

**Environmental Assessment**  
**Parkmoor Community Apartments**  
**1510 - 1540 Parkmoor Avenue**  
**San José, CA 95128**

Determinations and Compliance Findings for HUD-assisted Projects

24 CFR Part 58

February 2023



**U.S. Department of Housing and Urban  
Development**

451 Seventh Street, SW  
Washington, DC 20410  
[www.hud.gov](http://www.hud.gov)  
[espanol.hud.gov](http://espanol.hud.gov)

# Environmental Assessment

## Determinations and Compliance Findings for HUD-assisted Projects

### 24 CFR Part 58



Project Identification:	Parkmoor Community Apartments 1510 - 1540 Parkmoor Avenue San José, Ca 95128
Responsible Entity:	City of San José
Preparer:	Bay Desert, Inc.
Month/Year:	February 2023

**Table of Contents**

Project Information .....6

Project Location .....7

Map 1 Region .....7

Map 2 Local Setting.....7

Description of the Proposed Project.....8

Statement of Purpose and Need for the Proposal..... 10

EXISTING CONDITIONS AND TRENDS [24 CFR 58.40(A)] : ..... 11

Funding Information ..... 12

Estimated Total HUD Funded Amount:..... 12

Estimated Total Project Cost..... 12

Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities ..... 13

STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6 ..... 13

Airport Hazards ..... 13

Coastal Barrier Resources ..... 13

Flood Insurance ..... 13

Clean Air..... 14

Coastal Zone Management ..... 16

Contamination and Toxic Substances ..... 17

Endangered Species..... 18

Explosive and Flammable Hazards ..... 19

Farmlands Protection..... 20

Floodplain Management..... 20

Historic Preservation..... 21

Area of Potential Effects ..... 21

Cultural Resources Identification ..... 21

Native American Tribes Consultation..... 22

Determination..... 23

Noise Abatement and Control ..... 23

Sole Source Aquifers ..... 25

Wetlands Protection .....	25
Wild and Scenic Rivers .....	25
Environmental Justice .....	25
Environmental Assessment Factors .....	28
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design .....	28
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff .....	30
Hazards and Nuisances including Site Safety and Noise .....	31
Energy Consumption.....	33
SOCIOECONOMIC .....	34
Employment and Income Patterns .....	34
Demographic Character Changes, Displacement.....	34
COMMUNITY FACILITIES AND SERVICES .....	36
Educational and Cultural Facilities .....	36
Educational Facilities.....	36
Libraries .....	36
Commercial Facilities .....	37
Health Care and Social Services .....	37
Solid Waste Disposal / Recycling.....	38
Wastewater / Sanitary Sewers.....	39
Wastewater/Sanitary Sewer System.....	39
Water Supply .....	41
Public Safety - Police, Fire and Emergency Medical.....	41
Police .....	41
Fire and Emergency Medical.....	42
Parks, Open Space and Recreation .....	42
Transportation and Accessibility .....	43
NATURAL FEATURES .....	44
Unique Natural Features, Water Resources.....	44
Vegetation, Wildlife .....	45
Other Factors .....	46
<b>Additional Studies Performed:</b> .....	48
Field Inspection.....	48

List of Sources, Agencies and Persons Consulted ..... 48

List of Permits Obtained ..... 48

Public Outreach ..... 48

Cumulative Impact Analysis ..... 48

Alternatives..... 49

No Action Alternative ..... 49

Summary of Findings and Conclusions ..... 49

Mitigation Measures and Conditions..... 49

Air Quality ..... 50

Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff ..... 51

Hazards and Nuisances - Noise ..... 52

Hazards and Nuisances - Seismic ..... 52

Vegetation and Wildlife – Migratory Bird Treaty ..... 52

    Determination: ..... 54

    1510 – 1540 Parkmoor Avenue– Source Documents ..... 55



**U.S. Department of Housing and Urban  
Development**

451 Seventh Street, SW  
Washington, DC 20410  
[www.hud.gov](http://www.hud.gov)  
[espanol.hud.gov](http://espanol.hud.gov)

## Environmental Assessment

Determinations and Compliance Findings for HUD-assisted Projects

24 CFR Part 58

### Project Information

**Project Name:** Parkmoor Community Apartments

**Responsible Entity:** City of San José

**Grant Recipient** (if different than Responsible Entity): Santa Clara County Housing Authority

**State/Local Identifier:** MP21-004

**Preparer:** Eugene Flannery, Bay Desert, Inc.

**Certifying Officer Name and Title:** Christopher Burton, Director  
Planning, Building and Code Enforcement

**Consultant** (if applicable): Bay Desert, Inc.  
422 Larkfield Center #104  
Santa Rosa, CA 95403  
(707) 523-3710  
[eflannery@baydesert.com](mailto:eflannery@baydesert.com)

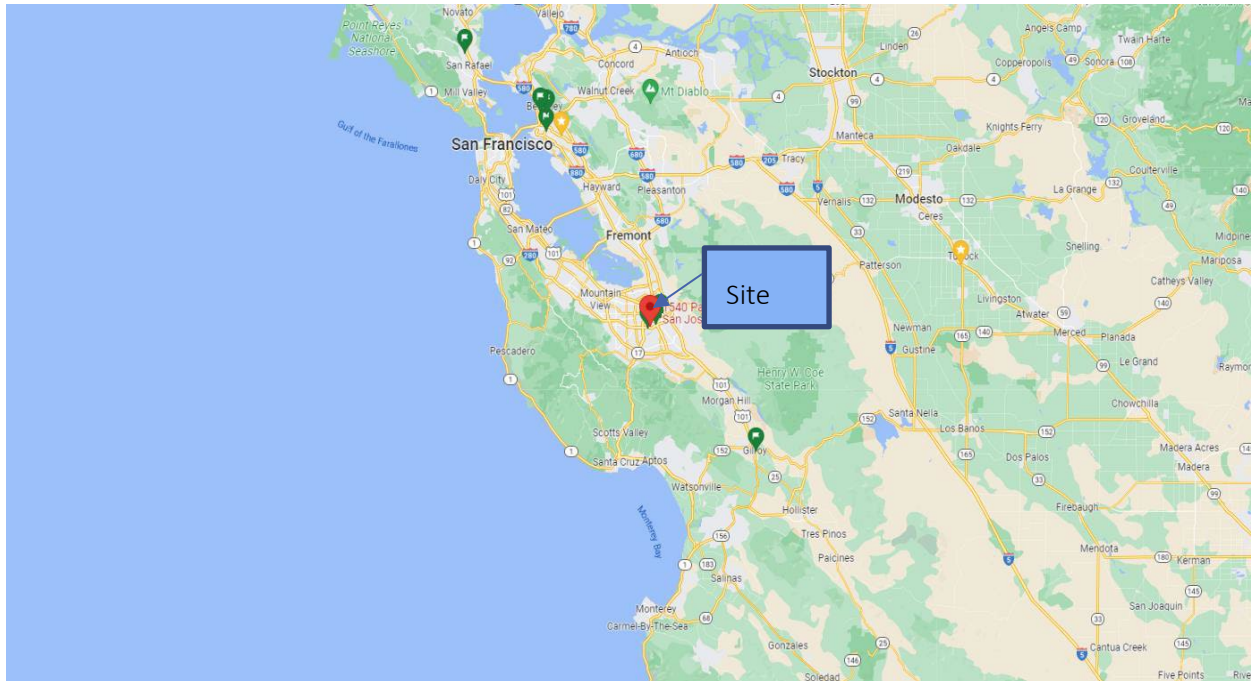
**Direct Comments to:** Reema Mahamood, Planner III  
City of San José  
200 East Santa Clara Street, San José, CA 95113

**Project Location:** 1510-1540 Parkmoor Avenue  
San José, Ca 95128  
County of Santa Clara APN 277-22-009 and 277-22-011

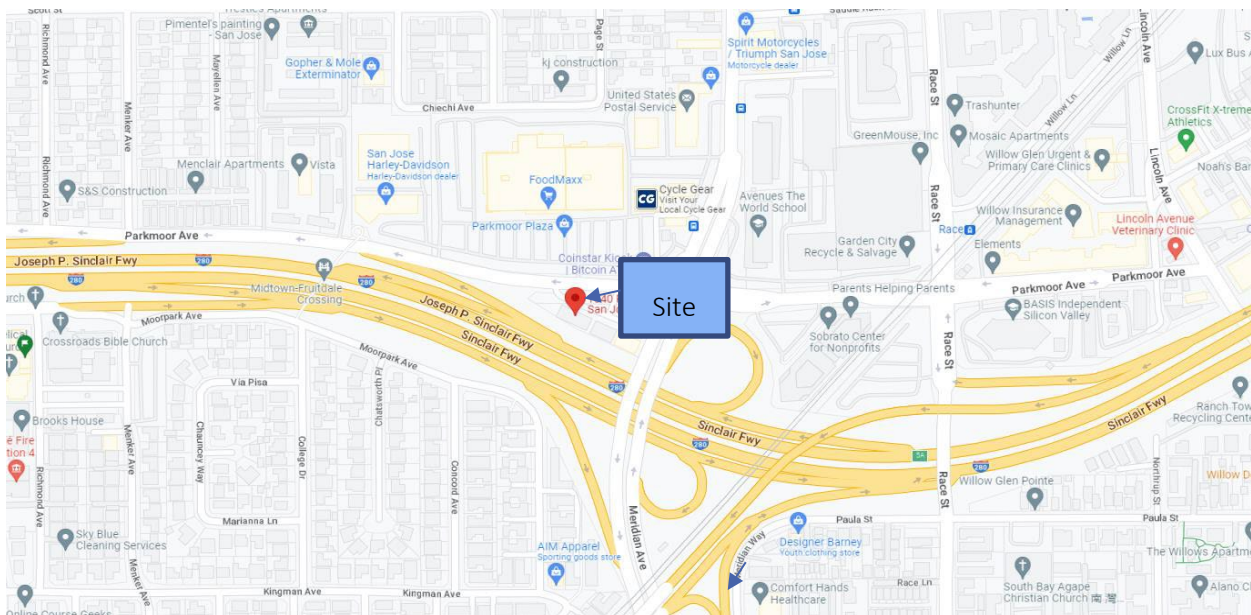
## Project Location

1510 – 1540 Parkmoor Avenue  
San José, Ca 95128

### Map 1 Region



### Map 2 Local Setting



---

**Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]:**

The development of 1510-1540 Parkmoor Avenue (“Site”) in San José is a joint effort among Allied Housing, Inc. (“Allied”), Adobe Services (“Adobe”) and the County of Santa Clara Office of Supportive Housing (“County”). The Site is comprised of two legal parcels adjacent to Highway 280 at the intersection of Parkmoor Avenue and Meridian Avenue (County of Santa Clara APN 277-22-009 and 277-22-011). The site is vacant.

The proposed development would include seventy-nine affordable housing units and two managers’ units for a total of 81 units. Housing units would be located on the second through fifth floors. Housing would include 13 mobility accessible units and nine communication accessible units. The housing development would be known as Parkmoor Community Apartments. A community youth center for Transitional Aged Youth (TAY) would use the ground floor and would be known as the Hub (“HUB”).

The HUB would be owned and operated by the County. The HUB’s services would be dedicated to supporting current and former foster youth, ages 15-24. The HUB’s amenities would include an outdoor basketball half court, seating and barbeque areas, indoor classrooms, teaching kitchen, staff offices and consulting rooms. Approximately 300 TAY would use the HUB each month. The expected number of employees at the HUB is eighty.

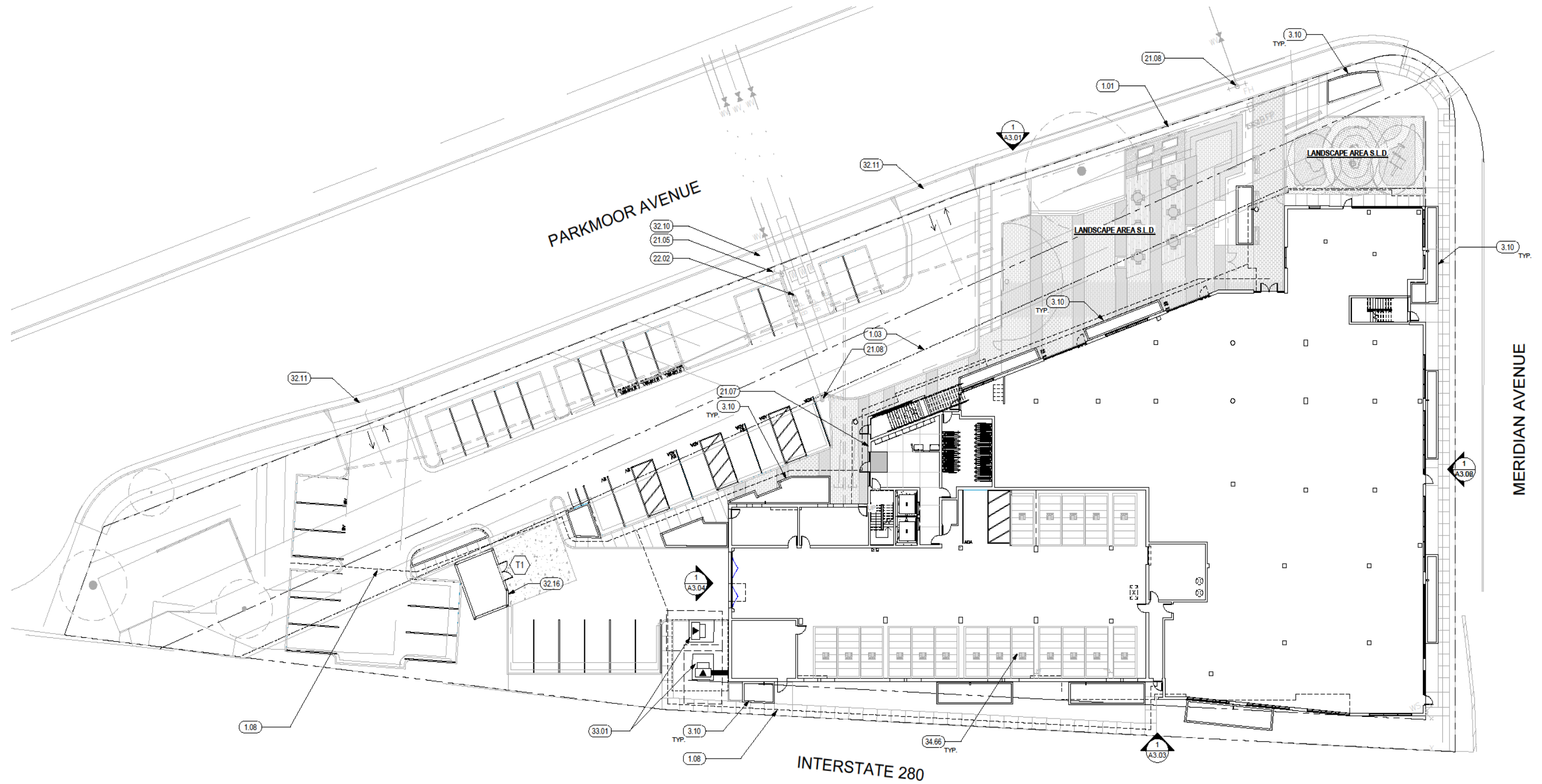
Allied Housing would own and operate the housing portion. Fifty percent of the affordable housing units are targeted for TAY. The remaining supportive housing is targeted to households between 20-60 percent of the area median income (AMI). There would be 20 studios, 19 one-bedroom, 22 two-bedroom, 20 three-bedroom apartments. A total of seventy parking spaces would be provided and sixty-seven bicycle parking spaces.

