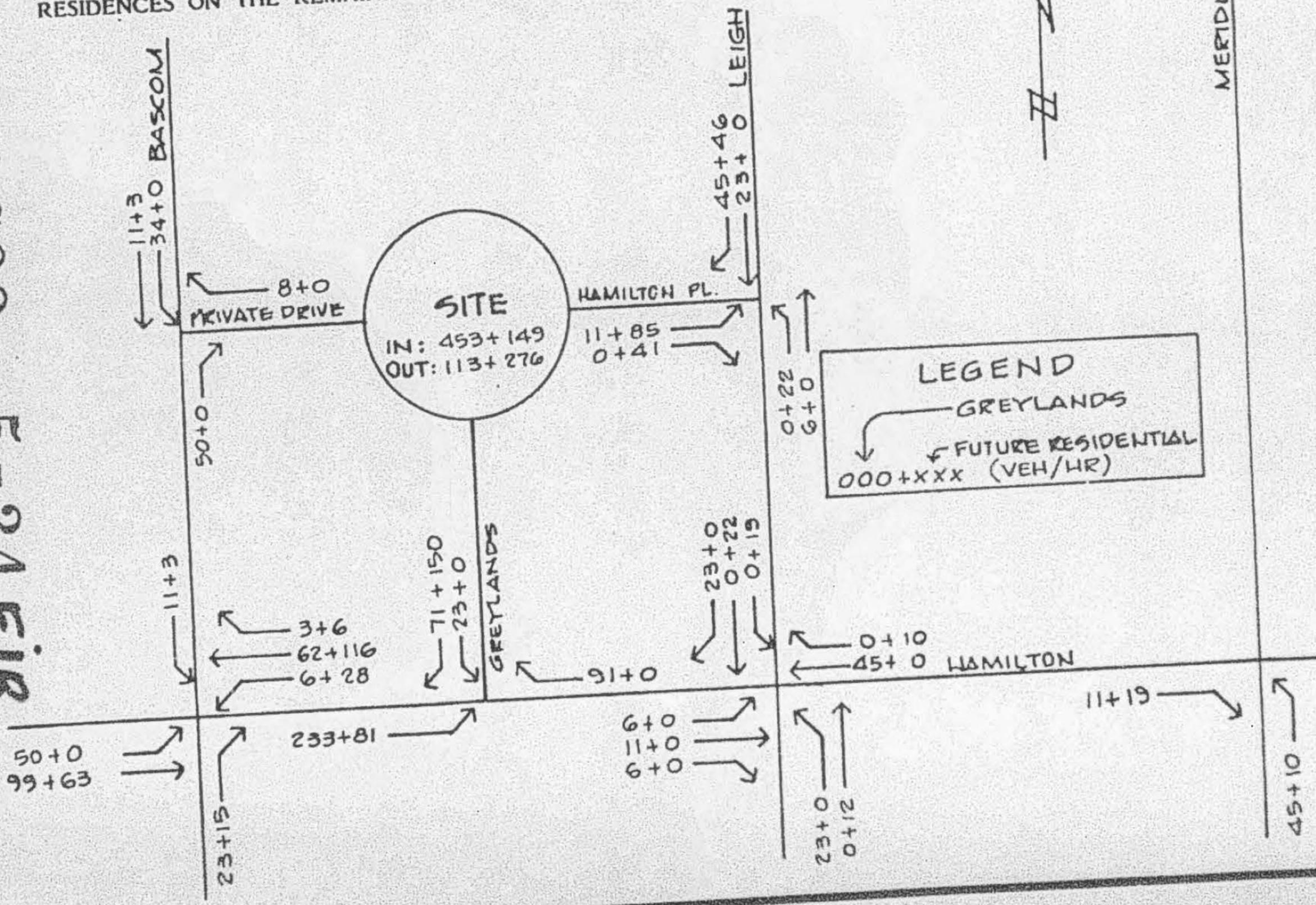


FIGURE 6

ASSIGNMENT OF THE P.M. PEAK - HOUR TRAFFIC GENERATED BY THE GREYLANDS BUSINESS PARK AND BY FUTURE RESIDENCES ON THE REMAINING AINSLEY PROPERTY

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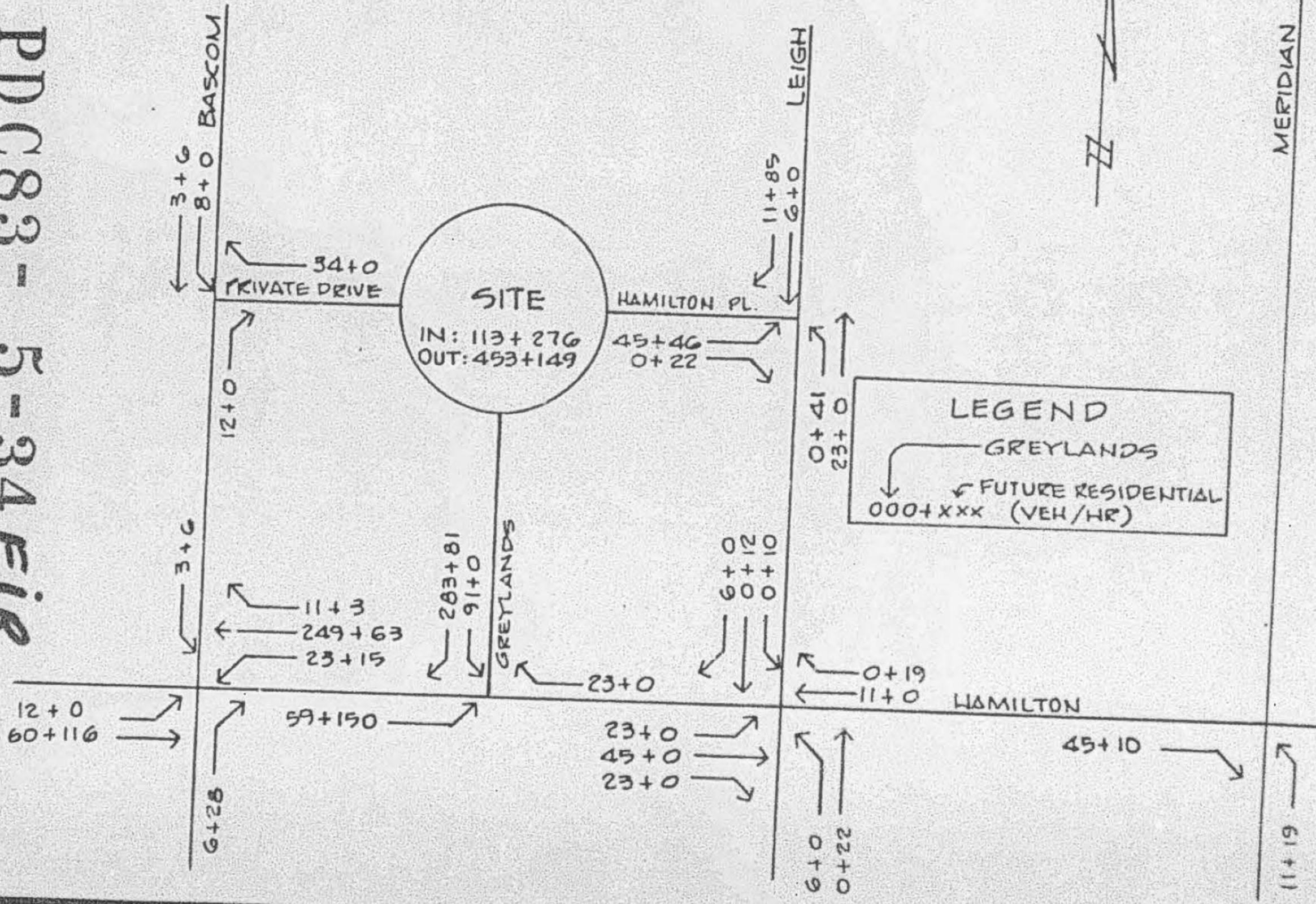


FIGURE 7

TABLE VI

LEVEL OF SERVICE FOR GREYLANDS BUSINESS PARK
AND PRESENTLY APPROVED PROJECT

Intersection	Existing (V/C) Traffic plus other Approved Projects	Greylands (V/C) Business Park	Presently Approved Project	(V/C)
Hamilton/Bascom				
AM ¹	C (0.741)	D (0.800)	D	(0.813)
PM ²	D (0.815)	D (0.863)	D	(0.877)
PM ²	E (0.926)	E (0.974)	E	(0.985)
Hamilton/Leigh				
AM ³	D (0.870)	E (0.908)	F	(1.108)
AM ³	B (0.688)	C (0.716)	D	(0.869)
Hamilton/Meridian				
AM ³	C (0.791)	C (0.791)	C	(0.791)
PM ³	C (0.780)	C (0.797)	E	(0.930)

¹Based on count by City of Campbell on February 17, 1983.

²Based on count by City of San Jose on September 8, 1982.

³Based on Nolte counts of April 19, 21, 26, 1983.

Existing and future residents of the properties adjacent to the site will experience increases in human activity and noise associated with the project. Residences adjacent to the north and east sides of the site will be separated by a fence and landscape screening. Other residences to the north will be separated from the project by Hamilton Place. These separations should be adequate to provide for compatibility between these residences and the proposed project. The project proposes to eliminate two of the three existing driveways that provide access from the site onto Hamilton Place in order to discourage project traffic from using this street and intruding into the residential area. With the one driveway on Hamilton Place it is estimated that approximately 380 vehicles from the project will use this street. This volume of traffic should not significantly intrude upon the residences along the street since it is relatively small. Also, internalization of trips will benefit with a connection of the public street between residential and industrial uses. Stop signs at Greylands Drive and the Hamilton place access from Leigh Avenue will reduce through trips using Hamilton Place. The elimination of all access points from the project on Hamilton Place would further reduce this impact.

The proposed light industrial and office uses taken together with these adjacent residential uses can have a complementary function to each other as a "mixed-use development." This mixed-use development concept was examined by the State of California in their publication, "Mixed-Use Development: Bringing Jobs and Housing Together", (April, 1981). Some of the benefits of mixed use development are to reduce traffic congestion and air pollution. These benefits will be realized by the project to the extent that employees from the project live in the adjacent residential developments.

