Appendix A

Initial Study

INITIAL STUDY

SAN JOSE TRIBUTE HOTEL

File Nos.: H16-042 and HP17-003

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

May 2019

Table of Contents

List of Tables

List of Figures

Appendices

.

Chapter 1. Background Information

PROJECT DATA

1. **Project Title**: San José Tribute Hotel

2. **File Nos.**: H16-042 and HP17-003

3. **Lead Agency Name and Address**: City of San José Planning, Building and Code Enforcement, 200 E. Santa Clara Street, San José, CA 95113

4. **Project Owner**: Khanna Enterprises, Ltd., 2601 Main Street, Suite 320, Irvine, CA 92614

5. **Project Representative**: TCA Architects, 19782 MacArthur Boulevard, Suite 300, Irvine, CA 92612 Contact: Paul Adamson (949) 852-0270

6. **Project Location:** An approximately 25,000 square-foot area located within the Four Points by Sheraton parcel at 211 S. First Street. The existing hotel consists of a four-story, 86 room structure with a ground floor restaurant and courtyard.

   APN: 259-42-079 **Council District**: 3

7. **Project Description**: Application for a Site Development Permit and Historic Preservation Permit to allow a hotel addition of 274 guest rooms in a new 24-story, 260-foot high tower on the northern portion of the site, at the location of an existing courtyard.

8. **General Plan Designation**: *Downtown*

9. **Existing Zoning District**: *DC – Downtown Primary Commercial*

10. **Habitat Conservation Plan Designations**:
    Area 4: Urban Development
    Private Development Area: Urban Development Equal to or Greater Than 2 Acres Covered
    Land Cover: Urban-Suburban
    Land Cover Fee Zone: Urban Areas (No Land Cover Fee)

11. **Surrounding Land Uses**:
    North: Fairmont Hotel (south tower)
    South: Parking lot
    East: U.S. Courthouse and Federal Building; commercial uses
    West: Casa del Pueblo senior apartments; United Food & Commercial Workers Union offices

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Chapter 2. Project Description

INTRODUCTION

This Initial Study (IS) has been prepared by the City of San José as the Lead Agency, in conformance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (Title 14, California Code of Regulations §15000 et seq.), and the regulations and policies of the City of San José. The purpose of this IS, as part of the Supplemental EIR (SEIR), is to inform decision makers and the general public of the reasonably anticipated environmental impacts of the proposed project.

On December 18, 2018, the City Council certified the Downtown Strategy 2040 Final Environmental Impact Report (FEIR) (Resolution No. 78942) and adopted the Downtown Strategy 2040, which updated the Downtown Strategy 2000 to be consistent with the Envision San José 2040 General Plan. This update included an increase in the amount of new commercial office and residential development capacity and revised development phasing to extend the horizon (buildout) year to 2040. The Downtown Strategy 2040 increased the amount of new commercial office by an additional three million square feet (approximately 10,000 jobs) to be transferred from other areas of the City consistent with the General Plan Four-Year Review recommendations. The amount of commercial office development would be 14.2 million square feet by the year 2040. The residential capacity of Downtown would be increased to 14,360 units. The amount of new retail development of 1.4 million square feet and 3,600 hotel rooms, identified in the Downtown Strategy 2000, would be maintained. The 274 hotel rooms proposed by the project are included in the analyses of the Downtown Strategy 2000 and the Downtown Strategy 2040.

The Downtown Strategy 2040 FEIR evaluated the traffic and traffic-related air quality and noise impacts of Downtown development projects consistent with the General Plan land use designations and Downtown zoning districts up to the year 2040. The Downtown Strategy 2040 FEIR evaluated all remaining resource areas at a program level for site-specific conditions, including construction-related impacts that could not be feasibly evaluated in the absence of specific development project details.

The Downtown Strategy 2040 FEIR identified measures to minimize impacts and adopted statements of overriding consideration for all identified significant impacts resulting from the maximum level of proposed development that could not be avoided. All subsequent development that occurs as part of the Downtown Strategy 2040 will require project specific supplemental environmental review.

In 2011, the City of San José approved the Envision San José 2040 General Plan, which is a long-range program for the future growth of the City. The Envision San José 2040 General Plan FEIR, SEIR, and Addenda thereto (hereafter General Plan FEIR), was a broad range analysis of the planned growth and did not analyze specific development projects. The intent of the Envision San José 2040 General Plan FEIR was to be a program level document from which subsequent development consistent with the General Plan could tier.

This IS has been prepared as part of the supplemental environmental review process needed to evaluate the proposed project in terms of the overall development envisioned in the Downtown Strategy 2040 and the Envision San José 2040 General Plan.

Tiering from Previous EIRs

In accordance with CEQA, this Initial Study, as part of the SEIR, will be a supplement to the Downtown Strategy 2040 FEIR and tiers from both the Envision San José 2040 General Plan FEIR and the Downtown Strategy 2040 FEIR. The CEQA Guidelines contain information on tiering an environmental document as follows:

§ 15152 – Tiering. (a) "Tiering" refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the EIR or negative declaration solely on the issues specific to the later project. (b) Agencies are encouraged to tier the environmental analyses which they prepare for separate but related projects including general plans, zoning changes, and development projects. This approach can eliminate repetitive discussions of the same issues and focus the later EIR or negative declaration on the actual issues ripe for decision at each level of environmental review. Tiering is appropriate when the sequences of analysis is from an EIR prepared for a general plan, policy or program to an EIR or negative declaration for another plan, policy or program of lesser scope, or to a site-specific EIR or negative declaration. Tiering does not excuse the lead agency from adequately analyzing reasonably foreseeable significant effects of the project and does not justify deferring such analysis to a later tier EIR or negative declaration. However, the level of detail contained in a first tier EIR need not be greater than that of the program, plan, policy, or ordinance being analyzed.

This IS and all documents referenced in it are available for public review in the Department of Planning, Building and Code Enforcement at San José City Hall, 200 East Santa Clara Street, 3rd floor, during normal business hours.

PROJECT LOCATION

The project site is an existing courtyard at the Four Points by Sheraton hotel, located on approximately 25,000 square feet (0.57 acres), at 211 S. First Street in downtown San José (refer to Figure 1). The property is located on a portion of Assessor's Parcel Number (APN) 259-42-079, as presented in Figure 2. An aerial vicinity map showing the subject property and surrounding uses is presented in Figure 3.

BACKGROUND

The existing Four Points by Sheraton is the former Montgomery Hotel, a designated City, State, and National Landmark. The hotel building was originally constructed in 1911 on the corner of First and San Antonio Streets, now the pedestrian-only Paseo de San Antonio. In 2000, the building was moved approximately 187 feet south to the current parcel and restored in 2004. The current owner acquired the property in 2013. The Italianate style building has a primary façade on S. First Street and a secondary façade on the north side facing an existing hotel courtyard.

PROJECT DESCRIPTION

The project proposes a 274-room hotel addition to the Four Points by Sheraton, now referred to as the San José Tribute Hotel. The proposed addition consists of a new, 24-story tower on the northern portion of the site, at the location of an existing courtyard. The proposed tower design considers the historic landmark status of the former Montgomery Hotel and was designed in consultation with City staff and the City's Historic Landmarks Commission (HLC) and the HLC Design Review Subcommittee.

The project site is currently used as an open patio seating area for the Four Points by Sheraton hotel and restaurant. The proposed hotel addition consists of a new 260-foot high tower. The proposed hotel addition is 186,426 gross square feet in size and includes guest rooms, an atrium style lobby, and roof-top amenities such as a swimming pool, fitness center, and events space. The lower five floors would occupy half the currently open portion of the site with guest rooms, entry lobby, check-in area, and support spaces. The lower level enclosure would form the lobby and semi-public event space. The main entry to the combined hotel structures would be located at the S. First Street elevation. The project also includes a new loading zone as described below.

The project site is designated *Downtown* under the City of San José's adopted General Plan and is located in the *DC – Downtown Primary Commercial* zoning district.

The conceptual site plan is presented in Figure 4 and floor plans are provided in Figure 5. Elevations are shown in Figure 6.

Building Construction. The proposed tower addition is proposed on the northern half of the existing hotel parcel. The building is of a modern design and extends to a height of approximately 70 feet, then cantilevers over the existing hotel building to provide adequate width for a standard double-loaded hotel floor plate. The tower then extends vertically for a total of 24 floors. The space between the lower levels of the proposed building and the existing hotel would be spanned with a glazed wall at both ends, enclosing a new lobby space, while admitting light into the existing building windows and enabling views of the historic façade of the existing hotel from First Street. The new tower addition design is intended to respect and maintain the historical significance of the existing Montgomery Hotel. Refer to Figure 9 for an architectural rendering of the proposed project.

Access and Parking: Service access would be provided via the existing easement to the south of the existing hotel and along the unbuilt western edge of the site. The existing project site has a northern driveway that provides access to a small parking lot used for check-in/check-out. The proposed project would remove the northern driveway and accompanying small parking lot and construct parking spaces for passenger loading along the project frontage on First Street (see Figure 4). The project proposes to construct five short-term passenger loading spaces for hotel registration purposes by cutting into the sidewalk along the hotel frontage on First Street. The passenger loading spaces would be paved with granite and would include a bevel with a one-inch rise to create separation between the parking spaces and the northbound travel lane on First Street. The design would include bulb outs at the north and south ends of the loading area. As proposed, the existing street trees and lighting would remain.

Lighting: Exterior lighting would be provided for the new tower, for site recognition and security. All outdoor lighting plans would be subject to City review.

Grading: Development of the project would involve the excavation and export of approximately 8,000 cubic yards (CY) of material. The grading/drainage plan for the project is presented in Figure 7.

Utilities: The project includes the provision of services and utilities to serve the project hotel addition, including water, wastewater disposal, and solid waste disposal.

Construction Staging: A site utilization plan has been prepared for the project, which shows the location of construction equipment and safety structures, as shown in Figure 8. Storage of materials would be provided along the eastern property line and possibly on a portion of the adjacent parking lot upon agreement with the owner.

PROJECT SCHEDULE

The schedule for construction of the project is not known at this time. Construction activities are anticipated to take approximately 22 months.

PROJECT OBJECTIVES

The proposed project would contribute to the job growth and hotel development as envisioned in the Downtown Strategy 2040 and the General Plan by expanding the existing hotel by 274 guest rooms to accommodate the demand for visitor-accommodating uses in downtown San José. The proposed hotel tower is intended to add a modern element to the City's evolving skyline. The new tower addition is also designed to respect and maintain the historical significance of the adjacent historic Montgomery Hotel. The proposed hotel addition aligns with the following goals and objectives of the Downtown Strategy 2040 and the General Plan.

Downtown Strategy 2040

The Downtown Strategy 2040 implements the Downtown Strategy 2000 strategies and actions for the six main urban systems within Downtown: Public Realm, Urban Form and Buildings, Transportation and Access, Historic Resources, Economic Projections, and Human Services. Applicable strategies and actions from the Downtown Strategy 2040 to the project include the following:

- The Downtown Strategy 2040 Guiding Principles, as listed below:

    1. Make Downtown a memorable and creative metropolitan center where people live, work, learn, play, shop, dine, and engage in public life;

    2. Enhance the identity of Downtown San Jose as the urban and cultural center of Silicon Valley, and further enhance San Jose as an international city;

    3. Create an accessible, walkable, bike-friendly, and transit-rich Downtown; and

    4. Promote and prioritize development that serves the needs of the entire city, valley, and Bay Area region.

- General Strategy e: Design buildings with a distinctive form, keeping in mind that the assemblage of buildings on the city skyline contributes to the overall image of Downtown San Jose.

- General Strategy f: Design the exterior lighting and building signage with a conscious effort to create the nighttime cityscape of downtown. Respect historic buildings and districts in development and redevelopment projects, without resorting to stylistic imitation.

- Priority 12: Respect the many cultural and historic assets that add a unique scale and image that is distinctly San Jose by preserving cultural resources, established historic districts and historic landmarks with approval of development projects.

General Plan

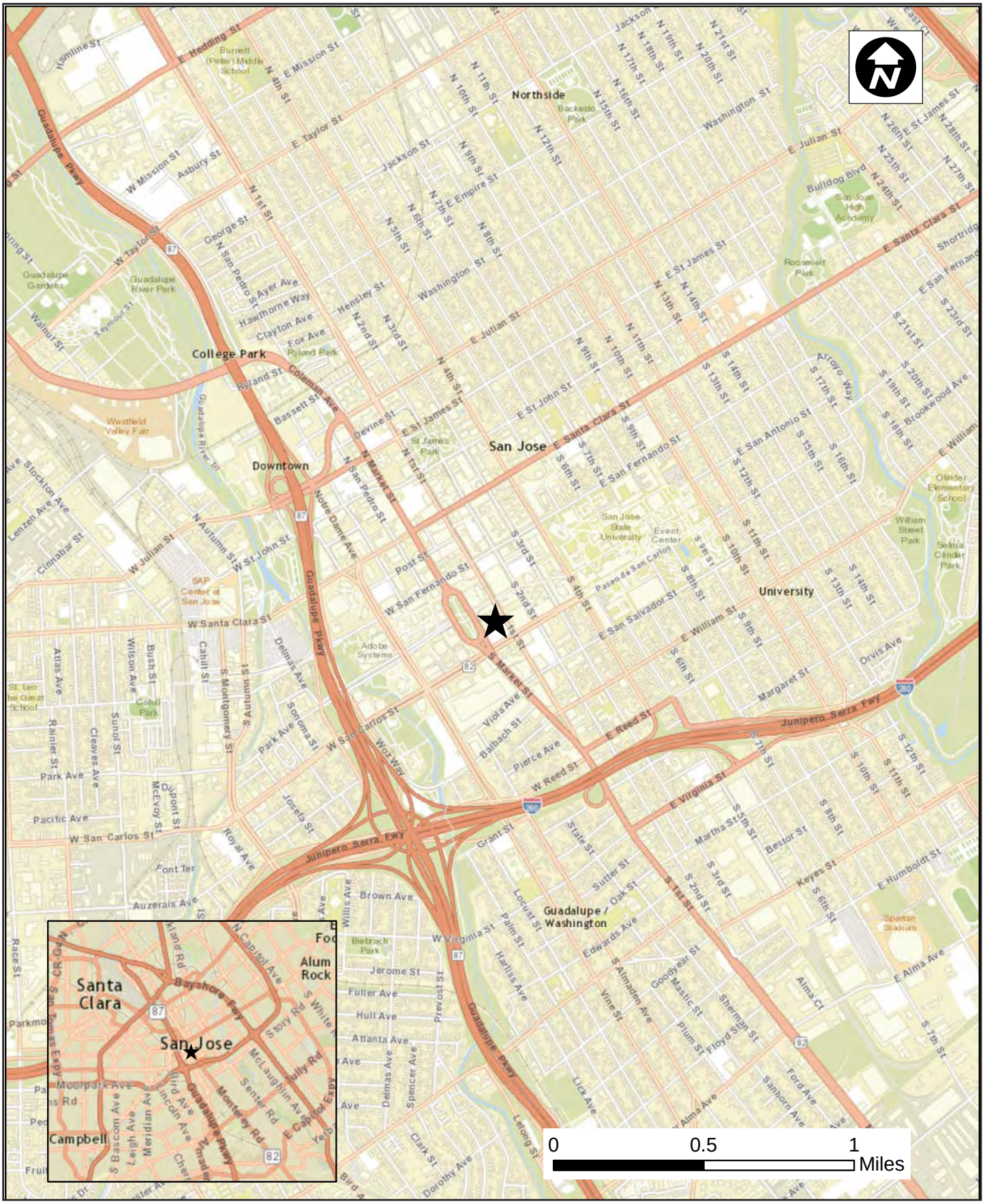
The following strategies and policies in the General Plan apply to the proposed project.

- Land Use and Employment Policy IE-1.5: Promote the intensification of employment activities on sites in close proximity to transit facilities and other existing infrastructure, in particular within the Downtown, North San José, the Berryessa International Business Park and Edenvale.

- Commercial Lands Policy LU-4.1: Retain existing commercial lands to provide jobs, goods, services, entertainment, and other amenities for San José's workers, residents, and visitors.

- Major Strategy #9: Support continued growth in the Downtown as the City's cultural center and as a unique and important employment and residential neighborhood. Focusing growth within Downtown will support the Plan's economic, fiscal, environmental, and urban design/placemaking goals.

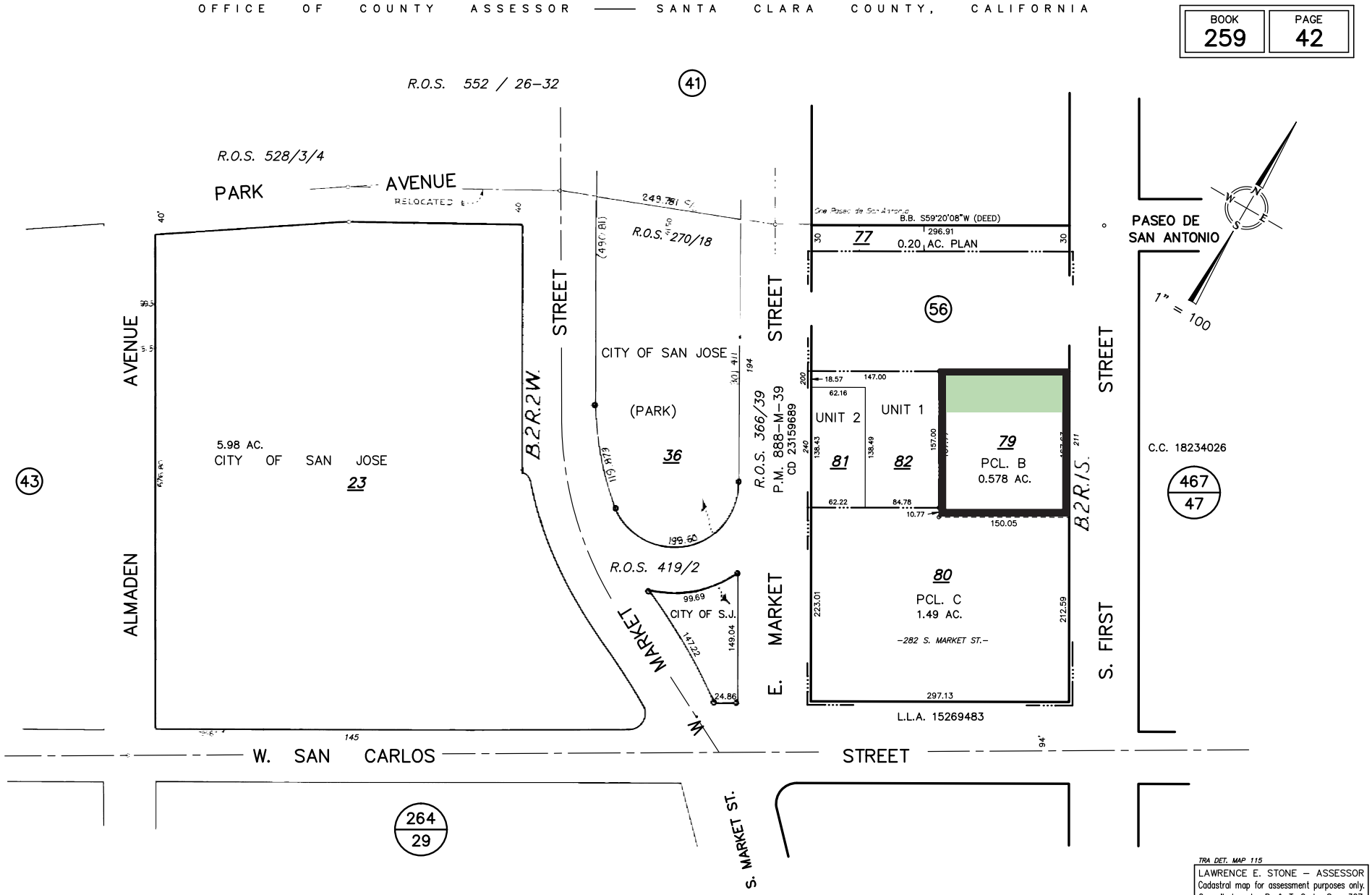
- Community Design Policy CD-6: Promote and achieve the Downtown's full potential as a regional destination and diverse cultural, recreational, civic, and employment center through distinctive and high-quality design.