Adobe would provide supportive services for residents distinct from those offered at the HUB to TAY. These services would include residential and clinical case management services focusing on housing stability as a foundation from which residents can address other areas of concern such as developing job and life skills, addiction and family stability.

Subject to approval of financing arrangements, construction is expected to start in November 2023, with projected completion of May 2025 for a total construction duration of approximately 19 months. The total estimated project cost is \$78,200,000. The Santa Clara County Housing Authority (SCCHA) would be providing Section 8 housing assistance to the project in the form of Project Based Vouchers (PBVs) for forty-one dwelling units, as authorized under Section 8 of the Housing Act of 1937, as amended. PBV housing assistance would be provided for an initial contract term of 20 years, with a possible automatic renewal of an additional 20 years subject to annual appropriations from the federal government and SCCHA’s determination that the owner is in compliance with the Housing Assistance Payment contract and other applicable HUD requirements, for a total of 40 years. The estimated total funding for rental subsidy is \$31,157,280; \$1,557,864 annually for the initial 20-year term of the Housing Assistance Payment contract and contingent upon the availability of Section 8 funds as allocated by HUD. Please note that the actual funded amount may be up to \$5,000,000 more to account for market fluctuations.

Source Documents: (1) (See Appendix A for complete plans and drawings.)

Figure 1 Site Plan



**Statement of Purpose and Need for the Proposal** [40 CFR 1508.9(b)]:

The purpose of the Project is to develop seventy-nine units of affordable housing units in the City of San José and a service center for TAY. The Project would include affordable and supportive housing, including supportive housing units for TAY as well as a 17,000 square foot (s.f.) TAY community facility. A cell phone tower currently located at the western side of the Site will be moved to the roof of the new structure. The current site of the tower will be converted to a community garden or other open space use. The Project would assist the City in achieving its Regional Housing Needs Allocation (RHNA) of 62,200 housing dwelling units for the 2023 to 2031 period set by the Association of Bay Area Governments (ABAG). The City's allocation breakdown for identified income levels is 15,088 for Very Low Income (VLI), 8,687 for Low Income (LI), 10,711 for Moderate Income (MI), and 27,714 for Area Median Income (AMI).

TAY often experience adverse outcomes that include low educational attainment, high rates of unemployment and poverty, homelessness, mental illness, incarceration, and premature death. Transitional Age Youth Services offered by the County of Santa Clara is a coordinated continuum of care that uses a trauma informed care approach and provides programs that are youth-guided and family driven. Development of the HUB would provide increased access for TAY to these services and would aid in minimizing adverse outcomes as well as increasing self-sufficiency, stronger caregivers, and special services for the most vulnerable youth

Policies articulated in the City's Consolidated Plan, its Ten-Year Plan to End Chronic Homelessness, and the Housing Element are incorporated in the City's Affordable Housing Investment Plan (AHIP). The AHIP prioritizes how the City will use its resources to implement its programs and policies in the current planning period to meet its housing objectives. The AHIP also contains information on key City policies related to residential developments. The most recent AHIP was adopted by the City Council in October 2020 for Fiscal Year 2020/21 to 2022/23. The Project would help the City attain its housing goals listed in these plans, including those of the Envision San José 2040 General Plan of providing housing in a range of housing densities, especially higher densities, and product types, including rental and for-sale housing; of addressing the needs of an economically, demographically, and culturally diverse population; and creating and maintaining safe and high quality housing that contributes to the creation of great neighborhoods; and providing housing that minimizes the consumption of natural resources and advances the City's fiscal, climate change, and environmental goals.

The United States Census Bureau 2020 Decennial Census estimated the population of the City to be 1,013,240. The 2010 Census estimate was 945,942. This increase of some 67,298 persons has increased the demand for housing, especially affordable housing. Coupled with the ever-increasing cost for housing and constraints on wages, the need for additional housing is great, particularly for affordable housing. Many extremely low-income households seek rental housing that is increasingly expensive and often substandard. They face housing problems including overpayment, crowding, or substandard housing conditions while some may have special needs such as mental or physical disabilities that are not being met. The projected and existing need for Extremely Low-Income renter housing in San José between 2015-2023 is approximately 28,456 units.

Sources: (2) (3) (4) (5) (6) (7) (8)

**EXISTING CONDITIONS AND TRENDS [24 CFR 58.40(A)]:**

The Site is located southwest of the intersection at Parkmoor Avenue and Meridian Avenue in a mixed-use residential and commercial area of San José, California. The Site is situated on two parcels totaling approximately 1.629 acres of land designated by Santa Clara County Assessor's Parcel Numbers 277-22-009 and 277-22-011. The triangular-shaped site is vacant except for a public utility cell tower situated at the western extent of the site. After construction, the cell phone tower will be moved to the top of the new building. The existing cell phone structures will then be demolished. The remainder of the site consists of asphalt-paved surface parking and minor landscaping. Site grades vary up to 3 feet between the center of the site and the perimeter.

The Site is bordered by Parkmoor Avenue on the North and beyond by commercial establishments such as Food Max, 24 Hour Fitness and 76 Unocal Service Station. Interstate-280 (I-280, Junipero Serra Freeway) borders the southern perimeter of the Site. On the eastern side is Meridian Avenue, a commercial office building and the I-280 on-ramp. To the west lies vacant land and beyond is Parkmoor Avenue and I-280.

The cost of living in San José and the surrounding areas is among the highest in California and the nation. San José has been given a cost-of-living index of 214.5 by Sperling's Best Places. Indices are based on a US average of one hundred. The housing cost index for San José is 433.9. Housing costs are the primary reason for the high cost of living. San José ranks 89<sup>th</sup> in housing affordability, where the first place is most affordable, according to the 2022 Demographia International Housing Affordability Survey.

According to HUD's Comprehensive Housing Affordability Strategy 2014-2018 (CHAS) data for San José, 38 percent of San José households (123,440 households) are extremely low-income, very-low income, or low-income, with incomes ranging from 0-80 percent of AMI. Of those, 32 percent are extremely low-income (39,060 households at 0-30 percent AMI), 30 percent are very low-income (36,500 households at 30-50 percent AMI), and 39 percent are low-income (47,780 households at 50-80% AMI). Many low-income households (0-80% AMI) are cost burdened. Of all low income households, 38 percent of homeowners and renters are paying more than 30 percent of their income towards housing — these households are considered households with severe cost burdens.

Housing in San José, both ownership and rental, is increasingly becoming more expensive while the gap between housing costs and income is widening. The construction of subsidized rental housing also continues to be a challenge as the subsidy cost per unit assumption continues to increase, constraining the development of more affordable units. These trends are likely to continue. Completion of the project would increase the availability of affordable housing units.

Source Documents: (8) (9) (10) (11) (12)

---

**Funding Information**

Grant Number	HUD Program	Funding Amount
Project Based Vouchers	41 Project Based Vouchers	\$31,157,280

Estimated Total HUD Funded Amount: \$31,157,282

Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]: \$78,200,000

## Compliance with 24 CFR 50.4, 58.5, and 58.6 Laws and Authorities

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

<b>Compliance Factors:</b> Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
<b>STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6</b>		
Airport Hazards  24 CFR Part 51 Subpart D	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>Norman Y. Mineta San José International Airport (Airport) is located approximately three miles (12,000 feet) northeast of the Site. Reid-Hillview Airport of Santa Clara County, a private airport, is approximately seven miles east of the Site.</p> <p>The Site is not within the 65 CNEL (maximum allowable noise level considered compatible with residential uses) noise contour for the airport.</p> <p>No airport clear zones or accident potential zones from any nearby airport extend to the Site.</p> <p>Source Documents: (13) (14) (Appendix B)</p>
Coastal Barrier Resources  Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>There are no Coastal Barrier Resources in California.</p> <p>Source Documents: (15)</p>
Flood Insurance  Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The Site is not located within a 100-year floodplain (Zones A or V) or 500-year floodplain (Zone B) identified on a Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM). The project is not located in a Flood Zone. The area is designated Flood Hazard Area Zone D: The Zone D designation is used for areas where there are possible but undetermined flood hazards, as no analysis of flood hazards has been conducted. The designation of Zone D is also used when a community incorporates portions of another community's area where no map has been prepared. Flood</p>

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations																																																
		<p>insurance is available in Zone D and property owners should be encouraged to purchase it. However, flood insurance is not federally required by lenders for loans on properties in these zones.</p> <p>Flood insurance is not required.</p> <p>Source Documents: (16) (Appendix C)</p>																																																
<p>Clean Air</p> <p>Clean Air Act, as amended, particularly section 176(c) &amp; (d); 40 CFR Parts 6, 51, 93</p>	<p>Yes No</p> <p><input checked="" type="checkbox"/> <input type="checkbox"/></p>	<p>The Bay Area Air Quality Management District (BAAQMD), status is marginal nonattainment for ozone, moderate nonattainment for PM2.5, and maintenance for CO. Construction and Operation emissions for the project (estimated using the California Emissions Estimator Model (CalEEMod), version 2020.4.0) are shown in the tables below. Construction and operations emissions are below the federal de minimis levels and BAAQMD's thresholds.</p> <table border="1" data-bbox="761 982 1385 1455"> <thead> <tr> <th rowspan="2">Pollutant</th> <th colspan="2">Construction</th> <th colspan="2">Operations</th> <th>Federal de minimis</th> <th>BAAQD Thresholds</th> </tr> <tr> <th>Tpy</th> <th>Lbs./pd</th> <th>Tpy</th> <th>Lbs./d</th> <th>Tpy</th> <th>Lbs./pd</th> </tr> </thead> <tbody> <tr> <td>ROG</td> <td>0.9848</td> <td>5.95</td> <td>0.7539</td> <td>4.55</td> <td>100</td> <td>54</td> </tr> <tr> <td>NOX</td> <td>1.6795</td> <td>10.14</td> <td>0.2834</td> <td>1.71</td> <td>100</td> <td>54</td> </tr> <tr> <td>CO</td> <td>1.8500</td> <td>11.17</td> <td>2.6410</td> <td>15.95</td> <td>100</td> <td>x</td> </tr> <tr> <td>PM2.5</td> <td>0.0981</td> <td>0.59</td> <td>0.1347</td> <td>0.81</td> <td>100</td> <td>54</td> </tr> <tr> <td>PM10</td> <td>0.1621</td> <td>0.98</td> <td>0.4781</td> <td>2.89</td> <td>x</td> <td>82</td> </tr> </tbody> </table> <p>BAAQMD Best Management Practices (BMPs) will be implemented to control fugitive dust. These methods would control construction-related fugitive dust so that there will be no adverse impacts.</p> <p>Construction-generated TACs pose a risk to human health. In accordance with applicable standards the contractor will be required to use equipment with Tier 2 or higher engines or equipment which operates with the most effective Verified Diesel Emission Control Strategies (VDECS) as certified by the California Air Resources Board. The project will not cause adverse risks to</p>	Pollutant	Construction		Operations		Federal de minimis	BAAQD Thresholds	Tpy	Lbs./pd	Tpy	Lbs./d	Tpy	Lbs./pd	ROG	0.9848	5.95	0.7539	4.55	100	54	NOX	1.6795	10.14	0.2834	1.71	100	54	CO	1.8500	11.17	2.6410	15.95	100	x	PM2.5	0.0981	0.59	0.1347	0.81	100	54	PM10	0.1621	0.98	0.4781	2.89	x	82
Pollutant	Construction			Operations		Federal de minimis	BAAQD Thresholds																																											
	Tpy	Lbs./pd	Tpy	Lbs./d	Tpy	Lbs./pd																																												
ROG	0.9848	5.95	0.7539	4.55	100	54																																												
NOX	1.6795	10.14	0.2834	1.71	100	54																																												
CO	1.8500	11.17	2.6410	15.95	100	x																																												
PM2.5	0.0981	0.59	0.1347	0.81	100	54																																												
PM10	0.1621	0.98	0.4781	2.89	x	82																																												

