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Washington, DC 20410
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Environmental Assessment
Determinations and Compliance Findings for HUD-assisted Projects
24 CFR Part 58

Project Information

Project Name: West San Carlos Residential Project (Planning File No. H19-028)

Responsible Entity: City of San José

Grant Recipient (if different than Responsible Entity): Danco Communities, 5251 Ericson Way, Arcata, CA 95521, (707) 822-9000

State/Local Identifier:

Preparer: SHN on behalf of the City of San José

Certifying Officer Name and Title: Rosalynn Hughey, Director of Planning, Building and Code Enforcement

Consultant (if applicable): SHN, 1062 G Street, Suite I, Arcata, CA 95521, (707) 822-5785

Direct Comments to: Reema Mahamood, Planner III – Environmental Review, City of San José, Planning, Building & Code Enforcement, 200 E. Santa Clara Street Tower, 3rd floor, San José, CA 95113. reema.mahamood@sanjoseca.gov.

Project Location: The West San Carlos Residential Project is located at 750 West San Carlos Street, in San José, California (APN 264-15-003) (see Figure 1 – Project Region and Figure 2 – Project Area).

Project Site: The site is a 0.41-acre (17,860 square-foot [s.f.]) lot currently zoned Multiple Residence/Planned Development or R-M (PD) and located within the Diridon Station Area Plan (DSAP) boundary (see Attachment 16). Vehicular access to the project site currently occurs from West San Carlos Street. The San José Diridon station is located approximately 2,000 feet from the project site and is served by VTA, Caltrain, ACE, and Amtrak (see page 19 in Attachment 18). The nearest VTA bus stops are located less than ¼-mile to the west of the project site at the intersection of Lincoln Avenue and West San Carlos Street (see page 16 in Attachment 18). Topography on the project site is generally flat (<1%) and ranges from approximately 95 feet at the northern boundary of the property to approximately 97 feet at the southern boundary.

The project site currently contains a two-story commercial building that is vacant and recently sustained fire damage (see Figure 3 - Photos of Project Site). Historically over the years, the project site supported a variety of businesses including lumber companies, canning and dried fruit businesses, a grocery and liquor store, a billboard company, masonry contractors, an accounting firm, a roofing contractor, a property management company, a furniture and upholstery shop, an awning manufacturer, and a wood salvage recycling business.

Description of the Proposed Project [24 CFR 50.12 & 58.32; 40 CFR 1508.25]**:**
Danco Communities, the applicant, estimates the total cost of the West San Carlos Residential Project to be $63,281,665.00. The Santa Clara County Housing Authority (SCCHA) will be providing Section 8 housing assistance to the project in the form of Project Based Vouchers (PBVs) for 40 units, as authorized under Section 8 of the Housing Act of 1937, as amended. PBV housing assistance will be provided for an initial contract term of 20 years, with a possible automatic renewal of an additional 20 years, subject to annual appropriations from the federal government and SCCHA's determination that the owner is compliant with the Housing Assistance Payment contract and other applicable HUD requirements, for a total of forty (40) years. The estimated total funding for rental subsidy is $27,578,496 ($1,378,924 annually) for the initial 20-year term of the Housing Assistance Payment contract and contingent upon the availability of Section 8 funds as allocated by the federal government.

The applicant proposes to construct a seven-story building that would contain 80 units. Fifty-seven of the units (71%) would be one-bedroom units that would range in size from 606 s.f. to 771 s.f.. Twenty-three of the units (29%) would be two-bedroom units that would range in size from 857 s.f. to 1,006 s.f.. All these units, with the exception of the manager's unit, would be reserved for low-income renters. All units would be below 60% area median income (AMI), which would be ensured by recording a regulatory agreement with the California Tax Credit Allocations Committee, City of San José, and Santa Clara County. Supportive services would be provided by the County Office of Supportive Housing (OSH) outside of the project budget through OSH's approved providers and through a service provider funded by the applicant.

The project applicant would demolish an existing two-story, dilapidated commercial building and construct a seven-story building with six floors of residential over a one-level parking garage. The building would be comprised of five stories of Type IIIA construction over two stories of Type IA construction including an appropriate fire sprinkler system. The two stories of Type IA construction would contain one floor of residential units over one floor of parking. The street frontage along West San Carlos Street would include hardscape design elements such as benches and tree gates that would visually tie the development to others along the corridor and reinforce the design intent of the public streetscape and main project entry. The entry would include a security office, resident mailboxes, elevators, and stair access to the upper floors. The ground-level floor would provide 27 vehicle parking spaces, 9 motorcycle parking spaces, and 30 bicycle parking spaces. A bike room would also be provided on the 7th floor that would have 20 additional bicycle parking spaces. The applicant is requesting density bonus concessions for reduced setbacks (front, side, and rear). The applicant is also requesting a vehicle parking reduction under the State's density bonus law and AB744 for 100-percent affordable rental projects within one-half mile of a major transit stop.

Common spaces and amenities proposed for the project would primarily occur on the 1st and 7th floors and would include a lobby, outdoor garden area, common lounge with kitchen, fitness center, recreation/billiard room, group meeting room, counseling rooms, rooftop terrace, and laundry facilities. The private rooftop terrace would include shade and sitting areas with amenities such as outdoor dining tables, barbeque grills, and fire pits. The views to downtown and the surrounding urban core, as well as adjacency to the light rail station, would emphasize a sense of belonging to the community for the residents.

Other proposed site improvements for the project include sidewalk and driveway improvements, new walkways, utility infrastructure, landscaping, outdoor lighting, signage, and stormwater management improvements.

During operation, the apartment building would include an onsite property manager and 24-hour security. Surveillance cameras would be installed to monitor the building perimeter, including the street frontage along West San Carlos Street. Project construction is expected to begin late 2020 and be completed within 18 months.

Statement of Purpose and Need for the Proposal [40 CFR 1508.9(b)]:
Danco Communities proposes a 94,056 s.f., seven-story affordable housing development with seventy-nine (79) income-restricted rental housing units and one (1) market rate manager's unit for a total of 80 units. The table below shows the income levels that would be served by the proposed project.

Project Income Requirements

Unit Type	AMI Rent	# of Units
One-Bedroom		**57**
	30%	28
	50%	15
	60%	14
Two-Bedroom		**22**
	30%	12
	50%	5
	60%	5
Total		**79**

The City of San José's 2014-2023 Housing Element identifies the need for affordable housing as a major housing issue. This proposed project would assist in meeting the need for affordable housing in the City and is consistent with the following policies in the San José Housing Element (see Attachment 11, Appendix B-12, B-13, and B-15):

> Policy H-2.1: Facilitate the production of extremely low-, very low-, low-, and moderate-income housing by maximizing use of appropriate policies and financial resources at the federal, state, and local levels; and various other programs.
>
> Policy H-2.4: Allow affordable residential development at densities beyond the maximum density allowed under an existing Land Use/Transportation Diagram

designation, consistent with the minimum requirements of the State Density Bonus Law (Government Code Section 65915) and local ordinances.

Policy H-2.7: Support strategies in collaboration with other jurisdictions and agencies to end homelessness by creating permanent housing solutions combined with services such as medical, education, and job placement.

Policy H-3.5: Prioritize housing resources to assist those groups most in need, or to those geographic locations in the City that most require investment in order to improve neighborhood blight conditions.

Policy H-4.2: Minimize housing's contribution to greenhouse gas emissions, and locate housing, consistent with our City's land use and transportation goals and policies, to reduce vehicle miles traveled and auto dependency.

Policy H-4.3: Encourage the development of higher residential densities in complete, mixed use, walkable and bikeable communities to reduce energy use and greenhouse gas emissions.

As referenced in Section III of the City of San José General Plan Housing Element (2014-2023), the City assumed 50 percent of its very low-income regional housing needs allocation (RHNA) would be extremely low-income households. Thus, the City projected a need to house approximately 4,616 extremely low-income households, i.e., households with income less than 30 percent of area median income. It is recognized in the RHNA that many extremely low - income households would be seeking rental housing and most likely will face housing problems including overpayment, crowding, or substandard housing conditions. The projected and existing need for rental housing for extremely low-income households between 2015-2023 is projected to be approximately 28,456 units in the City of San José. The proposed project would help meet the existing and projected demand for housing to serve extremely low income and low-income households in the City.

Existing Conditions and Trends [24 CFR 58.40(a)]:
The project site (APN 264-15-003) is located in San José, California. The lot is approximately 0.41 acre and contains an existing vacant building (see Figure 3 - Photos of Project site). The site is located within the boundaries of the Diridon Station Area Plan (DSAP). The DSAP encourages the enhancement of the existing neighborhoods and addition of high-density residential-commercial mixed-use development within the area to act as a catalyst for similar developments in surrounding areas (see Attachment 10, pg. 1-5). In 2014, the City of San José certified the Diridon Station Area Plan Final Environmental Impact Report (EIR).

Land uses surrounding the site consists of the following (see Figure 2 - Project Area):

North: To the north of the project site is West San Carlos Street which has retail businesses and light industrial development including the Black Cat Collective Vintage Emporium, Sam's Downtown Feed and Pet Supply, and S&S Welding.
South: To the south is the Caltrain railroad line with multi-family residential development adjacent to the railroad tracks.

East: To the east is Coast to Coast Trucking School, the Caltrain railroad line, and residential development adjacent to the railroad tracks.
West: To the west are multi-family residential developments and commercial uses.

According to the U.S. Census, San José experienced a growth rate of 8.2 percent between 2010 and 2018. The Santa Clara County average annual growth rate during this time period was 8.8 percent (see Attachment 24). The California Department of Finance reports a 0.0 percent growth in population from 2018 to 2019 in the City of San José. The Santa Clara County growth rate from 2018 to 2019 was 0.3 percent (see Attachment 5). The 80 units proposed by the project would be consistent with the RHNA projections through 2040.

Funding Information

Grant Number	HUD Program	Funding Amount
N/A	Section 8 PBVs – 40 units	$27,578,496*

***$1,378,924 annually for 20 years

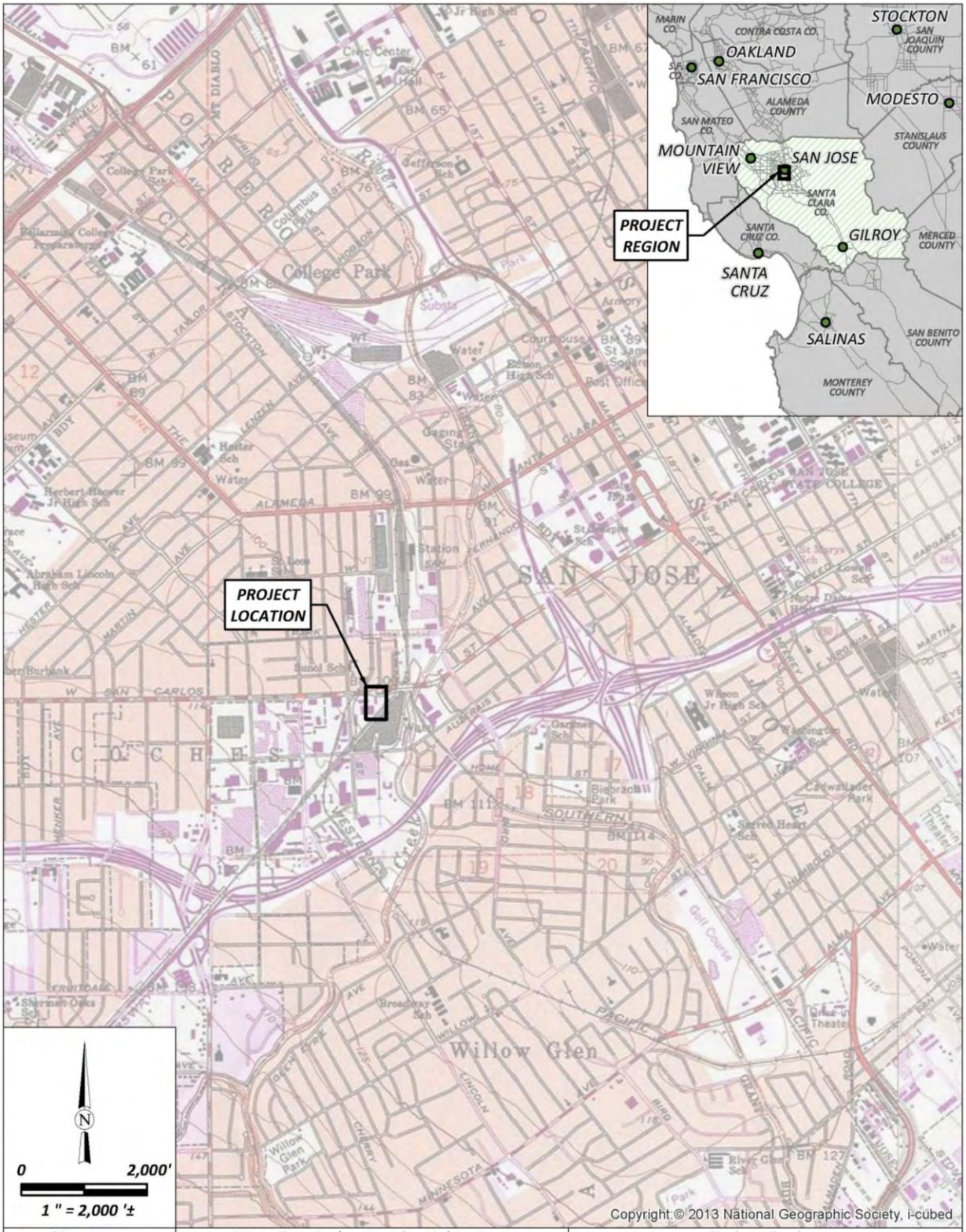
Estimated Total HUD Funded Amount: $27,578,496
Estimated Total Project Cost (HUD and non-HUD funds) [24 CFR 58.32(d)]**:**

Construction Costs:	$43,289,904
Non-Construction Costs:	$19,991,761
Total:	**$63,281,665**

Figures and Tables
The figures and tables listed below follow.

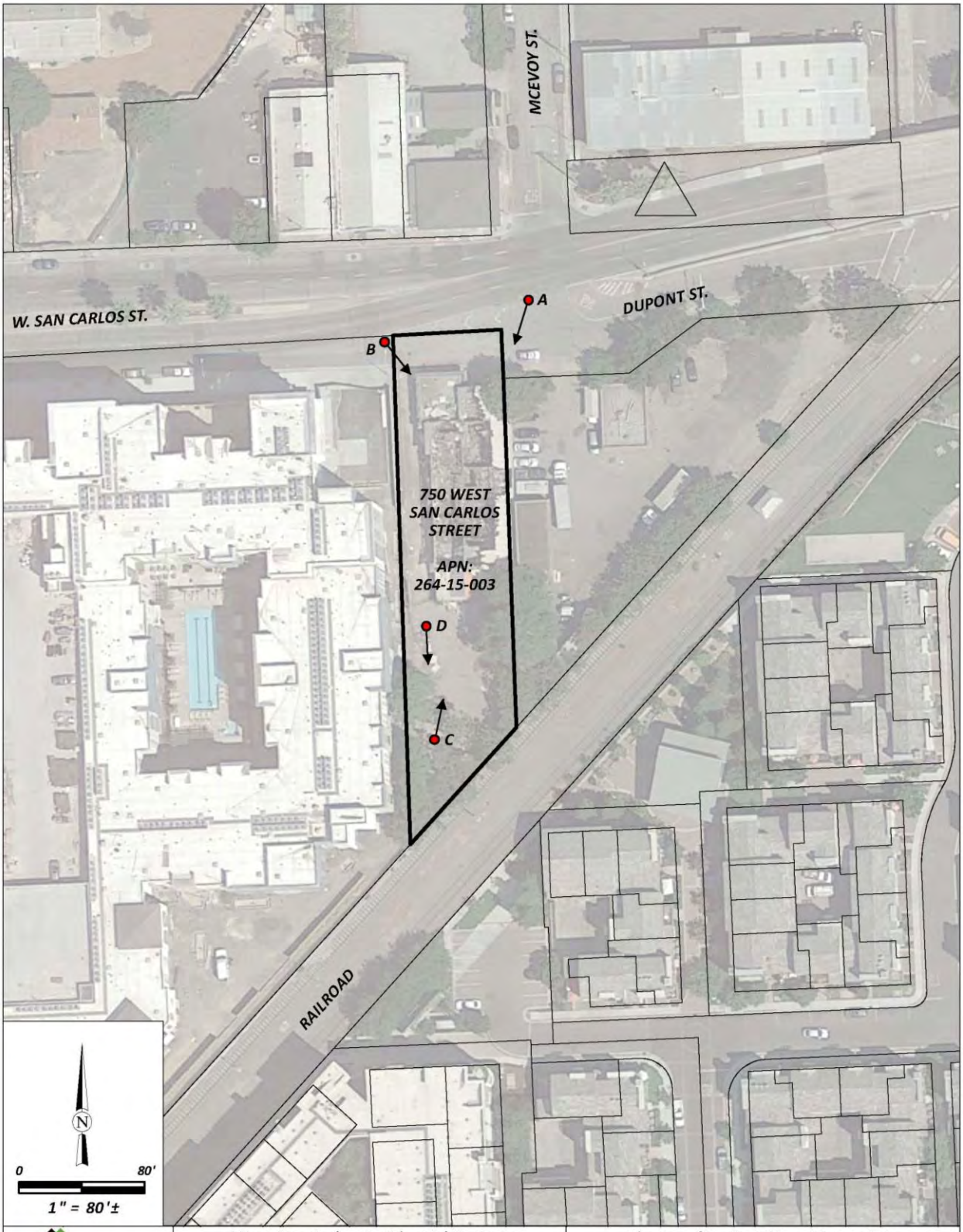
Project Figures

Project Tables



SHN	West San Carlos Residential Project NEPA EA San Jose, California	Project Region SHN 019027
September 2019	NEPA_EA_Fig1_ProjectRegion	Figure 1

SHN	West San Carlos Residential Project NEPA EA San Jose, California	Project Area SHN 019027
September 2019	NEPA_EA_Fig2_ProjectArea	Figure 2



SHN	West San Carlos Residential Project NEPA EA San Jose, California	Photos of Project Site - Viewpoints SHN 019027
January 2020	NEPA_EA_Fig3_ProjectViewpoints	Figure 3

Figure 3. Photos of Project Site

Viewpoint A: Project Site Looking Southwest from West San Carlos Street

Source: Google Earth

Viewpoint B: Project Site Looking Southeast from West San Carlos Street

Source: Google Earth

Figure 3. Photos of Project Site

Viewpoint C: Rear of Project Site Looking North

Source: Archaeological Resource Service

Viewpoint D: Rear of Project Site Looking South

Source: Archaeological Resource Service

Site Development Permit Resubmittal H19-028(AB2162)

November 6th, 2019

750 West San Carlos Residential

San Jose, California

Sheet Index

Project Description

The project is under Supportive Housing Streamlined Approval (AB2162) process.