The final land use consideration is that of developing the project upon 25 acres of prime agricultural soils which would preclude the future agricultural use of the site. This is not considered a significant impact since surrounding urban development and street improvements already constructed adjacent to the property prohibit its use for economically viable agricultural production. This is because high land values and the small parcel size adjacent to urban uses severely limit spraying and other agricultural operations.

2. Noise

Traffic generated by the project will not result in significant noise increases along Bascom, Hamilton, or Leigh Avenues since project traffic represents less than a 15% increase over existing traffic volumes. Existing sound levels along Hamilton and Bascom Avenues intrude onto the site as described in SECTION II., J. NOISE; however, these sound levels are not expected to adversely affect the project. Project traffic on Greylands Drive and Hamilton Place will result in some sound level increases since traffic volumes on these streets are currently very low. Sound level increases on Hamilton Place will be very minor since it is projected that only 380 vehicles from the project will be using this street per day.

On-site project activities from industrial park, office, or other uses, will result in some noise increases. The receptors which on-site noise increases are most likely to affect are the existing and future residences adjacent to the eastern boundary and along the northern boundary of the Phase 2 sector of the site. However, noise increases from on-site activities are not expected to result in exceedance of the noise element guidelines of San Jose's Noise Element.

TABLE VII
 RANGE OF NOISE LEVELS OF
 ANTICIPATED CONSTRUCTION EQUIPMENT
 (Noise levels in dBA at 50 feet)

<u>Equipment</u>	<u>Noise Levels</u>
Backhoe	72-92
Trucks	75-86
Asphalt Cutting Saw	70-80
Crane	75-88
Jackhammer	75-92
Vibratory Compactor	65-75
Asphalt Paving Machine	80-90

Sources: "Construction Noise in California," February 1976 - California Research.

"Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," December 1971, by U.S. EPA.

Unpublished data by Charles M. Salter & Associates, Inc.

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Significant noise increases will result from project construction equipment and activities such as grading and building construction. Sound levels that are generated by typical construction equipment are shown in Table VII. Construction noise impacts from the project will only occur for a limited period of time.

3. Air Quality

An air quality analysis was prepared for the project which is currently approved on the site. This analysis indicated that the project will generate incremental contributions of air pollutants including carbon monoxide, nitrogen oxides, hydrocarbons, and particulates; however, it will not increase the number of days air quality standards are exceeded. The proposed project is expected to contribute significantly less air pollutants since it will generate less than half of the traffic associated with the previously approved project.

Stationary sources on the project site from space heating of buildings or light manufacturing and assembly operations will generate some air pollutants. These air pollutants will, however, be insignificant compared to the traffic-related emissions in the area.

Air pollutants, principally in the form of particulates or dust, will be generated during the construction phases of the project. The generation of dust during site clearing and grading operations will be greatly reduced by periodic watering.

4. Cultural Resources

The project is not expected to impact any archaeological resource since no indication of any were found during an archaeological reconnaissance of the site. The Greylands Mansion may be of potential historic or architectural significance. The project is not expected to have a significant impact since it proposed to preserve the mansion, along with most of mature trees and garden surrounding it. The detached garage would, however, be removed.

5. Soils and Geologic Considerations

Construction of the project will require typical grading for parking lot and building pad construction, as well as trenching and excavation for building foundations and placement of utility lines. The existing soils and geologic conditions have been characterized in SECTION II., B., GEOLOGIC CONSIDERATIONS (page 9) based upon geotechnical investigations conducted on the property (refer to Appendix E). The site is subject to seismic hazards typical of much of the Santa Clara Valley. Strong ground shaking is anticipated during an earthquake, but no conditions which would preclude or significantly constrain the proposed project are known to be present. The potential for liquefaction is very low.

6. Drainage and Flooding

The project would drain by way of storm sewers that connect with existing storm lines in the adjacent streets. The site is not subject to inundation during the 100-year flood.

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7. Flora and Fauna

Development of the project will eliminate slightly over 20 acres of fallow orchard habitat and replace it with urban landscaping, parking, and buildings. The effect of this will be to reduce the wildlife carrying capacity of the site by reducing both the number and kinds of species that it supports. For example, the populations of Mourning Doves and Beechey Ground Squirrels would be eliminated. The Burrowing Owl habitat provided by the site will be eliminated, however, it is not considered prime habitat because of disturbance from discing operations. Other species such as Brewer's Blackbirds and House Finches which have adapted to man's urban environment will continue to utilize the site after development of the project. There are no rare or endangered species known or expected on the site, and none are expected to be impacted by the project.

8. Hazardous Materials

Industrial park uses within Greylands Business Park may include some light manufacturing and assembly firms which utilize hazardous materials such as flammable solvents, acids, caustics, and toxic gases. Wastes generated at these firms may include spent solvents, acids containing heavy metals, and other chemicals associated with the Silicon wafer industry. Some of these wastes may be stored on the project site and all will be transported to and from it. However, large scale use of toxic or hazardous chemicals and tank farms are excluded uses within the project.

Management of hazardous wastes from generation to ultimate disposal is regulated by a network of federal, state, and local programs and laws. Among the controls are appropriate monitoring, record keeping reporting, emergency procedures, closure and post closure plans, container management, groundwater protection, and spill containment.

On the federal level, the regulatory basis for control of hazardous wastes is the Resource Conservation and Recovery Act (RCRA) of 1976 (PL94-580). Under this mandate, the U.S. Environmental Protection Agency issues hazardous wastes permits and approves state hazardous waste management programs. On the state level, the major regulation is Title 22 of the California Administrative Code. The state hazardous waste program is regulated by the Department of Health Services.

In addition to the state and federal regulations, the City of San Jose has adopted an ordinance regulating hazardous materials. The ordinance protects health and property by preventing and controlling the discharge of hazardous material, requiring that precautions be taken to handle hazardous material in a safe manner. It also obligates everyone who stores hazardous material to file a Hazardous Inventory Statement, and obtain a Hazardous Material Storage permit. These permits are issued by San Jose, the local jurisdiction.

The materials regulated by this ordinance consist of any materials that are: (1) Listed as hazardous, (2) Materials on the list of the Environmental Protection Agency, (3) Flammable liquids, (4) Materials which have been determined to be hazardous by the party storing them or the manufacturers, (5) Materials which are likely to create a significant hazard to public health, safety, or welfare, (6) Any radioactive material, and (7) Non-flammable, non-toxic cryogen in excess of 500 gallons and flammable or oxidizing cryogens in excess of 10 gallons.

Some materials may be exempt from these regulations because the amount or solution in which they are stored is not harmful. Specific types and quantities of hazardous materials are not known at this time since no specific firms or users of Greylands Business Park are presently known.

The ordinance includes those products used for minor maintenance purposes such as paint thinner or wax stripper, those materials contained within testing facilities or laboratories for research and development, and hazardous materials required for daily use at work stations. Those who store hazardous materials also must file a Hazardous Materials Inventory Statement which requires that the generic chemical name, common trade name, formula manufacturer, any applicable UN or NA numbers, and Department of Transportation hazard class be included, for all quantities 55 gallons and greater.

Construction of a storage facility for the handling of hazardous materials requires that a permit be obtained, and is based upon the applicant demonstrating that the design and construction of the storage facility will result in the safe storage for the hazardous material or materials to be contained in them. All installation, construction, closure and removal of the storage facilities must be to the satisfaction of the City.

The ordinance includes the monitoring capability of new storage facilities and the safety precautions and rules which must be adhered to by these facilities. Monitoring is also mandated to assure that storage facilities are tested and inspected for leak protection systems, repair, maintenance and/or replacement as well.

Reporting of unauthorized discharges, cleaning up, and indemnification of the City is the responsibility of those handling hazardous materials. The general insurance requirements require that the applicant demonstrate and maintain financial responsibility.

The City has the right to inspect storage facilities at any time and may also require special inspectors to conduct an audit of the permittee's facility. The permittee has the responsibility to conduct various self-monitoring inspections of its own facilities and must keep all the records required by the City for at least three years.

The ordinance also mandates the ground for denial of a permit and the remedial action necessary in the case of non-compliance with all the provisions of the ordinance.

9. Utilities and Services

Greylands Business Park will require electric power, natural gas, water, and telephone service. All of these utilities can be provided by extension of lines on to the site from Hamilton and Bascom Avenues, and Greylands Drive. The project is not expected to require any significant off-site utility construction or extension.

The project will require police and fire protection service which will be provided by the City of San Jose. Providing these services to the project is not expected to result in adverse impacts to the City since it is generally recognized that revenues generated by offices and industrial park uses offset the costs of services they require.

The project will also require sanitary sewer service. Sewage treatment will be provided by the San Jose/Santa Clara Water Pollution Control Plant. The amount of effluent generated by Greylands Business Park has been calculated in Table VIII, together with the daily quantities of BOD (Biochemical Oxygen Demand), SS (Suspended Solids), and ammonia.

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TABLE VIII

SEWAGE GENERATED BY GREYLANDS BUSINESS PARK

Generation Factor	Projected Daily Volume	Pounds Sewage Compo
BOD: 250 mg/liter (0.00209 lbs. per gallon)	130,000 gallons*	271.
SS: 250 mg/liter (0.00209 lbs. per gallon)	130,000 gallons*	271.
Ammonia: 35 mg/liter (0.000292 lbs. per gallon)	130,000 gallons*	38

*Source: George S. Nolte & Associates

BOD: Biochemical Oxygen Demand

SS: Suspended Solids

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SECTION IV
MITIGATION MEASURES

A. LAND USE

The applicant is proposing to construct a decorative, sound-tight fence and provide landscape screening along the property boundaries which adjoin residential uses. This fence and screening are being proposed to provide a visual and physical separation between the project's industrial park and office uses, and the residential uses. The applicant is also proposing to remove two of the three driveways that access from the site onto Hamilton Place in order to discourage project traffic from driving through the residential development on this street.