<b>Compliance Factors:</b> Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>community health from construction activities as the project's construction-related exhaust emissions of PM<sub>10</sub> are substantially below the BAAQMD significance threshold and implementation of the BAAQMD's BMPs will further reduce exhaust levels.</p> <p>The Site is located within 1,000 feet of sources that produce Hazardous Air Pollutants (HAPs). HAPs are pollutants that can cause cancer or other serious health effects. MIG, Inc. evaluated those risks consistent with risk assessment procedures maintained by BAAQMD and employing the control measures that will be implemented to reduce the exposure to HAPS.</p> <p>The location of the Maximally Exposed Individuals (MEI) for cancer risk and chronic hazard risk is at the southeastern corner of the building on the second story. The MEI for acute risk is also located at the southeastern corner of the building but on the first floor and slightly further north than the MEI for cancer risk.</p> <p>The greatest source of risk for cancer and chronic non-cancer risk is from emissions from I-280, at 7.0 excess cancer risk per million population and a chronic non-cancer hazard index of 0.01. Acute non-cancer risks would be greatest from receptor exposure to the 1-hour maximum concentration from Meridian Avenue, at an acute hazard index of 0.05.</p> <p>The building will be equipped with HVAC system air filters that have a Minimum Efficiency Rating Value (MERV) of sixteen standards which can remove 95 percent of particles between 1 and 3 µm and 95 percent of particles between 0.3 and 1 µm. The table below presents abated and unabated risks, which take into account the performance of the MERV- 16 filtration system of the building. The reductions associated with the MERV-16 filtration system were applied only to the risks associated with exposure to Diesel Particulate Molecules (DPM) concentrations. With this abatement the cancer risk from I-280 would be reduced to 3.5 excess cancers per million, below the BAAQMD single source threshold of 10.0 excess cancers per million. Risks</p>

<p><b>Compliance Factors:</b> Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>																																																
		<p>from all other sources would also remain below the BAAQMD thresholds.</p> <table border="1" data-bbox="781 493 1365 1344"> <thead> <tr> <th colspan="4">Risks at MEI from Single and Cumulative Sources</th> </tr> <tr> <th>Source</th> <th>Unabated /Abated Maximum Cancer Risk</th> <th>Unabated/Abated Maximum Chronic Hazard Index</th> <th>Unabated /Abated Maximum Acute Hazard Index</th> </tr> </thead> <tbody> <tr> <td colspan="4" style="text-align: center;">Individual Sources</td> </tr> <tr> <td>Interstate 280</td> <td>7.0/3.5</td> <td>0.01/0.01</td> <td>0.02/0.02</td> </tr> <tr> <td>Meridian Avenue</td> <td>2.0/1.1</td> <td>0/0</td> <td>0.05/0.05</td> </tr> <tr> <td>I-280 South Offramp</td> <td>0.9/0.4</td> <td>0/0</td> <td>0/0</td> </tr> <tr> <td>I-280 South Onramp</td> <td>0.2/0.1</td> <td>0/0</td> <td>0/0</td> </tr> <tr> <td>Parkmoor Avenue</td> <td>1.2/0.7</td> <td>0/0</td> <td>0.01/0.01</td> </tr> <tr> <td>76 Gas Station</td> <td>2.7/0.7</td> <td>0.1/0.1</td> <td>0.40/0.4</td> </tr> <tr> <td>BAAQMD Single-Source Threshold</td> <td>10.0</td> <td>1.0</td> <td>1.0</td> </tr> <tr> <td>Combined Risks</td> <td>14.0/8.5</td> <td>0.03/0.03</td> <td>0.5/0.5</td> </tr> <tr> <td>BAAQMD Cumulative Threshold</td> <td>100</td> <td>10.0</td> <td>10.0</td> </tr> </tbody> </table> <p><b>Mitigations Required.</b> Sources: (17) (18) (19) (20) (21) (22) (23) (24)</p>	Risks at MEI from Single and Cumulative Sources				Source	Unabated /Abated Maximum Cancer Risk	Unabated/Abated Maximum Chronic Hazard Index	Unabated /Abated Maximum Acute Hazard Index	Individual Sources				Interstate 280	7.0/3.5	0.01/0.01	0.02/0.02	Meridian Avenue	2.0/1.1	0/0	0.05/0.05	I-280 South Offramp	0.9/0.4	0/0	0/0	I-280 South Onramp	0.2/0.1	0/0	0/0	Parkmoor Avenue	1.2/0.7	0/0	0.01/0.01	76 Gas Station	2.7/0.7	0.1/0.1	0.40/0.4	BAAQMD Single-Source Threshold	10.0	1.0	1.0	Combined Risks	14.0/8.5	0.03/0.03	0.5/0.5	BAAQMD Cumulative Threshold	100	10.0	10.0
Risks at MEI from Single and Cumulative Sources																																																		
Source	Unabated /Abated Maximum Cancer Risk	Unabated/Abated Maximum Chronic Hazard Index	Unabated /Abated Maximum Acute Hazard Index																																															
Individual Sources																																																		
Interstate 280	7.0/3.5	0.01/0.01	0.02/0.02																																															
Meridian Avenue	2.0/1.1	0/0	0.05/0.05																																															
I-280 South Offramp	0.9/0.4	0/0	0/0																																															
I-280 South Onramp	0.2/0.1	0/0	0/0																																															
Parkmoor Avenue	1.2/0.7	0/0	0.01/0.01																																															
76 Gas Station	2.7/0.7	0.1/0.1	0.40/0.4																																															
BAAQMD Single-Source Threshold	10.0	1.0	1.0																																															
Combined Risks	14.0/8.5	0.03/0.03	0.5/0.5																																															
BAAQMD Cumulative Threshold	100	10.0	10.0																																															
<p>Coastal Zone Management Act, sections 307(c) &amp; (d)</p>	<p>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>	<p>The Project does not involve activities within one hundred feet of the shoreline that requires a permit. The Site is roughly eleven miles from the San Francisco Bay and therefore not subject to oversight by the San Francisco Bay Conservation and Development Commission. A Coastal Development Permit is not required.</p> <p>Source Documents: (13) (25)</p>																																																

<b>Compliance Factors:</b> Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
Contamination and Toxic Substances  24 CFR Part 50.3(i) & 58.5(i)(2)	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>Ninyo &amp; Moore (Ninyo) conducted a Phase I Environmental Site Assessment (ESA) in conformance with the scope and limitations of ASTM E1527-13 for the Site. A summary of the report follows, and the entire report can be found in Appendix E. Ninyo did not identify evidence of Recognized (REC), Controlled Recognized (CREC), or Historical Recognized Environmental Conditions (HREC) on or around the Site.</p> <p>Concerning the agricultural history of the site, irrigated cultivated surficial soils can become contaminated with hazardous substances as a result of the application of agricultural chemicals. Certain organochlorine pesticides (OCP) are persistent in the environment and residual pesticide concentrations in surface soils are a possible contaminant on previously irrigated agricultural sites. Ninyo encountered no evidence during review of historic information suggesting that the Site contained an agricultural chemical mixing or staging area, or manufacturing or warehousing facility, where pesticide residuals in soils could accumulate at concentrations greater than those that can occur as a result of normal cultivated field applications. Based on these circumstances, the historical agricultural history of the site is not considered a REC. However, without soil sampling the potential for concentrations of agricultural chemicals in Site soils cannot be confirmed. Therefore, the agricultural history of the site was characterized as a Business Environmental Risk (BER).</p> <p>Another BER consideration includes the possibility of lead concentrations in soil along the driplines of the former buildings on the Site.<sup>1</sup> In collected soil samples from the Site, OCPs, were detected below the San Francisco Bay Regional Water Quality Control Board 2019 Residential and Construction Worker Environmental Screening levels (RWESL 2019). Arsenic</p>

<sup>1</sup> The Phase One ESA was conducted prior to the transfer of title of the site and prior to the submission of an application to the City for development.

<b>Compliance Factors:</b> Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>concentrations (5.8 mg/kg) were above the RWESL 2019 screening levels of 0.067mg/kg for residential and 0.98mg/kg for construction workers but below the acceptable Bay Area background concentration of 11mg/kg. Lead was detected at concentrations below the Residential and Construction Worker ESLs.</p> <p>The historical agricultural use of the Site has not adversely impacted Site soils with OCPs or arsenic. The former structures on the Site have not adversely affected the Site soils with lead-based paint contamination.</p> <p>Bay Desert, Inc. reviewed the California Department of Toxic Substance Control Toxic and Hazardous Materials Database (EnviroStor) and the State of California Water Resources Control Board (GeoTracker) on May 2, 2022. A review of Envirostor revealed no active sites within 2,000 feet of the project location. However, one inactive site at 530 Race Street was listed as inactive, needs evaluation on the site. No information regarding past uses, potential contaminants or potential media affected was given on Envirostor. Ninyo, in the Phase I ESA, did not identify the facility at 530 Race Street to be a REC to the Site based on several factors, including distance from the site, location relative to the regional groundwater flow direction (e.g., hydraulically downgradient or cross gradient to the Site), database listing type, facility status (e.g., case closed or no further action), and/or affected media (soil only).</p> <p>A search of Geotracker returned two closed and completed sites within 2,000 feet of the project site.</p> <p>Source Documents: (10) (26) (27) (28) (Appendix E)</p>
Endangered Species  Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The Site is located in a developed, urban area in the Buena Vista neighborhood of San José. Historical research indicates that the Site was developed as an orchard as early as 1939 until it was redeveloped with commercial office structures and parking lots

<b>Compliance Factors:</b> Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations																				
		<p>sometime between 1974 and 1982. The commercial buildings were demolished in March 2022.</p> <p>No sensitive habitats or wetlands are on or adjacent to the Site. The nearest waterways to the Site are the Guadalupe River, approximately 4400 feet east and Los Gatos Creek 2.5 miles east of the Site.</p> <p>The U.S. Fish and Wildlife was contacted for a list of Threatened and Endangered species that may occur within the boundary of the Site or that may be affected by the Project. There are Federal Endangered and Threatened species listed for the vicinity, but the Site does not contain critical habitats for these species. These species are listed in Appendix C.</p> <p>The Project would not have an adverse impact 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 USFWS.</p> <p>Source Documents: (10) (29) (30) (31) Appendix C)</p>																				
Explosive and Flammable Hazards  24 CFR Part 51 Subpart C	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The Project does not involve the use or storage of explosive or flammable materials or operations. No evidence of above ground storage tanks was observed on the Site during the Phase I ESA reconnaissance visit.</p> <p>A review of the Aboveground Storage Tank (AST) list, as provided by EDR, has revealed that there are three AST sites within approximately one mile of the Site.</p> <table border="1" data-bbox="685 1522 1463 1856"> <thead> <tr> <th>AST Site</th> <th>Distance from HUB</th> <th>Tank Volume</th> <th>ASD PPU</th> <th>ASD BPU</th> </tr> </thead> <tbody> <tr> <td>Penske</td> <td>2793</td> <td>1950</td> <td>365</td> <td>68</td> </tr> <tr> <td>Hertz</td> <td>3780</td> <td>1740</td> <td>348</td> <td>65</td> </tr> <tr> <td>Caltrain</td> <td>5200</td> <td>7100</td> <td>625</td> <td>124</td> </tr> </tbody> </table>	AST Site	Distance from HUB	Tank Volume	ASD PPU	ASD BPU	Penske	2793	1950	365	68	Hertz	3780	1740	348	65	Caltrain	5200	7100	625	124
AST Site	Distance from HUB	Tank Volume	ASD PPU	ASD BPU																		
Penske	2793	1950	365	68																		
Hertz	3780	1740	348	65																		
Caltrain	5200	7100	625	124																		

<b>Compliance Factors:</b> Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>All three tanks of a sufficient distance from the Site meet the Acceptable separation Distance (ASD) standard for HUD funded projects for ASD for Thermal Radiation for People (ASDPPU) and ASD for Thermal Radiation for Buildings (ASDBPU).</p> <p>None of the regulatory databases or other regulatory agency records searched during the Phase I ESA contained records pertaining to ASTs and, persons interviewed at the site were not aware of the presence of any other tanks.</p> <p>Source Documents: (10) (13) (32) (33)</p>
Farmlands Protection  Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>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. The project area is identified as “Urban and Built-Up Land” on the 2016 Santa Clara County Important Farmland Map (California Department of Conservation, 2018). The Project is located in an urban area, no longer suitable for or identified as farmland. The Project would not affect farmlands. No federally designated Farmlands have been identified within the project area.</p> <p>Source Documents: (34) (35) (36)</p>
Floodplain Management  Executive Order 11988, particularly section 2(a); 24 CFR Part 55	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	<p>The Site parcel is not located within a 100-year floodplain (Zones A or V) or 500-year floodplain (Zone B) identified on a Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM).</p> <p>The Project is not located in a Flood Zone. The area is a Flood Hazard Area Designation Zone D: The Zone D designation is used for areas where there are possible but undetermined flood hazards, as no analysis of flood hazards has been conducted. The designation of Zone D is also used when a community incorporates portions of another community’s area where no map has been prepared. Flood insurance is available in Zone D and property owners should be encouraged to purchase it. However,</p>

<p><b>Compliance Factors:</b> Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>flood insurance is not federally required by lenders for loans on properties in these zones. The Project would not involve either direct or indirect support of development in a floodplain.</p> <p>Source Documents: (16) (Appendix C)</p>
<p>Historic Preservation  National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800</p>	<p>Yes    No  <input type="checkbox"/>   <input checked="" type="checkbox"/></p>	<p>The project constitutes an “undertaking” as defined in 36 Code of Federal Regulations Part 800.16(y).</p> <p>Area of Potential Effects</p> <p>The area of direct impact (ADI) for the undertaking comprises APNs 277-22-009 and 277-22-011, as this includes the maximum extent of ground disturbance associated with the development of the project. The area of potential effects (APE) includes APN 277-22-021 and a 200-foot buffer off the ADI that extends into Interstate 280 and Meridian Avenue, which were included in the APE in consideration of potential project-related visual, auditory, and atmospheric effects. Although most excavations for the project will be 6 feet or less in depth, the maximum depth of excavation is 15 feet. Therefore, the vertical ADI is 15 feet below ground surface to encompass the maximum depth of excavation anticipated. The APE is located in an urban area surrounded by existing development of similar size and scale.</p> <p>Cultural Resources Identification</p> <p>Michael Baker International conducted a Northwest Information Center (NWIC) records search, archival research, literature review, historical map review, aerial photograph review, historical society consultation, Native American Heritage Commission Sacred Lands File search, archaeological field survey, buried site sensitivity analysis, and evaluation of one building for eligibility to the National Register of Historic Places (National Register). That resource, the Parkmoor Plaza at 1501-1545 Parkmoor Avenue (a commercial building) was not recommended for listing in the national Register.</p> <p>The above efforts were completed to determine whether the project could result in adverse effects to historic properties in</p>

