

**INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION**

for

**TROJAN - MONTEREY
SELF-STORAGE**

City File No. H17-040



**CITY OF SAN JOSÉ
CALIFORNIA**

December 2017

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- B. Geotechnical Investigation
- C. Site Closure, Soil Management Plan & Documentation

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Chapter 2. Project Description

PROJECT LOCATION

The project is proposed within the corporate limits of San José, in Santa Clara County (refer to Figure 1). The site is located on Assessor's Parcel Number (APN) 455-36-009 (refer to Figure 2). The project is proposed on approximately 7.5 gross acres located at 2829 Monterey Road. The project site is currently vacant and was previously occupied by an asphalt manufacturing plant. An aerial photograph of the project site and surrounding area is presented in Figure 3. A 50-foot PG&E easement extends along the north/northwest boundary of the site to accommodate existing power lines.

PROJECT DESCRIPTION

The proposed project is consistent with the existing HI - Heavy Industrial Zoning District. The project is the application for a Site Development Permit from the City to construct a self-storage (ministorage) facility. The project consists of approximately 153,423 gross square feet of self-storage in three buildings with an office, a manager's unit, and courtyards on approximately 2.7 acres of the 7.5 acre site. Building A is proposed as a three-story, 142,197 gross square foot building. Buildings B and C consist of one-story buildings, 3,600 and 4,500 gross square feet in size, respectively. This totals up to approximately 150,297 square foot of self-storage space. In addition, the proposed self-storage facility includes a 1,108 square foot office on the first floor of Building A and a 1,108 square foot manager's unit on the second level of the building. The remaining 4.8 acres of the site will remain vacant, with the exception of a secondary fire access road connecting the project driveway to the southerly terminus of Montecito Vista Way.

The self-storage facility will have gate-controlled access and digital surveillance along with two dedicated loading areas. The hours of operation of the office are proposed to be Monday through Sunday 9 AM to 6 PM. Access to the storage units will be allowed from 6 AM to 10 PM.

The site plan for the project is presented in Figure 4 and floor plans illustrated in Figure 5. The proposed building will be a maximum of 45 feet in height. Elevations of the self-storage facility are provided in Figure 6. A description of the project components is provided below.

Parking and Access. Access would be provided from a private driveway off Monterey Road via Goble Lane as shown in Figure 5. Surface parking for 32 vehicles is proposed on the site.

Lighting. Exterior lighting is proposed for the building, parking area, and driveway for security and access. All outdoor lighting will conform to the City Council's Outdoor Lighting Policy (4-3).

Utilities. The project includes the provision of services and utilities to serve the project, including water, storm drainage, wastewater, and solid waste. A stormwater control plan is proposed that includes biotreatment areas, overflow devices and/or inlets, and disconnected downspouts to treatment areas. The stormwater control plan is presented in Figure 7.

Grading. Development of the project site would involve the grading of an estimated 2,600 cubic yards (CY) of fill and require the export of approximately 6,100 CY of material (from existing soil stockpiles). Maximum excavations are anticipated to be on the order of three feet.

Landscaping/Tree Removal. A landscape plan has been prepared for the proposed project as shown in Figure 8.

PROJECT SCHEDULE

Construction of the project is scheduled to begin in spring 2018 and take approximately 11 months to complete. At this time, the applicant is not proposing to develop the 4.8 acre western portion of the site.

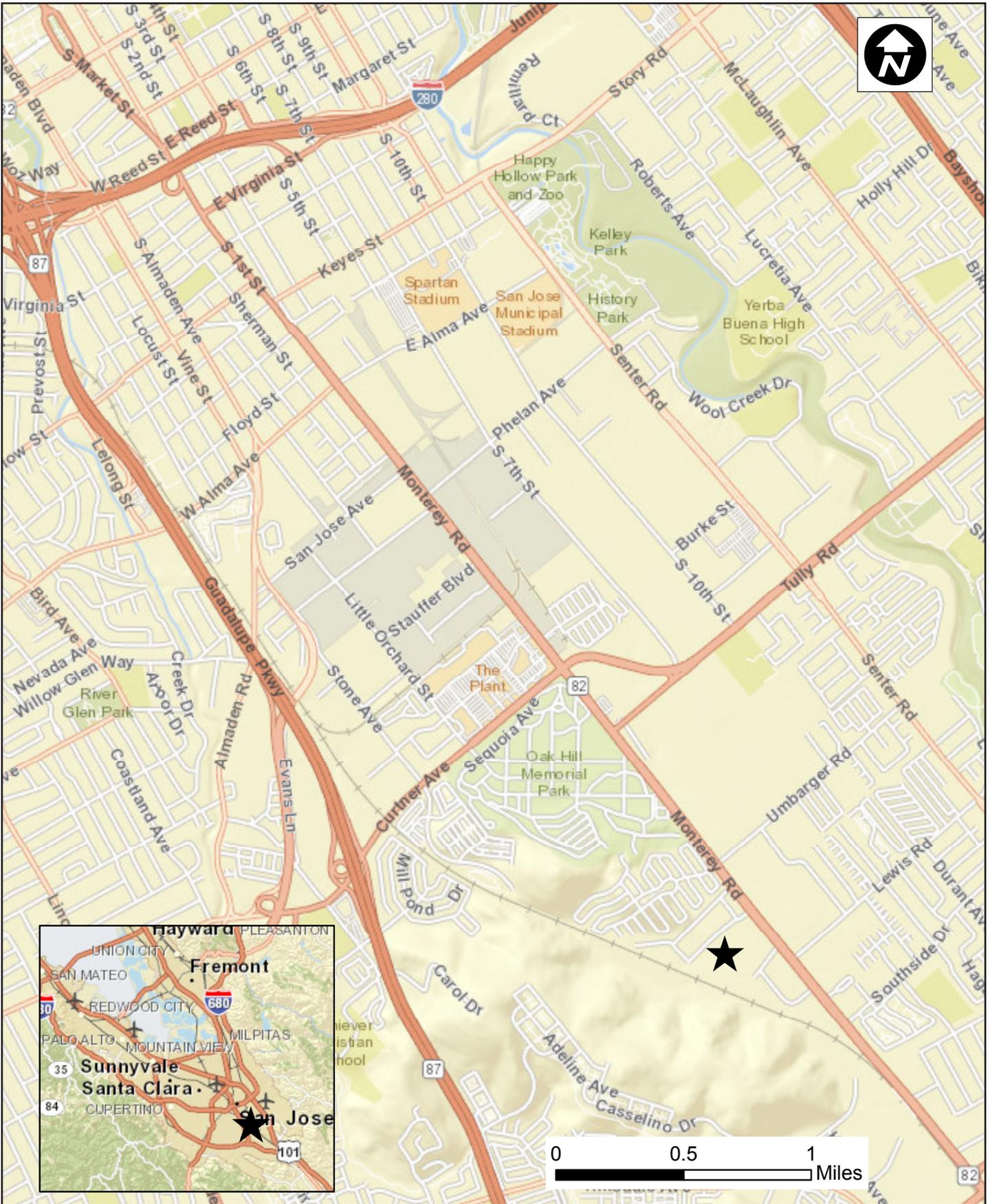
PROJECT OBJECTIVES

The objective of the project is to redevelop a portion of the former industrial site with self-storage uses to meet existing local demand for this use.

PROJECT APPROVALS

The project will require the following approvals:

- City of San José – Environmental Clearance
- City of San José – Site Development Permit, Grading Permit, Building Permit
- Other applicable Public Works Clearances



Location Map

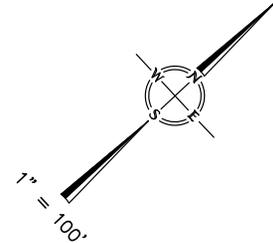
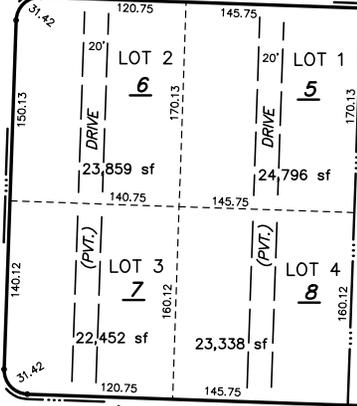
Figure 1

Trojan-Monterey Self Storage
Initial Study

ESFAHAN DRIVE

TRACT NO. 9992, VERONA
833-M-26

MONTECITO VISTA WAY



MONTECITO VISTA DRIVE

GOBLE WAY

82

ROAD

89

50' P. G. & E.

EASEMENT

MONTECITO VISTA DR.

S.
P.
I.
C.

PCL. D

9

7.12 Ac. Net Calc.

PCL. A

3

2.61 Ac Net

R. O. S. 653 / 46

MONTEREY

497
32

L.L.A. 22498410

P.M. 501-M-11

Project Boundaries

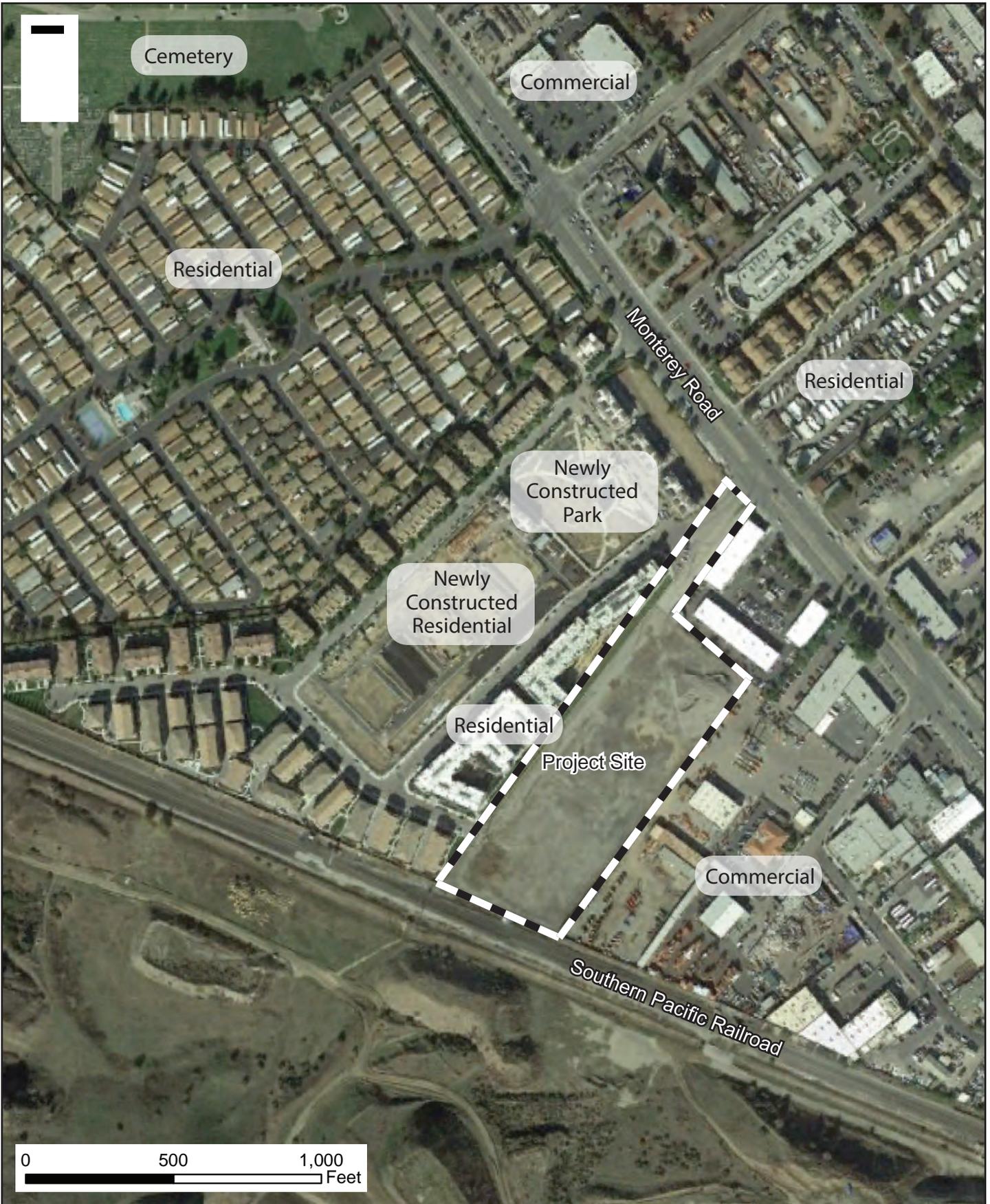
24

TRA DET. MAP 126, 127
LAWRENCE E. STONE — ASSESSOR
Cadastral map for assessment purposes only.
Compiled under R. & T. Code, Sec. 327.
Effective Roll Year 2015-2016

APN Map

Trojan-Monterey Self Storage
Initial Study

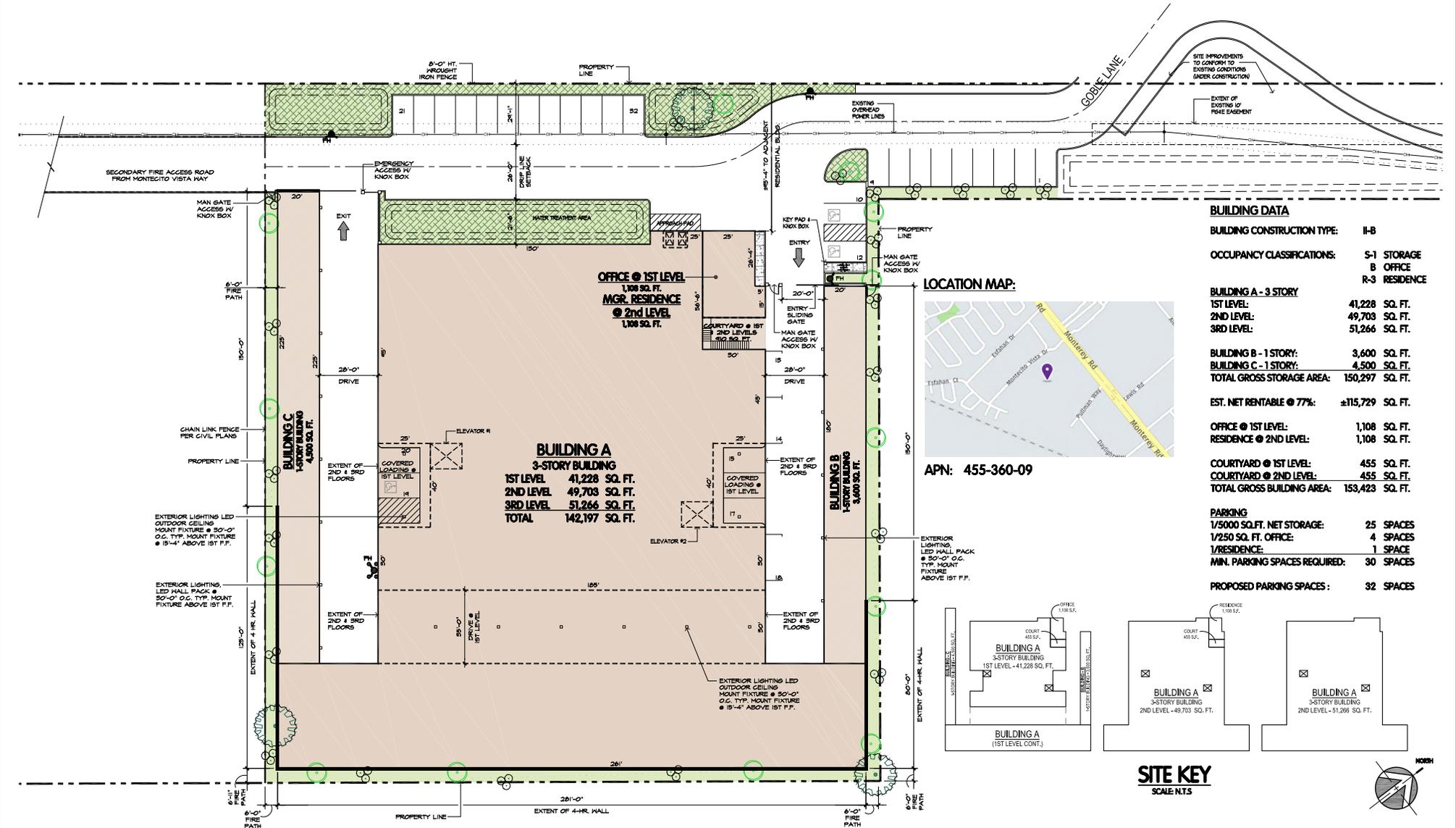
Figure
2



Aerial

Trojan-Monterey Self Storage
Initial Study

Figure
3



BUILDING DATA
 BUILDING CONSTRUCTION TYPE: II-B
 OCCUPANCY CLASSIFICATIONS: S-1 STORAGE
 B OFFICE
 R-3 RESIDENCE

BUILDING A - 3 STORY
 1ST LEVEL: 41,228 SQ. FT.
 2ND LEVEL: 49,703 SQ. FT.
 3RD LEVEL: 51,266 SQ. FT.