The project includes demolition of the existing building on the 0.41 acre site and the construction of an 80 unit 100% affordable rental housing project. All units will be below 60% AMI will be ensured affordability by recording a regulatory agreement with the California Tax Credit Allocations Committee, City of San Jose, and Santa Clara County. The proposed new building will have 6 floors of residential over one level parking garage. Building construction to be 5 stories of type III A over 2 stories of type IA fully fire sprinklered. The 2 stories of type IA construction will contain one floor of residential units over one floor of parking. The ground level parking floor will contain 27 parking spaces. 40 units will be reserved for special needs population.

Building shall be provided with an automatic fire extinguishing system in accordance with California Fire Code 903.2 and San Jose Fire Code 17.12.630. Systems serving more than 20 heads shall be supervised by an approved central, proprietary, or remote service to the satisfaction of the Fire Chief. Building occupancy is R-2 and S-2. This building is not a speculative building or built for lease (office area and retail spaces). This new building will provide a fire alarm system per California Building Code section 917.2. Emergency responder radio coverage (ERRC) is required throughout the area of each floor of the building. Lock boxes shall be provided to the satisfaction of the Chief Building Official and Fire Chief.

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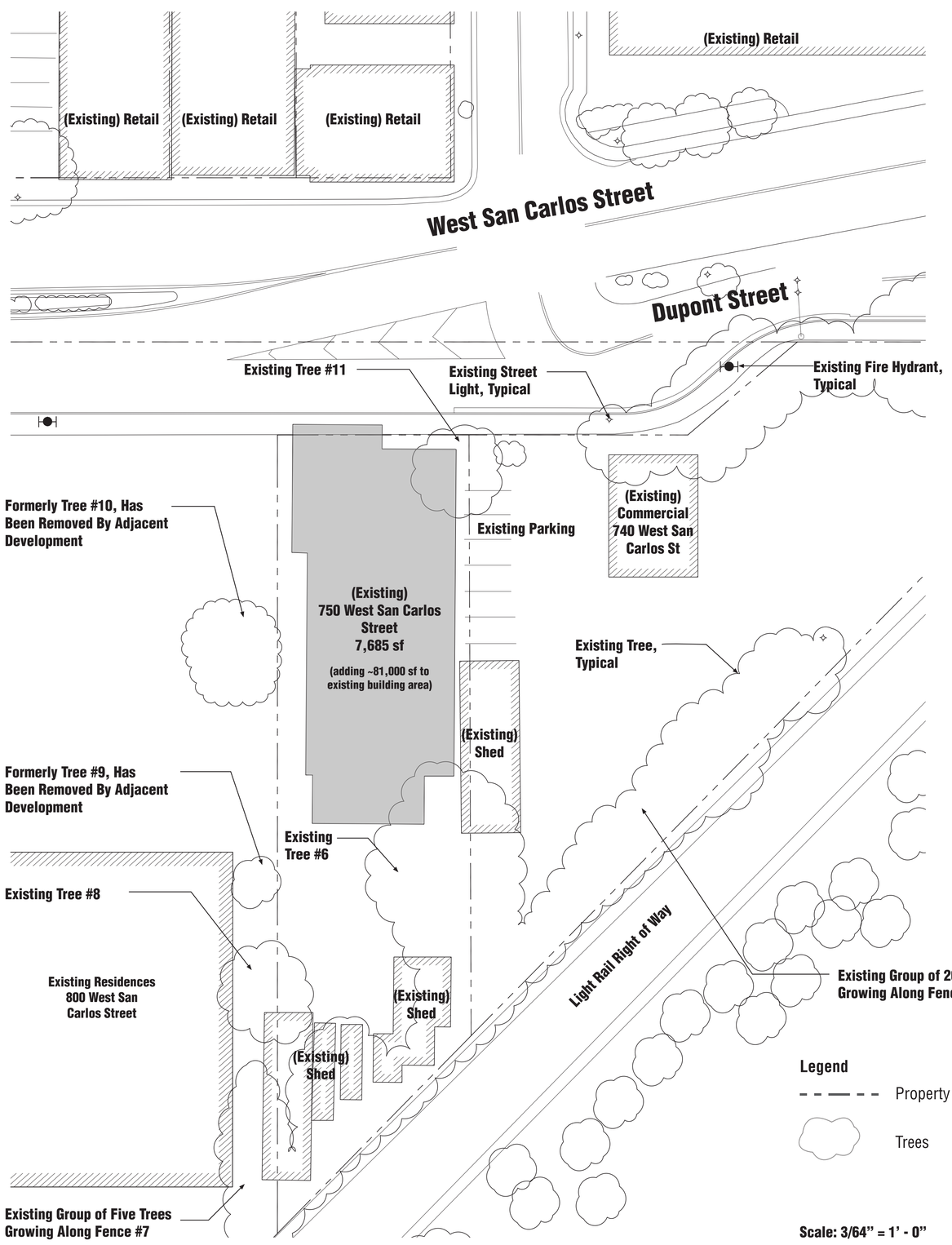

Site Photos

View A

View B

Vicinity Map

750 West San Carlos Residential

San Jose, California

Existing Site Plan

SGPA Project No.: 21648-P01
City of San Jose Planning No.: H19-028

11.06.2019

Figure 4 - Project Plans

N 0' 32' 64'

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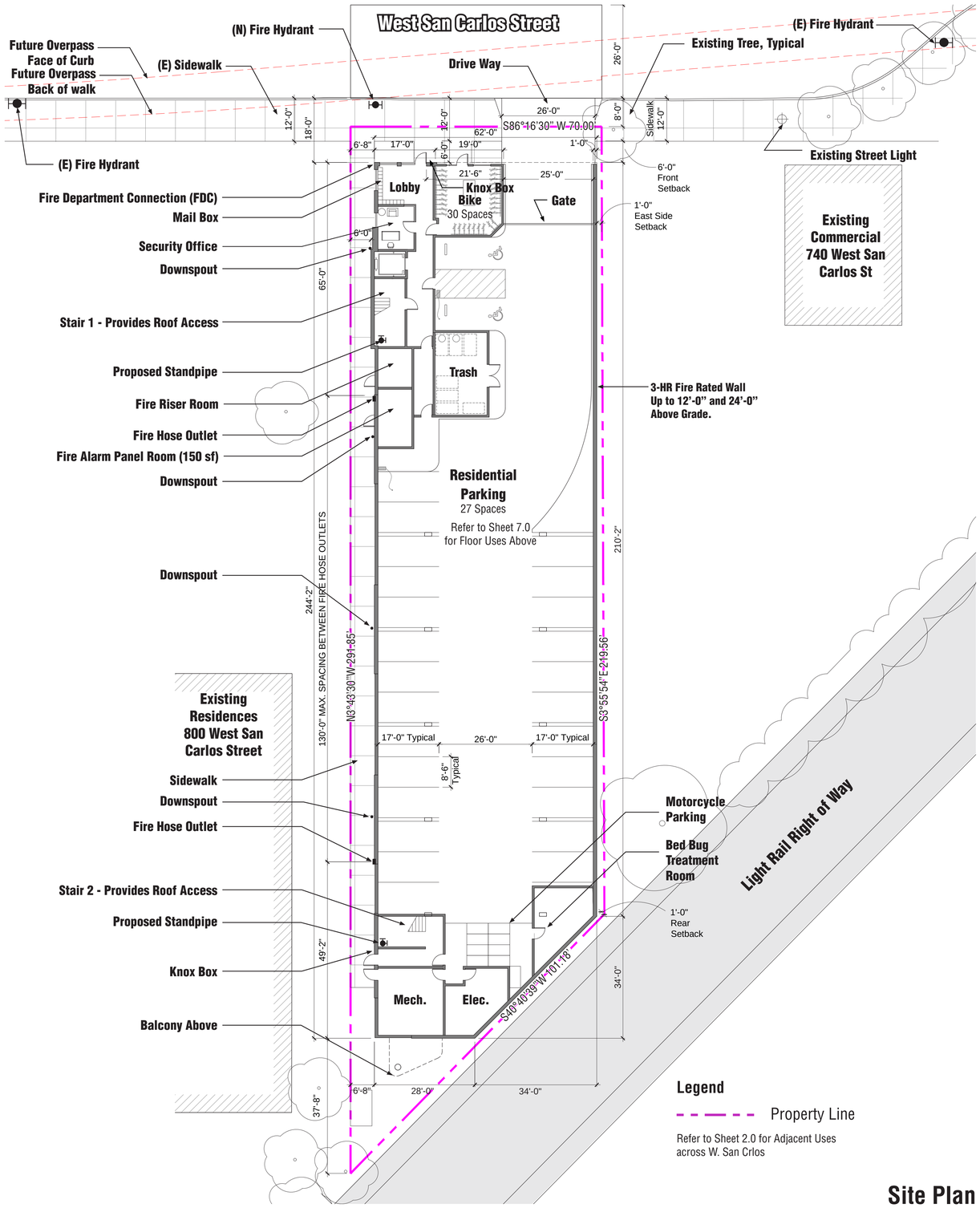

Site Plan

750 West San Carlos Residential

San Jose, California

Building Area Calculations

	Description	Residential Gross Unit Area	Residential Circulation & Service Area	Residential Amenity Area	Parking Parking	Total Gross Interior Building Area	Exterior Balconies and Roof Decks
Floor 1	Ground Level	0	3,047	-	11,001	14,048	-
Floor 2	First Residential Level	10,515	2,153	160		12,828	787
Floor 3	Second Residential Level	10,303	2,143	160		12,606	708
Floor 4	Third Residential Level	10,303	2,143	160		12,606	708
Floor 5	Fourth Residential Level	10,303	2,143	160		12,606	708
Floor 6	Fifth Residential Level	10,303	2,143	160		12,606	708
Floor 7	Sixth Residential Level	5,668	2,751	3,430		11,849	1,288
Totals		**57,395**	16,523	4,230	11,001	**89,149**	**4,907**

Total Interior Building + Exterior Balcony and Roof Decks: **94,056**

Land Use

Use	Area	Percentage of Lot
Building	14,048 SF	77.98%
Walkway Hardscape / Landscape (West	1,570 SF	8.71%
planting, Front & rear yards)	1,102 SF	6.12%
Sideyard	359 SF	1.99%
Water Retention	236 SF	1.31%
Driveway	700 SF	3.89%
Total	18,015 SF	100%

Units by Floor / Parking

	1-Bedroom Unit Type 1A 606	Type 1B 664	Type 1C 678	Type 1D 606	Type 1C2 771	Type 1D2 661	2-Bedroom Unit Type 2A 1,006	Type 2B 954	Type 2C 857	Total
Floor 2	7	6	0	0	1	1	0	0	1	**16**
Floor 3	7	0	1	1	0	0	2	2	1	**14**
Floor 4	7	0	1	1	0	0	2	2	1	**14**
Floor 5	7	0	1	1	0	0	2	2	1	**14**
Floor 6	7	0	1	1	0	0	2	2	1	**14**
Floor 7	4	0	1	1	0	0	1	1	0	**8**
Total Unit Count	**39**	**6**	**5**	**5**	**1**	**1**	**9**	**9**	**5**	**80**
% Mix	49%	8%	6%	6%	1%	1%	11%	11%	6%	100%
			69%						**29%**	

Parking Count Proposed	**33** (Including 2 Accessible Parking Spaces)
Motorcycle Parking	**9**
Bicycle Parking Proposed	**50**

Units Mix Table

Description	Gross Unit Area (sf)	Number of Unit	Gross Unit Area Total (sf)
1A	606	37	22,422
1AM Mobility	606	2	1,212
1B	664	6	3,984
1C	678	3	2,034
1CM Mobility	678	2	1,356
1D	606	3	1,818
1DM Mobility	606	2	1,212
1C2	771	1	771
1D2	661	1	661
2A	1,006	7	7,042
2AM Mobility	1,006	2	2,012
2B	954	9	8,586
2C	857	5	4,285
Total	717 (Average)	80	**57,395**

Private Open Space

Description	Balcony (sf)	Number of Unit	Total Area (sf)
1A	-	37	-
1AM Mobility	-	2	-
1B	115	6	690
1C	61	3	183
1CM Mobility	61	2	122
1D	61	3	183
1DM Mobility	61	2	122
1C2	-	1	-
1D2	-	1	-
2A	74	7	518
2AM Mobility	74	2	148
2B	134	9	1,206
2C	170 / 97	5	777
Total		80	**3,949**

Common Open Space

Description	Yard/Terrace	Amenity
Floor 1	639 SF	
Floor 2		160 SF
Floor 3		160 SF
Floor 4		160 SF
Floor 5		160 SF
Floor 6		160 SF
Floor 7	745 SF	3,430 SF
Total	**1,384** SF	**4,230** SF

Total Common Open Spaces + Amenity **5,614** SF

Total Private Open Spaces + Common Open Space **9,563** SF

Support Services Area Requirements

Residential Circulation & Service Area	16,523	sf
Residential Amenity Area	4,230	sf
Total Non Residential Floor Area	20,753	sf
Required Support Services Area	**623**	**sf (3% of 20,753 sf)**
Service Coordinator's Office	195	sf
Group Meeting Room	385	sf
Common Room	738	sf
Provided Support Services Area	**1,318**	**sf (meets requirement)**

Project Data

Lot Area:	0.41 Acres
Zoning:	R-M (Multiple Residence) Planning File No.: H19-028
General Plan:	Transit Residential
Assessor's Parcel No.:	264-15-003
Proposed Dwelling Units:	80
Building Height Limit:	130' per Diridon Station Area Plan
Proposed Height:	85'
Proposed Amenity Non-Residential	
Gross Floor Area:	4,230 SQ. FT.
Proposed On Site Parking:	27 Parking

Residential Density for Diridon Station Area Plan and General Plan - Transit Residential

Required Allowable Density	Proposed Density
65-250 DU/ACRE	195 DU/AC

Max Allowed Units	Proposed Units
103	80

Density Bonus and Parking Reduction Request

Requested Incentives/Concessions

The setback reductions are needed to provide adequate land area to physically fit 80 units and 27 parking spaces in a building less than 85' in height. Without the setback reductions the building would have to add an extra floor and it would exceed 85'. The building code requires a building that is taller than 85' to be constructed with a higher cost construction type and higher cost life safety measures. The applicant requests the following three concessions:

1. Density bonus concession for the side/interior setback: For the East side setback, the applicant requests a density bonus concession to reduce required minimum 5' setback to a minimum 1' setback. (setback reduction of 4').
2. Density bonus concession for the rear setback: For the rear setback, the applicant requests a den sity bonus concession to reduce the required 25' setback to 1'. (setback reduction of 24').
3. Density bonus concession for the front setback: For the front setback, the applicant requests a density bonus concession to reduce the required 10' setback to 6'. (setback reduction of 4').

