

**NOTICE OF PREPARATION OF
A SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT
TO THE DOWNTOWN STRATEGY 2000 FINAL ENVIRONMENTAL IMPACT REPORT
FOR THE GREYHOUND RESIDENTIAL PROJECT**

FILE NO. : SP16-021 & T16-017
PROJECT APPLICANT: FULL STANDARD PROPERTIES, LLC
APNs: 259-40-012, 259-40-013, 259-40-014, 259-40-015, 259-40-016

As the Lead Agency, the City of San José will prepare a Supplemental Environmental Impact Report (SEIR) for the project referenced above. The City welcomes your input regarding the scope and content of the environmental information that is relevant to your area of interest, or to your agency's statutory responsibilities in connection with the proposed project. If you are affiliated with a public agency, the SEIR may be used by your agency when considering subsequent approvals related to the project. The project description, location, and a brief summary of the probable environmental effects that will be analyzed in the SEIR for the project are attached.

Community/Scoping Meeting: A Community/EIR Scoping meeting will be held on Tuesday, September 6, 2016 from 6:30 p.m. to 8:00 p.m. at San Jose City Hall Wing Room 120, 200 E. Santa Clara Street, San José, CA 95113.

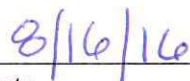
According to State law, the deadline for your response is 30 days after receipt of this notice. However, we would appreciate an earlier response, if possible. Please identify a contact person, and send your response to:

City of San José
Department of Planning, Building and Code Enforcement
Attn: Krinjal Mathur
200 East Santa Clara Street, 3rd Floor Tower
San José CA 95113-1905
Phone: (408) 535-7874; E-mail: Krinjal.mathur@sanjoseca.gov

Harry Freitas, Director
Planning, Building, and Code Enforcement



Deputy



Date

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August 2016

Introduction

The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of the proposed project that an agency may implement or approve. The EIR process is intended to provide information sufficient to evaluate a project and its potential for significant impacts on the environment; to examine methods of reducing adverse impacts; and to consider alternatives to the project.