Location Map

Figure 1

San José Tribute Hotel Initial Study

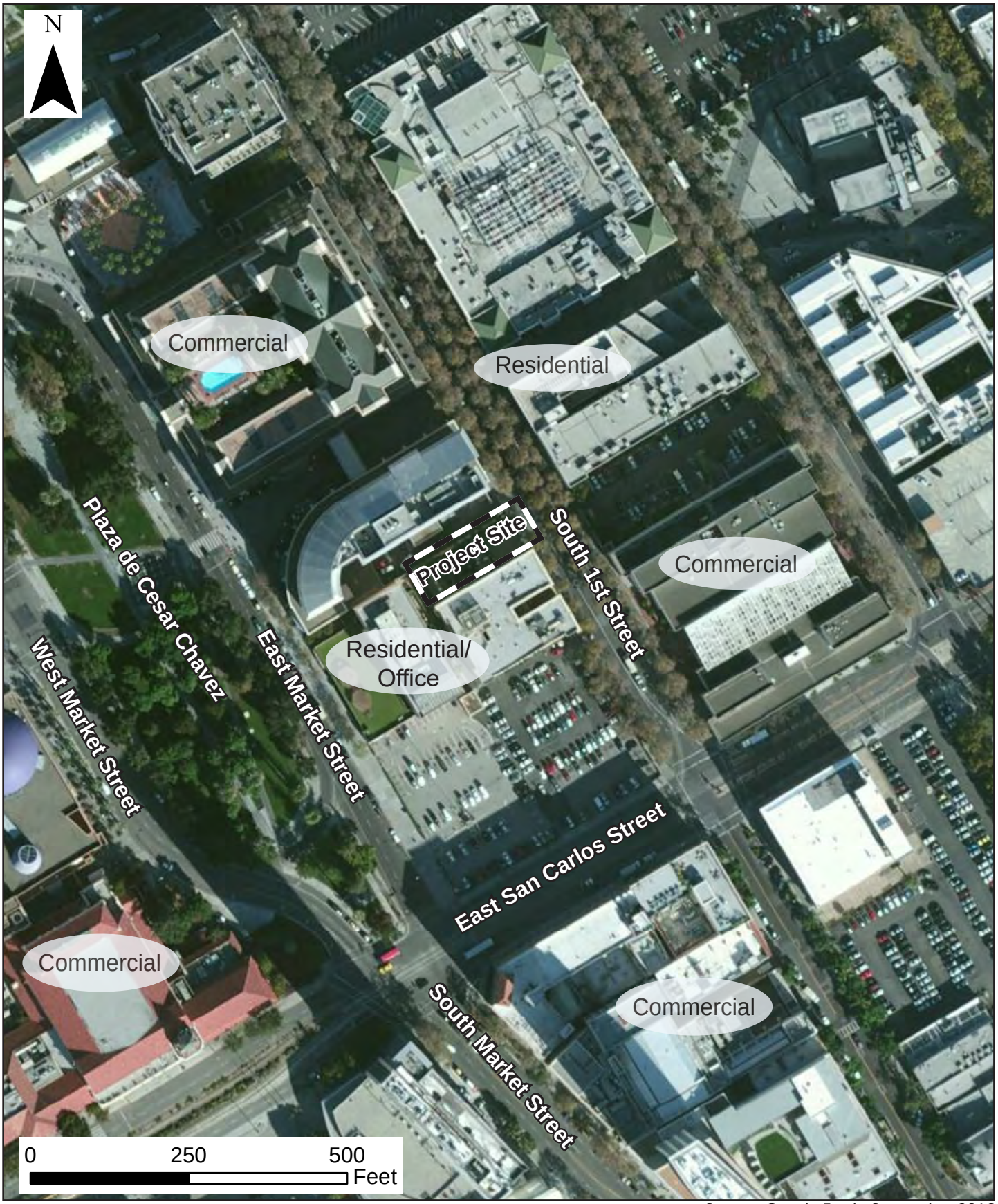


Project Parcel Project Site

Source: Office of the Assessor, County of Santa Clara, September 2016

Parcel Map

Figure 2

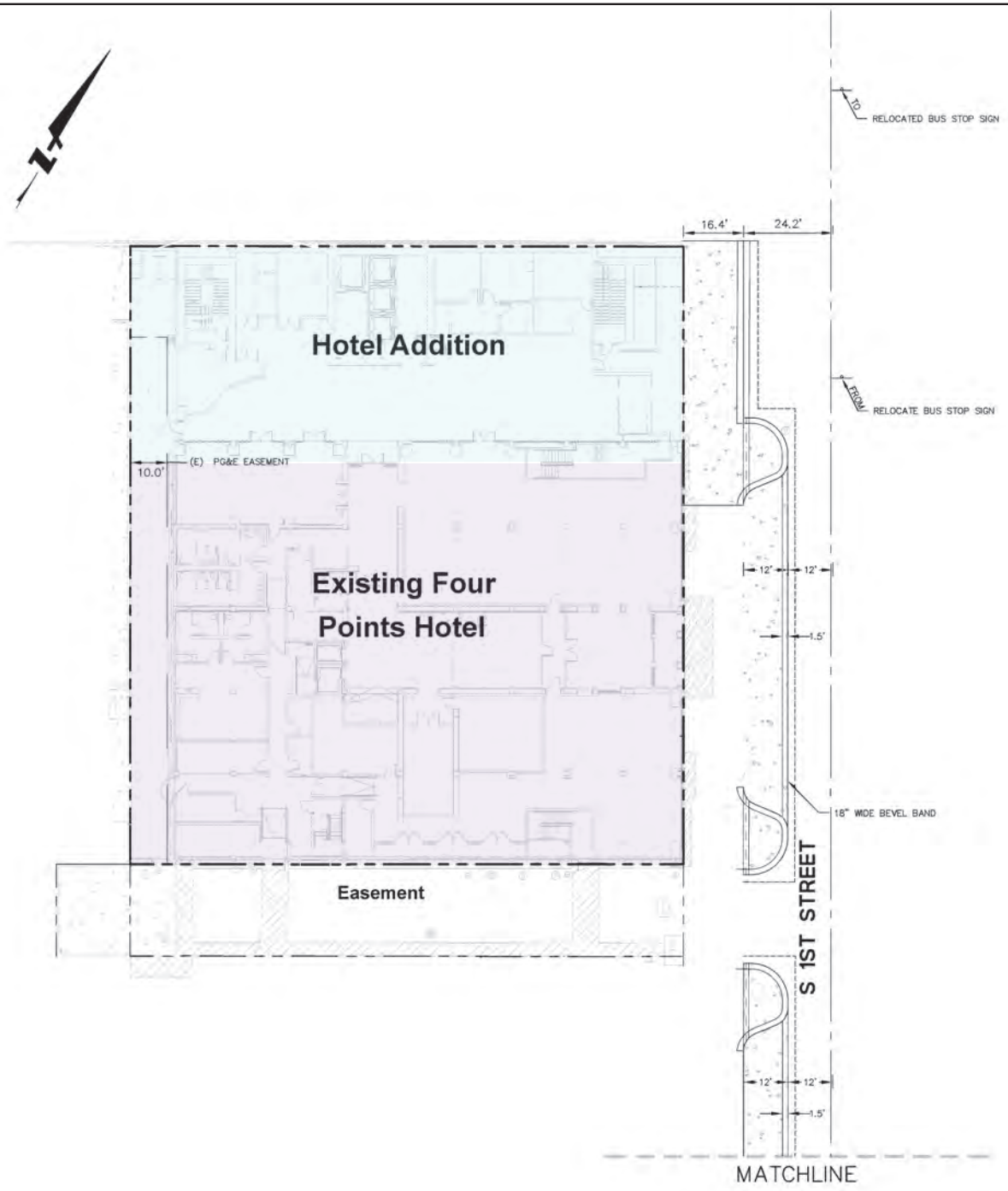


Source: Google Earth, September 2016

Aerial Vicinity Map

San José Tribute Hotel Initial Study

Figure 3



Source: TCA Architects, June 2018

Conceptual Site Plan

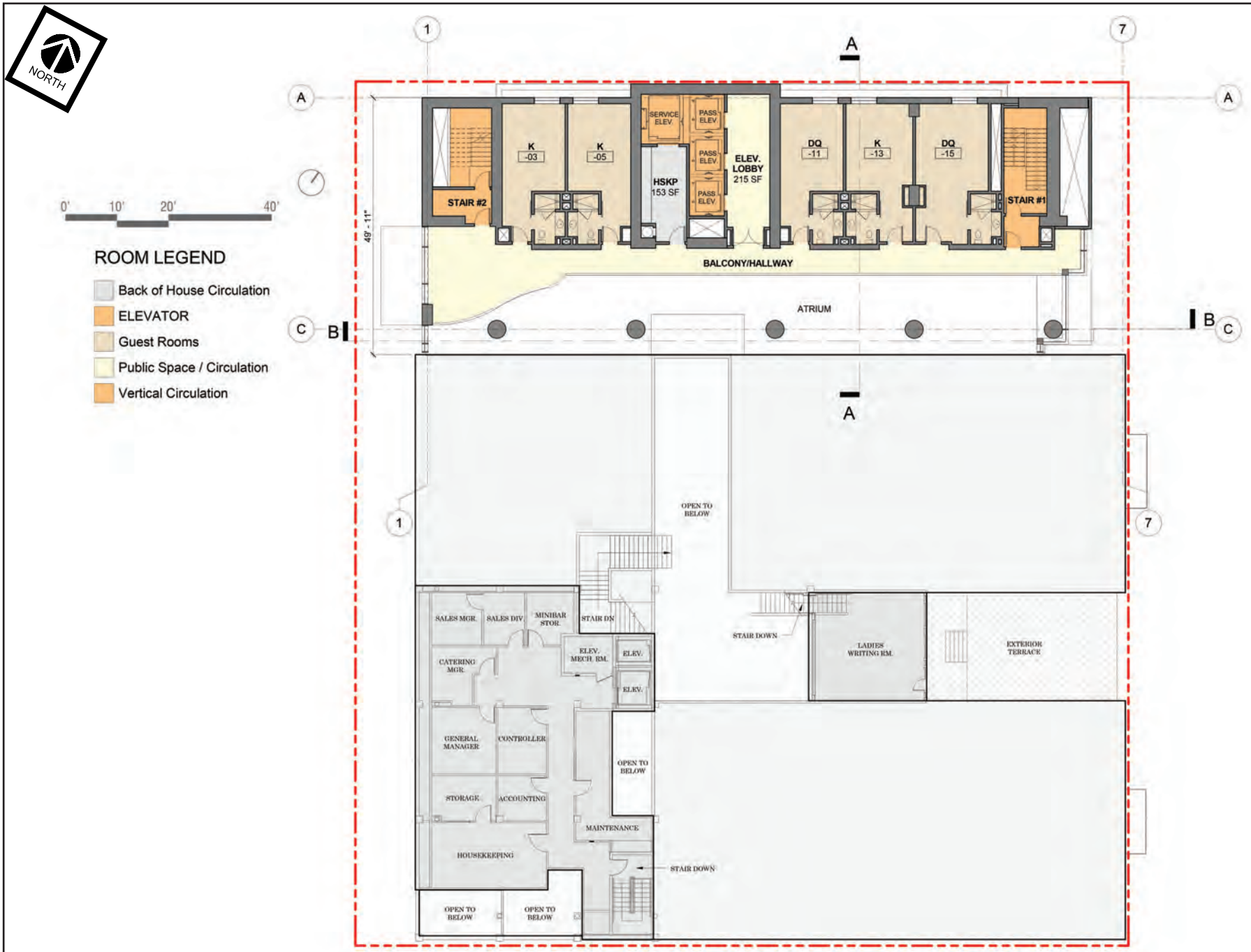
Figure 4

Source: TCA Architects, June 2018

Floor Plans - Ground Floor

Figure 5a

San José Tribute Hotel Initial Study

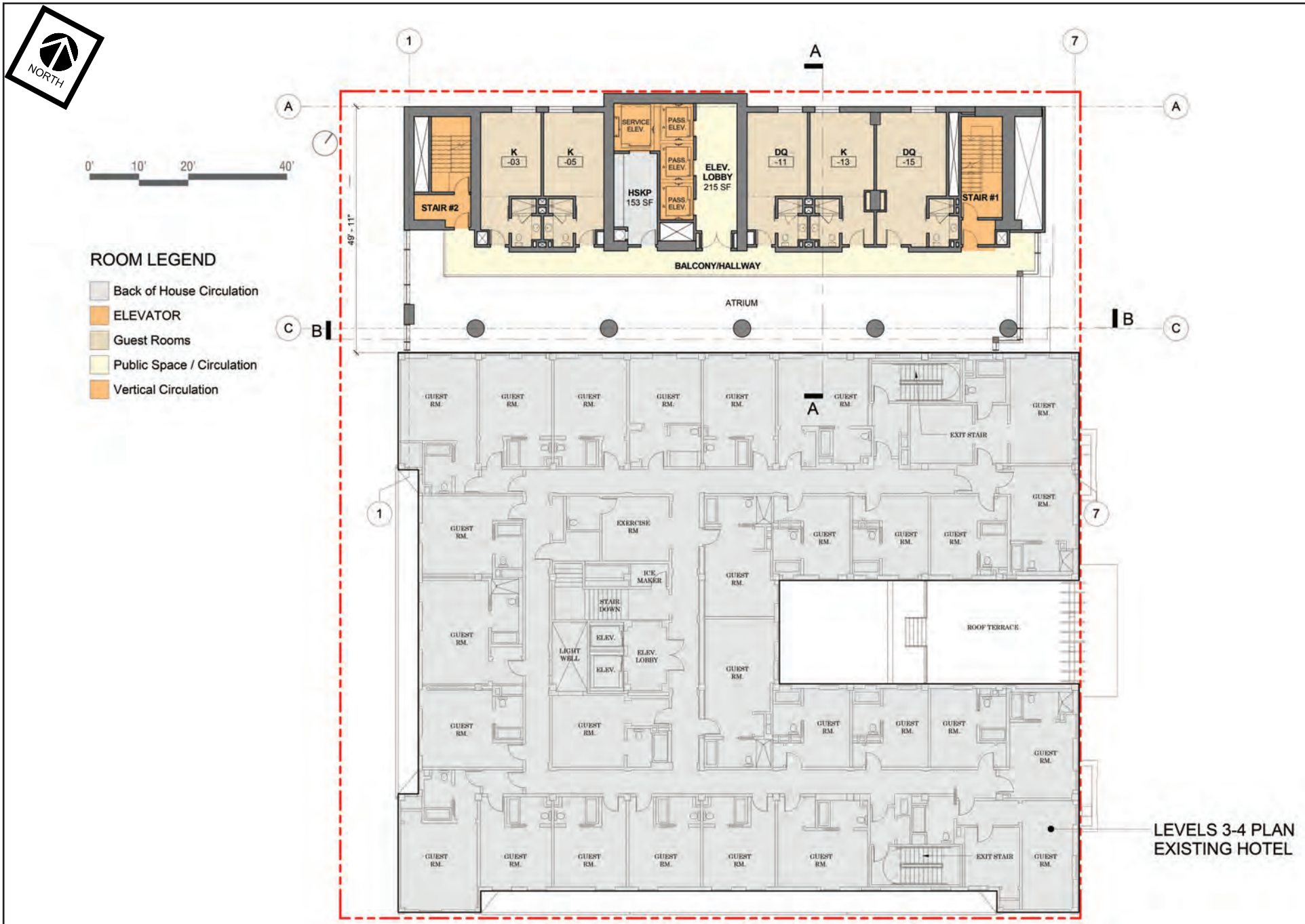


Source: TCA Architects, June 2018

Floor Plans - Floor 2

Figure 5b

San José Tribute Hotel Initial Study

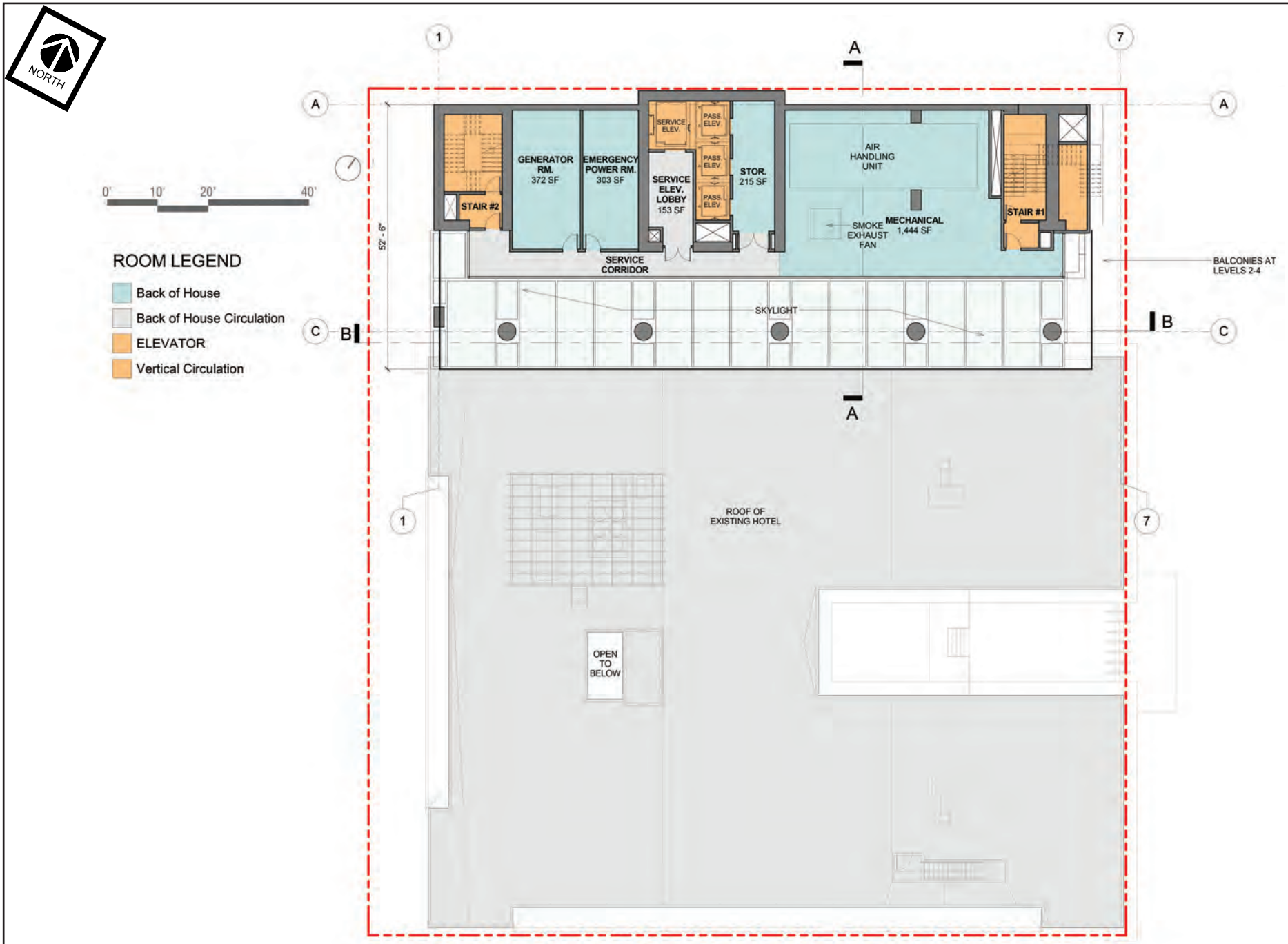


Source: TCA Architects, June 2018

Floor Plans - Floors 3-5

Figure 5c

San José Tribute Hotel Initial Study



Source: TCA Architects, June 2018

Floor Plans - Floor 6

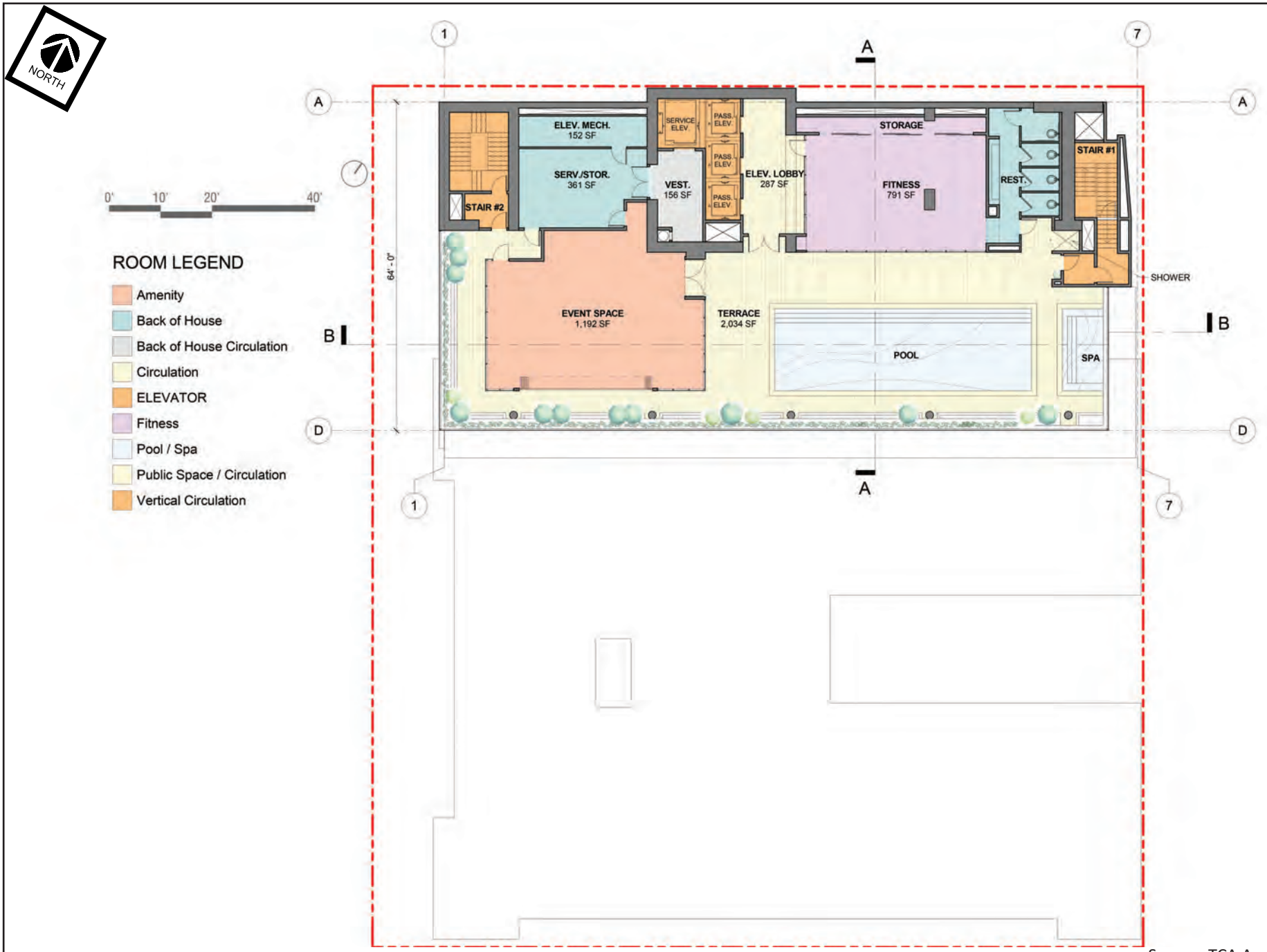
Figure 5d

Source: TCA Architects, June 2018

Floor Plans - Floors 7-23

Figure 5e

San José Tribute Hotel Initial Study

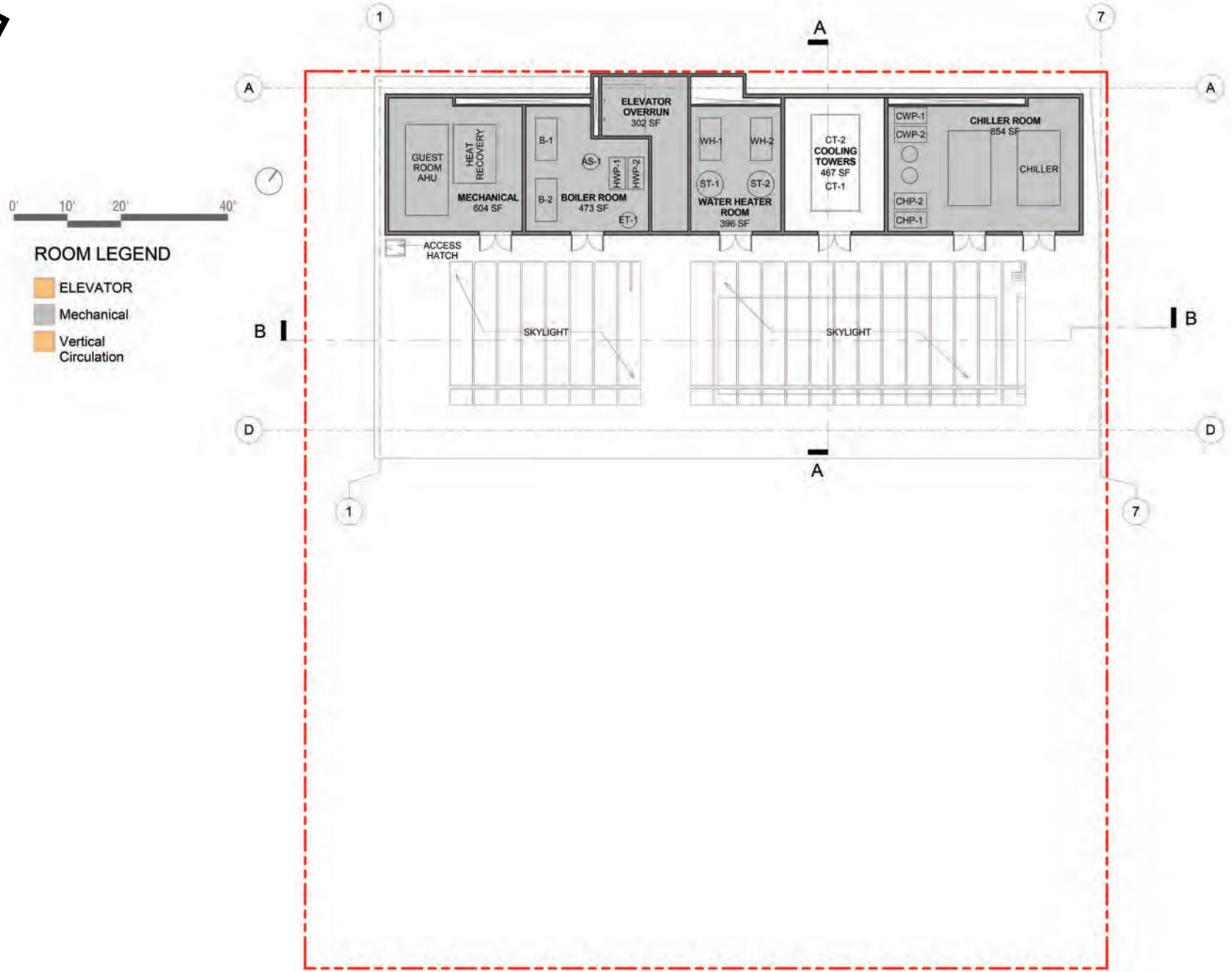


Source: TCA Architects, June 2018

Floor Plans - Floor 24

Figure 5f

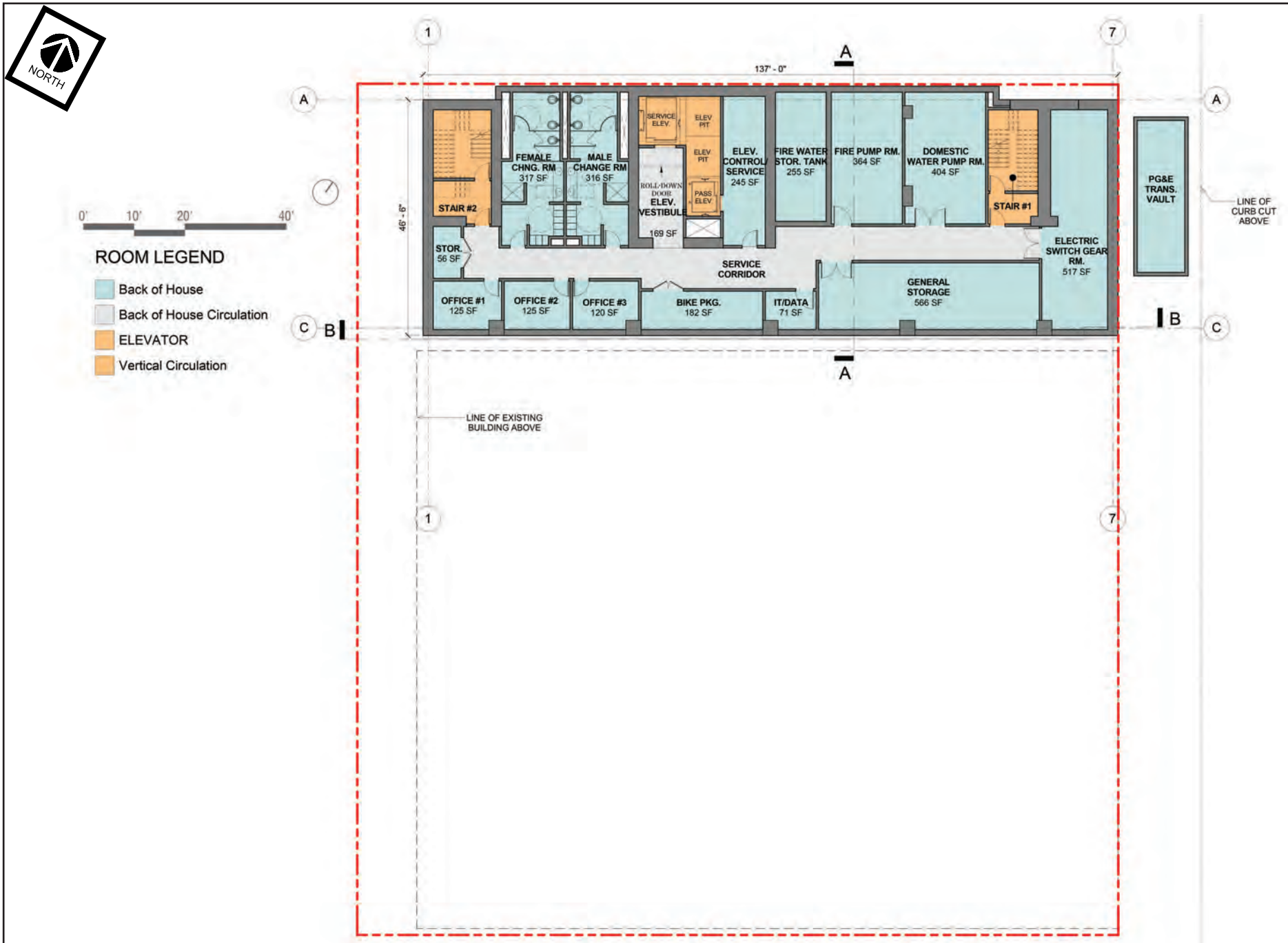
San José Tribute Hotel Initial Study



Source: TCA Architects, June 2018

Floor Plans - Roof

Figure 5g

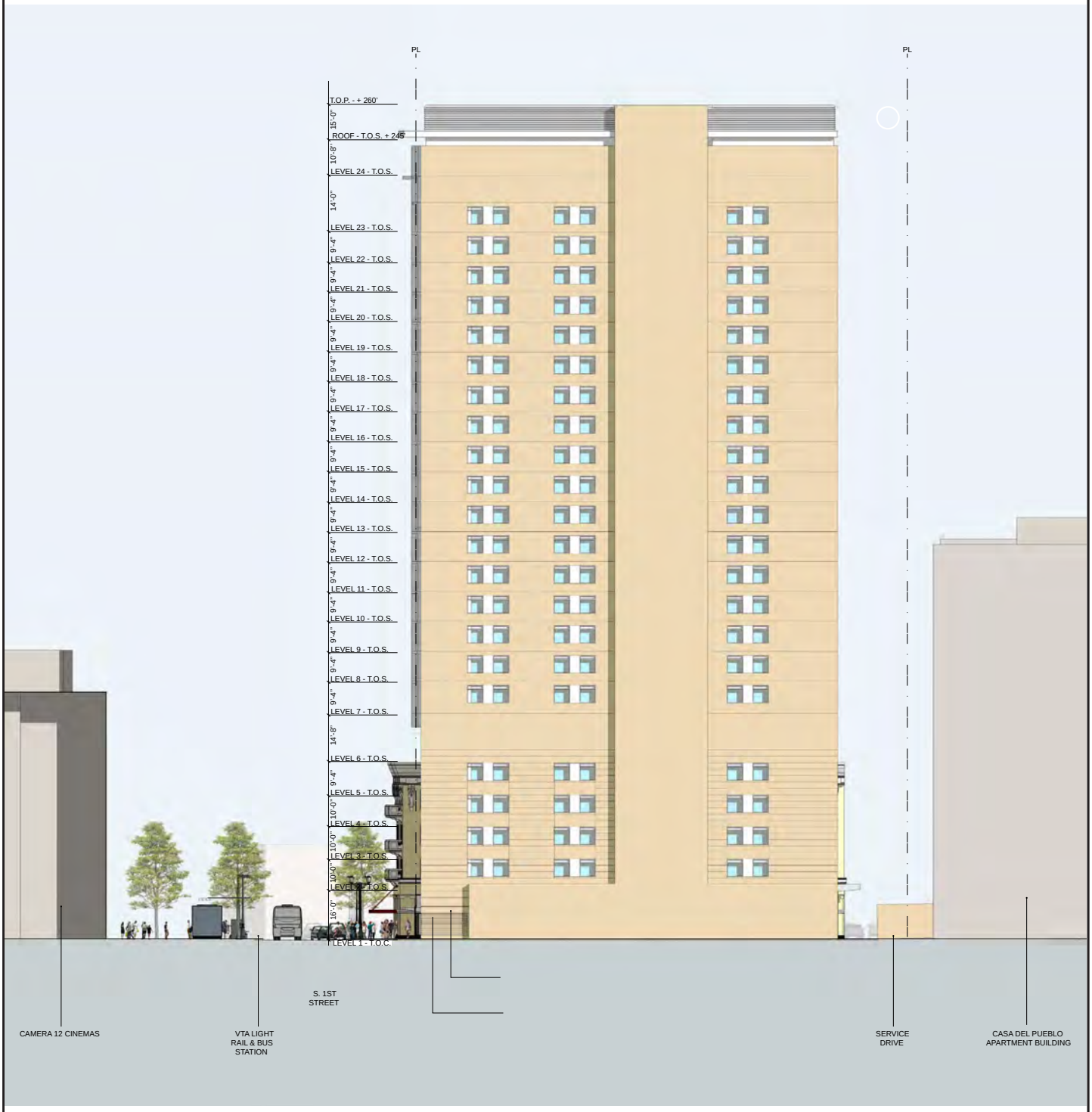


Source: TCA Architects, June 2018

Floor Plans - Basement

Figure 5h

San José Tribute Hotel Initial Study



Source: TCA Architects, June 2018

Elevations - North

Figure 6a

San José Tribute Hotel Initial Study

Source: TCA Architects, June 2018

Elevations - East

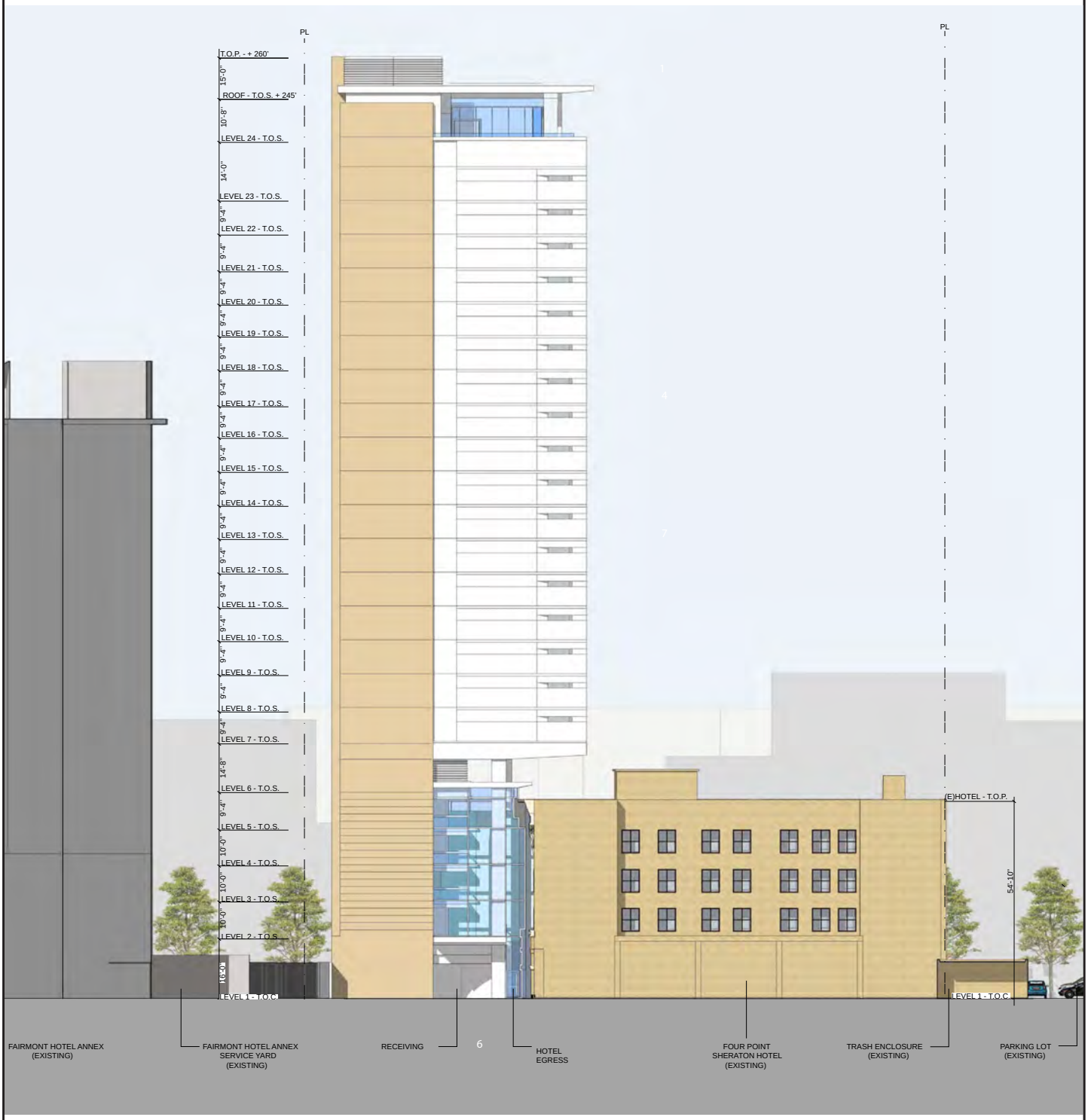
Figure 6b

Source: TCA Architects, June 2018

Elevations - South

Figure 6c

San José Tribute Hotel Initial Study

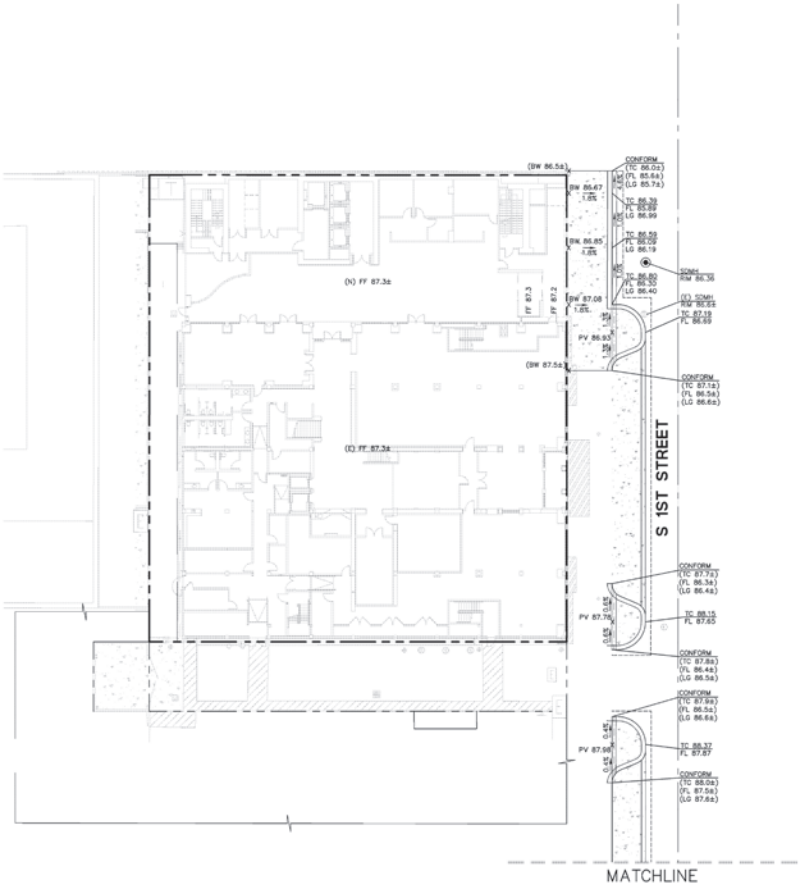


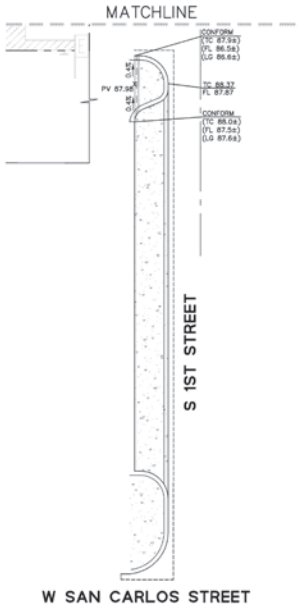
Source: TCA Architects, June 2018

Elevations - West

Figure 6d

San José Tribute Hotel Initial Study





GRADING LEGEND

	PROPERTY LINE
	ADJACENT PROPERTY LINES
	VERTICAL CURB & GUTTER
	CONCRETE UNDERDRAIN WITH STEEL COVER
	SAWCUT GRADING CONFORM
(PV 128.2±)	EXISTING CONFORM GRADE
PV 128.2	PROPOSED GRADE
1.5%	SLOPE TO DRAIN

NOTES

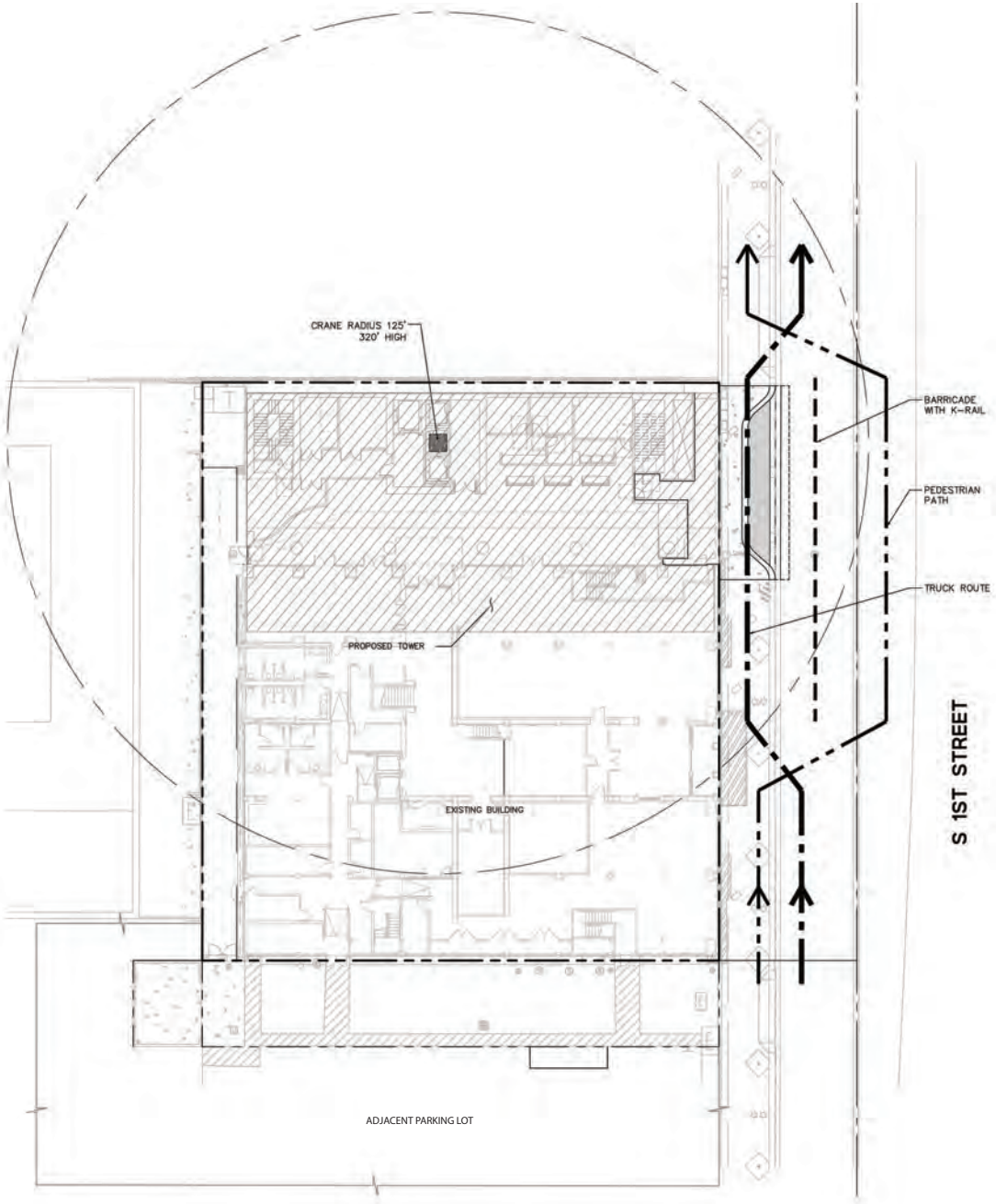
1. RUNOFF TO BE DIRECTED FROM SIDEWALKS, WALKWAYS, AND/OR PATIOS ONTO VEGETATED AREAS PER CITY COUNCIL POLICY 6-29.

GRAPHIC SCALE
(IN FEET)
1 inch = 20 ft.

Source: TCA Architects, June 2018

Preliminary Grading and Drainage Plan

Figure 7



SITE LEGEND

- SITE PROPERTY LINE
- ADJACENT SITE PROPERTY LINE
- VERTICAL CURB
- VALLEY GUTTER
- CONCRETE SIDEWALK
- ASPHALT CONCRETE
- SAWCUT
- TRUCK PATH
- PEDESTRIAN PATH
- TEMPORARY K-RAIL BARRIER
- CRANE RADIUS
- CRANE
- AREA OF PROPOSED TOWER ABOVE

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

Source: TCA Architects, June 2018

Conceptual Site Utilization Plan

Figure 8

STREET LEVEL VIEW LOOKING SOUTHWEST

Source: TCA Architects, June 2018

Rendering

Figure 9

Photo 1. View of Four Points by Sheraton Hotel from First Street looking northwest.

Photo 2. View of the project site from First Street looking west.

Photo 3. View of existing hotel courtyard, where the tower addition is proposed.

Photo 4. View of the parking lot to south; the Four Points by Sheraton Hotel is shown on the left.

Source: Denise Duffy & Associates, September 2016

Site Photos

Figure 10

San José Tribute Hotel Initial Study

Photo 1: View of Four Points by Sheraton Hotel, Casa Del Pueblo building on the left, and Fairmont South Tower in the background from W. San Carlos Street.

Photo 2: View of United Food & Commercial Workers office (ground floor) and Casa Del Pueblo senior apartments (above), located west of the project site along S. Market Street.

Photo 3: Robert E. Peckham U.S. Courthouse & Federal Building, located southeast of the project site along S. First Street.

Photo 4: View of cinema and mixed use buildings east of the project site along S. First Street.

Photos of Surrounding Buildings

Chapter 3. Environmental Evaluation

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The following section describes the environmental setting and identifies the environmental impacts anticipated from implementation of the proposed project. The criteria provided in the CEQA Environmental Checklist Form (Appendix G of the CEQA Guidelines) was used to identify potentially significant environmental impacts associated with the project. Sources used for the environmental analysis are cited in the checklist and listed in Chapter 4 of this IS.

The key environmental factors related to the project are identified below:

☒ Aesthetics	☐ Agricultural Resources	☒ Air Quality
☐ Biological Resources	☒ Cultural Resources	☒ Energy
☒ Geology/Soils	☒ Greenhouse Gas Emissions	☒ Hazards/Hazardous Materials
☒ Hydrology/Water Quality	☒ Land Use/Planning	☐ Mineral Resources
☒ Noise	☒ Population/Housing	☒ Public Services
☒ Recreation	☒ Transportation/Traffic	☒ Utilities/Service Systems
☐ Wildfire	☒ Mandatory Findings of Significance	

EVALUATION OF ENVIRONMENTAL IMPACTS

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

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

All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as development project-level, indirect as well as direct, and construction as well as operational impacts. Once the Lead Agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. A "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required. A "Less Than Significant With Mitigation Incorporated" response applies where the incorporation of mitigation

measures has reduced an effect from potentially significant to less than significant. The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.

Important Note to the Reader:

In a December 2015 opinion [*California Building Industry Association v. Bay Area Air Quality Management District, 62 Cal. 4th 369 (No. S 213478)*], the California Supreme Court confirmed that CEQA, with several specific exceptions, is concerned with the impacts of a project on the environment and not the effects that the existing environment may have on a project. Therefore, the evaluation of the significance of project impacts under CEQA in the following sections focuses on impacts of the project on the environment, including whether a project may exacerbate existing environmental hazards.

The City of San José currently has policies that address existing conditions (e.g., air quality, hazards, noise, etc.) that may affect a proposed project, which are also addressed below. This is consistent with one of the primary objectives of CEQA and this document, which is to provide objective information to decision-makers and the public regarding a project as a whole. The CEQA Guidelines and the courts are clear that a CEQA document (e.g., EIR or Initial Study) can include information of interest even if such information is not an "environmental impact" as defined by CEQA.

Therefore, where applicable, in addition to describing the impacts of the project on the environment, this Initial Study discusses "planning considerations" that relate to City policies pertaining to existing conditions. Such examples include, but are not limited to, locating a project near sources of air emissions that can pose a health risk, in a floodplain, in a geologic hazard zone, in a high noise environment, or on/adjacent to sites involving hazardous substances.

A. AESTHETICS

Setting

The project site is currently occupied by an existing ground floor patio used by the Four Points by Sheraton hotel. The existing site includes tables and chairs and a small valet parking area. Photos of the project site are presented in Figure 10.

The site is surrounded by mid to high rise development, including the existing, historic four-story hotel to the south, the 16-story Fairmont Hotel south tower to the north, the 12-story Casa del Pueblo residential building to the west, and the eight-story federal courthouse building to the east. An aerial showing the surrounding uses is provided in Figure 3 and photos of surrounding buildings are presented in Figure 11.

The State Scenic Highways Program is designed to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The project site is not visible from any designated or eligible scenic highways. The closest eligible scenic highway is Highway 280 where it intersects with Highway 880, about three miles from the site. The project site does not contain any natural scenic resources, such as rock outcroppings, and is not within the vicinity of a designated scenic resource.

The General Plan defines scenic vistas in the City of San José as views of and from the Santa Clara Valley, surrounding hillsides, and urban skyline. Scenic urban corridors, such as segments of major highways that provide gateways into the City, are also defined as scenic resources by the City. The project site is located just north of the First Street Gateway, which extends along S. First Street from Willow Street to West San Carlos Street. A Gateway is defined in the Envision San José 2040 General Plan as an area that announces to visitors or residents "that they are entering the city or a unique neighborhood." The goal of this designation is to create and maintain attractive Gateways into San José to create a positive image of the City.

The project location does not afford scenic views of the Diablo foothills to the east or the Santa Cruz Mountains to the west. The project area has been developed and redeveloped since the early 1900's. However, the project is proposed adjacent to the historic Montgomery Hotel, which is a historic feature.

The City of San José's Outdoor Lighting Policy (City Council Policy 4-3) promotes energy efficient outdoor lighting on private development to provide adequate light for nighttime activities while benefiting the continued enjoyment of the night sky and continuing operation of the Lick Observatory by reducing light pollution and sky glow. Projects within the Downtown Core, however, are exempt from this policy.

Regulatory Background

Downtown Strategy 2040

On December 18, 2018, the City Council adopted the Downtown Strategy 2040, which updated the Downtown Strategy 2000 to be consistent with the Envision San José 2040 General Plan. The Downtown Strategy 2040 provides a long-range conceptual program for redevelopment of Downtown San José and focuses on revitalizing downtown by allowing higher density infill development and

replacement of underutilized ones. Future downtown development is guided by a variety of urban design concepts, strategies, actions, and guidelines, that include the following key concepts:

- Incorporating a pedestrian orientation in new development, including appropriate site planning, human-scale street frontages, ground floor uses, and integration with adjacent transit stops, to ensure walkability and integration with the existing downtown. Incorporate bicycle amenities into transportation and streetscape planning.

- Creating streetscape improvements, such as landscaping, adding shade trees, lighting, public art, street furniture, markers, banners, and water features to enhance and increase pedestrian and transit use.

- Respecting historic buildings and districts in development and redevelopment projects, without resorting to stylistic imitation.

- Designing the exterior lighting and building signage with a conscious effort to create the nighttime cityscape of downtown.

Downtown Historic Design Guidelines

The Downtown Historic Design Guidelines identify eight contextual elements for new construction adjacent to historic resources. These elements are: lot patterns; massing; façades; corner elements; rear façades; entries; exterior materials, and vehicular and pedestrian access. The introduction to Chapter 6 of the Guidelines outlines the general approach to infill construction in San José as follows:

"The success of new construction adjacent to historic resources in the Downtown Core does not depend on direct duplication of existing building forms, features, materials, and details. Rather, it relies on understanding the distinctive architectural character of the surrounding historic structures. Infill architecture should consider the historic context of each block and/or sub-area to ensure that projects' height and bulk do not negatively impact the character-defining features of the area's historic structures. The building heights, lot patterns, massing, facades and site setbacks should be compatible with those features. Contemporary designs that respect the size, scale, proportion, color and materials of the historic fabric meet the intent of compatibility without creating false historicism and can enrich the architectural continuity and richness of the downtown."

Downtown Design Guidelines

The Downtown Design Guidelines help provide direction for the design of future development. The Guidelines are divided into three sections that address: 1) site context, 2) architecture, and 3) scale, as summarized below.

- Site Context: Develop an architectural concept and compose the building's massing in response to geographic conditions and patterns of urban form found nearby or beyond the immediate context of the building site; design building tops to provide identity to the skyline.

- Architecture: Consider the predominant attributes of the immediate neighborhood and reinforce desirable siting patterns, massing arrangements, and streetscape characteristics of

nearby development; design middle portions of buildings to integrate the tops and the bottoms, as well as define the proportion and reduce the bulkiness of the massing.

- Scale: Focus where the building meets the ground. Spaces for street level uses should be designed to engage pedestrians with the activities occurring within them. Sidewalk-related spaces should appear safe, welcoming, and open; design of the base of buildings to allow for lasting social interaction at the ground through transparency and durable materials.

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating aesthetic impacts from development projects; relevant policies are presented below.

Envision San José 2040 Relevant Aesthetic Policies	
Policy CD-1.1	Require the highest standards of architecture and site design, and apply strong design controls for all development projects, both public and private, for the enhancement and development of community character and for the proper transition between areas with different types of land uses.
Policy CD-1.9	Give the greatest priority to developing high-quality pedestrian facilities in areas that will most promote transit use and bicycle and pedestrian activity. In pedestrian-oriented areas such as downtown, Urban Villages, or along Main Streets, place commercial and mixed use building frontages at or near the street-facing property line with entrances directly to the public sidewalk, provide high-quality pedestrian facilities that promote pedestrian activity, including adequate sidewalk dimensions for both circulation and outdoor activities related to adjacent land uses, a continuous tree canopy, and other pedestrian amenities. In these areas, strongly discourage parking areas located between the front of buildings and the street to promote a safe and attractive street facade and pedestrian access to buildings.
Policy CD-1.26	Apply the Historic Preservation Goals and Policies of this Plan to proposals that modify historic resources or include development near historic resources.
Policy CD-6.2	Design new development with a scale, quality, and character to strengthen Downtown's status as a major urban center.
Policy CD-6.7	Recognize Downtown's unique character as the oldest part, the heart of the City, and leverage historic resources to create a unique urban environment there. Respect and respond to on-site and surrounding historic character in proposals for development.
Policy CD-6.8	Recognize Downtown as the hub of the County's transportation system and design buildings and public spaces to connect and maximize use of all types of transit. Design Downtown pedestrian and transit facilities to the highest quality standards to enhance the aesthetic environment and to promote walking, bicycling, and transit use. Design buildings to enhance the pedestrian environment by creating visual interest, fostering active uses, and avoiding prominence of vehicular parking at the street level
Policy CD-10.3:	Require that development visible from freeways (including U.S.101, I-880, I-680, I-280, SR17, SR85, SR237, and SR87) be designed to preserve and enhance attractive natural and man-made vistas.

Impacts and Mitigation

Thresholds per CEQA Checklist

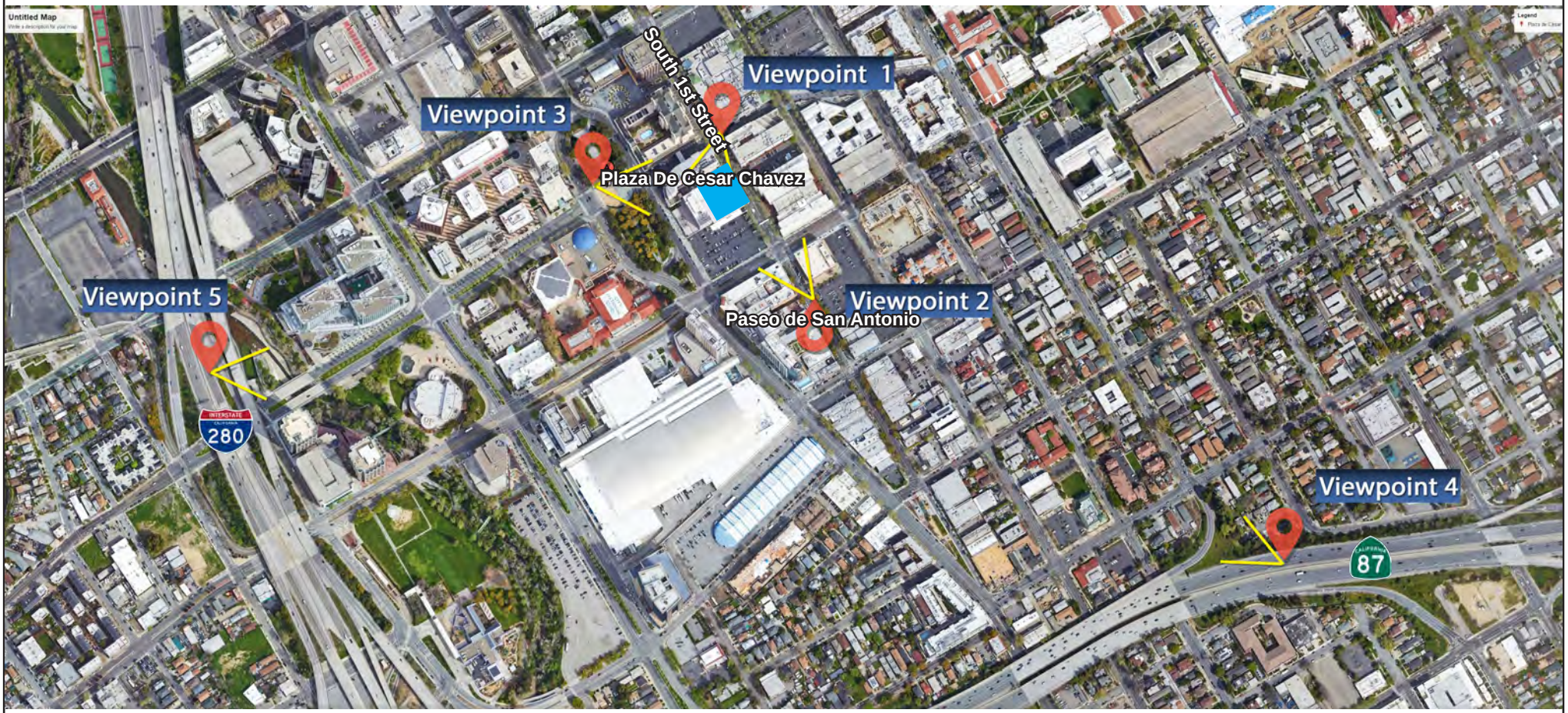
ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
1. AESTHETICS. Would the project:					
a) Have a substantial adverse effect on a scenic vista?			X		1, 2, 3
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?			X		1, 2
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X		1, 2, 3
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X		1, 2

Explanation

a) **Less than Significant Impact.** Most of downtown San José is relatively flat topographically and prominent views, other than those from taller buildings, are limited. The project site (existing hotel patio) affords minimal to no scenic views due to the surrounding existing built environment that includes mid to high-rise buildings on all sides. The project is located just north of the First Street Gateway, as identified on the City General Plan Scenic Corridors Diagram and would be required to adhere to the Attractive Gateway Policies of the General Plan.

The existing hotel is visible from adjacent public streets, including S. First Street and Market Street. The proposed tower addition would be visible from these locations as well as further vantage points, including the elevated portions of I-280 and SR 87 in the vicinity of the site. Photo simulations of the project from five key viewpoints as presented in Figure 12. A comparison of existing and project conditions are presented in the photo simulations presented in Figures 13a-13e. As shown in Figures 13d and 13e, the proposed hotel tower addition would be visible to drivers traveling on I-280 and SR 87, but would not substantially obstruct the broad views of the Diablo foothills from the freeway viewpoints. The project is located in the Downtown Core, where high-rise buildings contribute to the developed downtown skyline.

b) **Less than Significant Impact.** The project site is not visible from any state-designated scenic routes. The nearest *eligible* state scenic route is a portion of SR 280 approximately 3 miles from the project site. See also discussion c) below.