The applicant proposes to preserve the Greylands mansion with its surrounding garden including the tall, mature trees, some of which can be seen up to one-half mile away. The Greylands mansion and garden have been incorporated into the proposed project in order to preserve the visual, aesthetic, and landmark character that they provide, and thereby mitigate some of the visual impacts of the project.

B. NOISE

Construction noise impacts can be mitigated by the use of construction equipment with properly maintained mufflers and by scheduling all construction activities during normal working hours. Installation of the sound-tight fence during the early phases of construction along the boundaries of the site adjoining residential uses will also reduce construction noise impacts. Subsequent to construction, this fence will also serve as a sound barrier to reduce the intrusion of noise from the industrial park use activities.

Sound intrusion from Hamilton and Bascom Avenue traffic will be attenuated by the steel and masonry building design to achieve interior noise levels of 45 dB or less.

C. AIR QUALITY

Construction activities, particularly site clearing and grading will generate dust. This impact can be reduced by periodic watering of the site during the clearing and grading operations.

D. CULTURAL RESOURCES

The applicant has incorporated the Greylands mansion and surrounding garden into the project design in order to preserve the potential historic or architectural significance of this structure.

E. HAZARDOUS MATERIALS

The potential risks associated with hazardous materials will be limited by prohibiting tank farms or the storage of large quantities of them on the site. Further, the City of San Jose has recently passed an ordinance which regulates hazardous materials and reduces the risks associated with them as described previously in SECTION III., B., 8. Hazardous Materials. The use and storage of hazardous materials will require additional environmental review prior to the issuance of the Planned Development Permit.

F. ENERGY CONSERVATION MEASURES

A variety of energy conservation measures can be incorporated into building design. The intent of these measures should be to integrate architectural, mechanical, electrical, and interior design techniques that will maximize energy conservation. Specific building design considerations should include window location, orientation, and sizing, and solar hot water heating, as well as the employment of energy efficient mechanical and electrical equipment. Some general energy conservation strategies would include heat transfer control and waste heat recovery and re-use.

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SECTION V
SIGNIFICANT ENVIRONMENTAL IMPACTS
WHICH CANNOT BE AVOIDED
IF THE PROJECT IS IMPLEMENTED

The project's only unavoidable significant impact is to traffic circulation at the Hamilton and Bascom Avenues intersection and at the Leigh and Hamilton Avenues intersection. These impacts have been described previously in SECTION III., A. SIGNIFICANT IMPACTS OF THE PROPOSED PROJECT (page 20), and they cannot be mitigated since no street improvements are possible at these intersections within the existing or planned right-of-way.

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SECTION VI

ALTERNATIVES TO THE PROPOSED PROJECT

A. NO PROJECT ALTERNATIVE

The alternative of "no project" consists of denying the proposed project. This alternative would allow development of the presently approved project which included specialty retail, recreation and lodging complex, professional office and restaurant. The environmental impact report prepared on this project in 1977 - 78 found that it would result in significant traffic and air quality impacts. Further, the current traffic analysis (1983) prepared for the proposed project also evaluated the traffic impacts of the presently approved project as an alternative scenario under 1983 conditions. This traffic analysis found that under today's conditions the presently approved project would result in severe traffic congestion at both the intersections of Hamilton and Bascom Avenues and Hamilton and Meridian Avenues in the PM peak-hour and at Hamilton and Leigh Avenues intersection in the AM peak-hour. This traffic congestion is significantly worse than Greylands Business Park, which generates approximately 50% less traffic. In addition to greater traffic impacts, the presently approved project would potentially have greater land use compatibility impacts upon the existing and future adjacent residential uses.

B. NO BUILD ALTERNATIVE

The "no build" alternative consists of denying the proposed project and leaving the site in its existing undeveloped condition. The alternative would avoid all of the impacts associated with the project that have been identified and described previously in this EIR. Specifically, no traffic or potential land use impacts would result. Similarly, none of the potential benefits of the proposed project would be realized. In particular, these benefits are the location of jobs adjacent to housing, with the associated reduction in traffic congestion, air pollution and fuel consumption.

It should also be recognized that the "no build" alternative represents an interim or short-term alternative since other development will no doubt be proposed or the presently approved project developed.

C. GREATER OR LESSER DEVELOPMENT INTENSITY ALTERNATIVE

Industrial Park uses of greater or lesser intensity would generally have correspondingly more or less-intense impacts. While a less intense project could conceivably be approved, it is unlikely that it would ever be constructed since high land values have already been established. The land values are based upon the presently approved project, which is a use of approximately equal intensity to the proposed project. Nevertheless, a project with similar characteristics, but half as intense (240,000 square feet), would reduce the traffic impacts by about 50%.

An example of a more intense development would be to increase the number of square feet and employees of Greylands Business Park by 50 or 100%. Traffic generation and consequent traffic circulation impacts would also increase by 50 to 100%. A more intense development alternative would have either taller buildings or greater building coverage - and in both cases require underground parking or parking structures. These taller buildings or greater building coverage would tend to result in greater land use compatibility impacts upon the adjacent residential uses.

SECTION VII

ANY SIGNIFICANT, IRREVERSIBLE ENVIRONMENTAL
CHANGES WHICH WOULD BE INVOLVED
IF THE PROPOSED PROJECT IS IMPLEMENTED

The principal irreversible changes which would result from the project involve consumption of material and energy resources. Project construction will utilize several non-renewable resources for building materials, and construction equipment will consume petroleum products. During the operational phase of the project, natural gas and electric energy will be used for lighting, elevators, and other equipment operation, as well as space and water heating.

SECTION VIII

THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM
USES OF MAN'S ENVIRONMENT AND THE
MAINTENANCE AND ENHANCEMENT OF
LONG-TERM PRODUCTIVITY

The cumulative effects of the proposed Greylands Business Park are incremental increases in traffic and air pollution emissions. These effects are not known to pose any long-term risks to health or safety.

The applicant is proposing the project at this time and location because it conforms to the San Jose General Plan and would provide the benefits of "mixed-use development". Specifically, these benefits are locating jobs from the light industrial and office uses of the project next to the residential uses surrounding the site, thereby potentially reducing the length and number of home to work trips with their associated impacts upon traffic congestion and fuel consumption.

SECTION IX
GROWTH-INDUCING IMPACTS
OF THE PROPOSED PROJECT

The proposed project will constitute both economic and population growth to the City of San Jose. The project is expected to have 1,615 employees when complete, some of which will be new residents to the area. For the purpose of projecting growth, it is estimated that half, or 807, of these jobs will be primary manufacturing jobs and the other half will be secondary jobs. The 807 primary employees would generate secondary employment of 1,614 jobs assuming a ratio of two secondary jobs for every one primary job. Of these 1,614 secondary jobs, 807 would, in effect be located within the project, and the other 807 would be located elsewhere in the San Jose area. The total 2,421 jobs represents less than one-half-of-one-percent of the County's work force. Thus, the project represents an incremental contribution toward the on-going economic growth of San Jose, but is not in itself a significant overall contributor.

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SECTION X
EIR AUTHOR AND CONSULTANTS

AUTHOR:

City of San Jose

CONSULTANTS:

David J. Powers & Associates
Environmental Consultants and Planners

Berlogar, Long & Associates
Geotechnical Consultants

David Chavez
Research Archaeologist

George S. Nolte & Associates
Civil and Environmental Engineers,
Planners and Surveyors

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SECTION XI
REFERENCES

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APPENDIX A

APPLICATION FOR ENVIRONMENTAL CLEARANCE
COVER SHEET

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CITY OF SAN JOSE, CALIFORNIA

801 N. FIRST
CITY HALL ANNEX
RM. 400

File No. _____

CITY PLANNING

Please furnish all the information required in Sections I, II, III and IV as attachments to this page which shall be the cover sheet of the application. Attachments should be typed on 8 1/2 x 11 paper and include page numbers.

SECTION I: DESCRIPTION OF PROJECT

A. General Information

- 1. Name of applicant; address; phone number: GREYLANDS BUSINESS PARK
MCCANDLESS DEVELOPMENT CORPORATION
710 Lakeway, Suite 200, Sunnyvale, CA 94086, 245,9400
- 2. Name of Project: GREYLANDS BUSINESS PARK
- 3. Location of Project: NE CORNER OF BASCOM & HAMILTON
- 4. Detailed Description of Project: DEVELOPMENT OF THE PROJECT SITE INTO
475,000 SQUARE FEET OF OFFICE/RESEARCH AND DEVELOPMENT SPACE
- 5. County Assessor's Parcel Number: 284-23-38, 40 & 41

B. Legal Description, Maps, and List of Contiguous Property Owners

The applicant should include the following required information with the Application for Environmental Clearance:

Legal Description of the property, either (1) a metes and bounds description or (2) recorded map data;

Vicinity Map (8 1/2 x 11). A major thoroughfare/zoning map (as a base map) showing the relationship of the site to surrounding properties, on a scale of 1"=500' (if the size is of such scale that little of the surrounding properties would be shown on a 500 scale map, a scale of 1"=1000' may be substituted);

Regional Map (8 1/2 x 11) using the U.S. Geological Survey 7 1/2 Minute Series Topographical Maps (Scale 1:2400 or 1"=2000);

Stamped and Addressed Envelopes for mailing of Notices to contiguous property owners and owners of property located across a public street from the site and a separate list of such owners with addresses and Assessor's Parcel Numbers.