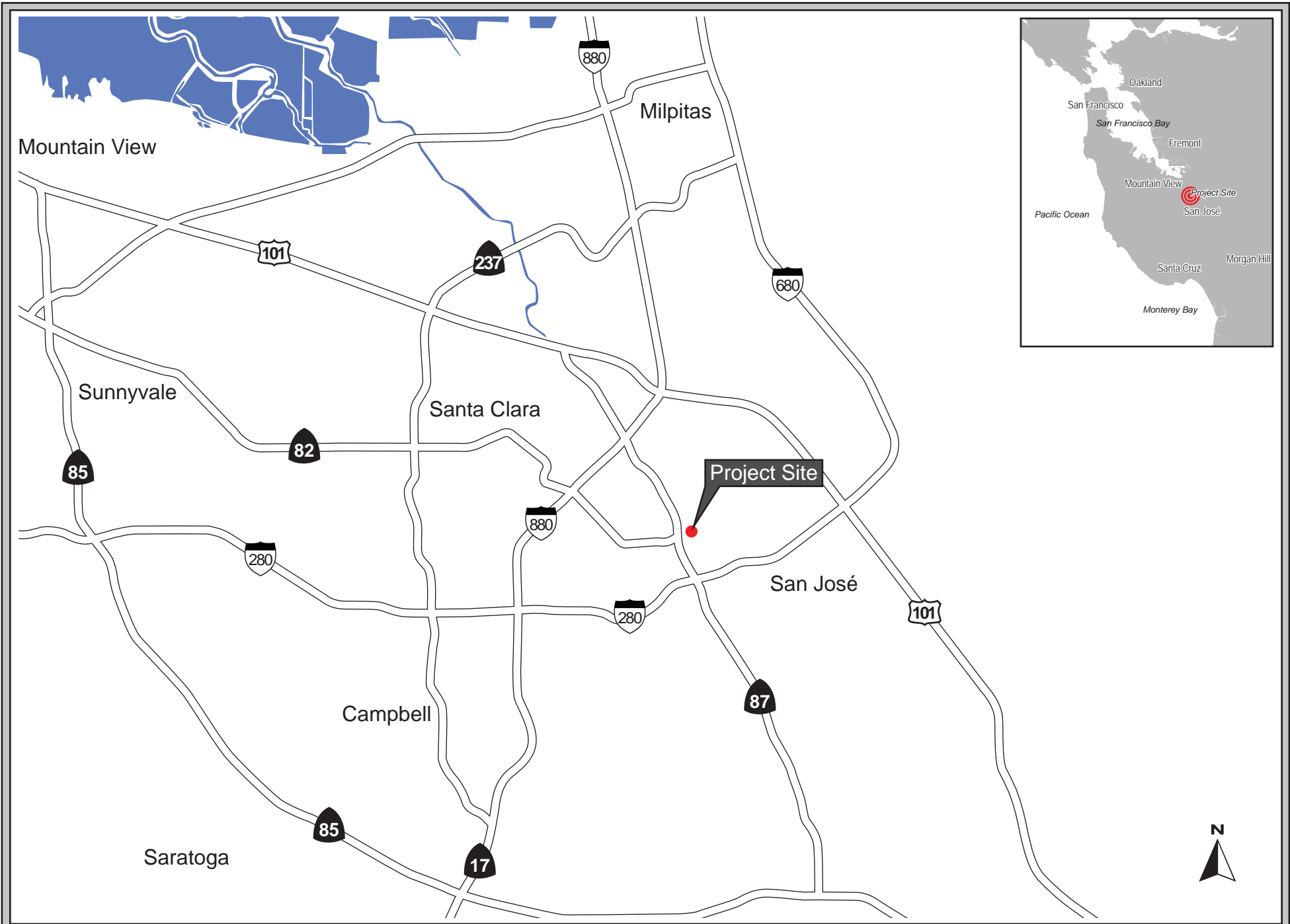
A Supplemental EIR (SEIR) is prepared when it is determined by the discretionary authority that changes proposed in an approved project will require revisions to the previous EIR because of possible new impacts or an increase in severity of previously identified impacts. As the Lead Agency, the City of San Jose will prepare a SEIR to the Downtown Strategy 2000 Final EIR to address the environmental effects of the proposed Greyhound Residential Project.

The SEIR for the proposed project will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. In accordance with the requirements of CEQA, the SEIR will include the following:

- A summary of the project;
- A project description;
- A description of the existing environmental setting, environmental impacts, and mitigation measures for the project;
- Alternatives to the project as proposed; and
- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) any significant irreversible and irretrievable commitments of resources; (c) the growth inducing impacts of the proposed project; and (d) cumulative impacts