BUILDING B - 1 STORY: 3,600 SQ. FT.
BUILDING C - 1 STORY: 4,500 SQ. FT.
TOTAL GROSS STORAGE AREA: 150,297 SQ. FT.

EST. NET RENTABLE @ 77%: ±115,729 SQ. FT.

OFFICE @ 1ST LEVEL: 1,108 SQ. FT.
RESIDENCE @ 2ND LEVEL: 1,108 SQ. FT.

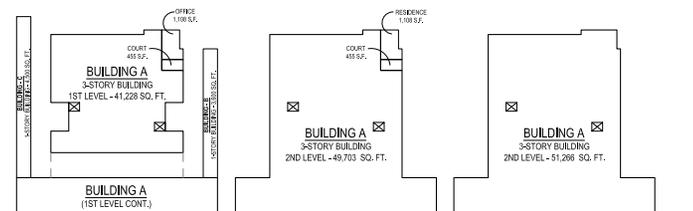
COURTYARD @ 1ST LEVEL: 455 SQ. FT.
COURTYARD @ 2ND LEVEL: 455 SQ. FT.
TOTAL GROSS BUILDING AREA: 153,423 SQ. FT.

PARKING
 1/5000 SQ.FT. NET STORAGE: 25 SPACES
 1/250 SQ. FT. OFFICE: 4 SPACES
 1/RESIDENCE: 1 SPACE
MIN. PARKING SPACES REQUIRED: 30 SPACES

PROPOSED PARKING SPACES : 32 SPACES



APN: 455-360-09



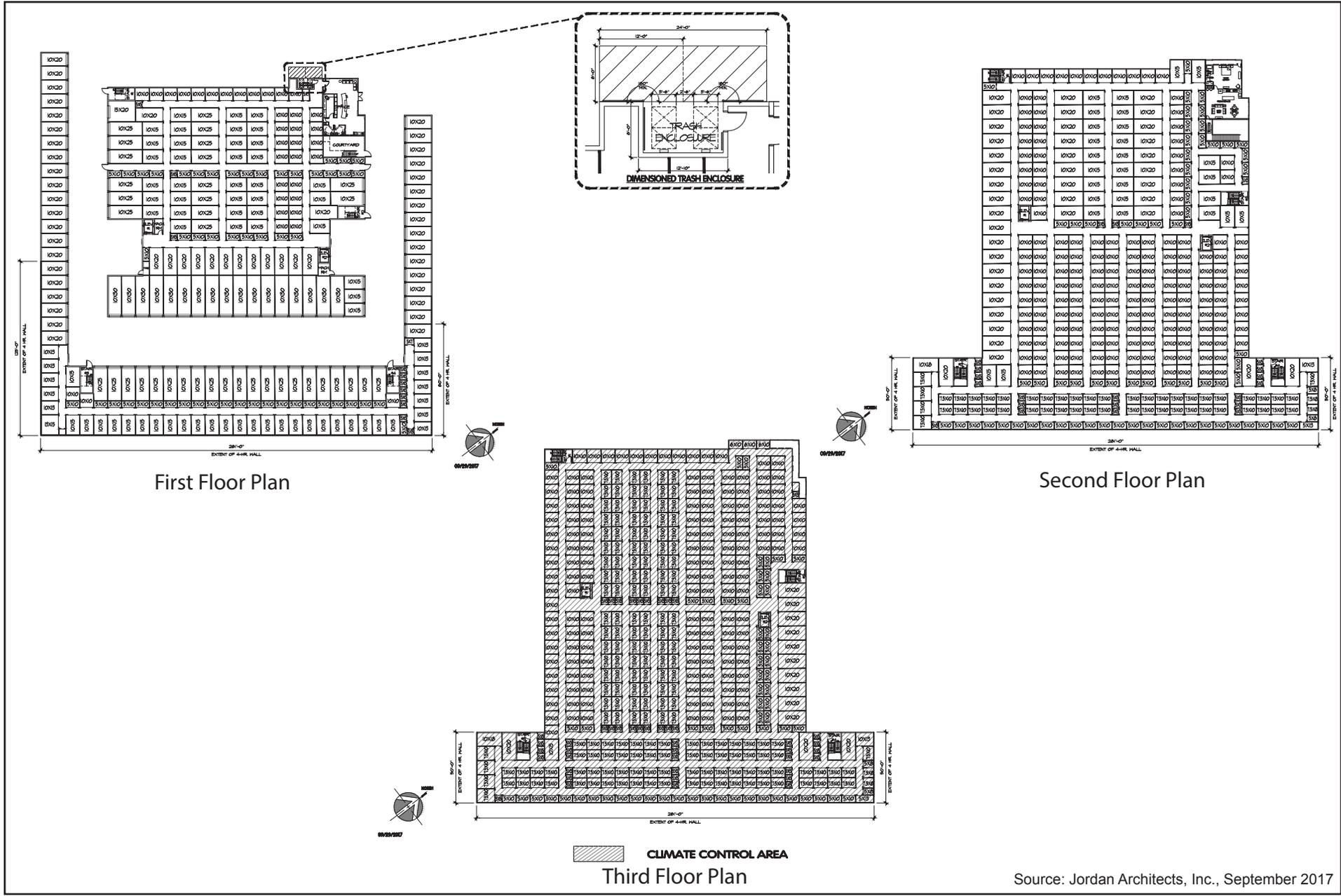
SITE KEY
 SCALE: N.T.S.

Source: Jordan Architects, November 2017

Site Plan

Figure
4

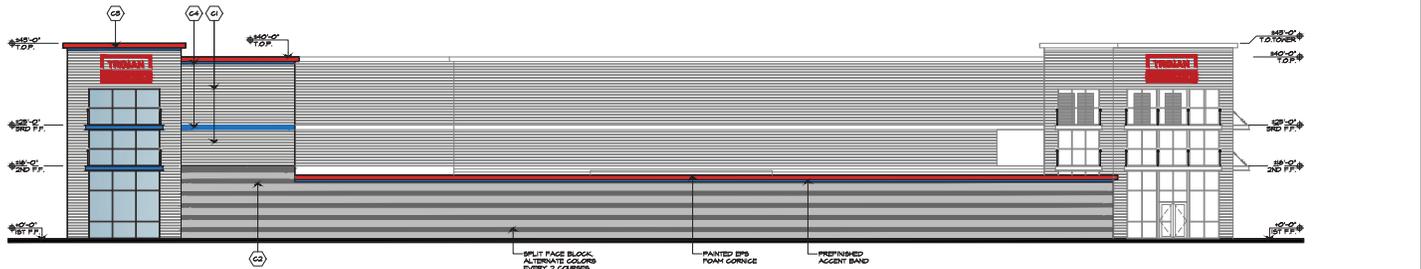
Trojan-Monterey Self Storage
 Initial Study



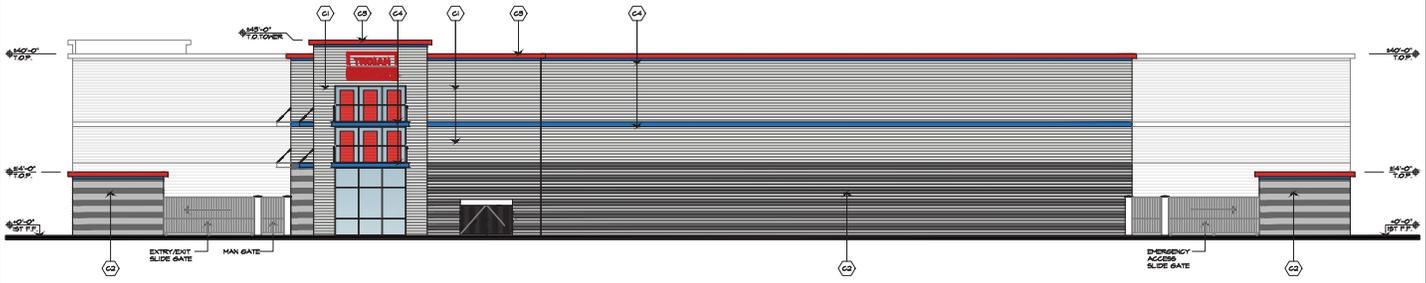
Floor Plans

Figure
5

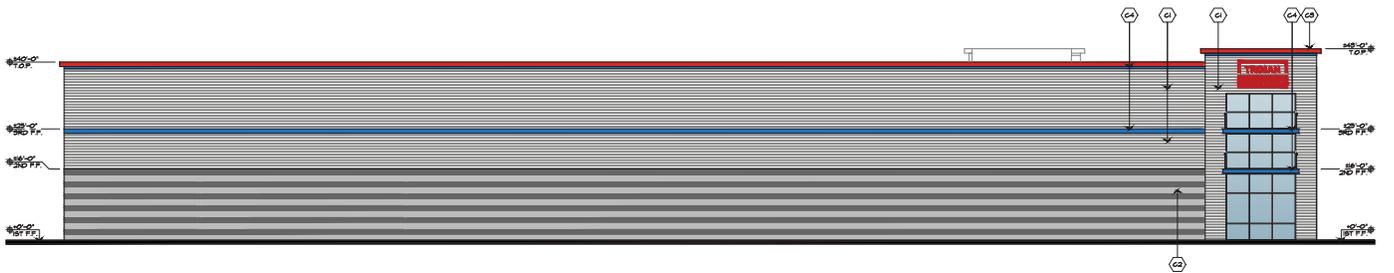
Trojan-Monterey Self Storage
Initial Study



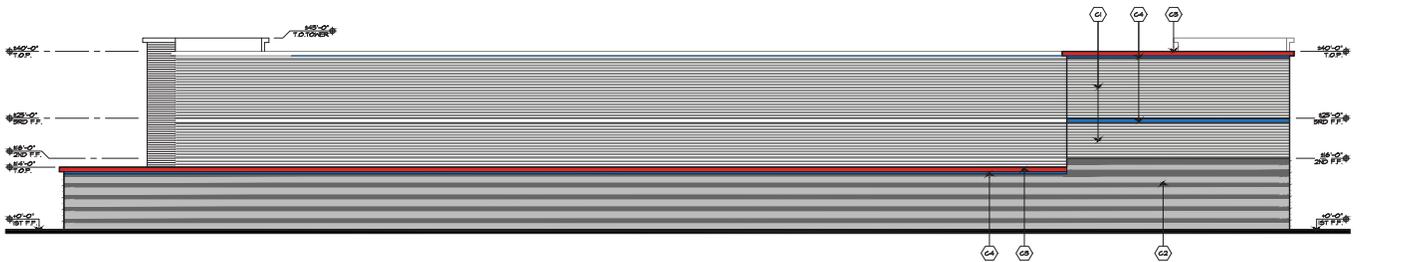
SITE ELEVATION - NORTH
TWO-F



SITE ELEVATION - WEST
TWO-F



SITE ELEVATION - EAST
TWO-F



SITE ELEVATION - SOUTH
TWO-F

- C1 HAZELRY METAL, PRE-FINISHED CORRUGATED LIGHT GA METAL WALL PANEL, COLOR RESAL WHITE - OR SELECTED BY OWNER
- C2 DRIP BLOCK, COLOR NATURAL/PRESSION BLACK 280 - OR SELECTED BY OWNER, ALTERNATE EVERY 2 COURSES
- C3 PRE-FINISHED AGENT BAND OR ROLL UP DOOR, COLOR, DAN EDWARDS DENARO RED POWER
- C4 PRE-FINISHED AGENT BAND, COLOR 'BEAUTIFUL BLUE' - OR SELECTED BY OWNER

Source: Jordan Architects, Inc., September 2017

Elevations

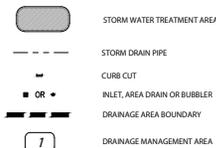
Trojan-Monterey Self Storage
Initial Study

Figure
6

NOTE:

- 1) SEE SHEET SDP-05 FOR STORMWATER MANAGEMENT CALCULATIONS AND DETAILS.
- 2) SPACE CURB OPENINGS AT 10-FOOT INTERVALS OR LESS.

LEGEND



LIST OF SITE DESIGN MEASURES:

1. PROTECT EXISTING TREES, VEGETATION, AND SOIL.
2. DIRECT RUNOFF FROM ROOFS, SIDEWALKS, PATIOS, TO LANDSCAPED AREAS.
3. PLANT TREES ADJACENT TO AND IN PARKING AREAS AND ADJACENT TO IMPERVIOUS AREAS.
4. CREATE NEW PERVIOUS AREAS WITHIN LANDSCAPING, PRIVATE STREETS, AND SIDEWALKS.
5. PARKING UNDER BUILDINGS.

LIST OF SOURCE CONTROL MEASURES:

1. BIOPAVEMENT.
2. USE OF WATER EFFICIENT IRRIGATION SYSTEMS.
3. MAINTENANCE PAVEMENT SWEEPING, CATCH BASIN CLEANING, FOLLOW BAMP MAINTENANCE PROCEDURES, GOOD HOUSE KEEPING.
4. STORM DRAIN LABELING.