Requested Parking Reduction

The project meets the minimum Parking Requirements pursuant to AB744 (State Density Bonus Law) and pursuant to AB 2162 (Section 65664). Pursuant to AB 2162, Section 65664, the City cannot impose any minimum parking requirements for the supportive housing units if the site is within one-half of mile of a public transit stop. The project is located within one-half mile of a VTA bus stop and the Diridon Transit Station. Therefore, 40 units of special needs individuals are parked at 0 spaces per unit, 39 lower income units are parked at 0.5 spaces per unit, and one manager's unit is parked at 1.25 spaces per unit. (40x0) + (39x0.5) + (1x1.25) = 20.75 spaces, round up to 21 spaces required. Therefore, the total required parking spaces shall be 21 spaces. The project provides 27 spaces.

Vicinity Map

Site Plan and Project Infomation

SGPA Project No.: 21648-P01
City of San Jose Planning No.: H19-028

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Figure 4 - Project Plans

N 0' 16' 32'

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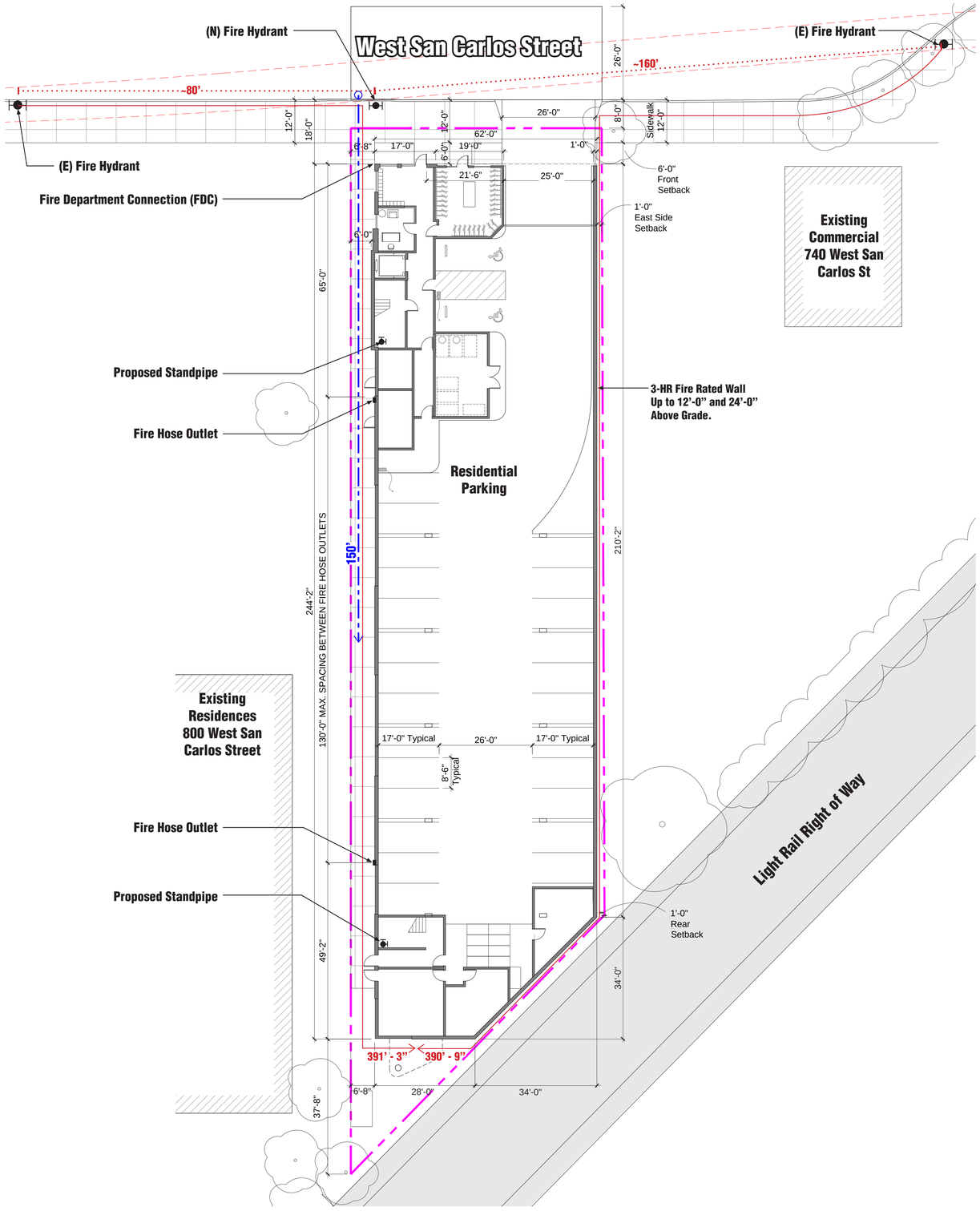

Legend

- Property Line
- 150' Range Fire Hose Access
- Fire Hose Access Route Distance
- Dimension Between Hydrants

750 West San Carlos Residential

San Jose, California

Fire Access Plan

SGPA Project No.: 21648-P01
City of San Jose Planning No.: H19-028

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Figure 4 - Project Plans

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0' 16' 32'

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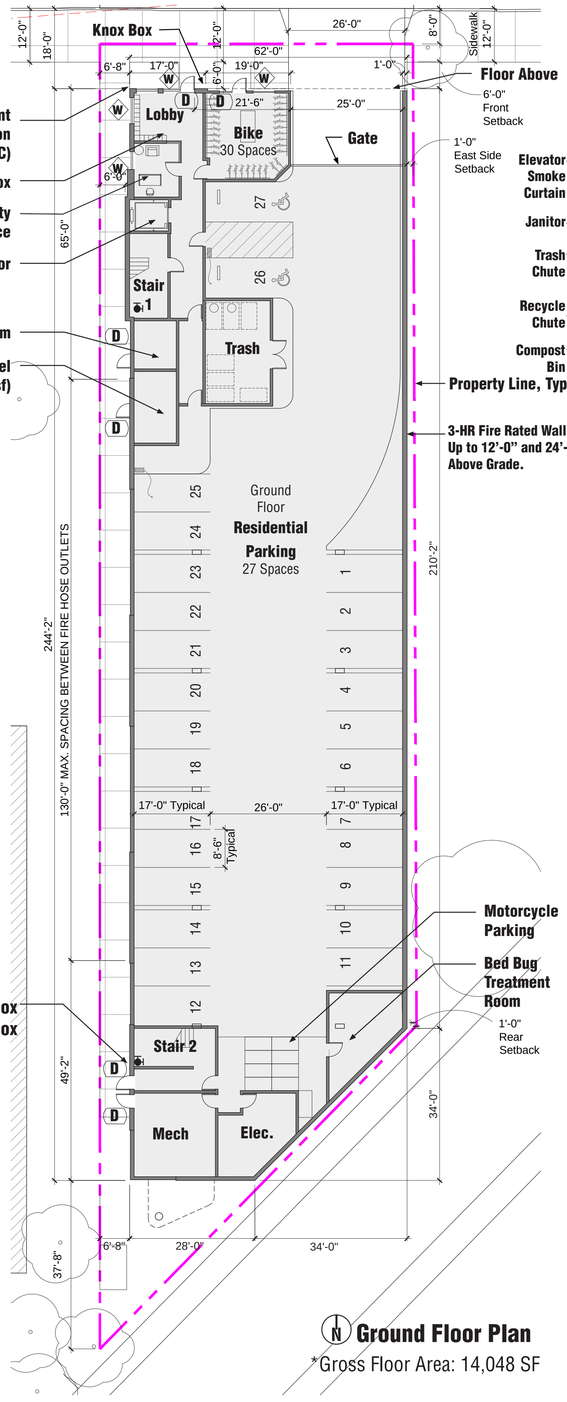
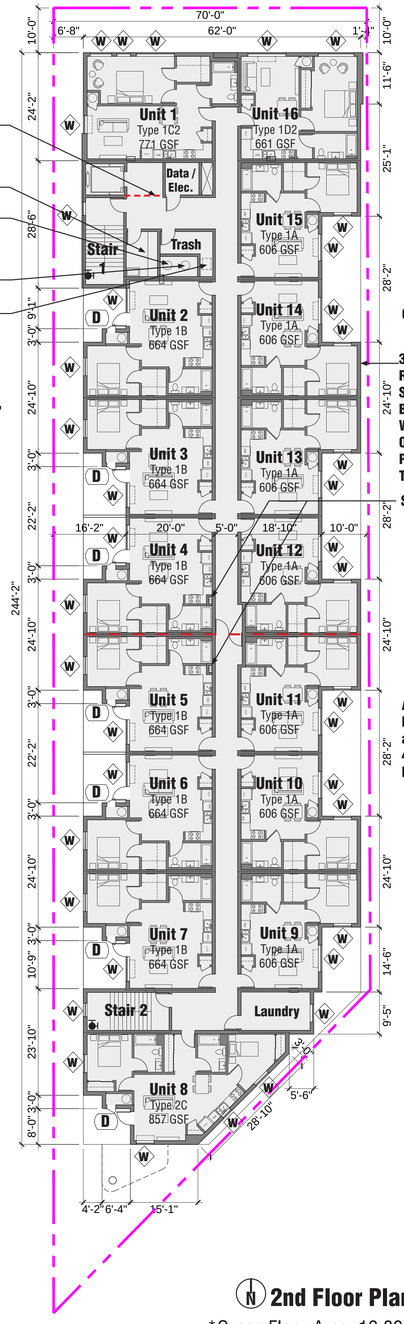


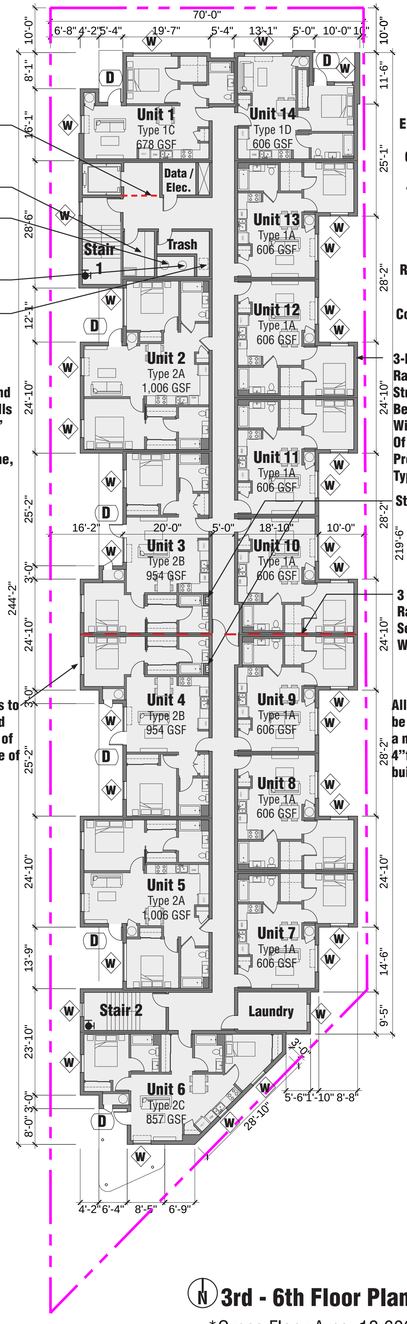
Ground Floor Plan

*Gross Floor Area: 14,048 SF



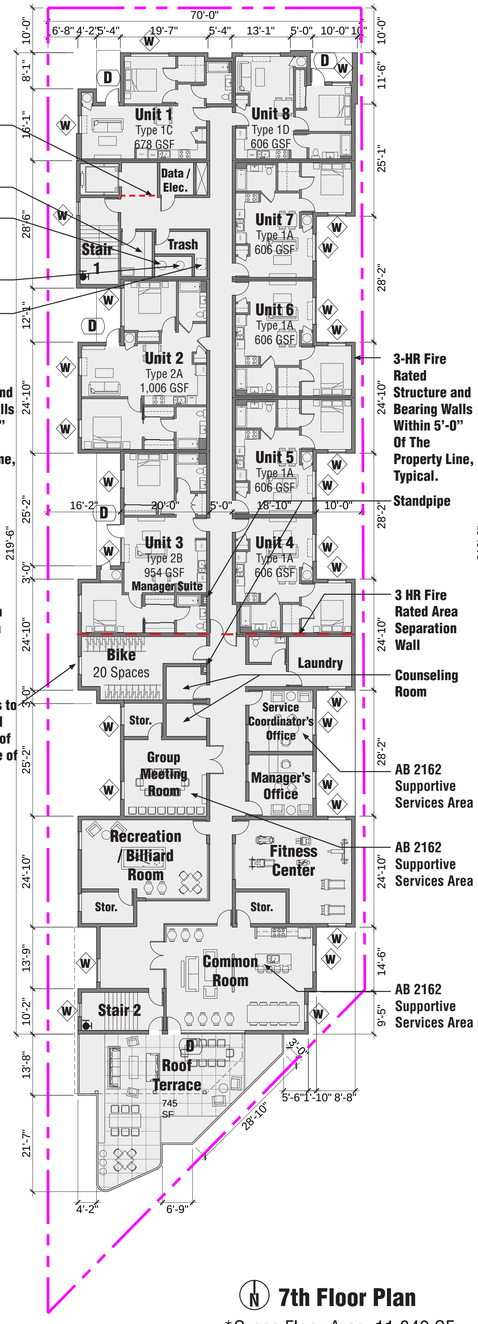
2nd Floor Plan

*Gross Floor Area: 12,828 SF
Gross Unit Area: 10,515 SF



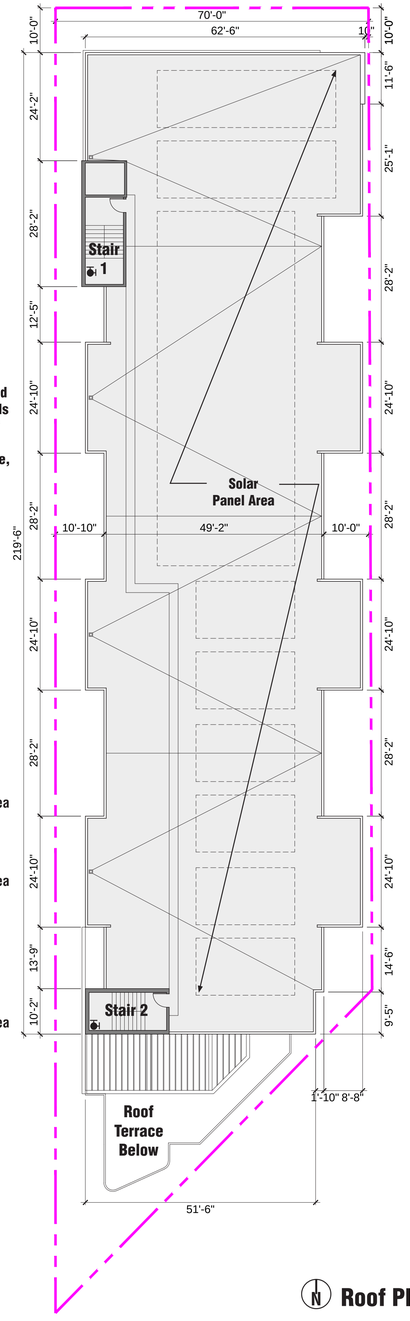
3rd - 6th Floor Plan

*Gross Floor Area: 12,606 SF
Gross Unit Area: 10,303 SF



7th Floor Plan

*Gross Floor Area: 11,849 SF
Gross Unit Area: 5,668 SF



Roof Plan

Fire Department Notes:
a. All buildings under construction, three or more stories in height, shall have at least one standpipe for use during construction. Such standpipe shall be provided with fire department hose connections. Locations(s) and numbers of standpipes shall be reviewed and approved by the Fire Department.
b. Building Street numbers shall be easily visible from the street at all times, day and night.

Note:
* Gross square footage listed includes all balcony, patio, and terrace spaces that are more than 50% enclosed.
** Elevator shall meet California Building Code chapter 30 Medical Emergency Service Elevator.
*** Provide a manual switch in the fire alarm panel room to turn on the Carbon Dioxide removal system.