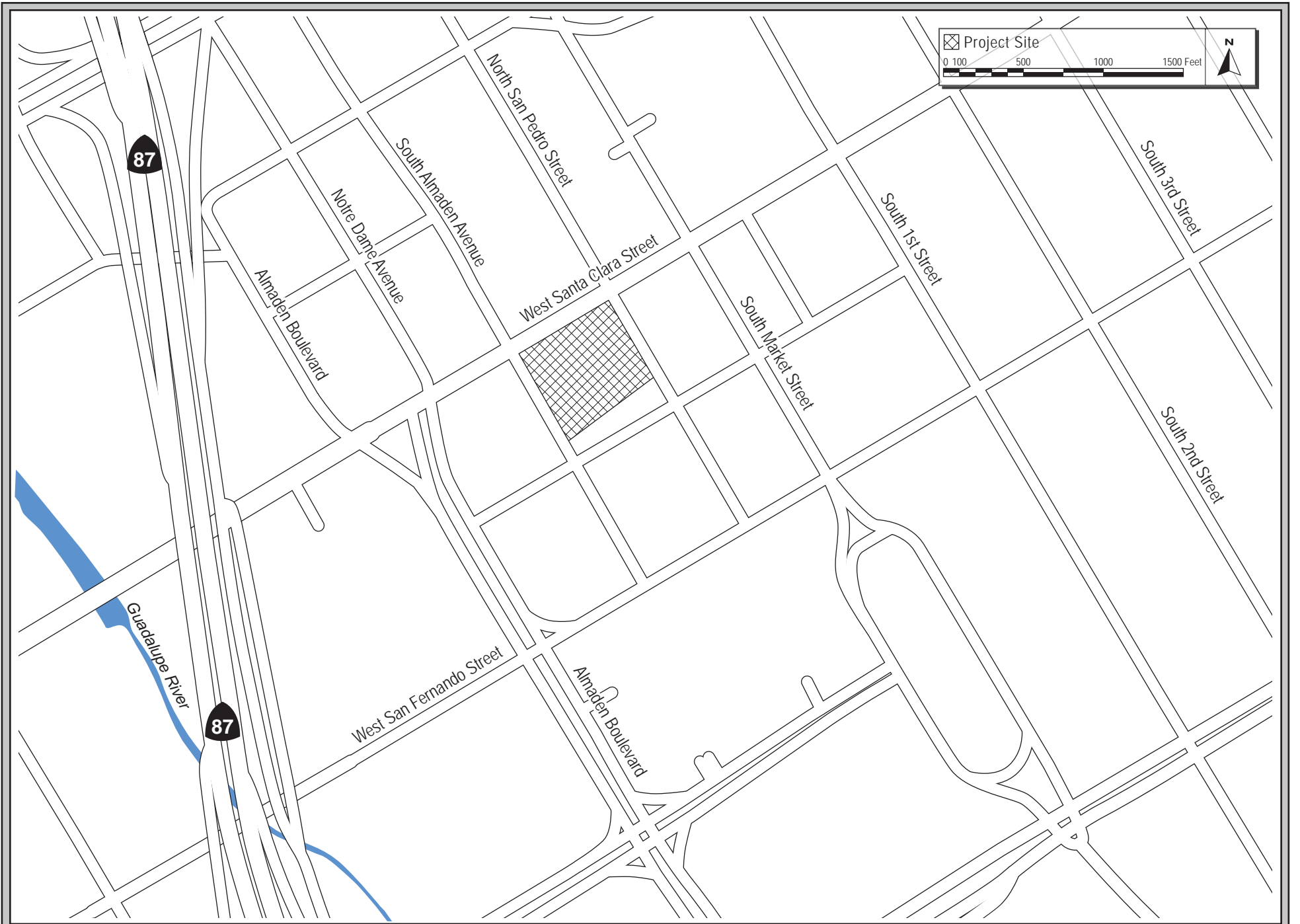
Project Location

The 1.74-acre project site is located on South Almaden Avenue between West San Fernando Street and Post Street in downtown San José. The project site is comprised of five parcels (APNs 259-40-012, 259-40-013, 259-40-014, 259-40-015, 259-40-016) and has three street frontages, Post Street to the north, South San Pedro Street to the east, and South Almaden Street to the west. Regional and vicinity maps of the project site are shown in Figure 1 and Figure 2, respectively.



REGIONAL MAP

FIGURE 1



VICINITY MAP

FIGURE 2

Project Description

The 1.74-acre site is currently developed with a Greyhound bus station, a large surface parking lot, and a small one-story commercial building. The project site is accessed by one ingress/egress driveway on Post Street.

As proposed, the project would demolish both buildings and construct two residential towers with ground floor retail. The north tower would be up to 23 stories (242 feet tall) and the south tower would be up to 24 stories (252 feet tall) with a combined total of up to 781 residential units (449 dwelling units/acre). Approximately 20,000 square feet of ground floor retail would be located within the towers along South Almaden Avenue and Post Street. The first floor would include the retail space and parking and the second floor would be for parking. The residential units would be located on the remaining floors. The building would have a total square footage of approximately 1,029,065 with a floor area ratio (FAR) of 13.6. At this time, no off-site improvements are proposed.