LIST OF TREATMENT CONTROL MEASURES (TCM):

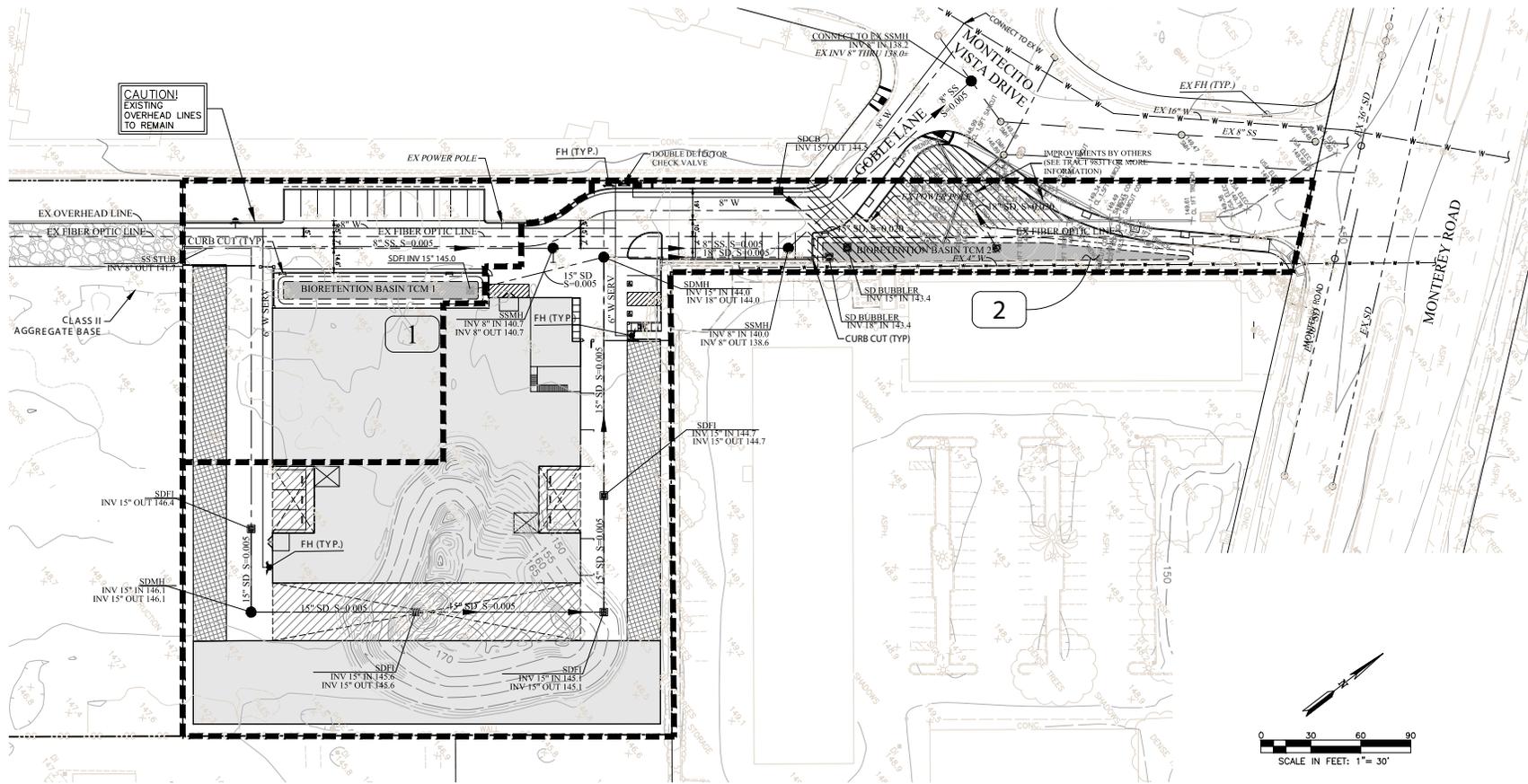
1. BIOTREATMENT AREAS.
2. OVERFLOW DEVICES AND/OR INLETS.

LIST OF HYDROMODIFICATION MANAGEMENT (HM):

1. NOT REQUIRED, DUE TO A NET REDUCTION IN IMPERVIOUS SURFACE FROM THE EXISTING CONDITION.

STORM WATER MANAGEMENT NOTES:

1. THE PROJECT IS LOCATED IN THE SAN FRANCISCO REGIONAL WATER QUALITY CONTROL BOARD JURISDICTION. STORM WATER RUNOFF MANAGEMENT SHALL ADHERE TO THE PROVISIONS C.3 OF THE MUNICIPAL REGIONAL PERMIT ORDER RE2-2009-0074 ADOPTED OCTOBER 2009.
2. THIS STORM WATER RUNOFF MANAGEMENT PLAN IS CONCEPTUAL AND SUBJECT TO REVISION BASED ON FINAL DESIGN AND SITE SPECIFIC INFILTRATION TESTING.
3. STORM WATER VOLUMETRIC BMP SIZING IS BASED ON THE CASQA 80% CAPTURE CURVE METHOD SET FORTH IN APPENDIX B OF THE SCURPPP C3 STORMWATER HANDBOOK, DATED APRIL 2012, ADJUSTED FOR A LOCAL MEAN ANNUAL PRECIPITATION OF 15 INCHES.
4. BMP AREA SIZING IS BASED ON THE CASQA FLOW BASED AND COMBINATION FLOW VOLUME SIZING CRITERIA DESCRIBED IN APPENDIX B OF THE SCURPPP C3 STORMWATER HANDBOOK, DATED APRIL 2012. THE ON-SITE SDAS ARE CLASSIFIED AS-HOCTY PER THE SCURPPP C3 STORMWATER HANDBOOK, DATED APRIL 2012, FIGURE B.1. AN INFILTRATION RATE OF 0.2 INCHES PER HOUR HAS BEEN ASSUMED BASED ON PRELIMINARY SOIL TYPE.
5. HYDROMODIFICATION HM IS NOT REQUIRED FOR THIS SITE. THE PROJECT DOES NOT INCREASE IMPERVIOUS SURFACE FROM THE EXISTING CONDITION. PER PAGE 2 OF THE CITY OF SAN JOSE, CALIFORNIA CITY COUNCIL POLICY NO. 0-14, PROJECTS THAT DO NOT CREATE AN INCREASE IN IMPERVIOUS SURFACE OVER PRE-PROJECT CONDITIONS ARE NOT HM PROJECTS.

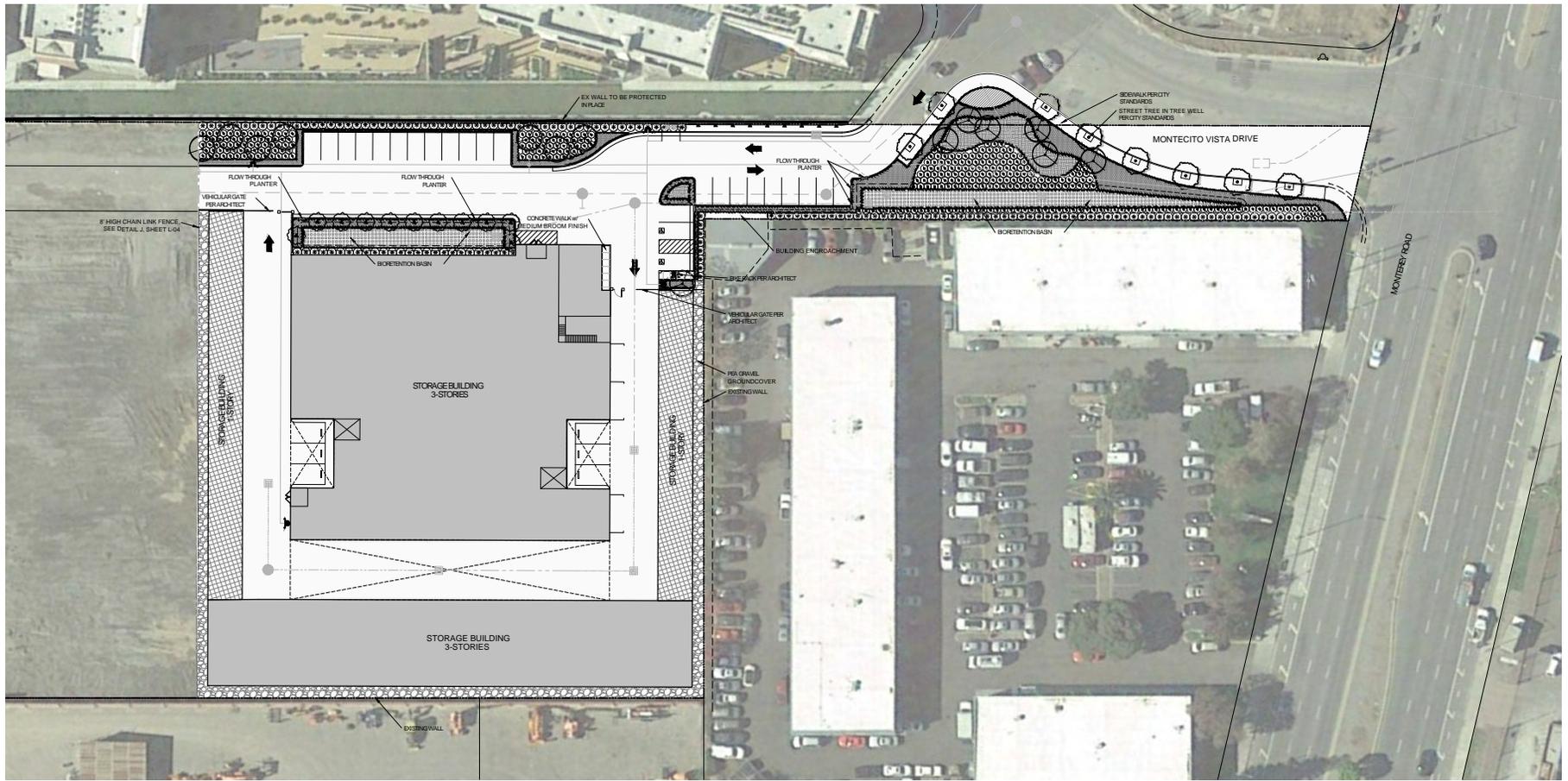


Source: Ruggieri-Jensen-Azar, 2017

Stormwater Management Plan

Figure
7

Trojan-Monterey Self Storage
Initial Study



PLANTING LEGEND:

SYMBOL CALLOUT	BOTANICAL NAME	COMMON NAME	MIN. SIZE	SPACING	COMMENTS	WATER USE
TREES						
(HZ1) [Symbol]	Rhus lancea	African Sumac	24" Box	As Shown	Standard	L
(HZ1) [Symbol]	Populus nigra 'Italica'	Lombardy Poplar	15 Gal.	As Shown	Standard	M
(HZ1) [Symbol]	Street tree to be selected by City Arborist		24" Box	As Shown	Street Tree	L
SHRUBS						
(HZ2) [Symbol]	Prunus carolinian 'Compacta'	Dwarf Carolina Laurel Cherry	5 Gal.	60" O.C.	Column	M/L
(HZ3 & HZ2) [Symbol]	Baccharis x 'Centennial'	Centennial Coyote Brush	5 Gal.	48" O.C.	Basin slopes & as shown	L
[Symbol]	Oeanothus maritimus 'Valley Violet'	Santa Barbara Oeanothus	1 Gal.	42" O.C.	-	L
(HZ3) [Symbol]	Ostia x purpureus	Orchid Rockrose	1 Gal.	48" O.C.	-	L
GROUND COVER						
(HZ3 & HZ2) [Symbol]	Festuca 'Saskiyou Blue'	Saskiyou Blue Fescue	4" Pot	18" O.C.	Basin slopes & as shown	L
(HZ2) [Symbol]	Juncus patens	California grey rush	1 Gal.	24" O.C.	Basin bottoms	L

PLANTING LEGEND:

SYMBOL CALLOUT	BOTANICAL NAME	COMMON NAME	MIN. SIZE	SPACING	COMMENTS	WATER USE
(HZ1) [Symbol]	Ficus pumila	Creeping Fig	1 Gal.	As Shown	Train to wall	M

GENERAL NOTES

1. Tree and shrub layout is conceptual in nature. Final plant locations and species are subject to City review and final design refinement.
2. Additional plant species not listed on the above Plant Palette may be used.
3. All landscape areas will be grouped by hydrozone and receive an automatic underground irrigation system(s) that meets local and UBC code.

PLANTING DESIGN INTENT STATEMENT:

The planting design shall adhere with applicable City of San Jose code and guidelines. The planting design utilizes a variety of plants in a layered composition, creating layers of color and texture to create interest in the landscape.

MULCH NOTE:

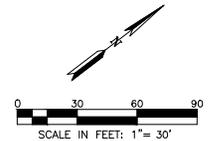
Landscape areas not shown with pea gravel shall receive a 3" layer of mulch. Mulch shall be non-erodible.

FLOW THROUGH PLANTER NOTE:

Do not plant trees directly behind or near curb openings to allow stormwater to flow steadily into the bioretention areas.

HYDROZONE LEGEND:

- Hydrozone 1 (HZ1):
Trees & Vines - Medium/Low water use trees with bubbler irrigation.
- Hydrozone 2 (HZ2):
Bioretention Basin - Low water use shrubs with spray irrigation.
- Hydrozone 3 (HZ3):
Planter Areas - Low water use shrubs with drip irrigation.



Source: Ruggeri-Jensen-Azar, 2017

Landscape Plan

Trojan-Monterey Self Storage
Initial Study

Figure
8



Photo 1: View of site from access road looking south/southwest.



Photo 2: View of site looking west, showing access road and adjacent residential uses.

Site Photos

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Chapter 3. Environmental Evaluation

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The key environmental factors evaluated for the project are identified below and discussed within Chapter 3. Environmental Setting and Impacts. Sources used for analysis of environmental effects are cited in parenthesis after each discussion, and are listed in Chapter 4. References.

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards/Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on project-specific screening analysis).

2. All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, “Earlier Analyses,” may be cross-referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

- a) Earlier Analysis Used. Identify and state where they are available for review.
- b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
- c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.

9. The explanation of each issue should identify:

- a) The significance criteria or threshold, if any, used to evaluate each question; and
- b) The mitigation measure identified, if any, to reduce the impact to less than significance.

ENVIRONMENTAL SETTING AND IMPACTS

The following section describes the environmental setting and identifies the environmental impacts anticipated from implementation of the proposed project. The criteria provided in the CEQA environmental checklist was used to identify potentially significant environmental impacts associated with the project. Sources used for the environmental analysis are cited in the checklist and listed in Chapter 4 of this Initial Study.

A. AESTHETICS

Setting

The project site is located on a vacant parcel within an urbanized area of San José. The property was formerly occupied by Granite Construction, which conducted asphalt batching (manufacturing) among other related activities on the property. The immediate adjacent uses to the project site include multi-family residential to the northwest (approximately 3-4 stories tall), a UPRR rail line and vacant property to the south, mixed industrial uses to the east (typically one story buildings), and a mix of automotive repair shops (approximately one story buildings) and Monterey Road to the northeast. Photographs of the property are presented in Figure 9, and an aerial of the project area is provided in Figure 3.

The State Scenic Highways Program is designed to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The only officially designed State Scenic Highway is State 9 located southwest of the property and more than 10 miles away. The highway cannot be seen from the project site. In addition, the project is not located along any scenic corridors identified on the City's Scenic Corridors Diagram.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
1. AESTHETICS. Would the project:					
a) Have a substantial adverse effect on a scenic vista?			X		1, 2
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?			X		1, 2
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X		1, 2
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X		1, 2

Explanation

- a) **Less Than Significant Impact.** The project site is located in an urbanized location in central San José. The proposed one to three-story self-storage buildings will be constructed on a currently vacant site and will not impact any scenic vistas.
- b) **Less Than Significant Impact.** The project site is not located within any City or state-designated scenic routes and is not visible to any designated State Scenic Highway. There are no trees or buildings on site. The construction of the project will not have an adverse effect on scenic resources.
- c) **Less Than Significant Impact.** The project would alter the existing visual character of the site and its immediate surroundings by introducing one three-story and two one-story self-storage buildings onto a currently vacant site, which was formerly occupied by industrial uses. Elevations of the buildings show the general appearance of the facility as presented in Figure 6. The new self-storage use would be similar to the surrounding existing visual character of the area, which is bordered by a mix of residential, commercial, and industrial uses. The project is current vacant and consists of mainly loose dirt and gravel. The proposed project would be required to 1) conform to the City's Industrial Design Guidelines, and 2) undergo design review to ensure scale and mass are compatible with surrounding development. Development of the site would add landscaping and would not degrade the existing visual character or quality of the site and its surroundings. Lighting is addressed below.
- d) **Less Than Significant Impact.** The existing site is currently vacant without source of lighting on site. The proposed project would be required to provide exterior lighting of the self-storage facility in accordance with the City's Outdoor Lighting Policy (4-3) to ensure the project would not create a new source of nighttime light that would adversely affect the view and character of the surrounding area. In addition, the project does not propose any major sources of glare from introducing materials into the design that substantially create glare. The project intends to use metal wall panels in shades of grey, consistent with the surrounding industrial uses in the area. Therefore, the project would have a less-than-significant impact on light and glare.

Conclusion: The project would have a less-than-significant impact on aesthetics.

B. AGRICULTURAL AND FOREST RESOURCES

Setting

In California, agricultural land is given consideration under CEQA. According to Public Resources Code §21060.1, “agricultural land” is identified as prime farmland, farmland of statewide importance, or unique farmland, as defined by the U.S. Department of Agriculture land inventory and monitoring criteria, as modified for California. CEQA also requires consideration of impacts on lands that are under Williamson Act contracts. The project area is identified as “urban/built-up land” on the Santa Clara County Important Farmlands Map.