Source: Digital Imaging Studios, April 2019

Viewpoints Map

Figure 12

San José Tribute Hotel Initial Study

Photo Simulation 1a: Existing view from S. 1st Street looking north-west toward the project site.

Photo Simulation 1b: Existing view from S. 1st Street looking north-west toward the project site with proposed project.

Source: Digital Imaging Studios, Updated January 2019

Photo Simulation - Viewpoint 1

San José Tribute Hotel Initial Study

Figure 13a

Photo Simulation 2a: Existing view from Paseo de San Antonio looking south-west of the project site.

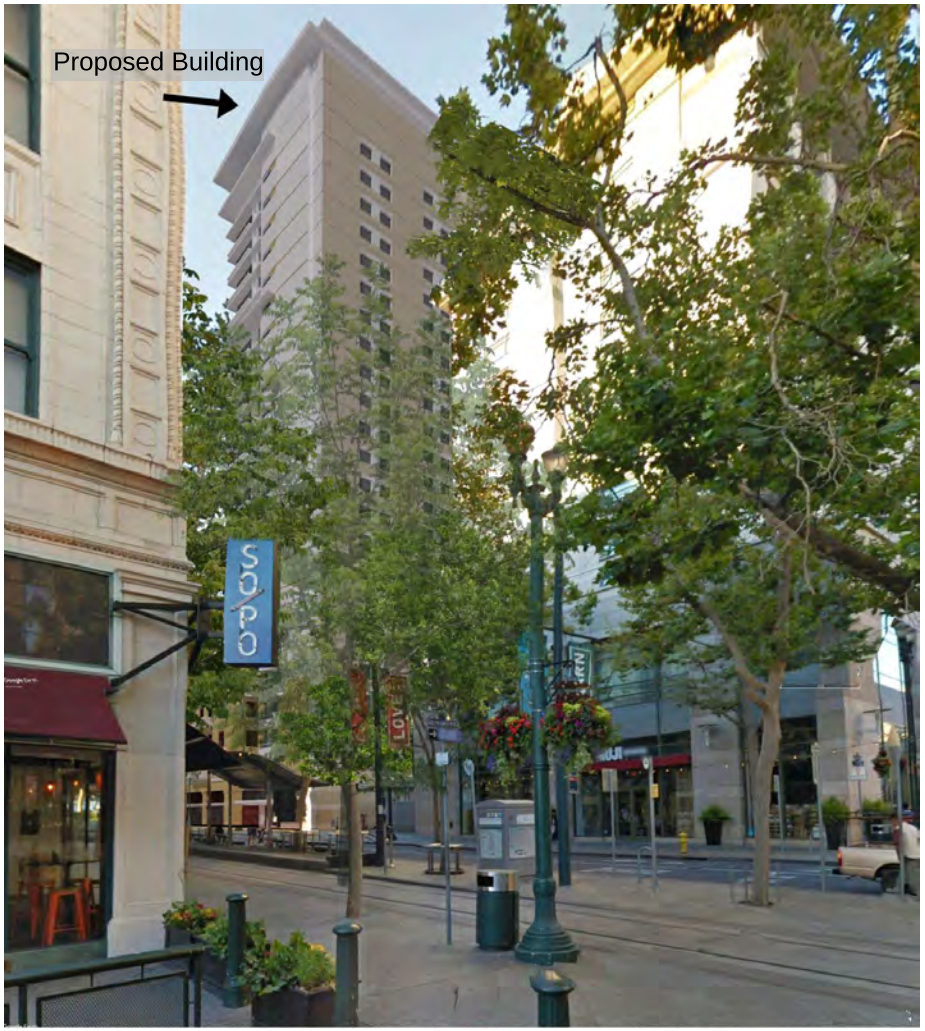


Photo Simulation 2b: View from Paseo de San Antonio looking south-west of the project site with proposed project.

Source: Digital Imaging Studios, Updated January 2019

Photo Simulation - Viewpoint 2

San José Tribute Hotel Initial Study

Figure 13b

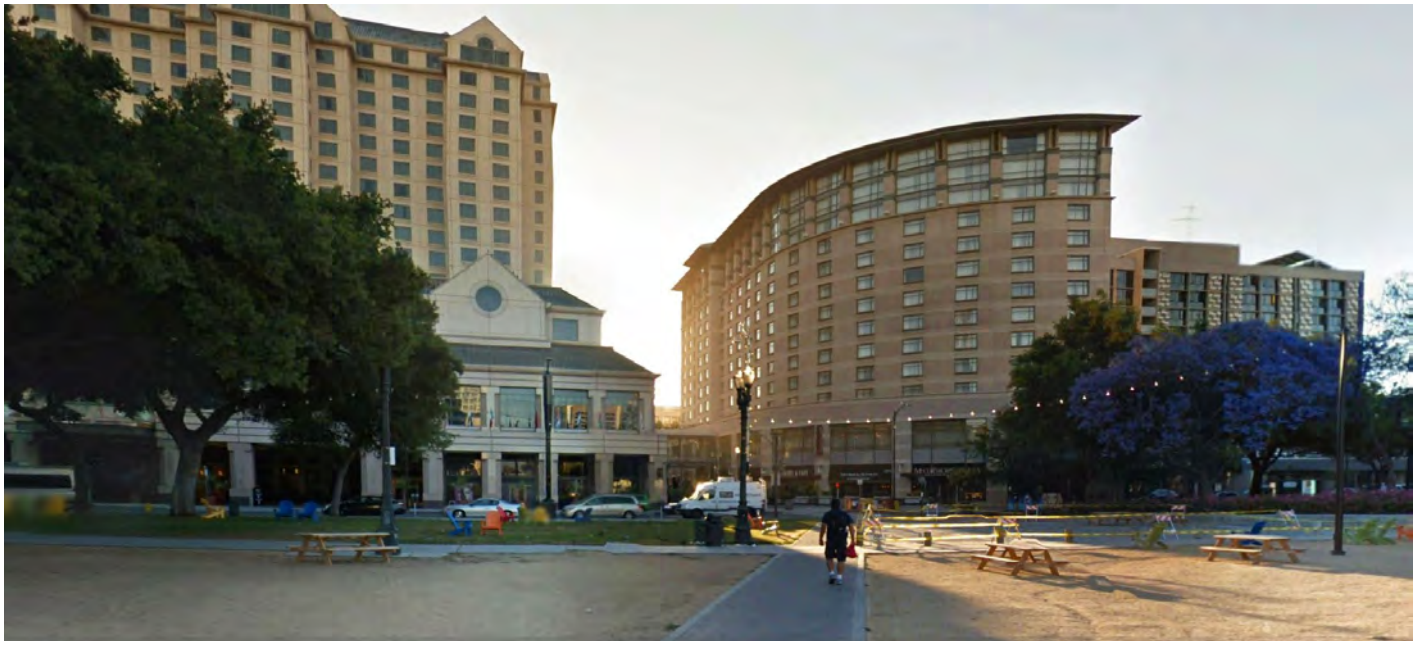


Photo Simulation 3a: Existing view from Plaza de Cesar Chavez looking east toward the project site.

Photo Simulation 3b: View from Plaza de Cesar Chavez looking east toward the project site with proposed project.

Source: Digital Imaging Studios, Updated January 2019

Photo Simulation - Viewpoint 3

San José Tribute Hotel Initial Study

Figure 13c

Photo Simulation 4a: Existing view from State Route 87 looking east toward the project site.

Photo Simulation 4b: View from State Route 87 looking east toward the project site with proposed project.

Source: Digital Imaging Studios, Updated January 2019

Photo Simulation - Viewpoint 4

San José Tribute Hotel Initial Study

Figure 13d

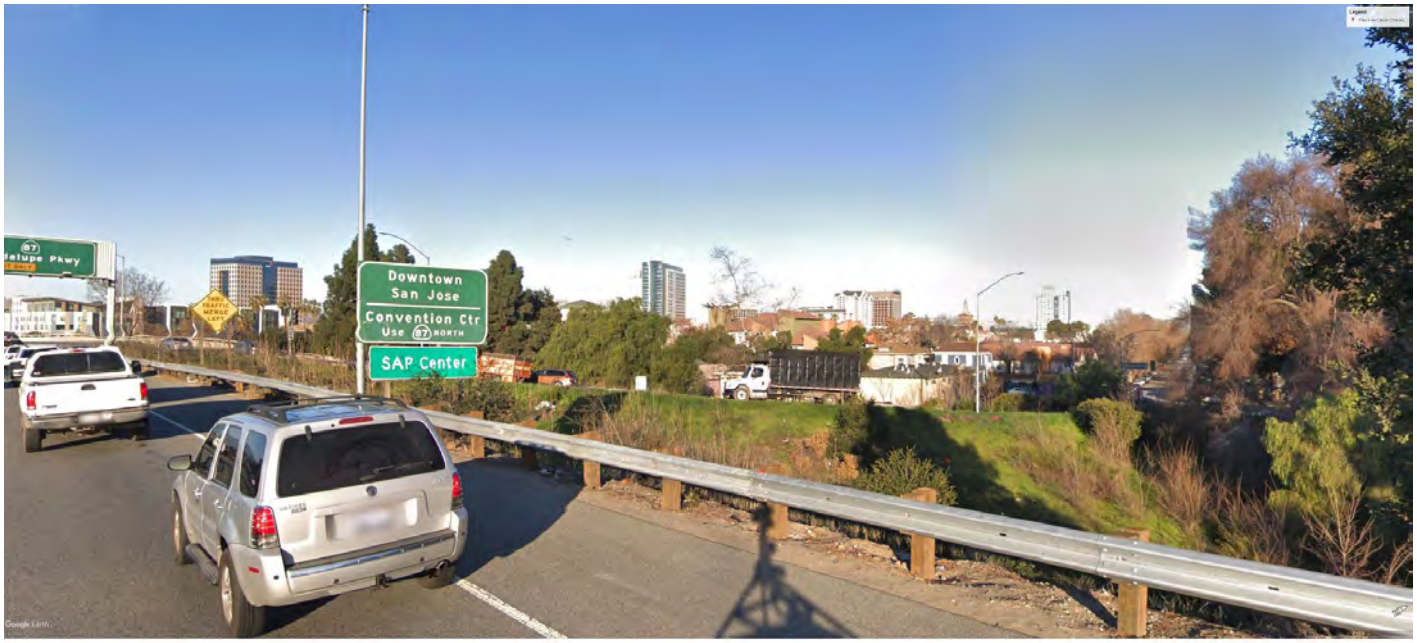


Photo Simulation 5a: Existing view from Interstate-280 looking north-west toward the project site.

Photo Simulation 5b: View from Interstate-280 looking north-west toward the project site with proposed project.

Source: Digital Imaging Studios, Updated January 2019

Photo Simulation - Viewpoint 5

San José Tribute Hotel Initial Study

Figure
13e

c) **Less than Significant Impact.** The project site is located on a developed parcel within downtown San José. The project would alter the existing visual character of the site and its immediate surroundings by introducing a new 260-foot high tower addition at the location of the existing hotel courtyard. An architectural rendering of the tower is presented in Figure 9. The project is located within the Downtown Core and is surrounded by several mid to high-rise developments. The project is subject to the City's Urban Design review process as well as review by the City Historic Landmarks Commission.

Based on the historic analyses prepared for the project, the project design is consistent with the City's Downtown Historic Design Guidelines. The project would be compatible with the materials, features, size, scale, proportion, and massing of the historic Montgomery Hotel. Many elements of the new addition complement the historic building such as the size, scale, and façade of the lobby in the new addition are compatible with the overall historic building; the windows are proportional, and the entrance mimics the traditional pedestrian storefront entrance of the historic hotel and nearby historic resources. The cantilevered portion of the proposed addition is similar as well in size and massing. In addition, the layered design, the seam and texture patterns, and the sizes and locations of the new exterior elements are compatible in size, massing, materials, scale, and design (see Appendix D of the SEIR).

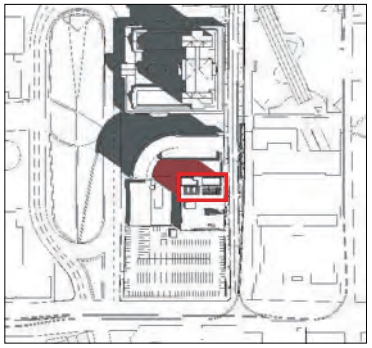
The project is subject to review by the City's Historic Landmarks' Commission (HLC) Design Review Subcommittee to ensure that the project is compatible with the historic Montgomery Hotel and does not adversely impact the significance of this City, State, and National Landmark. Detailed discussion of the project's consistency with the historic design guidelines is provided in *Section 3.2 Cultural Resources* of the SEIR for the project.

Views from Public Viewpoints

The visual effects of the project from elevated portions of I-280 and SR 87 are discussed in a) above. The change in visual character from more nearby public vantage points, compared to existing conditions, are presented in Figures 13a, 13b, and 13c. As shown in these photo simulations, the project would introduce a building tower above the existing streetscape, to a height of 260 feet. Although the project would substantially increase the density of development on the site, it is consistent with the urban concepts and strategies identified in the Downtown Strategy 2040 and would contribute to the developed downtown skyline.

Shade Effects

A solar/shade simulation was prepared for the project by the TCA Architects and is presented in Figure 14. The increased shadows attributable to the tower addition are outlined in red. The results show that the proposed tower would not increase shadows on the Plaza de César Chávez, located about 200 feet west of the project site. As shown in Figure 14, shadows from existing high rise development are already contributing to minor shadowing on the Plaza.



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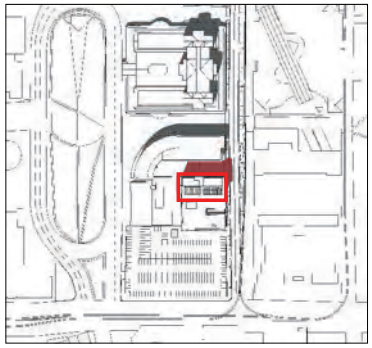
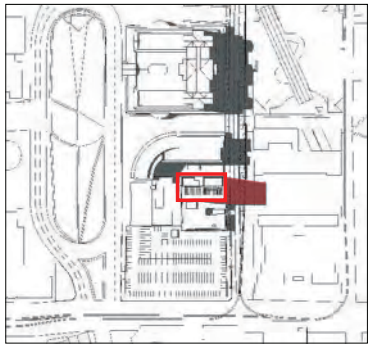
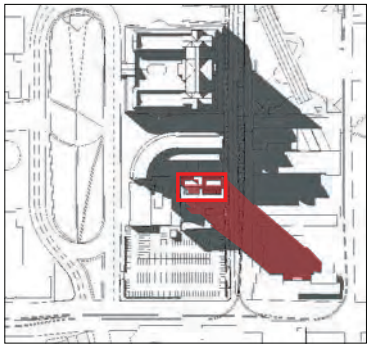


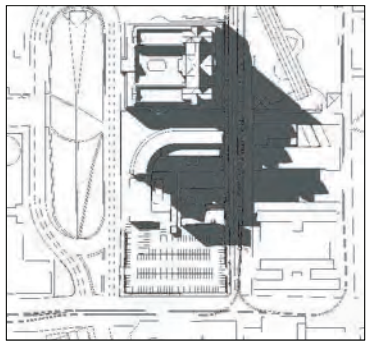
2| JUNE 21 AT 12:00 PM



3| JUNE 21 AT 2:00 PM

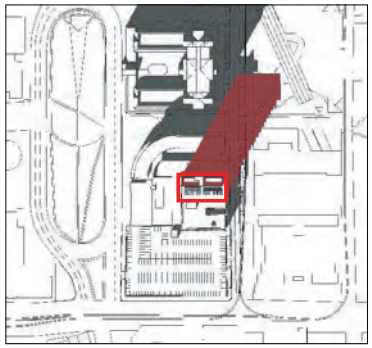


4| JUNE 21 AT 5:00 PM

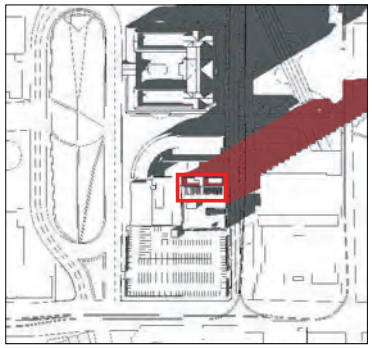


5| JUNE 21 AT 5:00 PM (EXISTING)

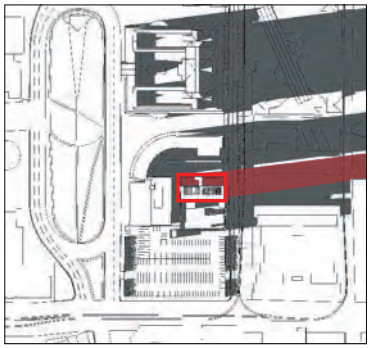
6| DECEMBER 21 AT 9:00 AM



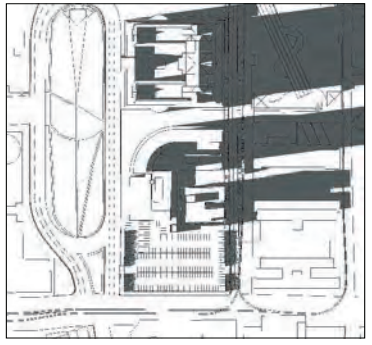
7| DECEMBER 21 AT 12:00 PM



8| DECEMBER 21 AT 2:00 PM



9| DECEMBER 21 AT 4:00 PM



10| DECEMBER 21 AT 4:00 PM (EXISTING)

EXTENTS OF PROPOSED TOWER

Source: TCA Architects, September 2018

Solar/Shade Simulation

Figure 14

San José Tribute Hotel Initial Study

Summary

In summary, the proposed tower addition would be consistent with development envisioned in the Downtown Strategy 2040 and General Plan. The project would also be required to comply with adopted General Plan policies, Downtown Strategy 2040, the Downtown Design Guidelines, and the San José Downtown Historic Design Guidelines, which would ensure that the project does not degrade the character of the existing site and community within this urbanized area.

d) **Less than Significant Impact.** Sources of nighttime light from the proposed tower addition would include external lights, security lights, and internal building lights. Projects within the Downtown Core are exempt from City Policy 4-3, Outdoor Lighting on Private Developments. Lighting would be designed and managed consistent with Building Code regulations and adopted City policies to control the amount of light spilling onto streets and sidewalks, adjacent properties, and to protect the night sky. Final lighting plans, including light brightness, intensity and shielding, would be reviewed subsequent to permit approval.

The proposed exterior materials of the building would consist of non-reflective glass and building materials to minimize glare, consistent with the relevant design guidelines and standards for downtown. It is not anticipated that glare from the glass on the exterior of the proposed buildings will adversely affect nearby uses or vehicles traveling on surrounding roadways.

The General Plan EIR concluded that new development and redevelopment allowed under the General Plan would result in new sources of nighttime light and daytime glare, but that implementation of existing regulations, General Plan policies, and provisions of other adopted plans would avoid substantial light and glare impacts.

Aesthetics Chapter Conclusion

The Downtown Strategy 2040 and General Plan EIRs generally found that while new development and redevelopment would alter the appearance of the City of San José, the implementation of the Downtown Strategy 2040 and General Plan policies would avoid substantial degradation of the existing visual character or quality of the City and its surroundings on local, downtown, and city-wide areas.

The project would not significantly impact designated scenic resources and scenic corridors. Compliance with adopted General Plan policies, the Downtown Strategy 2040, the Downtown Design Guidelines, and the San José Downtown Historic Design Guidelines would ensure that the project would not degrade the character of the existing community. New lighting would be comparable to ambient light levels in the immediate area, and appropriate building materials, as prescribed by the City, would be used to avoid impacts from glare. The project would have less than significant impact on aesthetics and would not result in new or more severe aesthetic impacts than identified in the Downtown Strategy 2040 and General Plan EIRs.

B. AGRICULTURAL AND FOREST RESOURCES

Setting

CEQA requires the evaluation of agricultural and forest/timber resources where they are present. The project site is located in an urban area and does not contain any agricultural or forest resources.

Regulatory Background

In California, agricultural land is given consideration under CEQA. According to Public Resources Code §21060.1, "agricultural land" is identified as prime farmland, farmland of statewide importance, or unique farmland, as defined by the U.S. Department of Agriculture land inventory and monitoring criteria, as modified for California. The California Resources Agency's Farmland Mapping and Monitoring Program (FMMP) provides maps and data to assist decision makers in making informed decisions regarding the planning of the present and future use of California's agricultural land resources. CEQA also requires consideration of impacts to lands that are under Williamson Act contracts (contracts between government and private entities restricting lands to agricultural or open space uses).

CEQA requires the evaluation of forest and timber resources where they are present. The project site does not contain forest resources as defined in Public Resources Code section 12220(g), timberland as defined by Public Resources Code section 4526, and/or property zoned for Timberland Production as defined by Government Code section 51104(g).

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating agricultural impacts from development projects. The following policies are applicable to the proposed project.

Envision San José 2040 Relevant Agricultural Resources Policies	
Policy LU-12.3	Protect and preserve the remaining farmlands within San José's sphere of influence that are not planned for urbanization in the timeframe of the Envision General Plan through the following means: • Limit residential uses in agricultural areas to those which are incidental to agriculture. • Restrict and discourage subdivision of agricultural lands. Encourage contractual protection for agricultural lands, such as Williamson Act contracts, agricultural conservation easements, and transfers of development rights. • Prohibit land uses within or adjacent to agricultural lands that would compromise the viability of these lands for agricultural uses. • Strictly maintain the Urban Growth Boundary in accordance with other goals and policies in this Plan.
Policy LU-12.4	Preserve agricultural lands and prime soils in non-urban areas in order to retain the aquifer recharge capacity of these lands.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
2. AGRICULTURAL AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X	4
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X	1, 2
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X	1, 2
d) Result in the loss of forest land or conversion of forest land to non-forest uses?				X	1, 2
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				X	1, 2, 4

Explanation

a) **No Impact.** The project site is designated as "Urban and Built Up Land" on the Important Farmlands Map for Santa Clara County and does not contain any prime farmland, unique farmland, or farmland of statewide importance. The project would not convert farmland to non-agricultural use.

b) **No Impact.** The project site is not zoned for agricultural use and does not contain lands under a Williamson Act contract; therefore, no conflicts with agricultural uses would occur.

c) **No Impact.** No changes to the environment would occur from the project that would result in the conversion of farmland to non-agricultural uses.

d) **No Impact.** The project does not contain any forest land as defined in Public Resources Code Section 12220(g), timberland as defined by Public Resources Code Section 4526, or property zoned for Timberland Production as defined by Government Code Section 51104(g). There would be no impact to forest resources.

e) **No Impact.** As discussed above, the proposed project would not involve changes in the existing environment which, due to their location or nature, could result in conversion of farmland or agricultural land, since none are present on this infill property.

Agriculture and Forest Resources Chapter Conclusion

The proposed project would not have an impact on agricultural or timber resources. The project would not result in new or more significant agricultural impacts beyond those in the Downtown Strategy 2040 or General Plan EIRs, since none were identified.

C. AIR QUALITY

The following discussion of air quality is based, in part, on a construction air quality assessment prepared for the project by Illingworth & Rodkin, Inc. (January 2017). This study is contained in Appendix C of the SEIR.

Setting

The project site is located within the San Francisco Bay Area Air Basin. The Bay Area Air Quality Management District (BAAQMD) is the local agency authorized to regulate stationary air quality sources in the Bay Area. The federal Clean Air Act and the California Clean Air Act mandate the control and reduction of specific air pollutants. Under these Acts, the U.S. Environmental Protection Agency and the California Air Resources Board have established ambient air quality standards for specific "criteria" pollutants, designed to protect public health and welfare. Primary criteria pollutants include carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO_X), particulate matter (PM_{10}), sulfur dioxide (SO_2), and lead (Pb). Secondary criteria pollutants include ozone (O_3), and fine particulate matter ($PM_{2.5}$).

The BAAQMD defines sensitive receptors as facilities where sensitive population groups are located, including residences, schools, childcare centers, convalescent homes, and medical facilities. The closest sensitive receptors to the project site are the Casa del Pueblo senior apartments located adjacent to the western boundary of the project site. Additional residences are located east of the project site across First Street.

Regulatory Background

United States Environmental Protection Agency

The United States Environmental Protection Agency (U.S. EPA) administers the National Ambient Air Quality Standards (NAAQS) under the Federal Clean Air Act. The U.S. EPA sets the NAAQS and determines if areas meet those standards. Violations of ambient air quality standards are based on air pollutant monitoring data and judged for each air pollutant. Areas that do not violate ambient air quality standards are considered to have attained the standard. The U.S. EPA has classified the region as a nonattainment area for the 8-hour O_3 standard and the 24-hour $PM_{2.5}$ standard. The Bay Area has met the CO standards for over a decade and is classified as an attainment area by the U.S. EPA. The U.S. EPA has deemed the region as attainment/unclassified for all other air pollutants, which include PM_{10}. At the State level, the Bay Area is considered nonattainment for ozone, PM_{10} and $PM_{2.5}$.

Bay Area Air Quality Management District

The BAAQMD is primarily responsible for assuring that the federal and state ambient air quality standards are attained and maintained in the Bay Area. The BAAQMD's May 2017 CEQA Air Quality Guidelines update the 2010 CEQA Air Quality Guidelines, addressing the California Supreme Court's 2015 opinion in the *California Building Industry Association vs. Bay Area Air Quality Management District* court case.

2017 Bay Area Clean Air Plan

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

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

Toxic Air Contaminants

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

Exhaust from trucks, buses, trains, ships, and other equipment with diesel engines contains a mixture of gases and solid particles. These solid particles are known as diesel particulate matter (DPM). DPM contains hundreds of different chemicals which can have harmful health effects, such as cardiovascular and respiratory disease.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three quarters of the cancer risk from TACs. According to the California Air Resources Board (CARB), diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by CARB, and are listed as carcinogens either under California Proposition 65 or the Federal Hazardous Air Pollutants programs.

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating air quality impacts from development projects; relevant policies are presented below.

Envision San José 2040 Relevant Air Quality Policies	
Policy MS-10.1	Assess projected air emissions from new development in conformance with the BAAQMD CEQA Guidelines and relative to state and federal standards. Identify and implement air emissions reduction measures.

Envision San José 2040 Relevant Air Quality Policies	
Policy MS-10.2	Consider the cumulative air quality impacts from proposed developments for proposed land use designation changes and new development, consistent with the region's Clean Air Plan and State law.
Policy MS-11.2	For projects that emit toxic air contaminants, require project proponents to prepare health risk assessments in accordance with BAAQMD-recommended procedures as part of environmental review and employ effective mitigation to reduce possible health risks to a less than significant level. Alternatively, require new projects (such as, but not limited to, industrial, manufacturing, and processing facilities) that are sources of TACs to be located an adequate distance from residential areas and other sensitive receptors.
Policy MS-11.5	Encourage the use of pollution absorbing trees and vegetation in buffer areas between substantial sources of TACs and sensitive land uses.
Policy MS-13.1	Include dust, particulate matter, and construction equipment exhaust control measures as conditions of approval for subdivision maps, site development and planned development permits, grading permits, and demolition permits. At minimum, conditions shall conform to construction mitigation measures recommended in the current BAAQMD CEQA Guidelines for the relevant project size and type.
Policy MS-13.3	Construction and/or demolition projects that have the potential to disturb asbestos (from soil or building material) shall comply with all the requirements of the California Air Resources Board's air toxic control measures (ATCMs) for Construction, Grading, Quarrying, and Surface Mining Operations.
Policy CD-3.3	Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?			X		1, 2, 8
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X		2, 5, 8
c) Expose sensitive receptors to substantial pollutant concentrations?	X				2, 5, 8
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X		1, 2, 8

Explanation

a) **Less Than Significant Impact**. Using the BAAQMD's methodology, a determination of consistency with the 2017 CAP should demonstrate that a project: 1) supports the primary goals of the air quality plan; 2) includes applicable control measures from the air quality plan, and 3) does not disrupt or impede implementation of air quality plan control measures. The project would not result in a substantial increase in vehicle miles traveled and would be consistent with the 2017 CAP. This checklist item is further addressed in the Supplemental EIR for the project.

b) **Less Than Significant Impact**. The Bay Area is classified as a nonattainment area for ozone, PM_{10}, and $PM_{2.5}$. The Downtown Strategy 2040 FEIR concluded that buildout of the Strategy would result in a significant cumulative increase in criteria pollutants in the Bay Area, contributing to existing violations of ozone standards. Transportation demand management (TDM) programs for future development were identified to minimize this significant impact; however, it was deemed unavoidable since these measures could not fully mitigate the effect and the City Council adopted a statement of overriding considerations for the impact. This checklist item is further addressed in the Supplemental EIR for the project.

c) **Potentially Significant Impact**. The City of San José uses the thresholds of significance established by the BAAQMD to assess air quality impacts of proposed development. The BAAQMD CEQA Guidelines updated in 2017 provide recommendations for evaluating air pollution emissions in the San Francisco Bay Area Air Basin. The BAAQMD screening levels are based on project size for air pollutant emissions. The applicable land use category from the BAAQMD's screening criteria tables for the project is "hotel." For operational impacts from criteria pollutants, the screening size is 489 rooms. For construction impacts, the screening size is 554 rooms. The project, which consists of 274 rooms, is below the BAAQMD significance thresholds for such uses and, therefore, the project would have a less than significant impact related to criteria pollutants. Construction impacts are further addressed in the Supplemental EIR for the project.

The air quality assessment evaluated the potential air pollutants generated by the project during operations and construction, and the potential exposure of sensitive receptors to these pollutants. The nearest sensitive receptors to the project site are the Casa del Pueblo senior apartments located adjacent to the west boundary of the site approximately 30 feet from the proposed hotel tower. Nearby residences are also located to the east across First Street approximately 125 feet from the proposed hotel tower. The project could result in significant air quality impacts related to construction emissions. These effects are addressed in the Supplemental EIR for the project.

d) **Less Than Significant Impact**. The proposed hotel addition would not create any permanent new sources of odor and would not be located in an area with an odor generating source. During construction, use of diesel-powered vehicles and equipment could temporarily generate localized odors, which would cease upon project completion.

Air Quality Chapter Conclusion

The Downtown Strategy 2040 and General Plan EIRs identified a significant project and cumulative increase in criteria air pollutants at buildout. Future implementation of transportation demand management (TDM) programs was identified to minimize this impact; however, it was deemed

unavoidable since these measures could not fully mitigate the effect, and the City Council adopted a statement of overriding considerations for the impact. The Downtown Strategy 2040 and General Plan EIRs also addressed TAC impacts and require preparation of health risk assessments to avoid these impacts.

The project could have a significant impact to community risk from construction emissions. These and other air quality effects are addressed in the Supplemental EIR for the project.

D. BIOLOGICAL RESOURCES

Setting

The existing property is fully developed with hotel uses and does not contain any trees or other biological resources.

Regulatory Background

Santa Clara Valley Habitat Plan/Natural Communities Conservation Plan

The project site is located within the boundaries of the Santa Clara Valley Habitat Plan/Natural Communities Conservation Plan (HCP). The HCP was developed through a partnership between Santa Clara County, the Cities of San José, Morgan Hill, and Gilroy, Santa Clara Valley Water District, Santa Clara Valley Transportation Authority, U.S. Fish and Wildlife Service, and California Department of Fish and Wildlife. The HCP is intended to promote the recovery of endangered species and enhance ecological diversity and function, while accommodating planned growth in approximately 500,000 acres of southern Santa Clara County. The project site is designated in the HCP as follows:

Private Development Area: Area 4: Urban Development Equal to or Greater Than 2 Acres Covered
Land Cover: Urban-Suburban
Land Cover Fee Zone: Urban Areas (No Land Cover Fee)

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating biological resource impacts from development projects; relevant policies are presented below.

Envision San José 2040 Relevant Biological Resource Policies	
Policy MS-21.6	As a condition of new development, require, where appropriate, the planting and maintenance of both street trees and trees on private property to achieve a level of tree coverage in compliance with and that implements City laws, policies or guidelines.
Policy MS-21.8	For Capital Improvement Plan or other public development projects, or through the entitlement process for private development projects, require landscaping including the selection and planting of new trees to achieve the following goals: 1. Avoid conflicts with nearby power lines. 2. Avoid potential conflicts between tree roots and developed areas. 3. Avoid use of invasive, non-native trees. 4. Remove existing invasive, non-native trees. 5. Incorporate native trees into urban plantings in order to provide food and cover for native wildlife species. 6. Plant native oak trees and native sycamores on sites which have adequately sized landscape areas and which historically supported these species.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
4. BIOLOGICAL RESOURCES. Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X		1, 2
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X		1, 2
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X		1, 2
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X		1, 2
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X		1, 2, 3
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?			X		1, 2, 5, 6

Explanation

a) **Less Than Significant Impact**. The project site is fully developed and would not impact any species identified as a candidate, sensitive, or special-status species.

b) **Less Than Significant Impact**. The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community because of its location in a fully developed downtown area.

c) **Less Than Significant Impact**. The project site is fully developed and would not adversely affect State or federally protected wetlands.

d) **Less Than Significant Impact**. The project site is fully developed and would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

e) **Less Than Significant Impact**. The project would not conflict with any local policies or ordinances protecting biological resources, since no biological resources are located on or near the site.

f) **Less Than Significant Impact**. The project site is located within the boundaries of the Santa Clara Valley HCP in an area designated as Urban-Suburban land use type. The project site is identified in the HCP within "Area 4: Urban Development Equal to or Greater Than 2 Acres Covered." Additionally, the project site is not identified as sensitive habitat for special status species. Therefore, the proposed project would not result in direct impacts to any of the HCP's covered species.

Nitrogen deposition is known to have damaging effects on many of the serpentine plants in the HCP area including the host plants that support the federally endangered Bay checkerspot butterfly. Nitrogen tends to be efficiently recycled by the plants and microbes in infertile soils such as those derived from serpentine, so that fertilization impacts could persist for years and result in cumulative habitat degradation. Mitigation for the impacts of nitrogen deposition upon serpentine habitat and the Bay checkerspot butterfly are offset in the HCP by charging a fee for new vehicle trips used to purchase conversation land for the Bay checkerspot butterfly. The nitrogen deposition fee applies to all covered projects that create new vehicle trips, which includes the proposed project's new vehicle trips. A nitrogen deposition fee would be required for each projected new vehicle trip prior to issuance of grading permits. The project shall implement the following permit condition to conform with conditions and requirements of the HCP.

Standard Permit Condition

- The project is subject to applicable Habitat Plan conditions and fees (including the nitrogen deposition fee) prior to issuance of any grading permits. The project applicant shall submit a Santa Clara Valley Habitat Plan Coverage Screening Form to the Director of Planning, Building and Code Enforcement or the Director's designee for approval and payment of the nitrogen deposition fee prior to the issuance of a grading permit.

Biological Resources Chapter Conclusion

The Downtown Strategy 2040 and General Plan EIRs identified potential impacts on biological resources and identified mitigation for these impacts. The proposed project would not result in new or more severe impacts on biological resources than those identified in the Downtown Strategy 2040 and General Plan EIRs.

E. CULTURAL RESOURCES

A Historic Evaluation was prepared for the project by Carey & Company (May 2017). A Supplemental Historic Report was prepared by Archives & Architecture to review the project and provide a peer review of the original Carey & Co. evaluation (May 2018). TreanorHL (formerly Carey & Co.) prepared an Addendum to the May 2017 historic evaluation in response to the peer review (January 2019). These reports are contained in Appendix D of the SEIR.

An Archaeological Literature Review was prepared by Holman & Associates for the project site in November 2016. This study is considered confidential and is on-file with the City Department of Planning, Building and Code Enforcement.

Setting

The project site is located within downtown San José. The site is currently occupied by the Four Points by Sheraton, formerly the Montgomery Hotel. The Montgomery Hotel is a designated City, State, and National landmark. A summary of the archaeological characteristics of the project site are described below. A summary of the historical evaluations of the proposed hotel addition is provided in the Supplemental EIR.

Archaeological Resources

An archaeological review of the project site was competed by Holman & Associates (November 2016). This study is considered confidential and is on-file with the City Department of Planning, Building and Code Enforcement. In September 2016, a records search was conducted at the Northwest Information Center of the California Historical Resources Information System (CHRIS). All records of identified cultural resources were reviewed within a quarter mile of the project site. Studies and information on-file at Holman & Associates' library were also consulted for this search.

The project area has been previously investigated by eight different archaeological studies. The cultural resources evaluation determined that the project site has a low sensitivity for Native American materials and deposits based on previous subsurface findings. There is a moderate to high potential for historic-era archaeological deposits and cultural materials in the project area dating to the 1820s and sometime before 1884, because neighboring households and businesses often used vacant lots for many opportunistic activities, including outdoor laundries, play areas, and food preparation/cooking. Disturbance from previous development on the site, including the construction of a 14 foot deep basement, would have removed material from the site; thus, the current potential for historic-era deposits and features is low. The cultural resources study did not recommend any additional archaeological work for the site.

Historical Resources

The project is an addition to the historic Montgomery Hotel. As stated above, the Montgomery Hotel is a designated City, State, and National landmark. The proposed hotel addition may impact the existing historic hotel, which is evaluated in the review and peer review performed by Archives & Architecture. Because the historic resource on the site may be impacted by the proposed hotel addition, the City determined that this issue should be addressed in a Supplemental EIR.

Regulatory Background

National Register of Historic Places

The National Register of Historic Places (National Register or NRHP) is the nation's most comprehensive list of historic resources and includes historic resources significant in American history, architecture, archeology, engineering, and culture, at the local, State, and national level. National Register Bulletin Number 15, How to Apply the National Register Criteria for Evaluation, describes the Criteria for Evaluation as being composed of two factors. First, the property must be "associated with an important historic context" and second, the property must retain integrity of those features necessary to convey its significance.

On April 20, 2006 the Montgomery Hotel was listed on the National Register of Historic Places; this action also resulted in the listing of the property on the California Register of Historical Resources. The historic hotel building was nominated and designated after its relocation to its current parcel. As a part of the nomination process, the impact of the relocation was evaluated.

California Register of Historic Resources (CRHR)

The CRHR establishes a list of properties that are to be protected from substantial adverse change (PRC Section 5024.1). The California Office of Historic Preservation's Technical Assistance Series #6, *California Register and National Register: A Comparison*, outlines the differences between the federal and State processes. The context types to be used when establishing the significance of a property for listing on the California Register are very similar, with an emphasis on local and State significance.

The Montgomery Hotel is a City landmark and is also listed on the California Register of Historic Resources and considered a historic resource under CEQA.

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating cultural resource impacts from development projects; relevant policies are presented below.

Envision San José 2040 Relevant Cultural Resource Policies	
Policy LU-13.22	Require the submittal of historic reports and surveys prepared as part of the environmental review process. Materials shall be provided to the City in electronic form once they are considered complete and acceptable.
Policy ER-10.1	For proposed development sites that have been identified as archaeologically or paleontologically sensitive, require investigation during the planning process in order to determine whether potentially significant archaeological or paleontological information may be affected by the project and then require, if needed, that appropriate mitigation measures be incorporated into the project design.
Policy ER-10.2	Recognizing that Native American human remains may be encountered at unexpected locations, impose a requirement on all development permits and tentative subdivision maps that upon discovery during construction, development activity will cease until professional archaeological examination

Envision San José 2040 Relevant Cultural Resource Policies	
	confirms whether the burial is human. If the remains are determined to be Native American, applicable state laws shall be enforced.
Policy ER-10.3	Ensure that City, State, and Federal historic preservation laws, regulations, and codes are enforced, including laws related to archaeological and paleontological resources, to ensure the adequate protection of historic and pre-historic resources.

City of San José Historic Resources Inventory (HRI)

The HRI is an inventory of San José's historically and architecturally significant buildings. According to the City of San José's Historic Preservation Ordinance (Chapter 13.48 of the Municipal Code), a resource qualifies as a City Landmark if it has "special historical, architectural, cultural, aesthetic or engineering interest or value of an historic nature" and is one of the following resource types:

1. An individual structure or portion thereof;
2. An integrated group of structures on a single lot;
3. A site, or portion thereof; or
4. Any combination thereof.

The landmark designation process requires that findings be made that proposed landmarks have special historical, architectural, cultural, aesthetic, or engineering interest or value of an historical nature, and that designation as a landmark conforms to the goals and polices of the General Plan. The Hotel Montgomery building is in excellent condition and continues to retain its historic integrity and is identified as a City Landmark.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
5. CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in §15064.5?	X				1, 2, 11
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			X		1, 2, 10
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X		1, 2
TRIBAL CULTURAL RESOURCES: Would the project:					
d) Cause a substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
1) Listed or eligible for listing in the California Register of Historic Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			X		1, 2

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

Explanation

a) **Potentially Significant Impact**. The project would construct a 24-story tower addition to the existing historic Montgomery Hotel. Project development could result in potentially significant impacts to this historic resource. This issue is addressed in the Supplemental Environmental Impact Report prepared for the project as determined by the City.

b) **Less Than Significant Impact**. Based on the archaeological archival search for the project site, the potential for historic-era deposits and features is low. This checklist item is further addressed in the Supplemental EIR for the project.

c) **Less Than Significant Impact**. Though unlikely, human remains may be encountered during construction activities. This checklist item is further addressed in the Supplemental EIR for the project.

d) 1, 2 **Less Than Significant Impact**. Tribal cultural resources consider the value of a resource to tribal cultural tradition, heritage, and identity in order to establish potential mitigation, and to recognize that California Native American tribes have expertise concerning their tribal history and practices. The City of San José sent a notification letter to a list of Native American contacts provided by the NAHC in compliance with AB 52. At the time of preparation of this IS, the City of San José had not received any requests for notification from tribes. This checklist item is further addressed in the Supplemental EIR for the project.