Residential parking would be provided on-site within a parking garage. The garage would have four levels of below-grade parking and two levels of above-grade parking with 786 parking spaces. The parking structure will not be visible from the surrounding sidewalks/roadways as the above-grade parking levels will be wrapped by the ground floor retail and service spaces. No parking is proposed for the retail component of the project. A total of 195 bicycle parking spaces will also be provided.

The project site is currently designated *Downtown* under the *San Jose 2040 General Plan* and is zoned *DC – Downtown Commercial*.

Possible Required Project Approvals:

1. Special Use Permit
2. Tentative Map
3. Demolition Permit
4. Building Permit
5. Grading Permit

Potential Environmental Impacts of the Project

The SEIR will identify the significant environmental effects anticipated to result from development of the project as proposed. Mitigation measures will be identified for significant impacts, as warranted. The SEIR will include the following specific environmental categories as related to the proposed project:

1. Land Use

The project site is located in a developed urbanized area surrounded by a mix of office, retail, commercial, and residential land uses. The SEIR will describe the existing land uses adjacent to and within the project area. Land use impacts that will occur as a result of the proposed project will be analyzed, including the consistency of the project with the City's General Plan and zoning code and compatibility of the proposed and existing land uses in the project area. The effect of the project on the City's jobs/housing balance will also be analyzed.

2. *Aesthetics*

Development in the project area is primarily a mix of office, retail, commercial, and residential. The buildings vary in height from one to 26 stories. The SEIR will describe the existing visual setting of the project area and the visual changes that are anticipated to occur as a result of the proposed project. The SEIR will also discuss possible light and glare issues from the development.

3. *Biological Resources*

The project site is currently developed with a bus station, a large surface parking lot, and a small commercial building. Habitats in the project area are low in species diversity and include predominately urban adapted birds and animals. The SEIR will include a tree survey and will identify and discuss potential biological impacts resulting from construction of the project.

4. *Cultural Resources*

The project area has been occupied since the late 1700's. Because of the early development on-site, there is the potential for subsurface resources associated with this early development to still be located on-site. Because of the proposed underground parking, the entire site will need to be excavated. Additionally, the buildings on the project site are more than 50 years old and the project site is in close proximity to three buildings listed on the City's Historic Resources Inventory (including the Sunol Building which is a City Landmark Structure).

The SEIR will address the impacts to known and unknown buried historic resources on the project site, as well as impacts to potential historic structures on and near the project site (i.e., impacts to setting, structural integrity, etc).

5. *Transportation*

The project site is located within the Downtown Core. As a result, transportation impacts in the project area were previously evaluated in the *Downtown Strategy 2000 FEIR* and a full transportation impact analysis is not necessary. A traffic operations analysis will be completed to evaluate the proposed site access/circulation and intersections in the project area to identify any necessary improvements.

6. *Air Quality*

The SEIR will address the regional air quality conditions in the Bay Area and discuss the proposed project's impacts to local and regional air quality according to 2011 Bay Area Air Quality Management District (BAAQMD) guidelines and thresholds.

The SEIR will describe the existing air quality conditions in the Bay Area and will evaluate the operational and construction air quality impacts of the proposed project to sensitive receptors, in accordance with current BAAQMD CEQA Guidelines and thresholds.

7. *Greenhouse Gas Emissions*

The SEIR will address the project's consistency with the City's Greenhouse Gas Reduction Strategy. Proposed design measures to reduce energy consumption, which in turn would reduce greenhouse gas emissions, will be discussed.

8. *Noise and Vibration*

The SEIR will discuss noise that will result from operation of the proposed project, as well as temporary construction noise. Noise levels will be evaluated for consistency with applicable standards and guidelines in the City of San José.

Due to the size of the proposed building, it is reasonable to assume that construction of the project will require pile driving and the use of other heavy equipment. The SEIR will evaluate the effects of vibration during project construction on nearby structures, including the Sunol Building.

9. *Energy*

Implementation of the proposed project will result in an increased demand for energy on-site. The SEIR will address the increase in energy usage on-site and proposed design measures to reduce energy consumption.