CEQA requires the evaluation of forest and timber resources where they are present. The project site is located in an urban area that was historically used for industrial uses. The site does not contain any forest land as defined in Public Resources Code section 12220(g), timberland as defined by Public Resources Code section 4526, or property zoned for Timberland Production as defined by Government Code section 51104(g).

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source(s)
2. AGRICULTURAL AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X	4
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X	2
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X	2
d) Result in the loss of forest land or conversion of forest land to non-forest uses?				X	2
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				X	2

Explanation

- a) **No Impact.** The project site is an infill property and designated as Urban and Built-Up Land on the Important Farmlands Map for Santa Clara County and does not contain any prime farmland, unique farmland, or farmland of statewide importance. The project will not affect agricultural land.
- b) **No Impact.** The project site is an infill property and is not zoned for agricultural use and does not contain lands under Williamson Act contract; therefore, no conflicts with agricultural uses will occur.
- c) **No Impact.** No other changes to the environment will occur from the project that will result in conversion of farmland to non-agricultural uses.
- d) **No Impact.** The project will not impact forest resources since the site does not contain any forest land as defined in Public Resources Code section 12220(g), timberland as defined by Public Resources Code section 4526, or property zoned for Timberland Production as defined by Government Code section 51104(g).
- e) **No Impact.** As per the discussion above, the proposed project will not involve changes in the existing environment which, due to their location or nature, could result in conversion of farmland or agricultural land, since none are present on this infill property.

Conclusion: The project would have no impact on agricultural and forest resources.

C. AIR QUALITY

Setting

The project is located within the San Francisco Bay Area Air Basin. The Bay Area Air Quality Management District (BAAQMD) is the local agency authorized to regulate stationary air quality sources in the Bay Area. The Federal Clean Air Act and the California Clean Air Act mandate the control and reduction of specific air pollutants. Under these Acts, the U.S. Environmental Protection Agency and the California Air Resources Board have established ambient air quality standards for specific "criteria" pollutants, designed to protect public health and welfare. Primary criteria pollutants include carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO_x), particulate matter (PM₁₀), sulfur dioxide (SO₂), and lead (Pb). Secondary criteria pollutants include ozone (O₃), and fine particulate matter.

The U.S. EPA administers the National Ambient Air Quality Standards (NAAQS) under the Federal Clean Air Act. EPA sets the NAAQS and determines if areas meet those standards. Violations of ambient air quality standards are based on air pollutant monitoring data and judged for each air pollutant. Areas that do not violate ambient air quality standards are considered to have attained the standard. The U.S. EPA has classified the region as a nonattainment area for the 8-hour O₃ standard and the 24-hour PM_{2.5} standard. The Bay Area has met the CO standards for over a decade and is classified as an attainment area by the U.S. EPA. The U.S. EPA has deemed the region as attainment/unclassified for all other air pollutants, which include PM₁₀. At the State level, the Bay Area is considered nonattainment for ozone, PM₁₀ and PM_{2.5}.

The BAAQMD is primarily responsible for assuring that the federal and state ambient air quality standards are attained and maintained in the Bay Area. As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City of San José has considered the thresholds updated by BAAQMD in May 2017 and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin and conservative in terms of the assessment of health effects associated with TACs and PM_{2.5}. The BAAQMD screening levels are based on project size for air pollutant emissions. The thresholds that are relevant to the proposed project are shown in Table 1.

Table 1 BAAQMD Significance Criteria			
Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs/day)	Average Daily Emissions (lbs/day)	Annual Average Emissions (tons/year)
Health Risks and Hazards for New Sources (Individual)			
Excess Cancer Risk	>10 per one million		
Chronic or Acute Hazard Index (HI)	>1.0		
Incremental Annual Average PM _{2.5}	>0.3 µg/m ³		
Health Risks and Hazards for Sensitive Receptors (Cumulative from all sources within 1,000 foot zone of influence) and Cumulative Thresholds for New Sources			
Excess Cancer Risk	>100 per one million		
Chronic Hazard Index	>10.0		
Annual Average PM _{2.5}	>0.8 µg/m ³		

The BAAQMD, along with other regional agencies (e.g., ABAG and MTC), develop plans to reduce air pollutant emissions. The most recent clean air plan is the Bay Area 2017 Clean Air Plan: Spare the Air, Cool the Climate (2017 CAP), which was adopted by BAAQMD in April 2017. This is an update to the 2010 CAP, and centers on protecting public health and the climate. The 2017 CAP identified a broad range of control measures. These control measures include specific actions to reduce emissions of air and climate pollutants from the full range of emission sources and is based on the following four key priorities:

- Reduce emissions of criteria air pollutants and toxic air contaminants from all key sources.
- Reduce emissions of “super-GHGs” such as methane, black carbon, and fluorinated gases.
- Decrease demand for fossil fuels (gasoline, diesel, and natural gas).
- Decarbonize our energy system.

Toxic air contaminants (TACs) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer). TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level.

The BAAQMD defines sensitive receptors as facilities where sensitive population groups are located, including residences, schools, childcare centers, convalescent homes, and medical facilities. Land uses such as schools and hospitals are considered to be more sensitive than the general public to poor air quality because of an increased susceptibility to respiratory distress within the populations associated with these uses. The nearest sensitive receptors to the project site consist of residential uses to the north and northwest.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?			X		1, 2, 5
b) Violate any air quality standard or contribute to an existing or projected air quality violation?			X		1, 2, 5
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?			X		1, 2, 5
d) Expose sensitive receptors to substantial pollutant concentrations?			X		1, 2, 5, 6
e) Create objectionable odors affecting a substantial number of people?			X		1, 2

Explanation

a) **Less Than Significant Impact.** The proposed self-storage use would not increase regional population growth or cause significant changes in vehicle travel. The proposed self-storage use would not conflict with the latest clean air planning efforts since the project represents infill development and would have emissions below the BAAQMD thresholds as described in b) below.

b) **Less Than Significant Impact.** The City of San José uses the thresholds of significance established by the BAAQMD to assess air quality impacts. The BAAQMD CEQA Guidelines include screening levels and thresholds for evaluating air quality impacts in the Bay Area. The BAAQMD screening levels are based on project size and thresholds of significance for air pollutant emissions. The applicable land use category from the BAAQMD’s screening criteria tables for the proposed project is “warehouse.” For operational impacts from criteria pollutants, the screening size is 864,000 square feet. For construction impacts, the screening size is 259,000 square feet. The proposed self-storage development is approximately 153,423 (gross) square feet and well below the BAAQMD screening size. The project, therefore, will not have a significant impact related to criteria pollutants.

Dust can be generated during excavation, grading, and construction activities. Most of this dust would be generated during grading. The amount of dust generated would be highly variable and depend on the size of the area disturbed at any given time, amount of activity, soil conditions, and meteorological conditions. To address fugitive dust emissions that lead to elevated PM₁₀ and PM_{2.5} levels near construction sites, the BAAQMD CEQA Air Quality

Guidelines identify best management practices, which are included in the project as standard permit conditions listed below.

Standard Permit Conditions

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two or more times per day;
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered;
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;
- All vehicle speeds on unpaved roads shall be limited to 15 mph;
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points;
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation; and
- A publicly visible sign shall be posted with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Additional discussion regarding community risks during construction activities are addressed in d) below.

- c) **Less Than Significant Impact.** See discussion b) above. The project will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard since the project size is below BAAQMD screening levels.
- d) **Less Than Significant Impact.** Due to the project size, the operational emissions of criteria pollutants would be less-than-significant because it is smaller than the BAAQMD screening criteria as described in b) above. Following is a discussion of potential impacts to existing sensitive nearby residences from project construction activities (i.e., diesel exhaust) based on

a Toxic Air Contaminant (TAC) assessment prepared by Illingworth & Rodkin, Inc. (July and December 2017). This report is contained in Appendix A.

Community Health Risk

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. These air pollutant emissions would not contribute substantially to existing or projected air quality violations. However, construction exhaust emissions may pose health risks for sensitive receptors such as nearby residents. The primary community risks associated with construction emissions are cancer risk and exposure to PM_{2.5}.

A health risk assessment of the project construction activities evaluated potential health effects on nearby residences from project construction emissions of diesel particulate matter (DPM) and PM_{2.5}. The closest sensitive receptors to the project site are residences to the north and northwest of the site. Emissions and dispersion modeling were conducted to predict the off-site concentrations resulting from project construction.

Construction activity is anticipated to include grading, site preparation, trenching, building construction, and paving. Construction period emissions were modeled using the California Emissions Estimator (CalEEMod) Version 2016.3.1. CalEEMod provides emission estimates for both on-site and off-site construction activities. On-site activities are primarily made up of construction equipment emissions, while off-site activity includes worker and vendor traffic. Construction buildout scenarios, including an equipment list and phasing schedule, was developed based on model defaults for a project of this type and size. The proposed project land uses were input into CalEEMod, including “150,297 square feet of “Unrefrigerated Warehouse-No Rail” 2,216 square feet of “General Office Building” and 32 parking spaces on a 2.7 acre site.¹

The State of California Office of Environmental Health Hazard Assessment (OEHHA) and California Air Resources Board (CARB) develop recommended methods for conducting health risk assessments. The health risk assessment used the recent 2015 OEHHA risk assessment guidelines and CARB guidance.²

The maximum-modeled DPM and PM_{2.5} concentrations occurred in the residential area north of the project site on the opposite side of Correas Street, as shown in Figure 10. Using the maximum annual modeled DPM concentrations for each type of sensitive receptor, the maximum increased cancer risks were calculated.

¹ The model input did not include 910 square feet of proposed courtyard areas.

² While the OEHHA guidelines use substantially more conservative assumptions than the current BAAQMD guidelines, BAAQMD has not formally adopted recommended procedures for applying the newest OEHHA guidelines. However, BAAQMD is in the process of developing new guidance and has provided initial information on exposure parameter values they are proposing for use.



Source: Illingworth & Rodkin, Inc. 2016

Offsite Sensitive Receptors

Trojan-Monterey Self Storage
Initial Study

Figure
10

Results of the TAC assessment are presented in Table 2 below. Results of the TAC assessment indicate that the maximum increased residential cancer risks would be 54.7 in one million for a child exposure and 1.0 in one million for an adult exposure, which exceeds the BAAQMD significance threshold of 10 in one million (refer to Tables 1 and 2). Therefore, the maximum residential excess cancer risk would be greater than the BAAQMD significance threshold of 10 in one million. The locations of the receptors with the maximum increased cancer risk are shown in Figure 10.

The maximum-modeled annual PM_{2.5} concentration, which is based on combined exhaust and fugitive dust emissions, was determined to be 0.6 µg/m³, occurring at the residential maximally exposed individual (see Figure 10). Therefore, annual PM_{2.5} concentration would exceed the BAAQMD significance threshold of 0.3 µg/m³.

Potential non-cancer health hazards from TAC exposure are expressed in terms of a hazard index (HI), which is the ratio of the TAC concentration to a reference exposure level. The maximum modeled annual residential DPM concentration (i.e., from construction exhaust) was 0.1758 µg/m³. The maximum computed HI based on this DPM concentration is 0.04, which is much lower than the BAAQMD significance criterion of a HI greater than 1.0.

Impact AQ-1: Cancer risk from construction activities would exceed the single-source significance threshold at nearby residential receptors, assuming infant exposure (i.e., greatest sensitivity) at the receptor sites.

Mitigation (Included in Project)

AQ-1 For all diesel-powered off-road equipment larger than 50 horsepower and operating on the site for more than two days continuously, the project applicant shall ensure that, at a minimum, equipment that meets U.S. EPA particulate matter emissions standards for Tier 4 engines are used on the project site.

The Project applicant may implement other measures to minimize construction period diesel particulate matter (DPM) emissions to reduce the predicted cancer risk below regulatory agency thresholds. Such measures may include, but are not limited to, the use of alternative powered equipment (e.g., LPG-powered lifts), alternative fuels (e.g., biofuels), added exhaust devices, or a combination of measures. All measures shall be approved by the Supervising Environmental Planner and demonstrated to reduce community risk impacts to a less-than-significant level.

A construction plan shall be submitted to the Supervising Environmental Planner of the Department of Planning, Building and Code Enforcement prior to the issuance of grading or building permits, whichever is earlier. The construction plan shall include a list of construction equipment, specifications of equipment, and verification by an air quality expert on potential DPM emissions from the proposed construction equipment.

With this mitigation and implementation of the BAAQMD best management practices (see below), the computed maximum increased lifetime residential cancer risk from construction for an infant/child exposure would be 1.8 in one million and therefore, the cancer risk would be below the BAAQMD threshold of 10 per one million. With mitigation, the annual PM_{2.5}

concentration would be reduced to 0.1 $\mu\text{g}/\text{m}^3$ which is below the BAAQMD threshold of 0.3 $\mu\text{g}/\text{m}^3$.

Summary of Combined Community Risk

The combined risk was computed by adding the effects of construction activities with nearby TAC sources. Only sources within 1,000 feet of the sensitive receptor most affected by construction were included. While there are stationary sources identified by BAAQMD within 1,000 feet, some sources are no longer operational or have risk and $\text{PM}_{2.5}$ levels that are negligible. Construction risks from the project are based on those impacts described above. Table 2 shows the community risk impacts associated with each source. The cumulative thresholds are referenced in in Table 1 above. The maximum combined cancer risk from unmitigated construction and nearby TAC sources would be less than 53.0 in one million. The maximum annual $\text{PM}_{2.5}$ concentration would be 0.8 $\mu\text{g}/\text{m}^3$. For non-cancer health effects due to chronic exposure to DPM, the HI would be less than 0.07. These combined risk levels were found to be below or at the significance levels and would be considered a less-than-significant impact. Note that implementation of mitigation and permit conditions above would further reduce combined construction and community risk levels.

Table 2 Combined Community Risk Levels at Location of Maximum Impact			
Source	Cancer Risk (per million)	Annual $\text{PM}_{2.5}$ ($\mu\text{g}/\text{m}^3$)	Chronic Hazard Index
Unmitigated Project Construction	54.7	0.6	0.04
Monterey Road – SR 82 (Link 508, 6ft elevation at >500 feet) ¹	5.8	0.1	<0.01
CalTrain & UPRR at 650 feet ²	<5.0	0.0	<0.01
Total	<65.5	0.7	<0.06
<i>BAAQMD Cumulative Source Threshold</i>	<i>100.0</i>	<i>0.8</i>	<i>10.0</i>
<i>Significant?</i>	<i>No</i>	<i>No</i>	<i>No</i>
¹ Based on BAAQMD Highway Screening Analysis Tool and adjusted to 2015 OEHHA.			
² Based on Communications Hill DEIR and adjusted to OEHHA.			

- d) **Less Than Significant Impact.** The proposed self-storage development will not create new sources of odor. During construction, use of diesel powered vehicles and equipment could temporarily generate localized odors, which will cease upon project completion. Implementation of abatement measures for construction period emissions identified in b) will further assure that this impact is less-than-significant.

Conclusion: The project would have a less-than-significant impact on air quality with implementation of identified mitigation and standard permit conditions.

D. BIOLOGICAL RESOURCES

Setting

The project is located on an infill site within an urbanized area of San José that was previously used for asphalt manufacturing. The existing property is undeveloped. The site does not contain any trees or other vegetation. Recent remediation activities have resulted in further disturbance of the site.

Santa Clara Valley Habitat Plan/Natural Communities Conservation Plan

The project site is located within the boundaries of the Santa Clara Valley Habitat Conservation Plan (HCP). The HCP was developed through a partnership between Santa Clara County, the Cities of San José, Morgan Hill, and Gilroy, Santa Clara Valley Water District, Santa Clara Valley Transportation Authority, U.S. Fish and Wildlife Service (USFWS), and California Department of Fish and Wildlife (CDFW). The HCP is intended to promote the recovery of endangered species and enhance ecological diversity and function, while accommodating planned growth in approximately 500,000 acres of southern Santa Clara County. The project site is located within the boundaries of the HCP and is designated Urban-Suburban, Area 4: Urban Development Equal to or Greater Than 2 Acres Covered.