FOR STAFF USE ONLY			
File No.	N.D. Granted	EIR Req'd	EIR Hearing Date
Proj. Hearing Date	Plng. Area	Dist. No.	Census Tr. No.
Existing Zoning, Use: _____		_____	
Proposed Zoning, Use: _____		_____	
General Plan Conformance: Yes _____ No _____		Urban Development Policy Conformance: Yes _____ No _____	

APPLICATION FOR ENVIRONMENTAL CLEARANCE

APPENDIX B

LEGAL DESCRIPTION OF THE PROJECT SITE

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LEGAL DESCRIPTION FOR REZONING
LANDS OF AINSLEY CORPORATION

Being all that certain real property shown as Parcels A and B on the Parcel Map recorded in Book 488 of Maps at page 55, Santa Clara County Records, being more particularly described as follows:

BEGINNING at the intersection of Hamilton Avenue and April Way as shown on said map and running thence N 0° 20' W 60.00 feet;

thence along a curve to the left having a radius of 257.00 feet through a central angle of 4° 0' 58" for an arc length of 18.09, to the most easterly corner of said Parcel A and the TRUE POINT OF BEGINNING;

thence from said TRUE POINT OF BEGINNING westerly in a counterclockwise direction around said Parcels A and B the following courses: S 89° 40' W, 498.92 feet;

thence along a curve to the left having a radius of 1,000.00 feet through a central angle of 5° 07' 35" for an arc length of 89.47 feet;

thence along a curve to the right having a radius of 1,000.00 feet through a central angle of 5° 07' 35" for an arc length of 89.47 feet;

thence S 89° 40' W, 155.26 feet;

N 0° 26' 54" E, 254.97 feet;

S 89° 39' 30" W, 261.76 feet;

N 0° 26' 54" E, 408.59 feet;

N 89° 50' 42" E, 650.53 feet;

S 0° 11' 18" E, 5.00 feet;

N 89° 48' 42" E, 135.00 feet;

S 54° 29' 46" E, 69.89 feet;

thence along a non-tangent curve to the right whose radius bears S 54° 29' 46" E, having a radius of 174.00 feet through a central angle of 34° 59' 02" for an arc length of 106.24 feet;

thence N 70° 29' 16" E, 110.38 feet;

thence along a curve to the right having a radius of 200.00 feet through a central angle of 19° 10' 44" for an arc length of 66.95 feet;

thence N 89° 40' E, 161.97 feet;

thence along a non-tangent curve to the left whose radius point bears N 72° 36' 09" E, having a radius of 320.00 feet through a central angle of 58° 36' 41" for an arc length of 327.35 feet;

thence along a curve to the left having a radius of 600.00 feet through a central angle of 36° 03' 22" for an arc length of 377.58 feet;

thence S 22° 03' 54" E, 358.30 feet along the westerly line of Tract No. 6814;

thence S 0° 20' 00" E, 192.00 feet to the northerly line of Hamilton Avenue;

thence S 89° 40' 00" W, 902.41 feet to the TRUE POINT OF BEGINNING.

Checked by: LVV

D12:b8,12

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APPENDIX D

GENERAL DEVELOPMENT PLAN.
DEVELOPMENT STANDARDS

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GENERAL DEVELOPMENT PLAN

DEVELOPMENT STANDARDS

This General Development Plan is the required exhibit for a Planned Development zoning. Upon approval by the City Council, it becomes the legally binding document against which future Planned Development permit applications will be evaluated. All Planned Development permits must conform to the General Development Plan.

The Development guidelines which follow are an integral part of the General Development Plan and must be adhered to. They establish minimum restrictions and should not be construed as disallowing more restrictive development if desired by and applicant. The Development Guidelines are intended to establish the framework within which specific project plans will be prepared. As such, they provide the elements of control which will assure the highest level of quality and overall design consistency for the project desired by both the applicant and the City.

I. PERMITTED USES

A. PRIMARY USES

1. Research and development, manufacturing, assembly, and other related uses, including, but not limited to, laboratories, basic and applied scientific research, advanced technologies research, administrative development offices, software development, product development, pilot plants, testing, engineering development, sales, training development, and storage of raw materials and finished products and the keeping and maintenance of animals when necessary for laboratory research, excluding: underground storage tanks or tank farms; large scale assembly or manufacturing processes such as those utilized in the manufacture of semiconductors, computer chips, and wafers and the sales or manufacture of corrosives; cement; plaster; paving materials.
2. Some small quantities of toxic materials shall be permitted in conjunction with pilot plants or the light manufacture of prototypes or electronic components. Storage of said materials shall meet all federal and local safety conditions.
3. Offices for professional or business use such as, but not limited to the following:
 - a) Advertising agencies
 - b) Banks and other financial offices
 - c) Employment agencies
 - d) Escrow and real estate companies
 - e) Insurance companies
 - f) Laboratories
 - g) Corporate headquarters
 - h) Photographers, artists, etc.
 - i) Travel agencies
 - j) Accountants
 - k) Dentists, Doctors, etc.
 - l) Engineers, architects, planners, etc.

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B. SECONDARY USES

1. Support commercial facilities such as, but not limited to, the following:

- a) Lunch rooms
- b) Cafeteria, cafes, delicatessens
- c) Barber shops and beauty shops
- d) Book and stationery stores
- e) Blueprinting, photostatic and printing shops
- f) Athletic clubs and facilities
- g) Artist supplies and goods
- h) Restaurants and associated cocktail lounges
- i) Financial institutions
- j) Private clubs

II. BUILDING INDUSTRY

- A. A minimum gross building site coverage of 6.15A+ (267,894 square feet) or 25% will be permitted (excluding parking structures and covered pedestrian walks).
- B. A maximum gross building area of 600,000 square feet (excluding parking structures and covered pedestrian walks).
- C. Not less than twenty percent of the total surface area of each site shall be landscaped. All setback areas exclusive of permitted off-street parking areas and private drives for ingress, egress, or circulation, shall be landscaped.
- D. The maximum height of all buildings shall be 85 feet including mechanical penthouse.

III. PERFORMANCE STANDARDS

A. Minimum setbacks shall be as follows:

1. From boundaries which abut public streets, the setbacks shall be:
 - a) For all buildings and structures: fifty feet
 - b) For all uncovered off-street parking areas: ten feet
2. From boundaries which do not abut public streets, the setbacks shall be:
 - a) For all buildings and structures: fifty feet
 - b) For all uncovered off-street parking areas: five feet.
3. The minimum distance between all buildings and structures (excluding covered pedestrian walkways) shall be thirty feet.
4. The minimum building set back from interior lot lines within the research and development park shall be fifteen feet (excluding covered pedestrian walkways).
5. Electrical reflectors, spotlights, floodlights, and other sources of illumination may be used to illuminate buildings, landscaping, advertising devices, directional signs, and parking and load areas on any site, but

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only if they are equipped with lenses or other devices which concentrate the illumination upon such buildings, landscaping, advertising devices, directional signs, and parking and loading areas. No unshielded lights, reflectors, or spotlights shall be so located and directed so that they are shining toward or directly visible from adjacent properties or public rights-of-way.

6. Each site shall contain private ways of ingress and egress laid out and designed in such manner that connections with the public streets on which such site has frontage are not unsafe, hazardous or conducive to traffic congestion.

B. SIGN STANDARDS

1. Three project identification signs shall be permitted. One shall be permitted on each corner of Greylands and Hamilton Avenues and one on Bascom Avenue:
 - a) Such project identification signs shall not exceed six feet in height;
 - b) Each project identification sign shall not exceed 80 square feet in size for each sign face;
 - c) Project identification signs may be double or single faced.
2. Three signs identifying major tenants shall be permitted in the following locations:
 - a) One in the landscaped frontage area along Bascom Avenue
 - b) One in the landscaped frontage area on Hamilton Avenue west of Greylands; and
 - c) One in the landscaped frontage area on Hamilton Avenue east of Greylands
3. Major tenant identification signs located in the landscape frontage areas shall meet the following criteria:
 - a) No sign shall exceed six feet in height;
 - b) Signs may be single or double faced;
 - c) No sign shall exceed 30 square feet of area on any one face
4. Each building shall be permitted a maximum of four major tenant signs to be either attached to the structure or placed in the landscape area immediately in front of or contiguous to the building. Such signs shall meet the following criteria:
 - a) One square foot of sign face shall be permitted for each 400 square feet of gross building floor area to a maximum of 120 square feet of total sign area per building.
 - b) No such sign shall exceed more than 30 square feet of area per sign face.
 - c) Double sided signs shall be considered as two signs.
 - d) A maximum total sign area of 1,100 square feet of sign face for such building signs shall be permitted for the total project.
5. The Greylands house will be permitted one single faced sign not to exceed 20 square feet in area. This sign may be attached to the structure or located in the landscaped area immediately in front of the house.

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6. All signs

- a) No advertising device, if attached to or part of a building shall extend above the roof of such building. No such advertising device, if it is a free-standing advertising device unattached to any building, shall extend more than twelve feet above ground level. No such advertising device shall revolve, rotate, move or create the illusion of revolvment, rotation, or movement. No such advertising device shall be internally illuminated, nor shall there be any exterior spotlighting or other illumination of any such advertising devices, except in accordance and compliance with the provisions of Section 20.32.350 of the City of San Jose zoning ordinance. In addition, each and every such advertising device shall conform and be subject to any and all other ordinances of the City relating to advertising devices.
- b) Necessary direction signs may be erected and maintained within and upon any site, provided that none of such signs shall exceed ten square feet in area.

C. PARKING STANDARDS

1. A minimum of one parking space for every 250 square feet of net leaseable floor area shall be provided.
2. A maximum of 50 percent of the parking spaces provided may be compact spaces.

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APPENDIX E

GEOTECHNICAL INVESTIGATION

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PRELIMINARY GEOTECHNICAL INVESTIGATION
FOR THE AINSLEY PROJECT
SAN JOSE, CALIFORNIA
For
BROADMOOR HOMES, INC.

September 7, 1977

Job No. 561-10

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Berlogar, Long & Associates

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September 7, 1977
Job No. 561-10

PRELIMINARY GEOTECHNICAL INVESTIGATION

FOR THE AINSLEY PROJECT

SAN JOSE, CALIFORNIA

For

BROADMOOR HOMES, INC.

SCOPE

This report describes a preliminary geotechnical investigation at the site of a proposed single family dwelling and apartment project in San Jose, California. The purposes of the investigation were to define the major geologic hazards in the vicinity, to propose generalized recommendations for their mitigation, and to provide tentative recommendations for the geotechnical aspects of the project planning. It is anticipated that further investigations of a more detailed nature will be necessary during the final planning of the project.

SITE DESCRIPTION

The site is located on the alluvial plain of the Santa Clara Valley at the location shown on the attached Vicinity Map, Plate 1. This investigation was limited to the northeasterly part of the entire site within boundaries shown on the attached Plate 2.