Cultural Resources Chapter Conclusion

The Downtown Strategy 2040 and General Plan EIRs identified potential impacts on cultural resources from potential alteration of historic structures and/or districts, disturbance to subsurface historic or prehistoric archaeological resources, and disturbance to human remains. The EIRs identified mitigation for these impacts that requires evaluation of development sites by a qualified cultural resources consultant and adherence to specific recommendations of the consultant based on site-specific review. Other mitigation included standard measures for avoiding impacts to subsurface archaeological resources and/or human remains if discovered during construction activities. The impacts of the proposed hotel addition on historic resources and additional discussion of archeological resources is provided in the Supplemental EIR for the project.

F. ENERGY

Setting

Pacific Gas and Electric Company (PG&E) is San José's energy utility provider, furnishing both natural gas and electricity for residential, commercial, industrial, and municipal uses. PG&E generates or buys electricity from hydroelectric, nuclear, renewable, natural gas, and coal facilities. In 2017, natural gas facilities provided 20 percent of PG&E's electricity delivered to retail customers; nuclear plants provided 27 percent; hydroelectric operations provided 18 percent; renewable energy facilities including solar, geothermal, and biomass provided 33 percent; and two percent was unspecified.[1]

Regulatory Background

Many federal, State, and local statutes and policies address energy conservation. At the federal level, energy standards set by the U.S. Environmental Protection Agency (EPA) apply to numerous consumer and commercial products (e.g., the EnergyStar™ program). The EPA also sets fuel efficiency standards for automobiles and other modes of transportation.

California Renewable Energy Standards

In 2002, California established its Renewables Portfolio Standard (RPS) Program, with the goal of increasing the percentage of renewable energy in the State's electricity mix to 20 percent of retail sales by 2010. In 2006, California's 20 percent by 2010 RPS goal was codified under Senate Bill (SB) 107. Under the provisions of SB 107 (signed into law in 2006), investor-owned utilities were required to generate 20 percent of their retail electricity using qualified renewable energy technologies by the end of 2010. In 2008, Executive Order S-14-08 was signed into law and requires that retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. As described previously, PG&E's electricity mix in 2015 was 30 percent renewable. In October 2015, Governor Brown signed SB 350 to codify California's climate and clean energy goals. A key provision of SB 350 for retail sellers and publicly owned utilities, requires them to procure 50 percent of the State's electricity from renewable sources by 2030.

California Building Codes

At the State level, the Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6, of the California Code of Regulations (Title 24), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years; the 2013 standards became effective July 1, 2014. The 2016 Title 24 updates went into effect on January 1, 2017.[2] Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.[3]

[1] PG&E, Delivering low-emission energy. Accessed September 19, 2018. Available at: https://www.pge.com/en_US/about-pge/environment/what-we-are-doing/clean-energy-solutions/clean-energy-solutions.page

[2] California Building Standards Commission. California Building Standards Code (California Code of Regulations, Title 24). Accessed September 20, 2018. http:/www.bsc.ca.gov/Codes.aspx.

[3] CEC. 2016 Building Energy Efficiency Standards for Residential and Nonresidential Buildings. 2013. Accessed September 20, 2018. http://www.energy.ca.gov/2015publications/CEC-400-2015-037/CEC-400-2015-037-CMF.pdf.

In January 2010, the State of California adopted the California Green Building Standards Code (CalGreen) that establishes mandatory green building standards for all buildings in California. The code was subsequently updated in 2013. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality.

Council Policy 6-32 Private Sector Green Building Policy

At the local level, the City of San José sets green building standards for municipal development. All projects are required to submit a Leadership in Energy and Environmental Design (LEED),[4] GreenPoint,[5] or Build-It-Green checklist as part of their development permit applications. Council Policy 6-32 Private Sector Green Building Policy, adopted in October 2008, establishes baseline green building standards for private sector new construction and provides a framework for the implementation of these standards. It fosters practices in the design, construction, and maintenance of buildings that will minimize the use and waste of energy, water and other resources in the City of San Jose. Private developments are required to implement green building practices if they meet the Applicable Projects criteria defined by Council Policy 6-32 and shown below.

Private Sector Green Building Policy Applicable Projects	
Applicable Project Minimum Green Building Rating	**Minimum Green Building Rating**
Commercial/Industrial – Tier 1 (Less than 25,000 square feet)	LEED Applicable New Construction Checklist
Commercial/Industrial – Tier 2 (25,000 square feet or greater)	LEED Silver
Residential – Tier 1 (Less than 10 units)	GreenPoint or LEED Checklist
Residential – Tier 2 (10 units or greater)	GreenPoint Rated 50 points or LEED Certified
High Rise Residential (75 feet or higher)	LEED Certified
Source: City of San José. Private Sector Green Building Policy: Policy Number 6-32. October 7, 2008. https://www.sanjoseca.gov/DocumentCenter/Home/View/363	

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating energy impacts from development projects. Policies applicable to the project are presented below.

Envision San José 2040 Relevant Energy Policies	
Policy MS-1.6	Recognize the interconnected nature of green building systems, and, in the implementation of Green Building Policies, give priority to green building options that provide environmental benefit by reducing water and/or energy use and solid waste.
Policy MS-2.1	Develop and maintain policies, zoning regulations, and guidelines that require energy conservation and use of renewable energy sources
Policy MS-2.4	Promote energy efficient construction industry practices.

[4] Created by the U.S. Green Building Council, LEED is a certification system that assigns points for green building measures based on a 110-point rating scale.
[5] Created by Build It Green, GreenPoint is a certification system that assigns points for green building measures based on a 381-point scale for multi-family developments and 341-point scale for single-family developments.

Envision San José 2040 Relevant Energy Policies	
Policy MS-2.6	Promote roofing design and surface treatments that reduce the heat island effect of new and existing development and support reduced energy use, reduced air pollution, and a healthy urban forest. Connect businesses and residents with cool roof rebate programs through City outreach efforts.
Policy MS-2.11	Require new development to incorporate green building practices, including those required by the Green Building Ordinance. Specifically, target reduced energy use through construction techniques (e.g., design of building envelopes and systems to maximize energy performance), through architectural design (e.g., design to maximize cross ventilation and interior daylight) and through site design techniques (e.g., orienting buildings on sites to maximize the effectiveness of passive solar design).
Policy MS-14.1	Promote job and housing growth in areas served by public transit and that have community amenities within a 20-minute walking distance.
Policy MS-14.4	Implement the City's Green Building Policies (see Green Building Section) so that new construction and rehabilitation of existing buildings fully implements 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.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
6. ENERGY. Would the project:					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X		1, 2
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X		1, 2

Explanation

a) **Less Than Significant Impact**. A discussion of the project's effect on energy use is presented below. Energy use consumed by the proposed hotel was estimated in the Tribute Hotel Greenhouse Gas Emission Memorandum prepared by Illingworth & Rodkin (September 2018).[6] This included natural gas and electricity consumption for the proposed 274-room hotel addition. Operation of the proposed building would consume energy (in the form of electricity and natural gas) primarily for building heating and cooling, lighting, cooking, and water heating. Table 1 summarizes the estimated energy use of the proposed project.

[6] Refer to Appendix C of the SEIR, Attachment 1, Sections 5.2 and 5.3, pgs 28-29.

Table 1 Estimated Annual Energy Use of Proposed Project		
Proposed Project	**Electricity Use (kWh)**	**Natural Gas Use (kBtu)**
Hotel Addition	1,341,120	7,798,560
Source: Illingworth & Rodkin, GHG Evaluation Memo, Attachment 1, Sections 5.2 and 5.3, pgs 28-29, September 14, 2018.		

The energy use increase is likely overstated because the estimates for energy use do not take into account the efficiency measures incorporated into the project. In addition, the project would be built to the 2016 California Building Code standards, Title 24 energy efficiency standards (or subsequently adopted standards during the one-year construction term), and CALGreen code, which includes insulation and design provisions to minimize wasteful energy consumption. This would improve the efficiency of the overall project. Though the proposed project does not include on-site renewable energy resources, the proposed project also is required to be built to LEED Checklist standards consistent with Council Policy 6-32.

The proposed project would result in an increase of approximately 1,204 total daily traffic trips.[7] The total annual VMT for the project is approximately 313,040 miles, assuming that the average trip length in Santa Clara County is 11 miles. Using U.S. EPA's estimated average fuel economy of 23.2 miles per gallon (mpg), the project would result in the consumption of approximately 148,424 gallons of gasoline per year. [8]

The project is in close proximity to major transit services located along the surrounding roadways and one mile from Diridon Station. The Convention Center light rail transit (LRT) station is located less than a quarter mile south of the project site on San Carlos Street and is directly accessible via the Almaden Paseo located along the project's western boundary further minimizing energy use related to transportation.

Furthermore, the proposed project would be required to build in compliance with the CALGreen code, which includes insulation and design provisions to minimize wasteful energy consumption. Though the proposed project does not include on-site renewable energy resources, the proposed industrial building would also be built to achieve LEED certification consistent with San José Council Policy 6-32. The project proponent anticipates that LEED certification would be achieved in part by conforming to the City's Green Building Measures.

The proposed project would provide bicycle parking consistent with the requirements of the City of San José Municipal Code. The inclusion of bicycle parking and proximity to transit would incentivize the use of alternative methods of transportation to and from the site. Based on the measures required for LEED Certification, the proposed project would comply with existing State energy standards.

The anticipated construction schedule assumes that the project would be built out over a period of approximately 20 months. The project would require demolition, grading, excavation, and site preparation for construction of the proposed building. Based on data provided by the project applicant, the proposed project would require up to 8,000 cubic yards of soil export.

[7] Hexagon Transportation Consultants, pers. comm., September 2018.
[8] 1,204 daily trips (260 weekdays) = 313,040 yearly trips (11 miles) = 3,443,440 annual VMT/23.2 mpg = 148,424

The construction phase would require energy for the manufacture and transportation of building materials, preparation of the site (e.g., demolition, excavation, and grading), and the actual construction of the building. Petroleum-based fuels such as diesel fuel and gasoline would be the primary sources of energy for these tasks. The construction energy use has not been determined at this time.

Based on the discussion above, the project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. See additional analysis of energy provided in the Supplemental EIR for the project.

b) **Less Than Significant Impact.** As stated above the project would be required to be built to LEED Certification pursuant Council Policy 6-32. By reducing single-occupancy traffic trips and including green design measures to achieve LEED certification, the proposed project would comply with existing State energy standards. The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Energy Chapter Conclusion

The Downtown Strategy 2040 and General Plan EIRs addressed energy use. With implementation of 2040 General Plan policies and existing regulations, development allowed under the Downtown Strategy 2040 was found to have a less than significant impact related to energy consumption. This conclusion is consistent with the analysis in the 2040 General Plan EIR. The proposed project would not result in new or more significant energy impacts than identified in the Downtown Strategy 2040 and General Plan EIRs.

G. GEOLOGY AND SOILS

Setting

The City of San José is located in the Santa Clara Valley, a broad alluvial-covered plain lying between the Santa Cruz Mountains to the west and the Diablo Range to the east. The Valley and entire San Francisco Bay region are within an area known as the Coast Range Geomorphic Province, an area where the geology is dominated by the deformation of the earth's surface due to the movement of the Pacific and North American tectonic plates; the San Andreas Fault system lies along the intersection of these two plates.[9]

San José is part of the seismically-active coastal area of California. The area is classified as Seismic Zone 4, the most seismically-active in the United States. The region is subject to strong ground shaking resulting from earthquakes occurring along the San Andreas Fault system, which includes the Hayward Fault and Calaveras Fault zones. In addition, the project site is mapped in State Seismic Hazard Zone for Liquefaction. In accordance with the Municipal Code, the Director of Public Works must approve a seismic hazard evaluation report prior to issuance of a grading or building permit for areas within the defined State Seismic Hazard Zone for Liquefaction. (Source: Cornerstone Earth Group, Current Conditions Report Soils, Geology and Geologic Hazards Envision San Jose 2040 General Plan Update, March 20, 2009.)

The project site is located at an elevation of approximately 94 feet above mean sea level (msl). The site and surrounding area are relatively level, with the regional topography sloping to the northwest. The site is mapped with loam soils with a hydrologic classification of Class B. Class B are soils with moderate infiltration rates. These soils exhibit deep and moderately-deep, moderately-well, and well-drained soils with moderately coarse textures.[10] The project site is currently occupied by a hotel courtyard.

Regulatory Background

California Building Code

The 2016 California Building Standards Code (CBC) was published July 1, 2016, with an effective date of January 1, 2017. The CBC is a compilation of three types of building criteria from three different origins:

- Building standards that have been adopted by state agencies without change from building standards contained in national model codes;
- Building standards that have been adopted and adapted from the national model code standards to meet California conditions; and
- Building standards, authorized by the California legislature, that constitute extensive additions not covered by the model codes that have been adopted to address particular California concerns.

[9] Source: Cornerstone Earth Group, *Current Conditions Report Soils, Geology and Geologic Hazards Envision San Jose 2040 General Plan Update*, March 20, 2009.
[10] Source: Priority 1 Environmental, *Phase 1 Environmental Site Assessment*, October 2016.

The CBC identifies acceptable design criteria for construction that addresses seismic design and loadbearing capacity, including specific requirements for seismic safety; excavation, foundation and retaining wall design, site demolition, excavation, and construction, and; drainage and erosion control.

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating geology and soils impacts from development projects; relevant policies are presented below.

Envision San José 2040 Relevant Geology and Soil Policies	
Policy EC-3.1	Design all new or remodeled habitable structures in accordance with the most recent California Building Code and California Fire Code as amended locally and adopted by the City of San José, including provisions regarding lateral forces.
Policy EC-4.1	Design and build all new or remodeled habitable structures in accordance with the most recent California Building Code and municipal code requirements as amended and adopted by the City of San José, including provisions for expansive soil, and grading and storm water controls.
Policy EC-4.2	Development in areas subject to soils and geologic hazards, including unengineered fill and weak soils and landslide-prone areas, only when the severity of hazards have been evaluated and if shown to be required, appropriate mitigation measures are provided. New development proposed within areas of geologic hazards shall not be endangered by, nor contribute to, the hazardous conditions on the site or on adjoining properties. The City of San José Geologist will review and approve geotechnical and geological investigation reports for projects within these areas as part of the project approval process.
Policy EC-4.4	Require all new development to conform to the City of San José's Geologic Hazard Ordinance.
Policy EC-4.5	Ensure that any development activity that requires grading does not impact adjacent properties, local creeks, and storm drainage systems by designing and building the site to drain properly and minimize erosion. An Erosion Control Plan is required for all private development projects that have a soil disturbance of one acre or more, adjacent to a creek/river, and/or are located in hillside areas. Erosion Control Plans are also required for any grading occurring between October 1 and April 30.
Action EC-4.11	Require the preparation of geotechnical and geological investigation reports for projects within areas subject to soils and geologic hazards, and require review and implementation of mitigation measures as part of the project approval process.
Action EC-4.12	Require review and approval of grading plans and erosion control plans (if applicable) prior to issuance of grading permits by the Director of Public Works.
Policy ES-4.9	Permit development only in those areas where potential danger to health, safety, and welfare of the persons in that area can be mitigated to an acceptable level.

Impacts and Mitigation

Thresholds per CEQA Checklist

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

Explanation

ai) **Less Than Significant Impact**. The project site is not located within a State of California Earthquake Fault Hazard Zone and no known active faults cross the site. The risk of ground rupture within the subject site is considered low. The project site is not mapped within an Alquist-Priolo Earthquake Fault Zone. The project would be designed and developed in accordance with the California Building Code guidelines to avoid or minimize potential damage from seismic shaking as described below.

aii) **Less Than Significant Impact**. Due to its location in a seismically active region, the proposed hotel tower would be subject to strong seismic ground shaking during its design life in the event of a major earthquake on any of the region's active faults. Seismic impacts would be minimized by implementation of standard engineering and construction techniques in compliance with the requirements of the California and Uniform Building Codes for Seismic Zone 4. In addition, as a part of the development permit approval the project would conform

to the following standard permit conditions to avoid impacts related to geology and geotechnical hazards.

Standard Permit Conditions

- To avoid or minimize potential damage from seismic shaking, the project shall be constructed using standard engineering and seismic safety design techniques. Building design and construction at the site shall be completed in conformance with the recommendations of an approved geotechnical investigation. The report shall be reviewed and approved by the City of San José Department of Public Works as part of the building permit review and issuance process. The buildings shall meet the requirements of applicable Building and Fire Codes as adopted or updated by the City. The project shall be designed to withstand soil hazards identified on the site and the project shall be designed to reduce the risk to life or property on site and off site to the extent feasible and in compliance with the Building Code.
- All excavation and grading work shall be scheduled in dry weather months or construction sites shall be weatherized.
- Stockpiles and excavated soils shall be covered with secured tarps or plastic sheeting.
- Ditches shall be installed to divert runoff around excavations and graded areas if necessary.
- The project shall be constructed in accordance with the standard engineering practices in the California Building Code, as adopted by the City of San José. A grading permit from the San José Department of Public Works shall be obtained prior to the issuance of a Public Works clearance. These standard practices would ensure that the future building on the site is designed to properly account for soils-related hazards on the site.

aiii) **Less Than Significant Impact**. The project site would be subject to strong ground shaking and potential liquefaction during seismic events.[11] The proposed hotel tower addition would be designed and constructed in accordance with a design-level geotechnical investigation, consistent with the above standard permit condition and the measures to minimize impacts in the Downtown Strategy 2040 FEIR.

aiv) **No Impact**. The project site has virtually no vertical relief and is not subject to landslides.

b) **Less Than Significant Impact**. Development of the project would require grading of 8,000 CY of material, which could result in a temporary increase in erosion. This increase in erosion is expected to be minor due to the small size and flatness of the site. The project would implement the standard permit conditions identified in Section *I. Hydrology and Water Quality* to minimize erosion impacts.

c) **Less Than Significant Impact**. The project would be designed and constructed in accordance with a design-level geotechnical investigation to avoid potentially significant impacts from geotechnical hazards such as lateral spreading, subsidence, liquefaction or collapse.

[11] Soil liquefaction occurs when saturated soil substantially loses strength in response to an applied stress, usually earthquake shaking, causing it to liquefy.

d) **Less Than Significant Impact**. The project site may contain expansive soils. Expansive soils have potential for shrinking and swelling, which can exert enough force on a building or other structure to cause damage. The project would be designed and constructed in accordance with a design-level geotechnical investigation to avoid potentially significant impacts from expansive soils.

e) **No Impact**. The project would tie into the City's existing sanitary sewer system and does not include septic systems.

f) **Less Than Significant Impact**. Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. Geologic units of Holocene age are generally not considered sensitive for paleontological resources because biological remains younger than 10,000 years are not usually considered fossils. These sediments have low potential to yield fossil resources or to contain significant nonrenewable paleontological resources. The project area is underlain by Holocene alluvial fan material deposits, which have low potential to yield significant fossils at the surface but may contain resources at depth.[12] However, the following standard permit conditions shall be included in order to reduce or avoid potential impacts to unknown buried paleontological resources.

Standard Permit Conditions

The following standard permit conditions shall be implemented to reduce and avoid impacts to currently unknown paleontological resources:

- If vertebrate fossils are discovered during construction, all work on the site shall stop immediately and the Director of Planning, Building and Code Enforcement or Director's designee shall be notified. A qualified professional paleontologist shall assess the nature and importance of the find and recommend appropriate treatment. Treatment may include, but is not limited to, preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds. The project applicant shall be responsible for implementing the recommendations of the qualified paleontologist. A report of all findings shall be submitted to the Director of Planning, Building and Code Enforcement or the Director's designee.

Geology and Soils Chapter Conclusion

The Downtown Strategy 2040 and General Plan EIRs identified potential geologic and geotechnical hazards and identified minimizing measures for these impacts. The project would be designed and constructed in accordance with a design-level geotechnical investigation as set forth in the mitigation identified in the Downtown Strategy 2040 and General Plan EIRs. The proposed project would not result in new or more significant geotechnical impacts than identified in the Downtown Strategy 2040 and General Plan EIRs.

[12] C. Bruce Hanson, *Paleontological Evaluation Report for the Envision San José 2040 General Plan, Santa Clara County, California*, 2010.

H. GREENHOUSE GAS EMISSIONS

The following discussion of greenhouse gas (GHG) emissions is based on a Greenhouse Gas Evaluation Memorandum prepared for the project by Illingworth & Rodkin, Inc. (September 2018). This study is contained in Appendix A-1. This GHG analysis used the California Emissions Estimator Model, CalEEMod (Version 2016.3.2) to predict the operational period emissions of GHGs for 2030.

Setting

Gases that trap heat in the atmosphere, GHGs, regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. The most common GHGs are carbon dioxide (CO_2) and water vapor but there are also several others, most importantly methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These are released into the earth's atmosphere through a variety of natural processes and human activities. Sources of GHGs are generally as follows:

- CO_2 and N_2O are byproducts of fossil fuel combustion.
- N_2O is associated with agricultural operations such as fertilization of crops.
- CH_4 is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations.
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents but their production has been stopped by international treaty.
- HFCs are now used as a substitute for CFCs in refrigeration and cooling.
- PFCs and sulfur hexafluoride emissions are commonly created by industries such as aluminum production and semi-conductor manufacturing.

Each GHG has its own potency and effect upon the earth's energy balance. This is expressed in terms of a global warming potential (GWP), with CO_2 being assigned a value of 1 and sulfur hexafluoride being several orders of magnitude stronger. In GHG emission inventories, the weight of each gas is multiplied by its GWP and is measured in units of CO_2 equivalents (CO_2e).

An expanding body of scientific research supports the theory that global climate change is currently affecting changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it would increasingly do so in the future. The climate and several naturally occurring resources within California are adversely affected by the global warming trend. Increased precipitation and sea level rise would increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought, and increased levels of air pollution.

The existing hotel is currently generating some GHGs emissions from mobile sources (vehicle trips) and energy use. The GHG emissions generated by the existing hotel use has not been quantified; however, the GHG emissions from the proposed hotel addition are addressed in 3.3.3 Greenhouse Gas Emissions Impacts.

Regulatory Background

Assembly Bill 1493 (2002)

In 2002, Assembly Bill (AB) 1493 was passed requiring that the California Air Resources Board (CARB) develop and adopt, by January 1, 2005, regulations that achieve "the maximum feasible reduction of greenhouse gases emitted by passenger vehicles and light-duty truck and other vehicles determined by the CARB to be vehicles whose primary use is noncommercial personal transportation in the State."

Executive Order S-3-05

Executive Order (EO) S-3-05, signed by Governor Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra's snow pack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established total greenhouse gas emission targets. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80 percent below the 1990 level by 2050. The Executive Order directed the Secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce greenhouse gas emissions to the target levels. The Secretary must also submit biannual reports to the governor and State legislature describing: 1) progress made toward reaching the emission targets; 2) impacts of global warming on California's resources; and 3) mitigation and adaptation plans to combat these impacts. To comply with the Executive Order, the Secretary of the CalEPA created a Climate Act Team made up of members from various State agencies and commission.

Assembly Bill 32 (AB 32) - California Global Warming Solutions Act (2006)

AB 32, the California Global Warming Solutions Act, was signed into law in September 2006. AB 32 codifies the State of California's GHG emissions target by directing CARB to reduce the State's global warming emissions to 1990 levels by 2020. AB 32 was signed and passed into law by Governor Schwarzenegger on September 27, 2006. Since that time, CARB, California Energy Commission (CEC), the California Public Utilities Commission (CPUC), and the Building Standards Commission have all been developing regulations that would help meet the goals of AB 32 and Executive Order S-3-05.

A Scoping Plan for AB 32 was adopted by CARB in December 2008 and is updated every five years. The first update of the Scoping Plan was approved by the ARB on May 22, 2014, which looked past 2020 to set mid-term goals (2030-2035) on the road to reaching the 2050 goals. The most recent update released by ARB is the 2017 Climate Change Scoping Plan, which was released in November 2017. The 2017 Scoping Plan incorporates strategies for achieving the 2030 GHG-reduction target established in SB 32 and EO B-30-15 of 40 percent emissions reductions to below 1990 levels.

Senate Bill 1368

Senate Bill (SB) 1368 is the companion bill of AB 32 and was signed into law in September 2006. SB 1368 required the CPUC to establish a greenhouse gas emission performance standard. Therefore, on January 25, 2007, the CPUC adopted an interim GHG Emissions Performance Standard in an effort to help mitigate climate change. The Emissions Performance Standard is a facility-based emissions standard requiring that all new long-term commitments for baseload generation to serve California consumers be with power plants that have emissions no greater than a combined cycle gas turbine plant. That level is established at 1,100 pounds of CO_2 per megawatt-hour. "New long-term commitment" refers to new plant investments (new construction), new or renewal contracts with a term of five years or more, or major investments by the utility in its existing baseload power plants. In addition, the CEC established a similar standard for local publicly owned utilities that cannot exceed the greenhouse gas emission rate from a baseload combined-cycle natural gas fired plant. On July 29, 2007, the Office of Administrative Law disapproved the Energy Commission's proposed Greenhouse Gases Emission Performance Standard rulemaking action and subsequently, the CEC revised the proposed regulations. SB 1368 further requires that all electricity provided to California, including imported electricity, must be generated from plants that meet the standards set by the CPUC and CEC.

Senate Bill 375 - California's Regional Transportation and Land Use Planning Efforts (2008)

Senate Bill 375, signed in August 2008, requires all metropolitan regions in California to complete a Sustainable Communities Strategy (SCS) as part of a Regional Transportation Plan. In the Bay Area, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are jointly responsible for developing and adopting a SCS that integrates transportation, land use and housing to meet greenhouse gas reduction targets set by the CARB. Plan Bay Area 2040, an update to Plan Bay Area adopted in 2013, provides guidance for accommodating projected household and employment growth in the nine-county Bay Area by 2040. The Plan also provides a transportation investment strategy for the region. Key features of the Plan are as follows:

- Describes where and how the region can accommodate 820,000 new projected households and 1.3 million new jobs between now and 2040;
- Details a regional transportation investment strategy given $303 billion in expected revenues from federal, State, regional and local sources over the next 24 years; and
- Complies with SB 375, which integrates land use and transportation planning and mandates both a reduction in GHG emissions from passenger vehicles and the provision of adequate housing for the region's 24-year projected population growth.

Executive Order B-30-15 (2015)

On April 29, 2015, California Governor Brown. issued EO B-30-15, setting a new interim statewide GHG emission reduction target. The purpose of establishing the interim target is to ensure that California meets its previously established target of reducing GHG emissions to 80 percent below 1990 levels by 2050, as set forth in EO S-3-05 in 2005. Under EO B-30-15, the interim target is to reduce GHG emissions to 40 percent below 1990 levels by 2030. As a part of this effort, CARB is required to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent. CARB is moving forward with a second update to the Scoping Plan to reflect the 2030 target set by EO B-30-15.

EO B-30-15 also calls for the California Natural Resources Agency to update the California's climate adaption strategy, Safeguarding California, every three years. Safeguarding California will identify vulnerabilities to climate change by region and sector, including water, energy, transportation, public health, agriculture, emergency services, forestry, biodiversity and habitat, and ocean and coastal resources. It will also set forth actions needed to reduce risks to residents, properties, communities, and natural systems from the vulnerabilities. A lead agency or group of agencies will be identified to lead adaptation efforts in each sector. Overall, the Natural Resources Agency will be responsible for ensuring that the provisions in the State's climate adaption strategy are fully implemented and State agencies must take climate change impacts into account in their planning decisions, including for all infrastructure projects.

SB 350 Renewable Portfolio Standards

On October 7, 2015, SB 350: Clean Energy and Pollution Reduction Act, was signed into law, establishing new clean energy, clean air and greenhouse gas reduction goals for 2030 and beyond. SB 350 codifies Governor Brown's aggressive clean energy goals and is a key part of California's strategy to address climate change. SB 350 established California's 2030 GHG reduction target of 40 percent below 1990 levels. To achieve this goal, SB 350 sets ambitious 2030 targets for energy efficiency and renewable electricity, among other actions aimed at reducing GHG emissions across the energy and transportation sectors. SB 350 is intended to enhance the State's ability to meet its long-term climate goal of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050. SB 350 increases California's renewable electricity procurement goal from 33 percent by 2020 to 50 percent by 2030. This will increase the use of Renewables Portfolio Standard (RPS) eligible resources, including solar, wind, biomass, geothermal, and others. Large utilities will be required to develop and submit Integrated Resource Plans (IRPs) to identify how each utility will meet their customers' resource needs, reduce GHG emissions, and ramp up the deployment of clean energy resources. Moving forward, this will include reviewing IRPs of the 16 largest publicly owned utilities starting in 2019 to help ensure they reach the 50 percent RPS target by 2030 and meet their greenhouse gas emission reduction target, while maintaining reasonable customer rates and reliable electric service.

Senate Bill 32 GHG Reduction Targets

SB 32 was signed by Governor Brown on September 8, 2016. SB 32 effectively extends California's GHG emission-reduction goals from 2020 to 2030. This new emission-reduction target of 40 percent below 1990 levels by 2030 is intended to promote further GHG-reductions in support of the State's ultimate goal of reducing GHG emissions by 80 percent below 1990 levels by 2050. SB 32 also directs the CARB to update the Climate Change Scoping Plan to address this interim 2030 emission-reduction target.

City of San José Municipal Code

The City's Municipal Code includes the following regulations that would reduce GHG emissions from future development:

- Green Building Ordinance (Chapter 17.84)
- Water Efficient Landscape Standards for New and Rehabilitated Landscaping (Chapter 15.10)
- Transportation Demand Programs for employers with more than 100 employees (Chapter 11.105)

- Construction and Demolition Diversion Deposit Program (Chapter 9.10)
- Wood Burning Ordinance (Chapter 9.10)

City of San José Private Sector Green Building Policy (6-32)

In October 2008, the City adopted the Private Sector Green Building Policy (6-32), which identifies baseline green building standards for new private construction and provides a framework for the implementation of these standards. This Policy requires that applicable projects achieve minimum green building performance levels using the Council adopted standards.

City of San José Greenhouse Gas Reduction Strategy

The City's General Plan includes a GHG Reduction Strategy that identifies a series of GHG reduction measures to be implemented by development projects that would allow the City to achieve its GHG reduction goals. The measures center around five strategies: energy, waste, water, transportation, and carbon sequestration. Projects that are consistent with the GHG Reduction Strategy are considered to have a less than significant impact related to GHG emissions through 2020. The General Plan Supplemental Environmental Impact Report identified significant unavoidable GHG emissions impacts for development and the built environment in the 2035 timeframe, and the City Council adopted overriding considerations for those impacts in 2015.

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating GHG emissions from development projects; relevant policies are presented below.

Envision San José 2040 Relevant Greenhouse Gas Reduction Policies	
Policy MS-1.1	Demonstrate leadership in the development and implementation of green building policies and practices. Ensure that all projects are consistent with or exceed the City's Green Building Ordinance and City Council Policies as well as State and/or regional policies which require that projects incorporate various green building principles into their design and construction.
Policy MS-1.2	Continually increase the number and proportion of buildings within San José that make use of green building practices by incorporating those practices into both new construction and retrofit of existing structures.
Policy MS-2.3	Encourage consideration of solar orientation, including building placement, landscaping, design, and construction techniques for new construction to minimize energy consumption.
Policy MS-2.11	Require new development to incorporate green building practices, including those required by the Green Building Ordinance. Specifically, target reduced energy use through construction techniques (e.g., design of building envelopes and systems to maximize energy performance), through architectural design (e.g., design to maximize cross ventilation and interior daylight) and through site design techniques (e.g., orienting buildings on sites to maximize the effectiveness of passive solar design).
Policy MS-14.4	Implement the City's Green Building Policies so that new construction and rehabilitation of existing buildings fully implements industry best practices, including the use of optimized energy systems, selection of materials and resources, water efficiency, sustainable site selection, passive solar building

Envision San José 2040 Relevant Greenhouse Gas Reduction Policies	
	design, and planting of trees and other landscape materials to reduce energy consumption.
Policy CD-2.10	Recognize that finite land area exists for development and that density supports retail vitality and transit ridership. Use land regulations to require compact, low-impact development that efficiently uses land planned for growth, particularly for residential development which tends to have a long life-span. Strongly discourage small-lot and single family detached residential product types in growth areas.
Policy CD-3.3	Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets.
Policy TR-6.7	As part of the project development review process, ensure that adequate off-street loading areas in new large commercial, industrial, and residential developments are provided, and that they do not conflict with adjacent uses, or with vehicle, pedestrian, bicycle, or transit access and circulation.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
8. GREENHOUSE GAS EMISSIONS. Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X		1, 3, 9
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X		1, 3, 9

Explanation

a) **Less Than Significant Impact**. Projects that conform to the General Plan Land Use/Transportation Diagram and supporting policies are considered consistent with the City's GHG Reduction Strategy, and considered to have a less than significant impact related to GHG emissions. The project is consistent with the site's *Downtown* General Plan land use designation, and thus complies with the City's GHG Reduction Strategy. However, the BAAQMD's CEQA Air Quality Guidelines recommend GHG thresholds that were developed based on meeting the 2020 GHG targets. Because development of the project would occur beyond 2020, an evaluation of GHG emissions through 2030 is required.

GHG emissions associated with development of the proposed project would occur over the short-term from construction activities, consisting primarily of emissions from equipment exhaust and worker and vendor trips. There would also be long-term operational emissions associated with vehicular traffic within the project vicinity, energy and water usage, and solid

waste disposal. Emissions for the proposed project are discussed below and were analyzed using the methodology recommended in the BAAQMD CEQA Air Quality Guidelines.

CalEEMod was used to predict GHG emissions from operation of the site assuming full build-out of the project. The project land use types and size and other project-specific information were input to the model.

Land Uses. The project land uses input into CalEEMod included 176,000 square feet and 280 rooms entered as "Hotel" on a 0.58-acre lot.

Model Year. Emissions associated with vehicle travel depend on the year of analysis because emission control technology requirements are phased-in over time. Therefore, the earlier the year analyzed in the model, the higher the emission rates utilized by CalEEMod. The project would likely be constructed and begin operating after 2020. Therefore, the 2030 2.6 MT/capita threshold was used. Emissions associated with build-out later than 2020 would be lower.

Trip Generation Rates. CalEEMod allows the user to enter specific vehicle trip generation rates, which were input to the model using the daily trip generation rate provided in the project trip generation table. The Saturday and Sunday trip rates were assumed to be the weekday rate adjusted by multiplying the ratio of the CalEEMod default rates for Saturday and Sunday trips. The traffic analysis provided project trip generation values for the hotel. The weekday trip rate used for the hotel was 4.32, which resulted in a Saturday trip rate of 4.33 and a Sunday trip rate of 3.15.

Service Population Emissions

The project service population efficiency rate is based on the number of future employees. Based on information provided by the applicant, there would be 125 future employees at the hotel.

Construction GHG Emissions

GHG emissions associated with construction were computed to be 272 MT of CO_2e for the total construction period. These are the emissions from on-site operation of construction equipment, vendor and hauling truck trips, and worker trips. Neither the City nor BAAQMD have an adopted threshold of significance for construction-related GHG emissions, though BAAQMD recommends quantifying emissions and disclosing that GHG emissions would occur during construction. BAAQMD also encourages the incorporation of best management practices to reduce GHG emissions during construction where feasible and applicable. Best management practices assumed to be incorporated into construction of the proposed project include, but are not limited to, using local building materials of at least 10 percent and recycling or reusing at least 50 percent of construction waste or demolition materials. The project would not result in a substantial increase in GHG emissions from construction.

Operational GHG Emissions

The CalEEMod model, along with the project vehicle trip generation rates, was used to estimate daily emissions associated with operation of the fully-developed site under the proposed project. Annual emissions resulting from operation of the proposed project are predicted to be

1,348 MT of CO_2e in 2030, as shown in Table 2. These emissions would exceed the bright-line threshold of 660 MT of CO_2e/year. Using a service population of 125, the per capita emissions from the project would be 10.8, which would also exceed the 2.6 MT of CO_2e per capita threshold for 2030.

Table 2
Annual Project GHG Emissions (CO_2e) in Metric Tons

Source Category	**Proposed Project in 2030**
Area	1
Energy Consumption	596
Mobile	665
Solid Waste Generation	77
Water Usage	9
Total	1,348
***Significance Threshold* / Exceed?**	**660 MT CO_2e/year / Yes**
Per Capita Emissions	10.8
Significance Threshold / Exceed?	**2.6 in 2030 / Yes**

Source: Illingworth & Rodkin, Inc. Tribute Hotel Greenhouse Gas Evaluation Memo, September 14, 2018.

The Downtown Strategy 2040 FEIR found that annual emissions from full buildout of the Strategy in 2040 would exceed the 2040 substantial progress threshold in terms of annual CO_2e per service population. Therefore, the FEIR concluded that buildout of the Downtown Strategy would result in significant GHG emissions under 2040 conditions.

Development worldwide contributes to global climate change. No single project is sufficient in size to, alone, change the global average temperature. While development Downtown would be consistent with statewide GHG reduction targets set for 2020 and 2030, implementation beyond 2030 of the Downtown Strategy 2040 was found in the FEIR to result in a significant unavoidable cumulative GHG impact.

The Downtown Strategy 2040 FEIR found that attaining the substantial reductions in GHG emissions needed to meet the 2040 threshold would require an aggressive multiple-pronged approach that includes policy decisions and additional GHG emission controls at the federal and State levels, and new and substantially advanced technologies that cannot be anticipated or predicted with any accuracy at this time. Attaining substantial reduction GHG emissions would also require substantial behavioral changes to reduce single occupant vehicle trips, especially to and from places of work. Future policy and regulatory decisions by other agencies (such as the California Air Resources Board, Public Utilities Commission, California Energy Commission, Metropolitan Transportation Commission, and BAAQMD) and technological advances are outside the City's control, and therefore, cannot be relied upon as feasible mitigation strategies. Given the uncertainties about the feasibility of achieving the needed 2040 GHG emissions reductions, the Downtown Strategy 2040's contribution to GHG emissions for the 2040 timeframe was determined in the FEIR to be significant and unavoidable and the City Council adopted a statement of overriding considerations for the impact.

b) **Less Than Significant Impact**. The California Air Resources Board (CARB) coordinates and oversees both State and federal air pollution control programs in California. As part of this responsibility, CARB monitors existing air quality, establishes State air quality standards, and limits allowable emissions from vehicular sources. Regulatory authority within established air

basins is provided by Air Pollution Control and Management Districts, which control stationary-source and most categories of area-source emissions. Districts also develop regional air quality plans. The project is located within the jurisdiction of the BAAQMD.

The BAAQMD's CEQA Air Quality Guidelines recommended a GHG threshold of 1,100 metric tons (MT) per year or 4.6 MT per service population per year to achieve the State's 2020 target of 1990 GHG levels. Development of the project would occur beyond 2020, so a threshold that addresses a future target is required. Although BAAQMD has not published a quantified threshold for 2030 yet, the GHG evaluation assessment uses a "Substantial Progress" efficiency metric of 2.6 MT CO_2e/year/service population and a threshold of 660 MT CO_2e/year based on the GHG reduction goals of EO B-30-15. The service population metric of 2.6 is calculated for 2030 based on the 1990 inventory and the projected 2030 Statewide population and employment levels[13]. The 2030 threshold is a 40 percent reduction of the 2020 1,100 MT CO_2e/year threshold.

Although the construction and operation of the proposed project would not be completed prior to 2020, the project would comply with the mandatory measures and voluntary measures to ensure its consistency with the City's GHG Reduction Strategy.

At the local level, the City of San José sets green building standards for municipal development. All projects are required to submit a Leadership in Energy and Environmental Design (LEED), GreenPoint, or Build-It-Green checklist as part of their development permit applications. Council Policy 6-32 Private Sector Green Building Policy, adopted in October 2008, establishes baseline green building standards for private sector new construction and provides a framework for the implementation of these standards.

The GHG Reduction Strategy measures and the proposed project's consistency with these measures are addressed below.

Consistency with Mandatory Criteria

1. Consistency with the Land Use/Transportation Diagram (General Plan Goals/Policies: IP-1, LU-10)
2. Implementation of Green Building Measures (General Plan Goals: MS-1, MS-2, MS-14)
    a. Solar Site Orientation
    b. Site Design
    c. Architectural Design
    d. Construction Techniques
    e. Consistency with the City Green Building Ordinance and Policies
    f. Consistency with GHG Reduction Strategy Policies: MS-1.1, MS0-1.2, MC-2.3, MS-2.11, and MS-14.4.

[13] Association of Environmental Professionals, *Beyond 2020 and Newhall: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California*. April 2016.

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

The project would be consistent with mandatory criteria (1, 2, and 3, since it is consistent with the General Plan land use designation, and the proposed additional would comply with Policy 6-32 and California Building Code requirements. In addition, the project would provide a total of 37 bike parking stalls, consistent with the requirements of the City of San José Municipal Code. The inclusion of bicycle parking and proximity to transit would incentivize the use of alternative methods of transportation to and from the site.