In addition, the HCP indicates that nitrogen deposition has damaging effects on many of the serpentine plants in the HCP area, including the host plants that support the Bay checkerspot butterfly. Because serpentine soils tend to be nutrient poor and nitrogen deposition artificially fertilizes serpentine soils, nitrogen deposition facilitates the spread of invasive plant species. Nitrogen tends to be efficiently recycled by the plants and microbes in infertile soils such as those derived from serpentine, so that fertilization impacts could persist for years and result in cumulative habitat degradation. All major remaining populations of the butterfly and many of the sensitive serpentine plant populations occur in areas subject to air pollution from vehicle exhaust and other sources throughout the Bay Area, including the project site. The displacement of native serpentine plant species and subsequent decline of several federally-listed species, including the butterfly and its larval host plants, has been documented on Coyote Ridge in central Santa Clara County.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
4. BIOLOGICAL RESOURCES. Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X	1, 2

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?				X	1, 2
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X	1
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X	1, 2
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X	1, 2
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?			X		1

Explanation

- a) **No Impact.** The project site does not contain any trees or other vegetation nor is it expected to support any species identified as a candidate, sensitive, or special-status species.
- b) **No Impact.** The project site is highly disturbed and does not contain any sensitive natural communities and, therefore, will not result in a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS.
- c) **No Impact.** The project site is highly disturbed and does not contain any wetland resources; therefore, it will not adversely affect federally protected wetlands as defined by Section 404 of the Clean Water Act.
- d) **No Impact.** The project will not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- e) **No Impact.** The project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- f) **Less Than Significant Impact.** The project site is located within the boundaries of the Santa Clara Valley HCP in an area designated as Urban-Suburban, Area 4: Urban Development Equal to or Greater Than 2 Acres Covered. The project site is not identified as sensitive habitat for special status species. Therefore, the proposed project would not result in direct impacts to any of the HCP's covered species.

Nitrogen deposition is known to have damaging effects on many of the serpentine plants in the HCP area including the host plants that support the federally endangered Bay checkerspot butterfly. Nitrogen tends to be efficiently recycled by the plants and microbes in infertile soils such as those derived from serpentine, so that fertilization impacts could persist for years and result in cumulative habitat degradation. Mitigation for the impacts of nitrogen deposition upon serpentine habitat and the Bay checkerspot butterfly can be correlated under the HCP for new vehicle trips can be used to purchase conversation land for the Bay checkerspot butterfly. As a part of the development permit approval, the project shall implement the following permit condition.

Standard Permit Condition:

- The project is subject to applicable Santa Clara Valley Habitat Conservation Plan conditions and fees (including the nitrogen deposition fee) prior to issuance of any grading permits. The project applicant shall submit a Santa Clara Valley Habitat Conservation Plan Coverage Screening Form to the Supervising Environmental Planner of the Department of Planning, Building and Code Enforcement for review and will complete subsequent forms, reports, and/or studies as required.

Conclusion: The project would have a less-than-significant impact on biological resources.

E. CULTURAL RESOURCES

Setting

The project site has been disturbed by previous development, most recently an asphalt manufacturer. In addition, the property has undergone clearing and excavation activities related to soil contamination remediation. The property does not contain any known cultural resources.

California Assembly Bill (AB) 52 went into effect on July 1, 2015, and establishes a new category of CEQA resources for “tribal cultural resources” (Public Resources Code §21074). The intent of AB 52 is to provide a process and scope that clarifies California tribal government’s involvement in the CEQA process, including specific requirements and timing for lead agencies to consult with tribes on avoiding or mitigating impacts to tribal cultural resources. AB 52 also creates a process for consultation with California Native American Tribes in the CEQA process. Tribal Governments can request consultation with a lead agency and give input into potential impacts to tribal cultural resources before the agency decides what kind of environmental assessment is appropriate for a proposed project. The Public Resources Code requires avoiding damage to tribal cultural resources, if feasible. If not, lead agencies must mitigate impacts to tribal cultural resources to the extent feasible.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
5. CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA 15064.5?				X	1, 2
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA 15064.5?			X		1, 2
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X		1, 2
d) Disturb any human remains, including those interred outside of formal cemeteries?			X		1, 2
TRIBAL RESOURCES. Would the project:					
Cause a substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
e) Listed or eligible for listing in the California Register of Historic Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			X		1, 2

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
f) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X		1, 2

Explanation

- a) **No Impact.** The project site does not contain any structures and is not listed on the Historic Inventory List. The project, therefore, would not have a substantial adverse change in the significance of a historical resource as defined in CEQA Section 15064.5.
- b) **Less Than Significant Impact.** According to the General Plan Archaeological Sensitive Map, the site is not listed as an archeologically sensitive site. In addition, the project site has been highly disturbed by previous industrial uses and remediation activities. However, the project will implement the following conditions as part of the Site Development Permit to avoid impacts associated with disturbance to buried archaeological resources during construction in the unlikely event that resources are encountered.

Standard Permit Conditions

- In the event that any prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped and the Supervising Environmental Planner and Historic Preservation Officer of the Department of Planning, Building and Code Enforcement shall be notified. The archaeologist shall 1) evaluate the find(s) to determine if they meet the definition of a historical or archaeological resource; and 2) make appropriate recommendations regarding the disposition of such finds prior to issuance of building permits. If the finds do not meet the definition of a historical or archaeological resource, no further study or protection is necessary prior to project implementation. If the find(s) meet the definition of a historical or archaeological resource, then it should be avoided by project activities. Project personnel shall not collect or move any cultural materials. Fill soils that may be used for construction purposes shall not contain archaeological materials. A report of findings documenting any data recovery during monitoring shall be submitted to the Supervising Environmental Planner and Historic Preservation Officer of the Department of Planning, Building and Code Enforcement prior to issuance of building permits.
- If human remains are found during any field investigations, grading, or other construction activities, all provisions of California Health and Safety Code Sections 7054 and 7050.5 and Public Resources Code Sections 5097.9 through 5097.99, as amended per Assembly Bill 2641, shall be followed. In the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonable suspected to overlie adjacent

remains. The project applicant shall immediately notify the Supervising Environmental Planner of the City of San Jose Department of Planning, Building and Code Enforcement and the qualified archaeologist, who will then notify the Santa Clara County Coroner. The Coroner will make a determination as to whether the remains are Native American.

- If the remains are believed to be Native American, the Coroner will contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC will then designate a Most Likely Descendant (MLD). The MLD will inspect the remains and make a recommendation on the treatment of the remains and associated artifacts.
- If one of the following conditions occurs, the land owner or his authorized representative shall work with the Coroner to reinter the Native American human remains and associated grave goods with appropriate dignity in a location not subject to further subsurface disturbance:
 - The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.
 - The descendant identified fails to make a recommendation; or
 - The landowner or his authorized representative rejects the recommendation of the descendant or the mediation by the NAHC fails to provide measures acceptable to the landowner.

- c) **Less Than Significant Impact.** No paleontological resources have historically been identified in the project area. In addition, the site has been highly disturbed by recent soil remediation activities. Therefore, it is very unlikely that the project will destroy a unique paleontological resource or unique geologic feature. However, consistent with the General Plan policies, the following permit condition will be implemented by the project to reduce and avoid impacts to paleontological resources during construction.

Standard Permit Condition

- If vertebrate fossils are discovered during construction, the Director of Planning, Building and Code Enforcement shall be notified and all work on the site shall stop immediately until a qualified professional paleontologist can assess the nature and importance of the find and recommend appropriate treatment. Treatment may include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds. The project proponent will be responsible for implementing the recommendations of the paleontological monitor, and a final report documenting the implementation of the treatment program shall be provided to the Supervising Environmental Planning and Historic Preservation Office of the Department of Planning, Building and Code Enforcement.
- d) **Less Than Significant Impact.** Though unlikely, human remains may be encountered during construction activities. Standard permit conditions are identified in b) above to avoid impacts associated with disturbance to human remains.

- e) **Less Than Significant Impact.** Tribal cultural resources consider the value of a resource to tribal cultural tradition, heritage, and identity in order to establish potential mitigation, and to recognize that California Native American tribes have expertise concerning their tribal history and practices. The City of San José sent a notification letter to a list of Native American contacts provided by the NAHC in compliance with AB 52. At the time of preparation of this Initial Study, the City of San José had yet to receive any requests for notification from tribes. Because no project-specific tribal consultation requests were received, impacts to tribal resources are expected to be less-than-significant.

- f) **Less Than Significant Impact.** See e) above.

Conclusion: The project would have a less-than-significant impact on cultural resources with implementation of standard permit conditions.

F. GEOLOGY AND SOILS

Setting

A geotechnical investigation was prepared for the project site for a previous project in 2016 (Cornerstone Earth Group, February 2016), and is contained in Appendix B. This investigation updated an earlier study by Cornerstone conducted in 2014 that included a site inspection, soil borings, lab testing of the soils, and recommendations for development.

The project property is an essentially flat lot with an elevation of approximately 140 feet above mean sea level. The project site was formerly used as an asphalt manufacturing and construction materials processing facility. Previous below-grade and at-grade structures have been demolished and removed.

Field exploration consisted of three borings drilled on December 18, 2014 with truck-mounted, hollow-stem auger drilling equipment, and three Cone Penetration Tests (CPTs) advanced on December 22, 2014. The borings were drilled to depths ranging from 35 to 43 feet; the CPTs were advanced to depths of about 50 feet each. Below the surface pavement in CPT-1 (intact at the time of field investigation but since removed) and below the surface in all other explorations, 2-5 feet of fill was encountered that consisted of very dense well-graded gravel with silt and sand or medium dense clayey sand with gravel, over hard lean clays with variable amounts of sand and gravel. No fill was encountered in boring EB-3. Below the fills and the surface pavement (intact at the time of the field investigation), soils consisted of very stiff to hard fat clay, encountered to depths ranging from 4.5-7 feet, over very stiff to hard lean clays with variable amounts of sand to depths of about 22 feet. Below this were thin layers of stiff to very stiff sandy silt or medium dense silty sand, over stiff to very stiff lean clays with variable amounts of sand to depths ranging from 32 to 39 feet. The clays were underlain by thin layers of stiff sandy silt or medium dense silty sand, with stiff lean clays of variable amounts of sand, encountered to the maximum depth explored of about 50 feet.

A Plasticity Index (PI) evaluation was conducted on a representative surficial sample of the native soil. The materials in boring EB-3 indicate a PI of 29, indicating a high expansion potential. Note that the expansive materials were located beneath the surficial fills in other explorations.

An evaluation of liquefaction potential on the project site was conducted as part of the geotechnical investigation. Results indicate that several soil layers could potentially experience liquefaction, which could result in post-liquefaction total settlement at the ground surface ranging from 0 to 1/3 of an inch. The investigation concluded that since the potentially liquefiable layers are very deep, the differential settlement due to liquefaction is anticipated to be less than 1/4 inch over a horizontal distance of 50 feet.

The project site is located within the seismically active San Francisco Bay Area. Significant earthquakes that occur in the Bay Area are generally associated with the San Andreas Fault system. Other active faults in the area are the Hayward Fault, the Calaveras Fault, and the Monte Vista-Shannon Fault. The project site is not mapped within an Alquist-Priolo Earthquake Fault Zone or a Santa Clara County Fault Hazard Zone.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
6. GEOLOGY AND SOILS. Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X	1, 2, 7
ii) Strong seismic ground shaking?			X		1, 2, 7
iii) Seismic-related ground failure, including liquefaction?			X		1, 2, 7
iv) Landslides?				X	1, 2
b) Result in substantial soil erosion or the loss of topsoil?			X		1, 2, 7
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X		1, 2, 7
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X		1, 2, 7
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X	1, 2

Explanation

- ai) **No Impact.** The site is not located within a State of California Earthquake Fault Hazard Zone and no known active faults cross the site. The risk of ground rupture within the site is considered low. The project is not mapped within an Alquist-Priolo Earthquake Fault Zone. The project will be designed and developed in accordance with the California Building Code guidelines to avoid or minimize potential damage from seismic shaking on the project site as described aii).
- aii) **Less Than Significant Impact.** The project site is located within the seismically active San Francisco Bay Area region. There is a 72 percent probability that one of more major earthquakes will occur in the region by 2045.³ Due to its location in a seismically active

³ US Geological Survey. "UCERF3: A New Earthquake Forecast for California's Complex Fault System." Fact Sheet 2015-3009. March 2015, accessed August 6, 2017, <http://pubs.usgs.gov/fs/2015/3009/pdf/fs2015-3009.pdf>

region, the proposed buildings and associated structures would be subject to moderate to strong seismic ground shaking during the lifetime of the project in the event of a major earthquake on any of the region's active faults. However, per the current regulations and code, seismic impacts will be minimized by implementation of standard engineering and construction techniques in compliance with the requirements of the California and Uniform Building Codes for Seismic Zone 4.

As a part of the development permit approval, the project will conform to the following standard permit conditions to avoid impacts related to geology and geotechnical hazards.

Standard Permit Conditions

- Prior to the issuance of any site-specific grading or building permits, a design-level geotechnical investigation shall be prepared and submitted to the City of San José Building Division for review and confirmation that the proposed development complies with the most updated California Building Code and the requirements of applicable City Ordinance 25015 and Building Division Policy SJMC 24.02.310-4-94. The report shall determine the project site's surface geotechnical conditions and address potential seismic hazards such as seismicity, expansive soils, and liquefaction. The report shall identify building techniques appropriate to minimize seismic damage. In addition, analysis presented in geotechnical report shall conform to the California Division of Mines and Geology recommendations presented in the "Guidelines for Evaluating Seismic Hazards in California."

- aiii) **Less Than Significant Impact.** The project site may be subject to strong ground shaking in the event of a major earthquake. The evaluation of liquefaction potential conducted as part of the 2016 geotechnical investigation of the site indicates that several soil layers could potentially experience liquefaction resulting in post-liquefaction total settlement (at the ground surface) ranging from 0 to 1/3 of an inch and differential settlement of less than 1/4 inch over a horizontal distance of 50 feet. Prior to the issuance of a building permit, the project will be reviewed by the City's Building Division to confirm that the project will meet all building codes and regulations. The project will be designed and constructed in accordance with a project-specific geotechnical investigation to reduce potentially significant geotechnical impacts to a less-than-significant level. In addition to the permit condition above, the project shall implement the following permit condition as part of project approval to ensure that no substantial adverse effects will result from seismic-related ground failures, including liquefaction.

Standard Permit Condition

- To avoid or minimize potential damage from seismic shaking, the project shall be designed and constructed using standard engineering and seismic safety design techniques. Building design and construction will be completed in conformance with the recommendations of an approved design-level geotechnical investigation. The structural designs for the proposed development shall account for repeatable horizontal ground accelerations. The report shall be reviewed and approved of by the City of San José's Building Division as part of the building permit review and issuance process. The buildings shall meet the requirements of applicable Building

and Fire Codes, including the 2016 California Building Code Chapter 16, Section 1613, as adopted or updated by the City. The project shall be designed to withstand soil hazards identified on the site and the project shall be designed to reduce the risk to life or property on site and off site to the extent feasible and in compliance with the Building Code.

- aiv) **No Impact.** The project site has no appreciable vertical relief and would not be subject to landslides. See also aiii) above.

- b) **Less Than Significant Impact.** Development of the project will require grading that could result in a temporary increase in erosion. This increase in erosion is expected to be relatively minor due to the small size and flatness of the site. The project will implement the standard measures identified in Section I. Hydrology and Water Quality of this Initial Study to minimize erosion.

- c) **Less Than Significant Impact.** The project site is located in a relatively flat area and would not be exposed to substantial slope instability, erosion, or landslide-related hazards. However, up to five feet of undocumented fill was encountered during the 2016 geotechnical investigation, which can undermine structures if not removed. With the implementation of the conditions above, as discussed in aii) and aiii), the proposed project would reduce potentially significant geotechnical impacts to a less-than-significant level.