10. *Utilities*

Implementation of the proposed project will result in an increased demand on utilities and public facilities compared to existing conditions. The SEIR will examine the impacts of the project on public services, including utilities such as sanitary and storm drains, water supply/demand, and solid waste management.

11. *Public Services*

Implementation of the proposed project will increase the population of the City which will result in an increased demand on public services, including police and fire protection, schools, and recreational facilities. The SEIR will address the availability of public facilities and service systems and the potential for the project to require the construction of new facilities.

12. *Hazards and Hazardous Materials*

The project site is surrounded by commercial businesses, offices, and residential land uses. The SEIR will summarize known hazardous materials conditions on and adjacent to the project site and will address the potential for hazardous materials impacts to result from implementation of the proposed project.

13. *Geology*

The project site is located in the most seismically active region in the United States. The SEIR will discuss the possible geological impacts associated with seismic activity and the existing soil conditions on the project site.

14. *Hydrology and Water Quality*

Based on the Federal Emergency Management Agency (FEMA) flood insurance rate maps, the SEIR will address the possible flooding issues of the site as well as the effectiveness of the storm drainage system and the projects effect on storm water quality consistent with the requirements of the Regional Water Quality Control Board.

15. *Alternatives*

The SEIR will examine alternatives to the proposed project including a “No Project” alternative and one or more alternative development scenarios depending on the impacts identified. Other alternatives that may be discussed could include reduced development alternatives (e.g., smaller project or reduced alternatives), alternative land uses, and/or alternative locations. Alternatives discussed will be chosen based on their ability to reduce or avoid identified significant impacts of the proposed project while achieving most of the identified objectives of the project.

16. *Significant Unavoidable Impacts*

The SEIR will identify those significant impacts that cannot be avoided, if the project is implemented as proposed.

17. *Cumulative Impacts*

The SEIR will include a Cumulative Impacts section that will address the potentially significant cumulative impacts of the project (particularly the cumulative traffic impacts) when considered with other past, present, and reasonably foreseeable future projects in the development area.

In conformance with the CEQA Guidelines, the SEIR will also include the following sections: 1) consistency with local and regional plans and policies, 2) growth inducing impacts, 3) significant irreversible environmental changes, 4) references and organizations/persons consulted, and 5) EIR authors.

An Initial Study will be prepared to focus the analysis of the SEIR. The Initial Study will be provided as an appendix to the SEIR and include analyses for resource areas that have no new significant impacts or no increase in previously identified impacts.

From: Aerieways [<mailto:aerieways@aol.com>]

Sent: Tuesday, August 23, 2016 9:07 PM

To: Mathur, Krinjal <krinjal.mathur@sanjoseca.gov>

Subject: Re: San Jose Planning: Notice of Preparation of a SEIR for the Greyhound Residential Project (SP16-021 & T16-017)

As this project is located within the lands once held by the Tamien people, I suggest that you coordinate with the Muwekma Tribal Band.

Ed Ketchum
Amah Mutsun Tribal Band
Historian

From: Connolly, Mark [<mailto:Mark.Connolly@PLN.SCCGOV.ORG>]
Sent: Tuesday, August 23, 2016 4:19 PM
To: Mathur, Krinjal <krinjal.mathur@sanjoseca.gov>
Subject: RE: San Jose Planning: Notice of Preparation of a SEIR for the Greyhound Residential Project (SP16-021 & T16-017)

Thank you, for the referral. It looks like the project approvals are:

- Special Use Permit
- 2. Tentative Map
- 3. Demolition Permit
- 4. Building Permit
- 5. Grading Permit

Any rezoning or GPA will require a referral to the ALUC, as the project site is located within the AIA of San Jose International Airport. If not, the CLUP policies are the responsibility of the City staff to review and implement. ALUC staff is happy to assist. Pay particular attention to the Noise polices. Any residential within the 65 dBA CNEL is very likely to have consistency issues.