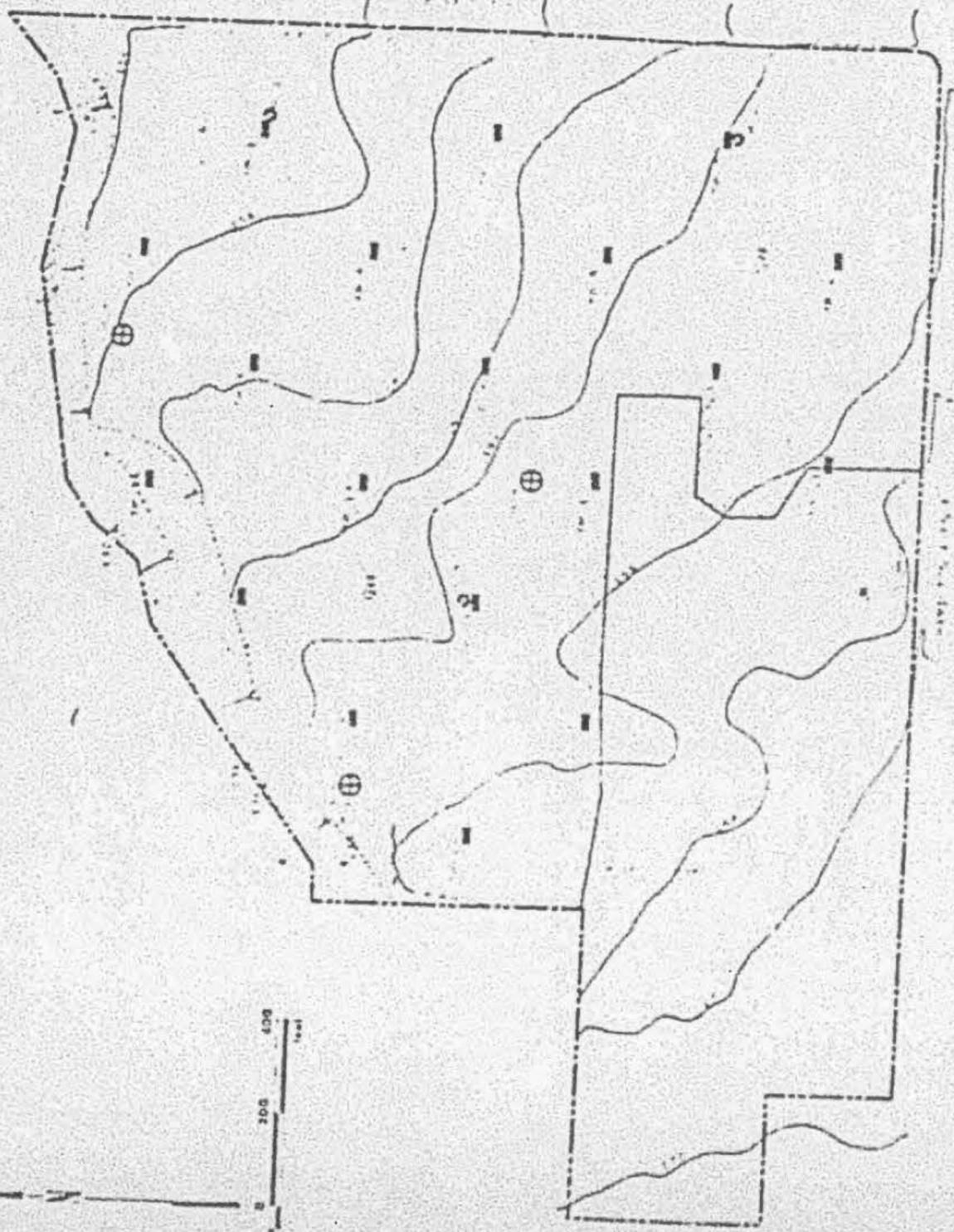
The project area is entirely under cultivation as an orchard, except along the northerly boundary which is in the channel of Los Gatos Creek. The terrain of the orchard slopes downward toward the northeast at a fairly uniform gradient of 1 foot in 170 feet, but the creek-banks are very steep and in some areas are nearly vertical to a height of approximately 28 feet. There is a depressed area along the creek-bank approximately 1/2 acre in extent which was a result of failure of the creek-bank and its subsequent repair. The slope gradient of the creek-bank is not steep in this area.

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SITE PLAN
AIRSLEY PROPERTY
HAMILTON AND ELLICH AGENCIES
SAN JOSE, CALIFORNIA

BERLOGAN, LONG & ASSOCIATES
CIVIL ENGINEERS - ARCHITECTS - PLANNERS

PAGE 2



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THIS MAP IS THE PROPERTY OF BERLOGAN, LONG & ASSOCIATES. IT IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF BERLOGAN, LONG & ASSOCIATES.

The creek is normally dry, but carries water over short intervals of time during the winter season. This reach of the creek has been used as a spreading area for percolation of water to the substrata, and low check-dams have been constructed to increase the amount of percolation. Recorded peak flows have been as much as 3300 cubic feet per second, measured in 1958 at a point 1½ miles downstream from the site. The rainfall in this season was a near record. The average peak flow since the 1955-56 season has been 922 cfs. We estimate that the stream depth with the present channel configuration would be 8 to 9 feet at the 3300 cfs discharge rate, and that it would be less than 3 feet deep at the 922 cfs discharge rate.

The attached Plate 2 is a map showing project limits and ground surface contours. Plate 3 shows typical sections across the creek bank.

GEOLOGY

On the basis of our investigation, it is our opinion that the site is underlain by the following soil and geologic materials as shown on the Site Plan.

Alluvial Fan Deposits (Map Symbol Qyf)

The site is underlain by Holocene age alluvial fan deposits, placed by the aggrading Los Gatos Creek, consisting of bedded silts, clays, sandy silts, silty sandy gravels and gravels containing clasts up to the 6-inch size. The finer grained materials are found at or near the ground surface with increase in grain size with depth. Exposures of bedded gravels were observed at the base of stream-cut exposures (approximately 20 to 25 feet below ground surface) in Los Gatos Creek.

Geologic Structure

Geologic structure is basically that of flat-lying alluvial fan materials with occasional cross-bedding and filled erosional stream channel deposits.

Landsliding

Some of the banks at Los Gatos Creek are nearly vertical, and at some locations, have been undermined by erosion of the sand and

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gravel that underlies the surface. These vertical banks are subject to landsliding.

Faulting

No faults were observed on site or are shown on regional geologic maps as passing through or near the site. The site is approximately 5 miles southwest of the extension of the Silver Creek Fault, 10 miles southwest of the Hayward Fault, 12 miles southwest of the Calaveras Fault, and 5 miles northwest of the San Andreas Fault. The San Andreas has a potential for at least a 8½ M (Richter Magnitude) earthquake; the Hayward Fault, 7.0 M; the Calaveras Fault, 7.3 M; and the Silver Creek Fault, at 6.2 M. Maximum ground surface acceleration for this area is reported to be 0.30 to 0.35 G, with a fundamental period of 4½ to 5½ seconds by Cooper, Clark and Associates.

Ground Failure Potential

The site is shown on the Cooper, Clark and Assoc. map as being moderately low in liquefaction potential, and having low potential for vertical and lateral displacement.

Flooding

The site is shown as not being in a flood-prone area on the United States Geological Survey map of "Flood Prone Areas in the San Francisco Bay Region, California", and is not considered to be flood-prone by the Santa Clara Valley Water District.

Stream Erosion

Stream erosion has occurred on a low-lying portion of the site adjacent to Los Gatos Creek. Continued minor erosion can be expected along the vertical to near-vertical stream banks due to natural undercutting and sloughing processes caused by occasional high flows on Los Gatos Creek.

Groundwater

Groundwater was not encountered during our site investigation which was performed after 2 years of unseasonably dry weather. Permanent deep groundwater is shown on the Santa Clara Valley Water District maps as being approximately 140 to 160 feet below ground surface at this location.

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PROPOSED CONSTRUCTION

It is understood that according to present plans, the buildings will be wood-frame dwellings having relatively light foundation loading and will be constructed approximately at present grade elevation without extensive excavation or filling.

FIELD EXPLORATION

Subsurface conditions were explored by excavation of test pits, drilling test borings and observation of exposures in the creek-bank. Nineteen shallow test pits were excavated to permit visual inspection of soil conditions to depths significant in relation to the anticipated foundation loading and to permit sampling for classification purposes. Three shallow borings were drilled to obtain samples in a relatively undisturbed condition for testing purposes, and three deeper borings (40 feet) were drilled primarily to (1) determine the character of the deeper subsoils, (2) determine the presence of free water, and (3) permit performance of the Standard Penetration Test, which is a field test essential for the evaluation of liquefaction potential. Pipes were installed in two of the "deep" test borings to permit long-term observation of free-water levels.

Drilling and sampling techniques are described on the Boring Logs. The field operations were supervised by G. O. Reid, Staff Geologist, and R. Gomm, Staff Engineer under the direction of L. O. Long, Principal Engineer.

It was found that the subsoils are stiff silty and sandy clays to depths of more than 15 feet, below which are more granular soils, predominantly sand and gravel mixtures with a trace of silt and clay to depths of at least 36 feet. The upper 1 to 1½ feet of the clayey soils are dry and loose and contain many roots, however, the deeper clay soils are stiff at their present relatively low moisture content.

Comparison of elevations at which the surface of the sand and gravel was noted indicate that the surface is a relatively uniform plane sloping at a gradient which indicates that the sand and gravel soils were deposited in a relatively uniform layer rather than as isolated lenses within a finer textured mass. This uniformity of the sand and gravel surface is not immediately evident from examination of

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the creek-banks; however, there has been much sloughing of the finer textured surface soils down the creek-bank which obscures the stratification in the lower parts of the bank. The Standard Penetration Tests performed in the sand and gravels indicated that they are in a dense state, having "normalized" relative densities varying from 15 to 85. Descriptions of soil types at each exploratory location are shown on Plate 4 to 16, and a summary of the Standard Penetration Test Results are shown on Plate 17.