<b>Compliance Factors:</b> Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>accordance with Section 106 of the NHPA. Methods, results, and recommendations are summarized in the “Historic Property Identification Memorandum and Finding of No Historic Properties Affected for the Parkmoor HUB Project, City of San José, Santa Clara County, California”</p> <p>Based on the findings of the study, no built environment or archaeological resources with the potential for significance were identified within the ADI/APE</p> <p>Native American Tribes Consultation</p> <p>In response to a request Bay Desert’s request for a Sacred Lands File search the Native American Heritage Commission (“NAHC”) responded on April 18, 2022 that the results of a record search of the Sacred Lands File were negative for the project area. The NAHC provided a Native American Contact List for Santa Clara County and recommended that the tribal representatives be contacted directly. On July 22, 2022 the City sent letters asking tribal representatives identified by the NAHC if they wished to engage in scoping consultation. Within the 30-day period to comment the City received a response from Amah Mutsun Tribal Band with suggested measures. Those measures include Cultural Sensitivity Training for excavators, and the presence of monitors on site during excavation activities.</p> <p>In the unlikely event that ground disturbing activities uncover previously unknown archaeological resources, the project applicant would be required to implement the City of San José standard Conditions of Approval for the unanticipated discovery of subsurface cultural resources and human remains. The measures proposed by the Amah Mutsun Tribal Band are standard measures and are satisfied by these conditions.</p> <p>SHPO Consultation</p> <p>On February 10, 2023 The City requested the State Historic Preservation Officer concur with its finding of no historic properties affected for the undertaking. On February 16, 2023 the SHPO informed the City that it did not object, pursuant to 36 CFR</p>

<b>Compliance Factors:</b> Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		<p>Part 800.4(d)(1), to the City's finding of No historic properties affected.</p> <p>Determination</p> <p>Based on the findings of the cultural resources study, the City has determined that a finding of no historic properties affected is appropriate for the undertaking.</p> <p>Source Documents: (1) (37) (38) (39) (40) (41)</p>
<p>Noise Abatement and Control</p> <p>Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B</p>	<p>Yes    No</p> <p><input type="checkbox"/>    <input checked="" type="checkbox"/></p>	<p>The Project is estimated to generate 797 net new daily trips, 51 net new AM peak hour trips (24 inbound, 27 outbound trips), and 64 net new PM peak hour trips (39 inbound, 25 outbound trips). Community noise levels would not be significantly affected by the development. The only noise anticipated is that from the normal automobile traffic generated from the project.</p> <p>The Project would increase the density of community and residential uses on the Site resulting in an incremental increase traffic volume. The project area is exposed to noise from vehicles traveling on Parkmoor Avenue, Meridian Avenue and I-280. Existing traffic volumes on Meridian and Parkmoor Avenues exceed 16,000 and 27,000 AADT, respectively. Traffic on I-280 exceeds 200, 000 AADT. Typically, roadway traffic volumes must double to result in a noticeable (i.e., 3 dBA) noise increase. Existing roadway volumes in the project area would not double as a result of project-generated traffic. Therefore, roadway noise levels would not increase perceptibly, and project-generated traffic would not result in an adverse noise impact.</p> <p>Operations are not expected to generate noise levels that would be considered adverse in terms of existing or future noise levels in the area. Future noise levels in the project vicinity would continue to result from local transportation related noise sources. Operational noise generated by the Project would be the result of vehicles traveling to and from the site and the Project rooftop heating, ventilation, and air conditioning (HVAC) equipment. The Project HVAC system would be reviewed by City Staff to verify</p>

<p><b>Compliance Factors:</b> Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>that the noise generated by the HVAC system would not exceed 55 dBA Leq and 60 dBA Leq at residential and commercial property lines, respectively.</p> <p>Construction of the Project would generate noise and would temporarily increase noise levels at nearby commercial and residential uses. The nearest residences are on the southern side of I-280, approximately 600 feet away. Construction activities generate considerable amounts of noise, especially during the construction of project infrastructure when heavy equipment is used. Construction noise impacts are greatest when construction occurs during noise-sensitive times of the day (early morning, evening, or nighttime hours), when the construction occurs in areas immediately adjoining noise sensitive land uses, or when the duration of construction extends for a long period of time. Construction of the Project would take approximately twelve months to complete. Because the Project includes measures to reduce construction noise required by Standard Permit Conditions, the construction noise impact is not considered adverse.</p> <p>Short-term vibration noise would be generated during project construction. The use of heavy equipment or impact tools (e.g., jackhammers, hoe rams) could generate vibration levels that exceed the City’s criteria. The implementation of the measures required by Standard Permit Conditions would reduce construction vibration impacts to a less than adverse level.</p> <p>Implementation of the Project would not result in excessive noise impacts to existing sensitive land uses and future residents on the project site. Future construction activities, including grading and excavation, would require the use of vibration-generating heavy equipment. Future redevelopment would comply with all City construction standards and requirements to ensure that construction-related vibration is not substantial. In addition, due to the type of development anticipated and required setbacks specified in the Envision San José 2040 General Plan and Municipal Code, operation of the anticipated development would</p>

<b>Compliance Factors:</b> Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
		not generate a substantial level of groundborne vibration or noise to the surrounding land uses.  Documents: (19) (42) (43) (44) (45) (46)
Sole Source Aquifers  Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The Project activities do not affect a sole source aquifer, as there are no aquifers subject to a MOU between EPA and HUD in San José.  Source Documents: (47) (48)
Wetlands Protection  Executive Order 11990, particularly sections 2 and 5	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The Site does not appear on the National Wetlands Inventory database. The Site does not contain any on-site wetlands or jurisdictional waters. No further consultations are required.  Source Documents: (34) (49)(Appendix B)
Wild and Scenic Rivers  Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	No wild and scenic rivers are located within San José.  Source Documents: (50) (51)
Environmental Justice  Executive Order 12898	Yes    No <input type="checkbox"/> <input checked="" type="checkbox"/>	The project would not raise environmental justice issues and has no potential for new or continued disproportionately high and adverse human health and environmental effects on minority or low-income populations. The project is suitable for its proposed use.  The project site is currently vacant with no structures on the property. The project would provide seventy-nine affordable housing units, thus providing benefits to an environmental justice population. By providing new affordable housing, the project would provide housing to the existing and environmental justice population of the area. As analyzed in this EA, the project is not anticipated to result in adverse impacts that would create permanent adverse effects in the project area. This Environmental Justice analysis further considers project impacts and their

<p><b>Compliance Factors:</b> Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>potential to disproportionately affect the project’s introduced environmental justice population.</p> <p>Summary of Project Impacts</p> <p>From the consideration of regulatory factors in this EA, a number of environmental topics were identified to generate potential effects requiring mitigation. However, impacts would be shared by neighboring non-environmental justice populations, thus the following impacts along with their mitigations, summarized below, do not represent impacts with the potential to disproportionately affect an environmental justice population.</p> <p>Air Quality: While construction and operation of the project would result in criteria pollutant emissions at less-than-significant levels with respect to BAAQMD’s thresholds of significance, construction would result in fugitive dust. However, implementation of the BAAQMD’s Best Management Practices measures to control fugitive dust would be implemented to ensure that construction projects do not result in visible dust. This mitigatable project impact to air quality and dust does not represent an impact to an environmental justice population.</p> <p>Contamination and Toxic Substances: Based on the conditions of the project site, project construction would be completed as proposed without impacts from contamination or toxic substances.</p> <p>Construction Noise: The project would also introduce short-term noises during the construction of the new building. The nearest existing sensitive land uses to the project area are residential buildings located approximately six hundred feet east of the project site.</p> <p>Operational Noise and HUD Noise Standards: HUD DNL Calculator estimates that exterior noise levels at the project site would be within HUD’s “unacceptable” range, thus indicating low-income residents housed within the new building could be exposed to excess noise. An analysis of the noise-reduction requirements at project facades was conducted to determine if feasible noise</p>

<p><b>Compliance Factors:</b> Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6</p>	<p>Are formal compliance steps or mitigation required?</p>	<p>Compliance determinations</p>
		<p>mitigation can be developed to meet the City, State, and HUD interior noise level standard of 45 dBA DNL within project residences. It was determined that with appropriate attenuation measures interior noise levels would be reduced to levels considered acceptable by HUD and the City of San José. As such, there is no potential for excess exterior noise to impact an environmental justice population.</p> <p>Conclusion</p> <p>Overall, the project is not anticipated to result in adverse impacts that would create permanent adverse effects in the project area to existing populations, or to an introduced environmental justice population. Construction of housing for affordable family units would result in a beneficial impact by providing housing for low-income populations.</p> <p>Source Document(s): (52) (Appendix G)</p>

## Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27]

Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

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

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

Environmental Assessment Factor	Impact Code	Impact Evaluation
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	1	<p>The Envision San José 2040 General Plan (General Plan) land use designation for the Site is Neighborhood Community Commercial. This designation supports a broad range of commercial activity, such as neighborhood serving retail and services and commercial/professional office development. General office uses, hospitals, and private community gathering facilities are also allowed in this designation.</p> <p>The Site is located within the Race Street Light Rail Urban Village Plan Area. The Urban Village designation allows development consistent with the Neighborhood/Community Commercial designation to proceed prior to the adoption of an Urban Village plan. While no Urban Village Plan is currently in progress for this area, interim uses should be consistent with the intent for Urban Villages, which is to provide active, walkable, bicycle-friendly, transit-oriented, mixed-use urban settings for new housing and job growth.</p> <p>The Project is consistent with the following goals and policies of the General Plan:</p> <p>Goal H-1 Housing – Social Equity and Diversity: Provide housing throughout our City in a range of residential densities, especially at higher densities, and product types, including rental and for-sale housing, to address the needs of an economically, demographically, and culturally diverse population.</p> <p>AH-2.7: Support strategies in collaboration with other jurisdictions and agencies to end homelessness by creating permanent housing solutions combined with services such as medical, education, and job placement.</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>The Project is consistent with these goals and policies as it would provide permanent supportive housing and services to at risk TAY and low-income persons.</p> <p>Zoning Consistency: The Site is in a Commercial Neighborhood CN Zoning District. The CN Commercial Neighborhood District is a district intended to provide for neighborhood serving commercial uses without an emphasis on pedestrian orientation except within the context of a single development.</p> <p>The development can be defined as a Residential Service Facility as both Adobe Services and the County will provide supportive services to the residents. A Residential Service Facility is defined as "a residential facility, other than a residential care facility or single housekeeping unit, where the operator receives compensation for the provision of personal services, in addition to housing, including but not limited to, protection, supervision, assistance, guidance, training, therapy or other nonmedical care." While the use is classified as a Residential Service Facility, it is defined in the Zoning Ordinance as Supportive Housing:</p> <p>§20.200.1265 - "Supportive housing" means housing with no limit on length of stay and that is occupied by a target population as defined in subdivision (f) of §65582 of the California Government Code and that is linked to onsite or offsite services that assist supportive housing residents in retaining housing, improving their health status, and maximizing their ability to live and, when possible, work in the residents' community. Supportive housing shall be treated under this title as a residential use and shall be allowed in residential, commercial, public/quasi-public, and the downtown zoning districts in the same fashion as a residential care facility or a residential service facility. The project is consistent with the Zoning designation for the subject site based on San José Municipal Code §20.30.100 and the project description.</p> <p>Scale and Urban Design: Construction of the Project would result in a visual change, while simultaneously respecting the overall scale and urban grain of the neighborhood. There is no predominant architectural character in the vicinity as it is made up of Highway 280; single-family residences; commercial establishments and institutional facilities. The Project will comply with San José Citywide Design Standards and Guidelines.</p> <p>Source Documents: (4) (53) (54) (55) (Appendix G)</p>

<p>Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff</p>	<p>3</p>	<p>Soil Suitability</p> <p>Engeo Inc. (Engeo) made a geotechnical exploration at the Site on December 17, 2021, and found the Site suitable for development provided the recommendations contained in the Geotechnical Report (Report) are implemented.</p> <p>The Site is mantled by existing fill and deeper fills may be encountered beneath the Site. The existing fill should be considered as non-engineered. The risk of settlement from non-engineered fill can be reduced by removing and recompacting it in accordance with compaction specifications prior to fill placement.</p> <p>Native soils show a plasticity index of 26 and 29, indicating the near-surface soil, below the existing fill, may have moderate to high expansion potential. The potential for soil shrink and swell behavior can be reduced by using footings at normal shallow depths but bottomed on a layer of select fill having a low expansion potential. Recommendations for the grading, fill placement, and subgrade special treatment are provided in Section 4.0 of the Report.</p> <p>Engeo’s analyses for anticipated static settlement indicate that one inch of settlement could occur following application of building loads and recommends the proposed structure be designed to accommodate differential settlement up to ½ inch between column spans over the building widths, or over a lateral distance of fifty feet, whichever is less.</p> <p>Erosion</p> <p>The Site is relatively flat to gently sloping, and drains towards the center of the site. Ground disturbance during construction of the proposed project would expose soils increasing the potential for erosion. The City of San José Grading Ordinance requires the use of erosion and sediment controls to protect water quality while a site is under construction. Implementation of Standard Permit Conditions would prevent an adverse impact from erosion.</p> <p>Stormwater Runoff</p> <p>The Site is located in the Guadalupe watershed. Runoff from the Site enters the City’s storm drainage system, which outfalls to Los Gatos Creek. Currently, runoff from the site may contain sediment, metals, trash, oils, and grease. There is moderately to highly expansive clay near the ground surface which is not expected to have adequate permeability for stormwater infiltration, unless subdrain’s are installed.</p> <p>Engeo recommends that finish grades be sloped away from buildings and pavements to the maximum extent practical. California Building Code Section 1804.3 specifies minimum slopes of 5 percent at least ten feet away from</p>
---	----------	--