- d) **Less Than Significant Impact.** Based on the results of the 2016 geotechnical investigation, the materials in boring EB-3 have a high expansion potential. In order to ensure that future buildings on site are designed properly to account for the presence of unstable soils, the project shall implement the permit conditions identified in aii) and aiii) above. With implementation of these permit conditions, the proposed project would reduce potentially significant geotechnical impacts to a less-than-significant level.

- e) **No Impact.** The project does not include any septic systems. The proposed project will tie into the City's existing sanitary sewer system.

Conclusion: The project would have a less-than-significant impact on geology and soils with implementation of standard permit conditions.

G. GREENHOUSE GAS EMISSIONS

Setting

Various gases in the Earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. Solar radiation enters the atmosphere from space and a portion of the radiation is absorbed by the Earth's surface. The Earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect, or climate change, are carbon dioxide (CO₂), methane (CH₄), ozone (O₃), water vapor, nitrous oxide (N₂O), and chlorofluorocarbons (CFCs). Human-caused emissions of these GHGs in excess of natural ambient concentrations are responsible for enhancing the greenhouse effect. In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation.

Federally, the Environmental Protection Agency (EPA) authority to regulate emissions of greenhouse gases (GHGs). Statewide, California has adopted Senate Bill (SB) 32, amended in September 2016, that required the California Air Resources Board (CARB) established a statewide GHG emissions cap for 2020, adopted mandatory reporting rules for significant sources of GHG, and the Climate Change Scoping Plan identifying how emission reductions will be achieved from significant GHG sources via regulations, market mechanisms, and other actions.

Regionally, the Bay Area has adopted the Plan Bay Area 2040. Consistent with the requirements of SB 375, Metropolitan Transportation Commission (MTC) partnered with the Association of Bay Area Governments (ABAG), BAAQMD, and Bay Conservation and Development Commission (BCDC) to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP) process. The SCS is referred to as Plan Bay Area.

Envision San José 2040 General Plan

The General Plan includes strategies, policies, and action items that are incorporated in the City's GHG Reduction Strategy to help reduce GHG emissions. Multiple policies and actions in the General Plan have GHG implications, including land use, housing, transportation, water usage, solid waste generation and recycling, and reuse of historic buildings. The GHG Reduction Strategy is intended to meet the mandates as outlined in the CEQA Guidelines and standards for "qualified plans" as set forth by BAAQMD.

On December 15, 2015, the San José City Council certified a Supplemental Program Environmental Impact Report to the Envision San José 2040 Final Program Environmental Impact Report and re-adopted the City's GHG Reduction Strategy in the General Plan. Projects that conform to the General Plan Land Use/Transportation Diagram and supporting policies are considered consistent with the City's GHG Reduction Strategy. The GHG Reduction Strategy identifies GHG emissions reduction measures to be implemented by development projects in three categories: built environment and energy; land use and transportation; and recycling and waste reduction. Some measures are mandatory for all proposed development projects and others are voluntary. Voluntary

measures can be incorporated as mitigation measures for proposed projects, at the City’s discretion. Below is a listing of the mandatory criteria utilized to evaluate project conformance with the GHG Reduction Strategy:

1. Consistency with the Land Use/Transportation Diagram (General Plan Goals/Policies: IP-1, LU-10)
2. Implementation of Green Building Measures (General Plan Goals: MS-1, MS-2, MS-14)
 - a. Solar Site Orientation
 - b. Site Design
 - c. Architectural Design
 - d. Construction Techniques
 - e. Consistency with the City Green Building Ordinance and Policies
 - f. Consistency with GHG Reduction Strategy Policies: MS-1.1, MS0-1.2, MC-2.3, MS-2.11, and MS-14.4.
3. Pedestrian/Bicycle Site Design Measures
 - a. Consistency with Zoning Ordinance
 - b. Consistency with GHG Reduction Strategy Policies: CD-2.1, CD-3.2, CD-3.3, CD-3.4, CD-3.6, CD-3.8, CD-3.10, CD-5.1, LU-5.5, LU-9.1, TR-2.8, TR-2.11, TR-2.18, TR-3.3, TR-6.7.
4. Salvage building materials and architectural elements from historic structures to be demolished to allow re-use (General Plan Policy LU-16.4), if applicable;
5. Complete an evaluation of operational energy efficiency and design measures for energy-intensive industries (e.g., data centers) (General Plan Policy MS-2.8), if applicable;
6. Preparation and implementation of the Transportation Demand Management (TDM) Program at large employers (General Plan Policy TR-7.1), if applicable; and
7. Limits on drive-through and vehicle serving uses; all new uses that serve the occupants of vehicles (e.g., drive-through windows, car washes, service stations) must not disrupt pedestrian flow. (General Plan Policy LU-3.6), if applicable.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source(s)
7. GREENHOUSE GAS EMISSIONS. Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		1, 3,5
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X		1, 3, 5

Explanation

- a) **Less Than Significant Impact.** On December 15, 2015, the San José City Council certified a Supplemental Program Environmental Impact Report to the Envision San José 2040 Final Program Environmental Impact Report and re-adopted the City's GHG Reduction Strategy in the General Plan. Projects that conform to the General Plan Land Use/Transportation Diagram and supporting policies are considered consistent with the City's GHG Reduction Strategy, and considered to have a less-than-significant impact related to GHG emissions. The project is consistent with the site's *Heavy Industrial* General Plan land use designation. In addition, the project is a self-storage facility and would not substantially increase traffic trips and energy usage compared to existing conditions (vacant site). The project would not generate substantial GHG emissions, and would not be expected to significantly increase vehicle miles traveled due to the urban location of the site and the type of use. For these reasons, the project is considered to have a less-than-significant impact related to GHG emissions.
- b) **Less Than Significant Impact.** The project is consistent with the site's General Plan land use designation. In addition, the project would conform to applicable Green Building Measures and applicable Zoning Ordinances. Many of the mandatory conditions within the GHG Reduction Strategy do not apply to this project such as Mandatory Criteria 4, 5 and 6. The project would implement applicable transportation requirements such as mandatory bicycle parking and off-street parking. The project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases, since the proposed project will not substantially increase GHG emissions and is consistent with the City's General Plan land use designation as outlined above.

Conclusion: The project would have a less-than-significant impact related to GHG emissions.

H. HAZARDS AND HAZARDOUS MATERIALS

Setting

The project site was formerly used for decades as an asphalt batching plant (former Raisch property). Known environmental conditions on the project site include soil impacted with low to moderate levels of diesel and motor oil range total petroleum hydrocarbons (TPH) in the immediate vicinity of the former liquid asphalt storage tanks. Reportedly, the impact to soil resulted from leaking underground liquid-asphalt storage tanks (USTs) discovered during removal in 2014. A series of post removal excavation and remediation actions were taken between 2014 and 2017.

On March 29, 2017 the Santa Clara County Department of Environmental Health (SCCDEH) issued a case closure letter for the site, indicating that “the site investigation and corrective action carried out at the above-referenced site satisfies the cleanup goal requirements of the remedial action agreement between the responsible party and the Department of Environmental Health as outlined in Section 101480 of the Health and Safety Code, and that no further action related to the release of waste at the site is required at this time.” This letter is contained in Appendix C.

The SCCDEH closure letter calls for implementation of a Soils Management Plan (SMP) to address any potentially impacted soils that are encountered during site grading and excavation. An SMP was prepared for the project site by EEI Geotechnical & Environmental Solutions (December 2015) and is contained in Appendix C. The purpose of the SMP is to provide background documentation and worker awareness information related to known environmental conditions, and to identify action measures for potential unknown environmental conditions that may be encountered during future site redevelopment activities.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
7. HAZARDS AND HAZARDOUS MATERIALS. Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X		1, 2, 8
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X		1, 2, 8
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?			X		1, 2, 8
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X		1, 2, 8

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X	1, 2
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X	1, 2
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X	1, 2
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X	1, 2

Explanation

- a) **Less Than Significant Impact.** The proposed self-storage development would not involve the routine transport, use, or disposal of hazardous materials. No storage of hazardous materials will be allowed within individual storage units, which is prohibited in the lease agreement. In addition, warning signs will be posted onsite. Therefore, operation of the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- b) **Less Than Significant Impact.** On March 29, 2017 the SCCDEH issued a case closure letter for the project site. The SCCDEH closure letter calls for implementation of a Soils Management Plan (SMP) to address any potentially impacted soils that are encountered during site grading and excavation. An SMP was prepared for the project site by EEI Geotechnical & Environmental Solutions (December 2015) and is contained in Appendix C. The SMP, which has been approved by the SCCDEH, includes the following measures:
- General Worker Health & Safety
 - Identification and Management of Impacted Soils
 - Stockpile Management & Sampling Protocol
 - Fugitive Dust Management
 - Confirmation Sampling Protocol

Required implementation of the SMP during construction activities will avoid any significant hazards to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

- c) **Less Than Significant Impact.** The project site is not located within ¼ mile of a school. See also b) above.
- d) **Less Than Significant Impact.** Section 65962.5 of the Government Code requires the California Environmental Protection Agency (CalEPA) to develop and update (at least

annually) a list of hazardous waste and substances sites. This list is used by the State, local agencies, and developers to comply with CEQA requirements. The list includes hazardous substance release sites identified by the Department of Toxic Substances Control (DTSC) and the State Water Resources Control Board (SWRCB). While the site has an approved closure letter from the applicable regulatory agency, the site was identified under the Water Board's maintained GeoTracker database, as a "closed" case for the former Raisch property. Therefore, the site has undergone appropriate and regulated clean-ups for the site. In addition, with the implementation of the approved SMP during construction and excavation activities, the proposed project would result in a less than significant impact.

- e) **No Impact.** The project site is not located within an airport land use plan and would not result in a safety hazard to airport operations.
- f) **No Impact.** The project site is not located within the vicinity of a private airstrip and would not result in a safety hazard to airstrip operations.
- g) **No Impact.** The proposed self-storage development will not interfere with any adopted emergency or evacuation plans. The project will not create any barriers to emergency or other vehicle movement in the area and will be designed to incorporate all Fire Code requirements.
- h) **No Impact.** The project will not expose people or structures to risk from wildland fires as it is located in a highly urbanized area that is not prone to such events.

Conclusion: The project would have a less-than-significant impact related to hazards and hazardous materials.

I. HYDROLOGY AND WATER QUALITY

Setting

The project property is an essentially flat lot with an elevation of approximately 140 feet above mean sea level. The project site was formerly used for asphalt manufacturing and construction materials processing. The 7.5 acre lot is currently vacant. Groundwater levels are estimated to be on the order of 40 feet or more below current grade (Cornerstone Earth Group, 2016).

The project site does not contain any natural drainages or waterways. The nearest waterway is Coyote Creek, located about 1.02 miles east of the project site. The Flood Insurance Rate Maps issued by the Federal Emergency Management Agency (FEMA) indicate that the project site is located within Zone D. The project site is not located within a designated Federal Emergency Management Agency (FEMA) 100-year floodplain. Flood Zone D is an unstudied area where flood hazards are undetermined, but flooding is possible. The City does not have any floodplain restrictions for development in Zone D.

Regulatory Background

Any construction or demolition activity that results in land disturbance equal to or greater than one acre must comply with the Construction General Permit (CGP), administered by the State Water Resources Control Board (SWRCB). The CGP requires the installation and maintenance of Best Management Practices (BMPs) to protect water quality until the site is stabilized. The project is expected to require CGP coverage based on area of land disturbed.

Prior to the commencement of construction or demolition, the project must file a Notice of Intent (NOI) with the SWRCB and develop, implement and maintain a Storm Water Pollution Prevention Plan (SWPPP) to control the discharge of stormwater pollutants associated with construction activities.

All development projects, whether subject to the CGP or not, shall comply with the City of San José's Grading Ordinance, which requires the use of erosion and sediment controls to protect water quality while the site is under construction. Prior to the issuance of a permit for grading activity occurring during the rainy season, the project will submit to the Director of Public Works an Erosion Control Plan detailing BMPs that will prevent the discharge of stormwater pollutants.

The City of San José is required to operate under a Municipal Stormwater NPDES Permit to discharge stormwater from the City's storm drain system to surface waters. On October 14, 2009, the San Francisco Bay Regional Water Quality Control Board adopted the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit (MRP) for 76 Bay Area municipalities, including the City of San José. The Municipal Regional Permit mandates the City of San José use its planning and development review authority to require that stormwater management measures are included in new and redevelopment projects to minimize and properly treat stormwater runoff. Provision C.3 of the MRP regulates the following types of development projects:

- Projects that create or replace 10,000 square feet or more of impervious surface.
- Special Land Use Categories that create or replace 5,000 square feet or more of impervious surface.

The MRP requires regulated projects to include Low Impact Development (LID) practices, such as pollutant source control measures and stormwater treatment features aimed to maintain or restore the site's natural hydrologic functions. The MRP requires that stormwater treatment measures are properly installed, operated, and maintained.

The City has developed policies that implement Provision C.3, consistent with the MRP. The City's Post-Construction Urban Runoff Management Policy (6-29) establishes specific requirements to minimize and treat stormwater runoff from new and redevelopment projects. The City's Post-Construction Hydromodification Management Policy (8-14) establishes an implementation framework for incorporating measures to control hydromodification impacts from development projects.

The proposed project would create new impervious surfaces on the site. Based on its size and land use, the project will be required to comply with the LID stormwater management requirements of Provision C.3 of the MRP. The MRP also requires regulated projects to include measures to control hydromodification impacts where the project would otherwise cause increased erosion, silt pollutant generation, or other adverse impacts to local rivers and creeks. Development projects that create and/or replace one acre or more of impervious surface and are located in a subwatershed or catchment that is less than 65% impervious must manage increases in runoff flow and volume so that post-project runoff shall not exceed estimated pre-project rates and durations. Based on its size, location, and impervious area, the project will be required to comply with the hydromodification requirements of Provision C.3 of the MRP.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
8. HYDROLOGY AND WATER QUALITY. Would the project:					
a) Violate any water quality standards or waste discharge requirements?			X		1, 2
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local ground water table level (for example, the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X	1, 2
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.			X		1, 2
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X		1, 2, 9

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			X		1, 2, 9
f) Otherwise substantially degrade water quality?			X		1, 2, 9
g) Place housing within a 100-year flood-hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			X		1, 2
h) Place within a 100-year flood-hazard area structures which would impede or redirect flood flows?			X		1, 2
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X		1, 2
j) Inundation by seiche, tsunami, or mudflow?				X	1, 2

Explanation

- a) **Less Than Significant Impact.** The proposed self-storage development would not violate any water quality standards or waste discharge requirements as described in c) and e) below.
- b) **No Impact.** The project would not deplete or otherwise affect groundwater supplies because it would not access groundwater. In addition, the project would not deplete/otherwise affect groundwater recharge, since the project is not located within a groundwater recharge area.
- c) **Less Than Significant Impact.** Construction of the self-storage development would require grading activities that could result in a temporary increase in erosion affecting the quality of stormwater runoff. The City's implementation requirements to protect water quality are described below.

Construction Measures

Prior to the commencement of any clearing, grading or excavation, the project shall comply with the State Water Resources Control Board's National Pollutant Discharge Elimination System (NPDES) General Construction Activities Permit, to the satisfaction of the Director of Public Works, as follows:

1. The applicant shall develop, implement and maintain a Storm Water Pollution Prevention Plan (SWPPP) to control the discharge of stormwater pollutants including sediments associated with construction activities. The SWPPP shall identify current construction –period Best Management Practices, as described in the CASQA Construction Handbook (August 2011).
2. The applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB).