The project would not result in the demolition of any historic structures, therefore, criteria 4 is not applicable. In addition, criteria 5 and 7 are not applicable to the proposed hotel addition, since it does not involve an energy-intensive or drive-through use.

Finally, the proposed hotel is not considered a "large employer" and a TDM Program is not required for the project as discussed in criteria 6.

Greenhouse Gas Emissions Chapter Conclusion

Development of the project would incorporate measures from applicable policies of the City's General Plan and adopted GHG Reduction Strategy. The Downtown Strategy 2040 FEIR identified significant GHG emissions under 2040 conditions under project and cumulative conditions. Given the uncertainties about the feasibility of achieving the needed 2040 GHG emissions reductions, the Downtown Strategy 2040's contribution to GHG emissions and climate change for the 2040 timeframe was determined to be significant and unavoidable. The City Council adopted a statement of overriding considerations for this impact.

I. HAZARDS AND HAZARDOUS MATERIALS

A Phase I Environmental Site Assessment (ESA) update was prepared for the project by Priority One Environmental (October 2016) and is contained in Appendix E of the SEIR. This assessment included a site reconnaissance, review of site history, review of historic aerial photos, review of selected local, State, and federal regulatory records, and interviews with persons and agencies familiar with the environmental history of the site.

Setting

The project site was part of industrial yard from 1884 to 1891, with the north portions of the site used as wood and coal storage. In 1915, a hotel, furniture shop, and cleaning/dye shop were mapped on the property. From 1915 to 1974, the property was used as a hotel and shops. By 1982, the property was redeveloped into an asphalt parking lot. In 2000, the building was moved approximately 187 feet south to the current parcel and restored in 2004. In 2013, the Montgomery Hotel was bought by Khanna Enterprises and renamed Four Points by Sheraton.

Onsite Contamination

The site inspection did not observe any recognized environmental conditions. However, the project site was listed in the environmental records search under the following databases: Certified Unified Program Agencies (CUPA) Listings, San Jose Fire Department Hazardous Materials Database (SAN JOSE HAZMAT), Hazardous Waste Information System (HAZNET), Resource Conservation and Recovery Act Small Quantity Generators (RCRASQG), Facility Index System (FINDS), and Enforcement and Compliance History Online (ECHO). According to the HAZNET database, approximately 15 tons of contaminated soil and 0.35 tons of polychlorinated biphenyls (PCBs) were removed from the site in 1999-2000. The work was conducted under the oversight of the San José Redevelopment Agency, which was dismantled in 2011 and replaced with the San José Redevelopment Successor Agency. No records were found that document the removal of the contaminated soil or materials containing PCBs.

The Phase I ESA concluded that the project site contains two recognized environmental concerns (RECs): 1) the removal of 15 tons of contaminated soil and 0.35 tons of material containing PCBs, and 2) use of the north portion of the project site to store coal in the 1890's. The Phase I ESA was unable to find information on the contaminated soils and PCB soil contamination such as the cause of the contamination, and whether the work was performed under regulatory oversight and completed to the satisfaction of the regulatory agency. Furthermore, the nature of soil contamination is unknown other than the PCBs. The property was part of an industrial yard (foundry) from 1884 to 1891. The portion of the site where development is proposed is adjacent to the previous foundry location, and within the wood and coal storage area. In 1915 various commercial businesses were developed on the property including a cleaning and dye shop. Various metals and soil volatile organic compounds (VOCs) may be present due to these previous activities.

Offsite Contamination

Based on the Phase I ESA, the cases listed in the regulatory database search for the surrounding properties are not anticipated to impact the project site, based on the type of listings, distance to the subject property, and additional information located in database.

Regulatory Background

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA)

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, was enacted by Congress in 1980 and is administered by the U.S. EPA. This law created a tax on the chemical and petroleum industries and provided broad Federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites; and established a trust fund to provide for cleanup when no responsible party could be identified.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) is a Federal law passed by Congress in 1976 to address the increasing problems from the nation's growing volume of municipal and industrial waste. RCRA creates the framework for the proper management of hazardous and non-hazardous solid waste and is administered by the U.S. EPA. RCRA protects communities and resource conservation by enabling the EPA to develop regulations, guidance, and policies that ensure the safe management and cleanup of solid and hazardous waste, and programs that encourage source reduction and beneficial reuse. The term RCRA is often used interchangeably to refer to the law, regulations, and EPA policy and guidance.

California Department of Toxic Substances

The California Department of Toxic Substances Control (DTSC) is a State agency that protects State citizens and the environment from exposure to hazardous wastes by enforcing hazardous waste laws and regulations. DTSC enforces action against violators; oversees cleanup of hazardous wastes on contaminated properties; makes decisions on permit applications from companies that want to store, treat or dispose of hazardous waste; and protects consumers against toxic ingredients in everyday products.

California State Water Resources Control Board

The California State Water Resources Control Board (SWB) and its nine regional boards are responsible for preserving, enhancing, and restoring the quality of California's water resources and drinking water for the protection of the environment, public health, and all beneficial uses. Through the 1969 Porter-Cologne Act, the State and Regional Water Boards have been entrusted with broad duties and powers to preserve and enhance all beneficial uses of the state's water resources. The San Francisco Bay Regional Water Quality Control Board (RWQCB) is the lead agency responsible for identifying, monitoring and remediating leaking underground storage tanks in the Bay Area. Local jurisdictions may take the lead agency role as a Local Oversight Program (LOP) entity, implementing State as well as local policies.

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating hazardous materials impacts from development projects. Policies applicable to the proposed project are presented below.

Envision San José 2040 Relevant Hazardous Material Policies	
Policy EC-7.1	For development and redevelopment projects, require evaluation of the proposed site's historical and present uses to determine if any potential environmental conditions exist that could adversely impact the community or environment.
Policy EC-7.2	Identify existing soil, soil vapor, groundwater and indoor air contamination and mitigation for identified human health and environmental hazards to future users and provide as part of the environmental review process for all development and redevelopment projects. Mitigation measures for soil, soil vapor and groundwater contamination shall be designed to avoid adverse human health or environmental risk, in conformance with regional, state and federal laws, regulations, guidelines and standards.
Policy EC-7.5	In development and redevelopment sites, require all sources of imported fill to have adequate documentation that it is clean and free of contamination and/or acceptable for the proposed land use considering appropriate environmental screening levels for contaminants. Disposal of groundwater from excavations on construction sites shall comply with local, regional, and State requirements.
Action EC-7.11	Require sampling for residual agricultural chemicals, based on the history of land use, on sites to be used for any new development or redevelopment to account for worker and community safety during construction. Mitigation to meet appropriate end use such as residential or commercial/industrial shall be provided.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X		1, 2
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	X				1, 2, 12
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?			X		1, 2, 12

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			X		1, 2, 12
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?			X		1, 2
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X		1, 2
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X	1, 2, 15

Explanation

a) **Less Than Significant Impact**. The proposed hotel use would not require routine transport, use, or disposal of hazardous materials. The hotel expansion would use relatively small quantities of miscellaneous household cleaning supplies and other chemicals, which would be stored and applied in accordance with the manufacturer's specifications.

b) **Potentially Significant Impact**. Based on the historical uses on/near the project site, potentially significant contamination may be present on the site. This issue is addressed in the Supplemental EIR for the project.

c) **Less Than Significant Impact.** The project site is not located within ¼ mile of a school. Potential impacts from contamination on the site is addressed in the Supplemental EIR for the project.

d) **Less Than Significant Impact**. The project site is listed in the environmental records search under the CUPA Listings, SAN JOSE HAZMAT, HAZNET, RCRASQG, FINDS, and ECHO databases, as previously described. The project site is not located on the Cortese list.

e) **Less Than Significant Impact**. The Mineta San José International Airport is located approximately two miles northwest of the project site. The project site is located within the "Airport Influence Area" established by the Santa Clara County Airport Land Use Commission (ALUC). Federal Aviation Regulations, Part 77, "Objects Affecting Navigable Airspace" (referred to as FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation. These regulations require that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above ground. Since the proposed hotel tower addition is 260 feet above ground, FAA notification and airspace safety review are required. In compliance with ALUC and City General Plan policy, the project would be required to obtain an FAA issued "Determination of No Hazard" for each

of the proposed structure high points and comply with any conditions set forth by the FAA in its determinations. This process would ensure that project development would not be a potential aviation hazard. Additionally, the project would be required to grant an Avigation Easement to the City accepting elevation restrictions on the property as well as aircraft noise impacts.

f) **Less Than Significant Impact**. The project would not create any barriers to emergency or other vehicle movement in the area and would be designed to incorporate all applicable Fire Code requirements.

g) **No Impact**. The project would not expose people or structures to risk from wildland fires as it is located in an urban area that is not prone to such events. See *Section R. Wildfire* for additional discussion.

Hazards and Hazardous Materials Chapter Conclusion

Development of the project would result in less than significant airport hazards and hazardous material transport-related impacts as identified in the Downtown Strategy 2040 and General Plan EIRs. Based on the historical uses on/near the project site, potentially hazardous material contamination may be present on the site. This is addressed in the Supplemental EIR for the project.

J. HYDROLOGY AND WATER QUALITY

Setting

There are no waterways present on the project site or immediate vicinity. The Flood Insurance Rate Maps issued by the Federal Emergency Management Agency (FEMA) indicate that the project site is located within Zone D. Zone D is defined as areas of undetermined but possible flood hazard outside the 100-year floodplain. The project site is not located within the 100-year floodplain or any other special flood hazard areas. The City does not have any floodplain restrictions for development in Zone D.

The City owns and maintains the storm drainage system in the project area. The drainage lines that serve the project site drain into Guadalupe River, located approximately 0.6 mile from the site. No over-land release of stormwater drains directly into any water body from the project site.

Regulatory Background

National Pollution Discharge Elimination System (NPDES)

The quality of water runoff is regulated by the federal National Pollution Discharge Elimination System (NPDES) program, established by the Clean Water Act. The objective of the NPDES program is to control and reduce pollutants entering water bodies from non-point discharges. The program is administered by Regional Water Quality Control Boards (RWQCBs) throughout California. The San Francisco Bay Area RWQCB issues NPDES point source permits for discharges from major industries and non-point source permits for discharges to water bodies in the Bay Area for municipalities and other local government entities. The project area is currently covered by the Contra Costa County NPDES Municipal Permit, as discussed further below.

Porter-Cologne Water Quality Act

The basis for the water quality regulation in California is the Porter-Cologne Water Quality Control Act (California Water Code, Section 13000 et seq.). This Act requires a "Report of Waste Discharge" for any discharge (liquid, solid, or otherwise) to land or surface waters that may impair a beneficial use of the state's surface or groundwater. Based on the reports, the local RWQCB issues waste discharge requirements to minimize the effect of the discharges.

The Porter-Cologne Act delegates authority to the State Water Resources Control Board (SWRCB) to establish regional water quality control boards. The San Francisco Bay Area RWQCB has authority to use planning, permitting, and enforcement to protect beneficial uses of water resources in the project region. Under the Porter-Cologne Water Quality Control Act (California Water Code Sections 13000-14290), the RWQCB is authorized to regulate the discharge of waste that could affect the quality of the state's waters, including projects that do not require a federal permit through the USACE. To meet RWQCB 401 Certification standards, all hydrologic issues related to a project must be addressed, including the following:

- Wetlands
- Watershed hydrograph modification

- Proposed creek or riverine related modifications
- Long-term post-construction water quality

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

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

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

The MRP requires regulated projects to include Low Impact Development (LID) practices. These include site design features to reduce the amount of runoff requiring treatment and maintain or restore the site's natural hydrologic functions, source control measures to prevent stormwater from pollution, and stormwater treatment features to clean polluted stormwater runoff prior to discharge into the storm drain system. The MRP requires that stormwater treatment measures are properly installed, operated, and maintained.

City of San José Post-Construction Urban Runoff Management (Policy 6-29)

The City of San José's Policy 6-29 implements the stormwater treatment requirements of Provision C.3 of the MRP. The City of San José's Policy 6-29 requires all new development and redevelopment project to implement post-construction BMPs and Treatment Control Measures (TCM). This policy also established specific design standards for post-construction TCM for projects that create, add, or replace 10,000 square feet or more of impervious surfaces.

City of San José Hydromodification Management (Policy 8-14)

The City of San José's Policy No.8-14 implements the stormwater treatment requirements of Provision C.3 of the MRP. Policy No. 8-14 requires all new and redevelopment projects that create or replace one acre or more of impervious surface to manage development-related increases in peak runoff flow, volume, and duration, where such hydromodification is likely to cause increased erosion, silt pollutant generation or other impacts to beneficial uses of local rivers, streams, and creeks. The policy requires these projects to be designed to control project-related hydromodification through a Hydromodification Management Plan (HMP). Based on its location in a catchment and subwatershed greater or equal to 65 percent impervious, the project would not be required to comply with the hydromodification requirements of Provision C.3 of the MRP.

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating hydrology and water quality impacts from development projects; relevant policies are presented below.

Envision San José 2040 Relevant Hydrology and Water Quality Policies	
Policy IN-3.7	Design new projects to minimize potential damage due to stormwater runoff and flooding to the site and other properties.
Policy IN-3.9	Require developers to prepare drainage plans for proposed developments that define needed drainage improvements per City standards.
Policy MS-3.4	Promote the use of green roofs (i.e., roofs with vegetated cover), landscape-based treatment measures, pervious materials for hardscape, and other stormwater management practices to reduce water pollution.
Policy ER-8.1	Manage stormwater runoff in compliance with the City's Post-Construction Urban Runoff (6-29) and Hydromodification Management (8-14) Policies.
Policy ER-8.3	Ensure that private development in San José includes adequate measures to treat stormwater runoff.
Policy EC-4.1	Design and build all new or remodeled habitable structures in accordance with the most recent California Building Code and municipal code requirements as amended and adopted by the City of San José, including provisions for expansive soil, and grading and stormwater controls.
Policy EC-5.7	Allow new urban development only when mitigation measures are incorporated into the project design to ensure that new urban runoff does not increase flood risks elsewhere.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
10. HYDROLOGY AND WATER QUALITY. Would the project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X		1, 2
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X		1, 2
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:					
i) Result in substantial erosion or siltation on- or off-site;			X		1, 2
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X		1, 2

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X		1, 2
iv) impede or redirect flood flows?			X		1, 2
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X		1, 2
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X		1, 2

Explanation

a) **Less Than Significant Impact**. The project is located in an urban environment and operations would not involve materials that would significantly harm the water quality in the area. Furthermore, the project would comply with applicable regulations and laws to ensure proper discharge into the City's stormwater and sanitary infrastructure.

b) **Less Than Significant Impact**. Groundwater levels in the area are estimated to be on the order of 27 feet below ground surface (Earth Tech, August 1999). The project would not deplete or otherwise affect groundwater supplies since excavation for the proposed 15-foot deep basement would not access groundwater Thus, it is not anticipated that the proposed project would decrease groundwater supplies or interfere substantially with groundwater recharge (such that the project may impede sustainable groundwater management of the basin).

ci) **Less Than Significant Impact**. Construction of the project would require grading activities that could result in a temporary increase in erosion affecting the quality of storm water runoff. This increase in erosion is expected to be minimal, due to the small size and flatness of the site. The City's implementation requirements to protect water quality are described below. As a part of the development permit approval, the project would conform to the following conditions below.

Standard Permit Conditions

- Burlap bags filled with drain rock shall be installed around storm drains to route sediment and other debris away from the drains.
- Earthmoving or other dust-producing activities shall be suspended during periods of high winds.
- All exposed or disturbed soil surfaces shall be watered at least twice daily to control dust as necessary.
- Stockpiles of soil or other materials that can be blown by the wind shall be watered or covered.
- All trucks hauling soil, sand, and other loose materials shall be covered and all trucks shall maintain at least two feet of freeboard.

- All paved access roads, parking areas, staging areas and residential streets adjacent to the construction sites shall be swept daily (with water sweepers).
- Vegetation in disturbed areas shall be replanted as quickly as possible.
- All unpaved entrances to the site shall be filled with rock to remove mud from tires prior to entering City streets. A tire wash system shall be installed if requested by the City.
- The project applicant shall comply with the City of San José Grading Ordinance, including implementing erosion and dust control during site preparation and with the City of San José Zoning Ordinance requirements for keeping adjacent streets free of dirt and mud during construction.

cii) **Less Than Significant Impact**. The project would increase the amount of impervious area on the project site compared to existing conditions by approximately 6,900 square feet, which would have a negligible effect on stormwater runoff from the site. Since the project would not increase impervious surfaces by 10,000 square feet or more, it is not regulated under Provision C.3 of the MRP. The applicant has completed a C.3 screening form to confirm that the project is a Small Project under Provision C.3 of the MRP and would be required to provide one or more LID Site Design Measures. Therefore, the project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site due to increased surface runoff.

ciii) **Less Than Significant Impact**. The project proposes to connect to the City's existing storm drainage system. The project is not expected to contribute runoff that will exceed the capacity of existing or planned stormwater drainage systems or result in substantial additional sources of polluted runoff.

civ) **Less Than Significant Impact**. The project site is located outside the 100-year floodplain and would not significantly impede or redirect flood flows.

d) **Less Than Significant Impact**. The project site is not located in an area subject to significant seiche or tsunami. The project is not located within a 100-year floodplain or flood hazard zone as mapped by FEMA. The site is located in Flood Zone D, defined as an unstudied area where flood hazards are undetermined, but flooding is possible.

The entire Downtown Strategy 2040 area is located within a dam failure inundation zone for Lenihan and Anderson Dams. Both dams were constructed in the 1950's and are owned and operated by the SCVWD. SCVWD is currently limiting water levels at Anderson Dam to provide additional safety until further analyses and seismic safety improvements to the dam are completed. With these precautions, the failure of Anderson Dam is considered unlikely, though the extent of inundation would remain unchanged as the storage capacity would gradually be restored. The project area would still be subject to inundation from Lenihan Dam. The potential for dam failure is reduced by regulatory inspection programs, and risks to people and property in San José are reduced by local hazard mitigation planning.

In summary, the risks from project inundation and exposure to pollutants released by inundation are considered less than significant.

e) **Less Than Significant Impact**. The project consists of development on an infill site. The project would not result in significant water quality or groundwater quality impacts that would conflict or obstruct implementation of a water quality control plan or sustainable groundwater management plan because, as outlined above, the proposed project would be required to comply with comply with the City of San José Grading Ordinance as well as standard BMPs during construction.

Hydrology and Water Quality Chapter Conclusion

Development of the project would have comparable, less than significant hydrology and water quality impacts identified in the Downtown Strategy 2040 and General Plan EIRs. The proposed project would not result in new or more significant impacts associated with hydrology and water quality than those identified in the respective EIRs.

K. LAND USE

Setting

The project site is located within the downtown area of the City of San José. An existing hotel currently occupies the property. The project proponent is applying for a Site Development Permit and Historic Preservation Permit to allow the proposed hotel addition.

The project site is designated *Downtown* in the Envision San José 2040 General Plan and zoned *DC – Downtown Primary Commercial*.

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating land use impacts from development projects; relevant policies are presented below.

Envision San José 2040 Relevant Land Use Policies	
Policy IE-1.16	Recognize projects that exemplify the Urban Design, Housing, and Green Building Goals, Policies, and Actions as a means to promote distinctive architecture and quality design and to attract a diverse group of employees and visitors to San José.
Policy IE-1.5	Promote the intensification of employment activities on sites in close proximity to transit facilities and other existing infrastructure, in particular within the Downtown, North San José, the Berryessa International Business Park and Edenvale.
Policy LU-4.1	Retain existing commercial lands to provide jobs, goods, services, entertainment, and other amenities for San José's workers, residents, and visitors.

Impacts and Mitigation

Thresholds per CEQA Checklist

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

Explanation

a) **No Impact**. The project is proposed on an existing hotel site in downtown. The proposed addition would not physically divide an established community.

b) **Less Than Significant Impact**. The project's consistency with relevant local plans is presented below.

Envision San José 2040 General Plan

The project site is designated *Downtown* in the City's 2040 General Plan. This designation allows office, retail, service, residential, and entertainment uses in the Downtown area, at very high intensities unless incompatible with other major policies within the Envision General Plan. Development within this designation should enhance the downtown community, support pedestrian and bicycle circulation, and increase transit ridership. Under this designation, allowed density is up to 800 du/ac, allowed floor area ratio is up to 30.0, and allowable building heights are 3 – 30 stories.

The project proposes a hotel tower addition for 274 guest rooms. The hotel addition is consistent with the *Downtown* land use designation, which allows high intensity service and entertainment uses. The project will be required to meet the Secretary of the Interior's Standards to assure that it does not significantly impact the Montgomery Hotel. Additional discussion is provided in *Section 3.2 Cultural Resources* of the SEIR.

The proposed development concept is in keeping with the City's policies to enhance and revitalize the downtown area and attract visitors, as expressed in the General Plan and Downtown Strategy 2040 Plan. The City also identified the following goals and strategies in its General Plan that are applicable.

2040 General Plan Relevant Goals and Strategies	
Major Strategy #9	Destination Downtown: Support continued growth in the Downtown as the City's cultural center and as a unique and important employment and residential neighborhood. Focusing growth within Downtown will support the Plan's economic, fiscal, environmental, and urban design/placemaking goals.
Community Design Goal CD-6	Downtown Urban Design: Promote and achieve the Downtown's full potential as a regional destination and diverse cultural, recreational, civic, and employment center through distinctive and high-quality design.

Santa Clara County Airport Land Use Commission Airport Plan

The project site is located within the "Airport Influence Area" established by the Santa Clara County Airport Land Use Commission (ALUC). The project would be consistent with the Santa Clara County Airport Land Use Commission's Comprehensive Land Use Plan (CLUP) upon FAA issuance of a "Determination of No Hazard." Refer also to the discussion in Section H. Hazards and Hazardous Materials of this IS.

Land Use and Planning Chapter Conclusion

The project would have a less than significant impact related to land use and planning, consistent with the findings of the Downtown Strategy 2040 and General Plan EIRs. The project would not result in new or more significant land use impacts than those identified in the Downtown Strategy 2040 and General Plan EIRs.

L. MINERAL RESOURCES

Setting

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

Impacts and Mitigation

Thresholds per CEQA Checklist

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

Explanation

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

Mineral Resources Chapter Conclusion

The project would not result in the loss of availability of known mineral resources, consistent with the findings of the Downtown Strategy 2040 and General Plan EIRs.

M. NOISE & VIBRATION

A noise and vibration assessment was prepared for the project by Illingworth & Rodkin, Inc. (March 7, 2019) and is contained in Appendix F of the SEIR.

Setting

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

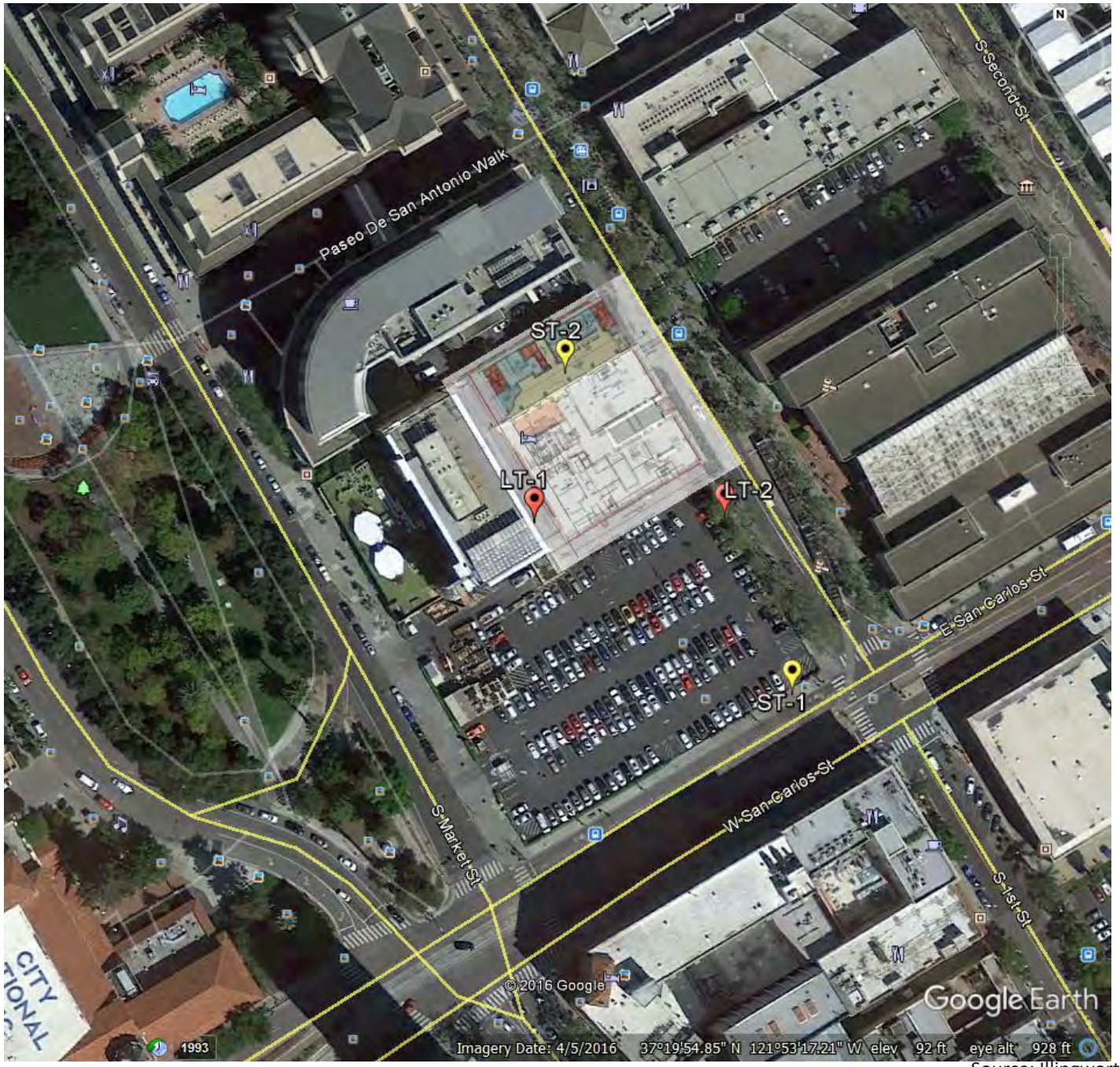
Existing Noise Environment

The existing Casa del Pueblo apartments are located adjacent to the project site to the west, with the United Food and Commercial Workers Union offices on S. Market Street just west of the apartments. The existing Fairmont Hotel south tower, with first floor commercial units, is located adjacent to the project site to the north. To the east, opposite S. First Street, are two multi-level commercial buildings; the U.S. Courthouse and the Camera 12 Cinemas. Adjacent to the proposed tower addition to the south is the existing Four Points by Sheraton Hotel. The multi-story Westin Hotel with first floor commercial units lies south of the project site and adjacent parking lot (opposite W. San Carlos Street).

A noise monitoring survey performed in the vicinity of the project site included two long-term noise measurements (LT-1 and LT-2) and two short-term measurements (ST-1 and ST-2), as shown in Figure 15. The noise environment at the site and at the nearby land uses is primarily from vehicular traffic along S. First Street and W. San Carlos Street, as well as the Valley Transportation Authority (VTA) light-rail trains running along S. First Street and W. San Carlos Street. Occasional overhead aircraft associated with the Mineta San José International Airport also affects the noise environment at the site.

Long-term noise measurement LT-1 was made in the alleyway west of the existing Four Points by Sheraton Hotel, approximately 280 feet north of the W. San Carlos Street centerline. The average noise level was 68 dBA DNL. Consistent daytime and nighttime noise levels are due to the constant operation of mechanical equipment near the alleyway between the Four Points by Sheraton Hotel and Casa del Pueblo apartments.

Long-term noise measurement LT-2 was made on S. First Street south of the existing Four Points by Sheraton Hotel, approximately 35 feet west of the S. First Street centerline. The average noise level on Tuesday, December 20, 2016 was 70 dBA DNL.



Source: Illingworth & Rodkin, January 2017

Noise Measurement Locations

Figure 15

San José Tribute Hotel Initial Study

Regulatory Background

San José General Plan Noise Compatibility Guidelines

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

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

Land Use Category	Exterior DNL Value In Decibels					
	55	60	65	70	75	80
1. Residential, Hotels and Motels, Hospitals and Residential Care						
2. Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
3. Schools, Libraries, Museums, Meeting Halls, and Churches						
4. Office Buildings, Business Commercial, and Professional Offices						
5. Sports Arenas, Outdoor Spectator Sports						
6. Public and Quasi-Public Auditoriums, Concert Halls, and Amphitheaters						

Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable: Specified land use may be permitted only after detailed analysis of the noise reduction requirements and noise mitigation features included in the design.

Unacceptable: New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies. (Development will only be considered when technically feasible mitigation is identified that is also compatible with relevant design guidelines.)

San José Municipal Code

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

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

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating noise impacts from development projects. All future development allowed by the proposed land use designation would be subject to the noise policies in the General Plan presented below.

Envision San José 2040 Relevant Noise and Vibration Policies	
Policy EC-1.1	Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state and City noise standards and guidelines as a part of new development review. Applicable standards and guidelines for land uses in San José include: Interior Noise Levels • The City's standard for interior noise levels in residences, hotels, motels, residential care facilities, and hospitals is 45 dBA DNL. Include appropriate site and building design, building construction and noise attenuation techniques in new development to meet this standard. For sites with exterior noise levels of 60 dBA DNL or more, an acoustical analysis following protocols in the City-adopted California Building Code is required to demonstrate that development projects can meet this standard. The acoustical analysis shall base required noise attenuation techniques on expected *Envision General Plan* traffic volumes to ensure land use compatibility and General Plan consistency over the life of this plan. Exterior Noise Levels • The City's acceptable exterior noise level objective is 60 dBA DNL or less for residential and most institutional land uses (refer to Table EC-1 in the General Plan. Residential uses are considered "normally acceptable" with exterior noise exposures of up to 60 dBA DNL and "conditionally compatible" where the exterior noise exposure is between 60 and 75 dBA DNL such that the specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features are included in the design.
Policy EC-1.2	Minimize the noise impacts of new development on land uses sensitive to increased noise levels (Land Use Categories 1, 2, 3 and 6 in Table EC-1 in the General Plan by limiting noise generation and by requiring use of noise attenuation measures such as acoustical enclosures and sound barriers, where feasible. The City considers significant noise impacts to occur if a project would: • Cause the DNL at noise sensitive receptors to increase by five dBA DNL or more where the noise levels would remain "Normally Acceptable"; or

Envision San José 2040 Relevant Noise and Vibration Policies	
	• Cause the DNL at noise sensitive receptors to increase by three dBA DNL or more where noise levels would equal or exceed the "Normally Acceptable" level.
Policy EC-1.3	Mitigate noise generation of new nonresidential land uses to 55 dBA DNL at the property line when located adjacent to uses through noise standards in the City's Municipal Code.
Policy EC-1.6	Regulate the effects of operational noise from existing and new industrial and commercial development on adjacent uses through noise standards in the City's Municipal Code.
Policy EC-1.7	Require construction operations within San José to use best available noise suppression devices and techniques and limit construction hours near residential uses per the City's Municipal Code. The City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would: • Involve substantial noise generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months. For such large or complex projects, a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses.
Policy EC-2.1	Requires that light and heavy rail lines or other sources of ground-borne vibration, minimize vibration impacts on people, residences, and businesses through the use of setbacks and/or structural design features that reduce vibration to levels at or below the guidelines of the Federal Transit Administration. Require new development within 100 feet of rail lines to demonstrate prior to project approval that vibration experienced by residents and vibration sensitive uses would not exceed these guidelines.
Policy EC-2.3	Require new development to minimize vibration impacts to adjacent uses during demolition and construction. For sensitive historic structures, a vibration limit of 0.08 in/sec PPV (peak particle velocity) will be used to minimize the potential for cosmetic damage to a building. A vibration limit of 0.20 in/sec PPV will be used to minimize the potential for cosmetic damage at buildings of normal conventional construction.

San José Municipal Code

The City's Municipal Code contains a Zoning Ordinance that limits noise levels at adjacent properties. Chapter 20.30.700 states that sound pressure levels generated by any use or combination of uses on a property shall not exceed 55 dBA at any property line shared with land zoned for residential use, except upon issuance and in compliance with a Conditional Use Permit. The code is not explicit in terms of the acoustical descriptor associated with the noise level limit. However, a reasonable interpretation of this standard, which is based on policy EC-1.3 of the City's General Plan, would identify the ambient base noise level criteria as a DNL.

Chapter 20.100.450 of the Municipal Code establishes allowable hours of construction within 500 feet of a residential unit between 7:00 am and 7:00 pm Monday through Friday unless permission is granted with a development permit or other planning approval. No construction activities are permitted on the weekends at sites within 500 feet of a residence.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
13. NOISE. Would the project result in					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	X				13
b) Generation of excessive groundborne vibration or groundborne noise levels?	X				13
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X		13

Explanation

a) **Potentially Significant Impact**. The results of the noise and vibration assessment identified potential impacts of the project related to noise. These are addressed in the Supplemental EIR for the project.

b) **Potentially Significant Impact**. Construction of the project would generate vibration levels exceeding the General Plan threshold of 0.08 in/sec PPV at the historic Montgomery Hotel when heavy equipment or impact tools are used at the site. The vibration impacts of the project during construction are addressed in the Supplemental EIR for the project.

c) **Less Than Significant Impact**. Mineta San José International Airport is a public-use airport located approximately two miles northwest of the project site. Noise levels resulting from aircraft would be less than 65 dBA CNEL at the project site and compatible with the proposed land use. The project would not expose people residing or working in the project area to excessive noise levels related to aircraft.

Noise & Vibration Chapter Conclusion

The Downtown Strategy 2040 FEIR found that buildout would result in significant unavoidable noise impacts at existing noise-sensitive land uses adjacent to various roadway segments downtown due to increases in traffic noise. In addition, the Downtown Strategy 2040 FEIR identified significant construction vibration impacts that would be reduced to a less than significant level with implementation of the identified minimization measures.

The noise and vibration impacts from the proposed hotel addition may be potentially significant and are addressed in the Supplemental EIR for the project.

N. POPULATION AND HOUSING

Setting

Based on information from the Department of Finance, the City of San José population was estimated to be 1,046,079 in January 2017 and had an estimated total of 332,574 housing units, with an average of 3.21 persons per household.[14] The Association of Bay Area Governments (ABAG) projects that the City's population will reach 1,445,000 with 472,000 households by 2040.

A project can induce substantial population growth by: 1) proposing new housing beyond projected or planned development levels, 2) generating demand for housing as a result of new businesses, 3) extending roads or other infrastructure to previously undeveloped areas, or 4) removing obstacles to population growth (e.g., expanding capacity of a wastewater treatment plant beyond that necessary to serve planned growth). The General Plan EIR concluded that the potential for direct growth inducing impacts from buildout of the General Plan would be minimal because planned growth would consist entirely of development within the City's existing Urban Growth Boundary and Urban Service Area.

Impacts and Mitigation

Thresholds per CEQA Checklist

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

Explanation

a) **Less Than Significant Impact**. The project is a visitor-serving use that proposes to increase guest rooms in the downtown area. The hotel would not generate new residences that would permanently increase the population. The project would generate approximately 125 new jobs; however, this minimal increase in employment would not be growth-inducing. Finally, the hotel addition would provide infrastructure only to accommodate the project demands and not additional growth or development within the area.

b) **No Impact**. The project site is currently developed with a patio/valet parking area. Therefore, the project would not result in the displacement of people or housing, necessitating the construction of housing elsewhere.

[14] State of California, Department of Finance. "E-5 City/County Population and Housing Estimates for Cities, Counties, and the State— January 1, 2011-2017, with 2010 Benchmark." May 2017. Accessed October 6, 2017. http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/

Population and Housing Chapter Conclusion

The project would have the same less than significant impact on population and housing as identified in the Downtown Strategy 2040 and General Plan EIRs. The project would not result in new or more significant population or housing impacts than those in the Downtown Strategy 2040 or General Plan EIRs.

O. PUBLIC SERVICES

Setting

Fire Protection: Fire protection services are provided to the project site by the San José Fire Department (SJFD). The closest fire station to the project site is Station 1, located at 225 Market Street, about 0.7 mile northwest of the site.

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

Parks: There are several parks in downtown San José. The nearest park to the project site is Plaza de César Chávez, located about 200 feet west of the site.

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating public services impacts from development projects. Policies applicable to the proposed project are presented below.

Envision San José 2040 Relevant Public Service Policies	
Policy ES-2.2	Construct and maintain architecturally attractive, durable, resource-efficient, and environmentally healthful library facilities to minimize operating costs, foster learning, and express in built form the significant civic functions and spaces that libraries provide for the San José community. Library design should anticipate and build in flexibility to accommodate evolving community needs and evolving methods for providing the community with access to information sources. Provide at least 0.59 SF of space per capita in library facilities.
Policy ES-3.1	Provide rapid and timely Level of Service (LOS) response time to all emergencies: 1. For police protection, use as a goal a response time of six minutes or less for 60 percent of all Priority 1 calls, and of eleven minutes or less for 60 percent of all Priority 2 calls. 2. For fire protection, use as a goal a total response time (reflex) of eight minutes and a total travel time of four minutes for 80 percent of emergency incidents.
Policy ES-3.9	Implement urban design techniques that promote public and property safety in new development through safe, durable construction and publicly visible and accessible spaces.
Policy ES-3.11	Ensure that adequate water supplies are available for fire-suppression throughout the City. Require development to construct and include all fire suppression infrastructure and equipment needed for their projects. PR-1.1 Provide 3.5 acres per 1,000 population of neighborhood/community serving parkland through a combination of 1.5 acres of public park and 2.0 acres of recreational school grounds open to the public per 1,000 San José residents.
Policy PR-1.2	Provide 7.5 acres per 1,000 population of citywide /regional park and open space lands through a combination of facilities provided by the City of San José and other public land agencies.

Impacts and Mitigation

Thresholds per CEQA Checklist

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

Explanation

a) **Less Than Significant Impact**. The project would be constructed in accordance with current building and fire codes to avoid unsafe building conditions and promote public safety. The Envision San José 2040 General Plan EIR as supplemented, concluded that planned growth under the General Plan would increase calls for fire protection services. The project represents a small portion of the total growth identified in the Envision San José 2040 General Plan and Downtown Strategy 2040. Implementation of the proposed project would not require the construction of new fire stations, other than those already planned and evaluated programmatically in the Envision San José 2040 General Plan.

b) **Less Than Significant Impact**. The Envision San José 2040 General Plan EIR as supplemented, concluded that planned growth under the General Plan would increase calls for police protection services. The Downtown Strategy 2040 FEIR concluded that growth in the downtown area of San José would result in an increase in demand for police services, however, the increase in population would not result in demand for services beyond the capabilities of the SJPD. The proposed development would not require new police stations to be constructed or existing police stations to be expanded to serve the development while maintaining City service goals. In addition, the project applicant will consult with the SJPD during final project design to assure all appropriate security measures are incorporated.

c) **Less Than Significant Impact**. The project is a hotel addition and would not generate permanent new residences; therefore, the project would not affect school services.

d) **Less Than Significant Impact**. The City's Parkland Dedication Ordinance and Park Impact Ordinance require residential developers to dedicate public park land or pay in-lieu fees (or both) to compensate for the increase in demand for neighborhood parks. However, commercial development is not subject to these ordinances.

e) **Less Than Significant Impact**. The project is a visitor-serving use and would not generate permanent residences. Therefore, the project would not significantly impact other public services, including libraries.

Public Services Chapter Conclusion

The project would result in the same less than significant impacts on public services as those identified in the Downtown Strategy 2040 and General Plan EIRs. The project would not result in new or more significant population or housing impacts than those in the Downtown Strategy 2040 or General Plan EIRs.

P. RECREATION

Setting

There are several parks in downtown San José. The nearest park to the project site is Plaza de César Chávez, located just west of the site. The City of San José has adopted the Parkland Dedication Ordinance (PDO) and Park Impact Ordinance (PIO) to compensate for the increase in demand for neighborhood parks from new residential development.

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating recreation impacts from development projects; relevant policies are presented below.

Envision San José 2040 Relevant Recreation Policies	
Policy PR-1.1	Provide 3.5 acres per 1,000 population of neighborhood/community serving parkland through a combination of 1.5 acres of public park and 2.0 acres of recreational school grounds open to the public per 1,000 San José residents.
Policy PR-1.2	Provide 7.5 acres per 1,000 population of citywide/regional park and open space lands through a combination of facilities provided by the City of San José and other public land agencies.
Policy PR-1.3	Provide 500 SF per 1,000 population of community center space.

Impacts and Mitigation

Thresholds per CEQA Checklist

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

Explanation

a), b) **Less Than Significant Impact**. The nearest park to the project site is Plaza de César Chávez, located just west of the site. The proposed commercial hotel use is not subject to the City's PDO or PIO. The proposed hotel addition would not impact recreational facilities.

Recreation Chapter Conclusion

The Downtown Strategy 2040 and General Plan EIRs found no significant impacts to public services, which included recreational facilities. The project would not result in new or more significant impacts to recreational facilities than those in the Downtown Strategy 2040 and General Plan EIRs.

Q. TRANSPORTATION

The following discussion is based on a traffic operations study was prepared for the project by Hexagon Transportation Consultants, Inc. (May 25, 2018). This report is contained in Appendix A-2.

Setting

The roadway network in the immediate project area is described below.