Legend
- Property Line
- Window
- Door

750 West San Carlos Residential

San Jose, California

Floor Plans

SGPA Project No.: 21648-P01
City of San Jose Planning No.: H19-028

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Figure 4 - Project Plans

0' 16' 32'

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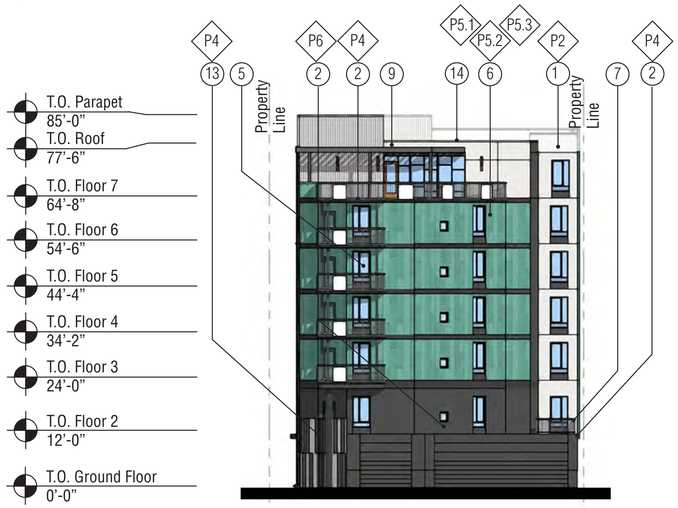
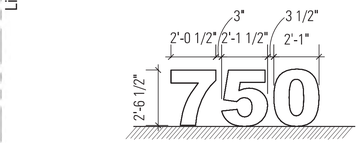
EAST ELEVATION

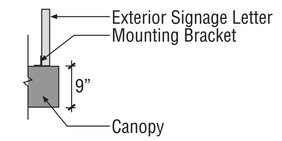


SOUTH ELEVATION

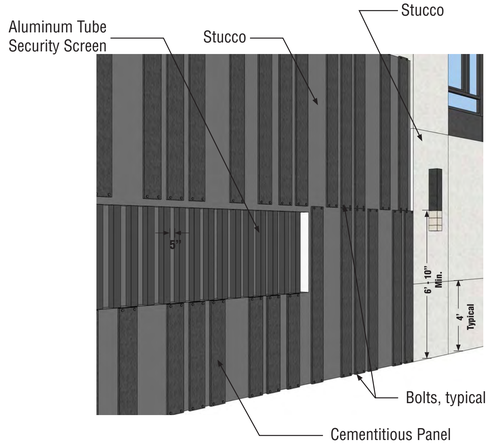
NORTH ELEVATION

WEST ELEVATION





(1) Conceptual Building Signage N.T.S.
Note: Street numbers of the buildings shall be easily visible from the street at all times, day and night.



(2) Garage Screening Mechanism

Colors

- P1 Benjamin Moore 2124-30 Deep Silver
- P2 Benjamin Moore 2132-60 Metallic Silver
- P3 Benjamin Moore 2122-70 Snow White
- P4 Benjamin Moore 1596 Nightfall
- P5.1 Benjamin Moore 740 Harbor Side Blue
- P5.2 Benjamin Moore 741 San Jose Blue
- P5.3 Benjamin Moore 742 Largo Teal
- P6 Benjamin Moore 1609 Temptation

Materials

1. Corrugated Metal Siding
2. Cement Plaster
3. Metal Canopy
4. Composite Architectural Panel - Wood Texture
5. Aluminum Window
6. Composite Architectural Panel
7. Aluminum Guardrail
8. Aluminum Storefront Window System
9. Metal / Wood Trellis
10. Translucent Glass Roll Up Garage Door
11. Wall Sconce
12. Signage & Address Numbers
13. Cementitious Panel / Board
14. Aluminum Tube Security Screen
15. Green Wall
16. Drain Leader
17. Louver

Note: The General Plan, Transit Residential District, Does Not Specify A Height Limit; It Specifies A Building To Be 5 To 25 Stories

750 West San Carlos Residential

San Jose, California

Elevations

SGPA Project No.: 21648-P01
City of San Jose Planning No.: H19-028

11.06.2019

Figure 4 - Project Plans

N

0' 16' 32'

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LONGITUDINAL SECTION

CROSS SECTION

③ Elevation of Ground Floor

Note: Refer to sheet 8.1 for Color and Materials and Keynotes legend.

750 West San Carlos Residential

San Jose, California

Sections

SGPA Project No.: 21648-P01
City of San Jose Planning No.: H19-028

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Figure 4 - Project Plans

N

0' 16' 32'

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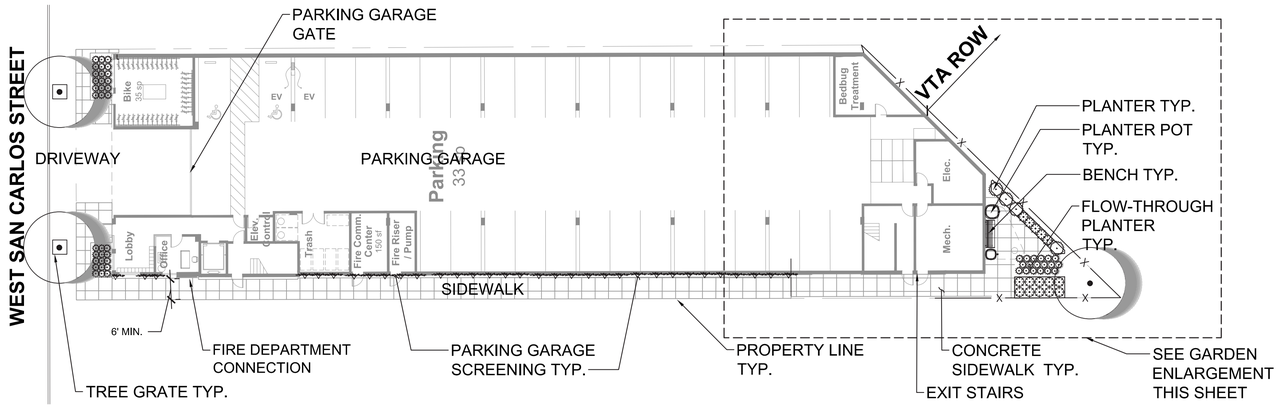

GROUND FLOOR: STREETSCAPE & PERIMETER

GRAPHIC SCALE IN FEET
0 10 20 40
SCALE: 1" = 20'-0"

NORTH

GENERAL NOTES:

1. DESIGN SHALL MEET ALL APPLICABLE STATE AND LOCAL CODES.
2. SEE CIVIL PLANS FOR GRADES, STORMWATER MANAGEMENT, AND ADA PATH OF TRAVEL.
3. LIGHTING TO BE LOW LEVEL AND DARK SKY COMPLIANT.
4. VERIFY EXISTING SITE INFORMATION, INCLUDING BUT NOT LIMITED TO; GRADES, UTILITIES, PROPERTY LINES, SETBACKS, EASEMENTS, LIMITS OF ROADWAYS, CURBS AND GUTTERS.
5. STREET TREES SHOWN IN THE PUBLIC RIGHT-OF-WAY ARE FOR INFORMATION ONLY. THE PLANNING PERMIT DOES NOT AUTHORIZE THE INSTALLATION OR REMOVAL OF TREES IN THE PUBLIC RIGHT-OF-WAY. ACTUAL STREET TREE LOCATION WILL BE DETERMINED BY PUBLIC WORKS AT THE IMPLEMENTATION STAGE ON THE PUBLIC IMPROVEMENT PLAN. THE INSTALLATION OR REMOVAL OF THE STREET TREES REQUIRES A PERMIT FORM THE DEPARTMENT OF TRANSPORTATION. THE CITY ARBORIST WILL SPECIFY THE SPECIES.

IRRIGATION NOTES:

1. ALL PLANT GROUPS ARE LAID OUT BY WATER ZONES DEPENDING ON WATER NEEDS. ALL PLANTING IS WATERED BY SUB-SURFACE DRIP OR BUBBLERS. THE NEW IRRIGATION CONTROL SYSTEM WILL CONNECT TO A WEATHER SENSOR AND BACKFLOW PREVENTOR. ALL COORDINATION SHALL BE DONE WITH THE CLIENT'S REPRESENTATIVE.
2. ALLOW ONE VALVE MINIMUM PER HYDRO ZONE IN EACH PLANTER.

PLANTING & WATER USE NOTES:

1. ALL PLANT GROUPS ARE DESIGNED FOR LOW WATER USE, AND LAID OUT BY WATER ZONES DEPENDING ON WATER NEEDS. ALL PLANTING IS WATERED BY SUB-SURFACE DRIP OR BUBBLERS.
2. ALL GROUNDCOVER PLANTING AREAS ARE EXPECTED TO UNIFORMLY PROVIDE COMPLETE COVER OVER THE PLANTING AREA IN TWO (2) YEARS. ALL SHRUB PLANTING AREAS ARE EXPECTED TO UNIFORMLY PROVIDE COMPLETE COVER OVER THE PLANTING AREA IN FIVE (5) YEARS.
3. ALL NEW PLANTING AREAS SHALL HAVE A MINIMUM 3" DEPTH LAYER OF ORGANIC MULCH APPLIED. STABILIZING MULCH PRODUCTS SHALL BE APPLIED TO SLOPES OF 3 TO 1 OR GREATER.
4. INCLUDE 3 INCHES OF COMPOSTED, NON-FLOATABLE MULCH IN AREAS BETWEEN STORMWATER TREATMENT PLANTINGS.

GROUND FLOOR: GARDEN ENLARGEMENT

GRAPHIC SCALE IN FEET
0 5 10 20
SCALE: 1" = 10'-0"

NORTH

DESIGN INTENT:

The design of the outdoor spaces at 750 West San Carlos Street will acknowledge, as well as, compliment the planned enhancements to the West San Carlos Street Corridor. An entry, with street trees and a hardscape design which visually ties the development to others along the corridor, will offer an inviting experience for residents and guests alike. Additionally, hardscape elements such as, benches and tree grates will reinforce the design intent of the public streetscape and main project entry. A private rooftop terrace will offer residents an outdoor experience which is flexible to any lifestyle. Ample shade and sitting areas will provide respite, while amenities such as, outdoor dining tables, and barbeque grills and fire pits will be attractive areas for entertaining. The views to downtown and the surrounding urban core, as well as, adjacency to the light rail station, will emphasize a sense belonging to the community for residents.

Acting as an important buffer, a storm water basin along the south property line, will utilize environmentally sensitive engineering and landscaping methods to create a visually stimulating accent zone. Keen use of water conservation practices through planting, soil, and irrigation will be incorporated into this area of the project. The design of all hardscape and landscape areas will strive to use local and natural materials whenever possible, all while emphasizing the sophisticated contemporary 'language' and architectural style of the West San Carlos Street Corridor.

PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL / COMMON NAME	CONT	CAL.	SIZE	WUCOLS	IRRIGATION
	PY	3	Platanus x acerifolia `Yarwood` / London Plane Tree	24"box	-	10`-12` Ht. x 3`-4` Spr.	M	BUBBLER

SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	SPACING	WUCOLS	IRRIGATION
	CK2	15	Calamagrostis x acutiflora `Karl Foerster` / Feather Reed Grass	1 gal	36" O.C.	M	DRIP
	DB	51	Dietes bicolor / Fortnight Lily	1 gal	24" O.C.	L	DRIP
	HT2	33	Hardenbergia violacea `Happy Wanderer` / Lilac Vine Trellis	5 Gal.	60" O.C.	L	DRIP
	MR2	4	Muhlenbergia rigens / Deer Grass	1 gal	48" O.C.	L	DRIP

MATERIALS LEGEND

SYMBOL	QTY	DESCRIPTION
	1,743 sf	Standard Concrete Paving
	1 each	Bench
	2 each	Planter Pot
	3 each	Flow-Through Planter
	2 each	Tree Grate

750 West San Carlos Residential

San Jose, California

Conceptual Landscape Plan - Ground Level

Kimley»Horn
100 WEST SAN FERNANDO STREET, SUITE 250
SAN JOSE, CA 95113
PHONE: 669-800-4130
WWW.KIMLEY-HORN.COM

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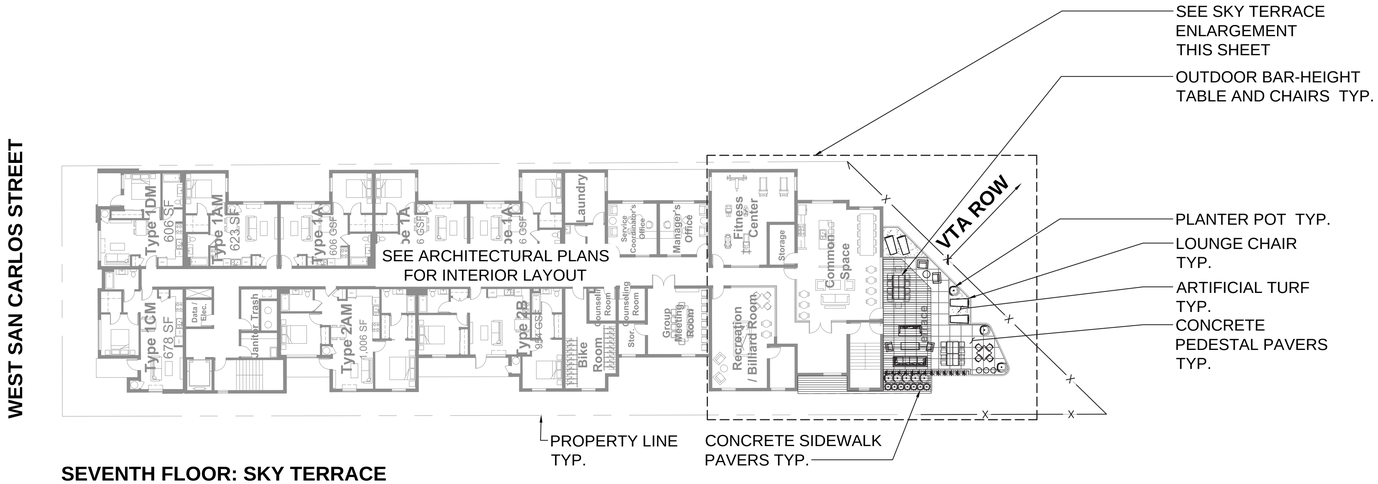

SEVENTH FLOOR: SKY TERRACE

GRAPHIC SCALE IN FEET
0 10 20 40
SCALE: 1" = 20'-0"

NORTH

SEVENTH FLOOR: SKY TERRACE ENLARGEMENT

GRAPHIC SCALE IN FEET
0 5 10 20
SCALE: 1" = 10'-0"

NORTH

PLANT LEGEND

SHRUBS	CODE	QTY	BOTANICAL / COMMON NAME	CONT	WUCOLS	IRRIGATION
	DB	7	Dietes bicolor / Fortnight Lily	1 gal	L	DRIP
	IB	44	Ipomoea batatas `Blackie` / Ornamental Sweet Potato	1 gal	M	DRIP
	PV	15	Portulacaria afra variegata / Elephant Bush	1 gal	VL	DRIP

MATERIALS LEGEND

SYMBOL	QTY	DESCRIPTION
	748 S.F.	CONCRETE PEDESTAL PAVERS
	129 S.F.	ARTIFICIAL TURF
	3	MODULAR PLANTER POTS
	1	CUSTOM PLANTER (SIZE VARIES)
	4	LOUNGE CHAIRS
	2	OUTDOOR BAR-HEIGHT TABLE/CHAIRS
	1	OUTDOOR DINING TABLE AND CHAIRS
	1 (TRIO)	SET OF REFUSE RECEPTACLES
	4	OUTDOOR SOFA CHAIRS
	1	OUTDOOR LOVE SEAT
	1	OUTDOOR SOFA
	1	OUTDOOR COFFEE TABLE
	1	OUTDOOR END TABLE
	543 S.F	SHADE STRUCTURE

750 West San Carlos Residential San Jose, California

Conceptual Landscape Plan - Terrace Level

SGPA Project No.: 21648-P01
City of San Jose Planning No.: H19-028

11.06.2019

Figure 4 - Project Plans

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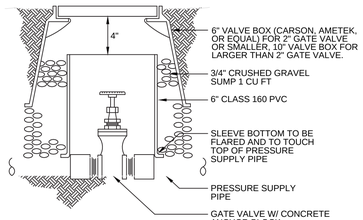
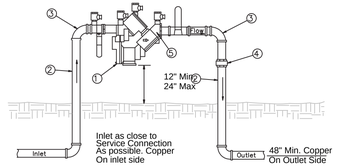


A GATE VALVE
N.T.S.



NOTE:
THIS BACKFLOW PREVENTOR DETAIL IS INCLUDED IN THE SET FOR GENERAL INFORMATION. EXISTING BACKFLOW PREVENTOR ON PROJECT SITE WILL BE UTILIZED.

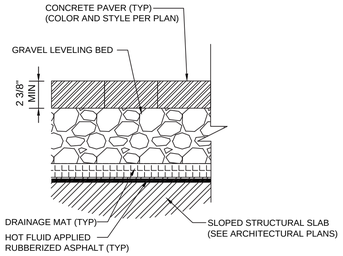
LIST OF MATERIALS

1. APPOVED REDUCED PRESSURE PRINCIPLE BACKFLOW PREVENTION ASSEMBLY, BALL VALVES INCLUDED.
2. PIPE SPOOL TYPE "L" COPPER 3/4"THRU 2 1/2".
3. 90° ELL, COPPER, 3/4" THRU 2 1/2".
4. PIPE UNION, BRASS, OR COPPER.
5. TEST COCKS WITH BRASS PLUGS INSTALLED (4 REQUIRED).