Thank you,

Mark J. Connolly
Senior Planner / Staff to the ALUC
70 W. Hedding Street 7th Floor East Wing
San Jose, CA 95110
408-299-5786

From: Costa, Aaron [<mailto:aaron.costa@cep.sccgov.org>]
Sent: Monday, August 29, 2016 8:05 AM
To: Mathur, Krinjal <krinjal.mathur@sanjoseca.gov>
Subject: RE: CEQA Referral - Greyhound Residential Project

Krinjal,

This project is directly across the street from an open fuel leak case at 95 S Almaden. Since the project proposes 4 levels of sub-grade parking, it is likely that dewatering will be required during construction. If groundwater is encountered during construction, it will likely be impacted by petroleum hydrocarbons and mitigation measures to address contaminated groundwater will be needed. Please feel free to contact me should you have any additional questions related to subsurface contamination in this area.

Thank you,

Aaron Costa
Senior Hazardous Materials Specialist
Site Mitigation Program

County of Santa Clara
Department of Environmental Health
1555 Berger Drive #300
San Jose, CA 95112
(408) 918-1954
<http://www.sccgov.org/sites/deh>

*My normal office hours are 6:30am-3:00pm

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File: 29388
Guadalupe River

September 15, 2016

Krinjal Mathur
Department of Planning, Building and Code Enforcement
City of San Jose
200 East Santa Clara Street, CA 3rd Floor Tower
San Jose, CA 95113-1905

Subject: Notice of Preparation of a Supplemental Environmental Impact Report to the Downtown Strategy 2000 Final Environmental Impact Report for the Greyhound Residential Project

Dear Krinjal Mathur:

The Santa Clara Valley Water District (District) has reviewed the Notice of Preparation (NOP) of a Supplemental Environmental Impact Report (SEIR) to the Downtown Strategy 2000 Final Environmental Impact Report for the Greyhound Residential Project received on August 24, 2016.

District records indicate that APN: 259-40-015 and 016 each have one active well. If the wells will continue to be used following redevelopment of the site, they must be protected so that they do not become lost or damaged during construction. If one or both of the wells will not be used as part of the redevelopment project, they must be destroyed in accordance with District Ordinance 90-1, which requires issuance of a well destruction permit. If additional wells are found on-site they must be properly destroyed under permit from the District or registered with the District and protected during construction.

To reduce/avoid adverse impacts to water supply, the SEIR should consider the following:

- Require landscaping to meet or exceed the requirements of the City's water efficient landscape regulations.
- The installation of dual plumbing to facilitate and maximize the use of alternative water sources for irrigation, toilet flushing, cooling towers, and other non-potable water uses. Currently, recycled water lines are located within 0.75 miles of the site and could be extended in the future to serve the site. In addition, onsite reuse of water may be appropriate now or in the future.
- Maximize the use of alternative water sources for non-potable uses including stormwater, rainwater, and graywater.
- Installation of separate submeters to each residential unit to encourage efficient water use.

Krinjal Mathur
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September 15, 2016

The District does not have any facilities or land rights within the proposed project limits; therefore, as per the District's Water Resources Protection Ordinance a District encroachment permit is not required.

Reference District File No. 29388 on further correspondence regarding this project. If you have any questions or need further information, you can reach me at (408) 630-2322.

Sincerely,

A handwritten signature in blue ink, appearing to read 'C. Haggerty', is written over a light gray rectangular background.

Colleen Haggerty, P.E.
Associate Civil Engineer
Community Projects Review Unit

cc: S. Tippets, C. Haggerty, T. Hemmeter, C. Tulloch, M. Silva, H. Ashktorab,
J. De La Piedra, M. Duffy, File



September 23, 2016

City of San Jose
Department of Planning and Building
200 East Santa Clara Street
San Jose, CA 95113

Attention: Krinjal Mathur

Subject: City File No. SP16-021 / Greyhound Residential Project

Dear Ms. Mathur:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the NOP for 781 residential units and 20,000 square feet of ground floor retail at 70 Almaden Avenue. We have the following comments.