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>foundations. Where lot lines or surface improvements restrict meeting this slope requirement, Engeo recommends as a minimum the following:</p> <ol style="list-style-type: none"> <li>1. Discharge roof downspouts into closed conduits and direct away from foundations to appropriate drainage devices.</li> <li>2. Consider the use of rear lot surface drainage collection systems to reduce overland surface drainage from back to front of lot.</li> <li>3. Do not allow water to pond near foundations, pavements, or exterior flatwork.</li> </ol> <p>Development is subject to the geology and soil policies in the City's Envision San José 2040 General Plan and the City of San José Municipal Code. The project must comply with the City's Post-Construction Urban Runoff Management Policy (Policy 6-29) which requires implementation of Best Management Practices (BMPs) which includes site design measures, source controls and numerically sized Low Impact Development (LID) stormwater treatment measures to minimize stormwater pollutant discharges. Compliance with these policies would remove pollutants and reduce the rate and volume of runoff from the Site to levels that are at or below existing conditions. Development would improve the quality of runoff from the Site and would not exceed the capacity of the existing storm drainage system serving the Site.</p> <p><b>Mitigations Required</b></p> <p>Source Documents: (4) (9) (34) (56) (57)</p>
Hazards and Nuisances including Site Safety and Noise	3	<p>Site Safety</p> <p>The Project would not create a risk of explosion, release of hazardous substances or other dangers to public health.</p> <p>Noise</p> <p>HUD noise regulations (24CFR Part 51B) establish exterior noise standards for new housing construction: Acceptable - 65 dBA DNL or less; Normally Unacceptable - exceeding 65 dBA DNL but not exceeding 75 dBA DNL; Unacceptable - exceeding 75 dBA DNL. The standards also apply "...at other locations where it is determined that quiet outdoor space is required in an area ancillary to the principal use on the site." A goal of 45 dBA DNL is set forth for interior noise levels.</p> <p>Bay Desert, Inc. calculated the Day/Night Noise Level (DNL) using the HUD Electronic Assessment Tool (Calculator). The Calculator returned an exterior</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>noise level of 79 dBA DNL – Unacceptable. Preparation of an Environmental Impact Statement (EIS) is required unless the requirements for a waiver are met. The EIS requirement can be waived if noise is the only environmental issue and there are no outdoor noise-sensitive uses. Noise attenuation measures in Unacceptable Noise Zones require the approval of the Assistant Secretary for Community Planning and Development, or the Certifying Officer.</p> <p>CSDA Design Group conducted an Environmental Noise Study (Noise Study) in August 2021. The Noise Study ambient noise level measurements at the Site were up to LDN 81 dBA. To meet the interior residential criterion of LDN 45 dBA, between STC 30 and STC 38 windows are necessary as well as upgraded exterior walls at some locations.</p> <p>An analysis of the noise-reduction requirements at project facades was conducted to determine if feasible noise mitigation can be developed to meet the City, State, and HUD interior noise level standard of 45 dBA DNL within project residences. CSDA determined that with appropriate attenuation measures interior noise levels would be reduced to levels considered acceptable by HUD and the City of San José. These attenuation measures are discussed in the Study and are incorporated into this EA as required mitigation measures. They are discussed in the Mitigation Section of this EA.</p> <p>A Noise Waiver is required.</p> <p><b>SEISMIC HAZARDS</b></p> <p>The Site is not located within a currently designated Alquist-Priolo Earthquake Fault Zone or a Santa Clara County Hazard Zone, and no known active faults cross the site. The Site is not mapped in a liquefaction hazard zone or an earthquake-induced landside zone based on California Geologic Survey Seismic Hazard Zone Maps. Potential seismic hazards resulting from a nearby moderate to major earthquake include primary effect of ground rupture, and secondary seismic effects include ground shaking, liquefaction, and lateral spreading. Engeo’s opinion is that the risk for potential surface rupture is low.</p> <p>An earthquake of moderate to high magnitude generated within the area could cause considerable ground shaking at the site. To mitigate the shaking effects, all structures should be designed using sound engineering judgment and the latest California Building Code (CBC) requirements as a minimum. Structures should be able to: (1) resist minor earthquakes without damage, (2) resist moderate earthquakes without structural damage, but with some nonstructural damage, and (3) resist major earthquakes without collapse, but with some structural as</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>well as nonstructural damage. As it will conform to current building code requirements, it is reasonable to expect that the structure will not collapse or cause loss of life in a major earthquake.</p> <p>Based on a site-specific study to evaluate the susceptibility of site soil for liquefaction potential there is susceptibility to liquefaction. The proposed residential structure should be designed to accommodate additional differential settlement up to ½ inch between column spans, or over a lateral distance of fifty feet, whichever is less.</p> <p>Engeo considers the risk of lateral spreading at the Site as very low.</p> <p><b>Mitigations Required</b></p> <p>Source Documents: (4) (34) (45) (56) (58) (59) (60) (61) (62) (63) (64)</p>
Energy Consumption	2	<p>Consistent with the City’s Private Sector Green Building Policy 6-32 for projects with ten residential units or more (with a height of less than 75 feet), the proposed project would be designed to achieve a minimum GreenPoint Rated 50 points or would be Leadership in Energy and Environmental Design (LEED)-certified. The LEED certification (administered by the U.S. Green Building Council) or GreenPoint Rated 50 points would be met by incorporating a variety of design features including community design and planning, site design, landscape design, building envelope performance, and material selections. The project would be developed in accordance with the City’s Green Building Policies which requires new construction and rehabilitation of existing buildings fully implement industry best practices, including the use of optimized energy systems, selection of materials and resources, water efficiency, sustainable site selection, passive solar building design, and planting of trees and other landscape materials to reduce energy consumption.</p> <p>Bright Green Strategies has certified that the residential portion of the project will achieve at least GreenPoint Rated Silver for residential construction. It has projected 144 points for Platinum (Community – 23 points; Energy – 61.5 points; IAQ/Health – 22.5 points; Resources – 25.5 points; Water – 11.5 points).</p> <p>Bright Green Strategies also certified that that the non-residential portion of the project would achieve at least LEED Certified Level for LEED BD+C New Construction. Currently, it projected forty points - LEED Certified Level: Location and Transport – 5 points, Sustainable Sites – 4 points, Water Efficiency– 4 points, Energy and Atmosphere – 11 points, Materials and Resources – 3 points,</p>

Environmental Assessment Factor	Impact Code	Impact Evaluation
		<p>Indoor Environmental Quality – 7 points, Innovation – 6 points. Additionally, the project sponsor is required to complete the City of San José’s Greenhouse Gas Reduction Strategy Compliance Checklist.</p> <p>Source Documents: (65) (66) (67) (68)</p>
<b>SOCIOECONOMIC</b>		
Employment and Income Patterns	2	<p>The City of San José population was estimated to be approximately 1,046,080 with a total of 332,575 housing units in January 2017. The City has approximately 415,000 jobs and 468,100 employed residents. Based on the City’s General Plan, the projected population in 2035 would be 1.3 million persons occupying 429,350 households. The development of approximately eighty-one residential units would increase the housing available on the site but would not induce substantial population growth in the area. At 81 units, impacts to employment and income patterns will not be adverse.</p> <p>The HUB would employ approximately eighty persons to provide services to the target population of at-risk foster youth (TAY). This represents less than a tenth of a percent of the 415,000 jobs existing in San José and would not affect employment and income patterns. Additionally, these are existing positions in the County of Santa Clara Social Services Agency.</p> <p>Source Documents: (3) (4)</p>
Demographic Character Changes, Displacement	2	<p>Demographic Character Changes</p> <p>At 81 units, the project is not anticipated to induce substantial growth in population in the area. The project would help to address the need for housing identified in the Regional Housing Needs Allocation.</p> <p>CalEE Mod Version 2020.4.0 estimates the number of residents would be 232. The population of the City of San José was 1,023,083 in 2010, the additional 232 people would represent 0.020 percent of that population, this increase has been accounted for in Envision San José 2040 General Plan.</p> <p>The proposed project contribution would not significantly alter the racial, ethnic, or income segregation of the area’s housing. It would not result in physical barriers or difficult access which would isolate a particular neighborhood or population group, making access to local services, facilities, and institutions or other parts of the city more difficult. The proposed project at this site does not create a concentration of low income or disadvantaged</p>

	<p>people, in violation of HUD site and neighborhood standards and HUD Environmental Justice policies.</p> <p>Displacement</p> <p>The Uniform Relocation Act (URA), passed by Congress in 1970, establishes minimum standards for federally funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. The Uniform Act’s protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects.</p> <p>Section 205 of the URA requires that, “Programs or projects undertaken by a federal agency or with federal financial assistance shall be planned in a manner that (1) recognizes, at an early stage in the planning of such programs or projects and before the commencement of any actions which would cause displacements, the problems associated with the displacement of individuals, families, businesses, and farm operations, and (2) provides for the resolution of such problems in order to minimize adverse impacts on displaced persons and to expedite program or project advancement and completion.”</p> <p>The project would move an existing structure related to a cell phone antenna located on the project site to the proposed structure. The Uniform Relocation Act (URA), passed by Congress in 1970, establishes minimum standards for federally funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. The Uniform Act’s protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects.</p> <p>Section 205 of the URA requires that, “Programs or projects undertaken by a federal agency or with federal financial assistance shall be planned in a manner that (1) recognizes, at an early stage in the planning of such programs or projects and before the commencement of any actions which would cause displacements, the problems associated with the displacement of individuals, families, businesses, and farm operations, and (2) provides for the resolution of such problems in order to minimize adverse impacts on displaced persons and to expedite program or project advancement and completion.”</p> <p>Currently, Crown Castle Towers LLC possesses an easement for which an area of the Site is used for the maintenance and operation of a communications facility, including a tower structure. The location of the communication facility has been changed by agreement to an alternative place on the site and has been included in the design of the proposed housing structure and no displacement will take place.</p>
--	---

Source Documents: (5) (69)

**COMMUNITY FACILITIES AND SERVICES**

<p>Educational and Cultural Facilities</p>	<p>2</p>	<p><b>Educational Facilities</b></p> <p>The project is to develop seventy-nine units of supportive housing with at most a population of 232 people. With the exception of high school aged TAY residing at Parkmoor it is unlikely that school aged children would be housed in any significant number at the proposed site considering the number of two- and three-bedroom apartments.</p> <p>The Site is located in the Campbell Union School District (CUSD) and the Campbell Union High School District (CUHSD). CUSD is a PreK-8 school district that includes parts of six cities in Santa Clara County. Student body numbers more than 6,600 students in 8 elementary schools, 2 TK-8 schools, 2 middle schools, a Home School program and district-operated preschools. CUHSD serves 8,300 students on five campuses. High school aged student residents of the Site would attend Del Mar High School located at 1224 Del Mar Avenue approximately 1.5 miles from the Site.</p> <p>According to the California State Allocation Board Office of Public School Construction the statewide student yield factor is 0.7 students per dwelling unit for unified school districts.</p> <p>Development of the proposed project would incrementally increase the number of students in the project area. Based on a student generation rate of 0.7 K-12 students per unit, the proposed project could increase the student population in the project area by fifty-five new students. The project would mitigate its impact on local schools through compliance with State law (Government Code Section 65996), including payment of school impact fees. Impact is not adverse.</p> <p>For older residents’ needs, the Site is within one mile of San José Community College.</p> <p><b>Libraries</b></p> <p>The San José Public Library System consists of one main library, Dr. Martin Luther King Jr. Library and 23 branch libraries. Bascom Branch Library at 1000 South Bascom Avenue is 1.6 miles away. Development approved under the Envision San José 2040 General Plan is projected to increase the City’s residential population to 1,313,811. The existing and planned library facilities in the City will provide approximately 0.68 square foot of library space per capita for the anticipated population under buildout of the Envision San José</p>
--	----------	---

		<p>2040 General Plan by the year 2035, which is above the City's service goal. Although the proposed project would incrementally increase residential development and population growth redevelopment of the project site would not substantially increase use of San José library facilities or otherwise require the construction of new library facilities.</p> <p>Source Documents: (13) (70) (71) (72) (73)</p>
Commercial Facilities	1	<p>The area surrounding the Site is a mix of residential, commercial sites and public uses. Property and neighborhood conditions indicate stable though not flourishing economic activity. Retail hubs consisting of a variety of shops are within close proximity to the Site on Parkmoor Avenue, San Carlos Avenue and Bascom Avenue. Two grocery stores are located within half a mile of the Site: Safeway and FoodMax and are accessible by foot, auto or public transportation. A number of banks are within a one mile radius of the Site. The additional residents would not constitute a significant impact on the demand for commercial facilities in the area and there are adequate commercial facilities in the project area to accommodate residents' needs.</p> <p>Source Documents: (13) (34)</p>
Health Care and Social Services	2	<p>Health Care</p> <p>Local health facilities include the following:</p> <ul style="list-style-type: none"> <li>• Santa Clara Valley Medical Center at 751 S. Bascom Avenue</li> <li>• El Camino Hospital Los Gatos</li> <li>• Good Samaritan Hospital</li> <li>• Kaiser Permanente San José Medical Center</li> <li>• O'Connor Hospital</li> <li>• Regional Medical Center of San José</li> <li>• San José Medical Center</li> <li>• Sequoia Hospital</li> <li>• Santa Clara County Behavioral Health Services Department</li> </ul> <p>Santa Clara County Public Health Department. The County of Santa Clara Public Health Department works to prevent disease and injury, promote healthy lifestyles, create healthy environments, and advocate for policy and systems changes that advance department priorities.</p> <p>There are no adverse impacts to healthcare facilities or delivery systems anticipated as a result of the proposed project as there are adequate medical facilities to accommodate the residents.</p>