The project shall incorporate Best Management Practices (BMPs) into the project to control the discharge of stormwater pollutants including sediments associated with

construction activities. Examples of BMPs are contained in the publication *Blueprint for a Clean Bay*, and include preventing spills and leaks, cleaning up spills immediately after they happen, storing materials under cover, and covering and maintaining dumpsters. Prior to the issuance of a grading permit, the applicant may be required to submit an Erosion Control Plan to the City Project Engineer, Department of Public Works, 200 E. Santa Clara Street, San José, California, 95113. The Erosion Control Plan may include BMPs as specified in ABAG's *Manual of Standards Erosion & Sediment Control Measures* for reducing impacts on the City's storm drainage system from construction activities. For additional information about the Erosion Control Plan, the NPDES Permit requirements or the documents mentioned above, please call the Department of Public Works at (408) 535-3555.

The project applicant shall comply with the City of San José Grading Ordinance, including erosion and dust control during site preparation and with the City of San José Zoning Ordinance requirements for keeping adjacent streets free of dirt and mud during construction. The following specific BMPs will be implemented by the project to prevent stormwater pollution and minimize potential sedimentation during construction:

1. Restriction of grading to the dry season (wet season occurs October 1 to April 30), or meet City requirements for grading during the rainy season.
2. Utilize on-site sediment control BMPs to retain sediment on the project site.
3. Utilize stabilized construction entrances and/or wash racks.
4. Implement damp street sweeping.
5. Provide temporary cover of disturbed surfaces to help control erosion during construction.
6. Provide permanent cover to stabilize the disturbed surfaces after construction has been completed.

Post-Construction

As the project is located in a susceptible area and will create and/or replace one acre or more of impervious surface and will increase impervious surface over pre-project conditions, the project will be required to comply with Hydromodification Management requirements. The project shall comply with applicable provisions of the following City Policies: City Council Policy 6-29 Post-Construction Urban Runoff Management and City Council Policy 8-14 Post-Construction Hydromodification Management.

Details of specific Site Design, Pollutant Source Control, and Stormwater Treatment Control and Hydromodification Control Measures demonstrating compliance with Provision C.3 of the MRP (NPDES Permit Number CAS612008), shall be included in the project design, to the satisfaction of the Director of Planning, Building and Code Enforcement.

As the proposed site is currently vacant, potential development would add impervious surface and change the drainage pattern on site. While the project would change the drainage pattern on site, with the implementation of the conditions above, the project would conform to all applicable codes and regulations. Therefore, the project is not anticipated to substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.

Standard Permit Conditions

The following project-specific measures, based on RWQCB BMPs, have been included in the project to reduce construction and development-related water quality impacts. BMPs would be implemented prior to and during earthmoving activities on-site and would continue until the construction is complete, and during the post-construction period, as appropriate.

- Burlap bags filled with drain rock shall be installed around storm drains to route sediment and other debris away from the drains.
- Earthmoving or other dust-producing activities shall be suspended during periods of high winds.
- All exposed or disturbed soil surfaces shall be watered at least twice daily to control dust as necessary.
- Stockpiles of soil or other materials that can be blown by the wind shall be watered or covered.
- All trucks hauling soil, sand, and other loose materials shall be required to cover all trucks or maintain at least two feet of freeboard.
- All paved access roads, parking areas, staging areas and residential streets adjacent to the construction sites shall be swept daily (with water sweepers).
- Vegetation in disturbed areas shall be replanted as quickly as possible.
- All unpaved entrances to the site shall be filled with rock to knock mud from truck tires prior to entering City streets. A tire wash system may also be employed at the request of the City.
- The project applicant shall comply with the City of San José Grading Ordinance, including implementing erosion and dust control during site preparation and with the City of San José
- Zoning Ordinance requirements for keeping adjacent streets free of dirt and mud during construction.
- A Storm Water Permit will be administered by the State Water Resources Control Board (SWRCB). Prior to construction grading for the proposed land uses, the project proponent will file an NOI to comply with the General Permit and prepare a SWPPP that includes measures that would be included in the project to minimize and control construction and post-construction runoff. Measures will include, but are not limited to, the aforementioned RWQCB Best Management Practices.
- The SWPPP shall be posted at the project site and will be updated to reflect current site conditions.

- When construction is complete, a Notice of Termination (NOT) for the General Permit for Construction shall be filed with the SWRCB. The NOT shall document that all elements of the SWPPP have been executed, construction materials and waste have been properly disposed of, and a post-construction stormwater management plan is in place as described in the SWPPP for the site.
- d) **Less Than Significant Impact.** The project would introduce impervious area on the currently vacant site, which could generate additional runoff compared to existing conditions. The project proposes to implement a stormwater control plan to manage runoff. The project will comply with Provision C.3 of the MRP and Policy 6-29 to provide Site Design, Stormwater Treatment Control, and Hydromodification Control Measures that will reduce and slow down the flow of runoff into receiving water bodies and improve water quality. The project will not substantially alter the existing drainage pattern of the site such that it will result in on or offsite flooding.
- e) **Less Than Significant Impact.** The project proposes to connect to the City's existing storm drainage system. The project is not expected to contribute runoff that will exceed the capacity of existing or planned stormwater drainage systems or result in substantial additional sources of polluted runoff. See also c) above.
- f) **Less Than Significant Impact.** Surface runoff from the site may contain urban pollutants. Runoff from the parking and driveway areas could include oil, grease, and trace metals. The project could also generate urban pollutants related to the use of fertilizers, pesticides, and herbicides on landscaped areas. Runoff will be collected in a storm drain system and conveyed to a bio-retention facility, where it will be treated prior to discharging into City's existing storm drainage system. See also c) and d) above.
- g) **Less Than Significant Impact.** The project is located within Flood Zone D. The project site is not located within a designated Federal Emergency Management Agency (FEMA) 100-year floodplain. Flood Zone D is an unstudied area where flood hazards are undetermined, but flooding is possible. The City does not have any floodplain restrictions for development in Zone D. In addition, because the site is not located within a flood hazard zone, it will not impede or redirect flood flows.
- h) **Less Than Significant Impact.** See discussion g) above.
- i) **Less Than Significant Impact.** The project site is not located in an area subject to flooding from failure of a dam.
- j) **No Impact.** The project site is not located in an area subject to significant seiche, tsunami, or mudflow risk.

Conclusion: The project would have a less-than-significant impact on hydrology and water quality with implementation of standard permit conditions.

J. LAND USE

Setting

The project site is located in an urbanized area within the City of San José corporate limits. The site is surrounded by multi-family residential to the west/northwest, a rail line and vacant property to the south, mixed industrial to the east, and an automotive repair shop and Monterey Road to the north.

The project site is designated *Heavy Industrial* in the City’s 2040 Envision San José 2040 General Plan. The project site is currently zoned HI – Heavy Industrial. The project proponent is applying for a Site Development Permit to allow for the self-storage use on 2.7 acres of the approximately 7.5 acre site.

In 1992, the City of San José adopted the Communications Hill Specific Plan (CHSP), which established the framework for development of a mixed-use, high density, pedestrian-oriented, urban neighborhood with supporting public facilities and infrastructure. A program-level EIR was prepared for the Specific Plan in 1991. Since then, several amendments to the Specific Plan have been adopted and residential projects have been constructed. Residential projects constructed within the Plan Area include the Dairy Hill, Helzer Ranch, Lancaster Gate, and Goble Lane projects.

The site is located within the CHSP boundary. The CHSP serves as the action guide for development activities in the Plan Area, including the project site. The proposed project is within the boundaries of the approved Communications Hill Specific Plan Area (Plan Area) and will result in the construction on half of a parcel dedicated for industrial/commercial industrial development.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
9. LAND USE AND PLANNING. Would the project:					
a) Physically divide an established community?				X	1, 2
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X		1, 3
c) Conflict with any applicable Habitat Conservation Plan or Natural Community Conservation Plan?			X		1

Explanation

- a) **No Impact.** The project is proposed on an infill site in an urban area that is currently vacant. The proposed self-storage use will not physically divide an established community.
- b) **Less Than Significant Impact.** The project site is designated in the General Plan as *Heavy Industrial*. This category is intended for industrial users with nuisance or hazardous characteristics which for reasons of health, safety, environmental effects, or welfare are best segregated from other uses. Office and research and development uses are discouraged under this designation in order to reserve development sites for traditional industrial activities, such as heavy and light manufacturing and warehousing. The *Heavy Industrial* designation is applied only to areas where heavy industrial uses presently predominate. The allowed density for this designation is a Floor Area Ratio (FAR) of up to 1.5 (1 to 3 stories in height). The proposed self-storage development is consistent with the land use designation in the 2040 General Plan of *Heavy Industrial*, since it's considered a warehousing use, will mitigate all significant environmental impacts, and meets the FAR and height requirements.

The project is also located within the boundaries of the CHSP, which identifies land uses and design standards within the Plan area. The project site is designated "Industrial/Commercial" in the Plan and located within the Monterey Road subarea. The project is consistent with the land use designation and design standards identified in the Communications Hill Specific Plan.

The proposed self-storage use will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

- c) **Less Than Significant Impact.** Please refer to D. Biological Resources for a discussion of the project's consistency with the Santa Clara Valley HCP.

Conclusion: The project would have a less-than-significant impact on land use and planning.

K. MINERAL RESOURCES

Setting

Under the Surface Mining and Reclamation Act of 1975 (SMARA), the State Mining and Geology Board has designated only the Communications Hill Area of San José as containing mineral deposits of regional significance for aggregate (Sector EE). There are no mineral resources in the project area. Neither the State Geologist nor the State Mining and Geology Board has classified any other areas in San José as containing mineral deposits that are of statewide significance or for which the significance requires further evaluation. Other than the Communications Hill area cited above, San José does not have mineral deposits subject to SMARA. The project site lies near, but outside of, the Communications Hill area.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
10. MINERAL RESOURCES. Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X	1, 2
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X	1, 2

Explanation

a), b) **No Impact.** The project site is located near Communications Hill, the only area in San José containing mineral deposits subject to SMARA. However, the site is located outside the area that contains these deposits. The project, therefore, will not result in a significant impact from the loss of availability of a known mineral resource.

Conclusion: The project would have no impact on mineral resources.

L. NOISE

Setting

Noise is measured in decibels (dB), and is typically characterized using the A-weighted sound level or dBA. This scale gives greater weight to the frequencies to which the human ear is most sensitive. Ground vibration is generally correlated with the velocity of the ground, which is expressed in decibels or peak particle velocity (PPV). The City's Envision San José 2040 General Plan applies the Day-Night Level (DNL) descriptor in evaluating noise conditions. The DNL represents the average noise level over a 24-hour period and penalizes noise occurring between the hours of 10 pm and 7 am by 10 dB.

The proposed self-storage use is not considered a noise-sensitive receptor, although the manager's unit is a residential use and is considered a sensitive receptor. The residential uses near the project site are also considered sensitive receptors. The nearest residences are located directly north/northwest of the site.

The noise assessments conducted for the Envision San José 2040 General Plan identified future 2035 noise levels in the South Planning Area along Monterey Road near the project site at up to 74 dBA DNL at about 75 feet from the roadway.

San José General Plan

The City's Envision San José 2040 General Plan includes goals and policies pertaining to Community Noise Levels and Land Use Compatibility (commonly referred to as the Noise Element). The General Plan utilizes the DNL descriptor and identifies interior and exterior noise standards for commercial uses. The Envision San José 2040 General Plan and the San José Municipal Code include the following criteria for land use compatibility and acceptable noise levels in the City:

**EXTERIOR NOISE EXPOSURE (DNL IN DECIBELS DBA)
FROM GENERAL PLAN TABLE EC-1: Land Use Compatibility Guidelines for
Community Noise in San José**

Land Use Category	Exterior DNL Value In Decibels					
	55	60	65	70	75	80
1. Residential, Hotels and Motels, Hospitals and Residential Care						
2. Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
3. Schools, Libraries, Museums, Meeting Halls, and Churches						
4. Office Buildings, Business Commercial, and Professional Offices						
5. Sports Arenas, Outdoor Spectator Sports						
6. Public and Quasi-Public Auditoriums, Concert Halls, and Amphitheaters						
<input type="checkbox"/>	Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.					
<input type="checkbox"/>	Conditionally Acceptable: Specified land use may be permitted only after detailed analysis of the noise reduction requirements and noise mitigation features included in the design.					
<input type="checkbox"/>	Unacceptable: New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies. (Development will only be considered when technically feasible mitigation is identified that is also compatible with relevant design guidelines.)					

- Policy EC-1.1 of the General Plan calls for locating new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state and City noise standards and guidelines as a part of new development review. Applicable standards and guidelines for land uses in San José are described in the table above.
- Policy EC-1.2 of the General Plan considers noise impacts significant if a project would increase noise levels on adjacent sensitive land uses including residences as follows:
 - Cause the DNL at noise sensitive receptors to increase by five dBA DNL or more where the noise levels would remain “Normally Acceptable”; or
 - Cause the DNL at noise sensitive receptors to increase by three dBA DNL or more where noise levels would equal or exceed the “Normally Acceptable” level.
- Policy EC-1.7 of the General Plan requires construction operations to use best available noise suppression devices and techniques and limit construction hours near residential uses per the City’s Municipal Code. The City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would:
 - Involve substantial noise generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months.

San José Municipal Code

Per the San José Municipal Code Title 20 (Zoning Ordinance) Noise Performance Standards, the sound pressure level generated by any use or combination of uses on a property shall not exceed the decibel levels indicated in the table below at any property line, except upon issuance and in compliance with a Special Use Permit as provided in Chapter 20.100.

City of San José Zoning Ordinance Noise Standards	
Land Use Types	Maximum Noise Levels in Decibels at Property Line
Commercial or industrial uses adjacent to a property used or zoned for residential purposes	55
Commercial or industrial uses adjacent to a property used or zoned for commercial or other non-residential purposes	60
Industrial use adjacent to a property used or zoned for industrial or other use other than commercial or residential purposes	70

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
11. NOISE. Would the project result in					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?			X		1, 2, 3
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?			X		1, 2, 3
c) Substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X		1, 2, 3
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X		1, 2, 3
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X	1, 2
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X	1, 2

Explanation

- a) **Less Than Significant Impact.** The primary source of noise at the project site is traffic traveling on Monterey Road. Noise is also generated by rail operations on the adjacent UPRR tracks. The proposed self-storage facility is not considered a noise-sensitive receptor. The residential uses to the north and northwest of the site are considered sensitive receptors. The proposed manager’s unit is also considered a sensitive receptor.

Noise Impacts from Project

Operations at the self-storage facility will generally be confined to the interior of the buildings. The proposed project is estimated to generate approximately 11 to 17 new PM peak hour trips. The relatively minor number of new vehicle trips generated by the proposed storage facility will not significantly increase noise levels on local roadways. In addition, noise from the delivery and removal of storage items will be relatively infrequent and will not significantly increase average daily noise levels in the area. Due to the lack of significant noise generating activities, the project does not anticipate to increase the exterior noise substantially and would not exceed General Plan Policy EC-1.1. Therefore, the project would result in a less-than-significant impact for off-site noise exposure during project operation. Noise will be generated on the site in the short-term during construction activities as discussed in d) below.

Compliance with General Plan Policies Regarding Noise Exposure at the Manager's Unit

In December 2015, the California Supreme Court issued an opinion in the *California Building Industry Association vs. Bay Area Air Quality Management District (CBI vs. BAAQMD)* case that CEQA is primarily concerned with the impacts of a project on the environment, not the effects of the existing environment on a project. In light of this ruling, the effect of existing ambient noise on future users or residents of the project would not be considered an impact under CEQA. However, General Plan Policy EC-1.1 requires that existing ambient noise levels be analyzed for new residences, hotels, motels, residential care facilities, hospitals, and other institutional facilities, and that noise attenuation be incorporated into the project in order to reduce interior and exterior noise levels to acceptable limits.

The project includes a manager's unit at the northeast corner of the proposed Building A (refer to Figures 4 and 5). Existing commercial development adjacent to the site along Monterey Road would provide a barrier to noise from traffic on Monterey Road. However, it is possible that the unit may be exposed to noise levels that exceed the City's noise standards for residential uses for interior uses. No outdoor areas are proposed for the manager's unit. The City's standard for interior noise levels in residences is 45 dBA DNL, which requires appropriate site and building design, building construction, and noise attenuation techniques in new development to meet this standard. For sites with exterior noise levels of 60 dBA DNL or more, an acoustical analysis following protocols in the City-adopted California Building Code is required to demonstrate that development projects can meet this standard.