Land Use

VTA strongly supports the proposed land use intensification of this site strategically located on the transportation network within walking distance of multiple VTA Light Rail Transit lines and several Local Bus lines; the Rapid 522 line, currently undergoing an enhancement as the Santa Clara Alum Rock (SCAR) Bus Rapid Transit corridor; and future Downtown San Jose BART service. Additionally, by increasing the number of residences in close proximity to the numerous shops, restaurants, services and work sites in Downtown San Jose, the project will increase opportunities for daily tasks to be accomplished by walking and biking, thereby incrementally reducing automobile trips and greenhouse gas emissions. Downtown San Jose is identified as a Regional Core in VTA's Community Design & Transportation (CDT) Program Cores, Corridors and Station Areas framework, which shows VTA and local jurisdiction priorities for supporting concentrated development in the County. The CDT Program was developed through an extensive community outreach strategy in partnership with VTA Member Agencies, and was endorsed by all 15 Santa Clara County cities and the county.

Transportation Impact Analysis (TIA) Report

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more net new peak-hour trips. Based on the information provided on the size of this project, a TIA may be required. The updated 2014 VTA *TIA Guidelines*, which can be found at <http://www.vta.org/cmp/tia-guidelines>, include updated procedures for documenting auto trip reductions, analyzing non-auto modes, and evaluating mitigation measures and improvements to address project impacts and effects on the

transportation system. For any questions about the updated *TIA Guidelines*, please contact Robert Swierk of the VTA Planning and Program Development Division at 408-321-5949 or Robert.Swierk@vta.org.

Pedestrian Accommodations

The NOP materials do not provide detail regarding the proposed pedestrian accommodations along the project frontages, South Almaden Avenue, Post Street, and South San Pedro Street. VTA recommends that the site plan clearly indicate pedestrian access from building entrances to surrounding sidewalks. Given the increased pedestrian volumes associated with the project, VTA recommends that the City work with the project sponsor to provide exceptional pedestrian accommodations along the project frontages. Improved pedestrian accommodations along the project frontages would encourage greater trips by walking, and improve access to transit. Resources on pedestrian quality of service, such as the Highway Capacity Manual 2010 Pedestrian Level of Service methodology, indicate that accommodations such as a buffer containing a continuous green strip, closely planted street trees, and/or lamp posts improve pedestrian perceptions of comfort and safety on a roadway.

Bicycle Accommodations

The NOP materials provide little detail as to the proposed bicycle accommodations within and near the project site. Currently a bike lane exists along W. San Fernando Street, and the Guadalupe River Trail can be accessed west of the site. VTA recommends that the site plan clearly indicate bicycle access from nearby bicycle facilities.

VTA supports the project's inclusion of 195 bicycle parking spaces; however, the NOP materials do not provide details regarding the location of the bicycle parking spaces or other bicycle-supportive facilities. VTA supports bicycling as an important transportation mode and thus recommends inclusion of conveniently located bicycle parking for the project. Bicycle parking facilities can include bicycle lockers or secure indoor parking for all-day storage and bicycle racks for short-term parking. VTA's Bicycle Technical Guidelines provide guidance for estimating supply, siting and design for bicycle parking facilities. This document may be downloaded from www.vta.org/bikeprogram.

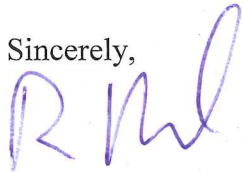
Transportation Demand Management – Transit Incentives

VTA encourages the City to work with the applicant to explore Transportation Demand Management (TDM) measures that would reduce the number of single-occupant vehicle trips generated by the project and increase transit ridership. VTA recommends that the City work with the applicant to implement a parking management plan, reduced parking ratios, and transit fare incentives to residents of the development, such as free or discounted transit passes on a continuing basis.

City of San Jose
September 23, 2016
Page 3

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,



Roy Molseed
Senior Environmental Planner

cc: Michael Liw, San Jose Development Services
Patricia Maurice, Caltrans
Brian Ashurst, Caltrans

SJ1618