I-280 extends from US 101 in San José to I-80 in San Francisco. It is generally an east-west oriented eight-lane freeway in the vicinity of downtown San José. Access to and from the project site is provided via ramps at First Street, Fourth Street, Seventh Street, and Vine Street/Almaden Boulevard.

SR 87 is primarily a north-south, six-lane freeway. SR 87 begins at its interchange with SR 85 and extends northward, terminating at its junction with US 101. Access to and from the project site is provided via ramps at Park Avenue, Woz Way, and Auzerais Avenue.

First Street is a north-south street that is one-way in the northbound direction north of San Carlos Street, and is a two-way street south of San Carlos Street. The Guadalupe Corridor LRT operates along First Street, north of San Carlos Street. First Street provides direct access to the project site via a left-in/left-out driveway. First Street has one mixed-flow lane and one bus only lane. Portions of the bus lane may be used for loading purposes where freight loading zone signs are provided.

Existing Transit

The project site is located in the Downtown Core within the Transit Mall area. The downtown San José Transit Mall area is designated as the area bordered by Julian Street on the north, Third Street on the east, San Carlos Street on the south, and Market Street on the west. This area is characterized by convenient and accessible transit facilities, and includes Light Rail Transit (LRT) and designated bus lanes along First Street and Second Street.

Existing transit service to the study area is provided by the Santa Clara Valley Transportation Authority (VTA), Caltrain, Altamont Commuter Express (ACE), and Amtrak. The downtown San José area is served directly by many local buses, including routes 23, 63, 64, 66, 68, 72, 73, 81, 82, 168, 201, 304, and 323. There are bus stops located on First Street, Second Street, San Carlos Street, and San Fernando Street that are within approximately ¼ mile walking distance from the project site. Routes in the area include The VTA currently operates the 42.2-mile VTA LRT system extending from south San José through downtown to the northern areas of San José, Santa Clara, Milpitas, Mountain View, and Sunnyvale. The service operates nearly 24-hours a day with 15-minute headways during much of the day. The Mountain View-Winchester line (route 902) and Santa Teresa-Alum Rock line (route 901) northbound LRT trains stop on First Street just north of the project site at the Paseo de San Antonio station. Southbound LRT trains are accessed via Second Street at Paseo de San Antonio. LRT routes 901 and 902 serve the San José Diridon Transit Center.

The San José Diridon Transit Center is located approximately one mile west of the project site. The Diridon station is served by Caltrain, Altamont Commuter Express (ACE), and Amtrak. Bike racks and bike lockers are provided at the station. Pedestrian and bicycle access to the Diridon station is provided via San Fernando Street, a City-designated bicycle route.

Caltrain provides commuter rail service between San Francisco and San José, with limited service to/from Gilroy during commute hours. Altamont Commuter Express (ACE) Service provides commuter passenger train service across the Altamont between Stockton and San José during weekdays. ACE has four westbound trains that arrive at the Diridon station during the morning commute period and has four eastbound trains that depart from the Diridon station during the afternoon commute period. Amtrak provides daily commuter passenger train service along the 170-mile Capitol Corridor between the Sacramento region and the Bay Area, with stops in San José, Santa Clara, Fremont, Hayward, Oakland, Emeryville, Berkeley, Richmond, Martinez, Suisun City, Davis, Sacramento, Roseville, Rocklin, and Auburn.

Existing Pedestrian and Bicycle Facilities

Pedestrian facilities near the project site consist of sidewalks along First Street, San Carlos Street, San Fernando Street, Market Street, and the majority of the streets in the Downtown Core area. There are pedestrian crosswalks with signal heads and accessible ramps on each leg of the nearby signalized intersections of First Street/San Carlos Street, Market Street/San Carlos Street, and First Street/San Fernando Street. In addition, there is a mid-block crossing at Paseo de San Antonio, just north of the project area. The Paseo de San Antonio walk connects Plaza de Cesar Chavez Park to the west and San José State University to the east. Overall the existing network of sidewalks and crosswalks has good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the downtown area.

The Guadalupe River multi-use trail system runs through the City of San José along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. This park trail system can be accessed via San Carlos Street, approximately ½ mile west of the project site.

The bicycle facilities in the project vicinity include striped bicycle routes on First Street, Second Street, and San Carlos Street. Also, there are striped bicycle lanes in both directions of San Fernando Street in the project vicinity. In addition, the City of San José participates in Ford GoBike Bike Share program, which allows users to rent and return bicycles at various popular locations in and around the downtown area. There are currently 44 bike share stations in and around the downtown area. Four stations are located within approximately ¼ mile walking distance from the project site. The nearest bike share stations to the project site are located at Market Street/San Carlos Street, Market Street/Park Avenue, First Street/San Salvador Street, and Second Street/Paseo de San Antonio.

Existing Traffic Conditions

Traffic conditions were observed in the field during the AM (8:00-9:00 AM) and PM (4:45-5:45 PM) peak one-hour periods in order to identify any existing operational deficiencies at and around the project site. The field observations did not reveal any significant traffic-related issues. However, during the AM and PM peak hours, northbound vehicle queues on First Street occasionally spilled back from Paseo de San Antonio extended to the project driveways when pedestrians were crossing First Street at the Paseo de San Antonio marked crosswalk. The queues dissipated quickly and did not create any notable operational issues.

First Street Traffic Volumes and Operations

First Street has one northbound mixed-flow lane and one bus only lane in the downtown area. A raised median separates the traveled lanes from the LRT tracks. Portions of the bus only lane may be used for freight loading purposes where freight loading zone signs are provided. Freight loading is allowed north of the Paseo de San Antonio crosswalk, but there are no freight loading zone signs south of the crosswalk. The bus only lane south of Paseo de San Antonio is often used for passenger loading associated with the LRT station and the courthouse building, both located directly across from the Four Points by Sheraton Hotel. San José Police Department vehicles and Sheriff Transit Patrol vehicles also utilize the downtown bus lanes for parking purposes. For these reasons, most segments of First Street operate as a single mixed-flow lane. Second Street, which is one-way in the southbound direction, operates in a similar manner.

Typically, taxis and other ride-share services stop in front of the hotel in the bus only lane to pick-up and drop-off hotel guests. Traffic is accustomed to temporary stops in the bus only lane, which is a routine occurrence along First and Second Streets in the downtown area. However, parking in the bus only lane along the segments not identified as a freight loading zone is done at the operator's risk.

Based on current count data (December 2016), the peak one-hour period of weekday traffic on First Street occurs between 8:00 AM - 9:00 AM, with a peak volume of 430 vehicles occurring during this one-hour period. Traffic volumes on First Street are lower during all other periods of the weekday, as well as on weekends. Based on field observations, First Street has ample capacity to accommodate the existing traffic volumes during all periods of the weekday and weekend.

Existing Site Access

The existing project site has two driveways located along First Street. The northern driveway provides access to a small parking lot with five spaces that is designated as temporary parking for check-in/check-out use. The southern driveway provides access to a 60-space, public self-park lot. The project site has a pedestrian entrance located adjacent to the sidewalk along First Street, and another entrance on the north side of the building adjacent to the small parking lot.

Proposed Site Access

The project proposes to construct five short-term passenger loading spaces for hotel registration purposes by cutting into the sidewalk along the hotel frontage on First Street. The passenger loading spaces would be paved with granite and would include a bevel with a one-inch rise to create separation between the parking spaces and the northbound travel lane on First Street. The design would include bulb outs at the north and south ends of the parking area. As proposed, the existing street trees and lighting would remain in some manner. Preserving the street trees would provide an element of established greenery and would serve as buffers between the passenger loading spaces. The project frontage improvements would not significantly affect the flow of traffic within the northbound mixed-flow lane and is not expected to affect bus operations along First Street in any way.

Regulatory Background

Santa Clara County Congestion Management Program

In accordance with California Statute (Government Code 65088), Santa Clara County has established a Congestion Management Program (CMP). The intent of the CMP legislation is to develop a comprehensive transportation improvement program among local jurisdictions to reduce traffic congestion and improve land use decision-making and air quality. VTA serves as the Congestion Management Agency (CMA) for Santa Clara County and maintains the County's CMP.

City Council Transportation Policies 5-3 and 5-1

The City of San José's Council Transportation Impact Policy 5-3 was the adopted transportation policy for CEQA at the onset of the traffic study. Council Policy 5-3 was based on the use of intersection level of service (LOS) as the primary measure of traffic impacts of new development. Council Policy 5-3 established thresholds to determine environmental impacts and required new development to mitigate for significant impacts. Because the project is located in the Downtown Core, the City determined that it was covered under the San Jose Downtown Strategy 2000 EIR, and concluded that the project would be in conformance with Council Policy 5-3 did not require preparation of a comprehensive transportation study.

The City subsequently adopted City Council Policy 5-1 "Transportation Analysis Policy" (2018), which uses vehicle miles traveled (VMT) as the metric to assess transportation impacts from new development under CEQA. This new policy replaces Council Policy 5-3 to better align with the 2040 General Plan, which seeks to focus new development growth within Planned Growth Areas and bring together office, residential, and service land uses to internalize trips and reduce VMT. VMT-based policies support more dense, mixed-use, infill projects.

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating transportation impacts from development projects; relevant policies are presented below.

Envision San José 2040 Relevant Transportation Policies	
Policy TR-1.1	Accommodate and encourage use of non-automobile transportation modes to achieve San José's mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT).
Policy TR-1.2	Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.
Policy TR-1.4	Through the entitlement process for new development, fund needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities. Encourage investments that reduce vehicle travel demand.
Policy TR-1.5	Design, construct, operate, and maintain public streets to enable safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.
Policy TR-1.6	Require that public street improvements provide safe access for motorists and pedestrians along development frontages per current City design standards.

Envision San José 2040 Relevant Transportation Policies	
Policy TR-2.8	Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.
Policy TR-3.3	As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.
Policy TR-5.3	The minimum overall roadway performance during peak travel periods should be level of service "D" except for designated areas and specified exceptions identified in the General Plan including the Downtown Core Area. Mitigation measures for vehicular traffic should not compromise or minimize community livability by removing mature street trees, significantly reducing front or side yards, or creating other adverse neighborhood impacts.
Policy TR-8.4	Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use.
Policy TR-9.1	Enhance, expand and maintain facilities for walking and bicycling, particularly to connect with and ensure access to transit and to provide a safe and complete alternative transportation network that facilitates non-automobile trips.
Policy CD-3.3	Within new development, create a pedestrian friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
17. TRANSPORTATION/. Would the project:					
a) Conflict with program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X		1, 2, 14
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			X		1, 2, 14
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X		1, 2, 14
d) Result in inadequate emergency access?			X		1, 2, 14

Explanation

a) **Less Than Significant Impact**. The project would increase traffic to/from the site. Trips generated by any new development are typically estimated based on counts of existing developments of the same land use type. Since the project would involve an expansion of the existing hotel, new trips resulting from the proposed expansion were estimated based on weekday AM and PM peak hour counts of the existing hotel.

Existing Site Trip Generation

Hexagon counted the existing site trip generation on Thursday, November 3, 2016 during the AM peak period (7-9 AM) and the PM peak period (4-6 PM), as shown in Table 3. The existing 86-room hotel on the project site currently generates vehicle trips, pedestrian walking trips, and trips made through a taxi service (e.g., taxicab, limo, Uber, Lyft). For the purpose of this traffic operations study, each taxi trip was counted as one inbound vehicle trip and one outbound vehicle trip. Not all users of the adjacent parking lot are hotel guests or patrons of the hotel restaurant. Drivers that used the parking lot but did not enter or exit the hotel were not included in the existing trip generation counts. This occurrence of non-hotel users only affected inbound parking lot trips during the AM peak hour. Existing parking lot trips counted during the PM peak hour were generated by hotel users only.

The existing trip generation rates are based on the number of occupied rooms. All 86 rooms were occupied on Wednesday, November 2, 2016, and 81 rooms were occupied on Thursday, November 3, 2016. The trip generation rates for the AM peak hour are based on the number of occupied rooms on Wednesday, and the trip generation rates for the PM peak hour are based on the number of occupied rooms on Thursday. The existing hotel was found to generate 11 vehicle trips during the AM peak hour and 21 vehicle trips during the PM peak hours.

Table 3
Existing Hotel Trip Generation Survey

	AM Peak Hour					PM Peak Hour				
	Occupied	Vehicle Trips				Occupied	Vehicle Trips			
Use	Rooms[1]	Rate[2]	In	Out	Total	Rooms[1]	Rate[2]	In	Out	Total
Existing Hotel[3]	86	0.13	6	5	11	81	0.26	10	11	21
% In/Out			55%	45%				48%	52%	

Notes:
[1]Number of occupied rooms was provided by the Four Points by Sheraton general manager. There were 86 rooms occupied on Wednesday, November 2, 2016 and there were 81 rooms occupied on Thursday, November 3, 2016. The number of rooms occupied on Wednesday was used to determine the AM peak hour trip rate, and the number of rooms occupied on Thursday was used to determine the PM peak hour trip rate.
[2]Rate is expressed in trips per occupied room.
[3]Driveway counts were collected on Thursday, November 3, 2016.

New AM and PM peak hour trips generated by the proposed hotel expansion were calculated by multiplying the existing AM and PM peak hour trip generation rates by the number of proposed hotel rooms. Since no additional on-site parking is proposed for the hotel expansion, and the 60-space self-park lot currently operates at or near capacity, all new hotel guests would park in existing nearby lots and garages. Thus, it was assumed that all new inbound trips generated by the hotel expansion would be equal to outbound trips.

Based on the methodology described above, Table 4 shows that the project would generate 36 new vehicle trips during the AM peak hour (18 inbound and 18 outbound) and 72 new vehicle trips during the PM peak hour (36 inbound and 36 outbound).[15]

Table 4
Project Trip Generation Estimates

Use	Size	Units	AM Peak Hour				PM Peak Hour			
			Rate[1]	Vehicle Trips			Rate[1]	Vehicle Trips		
				In	Out	Total		In	Out	Total
Proposed Hotel Expansion[2]	280[3]	rooms	0.13	18	18	36	0.26	36	36	72

Notes:
[1]Rate is expressed in trips per occupied room.
[2]Trip generation rates for the proposed hotel expansion were derived from the existing hotel trip generation. It was assumed that all new inbound and outbound trips generated by the hotel expansion would be equal, since parking would be provided off-site.
[3] Based on previously larger project size of 280 vs. 274 guest rooms.

The proposed hotel expansion would not provide any additional parking on-site. The increased parking demand would be accommodated in the nearby public parking lots and garages. This falls in line with the City's goal of bringing more people into the downtown area, while at the same time utilizing the available downtown parking facilities instead of creating additional parking supply. In general, the existing public parking facilities in downtown San José do not operate at capacity. The public parking lots and garages nearest the project site together have adequate capacity to accommodate the additional parking demand that would be generated by the proposed hotel expansion (Hexagon, May 2018).

Existing sidewalks along the project frontage on First Street, as well as crosswalks at the nearby signalized intersections and the Paseo de San Antonio walk, provide pedestrian access to and from the project site. The network of sidewalks and crosswalks in the study area has good connectivity and provides hotel guests with safe routes to transit stops and other points of interest in the downtown area. Many of the streets in the study area feature landscaping and wide sidewalks, which improve the pedestrian perceptions of comfort and safety, and provide a positive pedestrian experience. Pedestrian crosswalks with signal heads and accessible ramps exist at the nearby intersections of First Street/San Carlos Street, Market Street/San Carlos Street, and First Street/San Fernando Street. Additionally, mid-block crosswalks with unique pavement treatments exist along the Paseo de San Antonio walk at Market Street, First Street, Second Street, and Third Street.

Pedestrian access into the first-floor restaurant would remain via the existing entrance along First Street. The hotel expansion would include a new pedestrian entrance to the hotel lobby adjacent to the project frontage on First Street.

Based on the discussion above, the project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

b) **Less Than Significant Impact**. The City of San José's Council Transportation Impact Policy 5-3 was the adopted threshold for CEQA at the onset of the traffic study, which was based on

[15] Based on previously larger project size of 280 vs. 274 guest rooms.

the use of intersection LOS as the primary measure of traffic impacts of new development. The City subsequently adopted City Council Policy 5-1, which uses VMT as the metric to assess transportation impacts from new development under CEQA. Therefore, the project would not conflict with CEQA Guidelines Section 15064.3(b), which calls for evaluation of a project's transportation impacts based on VMT.

c) **Less Than Significant Impact**. The hotel addition would not substantially increase hazards due to a design feature (for example, sharp curves or dangerous intersections) or incompatible uses. Overall, the site plan shows adequate access to the site and operational issues associated with curbside loading activities along the project frontage on First Street are not expected to occur from the hotel addition. The five proposed passenger loading spaces on First Street are expected to operate adequately based on existing traffic conditions observed in the field, the relatively low number of peak hour trips generated by the project, and the limited number of conflicting vehicular movements along First Street (a one-way street).

d) **Less Than Significant Impact**. The project site uses two areas for truck (e.g., garbage and delivery) and emergency vehicle access. The adjacent self-park lot includes a loading zone area adjacent to the existing hotel building. In addition, there is an existing freight loading zone located on the east side of First Street, just north of the Paseo de San Antonio crosswalk.

The applicant will work with the City and SJFD to assure that emergency vehicle and firefighter access are adequately addressed in the final project design. The impacts to emergency access would, therefore, be less than significant.

Transportation Chapter Conclusion

Increased vehicular traffic associated with the downtown redevelopment, including hotel/commercial development, was anticipated as part of the Downtown Strategy 2040. The transportation analysis for the Downtown Strategy 2040 FEIR applied the City Council's new Transportation Policy 5-1 that applies VMT as the metric to assess transportation impacts from new development under CEQA. This policy replaces the City's Transportation Impact Policy (Council Policy 5-3), which was based on the use of intersection LOS as the primary measure of development impacts. The Downtown Strategy 2040 EIR found that plan buildout would have a less than significant traffic impact based on VMT.

Based on the above analysis, the project would not result in new or more significant impacts to transportation facilities than those identified in the Downtown Strategy 2040 or General Plan EIRs.

R. UTILITIES AND SERVICE SYSTEMS

Setting

Utilities and services are furnished to the project site by the following providers and further described below.

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

Wastewater Treatment & Sanitary Sewer. Wastewater from the City of San José is treated at the San José-Santa Clara Regional Wastewater Facility (RWF), administered and operated by the City of San José Department of Environmental Services. The RWF has the capacity to provide tertiary treatment of up to 167 million gallons of wastewater per day (mgd), but is limited to a 120 mgd dry weather effluent flow by the State and Regional Water Quality Control Boards. Based on the General Plan EIR, the City's average dry weather flow is approximately 69.8 million gallons per day and the City's capacity allocation is approximately 108.6 mgd, leaving the City with approximately 38.8 mgd of excess treatment capacity.

The sanitary sewer lines in the area are owned and maintained by the City of San José. An existing 10-inch sanitary sewer main located in S. First Street serves the project site.

Water Service. Water service to the site would be supplied by the San Jose Water Company (SJWC). SJWC is an investor owned public utility that serves approximately one million people in the greater San Jose metropolitan area. SJWC also provides services to other utilities including operations and maintenance, billing, and backflow testing. Approximately 90 percent of the water SJWC distributes to customers is provided by the Santa Clara Valley Water District and the remaining 10 percent is produced by the SJWC-owned Montevina and Saratoga water treatment plants.

Storm Drain. The City owns and maintains the storm drainage system in the project area. The storm drainage lines that serve the project site drain into Guadalupe River, located approximately 0.6 mile from the site. No over-land release of stormwater drains directly into any water body from the project site. An existing 15-inch storm drain main in S. First Street serves the project site.

Solid Waste. Solid waste generated within the County is landfilled at Guadalupe Mines, Kirby Canyon, Newby Island, Zanker Road Materials Processing Facility, and Zanker Road landfills. Republic Services collects most standard garbage, recycling, and organics from businesses in the City.

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. In 2008, the City of San José diverted approximately 60 percent of the waste generated in the City. According to the IWMP, the County has adequate disposal capacity beyond 2026.

Natural Gas & Electricity. Natural gas and electrical are provided to the site by PG&E via existing natural gas distribution lines and buried electrical lines within all adjacent streets fronting the project site.

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating utilities and service system impacts from development projects; relevant policies are presented below.

Envision San José 2040 Relevant Utilities and Service System Policies	
Policy MS-3.1	Require water-efficient landscaping, which conforms to the State's Model Water Efficient Landscape Ordinance, for all new commercial, institutional, industrial, and developer-installed residential development unless for recreation needs or other area functions.
Policy MS-3.2	Promote use of green building technology or techniques that can help to reduce the depletion of the City's potable water supply as building codes permit.
Policy IN-3.3	Meet the water supply, sanitary sewer and storm drainage level of service objectives through an orderly process of ensuring that, before development occurs, there is adequate capacity. Coordinate with water and sewer providers to prioritize service needs for approved affordable housing projects.
Policy IN-3.5	Require development which will have the potential to reduce downstream LOS to lower than "D", or development which would be served by downstream lines already operating at a LOS lower than "D", to provide mitigation measures to improve the LOS to "D" or better, either acting independently or jointly with other developments in the same area or in coordination with the City's Sanitary Sewer Capital Improvement Program.
Policy IN-3.9	Require developers to prepare drainage plans that define needed drainage improvements for proposed developments per City standards.
Policy IN-3.10	Incorporate appropriate stormwater treatment measures in development projects to achieve stormwater quality and quantity standards and objectives in compliance with the City's National Pollutant Discharge Elimination System (NPDES) permit.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
18. UTILITIES AND SERVICE SYSTEMS. Would the project:					
a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X		1, 2, 3
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X		1, 2

ENVIRONMENTAL IMPACTS	Potentially Significant Issues	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X		1, 2, 3
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X		1, 2, 3
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X		1, 2

Explanation

a) **Less Than Significant Impact**. The project is proposing one new 8-inch sanitary sewer connection to the existing 10-inch sanitary sewer main in S. First Street. Sewer flow calculations were prepared by the project's civil engineer and submitted to the City, which indicated that there is sufficient capacity in the sanitary sewer main and an upgrade would not be required (Jason Yan, Department of Public Works, October 2017).

The increase in water demand and wastewater generation from the proposed hotel addition is expected to be minor, since it represents a small fraction of the total growth identified in the City's General Plan.

As described in *Section F. Energy*, the project would have a less than significant impact related to natural gas and electricity use (among other energy sources). The provision/relocation of telecommunication facilities would be coordinated between the project applicant and telecommunication provider and no significant environmental effects are anticipated as a result of the project.

As described in *Section J. Hydrology and Water Quality*, the project would not significantly impact storm drainage facilities. The City owns and maintains the drainage system in the project area. The project is proposing one connection from the new hotel addition to the existing 15-inch storm drain main in S. First Street. While the project would result in a small increase the amount of impervious surfaces on the site; the resulting increase in runoff from the site would be managed and treated in accordance with City policies, which include implementation of a stormwater control plan.

For the reasons presented above, the project is not expected to require or result in the relocation or construction of new or expanded water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

b) **Less Than Significant Impact**. The project would incrementally increase demands on utility services. Water service to the site would be supplied by SJWC, a private entity that obtains water from a variety of groundwater and surface water sources. The project applicant would be required to acquire a "will serve" letter from SJWC to assure adequate water is available to serve the proposed commercial uses during normal, dry, and multiple dry year conditions.

Additionally, as the project is consistent with the City's General Plan, the growth as proposed in the project and associated water use was identified in the General Plan EIR

c) **Less Than Significant Impact**. The hotel addition represents a small fraction of the total growth identified in the General Plan. The project, therefore, would not impact wastewater treatment services, since adequate capacity is available to serve the relatively minor increase in project demand. See also a) above and d) below.

d) **Less Than Significant Impact**. The proposed hotel addition would result in an incremental increase in solid waste generation. According to Santa Clara County's Integrated Waste Management Plan (IWMP), Santa Clara County has adequate disposal capacity beyond 2022. In October 2007, the San José City Council adopted a Zero Waste Resolution that set a goal of 75 percent waste diversion by 2013 and zero waste by 2022. The City generates approximately 700,000 tons per year of solid waste that is disposed of in landfills, including 578,000 tons per year at landfills in San José. The total permitted landfill capacity of the five operating landfills in the City is approximately 5.3 million tons per year.

The 2040 General Plan EIR concluded that the increase in waste at buildout of the General Plan would not exceed existing landfill capacity. The proposed project is consistent with the development assumptions in the General Plan; and would have a less than significant impact on landfill capacity.

e) **Less Than Significant Impact**. See d) above. Final project design would be required to comply with all federal, State, and local statutes and regulations related to solid waste disposal.

Utilities and Services Chapter Conclusion

Development of the project would have less than significant impacts on the utilities and service system as identified in the Downtown Strategy 2040 and General Plan EIRs. The project would not result in new or more significant impacts to the utilities and service system than those identified in the Downtown Strategy 2040 or General Plan EIRs.

S. WILDFIRE

Setting

Residential and commercial development surrounds the project site. The project site is not located within a Very High Fire Hazard Severity Zone for wildland fires, as designated by the California Department of Forestry and Fire Protection (Cal Fire, Fire Hazard Severity Maps, 2007, 2008).

Regulatory Background

Public Resources Code 4201 – 4204

Sections 4201 through 4204 of the California Public Resources Code direct Cal Fire to map Fire Hazard Severity Zones (FHSZ) within State Responsibility Areas (SRA), based on relevant factors such as fuels, terrain, and weather. Mitigation strategies and building code requirements to reduce wildland fire risks to buildings within SRAs are based on these zone designations.

Government Code 51175 – 51189

Sections 51175 through 51189 of the California Government Code directs Cal Fire to recommend FHSZs within Local Responsibility Areas (LRA). Local agencies are required to designate very high FHSZs in their jurisdiction within 120 days of receiving recommendations from Cal Fire, and may include additional areas not identified by Cal Fire as very high FHSZs.

California Fire Code

Chapter 49 of the 2016 California Fire Code establishes the requirements for development within wildland-urban interface areas, including regulations for wildfire protection building construction, hazardous vegetation and fuel management, and defensible space maintained around buildings and structures.

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating wildfire impacts from development projects. Relevant policies applicable to the project are presented below.

Envision San José 2040 Relevant Wildfire Policies	
Policy EC-8.1	Minimize development in very high fire hazard zone areas. Plan and construct permitted development so as to reduce exposure to fire hazards and to facilitate fire suppression efforts in the event of a wildfire.
Policy EC-8.2	Avoid actions which increase fire risk, such as increasing public access roads in very high fire hazard areas, because of the great environmental damage and economic loss associated with a large wildfire.
Policy EC-8.3	For development proposed on parcels located within a very high fire hazard severity zone or wildland-urban interface area, implement requirements for building materials and assemblies to provide a reasonable level of exterior wildfire exposure protection in accordance with City-adopted requirements in the California Building Code.

Envision San José 2040 Relevant Wildfire Policies	
Policy EC-8.4	Require use of defensible space vegetation management best practices to protect structures at and near the urban/wildland interface.

Impacts and Mitigation

Thresholds per CEQA Checklist

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
19. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X		1, 2
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X		1, 2, 15
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X		1, 2, 15
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X		1, 2, 15

Explanation

a) **Less Than Significant Impact**. The project would not substantially impair an adopted emergency response plan or emergency evacuation plan. As stated above in *Section J. Hazards and Hazardous Materials*, the project would not create any barriers to emergency or other vehicle movement in the area and final design would incorporate all Fire Code requirements.

b) **Less Than Significant Impact**. The project would not exacerbate wildfire risks due to slope, prevailing winds, and other factors due to the project's urbanized location away from natural areas susceptible to wildfire. The project site is not located within an area of moderate, high, or very high Fire Hazard Severity for the Local Responsibility Area nor does it contain any areas of moderate, high, or very high Fire Hazard Severity for the State Responsibility Area.

c) **Less Than Significant Impact**. Due to the project's urbanized location and lack of interface with any natural areas susceptible to wildfire, the project would not require the installation or maintenance of associated fire suppression or related infrastructure.

d) **Less Than Significant Impact**. See above discussion. The project would not expose people or structures to significant wildfire risks given its highly urban location away from natural areas susceptible to wildfire.

Wildfire Chapter Conclusion

The project would result in a less than significant impact related to wildfire. The Downtown Strategy 2040 FEIR found that with implementation of General Plan policies, future development would not create a significant impact associated with emergency response or wildland fires. This is consistent with the findings of the General Plan EIR.

T. MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL IMPACTS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Checklist Source(s)
20. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	X				1-15
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects.	X				1-15
c) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	X				1-15

Explanation

a) **Potentially Significant Impact**. As discussed in the individual sections, the proposed project would not degrade the quality of the environment with the implementation of identified standard permit conditions, with possible exceptions in the areas of air quality, cultural resources, and noise/vibration. The Supplemental EIR addresses these issues. The project site is in a fully developed area of the City's Downtown and would not impact fish habitat or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

b) **Potentially Significant Impact**. Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects "that are individually limited, but cumulatively considerable." As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." In addition, under Section 15152(f) of the CEQA Guidelines, where a lead agency has determined that a cumulative effect has been adequately addressed in a prior EIR, the effect is not treated as significant for purposes of later environmental review and need not be discussed in detail.

With implementation of identified standard permit conditions, the project would not result in impacts in the areas of biological resources, geology/soils, and hydrology/water quality, and would not contribute to cumulative impacts related to these resources. The project would not significantly impact aesthetics, agricultural and forest resources, biological resources, energy

use, mineral resources, population/housing, public services, recreation, utilities, and wildfire and, therefore, would not contribute to significant cumulative impacts on these resources.

Because the project's criteria air pollutants and GHG emissions would contribute to regional and global emissions of such pollutants, these impacts are considered cumulatively considerable. These cumulative impacts are addressed in this IS for the project. Mitigation measures and statements of overriding considerations have been adopted by the City Council for the cumulative air pollutant and GHG emission impacts identified in the Downtown Strategy 2040 and General Plan EIRs.

The project would contribute to the significant cumulative transportation impacts that would occur under full buildout of the Downtown Strategy 2040 and the General Plan. Mitigation measures and statements of overriding considerations have been adopted for the transportation impacts identified in the EIRs for these two plans.

The project may contribute to cumulative impacts to the historic character of the Downtown area resulting from modifications that could affect the historic Montgomery hotel. This issue is further addressed in the cultural resource analysis of the Supplemental EIR for the project.

c) **Potentially Significant Impact**. Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include noise/vibration. The project may have an impact on air quality, cultural resources, hazardous materials, and noise/vibration that could affect human beings. These issues are evaluated in the Supplemental EIR for the project.

Chapter 4. References

LEAD AGENCY

City of San José Department of Planning, Building and Code Enforcement
Rosalynn Hughey, Director
David Keyon, Supervising Environmental Planner
Reema Mahamood, Planner III

REPORT PREPARATION

Denise Duffy & Associates, Inc.
Planning & Environmental Consultants
Leianne Humble, Senior Planner/Project Manager
Ashley Quackenbush, Associate Planner
Robyn Simpson, Editor

PERSONS CONTACTED

Paul Adamson, TRC Architects
Patrick Chan, BKF Engineers
Leslie Dill, Archives & Architecture, Inc.
Casey Divine, Illingworth & Rodkin, Inc.
Brian Jackson, Hexagon Transportation Consultants, Inc.
Aysem Kilinc, TreanorHL (formerly Carey & Co.)
Karen Mack, Transportation Department, City of San José
James Reyff, Illingworth & Rodkin, Inc.
Michael Thill, Illingworth & Rodkin, Inc.

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Appendix A-1

GHG Evaluation

ILLINGWORTH & RODKIN, INC.
Acoustics • Air Quality
1 Willowbrook Court, Suite 120
Petaluma, California 94954
Tel: 707-794-0400 *Fax: 707-794-0405*
www.illingworthrodkin.com
illro@illingworthrodkin.com

M E M O

Date: October 4, 2018

To: **Leianne Humble**
Denise Duffy & Associates, Inc.
947 Cass St. Suite 5
Monterey, CA 93940

From: James Reyff
Illingworth & Rodkin, Inc.
1 Willowbrook Court, Suite 120
Petaluma, CA 94954

SUBJECT: Tribute Hotel Greenhouse Gas Memo
I&R # 16-264

Dear Ms. Humble,

This memo presents the results of operational-related greenhouse gas (GHG) emissions analysis for the Tribute Hotel project at 211 S. 1st Street in San Jose, California. The project proposes to construct a new 176,000 square-foot, 24-story high rise hotel addition adjacent to the existing 4-story Four Points by Sheraton Hotel, the former historic Montgomery Hotel, in downtown San José. The proposed hotel tower would contain between 260 and 280 hotel guest rooms and indoor roof-top public amenities, including a swimming pool, spa, fitness center, and events lounge. The project would include 125 employees. This GHG analysis used the California Emissions Estimator Model, CalEEMod (Version 2016.3.2) to predict the operational period emissions of GHGs for 2030. This memo addresses the GHG emissions that would result from the operation of the hotel.

Setting

Gases that trap heat in the atmosphere, GHGs, regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. The most common GHGs are carbon dioxide (CO_2) and water vapor but there are also several others, most importantly methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These are released into the earth's atmosphere through a variety of natural processes and human activities. Sources of GHGs are generally as follows:

- CO_2 and N_2O are byproducts of fossil fuel combustion.
- N_2O is associated with agricultural operations such as fertilization of crops.
- CH_4 is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations.
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents but their production has been stopped by international treaty.
- HFCs are now used as a substitute for CFCs in refrigeration and cooling.
- PFCs and sulfur hexafluoride emissions are commonly created by industries such as aluminum production and semi-conductor manufacturing.

Each GHG has its own potency and effect upon the earth's energy balance. This is expressed in terms of a global warming potential (GWP), with CO_2 being assigned a value of 1 and sulfur hexafluoride being several orders of magnitude stronger. In GHG emission inventories, the weight of each gas is multiplied by its GWP and is measured in units of CO_2 equivalents (CO_2e).

An expanding body of scientific research supports the theory that global climate change is currently affecting changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. The climate and several naturally occurring resources within California are adversely affected by the global warming trend. Increased precipitation and sea level rise will increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

Recent Regulatory Actions

Assembly Bill 32 (AB 32), California Global Warming Solutions Act (2006)

AB 32, the Global Warming Solutions Act of 2006, codified the State's GHG emissions target by directing CARB to reduce the State's global warming emissions to 1990 levels by 2020. AB 32 was signed and passed into law by Governor Schwarzenegger on September 27, 2006. Since that time, the CARB, CEC, California Public Utilities Commission (CPUC), and Building Standards Commission have all been developing regulations that will help meet the goals of AB 32 and Executive Order S-3-05.

A Scoping Plan for AB 32 was adopted by CARB in December 2008. It contains the State's main strategies to reduce GHGs from business-as-usual emissions projected in 2020 back down to 1990 levels. Business-as-usual (BAU) is the projected emissions in 2020, including increases in emissions caused by growth, without any GHG reduction measures. The Scoping Plan has a range of GHG reduction actions, including direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system.

Senate Bill 375, California's Regional Transportation and Land Use Planning Efforts (2008)

California enacted legislation (SB 375) to expand the efforts of AB 32 by controlling indirect GHG emissions caused by urban sprawl. SB 375 provides incentives for local governments and applicants to implement new conscientiously planned growth patterns. This includes incentives for creating attractive, walkable, and sustainable communities and revitalizing existing communities. The legislation also allows applicants to bypass certain environmental reviews under CEQA if they build projects consistent with the new sustainable community strategies. Development of more alternative transportation options that would reduce vehicle trips and miles traveled, along with traffic congestion, would be encouraged. SB 375 enhances CARB's ability to reach the AB 32 goals by directing the agency in developing regional GHG emission reduction targets to be achieved from the transportation sector for 2020 and 2035. CARB works with the metropolitan planning organizations (e.g. Association of Bay Area Governments [ABAG] and Metropolitan Transportation Commission [MTC]) to align their regional transportation, housing, and land use plans to reduce vehicle miles traveled and demonstrate the region's ability to attain its GHG reduction targets. A similar process is used to reduce transportation emissions of ozone precursor pollutants in the Bay Area.

SB 350 Renewable Portfolio Standards

In September 2015, the California Legislature passed SB 350, which increases the states Renewables Portfolio Standard (RPS) for content of electrical generation from the 33 percent target for 2020 to a 50 percent renewables target by 2030.

Executive Order EO-B-30-15 (2015) and SB 32 GHG Reduction Targets

In April 2015, Governor Brown signed Executive Order which extended the goals of AB 32, setting a greenhouse gas emissions target at 40 percent of 1990 levels by 2030. On September 8, 2016, Governor Brown signed SB 32, which legislatively established the GHG reduction target of 40 percent of 1990 levels by 2030. In November 2017, CARB issued *California's 2017 Climate Change Scoping Plan*. While the State is on track to exceed the AB 32 scoping plan 2020 targets, this plan is an update to reflect the enacted SB 32 reduction target.

The new Scoping Plan establishes a strategy that will reduce GHG emissions in California to meet the 2030 target (note that the AB 32 Scoping Plan only addressed 2020 targets and a long-term goal). Key features of this plan are:

- Cap and Trade program places a firm limit on 80 percent of the State's emissions;
- Achieving a 50-percent Renewable Portfolio Standard by 2030 (currently at about 29 percent statewide);
- Increase energy efficiency in existing buildings (note that new
- Develop fuels with an 18-percent reduction in carbon intensity;
- Develop more high-density, transit-oriented housing;
- Develop walkable and bikable communities
- Greatly increase the number of electric vehicles on the road and reduce oil demand in half;

- Increase zero-emissions transit so that 100 percent of new buses are zero emissions;
- Reduce freight-related emissions by transitioning to zero emissions where feasible and near-zero emissions with renewable fuels everywhere else; and
- Reduce "super pollutants" by reducing methane and hydrofluorocarbons or HFCs by 40 percent.

In the updated Scoping Plan, CARB recommends statewide targets of no more than 6 metric tons CO_2e per capita (statewide) by 2030 and no more than 2 metric tons CO_2e per capita by 2050. The statewide per capita targets account for all emissions sectors in the State, statewide population forecasts, and the statewide reductions necessary to achieve the 2030 statewide target under SB 32 and the longer-term State emissions reduction goal of 80 percent below 1990 levels by 2050.

Significance Thresholds

The BAAQMD's CEQA Air Quality Guidelines recommended a GHG threshold of 1,100 metric tons or 4.6 metric tons (MT) per capita. These thresholds were developed based on meeting the 2020 GHG targets set in the scoping plan that addressed AB 32. Development of the project would occur beyond 2020, so a threshold that addresses a future target is appropriate. Although BAAQMD has not published a quantified threshold for 2030 yet, this assessment uses a "Substantial Progress" efficiency metric of 2.6 MT CO_2e/year/service population and a bright-line threshold of 660 MT CO_2e/year based on the GHG reduction goals of EO B-30-15. The service population metric of 2.6 is calculated for 2030 based on the 1990 inventory and the projected 2030 statewide population and employment levels[1]. The 2030 bright-line threshold is a 40 percent reduction of the 2020 1,100 MT CO_2e/year threshold.

GHG Analysis

GHG emissions associated with development of the proposed project would occur over the short-term from construction activities, consisting primarily of emissions from equipment exhaust and worker and vendor trips. There would also be long-term operational emissions associated with vehicular traffic within the project vicinity, energy and water usage, and solid waste disposal. Emissions for the proposed project are discussed below and were analyzed using the methodology recommended in the BAAQMD CEQA Air Quality Guidelines.

CalEEMod Modeling

CalEEMod was used to predict GHG emissions from operation of the site assuming full build-out of the project. The project land use types and size and other project-specific information were input to the model. CalEEMod output is included in *Attachment 1*.

1 Association of Environmental Professionals, 2016. *Beyond 2020 and Newhall: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California*. April.

Land Uses

The project land uses inputted into CalEEMod included 176,000 square feet and 280 rooms entered as "Hotel" on a 0.58-acre lot.

Model Year

Emissions associated with vehicle travel depend on the year of analysis because emission control technology requirements are phased-in over time. Therefore, the earlier the year analyzed in the model, the higher the emission rates utilized by CalEEMod. The project would likely be constructed and begin operating after 2020. Therefore, the 2030 2.6 MT/capita threshold will be used. Emissions associated with build-out later than 2020 would be lower.

Trip Generation Rates

CalEEMod allows the user to enter specific vehicle trip generation rates, which were input to the model using the daily trip generation rate provided in the project trip generation table. The Saturday and Sunday trip rates were assumed to be the weekday rate adjusted by multiplying the ratio of the CalEEMod default rates for Saturday and Sunday trips. The traffic analysis provided project trip generation values for the hotel. The weekday trip rate used for the hotel was 4.32, which changed the Saturday trip rate to 4.33 and the Sunday trip rate to 3.15.

Service Population Emissions

The project service population efficiency rate is based on the number of future employees. Based on information provided by the applicant, there would be 125 future employees at the hotel.

Construction Emissions

GHG emissions associated with construction were computed to be 272 MT of CO_2e for the total construction period. These are the emissions from on-site operation of construction equipment, vendor and hauling truck trips, and worker trips. Neither the City nor BAAQMD have an adopted threshold of significance for construction-related GHG emissions, though BAAQMD recommends quantifying emissions and disclosing that GHG emissions would occur during construction. BAAQMD also encourages the incorporation of best management practices to reduce GHG emissions during construction where feasible and applicable. Best management practices assumed to be incorporated into construction of the proposed project include but are not limited to: using local building materials of at least 10 percent and recycling or reusing at least 50 percent of construction waste or demolition materials.