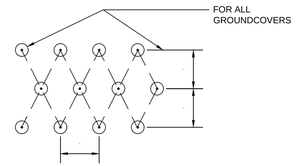
GENERAL NOTES

1. CONTACT CITY OF SCOTTSDALE WATER RESOURCES, BACKFLOW PREVENTION, FOR LATEST LIST OF APPROVED BACKFLOW PREVENTION ASSEMBLIES OR CERTIFIED TESTERS.
2. BACKFLOW PREVENTERS MUST BE TESTED BY A CERTIFIED TESTER BEFORE FINAL APPROVAL IS ISSUED.
3. COPPER FITTINGS SHALL BE CONNECTED WITH LEAD FREE SOLDER JOINTS.
4. FINISH GRADE UNDERNEATH THE BACKFLOW PREVENTER SHALL BE AT 95% COMPACTION.
5. ALL NIPPLES TO BE COPPER OR BRASS.
6. PIPING UNDER THE CITY RIGHT-OF-WAY MUST BE TYPE "K" COPPER.
7. CALL FOR UNDERGROUND INSPECTION BEFORE BACKFILLING TRENCH.

B REDUCED PRESSURE BACKFLOW PREVENTOR
N.T.S.

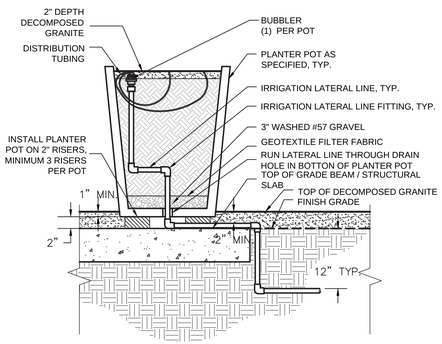


C CONCRETE PAVERS ON STRUCTURE
NTS

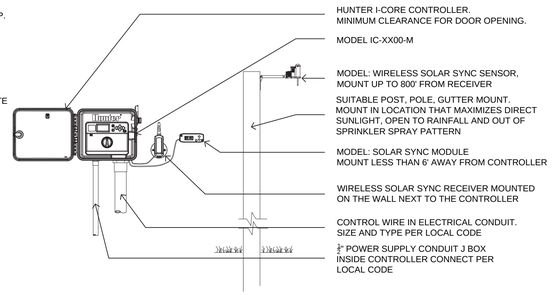


NOTES:
1. PLANT ALL GROUNDCOVERS ON CENTER AND IN A TRIANGLE PATTERN
2. DIMENSIONS "Y" EQ. .86 TIMES DIMENSION "X" THAT'S NOTED ON PLANT SCHEDULE
3. SIZE OF PLANT MATERIAL TO BE AS NOTED ON PLANT SCHEDULE

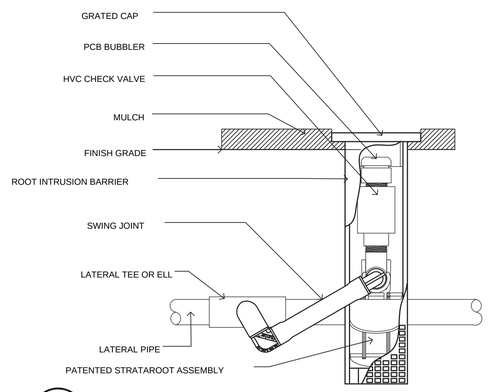
D GROUNDCOVER SPACING
N.T.S.



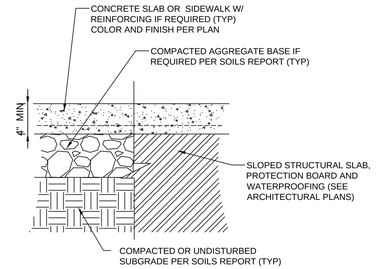
E PLANTER POT IRRIGATION
N.T.S.



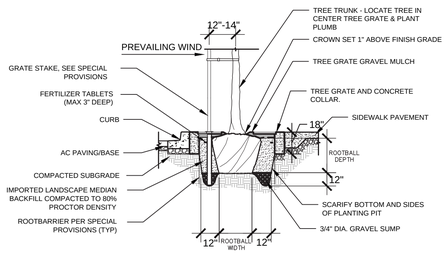
F WALL MOUNTED CONTROLLER
N.T.S.



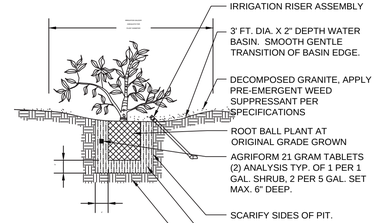
G ROOT ZONE WATERING SYSTEM (TREE BUBBLER)
N.T.S.



H CONCRETE SLAB/ WALK
NTS

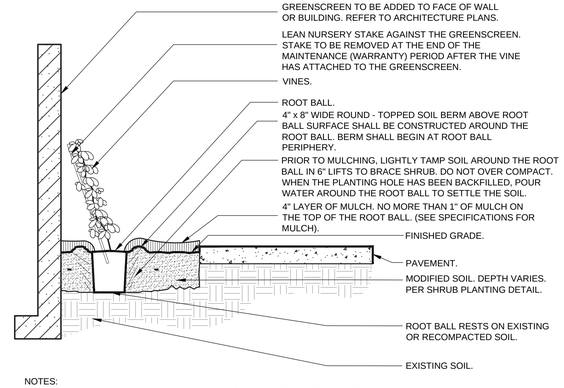


I TREE PLANTING IN TREE GRATE
N.T.S.



NOTES:
1. SCARIFY GLAZED PERIMETER OF PLANT PITS
2. TEST PLANT PITS FOR DRAINAGE CONSTRUCT AN EXAMPLE IRRIGATION SAUCER FOR ENGINEER'S APPROVAL PRIOR PLACING D.G.

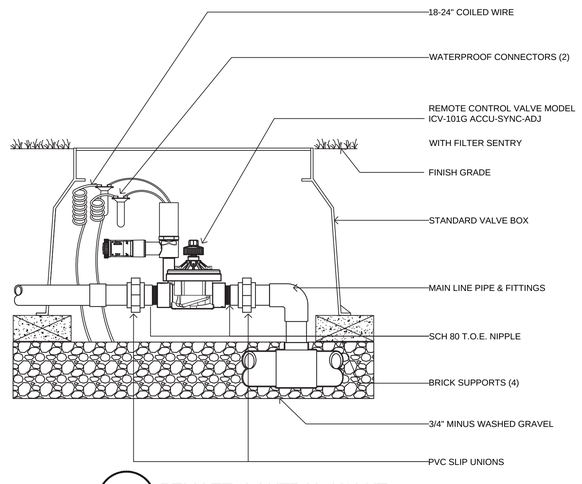
L SHRUB PLANTING
N.T.S.



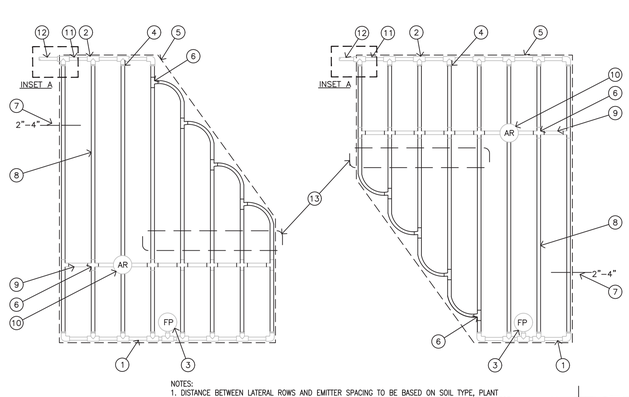
NOTES:
1- VINES SHALL BE OF QUALITY AS PRESCRIBED IN THE ROOT OBSERVATIONS DETAIL AND SPECIFICATIONS.

2- SEE SPECIFICATIONS FOR FURTHER REQUIREMENTS RELATED TO THIS DETAIL.

M VINE STAKING
N.T.S.

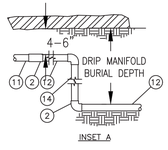


J REMOTE CONTROL VALVE
N.T.S.



1. PVC EXHAUST HEADER
2. PVC SCH 40 TEE OR EL (TYPICAL)
3. FLUSH POINT (TYPICAL) SEE RAIN BIRD DETAIL "XFS FLUSH POINT" OR "XFS FLUSH POINT WITH BALL VALVE"
4. BARB X MALE FITTING: RAIN BIRD XFD-MA FITTING (TYPICAL)
5. PERIMETER OF AREA
6. BARB X BARB INSERT TEE OR CROSS: RAIN BIRD XFD-TEE OR RAIN BIRD XFD-CROSS (TYPICAL)
7. PERIMETER DRIPLINE PIPE TO BE INSTALLED 2"-4" FROM PERIMETER OF AREA
8. SUB-SURFACE DRIPLINE: RAIN BIRD XF SERIES DRIPLINE (TYPICAL) POTABLE: XFS DRIPLINE NON-POTABLE: XFSP DRIPLINE
9. ½" POLYETHYLENE BLANK TUBING: RAIN BIRD XF SERIES BLANK TUBING
10. AIR RELIEF VALVE: RAIN BIRD AR VALVE KIT SEE RAIN BIRD DETAIL "XFS AIR RELIEF VALVE KIT"
11. PVC SUPPLY MANIFOLD
12. PVC SUPPLY PIPE FROM RAIN BIRD CONTROL ZONE KIT (SIZED TO MEET LATERAL FLOW DEMAND)
13. TOTAL LENGTH OF SELECTED DRIPLINE SHOULD NOT EXCEED LENGTH SHOWN IN TABLE
14. PVC SCH 40 RISER PIPE

NOTES:
1. DISTANCE BETWEEN LATERAL ROWS AND EMITTER SPACING TO BE BASED ON SOIL TYPE, PLANT MATERIALS AND CHANGES IN ELEVATION. SEE RAIN BIRD XFS DRIPLINE INSTALLATION GUIDE FOR SUGGESTED SPACINGS.
2. LENGTH OF LONGEST DRIPLINE LATERAL SHOULD NOT EXCEED THE MAXIMUM LENGTH SHOWN IN THE ACCOMPANYING TABLE.
3. AIR RELIEF VALVE TO BE INSTALLED AT HIGH POINT OF AREA.



Inlet Pressure	XFS Dripline Maximum Lateral Lengths (Feet)					
	12" Spacing		18" Spacing		24" Spacing	
	Nominal Flow (GPH)		Nominal Flow (GPH)		Nominal Flow (GPH)	
psi	0.6	0.9	0.6	0.9	0.6	0.9
15	255	194	357	273	448	343
20	291	220	408	313	514	394
30	350	266	494	378	622	478
40	396	302	560	428	705	541
50	434	333	614	470	775	594

K IN-LINE DRIP TUBING
N.T.S.

URBAN TREE FOUNDATION © 2014
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750 West San Carlos Residential

San Jose, California

Planting And Irrigation Details

SGPA Project No.: 21648-P01
City of San Jose Planning No.: H19-028

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Figure 4 - Project Plans

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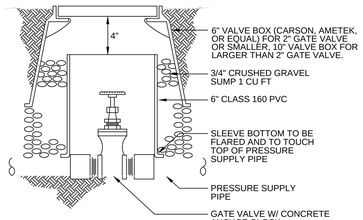
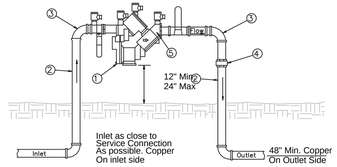


A GATE VALVE
N.T.S.



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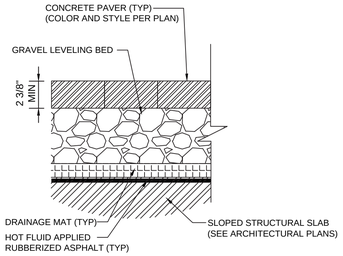
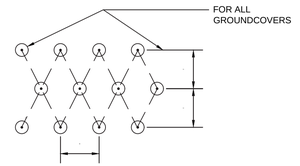
N.T.S.



C CONCRETE PAVERS ON STRUCTURE
NTS



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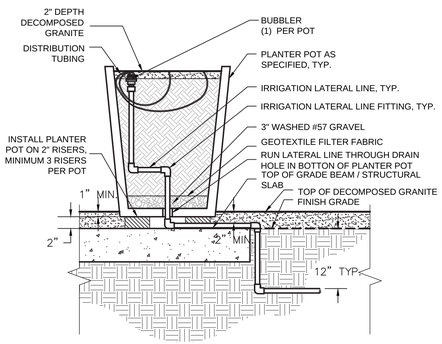
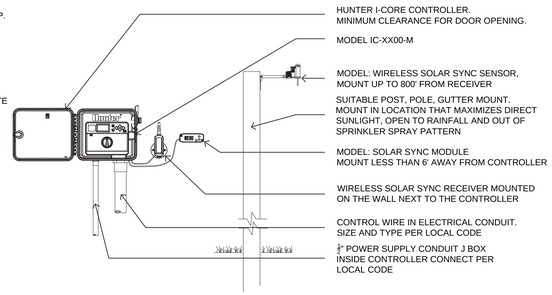
3. SIZE OF PLANT MATERIAL TO BE AS NOTED ON PLANT SCHEDULE

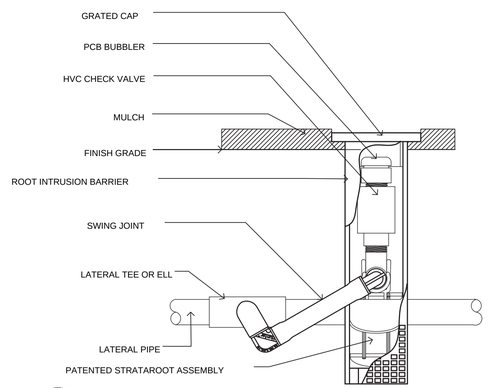
D GROUNDCOVER SPACING
N.T.S.



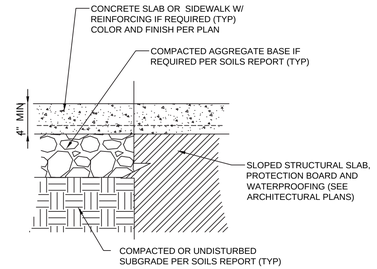
E PLANTER POT IRRIGATION
N.T.S.



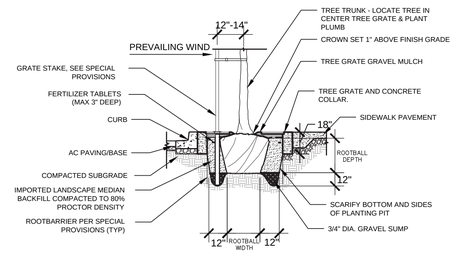
F WALL MOUNTED CONTROLLER
N.T.S.



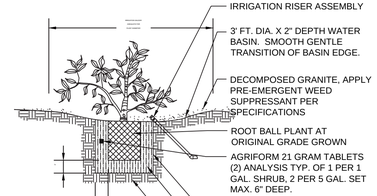
G ROOT ZONE WATERING SYSTEM (TREE BUBBLER)
N.T.S.



H CONCRETE SLAB/ WALK
NTS

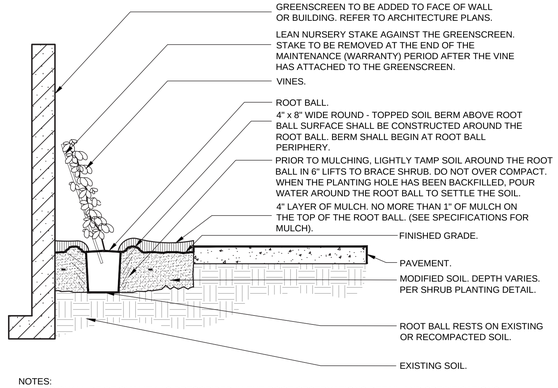


I TREE PLANTING IN TREE GRATE
N.T.S.



NOTES:
1. SCARIFY GLAZED PERIMETER OF PLANT PITS
2. TEST PLANT PITS FOR DRAINAGE CONSTRUCT AN EXAMPLE IRRIGATION SAUCER FOR ENGINEER'S APPROVAL PRIOR PLACING D.G.

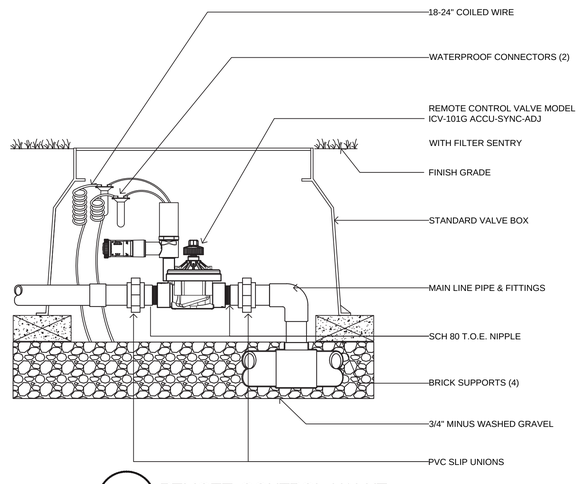
L SHRUB PLANTING
N.T.S.