LABORATORY TESTS

Typical samples were selected for testing to determine their classification and relevant physical properties. Tests performed were Sieve Analyses and Plasticity Index Tests for purposes of classification and Unconfined Compression, Triaxial Compression and Consolidation Tests to determine strength and compressibility.

Results of the tests are shown on Plates 18 and 19.

DISCUSSION

The test data indicate that the stiffer clayey soils underlying the very loose surface soils, although of relatively high strength in their present state, are of fairly low density, are moderately compressible, and are low in strength in a saturated state. None of the soils have appreciable expansive properties. These soils are capable of supporting moderately heavy foundation loading in their present state, but provisions should be made to prevent foundation soils from becoming saturated due to surface infiltration with consequent loss of strength and possible settlement.

Along the creek bank, the vertical slopes of the clayey soil are in an unsafe condition, partly due to their having been undermined by erosion of the sand and gravel that underlies the clay soil during flood stages of the creek. Eventually, these vertical banks will "peel off" and the detritus will be carried away by stream flow, which would expose the sand and gravel to further erosion during subsequent flood stages. The banks are further weakened by animal burrows which are prevalent over the entire site. This peeling action would eventually (long term) widen the channel until its width is large enough to prevent deep flow of water, assuming that the present water regime continues. If the

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channel does not deepen and the water regime does not increase there should be no further widening of the channel after the maximum flow depth decreases to the point that the sand and gravel is no longer removed from the lower part of creek banks. When and if this static condition is reached, the creek banks would slowly erode to a more gently gradient due to surface water run-off, animal burrowing and human activities. This gradual widening of the channel could be prevented by installation of creek-bank protection devices at critical locations, or damage caused by creek-bank erosion could be repaired after the damage occurs. If protective devices are not installed, structures should not be placed near the creek banks. In any event, the stability of those parts of the creek bank that are nearly vertical should be improved by flattening the slope gradients, either by excavation or by installation of erosion control devices and backfilling to a stable gradient.

We understand that it is the Flood Control District's responsibility to prevent further erosion of the creek, but that it would be the developer's responsibility to provide protection facilities if it is necessary to utilize land close to the unstable areas.

RECOMMENDATIONS

1. Site Grading

Plans and specifications should require removal of all large roots from the upper 18 inches of soil and re-compaction of the upper 18 inches to not less than 90% compaction based on ASTM Test Method D 1557. This compaction will require removal and replacement of the upper 12 inches, but the soil between depths of 12 to 18 inches may be compacted in-place. Stripping of surface soils will not be necessary unless a dense growth of annual grasses or weeds develop before construction. All site materials are considered to be suitable for use as fill and should be compacted to not less than 90% compaction.

The finished grade topography should be designed to provide surface drainage gradients adequate to prevent ponding of water in the vicinity of foundations. Surface water should be collected in erosion resistant channels or pipes at points of concentration.

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Grading in the vicinity of the creek banks will depend on decisions to be made regarding use of the property adjoining the banks. If nothing will be done to prevent continuing erosion near the bottom of the banks, there should be no construction closer to the creek bank than the trace at the ground surface of a plane extending upward from the edge of the creek bottom at a gradient of 2½ horizontal to 1 vertical; also, there should be no construction in the 1/2-acre depressed area adjoining the creek unless further investigation indicates that this area is safe. Where the banks are nearly vertical, they should either be trimmed to a 2:1 gradient or the areas should be fenced to prevent public access.

2. Building Foundations

We anticipate that light structures such as wood-frame apartment and single family dwellings having column loads not more than 20 kips and wall loads not more than 3000 lb. per linear foot can be supported at shallow depths below finished grade elevation without hazard of appreciable settlement. We tentatively propose a depth of 18 inches below lowest adjacent finished grade elevation and an allowable bearing pressure of 2000 psf. If the structure loads are more than the specifying limiting loads, deeper foundations or lower allowable bearing pressures may be necessary. Foundations may be supported in either compacted earth fill or the undisturbed native soils.

3. Creek-Bank Stabilization

Erosion control measures along the edges of the creek-bank, if they are necessary for development of this project, should be designed by Civil Engineers specializing in the field of hydraulics with geotechnical specialists serving as consultants.

4. Seismic Hazard Mitigation

There is no hazard of damage due to liquefaction during earthquakes owing to the depth of the water table and the dense condition and coarse texture of the soils that underlie the site.

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Strong ground-motions will occur during earthquakes; however, there should be little amplification of bed-rock motions at the ground surface except in the frequency range of $4\frac{1}{2}$ to $5\frac{1}{2}$ seconds. Structures having fundamental periods of vibration in this range would require use of high base shear coefficients; however, buildings less than 4 stories in height should not have fundamental periods more than 4 seconds unless there are unusual features in their design. If the fundamental periods of planned structures are in the range of 4 to 6 seconds, further studies may be necessary to determine ground response and site factor coefficients to be used in determination of base shear coefficients.

5. Future Investigation and Report

Further investigations may be necessary if:

- (1) Buildings are to be constructed in the "depressed" area bordering the creek.
- (2) The creek bank areas will be used more intensively than is permitted in a preceding section of this report.
- (3) Foundation loads exceed 20 kips on column foundations and 3000 lb. per linear ft. on wall foundations.
- (4) The fundamental periods of planned structures exceed 4 seconds.

Detailed recommendations and a review of recommendations contained herein will be necessary during the detailed planning of the project.

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LIMITATIONS

The recommendations in this report are based on conditions noted in the site reconnaissance and on information provided regarding the planned construction. Should it be found that subsurface conditions differ from those described in this report or should plans be modified, we should be informed in order to permit a review of the possible effects of the differing subsoil conditions or of the modification of the plans.

Respectfully,

BERLOGAR, LONG & ASSOCIATES

Henry L. Minch

Henry L. Minch
Chief Geologist
CEG 757

Leonard O. Long
Leonard O. Long
RE 13465

HLM/LOL/jf

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APPENDIX F

ARCHAEOLOGICAL INVESTIGATION

PD C83 - 5-34 *EIR*

Adán E. Treganza Anthropology Museum

SAN FRANCISCO STATE UNIVERSITY
1600 HOLLOWAY AVENUE
SAN FRANCISCO, CALIFORNIA 94132

June 7, 1976



MR. RICHARD S. FRISBIE
ENVIRONMENTAL CENTER
3563 Ryder Street
Santa Clara, CA 95051

Dear Mr. Frisbie:

On May 14, 1976, an archaeological field reconnaissance was conducted of the proposed Hamilton/Leigh Shopping Center, Professional Office and Residential Complex Site. The results of that investigation are herein presented.

The site, which is located at the intersection of Hamilton Avenue and Leigh Avenue in the City of San Jose, Santa Clara County, California, consists of approximately 83 acres. The property is bordered on the north by Los Gatos Creek, on the east by Leigh Avenue, on the south by Hamilton Avenue, and on the west by Gascom Avenue. The property is presently utilized as orchards, with several structures present.

Prior to the actual survey, maps and records indicating the existence and location of known archaeological resources in the vicinity of the proposed development were consulted at the Adán E. Treganza Anthropology Museum, San Francisco State University. No archaeological sites were recorded within the proposed project area, nor has there been any previous reconnaissance of the area.

The actual field reconnaissance was conducted on foot by myself. The maps provided by your office and standard site survey forms were utilized during the survey. A General Surface Reconnaissance (King, Moratto, Leonard 1973) was conducted in which the orchard areas of the property were systematically inspected at approximately 25 foot intervals. Those areas which were obscured by structures and adjacent vegetation were inspected as appropriate without undertaking measures to alter the present condition of the project area.

During the inspection particularly close attention was given to the potential presence of those cultural occurrences which indicate the existence of prehistoric cultural activities: changes in soil color, composition and texture, indicating the occurrence of midden; unusual ground contours or changes in vegetation patterns; the presence of fire-cracked rock, obsidian and chert flaking wastes; the presence of charcoal and charred faunal remains; and the occurrence of any artifactual materials.

No visible surface indications of the presence of archaeological remains were encountered during the reconnaissance of the proposed Hamilton/Leigh Shopping Center, Professional Office and Residential

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Complex. Therefore, it is concluded that the proposed project will have no adverse impacts on any known archaeological resources. This does not, however, preclude the possibility that archaeological remains exist below the ground surface and may be encountered during the process of construction. All those involved in a project of this nature should be apprised of this possibility. It is strongly recommended that should such archaeological remains ever be encountered during construction, such activities in the immediate vicinity of the find be halted and that a qualified archaeologist be consulted.

Although no archaeological remains were encountered on the subject property, a structure on the property can be considered sufficiently significant to warrant investigation.

The structure is located on Hamilton Avenue approximately half-way between Bascom Avenue and Leigh Avenue. According to Dick Hardy, General Manager of the Lloyd Property, the home was designed by Bender and Curtis in 1928. The structure is recorded by local historical organizations, but historical significance is not currently known.

The following individuals were contacted regarding the above mentioned structure; should further comment be required as to the consensus of local historians regarding the proposed project, these people should be contacted:

Mr. Clyde Arbuckle
City Historian
San Jose, California

Mr. Tom King
Santa Clara County Historian
San Jose, California

Ms. Francis Fox
Historical Landmarks Commission
San Jose, California

Ms. Lynn Vermillen
City Librarian
California Historical Room
San Jose, California

Sincerely,


David Chavez
Research Archaeologist

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APPENDIX G

GREYLANDS BUSINESS PARK
TRAFFIC IMPACT ANALYSIS

PD C83 - 5-34 *EIR*

TRAFFIC IMPACT ANALYSIS

June 1983

117-83-00

Background: Greylands Business Park, a research and development project containing 472,000 square feet of gross floor area, is proposed on 24 acres of the Ainsley property. The project replaces the retail commercial, recreational lodging, and office uses previously approved for the site.

Two development scenarios are evaluated herein:

- I. Full build-out of the previously approved Ainsley project. The basis used was the approved P-D Plan less 170 existing occupied homes.⁽¹⁾
- II. The subject R&D project, plus the remainder of the residential portion (509 homes) of the previously approved Ainsley project.