		<p>Social Services</p> <p>The closest Santa Clara County Social Services Agency office to the project site is located at 1867 Senter Road, 4 miles east of the Site, and is accessible by Bus Route 73. The Agency provides services for children and families, the elderly, disabled adults, veterans. Services include food assistance, medical and health, employment, training, housing services, and financial assistance. Supportive services provided include childcare, transportation, mental health, alcohol and drug addiction treatment and Social Security Insurance advocacy.</p> <p>The HUB would provide a range of supportive social services to TAY participants who are current and former foster youth, ages 15-24. Adobe Services will provide supportive services to non-TAY residents. These would include residential and clinical case management services utilizing a Housing First model, focusing on housing stability as a foundation from which residents can address other areas of concern such as developing job and life skills, addressing addiction and familial stability.</p> <p>The project does not represent a significant change to the demographics of the area or on area social services as it serves existing populations. Implementation of the project represents a less than significant impact to social services.</p> <p>Source Documents: (13) (74) (75)</p>
Solid Waste Disposal / Recycling	2	<p>Santa Clara County's Integrated Waste Management Plan (IWMP) was approved by the California Integrated Waste Management Board in 1996 and was reviewed in 2004, 2007, and 2011. Each jurisdiction in the County has a landfill diversion requirement of 50 percent per year. According to the IWMP, the County has adequate disposal capacity beyond 2026.</p> <p>Solid waste generated within the County is landfilled at Guadalupe Mines, Kirby Canyon, Newby Island, Zanker Road Materials Processing Facility, and Zanker Road landfills.</p> <p>The City of San José has amended its contract with Newby Island Sanitary Landfill (NISL) by extending it through June 30, 2032. The landfill will be open until 2041. The City has an annual disposal allocation of 395,000 tons per year. As of October 31, 2014, NISL had approximately 21.2 million cubic yards of capacity remaining.</p> <p>According to the Envision San José 2040 General Plan EIR, planned growth under the Envision San José 2040 General Plan could increase the amount solid waste sent to landfills by approximately 571,500 tons per year through 2035, using current generation rates. This estimate represents the upper limit of potential landfilling needs, given that disposal rates will likely continue to decrease over time. Based on the upper limit, the existing landfills in San José</p>

		<p>would have sufficient permitted capacity of 5.3 million tons per year to receive the additional waste generated by new development in the City until the year 2041.</p> <p>The City intends to extend the lifespan of existing landfills through implementation of the Zero Waste Strategic Plan, which supports the City’s goal of 100 percent diversion by 2022. Under the Zero Waste Strategic Plan, the City would use techniques such as source reduction, reuse, and composting. Compliance with the CALGreen Code and CARB’s Mandatory Commercial Recycling Measure would complement local efforts and further reduce demand for landfill facilities. As redevelopment proceeds and diversion rates increase over time, the City will ensure adequate landfill capacity through monitoring the availability of collection, transfer, recycling, disposal, and waste processing services, periodically assessing infrastructure needs, and working with Materials Recovery Facilities (MRF) and landfill operators to expand capacity as needed (General Plan Policies IN-5.1, IN-5.4, and IN-5.15). With implementation of General Plan policies and the Zero Waste Strategic Plan, the Envision San José 2040 General Plan EIR concluded that solid waste generated by future development under the 2040 General Plan would not exceed the permitted or actual capacity of existing landfills.</p> <p>Development of the proposed project would be required to comply with existing local and state programs and regulations. For example, in accordance with the current CALGreen Code, specific projects are required to provide on-site recycling facilities, develop a construction waste management plan, salvage at least 50 percent of nonhazardous construction/ demolition debris (by weight), and implement other waste reduction measures. With implementation of the existing programs, state regulations, General Plan policies, and the City’s Zero Waste Strategic Plan the proposed project would not result in a significant impact related to the provision of solid waste services.</p> <p>Source Documents: (4) (76) (77) (78)</p>
<p>Wastewater / Sanitary Sewers</p>	<p>2</p>	<p>Wastewater/Sanitary Sewer System</p> <p>Wastewater from the project area is treated at the San José/Santa Clara Regional Wastewater Facility (RWF) in Alviso. The RWF is the largest tertiary treatment plant in the western United States with a capacity to treat 167 million gallons per day (mgd) of sewage during dry weather flow. On average, the RWF treats 110 mgd of wastewater. The resulting fresh water is discharged from the RWF into the San Francisco Bay or delivered to the South Bay Water Recycling Project for distribution.</p>

	<p>The City of San José generates approximately 69.8 mgd of dry weather sewage flow. The City’s share of the RWF treatment capacity is 108.6 mgd, which leaves the City with approximately 38.8 mgd of excess treatment capacity.</p> <p>Sanitary sewer lines in the project area are inspected and maintained by the City of San José Department of Transportation and rehabilitated and replaced by the Department of Public Works.</p> <p>The proposed development’s utilities would connect to the City’s existing utilities (e.g., sewer system) and would not require septic tanks or alternative wastewater disposal systems. The project would not impact the site’s soils by the use of septic tanks or alternative wastewater disposal systems.</p> <p>According to the Envision San José 2040 General Plan EIR, development under the 2040 General Plan is estimated to generate approximately 30.8 mgd of average dry weather influent flow. Given that the City has approximately 38.8 mgd of excess treatment capacity, planned growth in San José is not expected to exceed the City’s allotted capacity. For these reasons future development, including the current project, would not require new or expanded wastewater treatment capacity.</p> <p>Source Documents: (4) (79) (80) (81) (82)</p>
--	---

Water Supply	2	<p>Water Service and Supply</p> <p>The San José Water Company provides water service to the Site. Based on SJWC’s 2010 Water Supply Assessment completed for the City’s Envision San José 2040 General Plan, the water demand generated by employees and residents in the City is approximately 128 gallons per day (gpd) and 78 gpd, respectively.</p> <p>The proposed 81-unit residential building is estimated to have a water demand ranging from 10,240 to 18,328 gallons per day depending upon the number of residents and assuming 78 gpd per resident.</p> <p>Based on the long-range water supply planning completed as part of the 2040 Envision San José 2040 General Plan it can be concluded that implementation of water conservation/efficiency measures and use of recycled water would minimize long-term potable water demand generated by future users.</p> <p>Adequate water supply refers to the delivery to a project site of sufficient quantities of potable water under adequate pressure at affordable cost. Water planning is based on forecasted population growth. The addition of eighty-one units as a result of the proposed project would be consistent with Citywide growth, and therefore, the project demand for water is not anticipated to require new water supply entitlements and/or the expansion of new water treatment facilities beyond those already considered in Environmental Impact Report for the Envision San José 2040 General Plan.</p> <p>Source Documents: (4) (6) (83) (84)</p>
Public Safety - Police, Fire and Emergency Medical	2	<p>Police</p> <p>Police protection services in the project area are provided by the City of San José Police Department (SJPD). The SJPD employs approximately nine hundred sworn police officers. Patrolling officers are dispatched from police headquarters, located at 201 West Mission Street, approximately 4.0 miles from the Site. The Site is within the Western Police Division which includes 4 police patrol districts totaling approximately 28 square miles. Residents and visitors to Western Division call for police response an average of 7,986 times a month.</p> <p>While project development would incrementally increase the demand for public services, development in compliance with General Plan and applicable regulations related to reducing impacts on police service would serve to avoid significant impacts.</p> <p>Implementation of the proposed project would intensify the use of the site and generate additional residents in the area, which would incrementally increase</p>

		<p>the demand for fire and police protection services compared to existing conditions. The Site, however, is currently served by both the SJFD and SJPD and the amount of proposed development represents a small fraction of the total growth identified in the General Plan. The project, by itself, would not preclude the SJFD and/or SJPD from meeting their service goals and would not require the construction of new or expanded fire or police facilities.</p> <p>Fire and Emergency Medical</p> <p>Fire protection services in the project area are provided by the City of San José Fire Department (SJFD). The SJFD responds to approximately 74,000 calls for service each year, including all fires, hazardous material spills, and medical emergencies, from thirty-three fire stations around the City. The fire station closest to the project site is San José Fire Station 4 at 710 Leigh Ave, approximately 0.6 mile from the project site. Average turnout time for fire and medical is 1 minute 26 seconds and 1 minute 23 seconds, respectively.</p> <p>Project development would incrementally increase demand for fire protection services; however, this increased demand is not anticipated to require the construction of new fire stations, other than those already planned.</p> <p>Implementation of the proposed project would intensify the use of the site and generate additional residents in the area, which would incrementally increase the demand for fire compared to existing conditions. The Site, however, is currently served by the SJFD and the amount of proposed development represents a small fraction of the total growth identified in the General Plan. The project, by itself, would not preclude the SJFD from meeting their service goals and would not require the construction of new or expanded fire or police facilities.</p> <p>The project would have a significant impact if it exceeded the ability of fire and emergency medical providers to adequately serve the existing and future residents and require new or expanded facilities. Planned projects such as this one would incrementally increase service needs, but the impact would not be adverse.</p> <p>Source Documents: (4) (85) (86)</p>
Parks, Open Space and Recreation	2	<p>The project site has numerous parks and recreational opportunities nearby. The City of San José owns and maintains approximately 3,435 acres of parkland, including neighborhood parks, community parks, and regional parks. The City also manages community centers, eighteen community gardens, and five pool facilities. Other recreational facilities include six public skate parks and over 54 miles of interconnected trails.</p>

		<p>The closest public parks (within one mile) are Saint Elizabeth Park and Buena Vista Park. Planned facilities in the vicinity include Reaches 2 and 3 of the Los Gatos Creek Trail. The Bascom Community Center at 1000 S Bascom Avenue is one mile away.</p> <p>The project would include approximately 232 residents and incremental impacts on parks and recreational facilities from the proposed project would not result from development of the project.</p> <p>The project represents an incremental demand for recreational facilities therefore impacts are considered not adverse. There are sufficient recreational facilities within a reasonable distance to accommodate the residents' needs.</p> <p>Source Documents: (4) (13) (34) (84)</p>
Transportation and Accessibility	2	<p>Bicycle and Pedestrian: Existing pedestrian facilities provide good connectivity to surrounding areas. Existing pedestrian facilities along Parkmoor Avenue and Meridian Avenue provide access to other destinations. Sidewalks are provided on streets along the Project frontage and crosswalks are available at both signalized intersections except for the intersection south of Parkmoor Avenue/Meridian Avenue. Accessible pedestrian ramps are provided at all crossings at the two intersections surrounding the Project site.</p> <p>There are Class II bike facilities for both directions of travel on Parkmoor Avenue, Class II bike facilities for southbound travel on Race Street. Class II bike lanes would be added to both sides. There are Class II bike facilities for both directions of travel on Parkmoor Avenue, Class II bike facilities for southbound travel on Race Street. Class II bike lanes would be added to both sides of Meridian Avenue north of Parkmoor Avenue and to northbound Race Street north of Parkmoor Avenue. The Project is not expected to increase hazards for cyclists or pedestrians or conflict with the City's improvement plan in the Parkmoor Avenue corridor. Therefore, no deficiency is identified. The Project would contribute a fee of \$35,000 to fund the intersection reconfiguration and signal modification at the intersection of Parkmoor Avenue/Meridian Avenue.</p> <p>Transit: Area rail services include the Bay Area Rapid Transit System, Caltrain, Altamont Commuter Express, and Amtrak. The Valley Transportation Authority (VTA) operates local bus routes and one LRT line within the project vicinity. The VTA bus routes with stops near the Site are Routes 25, 61, 64, 23 and 523. The Site is 1,600-ft from the VTA Race Street Light Rail Station. The closest bus service operates across the street from the Site at the Meridian and Parkmoor Stop. VTA Route 64B transit vehicles operating in the Project vicinity may incur minor delay due to increased congestion. However, the delay is less than two seconds and is considered negligible.</p>

		<p>Traffic: The Project is estimated to generate 797 net new daily trips. The results of a left and right turn queuing analysis by Fehr and Peers indicate all turning movements have sufficient available storage length except for the southbound right movement at the Parkmoor Avenue and Meridian Avenue intersection during the PM peak hour under the Background with Project Conditions. However, this movement already has a queue length that exceeds that available storage capacity by one vehicle under the Background Conditions, and the Project slightly increases the queue length by one vehicle. Therefore, the queuing impact caused by the Parkmoor HUB project is minimal.</p> <p>Parking: The Project would provide 36 surface parking spaces on the ground level for the HUB center and an additional 34 parking spaces in the mechanical parking lot for the housing residents. The Project's parking provision meets the City's parking requirement. Additionally, the project would provide sixty-three total bicycle parking spaces, including 52 long-term spaces and 11 short-term spaces. The number of proposed bicycle parking space is above the City's bicycle parking space requirement.</p> <p>Accessibility: There are no barriers to emergency vehicle access and emergency vehicles would be able to access the Site via either of the proposed driveways.</p> <p>The project would not directly impact existing bicycle or transit facilities. The project would not conflict with adopted policies, plans, or programs regarding bicycle, transit, or pedestrian facilities or decrease the performance or safety of such facilities. Implementation of the Project would not result in adverse transportation impacts and the existing facilities would adequately serve the project residents. The project would comply with the City's planned street improvements along the Parkmoor Avenue and Meridian Avenue frontages.</p> <p>Source Documents: (19) (34) (44) (87) (88) (89) (90) (91)</p>
--	--	---

## NATURAL FEATURES

Unique Natural Features, Water Resources	2	<p>The site is flat, triangular, and vacant, having recently been cleared of improvements. The site contains no unique natural features including water courses, creeks, streams, seasonal wetlands, or other water resources on the project site. There is no impact in this regard.</p> <p>The project location, construction, or its users would not adversely impact unique or locally important natural features on or near the site. The project would not destroy or isolate any unique natural features from public or scientific access.</p> <p>The site is not subject to rapid water withdrawal problems that could change the depth or character of a water table or an aquifer. The site does not exist</p>
--	---	--