The following permit conditions will be included in the Site Development Permit to assure that noise levels generated by the project comply with the City's General Plan Policy EC-1.1.

Standard Permit Conditions

In order to meet exterior noise levels in compliance with the City of San José Noise Element and Title 24, the following measures will be required:

- The project sponsor shall prepare final design plans that incorporate building design and acoustical treatments to ensure compliance with State Building Codes and City noise standards. A project-specific acoustical analysis shall be prepared to insure that

the design incorporates controls to reduce interior noise levels to 45 dBA DNL or lower within the residential manager's unit. Building sound insulation requirements shall include the provision of forced-air mechanical ventilation for the manager's unit. Special building construction techniques may be required and can include sound rated windows and doors, sound-rated wall constructions, and acoustical caulking.

With the implementation of the above permit condition, the project will comply with General Plan Policy EC-1.1.

- b) **Less Than Significant Impact.** The proposed project is not subject to groundborne vibration, nor would it generate any source of groundborne vibration at nearby sensitive receptors. Prior to the issuance of building permits, the project design shall be reviewed by City staff to ensure both inside noise levels (see discussion above) and vibration effects will not conflict with City policies. In addition, a rail line used by UPRR and Caltrain is located south of the site and is not expected to affect the manager's unit, which is located over 900 feet away from the tracks. The operation of the self-storage itself is not a source of vibration impacts. Therefore, potential impacts related to vibration are considered less-than-significant. Vibration generated on the site in the short-term during construction activities are discussed in d) below.
- c) **Less Than Significant Impact.** The noise increases from operation of the self-storage development are addressed in a) above. Noise will be generated on the site in the short-term during construction activities as described in d) below.
- d) **Less Than Significant Impact.** Construction of the project will temporarily elevate noise levels in the immediate project area from the use of construction equipment. Typical hourly average construction generated noise levels range from about 77 to 89 dBA during busy outdoor construction periods, measured at a distance of 50 feet from the center of the construction site. These noise levels would have significant impact on the nearest sensitive uses. Implementation of standard noise abatement measures will reduce the construction impacts to a less-than-significant level. As a part of the development permit approval, the project proponent would conform to the following conditions.

Standard Permit Conditions

- Construction activities shall be limited to the hours between 7:00 am and 7:00 pm, Monday through Friday, unless permission is granted with a development permit or other planning approval. No construction activities are permitted on the weekends at sites within 500 feet of a residence.
- Construct solid plywood fences around ground level construction sites adjacent to operational businesses, residences, or other noise-sensitive land uses.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines shall be strictly prohibited.

- Locate stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.
- Control noise from construction workers' radios to the point that they are not audible at existing residences bordering the project site.
- Notify all adjacent business, residences, and other noise-sensitive land uses of the construction schedule, in writing, and provide a written schedule of "noisy" construction activities to the adjacent land uses and nearby residences.
- If complaints are received or excessive noise levels cannot be reduced using the measures above, a temporary noise control blanket barrier shall be erected along surrounding building facades that face the construction sites.
- Designate a "disturbance coordinator" who shall be responsible for responding to any complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., bad muffler, etc.) and shall require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

e), f) **Less Than Significant Impact** The project site is outside the 65 dB noise contour for the Mineta San José International Airport and is not within the vicinity of a private airstrip.

Conclusion: The project would have a less-than-significant impact on noise with incorporation of standard permit conditions.

M. POPULATION AND HOUSING

Setting

The population of the City of San José is approximately 1,025,350 (U.S. Census Bureau, 2016). The self-storage development includes one onsite manager’s unit.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
12. POPULATION AND HOUSING. Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X	1, 2
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X	1, 2
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X	1, 2

Explanation

- a) **No Impact.** The project consists of the development of a self-storage facility with one manager’s unit. The increase in residential uses by one unit does not represent substantial population growth.
- b) **No Impact.** The project would not involve the demolition of existing housing nor would it add more residential uses to the site, with the exception of the manager’s unit. Therefore, the project will not displace any existing housing, necessitating the construction of replacement housing.
- c) **No Impact.** See b) above.

Conclusion: The project would have a less-than-significant impact on population and housing.

N. PUBLIC SERVICES

Setting

Fire Protection: Fire protection services are provided to the project site by the San José Fire Department (SJFD). The closest fire station to the project site is Station 26, located at 528 Tully Road about a mile northeast of the site.

Police Protection: Police protection services are provided to the project site by the San José Police Department (SJPD), headquartered at 201 West Mission Street. The City has four patrol divisions and 16 patrol districts. Patrols are dispatched from police headquarters and the patrol districts consist of 83 patrol beats, which include 357 patrol beat building blocks.

Parks. The nearest park to the project site is the Elaine Richardson Park, located just north of the project site at 80 Montecito Vista Drive. This recently constructed park contains turf areas, playground, basketball court, and picnic tables.

Libraries: The San José Public Library System consists of one main library and 18 branch libraries. The nearest branch to the project site is the Seven Trees branch, located about 1.5 miles southeast of the project site at 3590 Cas Drive.

Schools. The project site is located within the Franklin-McKinley School District. The nearest school to the site is the Captain Jason M. Dahl Elementary, located 0.9 miles to the southeast at 3200 Water Street. State law (Government Code §65996) identifies the payment of school impact fees as an acceptable method of offsetting a project’s impact on school facilities. In San José, developers can either negotiate directly with the affected school district or make payments based on square footage of new residential and commercial uses. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
13. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:					
a) Fire protection?			X		1, 2
b) Police protection?			X		1, 2
c) Schools?				X	1, 2
d) Parks?				X	1, 2
e) Other public facilities?				X	1, 2

Explanation

- a) **Less Than Significant Impact.** The project could result in an incremental increase in the demand for fire protection services. The project applicant will consult with the San José Fire Department during final project design to assure appropriate fire safety measures are incorporated. The proposed self-storage use would not significantly impact fire protection services or require the construction of new or remodeled facilities.
- b) **Less Than Significant Impact.** The project could result in an incremental increase in the demand for police protection services. The project applicant will consult with the San José Police Department during final project design to assure appropriate security measures are incorporated. The proposed self-storage use would not significantly impact police protection services or require the construction of new or remodeled facilities.
- c) **No Impact.** The proposed self-storage project will have no adverse impacts on schools.
- d) **No Impact.** The nearest park to the project site is the Elaine Richardson Park, located just north of the project site at 80 Montecito Vista Drive. The proposed self-storage project will not impact recreational services.
- e) **No Impact.** The proposed self-storage project will not impact other public services, including library services.

Conclusion: The project would have a less-than-significant impact on public services.

O. RECREATION

Setting

The project is a self-storage development that will not affect park land and facilities in the community. The nearest park to the project site is the Elaine Richardson Park, located just north of the project site at 80 Montecito Vista Drive. The City of San José has adopted the Parkland Dedication Ordinance and Park Impact Ordinance, which require residential developers to dedicate public park land or pay in-lieu fees (or both) to compensate for the increase in demand for neighborhood parks. The project is a commercial use and is not subject to the City’s Parkland Dedication and Park Impact Ordinances.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
14. RECREATION. Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X	1, 2
b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				X	1, 2

Explanation

a), b) **No Impact.** The project is a self-storage facility without any residential or other type of commercial component proposed, with the exception of a manager’s unit. No new permanent population would live or operate at the site. Therefore, the proposed self-storage use will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated, nor will it include public recreational facilities or require the construction or expansion of public recreational facilities.

Conclusion: The project would have no impact on recreational facilities.

P. TRANSPORTATION

Setting

The project site is located at 2829 Monterey Road, north of Lewis Road. Monterey Road (State Route 82) is a six-lane major arterial that extends north-south through San José. Direct access to the project site is from one driveway on Monterey Road.

Bus service in the project area is provided by the Santa Clara Valley Transportation Authority (VTA). VTA bus routes 66, 68, and 304 run along Monterey Road in the project vicinity. The nearest VTA bus stop is located at Monterey Road and Esfahan Drive.

The City of San José’s Council Policy 5-3 “Transportation Level of Service” acts as a guide to analyze and make determinations regarding the overall conformance of a proposed development with the City’s various General Plan multi-modal transportation policies, which together seek to provide a safe, efficient, and environmentally sensitive transportation system for the movement of people and goods. It also establishes a threshold to determine environmental impacts and requires new developments to mitigate significant impacts.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Source(s)
15. TRANSPORTATION/TRAFFIC. Would the project:					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X		1, 2
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X		1, 2,
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X	1, 2
d) Substantially increase hazards due to a design feature (for example, sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment)?			X		1, 2
e) Result in inadequate emergency access?			X		1, 2
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X		1, 2

Explanation

- a) **Less Than Significant Impact.** Table 3 shows the estimated number of vehicle trips to be generated by the proposed self-storage development. Daily and peak-hour trip generation for the project were based on trip rates published in the ITE Trip Generation Manual, 9th Edition for “mini-warehouse” and “apartment” use. As shown in Table 3, the project would generate a total of about 254 daily trips, with about 17 trips during the AM peak hour and 29 trips during the PM peak hour.

The project would generate fewer than 100 peak hour trips, and is not expected to exceed the City’s level of service standards nor adversely impact the effectiveness or the performance of the circulation system.

Land Use	Size	Unit	Daily Rate	Daily Trips	AM Peak Hour		PM Peak Hour	
					Rate	Total	Rate	Total
Self Storage ¹	150.29	KSF	1.65	247.97	0.11	16.53	0.19	28.55
Manager’s Unit ²	1	DU	6.65	6.7	0.51	0.51	0.62	0.62
Total Project Trips				254.67		17.04		29.17
Source: Institute of Transportation Engineers, <i>Trip Generation, 9th Edition</i> .								
¹ Land Use Code 151: Mini-Warehouse (trips per 1,000 s.f. of net rentable area); based on worst-case scenario in which all self-storage space is rentable.								
² Land Use Code 220: Apartment (average rates, expressed in trips per dwelling unit). KSF = 1,000 s.f. DU = dwelling unit								

- b) **Less Than Significant Impact.** The project would not conflict with an applicable congestion management program, including but not limited to, level of service standards and travel demand measures. See discussion a) above.
- c) **No Impact.** The proposed self-storage facility will not result in any changes to air traffic patterns.
- d) **Less Than Significant Impact.** The project would not substantially increase hazards due to a design feature or incompatible uses. The self-storage use is consistent with the General Plan and zoning designations for the site.
- e) **Less Than Significant Impact.** The project has been designed to provide adequate emergency access.
- f) **Less Than Significant Impact.** The project would conform to City’s code and regulations regarding safety access, bicycle parking requirements, and pedestrian improvements (i.e. sidewalk improvements). Therefore, the self-storage facility will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Conclusion: The project would have a less-than-significant impact on transportation.

Q. UTILITIES AND SERVICE SYSTEMS

Setting

Utilities and services are furnished to the project site by the following providers:

- Wastewater Treatment: treatment and disposal provided by the San José/Santa Clara Water Regional Wastewater Facility (RWF); sanitary sewer lines maintained by the City of San José
- Water Service: San Jose Water Company
- Storm Drainage: City of San José
- Solid Waste: Various
- Natural Gas & Electricity: PG&E

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
16. UTILITIES AND SERVICE SYSTEMS. Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X	1, 2
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X		1, 2
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X		1, 2
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X		1
e) Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X		1
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X		1
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X		1

Explanation

- a) **No Impact.** The project will not exceed or impact wastewater treatment requirements of the applicable Regional Water Quality Control Board, since the proposed self-storage use will not be required to obtain a permit to discharge wastewater.
- b) **Less Than Significant Impact.** The development of self-storage uses and a manager's unit on an infill site would not substantially increase water demands and wastewater generation, nor would it require or result in the construction of new water or wastewater treatment facilities or any expansion of existing facilities.
- c) **Less Than Significant Impact.** The project proposes to connect to the City's existing storm drainage system and will be designed to ensure that stormwater runoff will not exceed the capacity of existing or planned storm water drainage systems. A storm water control plan will be implemented as part of the proposed project to manage runoff (refer to Figure 7).
- d) **Less Than Significant Impact.** See b) above. Sufficient water supplies are available to serve the project from existing entitlements and resources since it will result in a very minor incremental increase in the demand for water.
- e) **Less Than Significant Impact.** See items a) and b) above. The project will not impact wastewater treatment services, since the project is replacing former industrial uses on the site and would generate minimal additional wastewater. Adequate capacity is available at the San José/Santa Clara RWF to serve the negligible wastewater generated by the proposed self-storage facility and manager's unit.
- f) **Less Than Significant Impact.** The proposed self-storage facility and manager's unit will not generate substantial solid waste. The City determined that the increase in solid waste generated by full buildout of the General Plan would not cause the City to exceed the capacity of existing landfills; the project is consistent with the development assumptions in the General Plan and, therefore, will have a less-than-significant impact on landfill capacity.
- g) **Less Than Significant Impact.** The project will comply with all federal, state, and local statutes and regulations related to solid waste.

Conclusion: The project would have a less-than-significant impact on utilities and service systems.

R. MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
17. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X		1-9
b) Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects.			X		1-9
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?			X		1-9

Explanation

- a) **Less Than Significant Impact.** Based on the analysis provided in this Initial Study, the proposed project could result in potential discovery of prehistoric or historic archaeological materials during excavation or other construction activities on the site. Measures are identified to protect any archaeological materials encountered during construction.

The site is currently vacant there are no known wildlife species on the property. In addition, the project will not require the removal of trees or other vegetation. Therefore, the project will not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory with mitigation and standard permit conditions identified in this Initial Study.

- b) **Less Than Significant Impact.** Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects “that are individually limited, but cumulatively considerable.” As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means, “that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.”

The project would not impact agricultural, forestry, mineral, or recreational resources. In addition, the project’s geology and soils, hazardous materials, and noise impacts (mostly temporarily construction impacts) are specific to the project site and would not contribute to

cumulative impacts elsewhere. Therefore, the project would not contribute to cumulative impacts to these resources.

The project would have temporarily air quality impacts, and GHG emissions from operations would contribute to the overall regional and global GHG emissions. However, with the implementation of the mitigation measures and permit conditions, the proposed project would reduce potential impacts to less than significant on air quality. In addition, as discussed in the Initial Study, the project would comply with all applicable mandatory criteria as required by the City's GHG Reduction Strategy. For these reasons, the project would have a less-than-significant cumulative impact on the air quality and GHG.

Overall, based on the analysis provided in this Initial Study, the proposed project will not significantly contribute to cumulative impacts since no significant developments are proposed in the project vicinity. The project represents infill development on a property previously occupied by commercial/industrial uses.

- c) **Less Than Significant Impact.** Based on the analysis provided in this Initial Study, the proposed project will not result in environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

Conclusion: The project will have a less-than-significant impact related to the CEQA mandatory findings of significance.

Chapter 4. References

LEAD AGENCY

City of San José Department of Planning, Building and Code Enforcement (PBCE)

Rosalynn Hughey, (Interim) PBCE Director
David Keyon, Supervising Environmental Planner
Thai-Chau Le, Environmental Planner

REPORT PREPARATION

Denise Duffy & Associates, Inc.

Environmental Consultant

Leianne Humble, Senior Planner
Diana Staines, Associate Planner
Robyn Simpson, Editor

PERSONS CONTACTED

Brett Henry, Trojan Storage San Jose, LLC II
Josh Carman, Illingworth & Rodkin
John Moniz, RJA

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3. San José 2040 Envision San José General Plan
4. Santa Clara County Important Farmlands Map
5. BAAQMD CEQA Guidelines, 2017
6. Community Health Risk Assessment, 2017
7. Geotechnical Investigation, 2016
8. Site Closure Letter, Soil Management Plan, and other documentation, 2014-2017
9. Stormwater Control Plan, 2017