Generated Trips: Additional trips which would be generated by the Ainsley property under the two development scenarios are tabulated below.

TABLE 1

ADDITIONAL TRIPS GENERATED BY
TWO DEVELOPMENT SCENARIOS

	DAILY		PEAK-HOUR		PM SPLIT	
	RATE	TRIPS	RATE	TRIPS	IN	OUT
I. BUILD-OUT AS APPROVED						
Commercial (12.6 acres)	900/acre	11,340	100/acre	1,260	630	630
Residential (509 homes)	6/home	3,054	0.835/home	425	276	149
Rec. Lodging (66 units)	5/unit	330	0.5/unit	33	16	17
Offices (125,000 SF)	12/1,000 SF	1,500	2.4/1,000 SF	300	75	225
Subtotal		16,224		2,018	997	1,021
<Internal>		<814>		<84>	<48>	<36>
Total		15,410		1,934	949	985
II. PROJECT + RESIDENTIAL						
R & D (472,000 SF)	8/1,000 SF	3,776	1.2/1,000 SF	566	113	453
Residential (509 homes)	6/home	3,054	0.835/home	425	276	149
Total		6,830		991	389	602

(1) Number of occupied homes per John Zellhoefer, Vice President, Broadmoor Homes, April 26, 1983.

Under Scenario II, generated daily and peak-hour trips would be approximately one-half of those generated by a build-out of the approved Ainsley project. Peak-hour, peak-direction trips, which are a primary contributors to traffic congestion, would be 41% of those generated by the approved project.

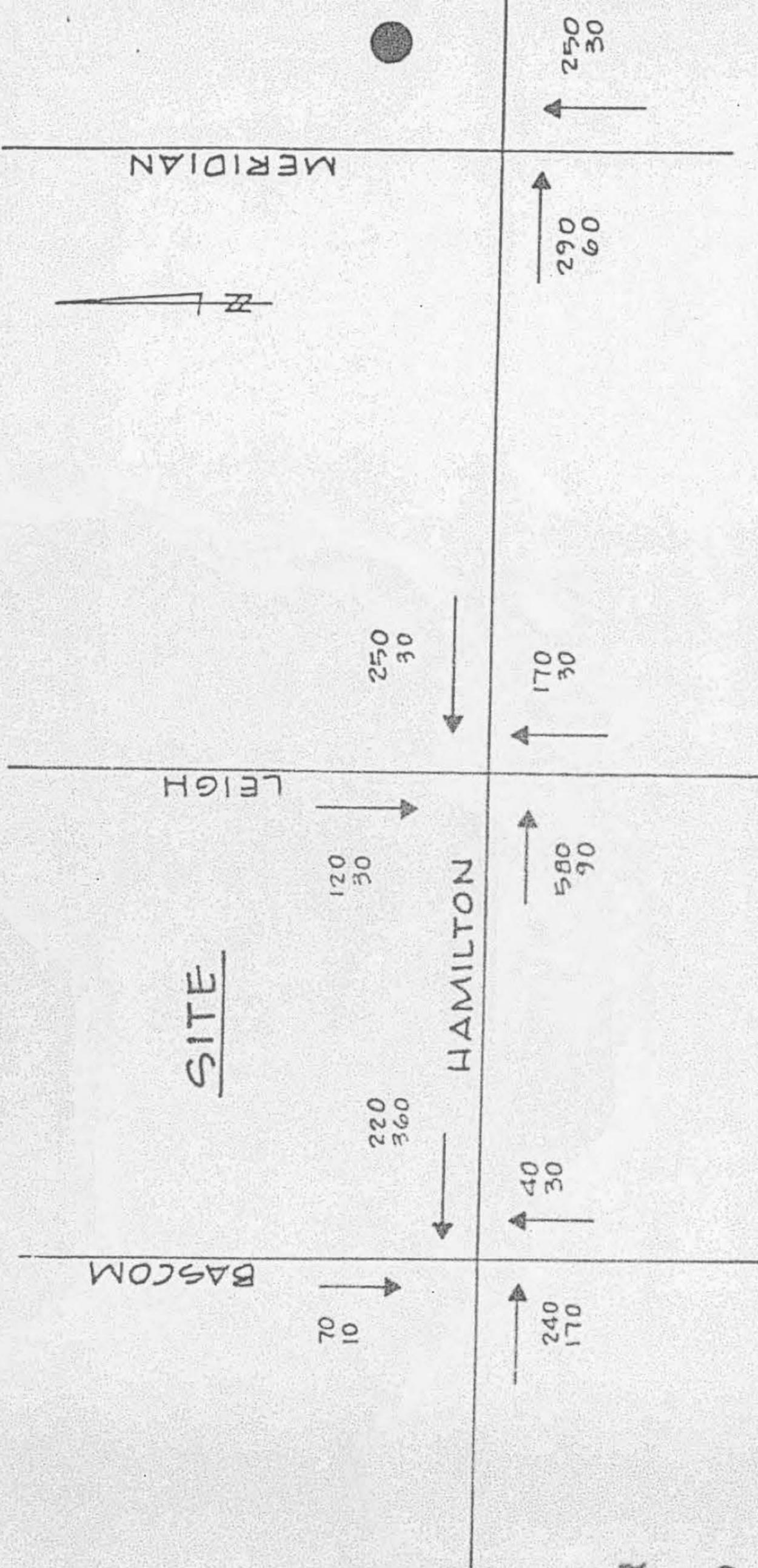
Under Scenario II, generated noon-hour traffic would be about 65 percent of peak-hour traffic. As shown in the attached graph, the existing Level of Service at Hamilton/Bascom for the noon-hour is "B" compared to Level of Service "D" for the PM peak hour. Since both existing and generated traffic volumes during the noon hour are considerably lower than peak-hour volumes, this analysis deals only with peak-hour conditions.

Trip Distribution and Assignment: Project trips generated under Scenario II were distributed according to the site's geographical relationship to population centers and the street and highway system. The following distribution was used:

<u>To and From the</u>	<u>Percent</u>
North via Bascom	10
North via Leigh	15
South via Meridian	10
South via Leigh	5
South via Bascom	5
West via Hamilton	55
	<u>100</u>

Trips generated by the commercial, recreational lodging, and office uses of Scenario I, as well as residence-generated trips of Scenarios I and II, were distributed according to the distributions presented in the EIR for the approved Ainsley project.

Assignments of PM peak-hour traffic for the two Scenarios are shown in Figure 1.



SITE

HAMILTON

LEGEND

↑ 000... BUILD-OUT AS APPROVED
 ↑ 000... PROJECT + 509 HOMES

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ASSIGNMENTS OF PM PEAK-HOUR TRAFFIC
 GENERATED BY TWO DEVELOPMENT SCENARIOS

Level of Service Analyses: Table 2 shows Volume to Capacity ratios and Levels of Service for three critical intersections on Hamilton Avenue under the two alternate development scenarios.

TABLE 2
LEVELS OF SERVICE FOR TWO DEVELOPMENT SCENARIOS

	Existing		Exist + Other Appd. Projects		I Exist+Appd+Ainsley -170 Exist. Homes		II Exist.+ Appd. + Project+509 Homes	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
	Hamilton/Bascom							
AM (1)	0.730	C	0.741	C	0.813	D	0.800	D
PM (1)	0.811	D	0.815	D	0.877	D	0.863	D
PM (2)	0.923	E	0.926	E	0.985	E	0.974	E
Hamilton/Leigh								
AM (3)	0.862	D	0.870	D	1.108	F	0.908	E
PM (3)	0.684	B	0.688	B	0.869	D	0.716	C
Hamilton/Meridian								
AM (3)	0.786	C	0.791	C	0.791	C	0.791	C
PM (3)	0.775	C	0.780	C	0.930	E	0.797	C

- (1) Based on count by City of Campbell on February 17, 1983.
- (2) Based on count by City of San Jose on September 8, 1982
- (3) Based on Nolte counts of April 19, 21, 26, 1983.

V/C - Volume to Capacity Ratio.
LOS - Level of Service

Scenario I: Build-out of remaining Ainsley project as approved.
Scenario II: Greylands Business Park plus 509 homes.

Under Scenario II (Greylands Business Park plus 509 homes), traffic conditions would be better than those which result from Scenario I (build-out of approved Ainsley project). This is particularly true for Hamilton/Leigh, where the Levels of Service would be "E" rather than "F" in the AM peak hour and "C" rather than "D" in the PM peak hour; and for Hamilton/Meridian, where the Level of Service would be "C" rather than "E" in the PM peak hour.

Access and Circulation: Access points will be six driveways on Greylands Drive, three "right turns in and out only" driveways on Hamilton Avenue, and one "right turns in and out plus left turns in" driveway on Bascom Avenue. The access points have been located so as to disperse project traffic as much as possible, to minimize left-turn and U-turn movements, to provide adequate separation from intersections, and to minimize project traffic on residential streets.