Operational Emissions

The CalEEMod model, along with the project vehicle trip generation rates, was used to estimate daily emissions associated with operation of the fully-developed site under the proposed project. In 2030 as shown in Table 1, annual emissions resulting from operation of the proposed project are predicted to be 1,348 MT of CO_2e. These annual emissions would exceed the 2030 bright-line

threshold of 660 MT CO_{2e}/yr. Additionally, with a service population of 125, the per capita emissions would exceed the City's 2.6 MT/capita threshold for 2030 and, therefore, this would be considered a *significant* impact. Suggested mitigation measures are discussed below.

Table 1. Annual Project GHG Emissions (CO_2e) in Metric Tons

Source Category	Proposed Project in 2030
Area	1
Energy Consumption	596
Mobile	665
Solid Waste Generation	77
Water Usage	9
Total	1,348
Significance Threshold / Exceed?	***660 MT CO_{2e}/yr* / Yes**
Per Capita Emissions	10.8
Significance Threshold / Exceed?	**2.6 in 2030 / Yes**

Mitigation Measure: **Develop and Implement Greenhouse Gas Reduction Plan**

A GHG reduction plan that includes the proper elements would reduce emissions from implementation of the Plan shall be developed. Elements of this plan may include, but would not be limited to, the following:

- Installation of solar power systems or other renewable electric generating systems that provide electricity to power on-site equipment and possibly provide excess electric power;
-
- Install efficient space and water heating systems;

- Construct onsite or fund off-site carbon sequestration projects (such as a forestry or wetlands projects for which inventory and reporting protocols have been adopted). If the project develops an off-site project, it must be registered with the Climate Action Reserve or otherwise approved by the BAAQMD in order to be used to offset Project emissions;

- Purchase of carbon credits to offset Project annual emissions. Carbon offset credits must be verified and registered with The Climate Registry, the Climate Action Reserve, or another source approved by the California Air Resources Board or BAAQMD. The preference for offset carbon credit purchases include those that can be achieved as follows: 1) within the City; 2) within the San Francisco Bay Area Air Basin; 3) within the State of California; then 4) elsewhere in the United States. Provisions of evidence of payments, and funding of an escrow-type account or endowment fund would be overseen by the City;

- Develop and implement a transportation demand management (TDM) program to further reduce mobile GHG emissions.

- Purchase carbon-free generated electricity from Silicon Valley Clean Energy.

Attachment 1: CalEEMod Modeling Outputs for Future GHG Emissions

Tribute Hotel, San Jose - 2030 Operational GHG

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	280.00	Room	0.58	176,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2030
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	290	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E 2020 rate

Land Use - *

Construction Phase - default phase durations proportionately adjusted for 20 month construction schedule

Trips and VMT - 0.5mi trip lengths for community risk

Grading - 8,000cy export

Vehicle Trips - Weekday Trip Rate: 4.32, Sat: 4.33, Sun: 3.15

Energy Use -

Water And Wastewater - 100% aerobic

Construction Off-road Equipment Mitigation - Tier 4 engines, BAAQMD BMPs

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstEquipMitigation	Tier	No Change	Tier 4 Interim
tblConstructionPhase	NumDays	10.00	36.00
tblConstructionPhase	NumDays	1.00	4.00
tblConstructionPhase	NumDays	2.00	7.00
tblConstructionPhase	NumDays	100.00	358.00
tblConstructionPhase	NumDays	5.00	18.00
tblConstructionPhase	NumDays	5.00	18.00
tblGrading	MaterialExported	0.00	8,000.00
tblLandUse	LandUseSquareFeet	406,560.00	176,000.00

tblLandUse	LotAcreage	9.33	0.58
tblProjectCharacteristics	CO2IntensityFactor	641.35	290
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	HaulingTripLength	20.00	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	VendorTripLength	7.30	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblTripsAndVMT	WorkerTripLength	10.80	0.50
tblVehicleTrips	ST_TR	8.19	4.33
tblVehicleTrips	SU_TR	5.95	3.15
tblVehicleTrips	WD_TR	8.17	4.32
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.1371	1.3976	0.8835	1.3600e-003	7.5400e-003	0.0808	0.0883	2.5700e-003	0.0748	0.0774	0.0000	125.6021	125.6021	0.0322	0.0000	126.4068
2018	1.0592	1.4661	1.0181	1.5800e-003	4.4800e-003	0.0808	0.0853	1.2400e-003	0.0745	0.0758	0.0000	144.5797	144.5797	0.0397	0.0000	145.5712
Maximum	**1.0592**	**1.4661**	**1.0181**	**1.5800e-003**	**7.5400e-003**	**0.0808**	**0.0883**	**2.5700e-003**	**0.0748**	**0.0774**	**0.0000**	**144.5797**	**144.5797**	**0.0397**	**0.0000**	**145.5712**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.0376	0.6421	0.8790	1.3600e-003	4.3200e-003	2.2900e-003	6.6200e-003	1.3100e-003	2.2700e-003	3.5800e-003	0.0000	125.6019	125.6019	0.0322	0.0000	126.4067
2018	0.9613	0.7269	1.0371	1.5800e-003	4.4800e-003	2.6000e-003	7.0800e-003	1.2400e-003	2.5800e-003	3.8200e-003	0.0000	144.5795	144.5795	0.0397	0.0000	145.5710
Maximum	**0.9613**	**0.7269**	**1.0371**	**1.5800e-003**	**4.4800e-003**	**2.6000e-003**	**7.0800e-003**	**1.3100e-003**	**2.5800e-003**	**3.8200e-003**	**0.0000**	**144.5795**	**144.5795**	**0.0397**	**0.0000**	**145.5710**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**16.50**	**52.20**	**-0.77**	**0.00**	**26.79**	**96.97**	**92.11**	**33.07**	**96.75**	**95.17**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-1-2017	8-31-2017	0.5602	0.2590
2	9-1-2017	11-30-2017	0.5290	0.2260
3	12-1-2017	2-28-2018	0.4804	0.2212
4	3-1-2018	5-31-2018	0.4696	0.2265

5	**6-1-2018**	**8-31-2018**	0.4702	0.2271
6	**9-1-2018**	**9-30-2018**	0.1533	0.0740
		Highest	0.5602	0.2590

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7794	2.0000e-005	2.5600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.0000e-003	5.0000e-003	1.0000e-005	0.0000	5.3300e-003
Energy	0.0421	0.3823	0.3211	2.2900e-003		0.0291	0.0291		0.0291	0.0291	0.0000	592.5742	592.5742	0.0256	0.0113	596.5759
Mobile	0.1628	0.6960	1.7336	7.2200e-003	0.8216	4.9200e-003	0.8265	0.2199	4.5700e-003	0.2245	0.0000	664.2984	664.2984	0.0197	0.0000	664.7919
Waste						0.0000	0.0000		0.0000	0.0000	31.1185	0.0000	31.1185	1.8391	0.0000	77.0948
Water						0.0000	0.0000		0.0000	0.0000	2.5129	5.4188	7.9318	9.1900e-003	5.5800e-003	9.8235
Total	**0.9843**	**1.0783**	**2.0573**	**9.5100e-003**	**0.8216**	**0.0340**	**0.8556**	**0.2199**	**0.0336**	**0.2535**	**33.6315**	**1,262.2964**	**1,295.9279**	**1.8936**	**0.0169**	**1,348.2915**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7794	2.0000e-005	2.5600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.0000e-003	5.0000e-003	1.0000e-005	0.0000	5.3300e-003
Energy	0.0421	0.3823	0.3211	2.2900e-003		0.0291	0.0291		0.0291	0.0291	0.0000	592.5742	592.5742	0.0256	0.0113	596.5759
Mobile	0.1628	0.6960	1.7336	7.2200e-003	0.8216	4.9200e-003	0.8265	0.2199	4.5700e-003	0.2245	0.0000	664.2984	664.2984	0.0197	0.0000	664.7919

Waste						0.0000	0.0000		0.0000	0.0000	31.1185	0.0000	31.1185	1.8391	0.0000	77.0948
Water						0.0000	0.0000		0.0000	0.0000	2.5129	5.4188	7.9318	9.1900e-003	5.5800e-003	9.8235
Total	**0.9843**	**1.0783**	**2.0573**	**9.5100e-003**	**0.8216**	**0.0340**	**0.8556**	**0.2199**	**0.0336**	**0.2535**	**33.6315**	**1,262.2964**	**1,295.9279**	**1.8936**	**0.0169**	**1,348.2915**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2017	5/22/2017	5	36	
2	Site Preparation	Site Preparation	5/23/2017	5/26/2017	5	4	
3	Grading	Grading	5/27/2017	6/6/2017	5	7	
4	Building Construction	Building Construction	6/7/2017	10/19/2018	5	358	
5	Paving	Paving	10/20/2018	11/14/2018	5	18	
6	Architectural Coating	Architectural Coating	11/15/2018	12/10/2018	5	18	

Acres of Grading (Site Preparation Phase): 2

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 264,000; Non-Residential Outdoor: 88,000; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41

Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,000.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Building Construction	5	74.00	29.00	0.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	15.00	0.00	0.00	0.50	0.50	0.50	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0218	0.1890	0.1425	2.2000e-004		0.0132	0.0132		0.0126	0.0126	0.0000	19.2573	19.2573	3.7900e-003	0.0000	19.3520
Total	**0.0218**	**0.1890**	**0.1425**	**2.2000e-004**		**0.0132**	**0.0132**		**0.0126**	**0.0126**	**0.0000**	**19.2573**	**19.2573**	**3.7900e-003**	**0.0000**	**19.3520**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-004	1.1000e-004	1.4700e-003	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0996	0.0996	1.0000e-005	0.0000	0.0998
Total	**2.5000e-004**	**1.1000e-004**	**1.4700e-003**	**0.0000**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0996**	**0.0996**	**1.0000e-005**	**0.0000**	**0.0998**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Off-Road	4.2600e-003	0.0818	0.1429	2.2000e-004		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004	0.0000	19.2573	19.2573	3.7900e-003	0.0000	19.3519
Total	**4.2600e-003**	**0.0818**	**0.1429**	**2.2000e-004**		**3.2000e-004**	**3.2000e-004**		**3.2000e-004**	**3.2000e-004**	**0.0000**	**19.2573**	**19.2573**	**3.7900e-003**	**0.0000**	**19.3519**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-004	1.1000e-004	1.4700e-003	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0996	0.0996	1.0000e-005	0.0000	0.0998
Total	**2.5000e-004**	**1.1000e-004**	**1.4700e-003**	**0.0000**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0996**	**0.0996**	**1.0000e-005**	**0.0000**	**0.0998**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0600e-003	0.0000	1.0600e-003	1.1000e-004	0.0000	1.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.7000e-003	0.0210	8.7100e-003	2.0000e-005		9.5000e-004	9.5000e-004		8.7000e-004	8.7000e-004	0.0000	1.8135	1.8135	5.6000e-004	0.0000	1.8274

Total	**1.7000e-003**	**0.0210**	**8.7100e-003**	**2.0000e-005**	**1.0600e-003**	**9.5000e-004**	**2.0100e-003**	**1.1000e-004**	**8.7000e-004**	**9.8000e-004**	**0.0000**	**1.8135**	**1.8135**	**5.6000e-004**	**0.0000**	**1.8274**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	8.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	5.5300e-003	5.5300e-003	0.0000	0.0000	5.5400e-003
Total	**1.0000e-005**	**1.0000e-005**	**8.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**5.5300e-003**	**5.5300e-003**	**0.0000**	**0.0000**	**5.5400e-003**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.4000e-004	0.0000	2.4000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.6000e-004	6.2000e-003	0.0117	2.0000e-005		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	1.8135	1.8135	5.6000e-004	0.0000	1.8274
Total	**3.6000e-004**	**6.2000e-003**	**0.0117**	**2.0000e-005**	**2.4000e-004**	**3.0000e-005**	**2.7000e-004**	**3.0000e-005**	**3.0000e-005**	**6.0000e-005**	**0.0000**	**1.8135**	**1.8135**	**5.6000e-004**	**0.0000**	**1.8274**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	8.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	5.5300e-003	5.5300e-003	0.0000	0.0000	5.5400e-003
Total	**1.0000e-005**	**1.0000e-005**	**8.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**5.5300e-003**	**5.5300e-003**	**0.0000**	**0.0000**	**5.5400e-003**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.0900e-003	0.0000	3.0900e-003	1.5200e-003	0.0000	1.5200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.2300e-003	0.0367	0.0277	4.0000e-005		2.5600e-003	2.5600e-003		2.4400e-003	2.4400e-003	0.0000	3.7445	3.7445	7.4000e-004	0.0000	3.7629
Total	**4.2300e-003**	**0.0367**	**0.0277**	**4.0000e-005**	**3.0900e-003**	**2.5600e-003**	**5.6500e-003**	**1.5200e-003**	**2.4400e-003**	**3.9600e-003**	**0.0000**	**3.7445**	**3.7445**	**7.4000e-004**	**0.0000**	**3.7629**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	1.3800e-003	0.0536	0.0102	6.0000e-005	2.2000e-004	9.0000e-005	3.1000e-004	6.0000e-005	8.0000e-005	1.4000e-004	0.0000	5.5110	5.5110	8.3000e-004	0.0000	5.5318
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	2.0000e-005	2.9000e-004	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0194	0.0194	0.0000	0.0000	0.0194
Total	**1.4300e-003**	**0.0536**	**0.0105**	**6.0000e-005**	**2.3000e-004**	**9.0000e-005**	**3.2000e-004**	**6.0000e-005**	**8.0000e-005**	**1.4000e-004**	**0.0000**	**5.5303**	**5.5303**	**8.3000e-004**	**0.0000**	**5.5512**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.9000e-004	0.0000	6.9000e-004	3.4000e-004	0.0000	3.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.3000e-004	0.0159	0.0278	4.0000e-005		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	3.7445	3.7445	7.4000e-004	0.0000	3.7629
Total	**8.3000e-004**	**0.0159**	**0.0278**	**4.0000e-005**	**6.9000e-004**	**6.0000e-005**	**7.5000e-004**	**3.4000e-004**	**6.0000e-005**	**4.0000e-004**	**0.0000**	**3.7445**	**3.7445**	**7.4000e-004**	**0.0000**	**3.7629**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.3800e-003	0.0536	0.0102	6.0000e-005	2.2000e-004	9.0000e-005	3.1000e-004	6.0000e-005	8.0000e-005	1.4000e-004	0.0000	5.5110	5.5110	8.3000e-004	0.0000	5.5318
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-005	2.0000e-005	2.9000e-004	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0194	0.0194	0.0000	0.0000	0.0194
Total	**1.4300e-003**	**0.0536**	**0.0105**	**6.0000e-005**	**2.3000e-004**	**9.0000e-005**	**3.2000e-004**	**6.0000e-005**	**8.0000e-005**	**1.4000e-004**	**0.0000**	**5.5303**	**5.5303**	**8.3000e-004**	**0.0000**	**5.5512**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0948	0.9442	0.5972	8.4000e-004		0.0636	0.0636		0.0585	0.0585	0.0000	78.2699	78.2699	0.0240	0.0000	78.8695
Total	**0.0948**	**0.9442**	**0.5972**	**8.4000e-004**		**0.0636**	**0.0636**		**0.0585**	**0.0585**	**0.0000**	**78.2699**	**78.2699**	**0.0240**	**0.0000**	**78.8695**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.2700e-003	0.1495	0.0507	1.4000e-004	1.0200e-003	3.7000e-004	1.3900e-003	3.0000e-004	3.5000e-004	6.5000e-004	0.0000	13.8510	13.8510	2.0500e-003	0.0000	13.9022
Worker	7.5800e-003	3.4500e-003	0.0448	3.0000e-005	2.0600e-003	5.0000e-005	2.1100e-003	5.6000e-004	4.0000e-005	6.0000e-004	0.0000	3.0304	3.0304	2.4000e-004	0.0000	3.0364
Total	**0.0129**	**0.1530**	**0.0954**	**1.7000e-004**	**3.0800e-003**	**4.2000e-004**	**3.5000e-003**	**8.6000e-004**	**3.9000e-004**	**1.2500e-003**	**0.0000**	**16.8814**	**16.8814**	**2.2900e-003**	**0.0000**	**16.9386**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0176	0.3315	0.5892	8.4000e-004		1.3800e-003	1.3800e-003		1.3800e-003	1.3800e-003	0.0000	78.2698	78.2698	0.0240	0.0000	78.8694
Total	**0.0176**	**0.3315**	**0.5892**	**8.4000e-004**		**1.3800e-003**	**1.3800e-003**		**1.3800e-003**	**1.3800e-003**	**0.0000**	**78.2698**	**78.2698**	**0.0240**	**0.0000**	**78.8694**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.2700e-003	0.1495	0.0507	1.4000e-004	1.0200e-003	3.7000e-004	1.3900e-003	3.0000e-004	3.5000e-004	6.5000e-004	0.0000	13.8510	13.8510	2.0500e-003	0.0000	13.9022
Worker	7.5800e-003	3.4500e-003	0.0448	3.0000e-005	2.0600e-003	5.0000e-005	2.1100e-003	5.6000e-004	4.0000e-005	6.0000e-004	0.0000	3.0304	3.0304	2.4000e-004	0.0000	3.0364
Total	**0.0129**	**0.1530**	**0.0954**	**1.7000e-004**	**3.0800e-003**	**4.2000e-004**	**3.5000e-003**	**8.6000e-004**	**3.9000e-004**	**1.2500e-003**	**0.0000**	**16.8814**	**16.8814**	**2.2900e-003**	**0.0000**	**16.9386**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1139	1.1583	0.8139	1.2000e-003		0.0744	0.0744		0.0685	0.0685	0.0000	109.2122	109.2122	0.0340	0.0000	110.0622

Total	**0.1139**	**1.1583**	**0.8139**	**1.2000e-003**		**0.0744**	**0.0744**		**0.0685**	**0.0685**	**0.0000**	**109.2122**	**109.2122**	**0.0340**	**0.0000**	**110.0622**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.6000e-003	0.2067	0.0646	2.1000e-004	1.4500e-003	4.0000e-004	1.8500e-003	4.3000e-004	3.9000e-004	8.1000e-004	0.0000	19.9858	19.9858	2.6700e-003	0.0000	20.0526
Worker	9.5800e-003	4.2400e-003	0.0558	5.0000e-005	2.9300e-003	7.0000e-005	2.9900e-003	7.9000e-004	6.0000e-005	8.5000e-004	0.0000	4.1864	4.1864	2.9000e-004	0.0000	4.1938
Total	**0.0162**	**0.2109**	**0.1203**	**2.6000e-004**	**4.3800e-003**	**4.7000e-004**	**4.8400e-003**	**1.2200e-003**	**4.5000e-004**	**1.6600e-003**	**0.0000**	**24.1722**	**24.1722**	**2.9600e-003**	**0.0000**	**24.2463**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0250	0.4703	0.8361	1.2000e-003		1.9600e-003	1.9600e-003		1.9600e-003	1.9600e-003	0.0000	109.2121	109.2121	0.0340	0.0000	110.0621
Total	**0.0250**	**0.4703**	**0.8361**	**1.2000e-003**		**1.9600e-003**	**1.9600e-003**		**1.9600e-003**	**1.9600e-003**	**0.0000**	**109.2121**	**109.2121**	**0.0340**	**0.0000**	**110.0621**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	6.6000e-003	0.2067	0.0646	2.1000e-004	1.4500e-003	4.0000e-004	1.8500e-003	4.3000e-004	3.9000e-004	8.1000e-004	0.0000	19.9858	19.9858	2.6700e-003	0.0000	20.0526
Worker	9.5800e-003	4.2400e-003	0.0558	5.0000e-005	2.9300e-003	7.0000e-005	2.9900e-003	7.9000e-004	6.0000e-005	8.5000e-004	0.0000	4.1864	4.1864	2.9000e-004	0.0000	4.1938
Total	**0.0162**	**0.2109**	**0.1203**	**2.6000e-004**	**4.3800e-003**	**4.7000e-004**	**4.8400e-003**	**1.2200e-003**	**4.5000e-004**	**1.6600e-003**	**0.0000**	**24.1722**	**24.1722**	**2.9600e-003**	**0.0000**	**24.2463**

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	8.2800e-003	0.0787	0.0650	1.0000e-004		4.6000e-003	4.6000e-003		4.2600e-003	4.2600e-003	0.0000	8.7373	8.7373	2.4600e-003	0.0000	8.7989
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**8.2800e-003**	**0.0787**	**0.0650**	**1.0000e-004**		**4.6000e-003**	**4.6000e-003**		**4.2600e-003**	**4.2600e-003**	**0.0000**	**8.7373**	**8.7373**	**2.4600e-003**	**0.0000**	**8.7989**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	9.0000e-005	1.1600e-003	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0873	0.0873	1.0000e-005	0.0000	0.0874
Total	**2.0000e-004**	**9.0000e-005**	**1.1600e-003**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0873**	**0.0873**	**1.0000e-005**	**0.0000**	**0.0874**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.4700e-003	0.0360	0.0621	1.0000e-004		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	8.7373	8.7373	2.4600e-003	0.0000	8.7989
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.4700e-003**	**0.0360**	**0.0621**	**1.0000e-004**		**1.3000e-004**	**1.3000e-004**		**1.3000e-004**	**1.3000e-004**	**0.0000**	**8.7373**	**8.7373**	**2.4600e-003**	**0.0000**	**8.7989**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	9.0000e-005	1.1600e-003	0.0000	6.0000e-005	0.0000	6.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0873	0.0873	1.0000e-005	0.0000	0.0874
Total	**2.0000e-004**	**9.0000e-005**	**1.1600e-003**	**0.0000**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0873**	**0.0873**	**1.0000e-005**	**0.0000**	**0.0874**

3.7 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9177					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6900e-003	0.0181	0.0167	3.0000e-005		1.3500e-003	1.3500e-003		1.3500e-003	1.3500e-003	0.0000	2.2979	2.2979	2.2000e-004	0.0000	2.3034
Total	**0.9204**	**0.0181**	**0.0167**	**3.0000e-005**		**1.3500e-003**	**1.3500e-003**		**1.3500e-003**	**1.3500e-003**	**0.0000**	**2.2979**	**2.2979**	**2.2000e-004**	**0.0000**	**2.3034**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	7.0000e-005	9.7000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0727	0.0727	1.0000e-005	0.0000	0.0729
Total	**1.7000e-004**	**7.0000e-005**	**9.7000e-004**	**0.0000**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0727**	**0.0727**	**1.0000e-005**	**0.0000**	**0.0729**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.9177					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.9000e-004	9.5400e-003	0.0165	3.0000e-005		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	2.2979	2.2979	2.2000e-004	0.0000	2.3034
Total	**0.9182**	**9.5400e-003**	**0.0165**	**3.0000e-005**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**2.2979**	**2.2979**	**2.2000e-004**	**0.0000**	**2.3034**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	7.0000e-005	9.7000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0727	0.0727	1.0000e-005	0.0000	0.0729
Total	**1.7000e-004**	**7.0000e-005**	**9.7000e-004**	**0.0000**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0727**	**0.0727**	**1.0000e-005**	**0.0000**	**0.0729**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Mitigated	0.1628	0.6960	1.7336	7.2200e-003	0.8216	4.9200e-003	0.8265	0.2199	4.5700e-003	0.2245	0.0000	664.2984	664.2984	0.0197	0.0000	664.7919
Unmitigated	0.1628	0.6960	1.7336	7.2200e-003	0.8216	4.9200e-003	0.8265	0.2199	4.5700e-003	0.2245	0.0000	664.2984	664.2984	0.0197	0.0000	664.7919

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Hotel	1,209.60	1,212.40	882.00	2,209,999	2,209,999
Total	1,209.60	1,212.40	882.00	2,209,999	2,209,999

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-[illegible]	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Hotel	0.621541	0.034056	0.180136	0.101248	0.011859	0.005060	0.013110	0.022881	0.002221	0.001470	0.005122	0.000646	0.000651

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	176.4133	176.4133	0.0176	3.6500e-003	177.9420
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	176.4133	176.4133	0.0176	3.6500e-003	177.9420
NaturalGas Mitigated	0.0421	0.3823	0.3211	2.2900e-003		0.0291	0.0291		0.0291	0.0291	0.0000	416.1609	416.1609	7.9800e-003	7.6300e-003	418.6339
NaturalGas Unmitigated	0.0421	0.3823	0.3211	2.2900e-003		0.0291	0.0291		0.0291	0.0291	0.0000	416.1609	416.1609	7.9800e-003	7.6300e-003	418.6339

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Hotel	7.79856e+006	0.0421	0.3823	0.3211	2.2900e-003		0.0291	0.0291		0.0291	0.0291	0.0000	416.1609	416.1609	7.9800e-003	7.6300e-003	418.6339
Total		**0.0421**	**0.3823**	**0.3211**	**2.2900e-003**		**0.0291**	**0.0291**		**0.0291**	**0.0291**	**0.0000**	**416.1609**	**416.1609**	**7.9800e-003**	**7.6300e-003**	**418.6339**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Hotel	7.79856e+006	0.0421	0.3823	0.3211	2.2900e-003		0.0291	0.0291		0.0291	0.0291	0.0000	416.1609	416.1609	7.9800e-003	7.6300e-003	418.6339
Total		**0.0421**	**0.3823**	**0.3211**	**2.2900e-003**		**0.0291**	**0.0291**		**0.0291**	**0.0291**	**0.0000**	**416.1609**	**416.1609**	**7.9800e-003**	**7.6300e-003**	**418.6339**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	1.34112e+006	176.4133	0.0176	3.6500e-003	177.9420
Total		**176.4133**	**0.0176**	**3.6500e-003**	**177.9420**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Hotel	1.34112e+006	176.4133	0.0176	3.6500e-003	177.9420
Total		**176.4133**	**0.0176**	**3.6500e-003**	**177.9420**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7794	2.0000e-005	2.5600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.0000e-003	5.0000e-003	1.0000e-005	0.0000	5.3300e-003
Unmitigated	0.7794	2.0000e-005	2.5600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.0000e-003	5.0000e-003	1.0000e-005	0.0000	5.3300e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0918					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6874					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.3000e-004	2.0000e-005	2.5600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.0000e-003	5.0000e-003	1.0000e-005	0.0000	5.3300e-003
Total	**0.7794**	**2.0000e-005**	**2.5600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**5.0000e-003**	**5.0000e-003**	**1.0000e-005**	**0.0000**	**5.3300e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0918					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6874					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.3000e-004	2.0000e-005	2.5600e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.0000e-003	5.0000e-003	1.0000e-005	0.0000	5.3300e-003
Total	**0.7794**	**2.0000e-005**	**2.5600e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**5.0000e-003**	**5.0000e-003**	**1.0000e-005**	**0.0000**	**5.3300e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	7.9318	9.1900e-003	5.5800e-003	9.8235
Unmitigated	7.9318	9.1900e-003	5.5800e-003	9.8235

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	7.1027 / 0.789188	7.9318	9.1900e-003	5.5800e-003	9.8235

Total		**7.9318**	**9.1900e-003**	**5.5800e-003**	**9.8235**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Hotel	7.1027 / 0.789188	7.9318	9.1900e-003	5.5800e-003	9.8235
Total		**7.9318**	**9.1900e-003**	**5.5800e-003**	**9.8235**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	31.1185	1.8391	0.0000	77.0948
Unmitigated	31.1185	1.8391	0.0000	77.0948

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	153.3	31.1185	1.8391	0.0000	77.0948
Total		**31.1185**	**1.8391**	**0.0000**	**77.0948**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Hotel	153.3	31.1185	1.8391	0.0000	77.0948
Total		**31.1185**	**1.8391**	**0.0000**	**77.0948**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Appendix A-2

Traffic Operations Study

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: May 25, 2018

To: Ms. Leianne Humble, Denise Duffy & Associates, Inc.

From: Brian Jackson
Rueben Rodriguez

Subject: Traffic Operations Study for the Four Points Hotel Expansion in San Jose, California

Hexagon Transportation Consultants, Inc. has completed a traffic operations study for the proposed expansion of the Four Points by Sheraton Hotel (formerly Montgomery Hotel) located at 211 S. First Street in downtown San Jose, California (see Figure 1). The hotel currently has 86 rooms and a first-floor restaurant. The project proposes to develop a 280-room addition next to and above the existing hotel and restaurant structure.

Since the project is located in the Downtown Core, it is covered under the San Jose Downtown Strategy 2000 EIR. Accordingly, City staff have concluded that the project is in conformance with the City of San Jose Transportation Level of Service Policy (Council Policy 5-3) and does not require preparation of a comprehensive Transportation Impact Analysis (TIA). The Public Works department has indicated, however, that a traffic operations study is required.

This traffic operations study is intended to satisfy the requirements of the City of San Jose. It includes an evaluation of the existing transportation facilities, project trip generation, parking, site access and circulation, and queuing.

Existing Transportation Facilities

This section describes the existing conditions for all the major transportation facilities in the vicinity of the project site, including the roadway network, transit service, pedestrian and bicycle facilities, and site access.

Existing Roadway Network

Regional access to the project area is provided by I-280 and SR 87. Local site access is provided via First Street.

I-280 extends from US 101 in San Jose to I-80 in San Francisco. It is generally an east-west oriented eight-lane freeway in the vicinity of downtown San Jose. Access to and from the project site is provided via ramps at First Street, Fourth Street, Seventh Street, and Vine Street/Almaden Boulevard.

SR 87 is primarily a north-south, six-lane freeway. SR 87 begins at its interchange with SR 85 and extends northward, terminating at its junction with US 101. Access to and from the project site is provided via ramps at Park Avenue, Woz Way, and Auzerais Avenue.

First Street is a north-south street that is one-way in the northbound direction north of San Carlos Street, and is a two-way street south of San Carlos Street. The Guadalupe Corridor LRT operates along First Street, north of San Carlos Street. First Street provides direct access to the project site via a left-in/left-out driveway. First Street has one mixed-flow lane and one bus only lane. Portions of the bus lane may be used for loading purposes where freight loading zone signs are provided.

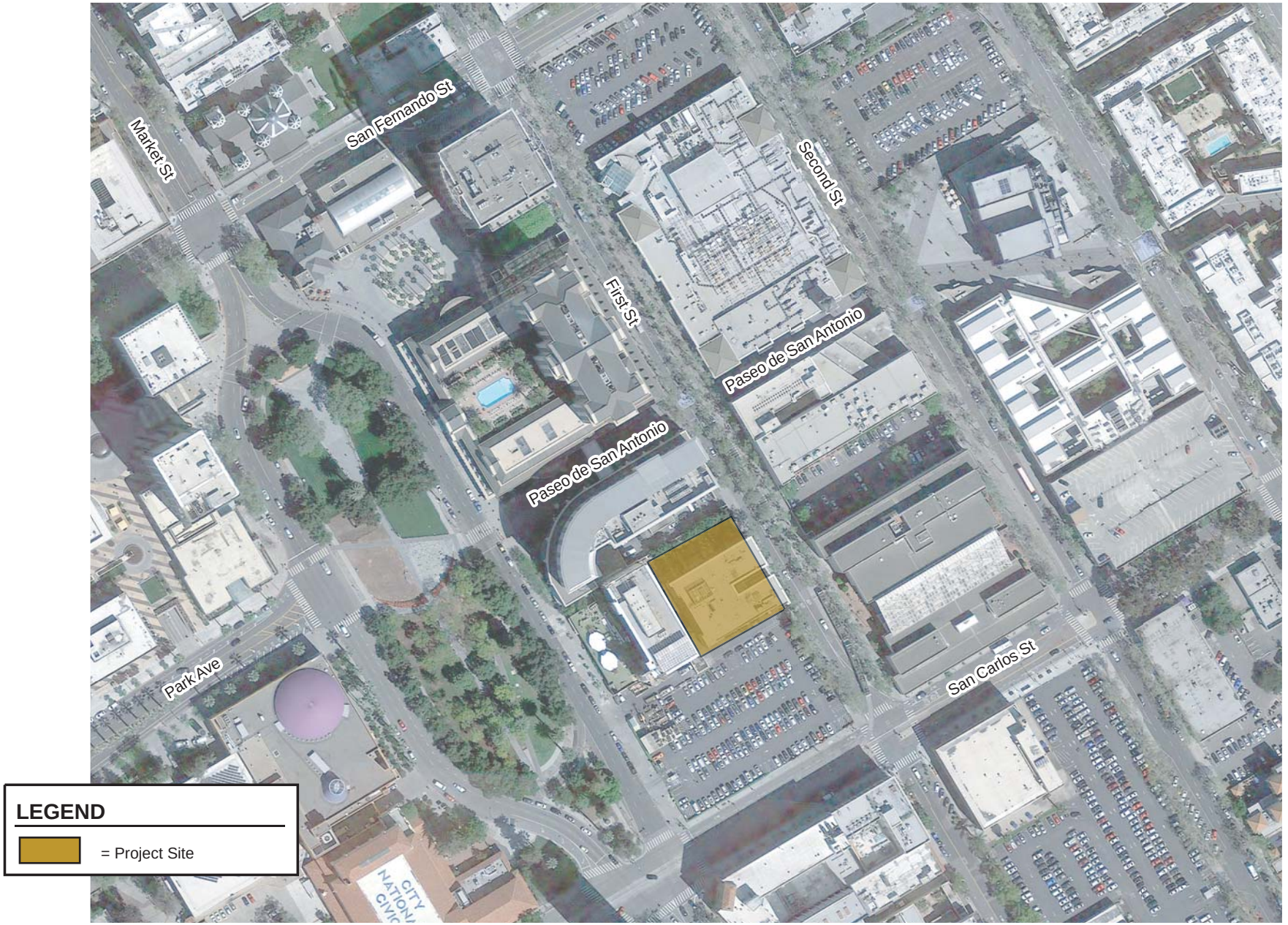


Figure 1
Project Location and Surrounding Areas

Existing Transit Service

The project site is located in the Downtown Core within the Transit Mall area. The downtown San Jose Transit Mall area is designated as the area bordered by Julian Street on the north, Third Street on the east, San Carlos Street on the south, and Market Street on the west. This area is characterized by convenient and accessible transit facilities, and includes Light Rail Transit (LRT) and designated bus lanes along First Street and Second Street.

Existing transit service to the study area is provided by the Santa Clara Valley Transportation Authority (VTA), Caltrain, Altamont Commuter Express (ACE), and Amtrak.

VTA Bus Service

The downtown San Jose area is served directly by many local buses. There are bus stops located on First Street, Second Street, San Carlos Street, and San Fernando Street that are within approximately ¼ mile walking distance from the project site. The VTA bus lines that operate with stops in the project area are listed and described in Table 1.

Table 1
VTA Bus Service

Bus Route	Service Type	Route Description	Headway[1] (minutes)
23	Local	DeAnza College to Alum Rock Transit Center	10-15
63	Local	Almaden Expressway and Camden to San Jose State University	30
64	Local	Almaden LRT Station to McKee and White	15-20
66	Local	Kaiser San Jose to Dixon Landing Road (Milpitas)	15-20
68	Local	Gilroy Transit Center to San Jose Diridon Transit Center	15
72	Local	Senter and Monterey to Downtown San Jose	15
73	Local	Snell and Capitol Expressway to Downtown San Jose	15
81	Local	Moffett Field/Ames Center to San Jose State University	30
82	Local	Westgate to Downtown San Jose	30
168	Express	Gilroy Transit Center to San Jose Diridon Transit Center	30
201	Dash	Downtown Area Shuttle	5-15
304	Limited	South San Jose to Sunnyvale Transit Center	30-40
323	Limited	Almaden Expressway and Camden to Lockheed Martin/Moffett Industrial Park	15-20

Notes:
[1] Approximate headways during peak commute hours.

VTA Light Rail Transit Service

The VTA currently operates the 42.2-mile VTA light rail transit (LRT) system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View, and Sunnyvale. The service operates nearly 24-hours a day with 15-minute headways during much of the day. The Mountain View-Winchester line (route 902) and Santa Teresa-Alum Rock line (route 901) northbound LRT trains stop on First Street just north of the project site at the Paseo de San Antonio station. Southbound LRT trains are accessed via Second Street at Paseo de San Antonio. LRT routes 901 and 902 serve the San Jose Diridon Transit Center.

San Jose Diridon Transit Center

The San Jose Diridon Transit Center is located approximately one mile west of the project site. The Diridon station is served by Caltrain, Altamont Commuter Express (ACE), and Amtrak. Bike racks and bike lockers are provided at the station. Pedestrian and bicycle access to the Diridon station is provided via San Fernando Street, a City-designated bicycle route.

Caltrain Service

Caltrain provides commuter rail service between San Francisco and San Jose, with limited service to/from Gilroy during commute hours. The Diridon station is served by local-stop, limited-stop, and baby bullet trains. Trains stop frequently at the Diridon station between 4:30 AM and 10:30 PM in the northbound direction, and between 6:28 AM and 1:34 AM in the southbound direction. During the morning commute period between 6:00 and 9:30 AM, the Diridon station is served by fourteen northbound trains (one local stop, eight limited-stop, and five baby bullet trains) with headways between 5 and 35 minutes. Twelve southbound trains (two local-stop, six limited-stop, and four baby bullet trains) serve the Diridon station during the morning commute period with headways between 6 and 25 minutes. During the afternoon commute period between 3:30 and 7:30 PM, the Diridon station is served by seventeen northbound trains (two local-stop, ten limited-stop, and five baby bullet trains) with headways between 5 and 40 minutes. Sixteen southbound trains (two local-stop, nine limited-stop, and five baby bullet trains) serve the Diridon station during the afternoon commute period with headways between 6 and 34 minutes.

Altamont Commuter Express (ACE) Service

ACE provides commuter passenger train service across the Altamont between Stockton and San Jose during weekdays. ACE has four westbound trains that arrive at the Diridon station during the morning commute period and has four eastbound trains that depart from the Diridon station during the afternoon commute period.

Amtrak Service

Amtrak provides daily commuter passenger train service along the 170-mile Capitol Corridor between the Sacramento region and the Bay Area, with stops in San Jose, Santa Clara, Fremont, Hayward, Oakland, Emeryville, Berkeley, Richmond, Martinez, Suisun City, Davis, Sacramento, Roseville, Rocklin, and Auburn. The Capitol Corridor trains stop at the San Jose Diridon station eight times on weekdays between 7:38 AM and 11:55 PM in the westbound direction. In the eastbound direction, Amtrak stops at the Diridon station seven times on weekdays between 6:40 AM and 7:15 PM.

Existing Pedestrian and Bicycle Facilities

Pedestrian facilities near the project site consist of sidewalks along First Street, San Carlos Street, San Fernando Street, Market Street, and the majority of the streets in the Downtown Core area. There are pedestrian crosswalks with signal heads and accessible ramps on each leg of the nearby signalized intersections of First Street/San Carlos Street, Market Street/San Carlos Street, and First Street/San Fernando Street. In addition, there is a highly visible mid-block crossing at Paseo de San Antonio, just north of the project area. The Paseo de San Antonio walk connects Plaza de Cesar Chavez Park to the west and San Jose State University to the east. Overall the existing network of sidewalks and crosswalks has good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the downtown area.

The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. This park trail system can be accessed via San Carlos Street, approximately ½ mile west of the project site.

The bicycle facilities in the project vicinity include striped bicycle routes on First Street, Second Street, and San Carlos Street. Also, there are striped bicycle lanes in both directions of San Fernando Street in the project vicinity. In addition, the City of San Jose participates in the Ford GoBike Bike Share program, which allows users to rent and return bicycles at various popular

locations in and around the downtown area. There are currently 44 bike share stations in and around the downtown area. Four stations are located within approximately ¼ mile walking distance from the project site. The nearest bike share stations to the project site are located at Market Street/San Carlos Street, Market Street/Park Avenue, First Street/San Salvador Street, and Second Street/Paseo de San Antonio.

Existing Traffic Conditions

Traffic conditions were observed in the field during the AM (8:00-9:00 AM) and PM (4:45-5:45 PM) peak one-hour periods in order to identify any existing operational deficiencies at and around the project site. The field observations did not reveal any significant traffic-related issues. However, during the AM and PM peak hours, northbound vehicle queues on First Street occasionally extended to the project driveways when pedestrians were crossing First Street at the Paseo de San Antonio marked crosswalk. The queues dissipated quickly, however, and did not create any notable operational issues.

First Street Traffic Volumes and Operations

First Street has one northbound mixed-flow lane and one bus only lane in the downtown area. A raised median separates the traveled lanes from the LRT tracks. Portions of the bus only lane may be used for freight loading purposes where freight loading zone signs are provided. Freight loading is allowed north of the Paseo de San Antonio crosswalk, but there are no freight loading zone signs south of the crosswalk. The bus only lane south of Paseo de San Antonio is often used for passenger loading associated with the LRT station and the courthouse building, both located directly across from the Four Points Hotel. San Jose Police Department vehicles and Sheriff Transit Patrol vehicles also utilize the downtown bus lanes for parking purposes. For these reasons, most segments of First Street operate as a single mixed-flow lane. Second Street, which is one-way in the southbound direction, operates in a similar manner.

Typically, taxis and other ride-share services stop in front of the hotel in the bus only lane to pick-up and drop-off hotel guests. Traffic is accustomed to temporary stops in the bus only lane, which is a routine occurrence along First and Second Streets in the downtown area. However, parking in the bus only lane along the segments not identified as a freight loading zone is done at the operator's risk.