		<p>above an aquifer. Groundwater monitoring data viewed online through Valley Water’s groundwater elevation database at <a href="https://gis.valleywater.org/GroundwaterElevations/">https://gis.valleywater.org/GroundwaterElevations/</a> indicate that the shallowest groundwater depth in the site vicinity has varied between 30 and 40 feet since 2003. Groundwater was not encountered during drilling performed during the geotechnical investigation. Actual groundwater levels fluctuate seasonally and with variations in rainfall, temperature and other factors and may vary from that previously observed. There are no wells or wells that pump large quantities of water from the water table near the proposed project site. The project would not use groundwater for its water supply. The project would not use a septic system but would connect to the City’s wastewater disposal system.</p> <p>While the project involves an increase in impervious surface area, runoff control measures and/or permeable surfaces have been included in the project design. The project would reduce groundwater recharge due to an increase in impervious surface area. There are no sensitive groundwater dependent features (e.g., rare wetlands) present that could be affected. Regardless of the absence of rare wetlands, appropriate measures are included in the design to promote groundwater recharge.</p> <p>Source Documents: (9) (29) (34)</p>
Vegetation, Wildlife	3	<p>The trees on and adjacent to the project site could provide nesting habitat for birds, including migratory birds and raptors. Nesting birds are among the species protected under provisions of the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 2800. Development of the Site during the nesting season (i.e., February 1 to August 31) could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking. Future construction activities such as tree removal and site grading that disturb a nesting bird or raptor on-site or immediately adjacent to the construction zone would also constitute an impact.</p> <p>In conformance with the California State Fish and Game Code, the provisions of the Migratory Bird Treaty Act, and Envision San José 2040 General Plan policies ER-5.1 and ER-5.2, development would be required to implement measures to avoid and/or reduce impacts to nesting birds (if present on or adjacent to the site) to a less than significant level.</p> <p>If project demolition and tree removals occur during breeding season, it could result in an adverse impact to nesting raptors. Mitigation measures are identified in the Mitigation Measures and Conditions Section.</p>

		<p>The City of San José protects trees with trunk diameters of 12-inches or greater (Municipal Code Chapter 13.32). An Arborist has inventoried the trees on the Site and has identified those trees that are subject to protection. Measures have been identified for their protection and treatment. Some tree removals for the project would be necessary to accommodate the new building and associated improvements. Replacement trees unable to be accommodated on site would be mitigated with the cities in lieu fee per tree.</p> <p>There are no impacts to special-status plants or animals anticipated as a result of the project as no suitable habitat exists on the site. There is no potential to affect any special-status plant or animal as a result of the project.</p> <p>Source Documents: (4) (29) (30) (34) (57) (91) (92) (93)</p>
Other Factors	1	<p>The project would provide low-income, affordable housing and provide onsite services and programs for residents. The project would provide a safe, clean, and sanitary place for residents in a location convenient to public transportation and other amenities. The project would also provide social services for at-risk TAY. The proposed project is beneficial to both residents and the community.</p> <p>Climate Change. An increase in average daily temperature from 70.3° Fahrenheit to 76.7° is predicted to occur over the next thirty years. Extreme temperatures on the hottest days of the year are projected to increase by 5°F. Historically, extreme temperatures in San José averaged 95°F. Historically, San José has averaged thirteen dry spells per year. Wildfire risk may change as the length of dry spells changes. Dry spells are projected to increase by 8 days. Historically, the longest yearly dry spell in San José averaged 87 days. Frequency of coastal flooding may increase as global sea level rises 0.5 - 2 feet. Three percent of the properties within the local census tract have been identified as having flood risk. The Site is not within that risk area; 99.4 percent of properties within the local census tract lack any tree canopy; and 69 percent of census tract properties are on an impervious surface.</p> <p>State of the art surface coverings, conservation techniques and HVAC systems will reduce the effect of increased temperature on project residents and participants. The project has incorporated measures to maintain tree canopy on the Site and improve permeability of the surface. The project reduces its direct contribution to climate change by using low-carbon building materials to reduce greenhouse gas emissions from construction and material fabrication. The LEED certification (administered by the U.S. Green Building Council) or GreenPoint Rated 50 points would be met by incorporating a variety of design features including community design and planning, site design, landscape design, building envelope performance, and material</p>

	<p>selections. See discussion above in the Energy Consumption section of this EA.</p> <p><b>Greenhouse Gases</b></p> <p>There are no established federal significance criteria for GHG emissions. BAAQMD has established evaluation criteria and emission limits for ozone precursors and greenhouse gases for construction and operation emissions. In the absence of a federal standard, analysis is conducted using local standards.</p> <p>The Envision San José 2040 General Plan contains goals and policies for reducing GHG emissions. The measures center around five strategies: energy, waste, water, transportation, and carbon sequestration.</p> <p>The proposed project is consistent with the General Plan land use designation for the site. The proposed residential building would be constructed in compliance with the San José Green Building Ordinance (Policy 6-32) and the CALGreen Building Code. It would be designed to achieve LEED certification consistent with San José Council Policy 6-32. The number of bicycle parking spaces (33 bicycle stalls total) meets the City’s requirements.</p> <p>The proposed project would result in temporary minor increases in GHGs associated with construction activities. Construction related GHG emissions would be less than significant.</p> <p>BAAQMD’s threshold for compliance with Greenhouse Gas emission standards is compliance with a qualified GHG Reduction Strategy; or annual emissions less than 1,100 metric tons per year (MT/yr) of CO<sub>2</sub>e; or 4.6 MT CO<sub>2</sub>e/SP/yr (residents + employees). Total operational emissions are 808.3464 MT CO<sub>2</sub>E, which is well under the 1,100 MT CO<sub>2</sub>E threshold identified by the BAAQMD. San José has adopted a qualified Greenhouse Gas Reduction Strategy with which the project complies. Hence the project operational GHG emissions are considered less than significant.</p> <p>Source Documents: (74) (94)</p>
--	--

**Additional Studies Performed:**

See Source Documents List

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

Inspected by	Date
CSDA Design Group	08/31/2021
Ninyo & Moore	09/08/2021
Engeo, Inc.	12/17/2021
Michael Baker, International	06/17/2022
Fehr & Peers	08/30/2022

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

See Source Documents List

**List of Permits Obtained:**

No Federal Permits Required

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

The project results in a Finding of No Significant Impact (FONSI) which will be published in the newspaper and circulated to public agencies, interested parties, and landowners/occupants of parcels located within the project's Area of Potential Effects (APE). Information about where the public may find the Environmental Review Record pertinent to the project will be included in the FONSI Notice.

The Project Sponsors have conducted considerable outreach with area residents and potential future residents of the project. This included community meetings held on November 28, 2018, November 29, 2018, January 22, 2019, January 23, 2019.

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

The proposed project or its alternatives, in combination with other past, present, and reasonably foreseeable future projects, would not result in significant adverse cumulative impacts.

Land Use: Cumulative development would increase residential intensity in the project area. But would not physically divide the established community or result in a substantial adverse effect on land use character.

Socioeconomic: Significant adverse cumulative socioeconomics impacts would not result from development. Given that development must occur consistent with adopted plans and policies, and the

developments would provide a portion of needed housing, cumulative impacts to population growth would be less than significant under NEPA for the proposed project, variant, and alternative

**Visual Quality:** Development of the Plan area would not result in significant adverse cumulative visual quality impacts. The Plan area is flat and prominent views of the mountains are limited since buildings, trees, and infrastructure obscure viewpoints. The project area is developed, and no natural scenic resources are present in the project area.

**Noise:** Cumulative development would not result in significant adverse noise impacts. Cumulative development would comply with the City's standards for Interior and exterior noise levels. Appropriate site and building design, building construction and noise attenuation techniques are required in new developments to meet these standards.

**Recreation:** Cumulative impacts to recreational resources would be less than significant under NEPA because the proposed project, variant, or alternatives, in combination with other past, present, and reasonably foreseeable future projects, would not exceed the proposed capacity of public services,

**Transit:** Buildout of the project would not result in significant impacts related to intersection operations, roadway hazards, emergency access, or air traffic patterns. The cumulative effect would be less than significant under NEPA because the proposed project would not make a substantial contribution to transit delay and development would not considerably contribute to the exceedance of the capacity utilization standards for regional transit providers.

**Utilities:** Cumulative development of the Plan area would not result in significant adverse utilities and service systems impacts to water, stormwater, wastewater, solid waste.

Development of the project is subject to processes to ensure consistency with applicable plans and policies. Mitigation required to address construction and operational impacts would ensure that no cumulative impacts greater than or different from those defined in the Envision San José 2040 General Plan EIR are anticipated.

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

A reduced density of the project site was considered but deemed infeasible. The project would be inconsistent with the planning application approvals already achieved.

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

No change to the site would occur. The impacts discussed in the Environmental Assessment would not occur. The site would continue in its current state. Demolition of the existing building would not occur. Additional affordable housing units would not be created. The approvals achieved so far would not be utilized.

#### **Summary of Findings and Conclusions:**

The project is suitable from an environmental standpoint. As long as the Standard Conditions of Approval/Mitigation measures are adhered to, there are no anticipated adverse effects from the project.

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

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

Where there are peculiar circumstances associated with a project or project site that will result in significant environmental impacts despite implementation of the Standard Conditions of Approval, mitigation measures have been identified to reduce the impact to *less than significant* levels.

Law, Authority, or Factor	Mitigation Measure
Air Quality	<p><b>AQ1.</b> : Include basic measures to control dust and exhaust during construction. During any construction period ground disturbance, the applicant shall ensure that the project contractor implements measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less than significant level. The contractor shall implement the following best management practices that are required of all projects:</p> <ul style="list-style-type: none"> <li>• All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.</li> <li>• All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</li> <li>• 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.</li> <li>• All vehicle speeds on unpaved roads shall be limited to 15 mph.</li> <li>• 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.</li> <li>• Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</li> <li>• All construction equipment shall be maintained and tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</li> </ul>

Law, Authority, or Factor	Mitigation Measure
	<ul style="list-style-type: none"> <li>• Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations</li> </ul> <p><b>AQ2.</b> Selection of equipment during construction to minimize emissions. Such equipment selection would include the following:</p> <p>The project shall develop a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average 60 percent reduction in DPM exhaust emissions or greater. One feasible plan to achieve this reduction would include the following:</p> <ul style="list-style-type: none"> <li>• All mobile diesel-powered off-road equipment larger than 25 horsepower and operating on the site for more than two days shall meet, at a minimum, U.S. EPA particulate matter emissions standards for Tier 2 engines or equivalent.</li> <li>• All diesel-powered portable equipment (i.e., aerial lifts, air compressors, forklifts, generators, and welders) operating on the site for more than two days shall meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent.</li> <li>• Note that the construction contractor could use other measures to minimize construction period DPM emission to reduce the estimated cancer risk below the thresholds. The use of equipment that includes CARB-certified Level 3 Diesel Particulate Filters<sup>14</sup> or alternatively fueled equipment (i.e., non-diesel) could meet this requirement. Other measures may be the use of added exhaust devices, or a combination of measures, provided that these measures are approved by the City and demonstrated to reduce community risk impacts to less than significant.</li> </ul> <p><b>AQ3.</b> The building will be equipped with HVAC system air filters that meet a designated efficiency equal to Minimum Efficiency Rating Value (MERV) 16 standards.</p>
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	SS1. Implement recommendations contained in Engeo's Report on The HUB 1510-1540 Parkmoor Avenue Geotechnical Investigation dated December 17, 2021, Standard Number 19123.000.001.

Law, Authority, or Factor	Mitigation Measure
Hazards and Nuisances - Noise	<p>Noise1. Implement recommendations contained in Environmental Noise Study prepared by CSDA on April 14, 2022, Standard Number 21072.01 Including but not limited to the following:</p> <p>The southern facade of the project building (which is directly exposed to I-280 traffic), will be exposed to noise levels above LDN 75 dBA. This puts this portion of the project site in the “Unacceptable” range and specialized noise insulation measures are required to ensure the interior noise environment of the Project is within the standards presented in Section 3.0 of the Noise Study.</p> <p>Since noise levels at all building facades are above LDN 60 dBA, the residential interior criterion of LDN 45 dBA should be met. Sound-rated windows and exterior partitions are required at various building facades.</p> <p>In addition to sound rated window assemblies, portions of the south, east, and west facades require sound rated wall assemblies to meet the interior residential noise standard (see Section 3.2). Where “SR” is noted on the following elevation markups, we recommend using a sound rated exterior wall assembly which should consist of the following:</p> <ul style="list-style-type: none"> <li>▪ Use two interior layers of 5/8” gypsum board mounted on a resilient clip system (Pliteq GenieClip RST, KNC Isomax, or equivalent)</li> </ul> <p>Noise 2. Noise Waiver to be issued by Certifying Officer</p>
Hazards and Nuisances - Seismic	<p>Seismic1. Implement recommendations contained in Engeo’s Report on The HUB 1510-1540 Parkmoor Avenue Geotechnical Investigation dated December 17, 2021, Standard Number 19123.000.001.</p>
Vegetation and Wildlife – Migratory Bird Treaty	<p>Wildlife1: Protection of Migratory Birds. The project sponsor shall implement the following:</p> <p>Preconstruction bird surveys shall be conducted by a qualified biologist during the breeding season (breeding season is defined as February 1st through August 15th) if tree removal or building demolition is scheduled to take place during the breeding season.</p> <p>For other nesting birds protected by the Migratory Bird Treaty Act, a pre-construction survey for active nests shall be conducted by a qualified biologist no more than 2 weeks before construction if work shall occur during the breeding season. The survey shall be conducted within one hundred feet of the work areas. If construction would affect the nest, then work shall not occur within 100 feet of the nest until a qualified biologist, in coordination with the appropriate agencies, has established an appropriate buffer zone.</p>

Law, Authority, or Factor	Mitigation Measure
	Outside of the breeding season (August 16th through January 31st), or after young birds have fledged, as determined by the biologist, work activities may proceed.