Traffic on Hamilton Place would increase by 3,000 vehicles per day (VPD) if the remainder of the approved Ainsley project were built out.(1) With the proposed R&D project, plus the remaining 509 approved homes, traffic on Hamilton Place would increase by 1,780 VPD.(2)

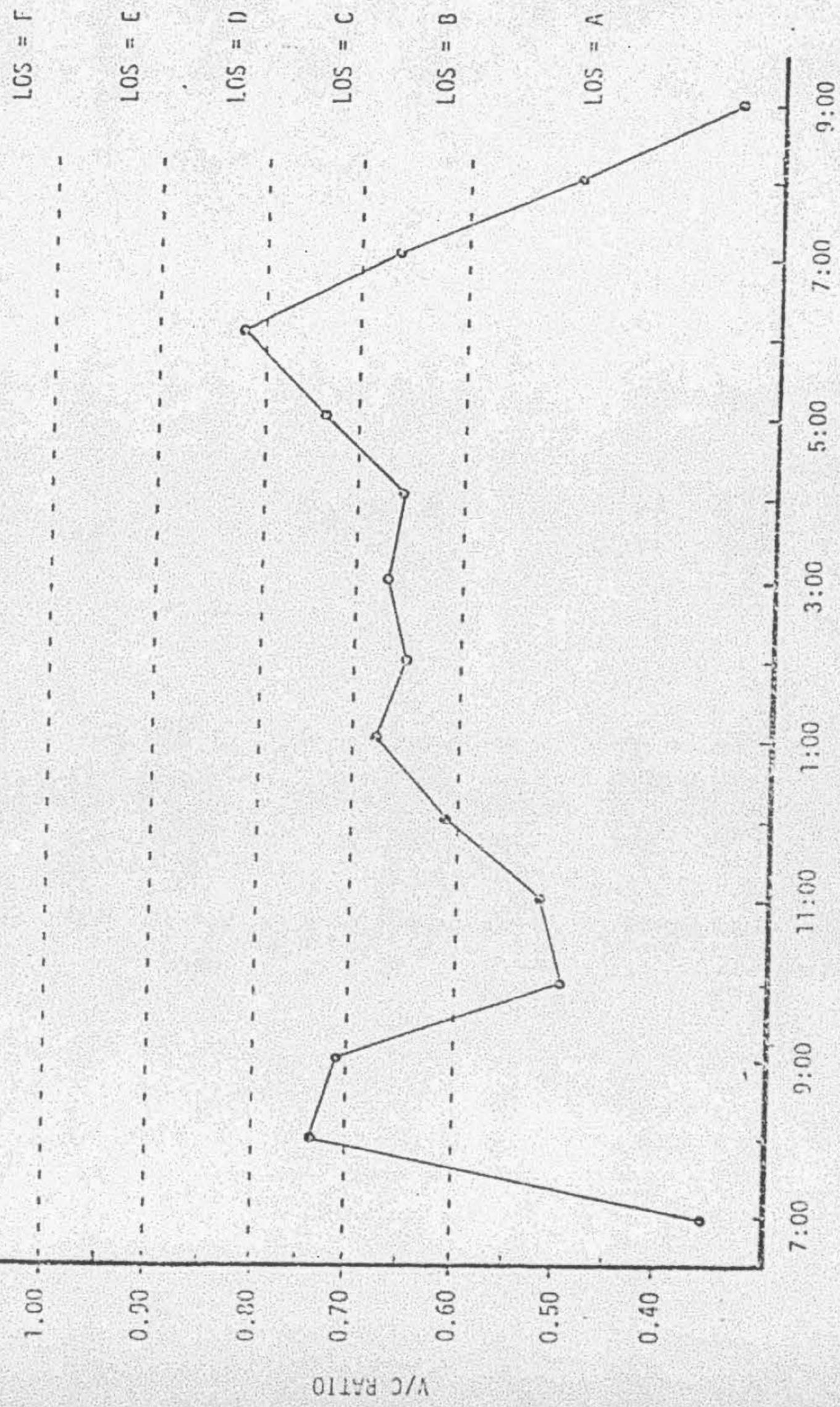
Because the project reduces future business traffic on Hamilton Place, no changes in the approved street pattern are recommended. The continuity of Hamilton Place should be preserved to facilitate local circulation and improve emergency vehicle access for both the residential and R&D portions of the Ainsley property.

(1) 3,500 vehicles per day (VPD) reported in EIR for approved Ainsley project, less 500 VPD generated by existing homes.

(2) 380 VPD generated by R&D plus 1,400 VPD generated by remaining 509 approved homes.

EXISTING
INTERSECTION SERVICE LEVEL DURING TYPICAL WEEKDAY

BASCOM AVENUE & HAMILTON AVENUE
 Date of Count: 2-17-83
 Day of Week: Thursday



TIME PERIOD
 (Hour Ending at ...)

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PDC83 - 5-34

File No. PDC 83-5-34 EIR
August 11, 1983

FINAL SUPPLEMENT
TO A
DRAFT ENVIRONMENTAL IMPACT REPORT

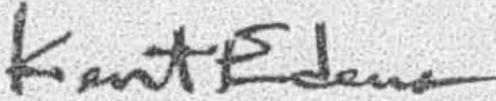
Record of the meeting of the Planning Commission, August 10, 1983

Staff presented the Draft EIR and supplement before the Commission. The Commission was given additional correspondence from the Historic Landmarks Commission. Staff indicated that no response was necessary and the correspondence would be included in the Final EIR.

Action by the Commission

The Commission voted and found (7-0-0) that the Environmental Impact Report was complete, as supplemented, and in conformance with CEQA requirements.

Gary J. Schoennauer
Director of Planning


Kent Edens
Deputy

KE:JL:1sr

PDC 83 - 5 - 34 EIR



HISTORIC LANDMARKS
COMMISSION

CITY OF SAN JOSÉ, CALIFORNIA

AGENDA No. 8.K.
File No: PDC 83-5-34

August 4, 1983

Michele Yesney
Senior Planner
Planning Department
City of San Jose
San Jose, California 95110

RE: PDC 83-5-34 EIR

Dear Michele:

Thank you for sending the Greylands Business Park EIR to the Historic Landmarks Commission for our review and comment.

The Commission reviewed and discussed the document at its July 20th meeting. We believe that it adequately presents and assesses the potential impacts to the "Greylands" house.

The Commission considers both the "Greylands" house and the "Ainsley" house (adjacent to the project site) to be valuable resources which require special attention during the development review process. We trust that the Planning Department will ensure that the proposed development will not have a negative effect on either of these resources.

Very truly yours,

GERRY DeYOUNG, Vice President
Historic Landmarks Commission

GDY/dob

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CITY OF SAN JOSE
PLANNING DEPARTMENT

PDC 83 - 5 - 34 EIR

SUPPLEMENT TO A
DRAFT ENVIRONMENTAL IMPACT REPORT

<u>Comments Received From</u>	<u>Date</u>	<u>Response Required</u>
City of Campbell (Copy of letter is attached)	8/4/83	yes

RESPONSES TO COMMENTS

City of Campbell - 8/4/83.

Comment: The City is concerned about possible impacts from interfacing Research and Development Park with existing residential uses. Specifically, the City is concerned about possible traffic impacts generated by the project.

Response: The Draft EIR discusses the impact and mitigation of this interfacing on page 26. The proposed use will generate more traffic in the area than is currently being experienced. However, as described in the EIR and concurred in by the City of Campbell, this project will generate less traffic than development presently approved for the site. The Draft EIR does identify mitigation measures for impacts from project traffic on the existing residential development to the north, and the project itself is not expected to generate traffic volumes during peak residential use (weekends and evenings).

Comment: The City of Campbell expressed concern regarding a proposed left turn ingress and egress on the Bascom Avenue frontage for the project.

Response: The proposed project, as demonstrated on page 23 (figure 26) of the Draft EIR, will construct only a left turn ingress from Bascom Avenue. There will be no left turn egress from the site onto Bascom Avenue. This ingress movement will help reduce the impact of project traffic on the intersection of Bascom and Hamilton.

Comment: The City of Campbell staff concurs with the Draft EIR that less traffic will be generated as a result of this project than would be generated by the previously approved project.

Response: Comment is noted.

PDC 83 - 5 - 34 *EIR*

TEXT AMENDMENTS

Note: Additions are underlined; deletions are shown as ~~deleted~~.

Page Comment

21 Fourth paragraph; ADD:

As shown on pages 23 and 24 (figures 6 & 7), the proposed project will provide a left turn ingress from Bascom Avenue into the site. There will not be a left turn egress from the site and, therefore, it is expected to help reduce the traffic impact on the intersection of Bascom and Hamilton.

33 E. HAZARDOUS MATERIALS; ADD:

Mitigation Measures Included in the Project:

- o Prohibiting tank farms or the storage of large quantities of chemicals on the site.
- o Prohibiting outside storage and below ground storage of hazardous materials.
- o Conformance with the City of San Jose Hazardous Chemicals Ordinance.

Gary J. Schoennauer
Director of Planning

William Thomas
William Thomas
Deputy

PD C83 - 5-34 EIR

Persons and Organizations Receiving Copies of the Draft EIR.

City of San Jose

- Public Works - Engineering Services
- Library - Main Office
- Library - Willow Glen Branch
- Councilperson Ianni's Office
- Historic Landmarks Commission

County Agency:

County Planning Agencies

Other Jurisdiction:

City of Campbell

4580L:99-100

PDC83 - 5-34 EIR

CITY OF CAMPBELL

75 NORTH CENTRAL AVENUE
CAMPBELL, CALIFORNIA 95008
(408) 378-8141

Department: Planning

August 4, 1983

Mr. Gary J. Schoennauer
Director of Planning
City of San Jose
801 N. First St.
City Hall Annex, Room 400
San Jose, CA 95110-1795
Attn: Mr. John Lusardi

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AUG 3 1983

CITY OF SAN JOSE
PLANNING DEPARTMENT

RE: Your File #PDC 83-5-34 EIR

Dear Mr. Schoennauer:

Thank you for your letter of July 7, 1983 which referred a copy of the Draft EIR for the Greylands Business Park to the City of Campbell for review and comment. There are two areas of concern that the City of Campbell would like to address.

The first area of concern centers on the use of the property (24.6 acres) for research and development which includes the "storage and warehousing of manufactured goods and materials" and "associated shipping, receiving and loading facilities." Campbell's City Council has adopted a policy for developments in Campbell that front onto Hamilton Avenue which calls for commercial, professional office, or high density residential land uses. Research and development types of uses have been permitted in areas planned for industrial uses. The residential areas along Greylands Drive and Hamilton Place may be adversely affected by traffic generated by the project.

The second area of concern centers on the proposed left turn ingress and egress on the Bascom Avenue frontage for the project. This ingress/egress is not addressed in the EIR per se, but is described in the traffic study.

The City of Campbell Staff does concur with the findings in the EIR that less traffic will be generated as a result of this project than would be generated by the previously approved project.

If you have any questions regarding this transmittal, please feel free to contact the Campbell Public Works or Planning Departments.

Sincerely,


ARTHUR A. KEE, PLANNING DIRECTOR


JOSEPH ELLIOTT, PUBLIC WORKS DIRECTOR

ld

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