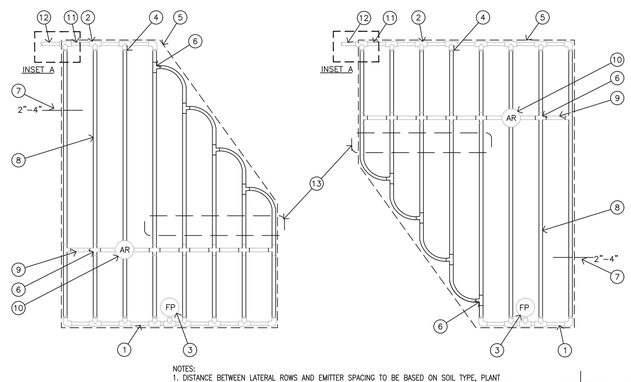
NOTES:
1- VINES SHALL BE OF QUALITY AS PRESCRIBED IN THE ROOT OBSERVATIONS DETAIL AND SPECIFICATIONS.

2- SEE SPECIFICATIONS FOR FURTHER REQUIREMENTS RELATED TO THIS DETAIL.

M VINE STAKING
N.T.S.

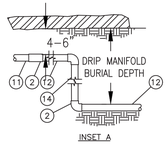


J REMOTE CONTROL VALVE
N.T.S.



1. PVC EXHAUST HEADER
2. PVC SCH 40 TEE OR EL (TYPICAL)
3. FLUSH POINT (TYPICAL) SEE RAIN BIRD DETAIL "XFS FLUSH POINT" OR "XFS FLUSH POINT WITH BALL VALVE"
4. BARB X MALE FITTING: RAIN BIRD XFD-MA FITTING (TYPICAL)
5. PERIMETER OF AREA
6. BARB X BARB INSERT TEE OR CROSS: RAIN BIRD XFD-TEE OR RAIN BIRD XFD-CROSS (TYPICAL)
7. PERIMETER DRIPLINE PIPE TO BE INSTALLED 2"-4" FROM PERIMETER OF AREA
8. SUB-SURFACE DRIPLINE: RAIN BIRD XF SERIES DRIPLINE (TYPICAL) POTABLE: XFS DRIPLINE NON-POTABLE: XFSP DRIPLINE
9. ½" POLYETHYLENE BLANK TUBING: RAIN BIRD XF SERIES BLANK TUBING
10. AIR RELIEF VALVE: RAIN BIRD AR VALVE KIT SEE RAIN BIRD DETAIL "XFS AIR RELIEF VALVE KIT"
11. PVC SUPPLY MANIFOLD
12. PVC SUPPLY PIPE FROM RAIN BIRD CONTROL ZONE KIT (SIZED TO MEET LATERAL FLOW DEMAND)
13. TOTAL LENGTH OF SELECTED DRIPLINE SHOULD NOT EXCEED LENGTH SHOWN IN TABLE
14. PVC SCH 40 RISER PIPE

NOTES:
1. DISTANCE BETWEEN LATERAL ROWS AND EMITTER SPACING TO BE BASED ON SOIL TYPE, PLANT MATERIALS AND CHANGES IN ELEVATION. SEE RAIN BIRD XFS DRIPLINE INSTALLATION GUIDE FOR SUGGESTED SPACINGS.
2. LENGTH OF LONGEST DRIPLINE LATERAL SHOULD NOT EXCEED THE MAXIMUM LENGTH SHOWN IN THE ACCOMPANYING TABLE.
3. AIR RELIEF VALVE TO BE INSTALLED AT HIGH POINT OF AREA.



Inlet Pressure	XFS Dripline Maximum Lateral Lengths (Feet)					
	12" Spacing		18" Spacing		24" Spacing	
	Nominal Flow (GPH)		Nominal Flow (GPH)		Nominal Flow (GPH)	
psi	0.6	0.9	0.6	0.9	0.6	0.9
15	255	194	357	273	448	343
20	291	220	408	313	514	394
30	350	266	494	378	622	478
40	396	302	560	428	705	541
50	434	333	614	470	775	594

K IN-LINE DRIP TUBING
N.T.S.

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San Jose, California

Planting And Irrigation Details

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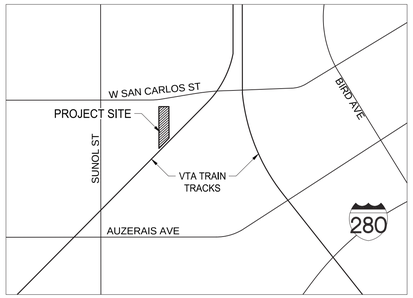
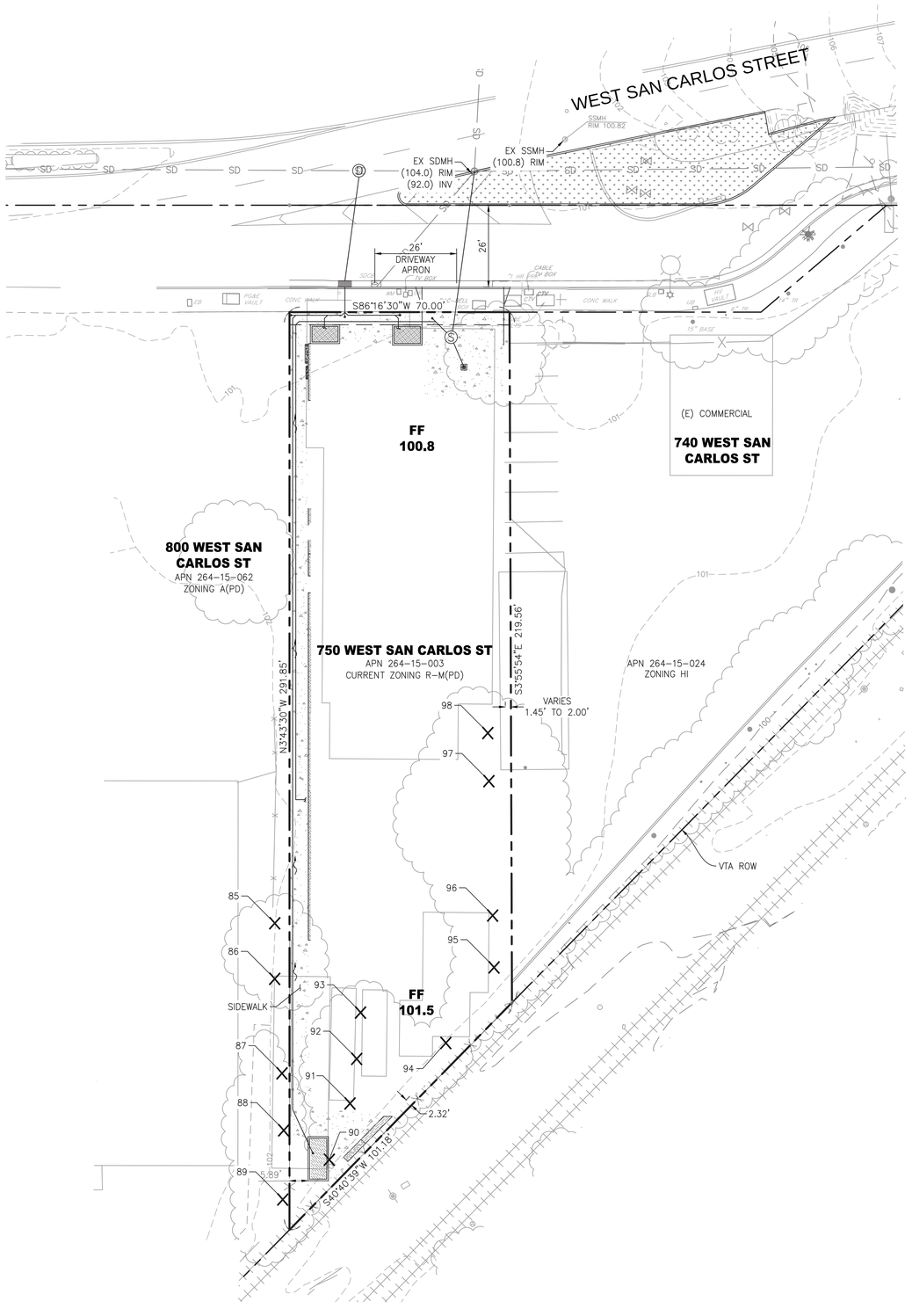


VICINITY MAP
N.T.S.



LEGEND

- PROPERTY BOUNDARY
- PROPOSED BUILDING
- PROPOSED CONCRETE SIDEWALK/WALKWAY
- EXTENTS OF PROPOSED OVERHANG
- EXISTING CONTOUR
- STREET EASEMENT
- PROPOSED STORM DRAIN
- PROPOSED MANHOLE
- PROPOSED CONTECH STORMFILTER MANHOLE
- PROPOSED CATCH BASIN
- PLANTED AREA
- TREE REMOVAL

NOTES

1. ALL TREE LOCATIONS ARE APPROXIMATE SEE ARBORIST REPORT PREPARED BY: HORTSCIENCE/ BARTLETT CONSULTING DATED JUNE 11, 2019 FOR CORRESPOINDING TREE NUMBERS AND TREE INFORMATION.

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

750 West San Carlos Residential

San Jose, California

Tree Removal Plan

SGPA Project No.: 21648-P01
City of San Jose Planning No.: H19-028

11.06.2019

Figure 4 - Project Plans

Kimley»Horn
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SITE CONDITIONS	
SOIL TYPE	0'-19' BGS[1] = SILTS AND CLAYS 19'-30' BGS[1] = SILTY AND GRAVELY SANDS 30'-37' BGS[1] = CLAYEY SILT AND SILTY CLAY 37'-45' BGS[1] SILTY AND GRAVELLY SANDS
DEPTH TO GROUNDWATER	APPROXIMATELY 26'-27' BGS[1]
100 YEAR FLOOD ELEVATION	ZONE X, AREA DETERMINED TO HAVE MINIMAL FLOOD HAZARD
RECEIVING WATER BODY	GUADALUPE RIVER
POLLUTANTS (INCLUDING BUT NOT LIMITED TO THE FOLLOWING)	SEDIMENT, TRASH, GREASE, OIL, HEAVY METALS, HAZARDOUS WASTE
POLLUTANT SOURCE AREAS	DRIVEWAY, ROOF, CONCRETE
SOURCE CONTROL MEASURES	CONTECH STORMWATER MANAGEMENT STORMFILTER, STORM DRAIN STENCIL, WATER EFFICIENT LANDSCAPING AND IRRIGATION, INTERIOR PARKING, COVERED DUMPSTER AREA
SITE CONTROL MEASURES	PROTECT SLOPES, MINIMIZE IMPEVIOUS SURFACE, BEST MANAGEMENT PRACTICES, PARKING UNDER BUILDING, FLOW THROUGH PLANTERS