## 1510 – 1540 Parkmoor Avenue– Source Documents

1. **HKIT Architects.** *1510 - 1540 Parkmoor Avenue, San José, California Architectural Drawings.* Oakland : s.n., 2022.
2. **Association of Bay Area Governments.** Adopted Final RHNA Plan – March 2022 Update. *Association of Bay Area Governments.* [Online] March 2022. [Cited: May 1, 2022.] [Final\\_RHNA\\_Methodology\\_Report\\_2023-2031\\_March2022\\_Update.pdf](#).
3. **County of Santa Clara Behavioral Health Services Department.** Transitional Aged Youth. *County of Santa Clara Behavioral Health Services.* [Online] [Cited: May 1, 2022.] <https://bhsd.sccgov.org/information-resources/children-youth-and-family/transitional-age-youth-tay>.
4. **City of San José.** *Envision San José 2040 General Plan.* 2011.
5. **United States Census Bureau.** San José City. *Quick Facts.* [Online] 2021. [Cited: May 1, 2022.] <https://www.census.gov/quickfacts/fact/table/sanjosecitycalifornia,US/PST045221>.
6. **Association of Bay Area Governments (ABAG), Metropolitan Transportation Commission (MTC), Bay Area Air Quality Management District (BAAQMD), and Bay Conservation and Development Commission (BCDC).** *Final Plan Bay Area 2050.* 2021.
7. **City of San José.** Housing Element 2014-2023. [Online] Adopted January 27, 2015. [Cited: May 2, 2022.] <https://www.sanjoseca.gov/home/showdocument?id=16031>.
8. **City of San Jose.** 2020-25 CONSOLIDATED & ANNUAL ACTION PLANS. [Online] 2021. [Cited: May 1, 2022.] <https://www.sanjoseca.gov/your-government/departments/housing/memos-reports-plans/hud-reports/consolidated-annual-action-plans>.
9. **ENGEO Incorporated.** *Geotechnical Investigation 1510 - 1540 Parkmoor Avenue, San José CA.* 2021. 19123.000.001.
10. **Ninyo & Moore.** *Phase I Environmental Site Assessment Parkmoor Office Center.* 2021. 404084001.
11. **Urban Reform Institute.** *Demographia International Housing Affordability.* 2022.
12. **San José.** *Best Places to Live.* [Online] [Cited: May 2, 2022.] <https://www.bestplaces.net/>.
13. **Alphabet.** *Google Earth Professional.* 2022.
14. **Santa Clara County Airport Land Use Commission.** *Comprehensive Land Use Plan, Norman Y. Mineta San José International Airport.* 2010. Figure 3-4, Safety Compatibility Zones.
15. **United States Government.** The Coastal Barrier Resources Act of the United States. Enacted October 18, 1982. CBRA, Public Law 97-348.
16. **U.S. Department of Homeland Security.** *Federal Emergency Management Agency. Flood Insurance Rate Map, Santa Clara County, California and Incorporated Areas.* s.l. : Federal Emergency Management Agency, Effective Date May 18, 2009. FIRM Panel No.06085C0233H..

17. Bay Area Air Quality Management District (BAAQMD). *California Environmental Quality Act, Air Quality Guidelines*. San Francisco, CA : s.n., May 2017.
18. Bay Area Air Quality Management District. *Highway Screening Analysis Tool*. [Google Earth KMZ file] s.l. : BAAQMD, 2019.
19. California Air Resources Board. *CalEEMod Version: CalEEMod.2020.4.0*. 2022.
20. Institute of Transportation Engineers. *Trip Generation Manual*. 2019. 10th Edition.
21. United States Environmental Protection Agency. Nonattainment Area for Criteria Pollutants (Green Book). [Online] 2022. [Cited: May 2, 2022.] <https://www.epa.gov/green-book>.
22. Bay Area Air Quality Management District. Permitted Stationary Source Risk and Hazards. [Online] 2022. [Cited: May 2, 2022.] <https://baaqmd.maps.arcgis.com/apps/webappviewer/index.html?id=2387ae674013413f987b1071715daa65>.
23. California Department of Transportation. ARCGIS. *Annual Average Daily Traffic (AADT) Volumes*. [Online] [Cited: May 2, 2022.] [https://www.arcgis.com/home/webmap/viewer.html?url=https%3A%2F%2Fcaltrans-gis.dot.ca.gov%2Farcgis%2Frest%2Fservices%2FCHhighway%2FTraffic\\_AADT%2FFeatureServer%2F0&source=sd](https://www.arcgis.com/home/webmap/viewer.html?url=https%3A%2F%2Fcaltrans-gis.dot.ca.gov%2Farcgis%2Frest%2Fservices%2FCHhighway%2FTraffic_AADT%2FFeatureServer%2F0&source=sd).
24. MIG, Inc. *Parkmoor Housing and HUB Project. NEPA Health Risk Assessment Report*. August 8, 2022.
25. State of California. SFBCDC - Activities Requiring Permit Approval. *San Francisco Bay Conservation and Development Commission*. [Online] [Cited: May 19, 2022.] <http://www.bcdc.ca.gov/permits/require-permit-approval.html>.
26. Ninyo & Moore. *Soil Evaluation Report 1510 - 1540 Parkmoor Avenue San Jose CA*. 2022. 404193001.
27. State of California. EnviroStor. *Department of Toxic Substances Control*. [Online] [Cited: May 2, 2022.] <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=1510+Parkmoor+Avenue+San+Jose+CA>.
28. California State Water Resources Control Board. Geotracker. [Online] [Cited: May 2, 2022.] <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=1510+Parkmoor+Avenue+San+jose+CA#>.
29. United States Department of the Interior, Fish and Wildlife Service. List of threatened and endangered species that may occur in the project location or may be affected by project. [Online] 2022. [Cited: May 7, 2022.] <https://ipac.ecosphere.fws.gov/project/YCRXG46PTVGJRJ6OY7IS7CIEFY/speciesList>.
30. United States Fish and Wildlife Service. Wetlands Mapper. *National Wetlands Inventory*. [Online] [Cited: May 7, 2022.] <https://www.fws.gov/wetlands/Data/Mapper.html>.
31. United States Environmental Protection Agency. NEPAassist. [Online] 2022. [Cited: May 7, 2022.] <https://nepassisttool.epa.gov/nepassist/nepamap.aspx?wherestr=1510+Parkmoor+Avenue+San+Jose+CA>.
32. United States Department of Housing and Urban Development. *Siting of HUD-Assisted Projects Near Hazardous Facilities: Acceptable Separation Distances from Explosive and Flammable Hazards*. Office of Community Planning and Development, Office of Environment and Energy. Washington, D.C. : s.n., April 1987. Guidelines.
33. EDR. *EDR Radius Report Parkmoor Community Apartments*. May 3, 2022. 6965925.2s.

34. Eugene Flannery. Associate. *Site visit and personal knowledge*. s.l. : Bay Desert, Inc., 2022. Report Preparer/ Site Visits.
35. California Department of Conservation. *Important Farmland Finder*. May 8, 2022.
36. United States Department of Agriculture. Natural Resources Defense Council. *Web Soil Survey*. [Online] [Cited: May 8, 2022.] <https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>.
37. Amah Mutsun Tribal Band. *Consultation Letter re Parkmoor*. July 26, 2022.
38. City of San José. Consultation Request re Parkmoor. July 22, 2022.
39. Native American Heritage Commission. Sacred Lands File Request Response. April 18, 2022.
40. —. List of Tribes. April 18, 2022.
41. Michael Baker international. *Cultural properties Memo Regarding Parkmoor*. August 19, 2022.
42. State of California. 2020 Traffic Volumes. *Caltrans*. [Online] [Cited: May 8, 2022.] <https://dot.ca.gov/programs/traffic-operations/census>.
43. City of San José. City of. San José, Municipal Code. 2017.
44. Fehr & Peers. *Parkmoor HUB Supportive Housing Local Transportation Analysis*. September 2022. SJ22-2177.
45. CSDA Design Group. *Environmental Noise Study*. April 14, 2022. CSDA Project Number: 21072.01.
46. Fehr & Peers. *Parkmoor HUB Supportive Housing Local Transportation Analysis*. October 2022. SG22-2177.
47. United States Environmental Protection Agency. *Sole Source Aquifers subject to HUD-EPA Memorandum of Understanding*. September 30, 1990.
48. —. Sole Source Aquifers. [Online] [Cited: May 8, 2022.] <https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b>.
49. United States Fish and Wildlife Service. National Wetlands Inventory. *Surface Waters and Wetlands*. [Online] [Cited: June 16, 2022.] <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>.
50. United States Department of the Interior National Park Service. Designated Wild & Scenic Rivers. *National Wild & Scenic Rivers*. [Online] [Cited: May 8, 2022.] <http://www.rivers.gov/california.php>.
51. United States Department of the Interior. *National Wild and Scenic Rivers Act*. National Parks Service. October 2, 1968.
52. United States Environmental Protection Agency. *EJSCREEN Report*.
53. City of San José,. Citywide Design Standards and Guidelines. *Planning, Building and Code Enforcement*. [Online] 2021. [Cited: May 18, 2022.] chrome-extension://efaidnbmninnipcbajpcgclclefindmkaj/<https://www.sanjoseca.gov/home/showpublisheddocument/69148/637520903552430000>.
54. City of San José. Code of Ordinances § 20.200.1030. April 14, 2022.
55. City of San Jose. Public GIS Viewer. [Online] [Cited: May 15, 2022.] <https://csj.maps.arcgis.com/apps/webappviewer/index.html?id=3c5516412b594e79bd25c49f10fc672f>.

56. State of California. California Building Code. 2019. Title 24.
57. City of San José. San Jose Municipal Code 13.32.20.1.
58. United States Department of Housing and Urban Development. Noise Abatement and Control. 2013. 24 CFR Part 51.
59. —. *HUD Noise Guidebook*. 2009.
60. United States of America Department of Housing and Urban Development. *Day Night Level Electronic Noise Calculator*.
61. State of California. Alquist-Priolo Earthquake Fault Zoning Act. 1971.
62. California Department of Conservation. California Geological Survey. *Earthquake Zones of Required Investigation, San José*. [Online] [Cited: May 27, 2022.] [http://gmw.conservacion.ca.gov/SHP/EZRIM/Maps/SAN\\_JOSE\\_WEST\\_EZRIM.pdf](http://gmw.conservacion.ca.gov/SHP/EZRIM/Maps/SAN_JOSE_WEST_EZRIM.pdf).
63. State of California. Seismic Hazards Mapping Act. 1990.
64. United States Department of Housing and Urban Development. *HUD Policy Notice: Balcony Policy under 24 CFR 51, Subpart B as it Applies to Parts 50 and 58 Regarding Building Facades Exposed to Noise*. Washington, D.C. : Office of Community Planning and Development, Issued: December 22, 2016. Notice: CPD-16-19.
65. City of San José Environmental Services. City of San José. *Private Sector Green Building Policy*. [Online] [Cited: May 24, 2022.] <https://www.sanjoseca.gov/your-government/departments-offices/environmental-services/energy/green-building/private-sector-green-building>.
66. Bright Green Strategies. Matthew Koester Letter of March 11, 2022. March 11, 2022.
67. —. Marzena Wrobel Letter of February 3, 2022. February 3, 2022.
68. City of San José. GHGRS Project Compliance Checklist.
69. United States Congress. Title 42 The Public Health & Welfare Chapter 61. *Uniform Relocation Assistance and Real Property Acquisition Policies for Federal and Federally Assisted Programs*.
70. Campbell Unified School District. About Us. *Campbell Unified School District*. [Online] [Cited: June 20, 2022.] <https://www.campbellusd.org/>.
71. California State Allocation Board Office of Public School Construction. Enrollment Certification Projection School facility Program. 2008. SAB 50-01.
72. Campbell Union High School District. Campbell Union High School District. [Online] [Cited: June 23, 2022.] <https://www.cuhisd.org/apps/pages/OurDistrict>.
73. San José Unified School District. *Development Fee Justification Study*. 2014.
74. Allied Housing. Allied Parkmoor Project Summary Description. 2022.
75. Yellow Pages. *Yellow Pages*. [Online] [Cited: May 20, 2022.] <http://www.yellowpages.com/sanjose-ca/social-services>.
76. Santa Clara County. *Five Year CIWMP/RAIWMP Review Report*. 2011.

77. CalRecycle. *Facility/Site Summary Report Details: Newby Island Sanitary Landfill*. 43-AN0003.
78. City of San José, Director of Environmental Services. *APPROVAL OF RETROACTIVITY IN THE AGREEMENT FOR COMMERCIAL SOLID WASTE AND RECYCLABLE MATERIALS COLLECTION FRANCHISES AGREEMENT BETWEEN THE CITY OF*. May 22, 2020.
79. City of San José. *San José-Santa Clara Regional Wastewater Facility*.
80. Santa Clara County. *Five-Year CIWMP/RAIWMP Review Report*. 2011.
81. City of San José. Santa Clara Regional Wastewater Facility. [Online] [Cited: May 21, 2022.] <https://www.sanjoseca.gov/index.aspx?NID=1663>>.
82. —. *South Bay Water Recycling. Recycled Water Pipeline System Map*.
83. Association of Bay Area Governments (ABAG). *Regional Housing Needs Allocation 2014 to 2022*.
84. City of San José. *Environmental Impact Report for the Envision San José 2040 General Plan*. 2010.
85. San José Police Department. San José Police Department. [Online] [Cited: May 25, 2022.] <http://www.sjpd.org/>.
86. City of San José. San José Fire Department. [Online] [Cited: May 25, 2022.] <https://www.sanjoseca.gov/your-government/departments-offices/fire/fire-department>.
87. San Francisco Bay Area Rapid Transit District. *BART - Bay Area Rapid Transit*. [Online] [Cited: May 20, 2022.] <http://www.bart.gov/stations/>.
88. AMTRAK. Home. [Online] [Cited: May 20, 2022.] <http://www.amtrak.com/home>.
89. City of San José. *San José Better Bike Plan 2025*. 2020.
90. Valley Transportation Authority. Valley Transportation Authority. *Maps*. [Online] [Cited: June 26, 2022.] <https://www.vta.org/>.
91. HKIT Architects. 1510 - 1540 Parkmoor Avenue Title Sheet. March 3, 2022.
92. United States Congress. The Migratory Bird Treaty Act of 1918 (MBTA). 16 U.S.C. §§ 703–712.
93. State of California. California Fish and Game Code.
94. United States Global Change Research Program. US Climate Resilience Toolkit. [Online] [Cited: June 26, 2022.] <https://crt-climate-explorer.nemac.org/>.