Based on current count data (December 2016), the peak one-hour period of weekday traffic on First Street occurs between 8:00 AM - 9:00 AM, with a peak volume of 430 vehicles occurring during this one-hour period. Traffic volumes on First Street are lower during all other periods of the weekday, as well as on weekends. Based on field observations, First Street has ample capacity to accommodate the existing traffic volumes during all periods of the weekday and weekend.

Existing Site Access

The existing project site has two driveways located along First Street. The northern driveway provides access to a small parking lot with five spaces that is designated as temporary parking for check-in/check-out use. The southern driveway provides access to a 60-space, self-park public lot. The project site has a pedestrian entrance located adjacent to the sidewalk along First Street, and another entrance on the north side of the building adjacent to the small parking lot.

Trip Generation

Trips generated by any new development are typically estimated based on counts of existing developments of the same land use type. Since the project would involve an expansion of the existing hotel, new trips resulting from the proposed expansion were estimated based on weekday AM and PM peak hour counts of the existing hotel.

Existing Site Trip Generation

Hexagon counted the existing site trip generation on Thursday, November 3, 2016 during the AM peak period (7:00-9:00 AM) and the PM peak period (4:00-6:00 PM) (see Table 2). The existing 86-room hotel on the project site currently generates standard vehicle trips, pedestrian walking trips, and trips made through a taxi service (e.g., taxicab, limo, Uber, Lyft). For the purpose of this traffic operations study, each taxi trip was counted as one inbound vehicle trip and one outbound vehicle trip. The trip generation counts are provided in Attachment A.

It is important to note that not all users of the adjacent parking lot are hotel guests or patrons of the hotel restaurant. Drivers that utilized the parking lot but did not enter or exit the Four Points Hotel were not included in the existing trip generation counts. This occurrence of non-hotel users only affected inbound parking lot trips during the AM peak hour. Existing parking lot trips counted during the PM peak hour were generated by hotel users only.

The existing trip generation rates are based on the number of occupied rooms. All 86 rooms were occupied on Wednesday, November 2, 2016, and 81 rooms were occupied on Thursday, November 3, 2016. The trip generation rates for the AM peak hour are based on the number of occupied rooms on Wednesday, and the trip generation rates for the PM peak hour are based on the number of occupied rooms on Thursday. The existing hotel was found to generate 11 vehicle trips during the AM peak hour and 21 vehicle trips during the PM peak hours.

Table 2
Existing Hotel Trip Generation Summary

	AM Peak Hour					PM Peak Hour				
	Occupied	Vehicle Trips				Occupied	Vehicle Trips			
Use	Rooms [1]	Rate [2]	In	Out	Total	Rooms [1]	Rate [2]	In	Out	Total
Existing Hotel [3]	86	0.13	6	5	11	81	0.26	10	11	21
% In/Out			*55%*	*45%*				*48%*	*52%*	

Notes:
[1] Number of occupied rooms was provided by the Four Point by Sheraton general manager. There were 86 rooms occupied on Wednesday, November 2, 2016 and there were 81 rooms occupied on Thursday, November 3, 2016. The number of rooms occupied on Wednesday was used to determine the AM peak hour trip rate, and the number of rooms occupied on Thursday was used to determine the PM peak hour trip rate.
[2] Rate is expressed in trips per occupied room.
[3] Driveway counts were collected on Thursday, November 3, 2016.

Project Trip Generation

New AM and PM peak hour trips generated by the proposed hotel expansion were calculated by multiplying the existing AM and PM peak hour trip generation rates by the number of proposed hotel rooms. Note that since no additional on-site parking is proposed for the hotel expansion, and the project site's 60-space self-park pay lot currently operates at or near capacity, all new hotel guests would park in existing nearby lots and garages. For this reason, it was assumed that all new inbound trips generated by the hotel expansion would be equal to outbound trips.

Based on the methodology described above, Table 3 shows the proposed 280-room hotel expansion would generate 36 new vehicle trips during the AM peak hour (18 inbound and 18 outbound) and 72 new vehicle trips during the PM peak hour (36 inbound and 36 outbound).

Table 3
Project Trip Generation Estimates

Use	Size	Units	AM Peak Hour Rate [1]	AM Peak Hour Vehicle Trips In	AM Peak Hour Vehicle Trips Out	AM Peak Hour Vehicle Trips Total	PM Peak Hour Rate [1]	PM Peak Hour Vehicle Trips In	PM Peak Hour Vehicle Trips Out	PM Peak Hour Vehicle Trips Total
Proposed Hotel Expansion [2]										
	280	rooms	0.13	18	18	36	0.26	36	36	72

Notes:
[1] Rate is expressed in trips per occupied room.
[2] Trip generation rates for the proposed hotel expansion were derived from the existing hotel trip generation. It was assumed that all new inbound and outbound trips generated by the hotel expansion would be equal, since parking would be provided off-site.

Project Trip Distribution and Trip Assignment

The project trip distribution pattern (see Figure 2) and trip assignment (see Figure 3) were developed based on the location of the proposed passenger loading spaces on First Street (a one-way street), freeway ramp locations, the relative locations of complementary land uses, and existing travel patterns in the area. The inbound vehicle trips at the intersection of First Street/San Carlos Street were estimated to arrive via the following distribution pattern: 40% eastbound left-turning vehicles, 35% westbound right-turning vehicles, and 25% northbound through vehicles.

Parking

Parking for the existing hotel is supplied by the parking lot adjacent to the hotel and the nearby downtown San Jose public parking facilities. The project site has a 60-space, self-park surface parking lot located directly south of the existing hotel structure. This lot is available for hotel guests and non-hotel users to park at a rate of $8.00 per hour and $27.00 per day. This parking lot generally operates near its capacity. For this reason, hotel management currently encourages hotel guests to park in nearby public parking lots and garages. The majority of public surface lots and parking garages in the downtown area have available parking. There are several parking facilities within approximately ¼-mile walking distance of the project site. These nearby surface lots and parking garages are self-park and have comparable rates to the hotel's parking lot. The public parking facilities nearest the project site are listed below and shown on Figure 4. The numbers shown on the figure correspond to the list below.

1. CityView Plaza Garage (Entrances on San Fernando St., Park Av., and Almaden Bl.)
2. Fairmont Plaza Garage (Entrance on San Fernando Street)
3. San Fernando and South Second Street Lot (Entrance on San Fernando Street)
4. Central Place Parking Garage (Entrance on Central Place)
5. Fairmont Hotel Garage (Entrance on Market Street)
6. Pavilion Garage (Second Street between San Fernando Street and San Carlos Street)
7. Central Place Lot (Entrance on Third Street)
8. Market and San Carlos Lot (Entrance on Market Street)
9. Second and San Carlos Street Garage * (Entrances on Second and Third Streets)
10. Convention Center Garage (Market Street between San Carlos Street and Viola Avenue) *
11. Valley Title Lot (Second Street between San Carlos Street and San Salvador Street)
12. Second and San Salvador Lot

* Denotes parking area that is operated by the City of San Jose and not privately operated.

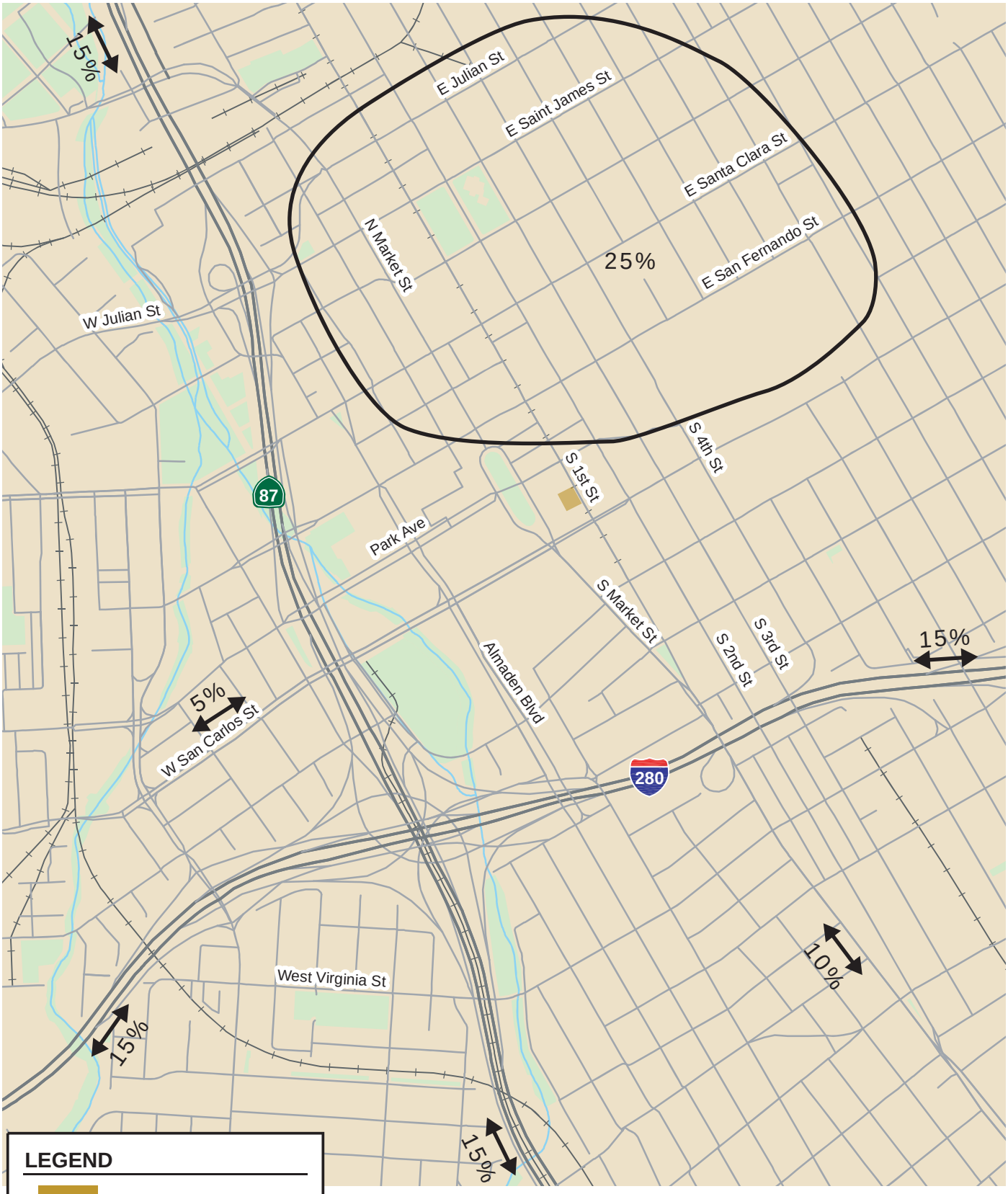


Figure 2
Project Trip Distribution

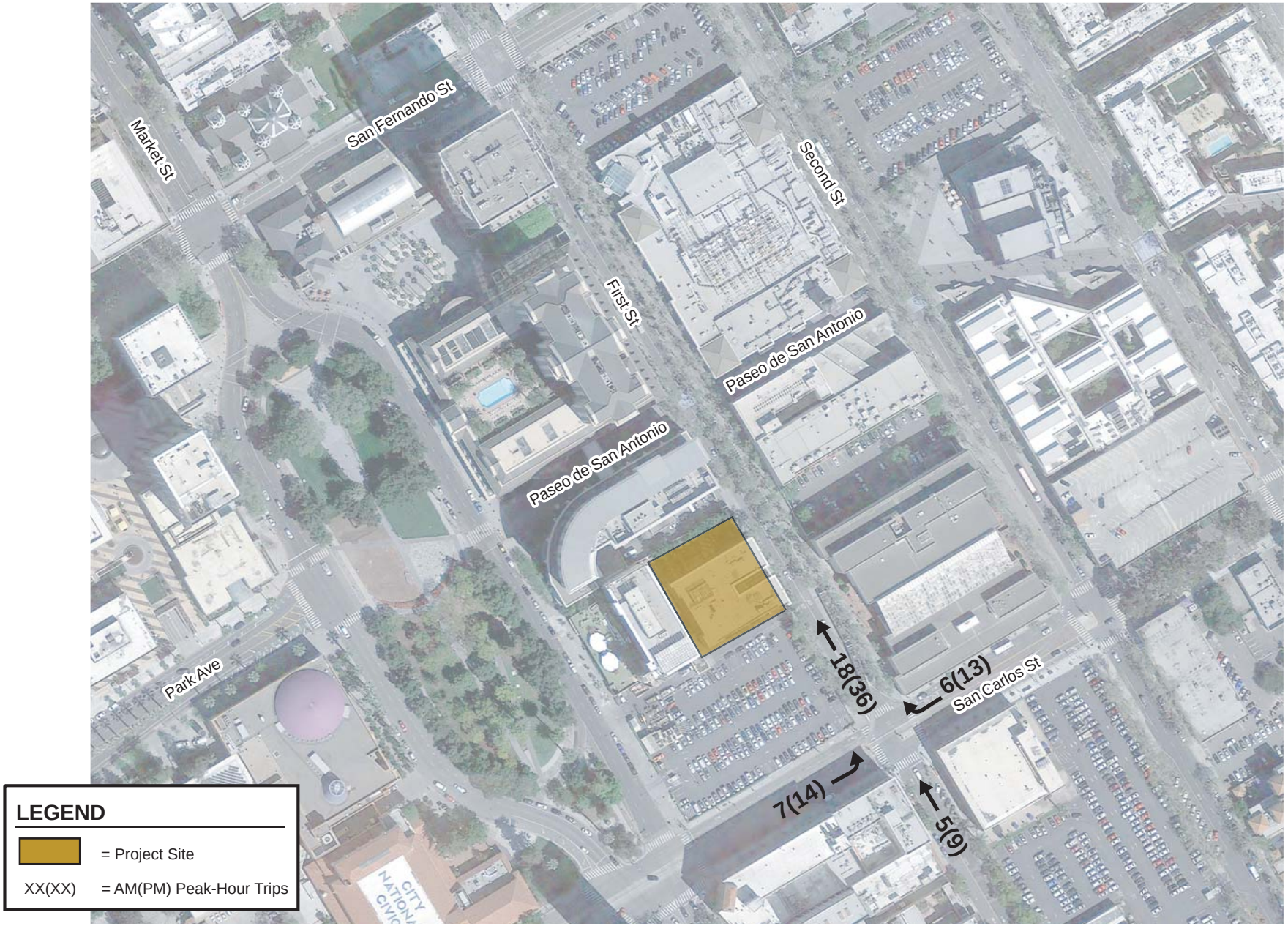


Figure 3
First Street and San Carlos Street Trip Assignment

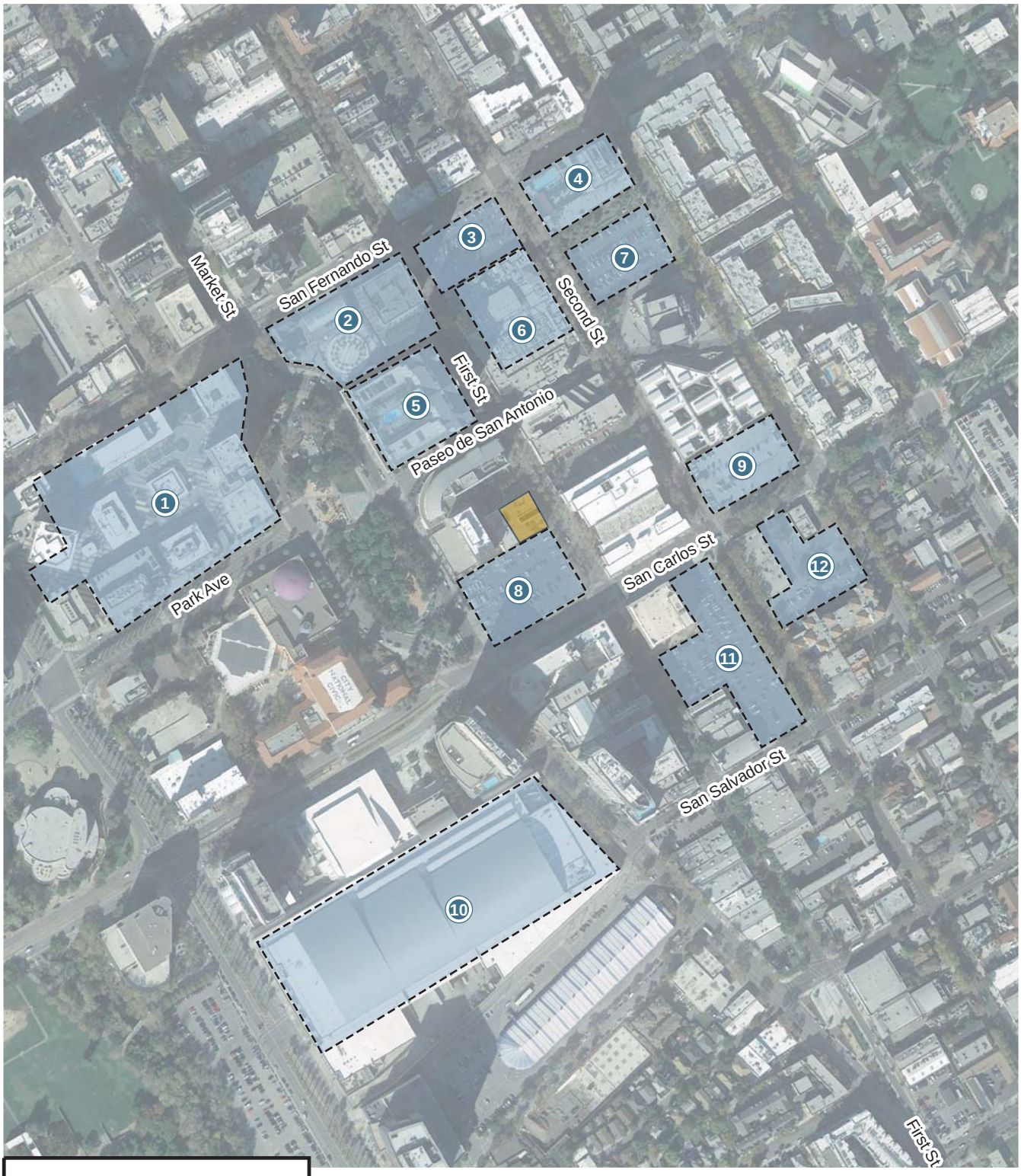


Figure 4
Nearby Public Parking Lots and Garages

The proposed hotel expansion would not provide additional parking on-site. The increased parking demand would be accommodated in the nearby public parking lots and garages. This falls in line with the City's goal of bringing more people into the downtown area, while at the same time utilizing the available downtown parking facilities instead of creating additional parking supply. In general, the existing public parking facilities in downtown San Jose do not operate at capacity. The public parking lots and garages nearest the project site together have adequate capacity to accommodate the additional parking demand that would be generated by the proposed hotel expansion.

Vehicular Access and Circulation

The evaluation of vehicle site access and circulation is based on the April 27, 2018 site plan prepared by TCA Architects. The proposed site plan is shown on Figure 5.

The project site is located on First Street, approximately midway between San Carlos Street and the Paseo de San Antonio Walk. This segment of First Street is one-way northbound. Thus, vehicles must pass through the First Street/San Carlos Street intersection in order to access the site. As described previously, the existing project site has a northern driveway that provides access to a small parking lot used for check-in/check-out. The proposed hotel expansion project would remove the northern driveway and accompanying small parking lot and construct five parking spaces for passenger loading along the project frontage on First Street (see Figure 5).

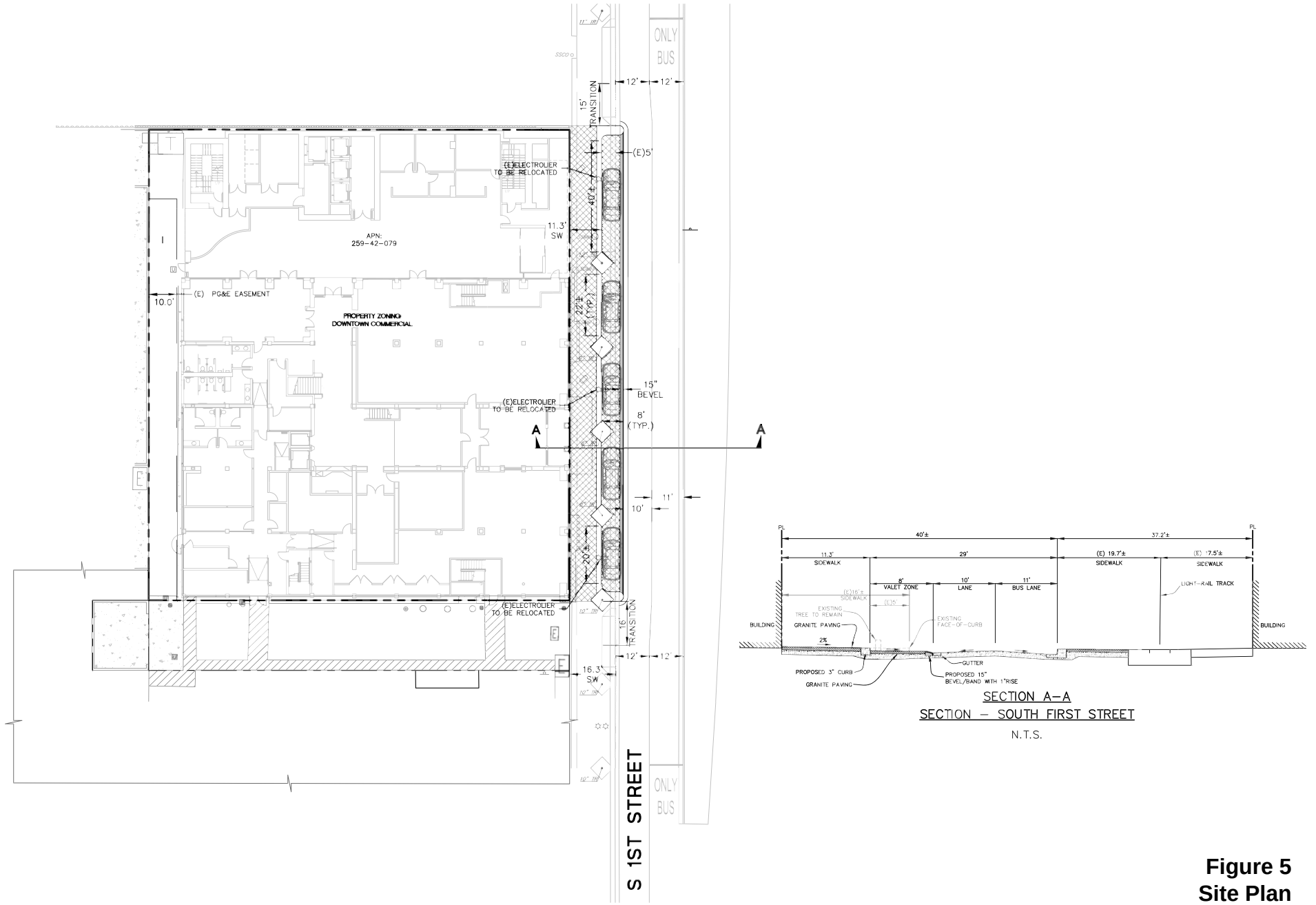
New Passenger Loading Spaces

The project proposes to construct five short-term passenger loading spaces for hotel registration purposes by cutting into the sidewalk along the hotel frontage on First Street. The passenger loading spaces would be paved with granite and would include a bevel with a one-inch rise to create separation between the parking spaces and the northbound travel lane on First Street. The design would include bulb outs at the north and south ends of the parking area. As proposed, the existing street trees and lighting would remain in some manner. Preserving the street trees would provide an element of established greenery and would serve as buffers between the passenger loading spaces. The project frontage improvements would not significantly affect the flow of traffic within the northbound mixed-flow lane and is not expected to affect bus operations along First Street in any way.

Passenger Loading Evaluation and Traffic Operations

Based on existing hotel count data, it is estimated that approximately 15% and 30% of the new hotel trips would be made through a taxi service (e.g., taxicab, limo, Uber, Lyft) during the AM and PM peak hours, respectively, with the remaining new trips generated by hotel guests driving personal vehicles. The new loading spaces would be utilized for hotel registration purposes and for general pick-up and drop-off of passengers. It is estimated that 18 new inbound and outbound trips would occur during the AM peak hour, and 36 new inbound and outbound trips would occur during the PM peak hour. The project trip assignment is shown on Figure 6.

The new hotel passenger loading area would span the entire length of the hotel frontage (about 170 feet) and would be situated approximately 800 feet south of the intersection of First Street/San Fernando Street. A northbound queue of more than 32 vehicles at this intersection would block the hotel loading area and cause some delay for inbound and outbound vehicles. This is not expected to occur, since a queue of this length was never observed in the field. However, the hotel loading spaces would be located only about 200 feet south of the Paseo de San Antonio walk. A northbound queue of 9 or more vehicles at this pedestrian crosswalk would block one or more hotel loading spaces temporarily and cause some delay for inbound and outbound vehicles. This length of queue was observed to happen occasionally when large groups of pedestrians were crossing the Paseo de San Antonio. However, these queues were observed to dissipate quickly.



SECTION A–A

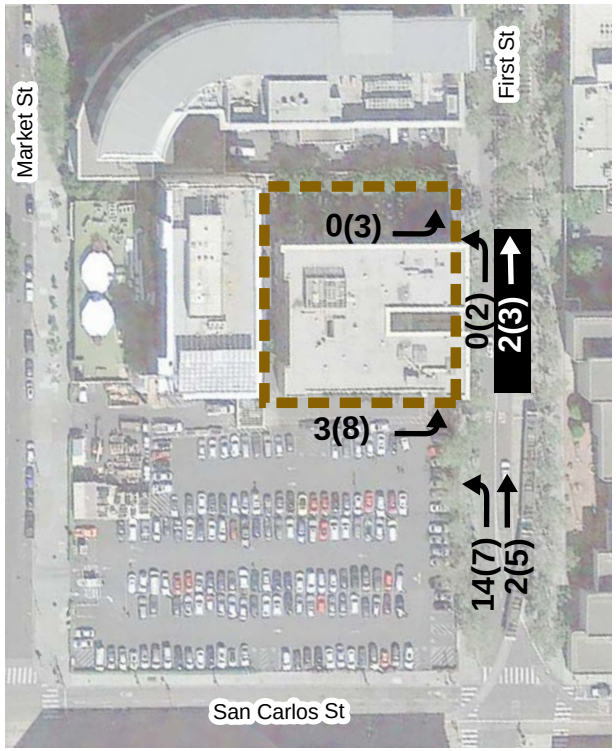
SECTION – SOUTH FIRST STREET

N.T.S.

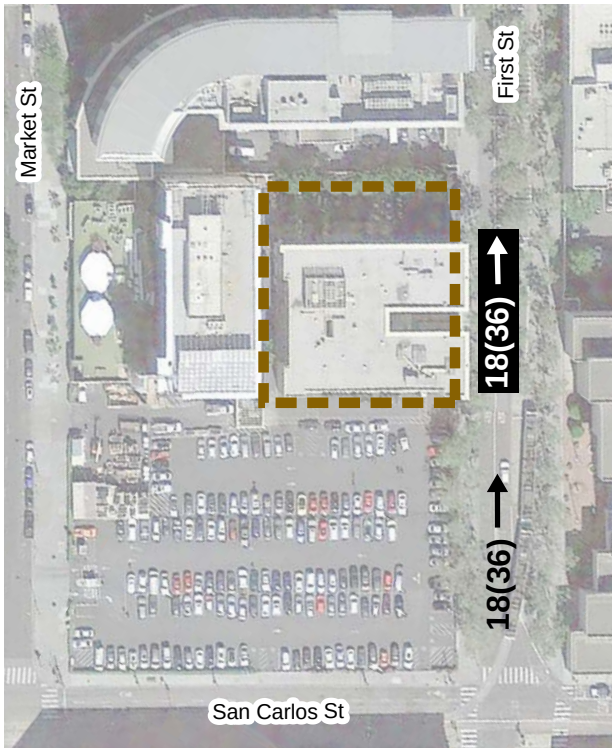
Figure 5
Site Plan

NORTH
Not to Scale

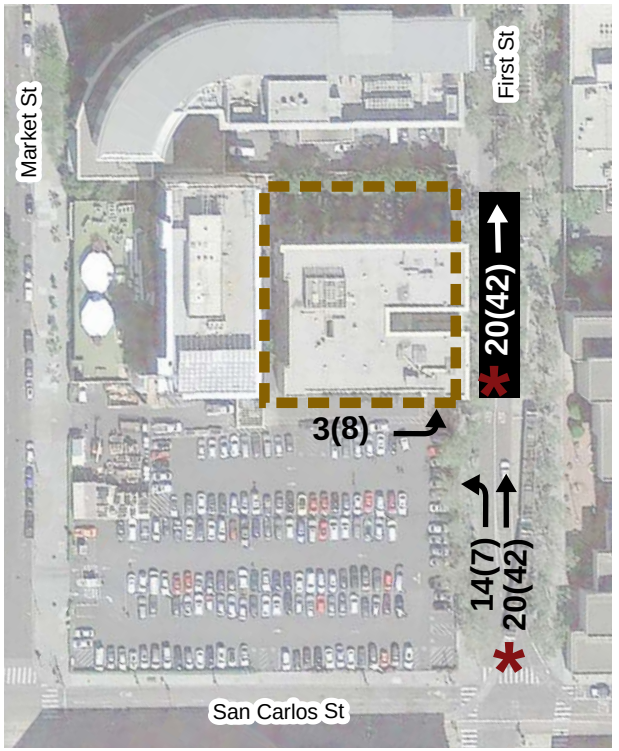
Existing Trips (Including Non-Hotel Trips)



Proposed Hotel Expansion Trips



Total Future Trips (Including Non-Hotel Trips)



*Includes the reassigned northern driveway trips. The small parking lot will be removed as part of the project.

LEGEND

= Project Site

XX(XX) = AM(PM) Peak-Hour Trips

= Hotel Loading Area

Figure 6
Vehicular Trip Assignment

Operational issues are not expected to occur at the short-term passenger loading spaces based on existing traffic conditions observed in the field, the relatively low number of peak hour trips generated by the project, and the limited number of conflicting vehicular movements along First Street.

Field Study of Passenger Loading Zone Alternative Configuration

The City of San Jose Department of Transportation (DOT), in coordination with the Santa Clara Valley Transportation Authority (VTA), conducted a two-week field study to evaluate the effects of converting the existing northbound mixed-flow lane into two separate passenger loading zones as an alternative to the passenger loading spaces currently being proposed by the project. The temporary improvements included converting a section of the existing bus only lane (right lane) into an unrestricted travel lane, and installing delineators in the left lane to direct vehicles into the unrestricted travel lane. The bus stop locations for certain lines were moved north to accommodate the temporary unrestricted lane. The results of the loading zone field study indicate there were no adverse effects to bus or passenger vehicle operations with modification of the travel lanes along First Street.

As part of this alternative loading zone configuration, the two existing bus stops located south of the Paseo de San Antonio would be combined into one bus stop totaling 160 feet in length and situated approximately 30 feet from the northerly passenger loading zone bulbout. This 30-foot distance would allow for through vehicles to maneuver without affecting the loading zone and new bus stop location. In addition, the bulbout at the northerly limit of the passenger loading zone would be designed with mountable curbs to allow for vehicles to proceed northerly along S. First Street and facilitate the transition into the mixed-flow lane.

The City acknowledges the importance of the **"Master Agreement for the Downtown Transit Mall**" from 1984 between the City of San Jose and the Santa Clara County Transit District (VTA). This agreement is the underlying policy for the Transit Mall's "exclusive bus lanes" and traffic operations, which are covered under the **"Policy for the Operation of the Bus Lane on the Mall"** within the Master Agreement. As such, the City concluded that the free flow of buses would not be adversely affected based on observations of the passenger loading zone alternative trial run, the current traffic volumes, and the modifications to the west side N. First Street north of San Carlos Street, which would include construction of the passenger loading zone and mixed-flow lane use by existing buses.

Truck Access

The project site utilizes two areas for truck (e.g., garbage and delivery) and emergency vehicle access. The 60-space, self-park lot includes a loading zone area adjacent to the existing hotel building. This loading zone is a designated 150-foot by 25-foot area and does not have any overhead dumping restrictions. This loading zone provides direct access to the trash enclosure for garbage pick-up. In addition, there is an existing freight loading zone located on the east side of First Street, just north of the Paseo de San Antonio crosswalk. Both loading zones would remain available for truck use by the proposed hotel expansion.

The City of San Jose Fire Department additionally requires that all portions of the buildings are within 150 feet of a fire department access road, and requires a minimum of six feet clearance from the property line along all sides of the building.

As currently proposed, the north face of the building does not meet the 6-foot clearance requirement. The project should either provide the necessary clearance or consider the fire variance process for mitigation of non-compliance.

Pedestrian Access and Circulation

Existing sidewalks along the project frontage on First Street, as well as crosswalks at the nearby signalized intersections and the Paseo de San Antonio walk, provide pedestrian access to and from the project site. The network of sidewalks and crosswalks in the study area has good connectivity and provides hotel guests with safe routes to transit stops and other points of interest in the downtown area.

Many of the streets in the study area feature landscaping and wide sidewalks, which improve the pedestrian perceptions of comfort and safety, and provide a positive pedestrian experience. Pedestrian crosswalks with signal heads and accessible ramps exist at the nearby intersections of First Street/San Carlos Street, Market Street/San Carlos Street, and First Street/San Fernando Street. Additionally, mid-block crosswalks with unique pavement treatments exist along the Paseo de San Antonio walk at Market Street, First Street, Second Street, and Third Street.

Pedestrian access into the first-floor restaurant would remain via the existing entrance along First Street. The hotel expansion would include a new pedestrian entrance to the hotel lobby adjacent to the project frontage on First Street.

Proposed Modifications to Pedestrian Facilities on First Street

As previously described, the project proposes to construct five short-term passenger loading spaces for hotel registration purposes by cutting into the sidewalk along the hotel frontage on First Street. Construction of the passenger loading spaces would result in a narrowing of the sidewalk from 16.3 feet to 11.3 feet. The 11.3-foot reduced width sidewalk segment would span the length of the hotel frontage, or approximately 170 feet.

The project site is located within the City of San Jose Transit Mall, which is a pedestrian orientated corridor. First Street is designated as an Urban Structure Street per the Downtown Master Plan and has a Grand Boulevard roadway designation per the Envision San Jose 2040 General Plan. For these reasons, a reduction in sidewalk width in this area to accommodate the passenger loading spaces conflicts with City Policy. However, the City of San Jose has agreed to allow a nonstandard sidewalk at this particular location because a more desirable alternative to passenger loading for the hotel does not exist.

First Street and San Carlos Street Intersection Operations

The intersection of First Street and San Carlos Street was evaluated for potential vehicle queuing issues (see Table 4). Specifically, the eastbound left-turn movement was evaluated for vehicle queuing, since the project would add a noteworthy number of trips to this movement. The project would add 20 AM peak hour trips and 15 PM peak hour trips to this eastbound left-turn movement. Traffic counts were collected at this signalized intersection on Tuesday, December 6, 2016 to use in preparing the queuing analysis.

Queuing Analysis

Eastbound left-turn vehicle queues at the First Street/San Carlos Street intersection were estimated using the Poisson probability distribution method as follows: (1) the Poisson probability distribution was used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for the left-turn movement; (2) the estimated maximum number of left-turning vehicles in the queue was translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length was compared to the existing or planned available storage capacity for the left-turn movement. This analysis thus provides a basis for estimating future left-turn pocket storage requirements. The following traffic scenarios were evaluated for queuing issues: Existing, Existing + Project, Background, and Background + Project conditions.

Table 4
Vehicle Queuing and Left-Turn Storage Analysis

Intersection:	First Street & San Carlos Street	
Movement:	EBL	EBL
Peak Hour Period:	AM	PM
Existing		
Cycle[1] (sec)	80	100
Volume (vph)	80	81
Avg. Queue (veh)	1.8	2.3
Avg. Queue[2] (ft.)	44	56
95th %. Queue (veh)	4	5
95th %. Queue[2] (ft.)	100	125
Storage (ft.)	300	300
Adequate (Y/N)	Y	Y
Existing Plus Project		
Cycle[1] (sec)	80	100
Volume (vph)	87	95
Avg. Queue (veh)	1.9	2.6
Avg. Queue[2] (ft.)	48	66
95th %. Queue (veh)	4	6
95th %. Queue[2] (ft.)	100	150
Storage (ft.)	300	300
Adequate (Y/N)	Y	Y
Background		
Cycle[1] (sec)	80	100
Volume (vph)	85	85
Avg. Queue (veh)	1.9	2.4
Avg. Queue[2] (ft.)	47	59
95th %. Queue (veh)	4	5
95th %. Queue[2] (ft.)	100	125
Storage (ft.)	300	300
Adequate (Y/N)	Y	Y
Background Plus Project		
Cycle[1] (sec)	80	100
Volume (vph)	92	99
Avg. Queue (veh)	2.0	2.8
Avg. Queue[2] (ft.)	51	69
95th %. Queue (veh)	5	6
95th %. Queue[2] (ft.)	125	150
Storage (ft.)	300	300
Adequate (Y/N)	Y	Y

Notes:

[1] Vehicle queue calculations based on cycle length for signalized intersections.

[2] Assumes 25 feet per vehicle queued.

Results of the Queuing Analysis

The eastbound shared through/left-turn lane provides approximately 300 feet of vehicle storage (distance between intersections), or enough space for about 12 queued vehicles. Queuing issues currently do not occur during either the AM or PM peak hours, nor would any queueing issues occur under Existing Plus Project, Background, or Background Plus Project conditions. Under Existing Plus Project conditions, the 95th percentile queue is estimated to be 4 vehicles in length during the AM peak hour and 6 vehicles in length during the PM peak hour. Under Background Plus Project conditions, the 95th percentile queue is estimated to be 5 vehicles in length during the AM peak hour and 6 vehicles in length during the PM peak hour.

Conclusions

Overall, the site plan shows adequate access to the site and operational issues associated with curbside loading activities along the project frontage on First Street are not expected to occur as a result of the proposed expansion of the Four Points Hotel. The five proposed passenger loading spaces on First Street are expected to operate adequately based on existing traffic conditions observed in the field, the relatively low number of peak hour trips generated by the project, and the limited number of conflicting vehicular movements along First Street (a one-way street).

Attachments: Attachment A – Trip Generation Counts

Attachment A - Trip Generation Counts

AM Peak-Hour Volume Count

Count Date: 11/3/2017

	Registration Lot		Pick-Up/ Drop-Off		Pedestrian		60-Space Lot			
							Hotel Guest		Non-Hotel Guest	
Start Time	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
7:00 AM	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	4	1	4	1	0
7:30 AM	0	0	2	2	2	6	1	5	2	0
7:45 AM	0	0	3	3	3	8	1	6	3	0
8:00 AM	0	0	3	3	3	15	2	7	5	0
8:15 AM	0	0	3	3	4	22	3	8	7	0
8:30 AM	0	0	3	3	6	31	4	8	10	0
8:45 AM	0	0	5	5	8	33	5	9	13	0
9:00 AM	2	2	5	5	8	35	6	10	15	0

	Registration Lot		Pick-Up/ Drop-Off		Pedestrian		60-Space Lot				
							Hotel Guest		Non-Hotel Guest		Hourly
Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Totals**
7:00 - 8:00	0	0	3	3	3	15	2	7	5	0	38
7:15 - 8:15	0	0	3	3	3	18	2	4	6	0	39
7:30 - 8:30	0	0	1	1	4	25	3	3	8	0	45
7:45 - 8:45	0	0	2	2	5	25	4	3	10	0	51
8:00 - 9:00	2	2	2	2	5	20	4	3	10	0	50
Peak Volumes:	***0***	***0***	***2***	***2***	***5***	***25***	***4***	***3***	***10***	***0***	***51***

PM Peak-Hour Volume Count

Count Date: 11/3/2017

	Registration Lot		Pick-Up/ Drop-Off		Pedestrian		60-Space Lot			
							Hotel Guest		Non-Hotel Guest	
Start Time	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
4:00 PM	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	2	1	7	0	0
4:30 PM	0	0	0	0	4	3	2	7	0	0
4:45 PM	0	0	0	0	11	3	5	7	0	0
5:00 PM	1	0	0	0	14	3	6	8	0	0
5:15 PM	1	1	1	1	20	4	7	12	0	0
5:30 PM	2	2	3	3	22	7	8	12	0	0
5:45 PM	3	3	3	3	25	11	8	12	0	0
6:00 PM	3	3	3	3	27	14	11	13	0	0

	Registration Lot		Pick-Up/ Drop-Off		Pedestrian		60-Space Lot				
							Hotel Guest		Non-Hotel Guest		Hourly
Peak Hour	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**Totals**
7:00 - 8:00	1	0	0	0	14	3	6	8	0	0	32
7:15 - 8:15	1	1	1	1	19	2	6	5	0	0	36
7:30 - 8:30	2	2	3	3	18	4	6	5	0	0	43
7:45 - 8:45	3	3	3	3	14	8	3	5	0	0	42
8:00 - 9:00	2	3	3	3	13	11	5	5	0	0	45
Peak Volumes:	***2***	***3***	***3***	***3***	***13***	***11***	***5***	***5***	***0***	***0***	***45***