[1]BGS = BELOW GROUND SURFACE

TABLE 1

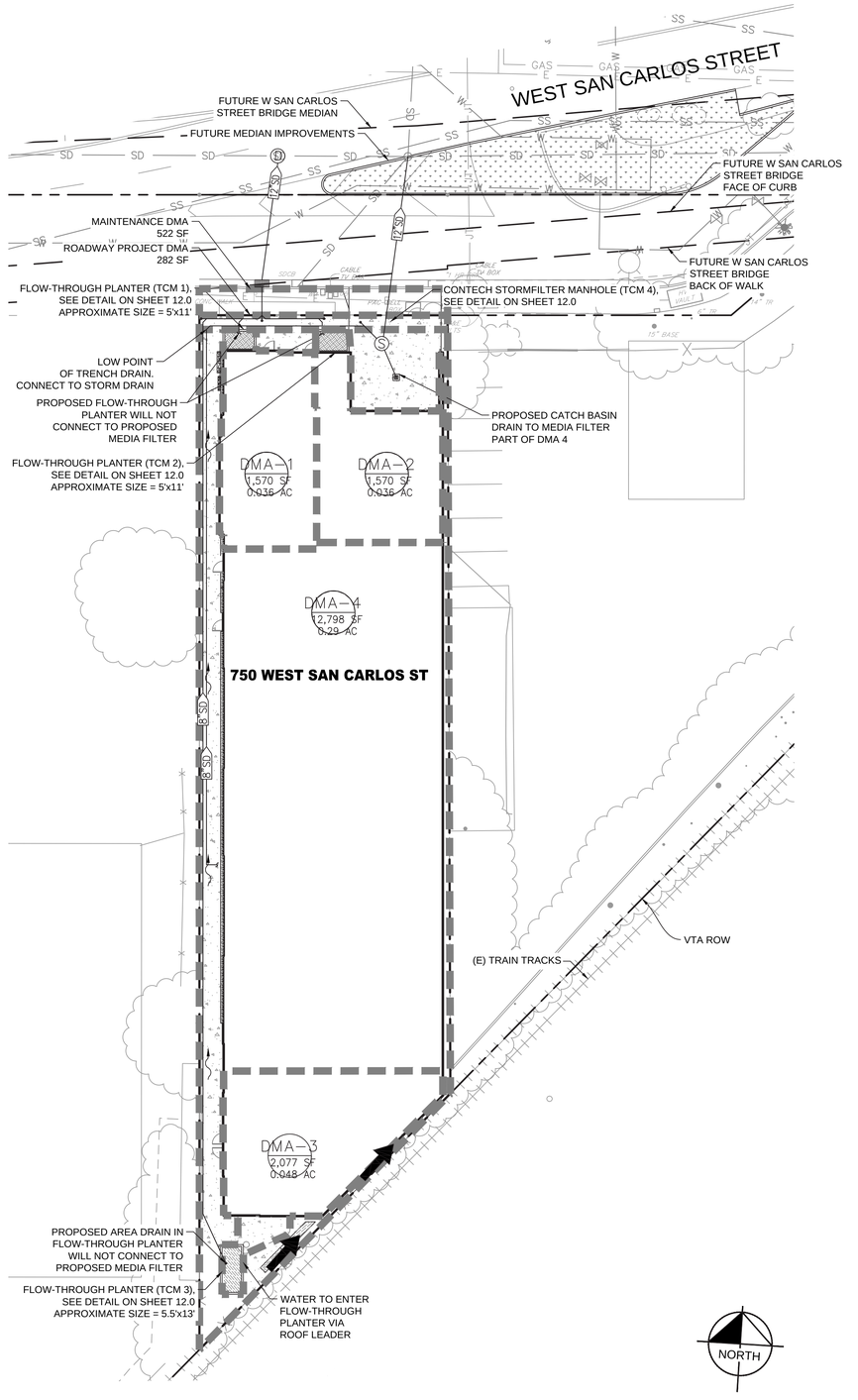
ROUTINE MAINTENANCE ACTIVITIES

NO.	TYPE	MAINTENANCE TASK	FREQUENCY OF TASK
1	MEDIA FILTER	INSPECT FOR STANDING WATER, SEDIMENT, TRASH AND DEBRIS	MONTHLY DURING RAINY SEASON.
2	MEDIA FILTER	REMOVE ACCUMULATED TRASH AND DEBRIS IN THE UNIT DURING ROUTINE INSPECTIONS.	MONTHLY DURING RAINY SEASON, OR AS NEEDED AFTER STORM EVENTS.
3	MEDIA FILTER	INSPECT TO ENSURE THAT THE FACILITY IS DRAINING COMPLETELY WITHIN FIVE DAYS AND PER MANUFACTURER'S SPECIFICATIONS.	ONCE DURING THE WET SEASON AFTER MAJOR STORM EVENT.
4	MEDIA FILTER	REPLACE THE MEDIA PER MANUFACTURER'S INSTRUCTIONS OR AS INDICATED BY THE CONDITION OF THE UNIT.	PER MANUFACTURER'S SPECIFICATIONS.
5	MEDIA FILTER	INSPECT MEDIA FILTERS USING THE ATTACHED INSPECTION CHECKLIST.	QUARTERLY OR AS NEEDED.
6	FLOW THROUGH PLANTER	INSPECT THE PLANTER SURFACE AREA, INLETS AND OUTLETS FOR ONSTRUCTIONS AND TRASH; CLEAR ANY OBSTRUCTIONS AND REMOVE TRASH	QUARTERLY
7	FLOW THROUGH PLANTER	INSPECT PLANTER FOR STANDING WATER. IF STANDING WATER DOES NOT DRAIN WQITHIN 2-3 DAYS, THE SURFACE BIOTREATMENT SOIL SHOULD BE TILLED OR REPLACED WITH THE APPROVED SOIL MIX AND REPLANTED. USE THE CLEANOUT RISER AND REMOVE/REPLANT VEGETATION AS NECESSARY.	QUARTERLY
8	FLOW THROUGH PLANTER	CHECK FOR ERODED OR SETTLED BIOTREATMENT SOIL MEDIA. LEVEL SOIL WITH RAKE AND REMOVE/REPLANT VEGETATION AS NECESSARY.	QUARTERLY
9	FLOW THROUGH PLANTER	MAINTAIN THE VEGETATION AND IRRIGATION SYSTEM. PRUNE AND WEED TO KEEP FLOW-THROUGH PLANTER NEAT AND ORDERLY IN APPEARANCE.	QUARTERLY
10	FLOW THROUGH PLANTER	EVALUATE HEALTH AND DENSITY OF VEGETATION. REMOVE AND REPLACE ALL DEAD AND DISEASED VEGETATION. REMOVE EXCESSIVE GROWTH OF PLANTS THAT ARE TOO CLOSE TOGETHER.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
11	FLOW THROUGH PLANTER	USE COMPOST AND OTHER NATURAL SOIL AMENDMENTS AND FERTILIZERS INSTEAD OF SYNTHETIC FERTILIZERS, EXPECIALLY IF THE SYSTEM USES AN UNDERDRAIN.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
12	FLOW THROUGH PLANTER	INSPECT THE OVERFLOW PIPE TO MAKE SURE THAT IT CAN SAFELY CONVEY EXCESS FLOWS TO A STORM DRAIN. REPAIR OR REPLACE ANY DAMAGED OR DISCONNECTED PIPING. USE THE CLEANOUT RISER TO CLEAR UNDERDRAINS OF OBSTRUCTIONS OR CLOGGING MATERIAL.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
13	FLOW THROUGH PLANTER	INSPECT THE ENERGY DISSIPATOR AT THE INLET TO ENSURE IT IS FUNCTIONING ADEQUATELY, AND THAT THERE IS NO SCOUR OF THE SURFACE MULCH. REMOVE ANY ACCUMULATION OF SEDIMENT.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
14	FLOW THROUGH PLANTER	INSPECT AND, IF NEEDED, REPLACE WOOD MULCH. IT IS RECOMMENDED THAT 2" TO 3" OF COMPOSTED ARBOR MULCH BE APPLIED ONCE A YEAR.	ANNUALLY, BEFORE THE RAINY SEASON BEGINS
15	FLOW THROUGH PLANTER	INSPECT SYSTEM FOR EROSION OF BIOTREATMENT SOIL MEDIA, LOSS OF MULCH, STANDING WATER, CLOGGED OVERFLOWS, WEEDS, TRASH AND DEAD PLANTS. IF USING ROCK MULCH, CHECK FOR 3" OF COVERAGE.	ANNUALLY AT THE END OF THE RAINY SEASON AND/OR AFTER LARGE STORM EVENTS
16	FLOW THROUGH PLANTER	INSPECT SYSTEM FOR STRUCTURAL INTEGRITY OF WALLS, FLOW SPREADERS, ENERGY DISSIPATORS, CURB CUTS, OUTLETS AND FLOW SPLITTERS.	ANNUALLY AT THE END OF THE RAINY SEASON AND/OR AFTER LARGE STORM EVENTS

LEGEND

- PROPERTY BOUNDARY
- PROPOSED BUILDING
- PROPOSED STORM DRAIN (8"SD)
- PROPOSED MANHOLE (D)
- PROPOSED CONTECH STORMFILTER MANHOLE (S)
- PROPOSED CATCH BASIN
- OVERLAND RELEASE FLOW ARROW
- TRENCH DRAIN FLOW DIRECTION
- EXISTING STORM DRAIN LINE (SD)
- EXISTING SANITARY SEWER LINE (S)
- EXISTING WATER LINE (W)
- DRAINAGE AREA BOUNDARY
- PLANTED AREA
- DRAINAGE MANAGEMENT AREA (DMA—A), AREA (SF) (1,570 SF), AREA (AC) (0.036 AC)

NOTE:
- INCLUDE 3 INCHES OF COMPOSTED, NON-FLOATABLE MULCH IN AREAS BETWEEN PLANTINGS.
- PROJECT TO BE OPERATED AND MAINTAINED BY THE PROPERTY OWNER.



2. SURFACE DATA

2.a. Enter the Project Phase Number (1, 2, 3, etc. or N/A if Not Applicable): N/A

2.b. Total area of site: 0.41 acres

2.c. Total Existing Impervious Surfaces on site: 18,015 sq. ft.

2.d. Total area of site that will be disturbed: 0.41 acres

COMPARISON OF IMPERVIOUS AND PERVIOUS SURFACES AT PROJECT SITE	Existing Surface Area Disturbed sq. ft.	Proposed Surface: To Be Replaced sq. ft. [1]	Proposed Surface: New sq. ft. [2]	RESET CALCULATIONS
2.e. IMPERVIOUS SURFACES				
Roof Area	9,837	14,150		
Parking				
Sidewalks, Patios, Driveways, Etc.	8,178	2,458		
Public Streets				Total Proposed Impervious Surface (replaced + new)
Private Streets				
Online form auto-calculates **Impervious Surfaces Total**	e.1. 18,015	e.2. 16,608	e.3. 0	e.4. 16,608
2.f. PERVIOUS SURFACES				
Landscaped Area				
Pervious Paving			1,407	Total Proposed Pervious Surface (replaced + new)
Green Roof and other Pervious Surfaces				
Online form auto-calculates **Pervious Surfaces Total**	f.1. 0	f.2. 0	f.3. 1,407	f.4. 1,407

2.g. **Percentage of Site's Impervious Area Replacement** (e.2 ÷ 2.c) X 100: Online form auto-calculates g. 92.19 %

[1] *Proposed Replaced Impervious Surface:* Replacement of an existing impervious surface with another impervious surface.

[2] *Proposed New Impervious Surface:* New impervious surface that will cover an existing pervious surface.

TREATMENT CONTROL MEASURE SUMMARY TABLE

DMA #	TCM #	Location	Treatment Type	LID or Non-LID	Sizing Method	Drainage Area (s.f.)	Impervious Area (s.f.)	Pervious Area (Permeable Pavement) (s.f.)	Pervious Area (Other) (s.f.)	% Onsite Area Treated by LID or Non-LID TCM	Bioretention Area Required (s.f.)	Bioretention Area Provided (s.f.)	Overflow Riser Height (in)	Storage Depth Required (ft)	Storage Depth Provided (ft)	# of Cartridges Required	# of Cartridges Provided	Media Type	Cartridge Height (inches)	# of Credit Trees	Treatment Credit (s.f.)	Comments
1	1	Onsite	Flow-Through planter concrete lined* w/ underdrain	LID	1B. Volume	1,570	1,570	0	0	8.71%	54	55	12	1.5	1.5	N/A	N/A	N/A	N/A	0	0	Sized per C.3 Handbook, Appendix B, Section IIB
2	2	Onsite	Flow-Through planter concrete lined* w/ underdrain	LID	1B. Volume	1,570	1,570	0	0	8.71%	54	55	12	1.5	1.5	N/A	N/A	N/A	N/A	0	0	Sized per C.3 Handbook, Appendix B, Section IIB
3	3	Onsite	Flow-Through planter concrete lined* w/ underdrain	LID	1B. Volume	2,077	2,077	0	0	11.53%	71	72	12	1.5	1.5	N/A	N/A	N/A	N/A	0	0	Sized per C.3 Handbook, Appendix B, Section IIB
4	4	Onsite	Proprietary Media Filter System (MFS)	Non-LID	2C. Flow: I = 0.2	12,798	12,358	440	0	71.04%	N/A	N/A	N/A	N/A	N/A	1	3	Cartridge	27	0	0	Sized per C.3 Handbook, Appendix B, Section IIIC
Maintenance	5	Offsite	Maintenance	N/A	N/A	522	522	0	0	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Roadway Project ***	6	Onsite	Roadway Project ***	N/A	N/A	282	282	0	0	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
					Totals:	18,015	17,575	440	0	100.00%												

Footnotes:
* "Lined" refers to an impermeable liner placed on the bottom of a Bioretention basin or a concrete Flow-Through Planter, such that no infiltration into native soil occurs.
*** Per Chapter 2.3 of the C3 Stormwater Handbook Roadway projects that add new sidewalk along an existing roadway are exempt from Provision C.3.c of the Municipal Stormwater Permit.

750 West San Carlos Residential

San Jose, California

SGPA Project No.: 21648-P01
City of San Jose Planning No.: H19-028

11.06.2019

Figure 4 - Project Plans

Stormwater Plan

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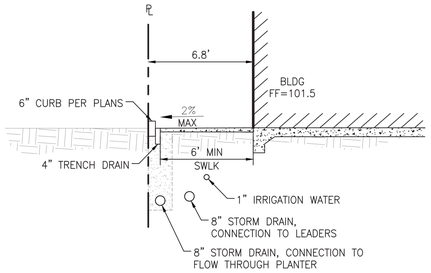
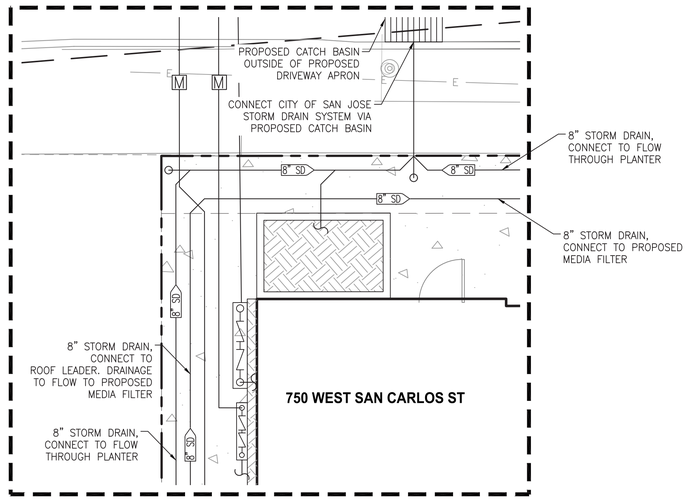


SECTION A-A
N.T.S.



DETAIL A
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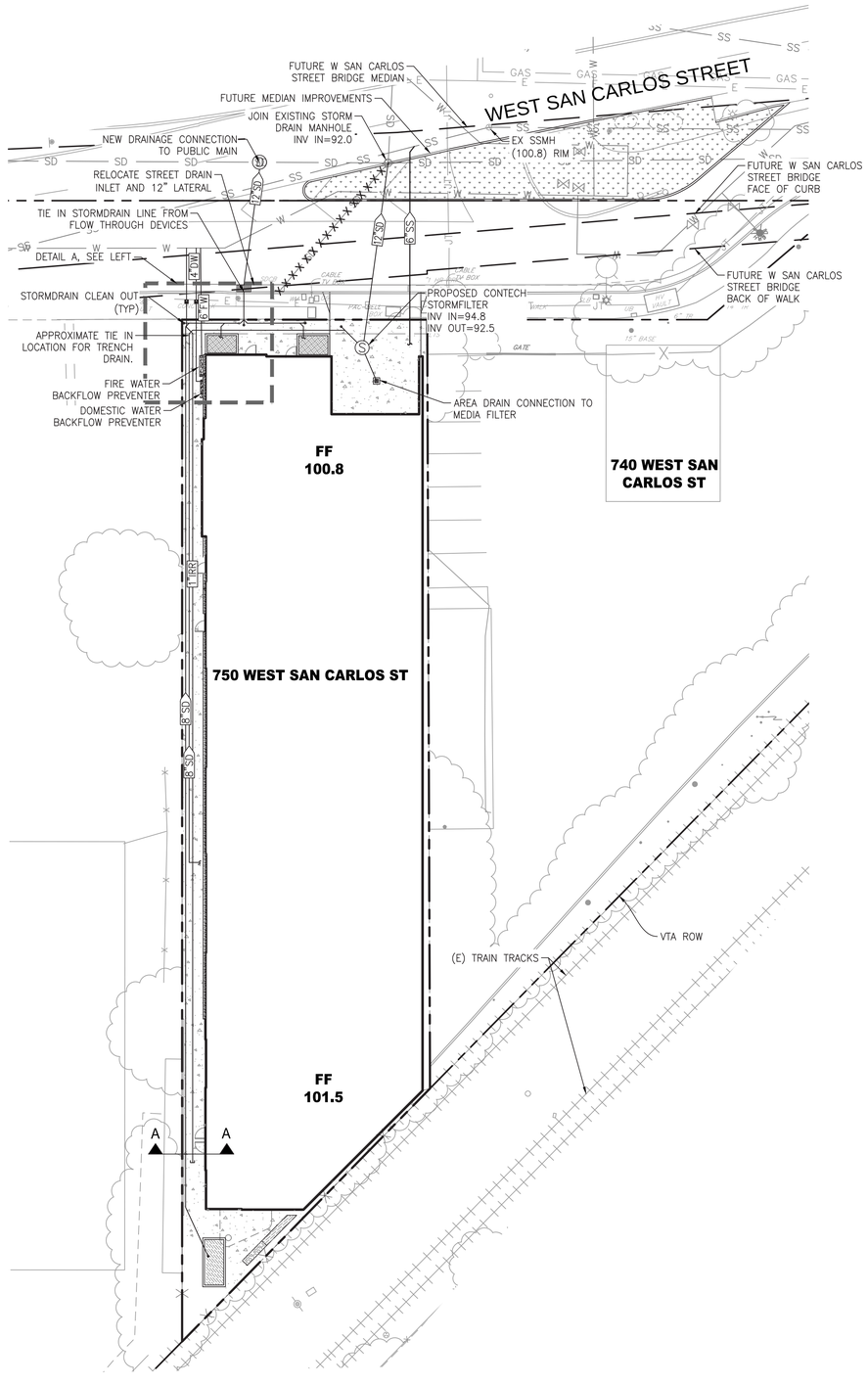

LEGEND

- PROPERTY BOUNDARY
- PROPOSED BUILDING
- 8"SD — PROPOSED STORM DRAIN
- PROPOSED AREA DRAIN
- PROPOSED MANHOLE
- PROPOSED CONTECH STORMFILTER MANHOLE
- PROPOSED CATCH BASIN
- 4"DW — PROPOSED 4" DOMESTIC WATER LINE
- 1"IRR — PROPOSED 1" IRRIGATION WATER LINE
- 6"FW — PROPOSED 6" FIRE WATER LINE
- 6"SS — PROPOSED SEWER LINE
- PROPOSED BACK FLOW PREVENTER
- PROPOSED WATER METER
- SD — EXISTING STORM DRAIN LINE
- EXISTING STORM DRAIN LINE TO BE ABANDONED
- S — EXISTING SANITARY SEWER LINE
- W — EXISTING WATER LINE
- PLANTED AREA

NOTES

1. THE PROPOSED FLOW THROUGH PLANTERS SHALL TIE INTO THE PROPOSED RELOCATED CATCH BASIN AND DRAIN INTO THE CITY SYSTEM.
2. THE PROPOSED TRENCH DRAIN SHALL DRAIN TO TO THE PROPOSED MEDIA FILTER.

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

Wet Utility Plan

750 West San Carlos Residential

San Jose, California

SGPA Project No.: 21648-P01
City of San Jose Planning No.: H19-028

11.06.2019

Figure 4 - Project Plans

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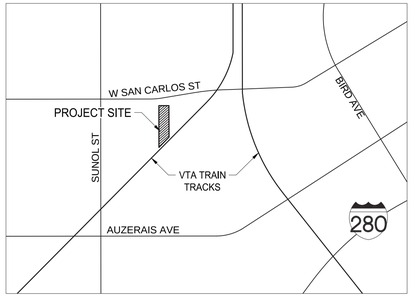
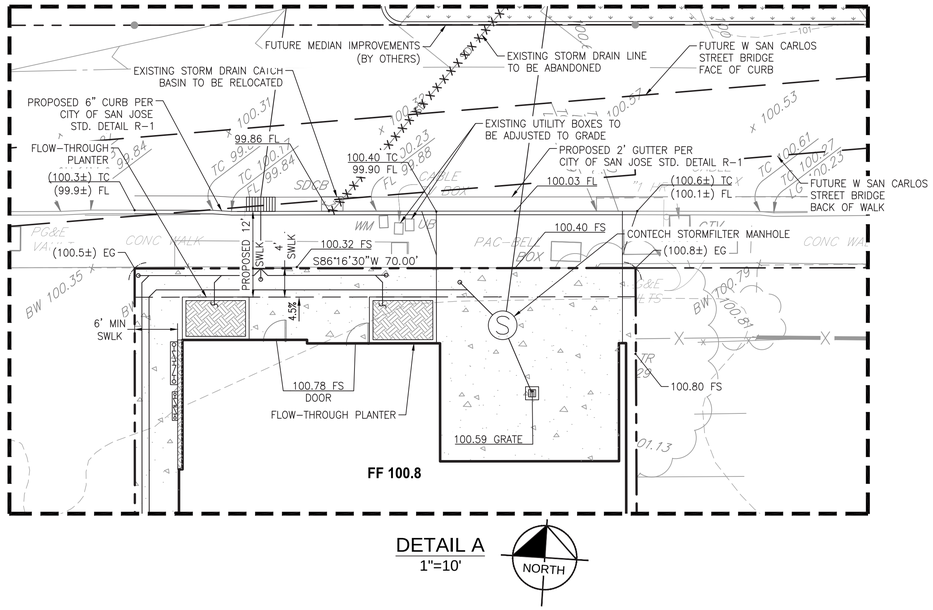
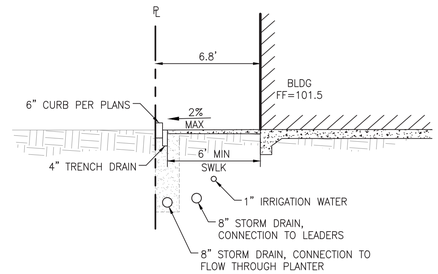


VICINITY MAP
N.T.S.



DETAIL A
1"=10'



SECTION A-A
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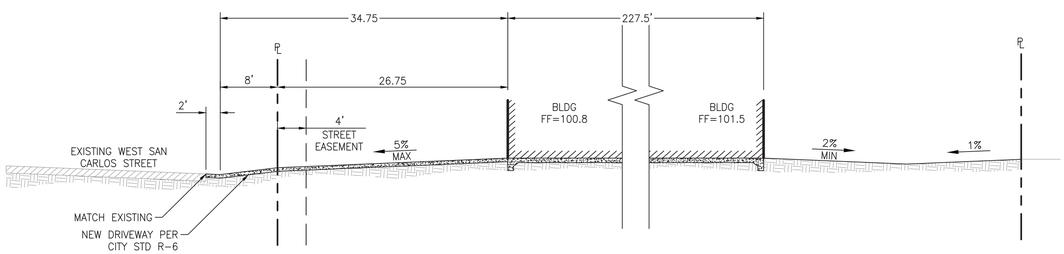
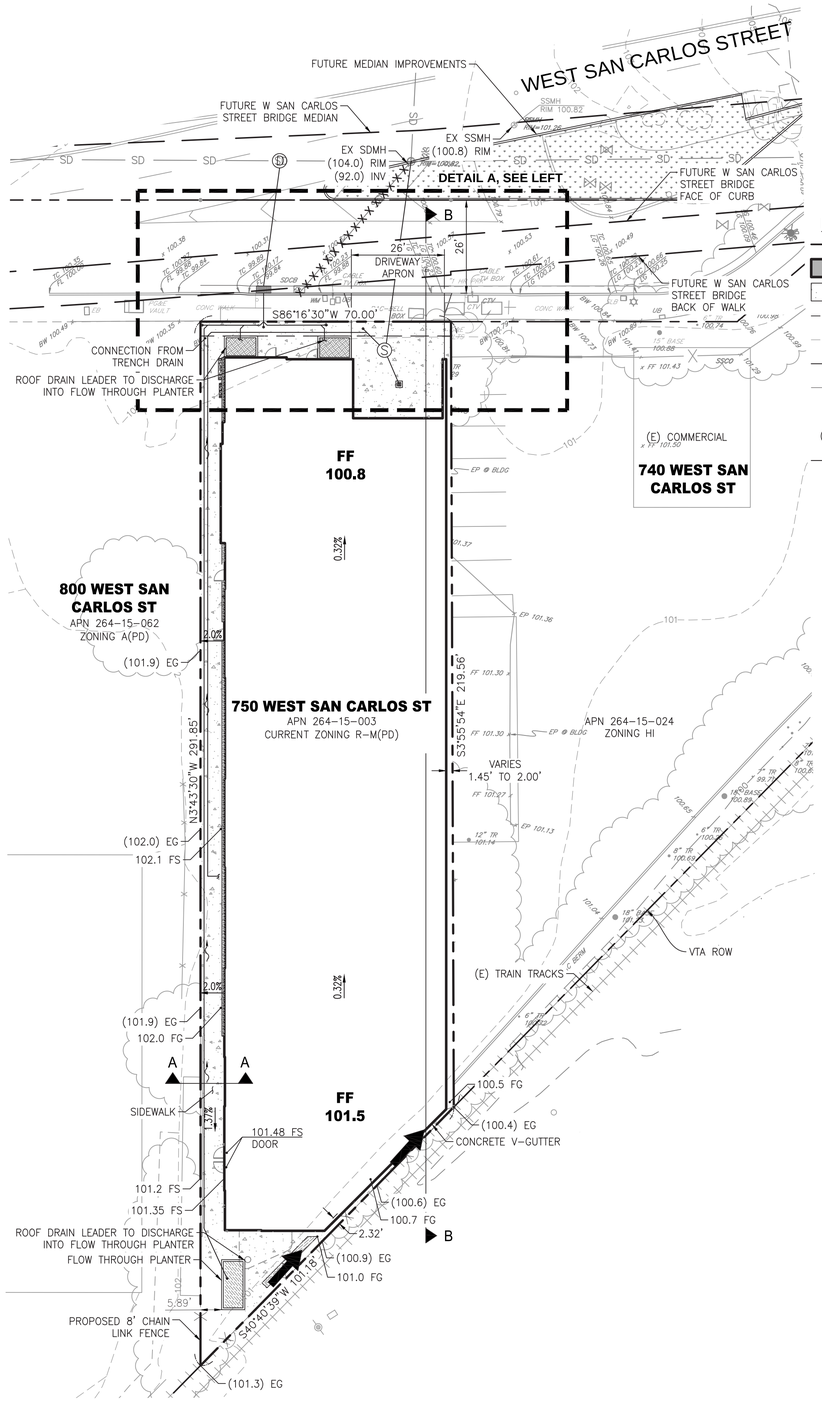


SECTION B-B
N.T.S.



LEGEND

- PROPERTY BOUNDARY
- PROPOSED BUILDING
- PROPOSED CONCRETE SIDEWALK/WALKWAY
- EXTENTS OF PROPOSED OVERHANG
- EXISTING CONTOUR
- STREET EASEMENT
- PROPOSED 8' CHAIN LINK FENCE
- 102.1 FG — PROPOSED ELEVATION SPOT SHOT
- (102.1) EG — EXISTING ELEVATION SPOT SHOT
- 8" SD — PROPOSED STORM DRAIN
- PROPOSED MANHOLE
- PROPOSED CONTECH STORMFILTER MANHOLE
- PROPOSED CATCH BASIN
- OVERLAND RELEASE FLOW ARROW
- TRENCH DRAIN FLOW DIRECTION
- PLANTED AREA

ABBREVIATIONS

APPROX.	APPROXIMATELY
AC	ACRE
BLDG	BUILDING
CF	CUBIC FEET
CFS	CUBIC FEET PER SECOND
DIA	DIAMETER
DMA	DRAINAGE MANAGEMENT AREA
DW	DOMESTIC WATER
ELEV.	ELEVATION
(E)	EXISTING
EG	EXISTING GROUND
FF	FINISHED FLOOR
FG	FINISHED GROUND
FL	FLOW LINE
FS	FINISHED SURFACE
FW	FIRE WATER
INV	INVERT
IRR	IRRIGATION
MIN.	MINIMUM
N.T.S	NOT TO SCALE
PL	PROPERTY LINE
ROW	RIGHT OF WAY
S	SOUTH
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SF	SQUARE FOOT
SS	SANITARY SEWER
SSMH	SANITARY SEWER MANHOLE
ST	STREET
STD	STANDARD
SWLK	SIDEWALK
TC	TOP OF CURB
TCM	TREATMENT CONTROL MEASURE
TG	TOP OF GRATE
VTA	VALLEY TRANSIT AUTHORITY
W	WEST

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

750 West San Carlos Residential

San Jose, California

Grading And Drainage Plan

SGPA Project No.: 21648-P01
City of San Jose Planning No.: H19-028

11.06.2019

Figure 4 - Project Plans

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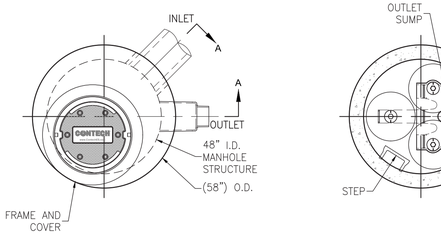
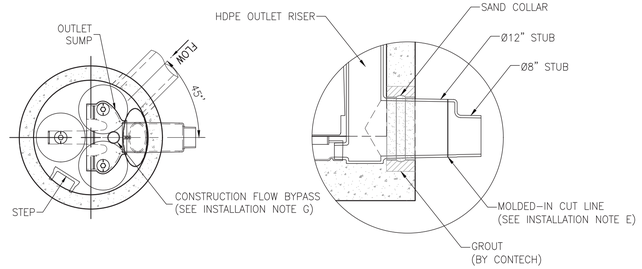
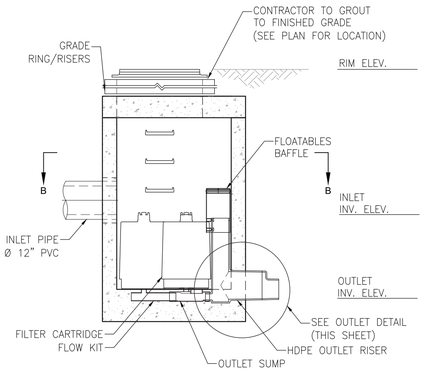


PLAN VIEW



SECTION B-B
STANDARD OUTLET RISER
FLOWKIT: 40A

OUTLET DETAIL



SECTION A-A

MATERIAL LIST - PROVIDED BY CONTECH

COUNT	DESCRIPTION	INSTALLED BY
2	27", 22.5 GPM CARTRIDGE	CONTECH
0	2" PVC SLIP PLUG	CONTECH
1	HDPE OUTLET RISER	CONTECH
1	FLOW KIT	CONTECH
1	JOINT SEALANT (BY PRECASTER)	CONTRACTOR
1 PLC	GRADE RINGS/RISERS	CONTRACTOR
1	ø30"x4" FRAME AND COVER	CONTRACTOR

SITE DESIGN DATA

WATER QUALITY FLOW RATE	0.06 CFS
PEAK FLOW RATE	0.03 CFS
RETURN PERIOD OF PEAK FLOW	10 YEAR
FILTER MEDIA TYPE	ZPG

PERFORMANCE SPECIFICATION

- FILTER CARTRIDGES SHALL BE MEDIA-FILLED, PASSIVE, SIPHON ACTUATED, RADIAL FLOW, AND SELF CLEANING.
- RADIAL MEDIA DEPTH SHALL BE 7 INCHES. FILTER MEDIA.
- CONTACT TIME SHALL BE AT LEAST 37 SECONDS.
- SPECIFIC FLOW RATE SHALL BE 2 GPM/SF (MAXIMUM). SPECIFIC FLOW RATE IS THE MEASURE OF THE FLOW (GPM) DIVIDED BY THE MEDIA SURFACE CONTACT AREA (SF.
- MEDIA VOLUMETRIC FLOW RATE SHALL BE 6 GPM/CF OF MEDIA (MAXIMUM).

GENERAL NOTES

1. CONTECH TO PROVIDE ALL MATERIALS UNLESS NOTED OTHERWISE.
2. DIMENSIONS MARKED WITH () ARE REFERENCE DIMENSIONS. ACTUAL DIMENSIONS MAY VARY.
3. FOR FABRICATION DRAWINGS WITH DETAILED STRUCTURE DIMENSIONS AND WEIGHTS, PLEASE CONTACT YOUR CONTECH ENGINEERED SOLUTIONS REPRESENTATIVE. WWW.CONTECHES.COM
4. STORMFILTER WATER QUALITY STRUCTURE SHALL BE IN ACCORDANCE WITH ALL DESIGN DATA AND INFORMATION CONTAINED IN THIS DRAWING. CONTRACTOR TO CONFIRM STRUCTURE MEETS REQUIREMENTS OF PROJECT.
5. STRUCTURE SHALL MEET AASHTO HS20 LOAD RATING, ASSUMING EARTH COVER OF 0'-5' AND GROUNDWATER ELEVATION. CASTINGS SHALL MEET AASHTO M307 AND BE CAST WITH THE CONTECH LOGO.

INSTALLATION NOTES

A. BE SPECIFIED BY ENGINEER OF RECORD.
B. CONTRACTOR TO PROVIDE EQUIPMENT WITH SUFFICIENT LIFTING AND REACH CAPACITY TO LIFT AND SET THE STORMFILTER STRUCTURE (LIFTING CLUTCHES PROVIDED).
C. CONTRACTOR TO INSTALL JOINT SEALANT BETWEEN ALL SECTIONS AND ASSEMBLE STRUCTURE.
D. CONTRACTOR TO PROVIDE, INSTALL, AND GROUT INLET PIPE(S).
E. CONTRACTOR TO PROVIDE AND INSTALL CONNECTOR TO THE OUTLET RISER STUB. STORMFILTER EQUIPPED WITH A DUAL DIAMETER HDPE OUTLET STUB AND SAND COLLAR. IF OUTLET PIPE IS LARGER THAN 8 INCHES, CONTRACTOR TO REMOVE THE 8" OUTLET STUB AT MOLDED IN CUT LINE. COUPLING BY FERNCO OR EQUAL AND PROVIDED BY CONTRACTOR.
F. CONTRACTOR TO TAKE APPROPRIATE MEASURES TO PROTECT CARTRIDGES FORM CONSTRUCTION-RELATE EROSION RUNOFF.
G. CONTRACTOR TO INSTALL SUPPLIED PLUG IN CONSTRUCTION FLOW BYPASS WHEN SYSTEM IS BROUGHT ON LINE (PRESSURE FIT ONLY, DO NOT GLUE).

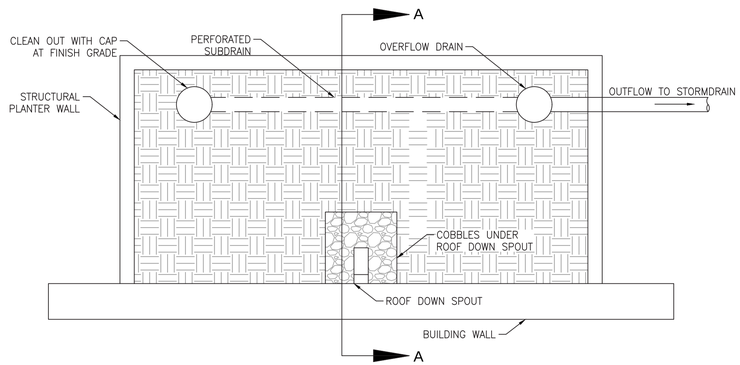
STRUCTURE WEIGHT

- APPROXIMATE HEAVIEST PICK=T.B.D. LBS.

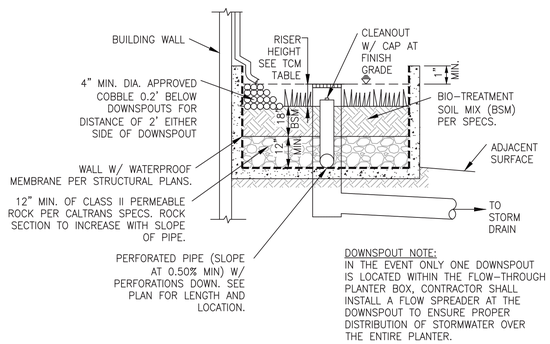
CONTECH STORMFILTER MANHOLE
N.T.S.

SIZING FOR VOLUME-BASED TREATEMENT MEASURES (DMA 1, 2)

STEP 1	DRAINAGE AREA:	0.036	ACRE
STEP 2	A. IMPERVIOUS AREA DRAINING TO BMP:	0.036	ACRE
	B. % IMPERVIOUS AREA	100	
STEP 3	MEAN ANNUAL PRECIPITATION (MAP_{SITE}):	14.50	INCHES (FIGURE B-1)
STEP 4	CLOSEST REFERENCE RAIN GAUGE (MAP_{GAGE}):	13.90	INCHES (TABLE B-2B)
STEP 5	DETERMINE THE RAIN GAGE CORRECTION FACTOR:	CORRECTION FACTOR = MAP_{SITE}/MAP_{GAGE} =	1.043
STEP 6	A.IDENTIFY THE REPRESENTATIVE SOIL TYPE FOR THE BMP DRAINAGE AREA	CLAY (D)	SANDAY CLAY (D)
		SILT	CLAY LOAM (D)
		NOT APPLICABLE (100% IMPERVIOUS)	X
	B. DOES THE SITE PLANNING ALLOW FOR PROTECTION OF NATURAL AREAS AND ASSOCIATED VEGETATION AND SOILS SO THAT THE SOILS OUTSIDE THE BUILDING FOORPRINT ARE NOT GRADED/COMPACTED?	NO	
	IF YOUR ANSWER IS NO, AND THE SOIL WILL BE COMPACTED DURING SITE PREPARATION AND GRADING, THE SOIL'S INFILTRATION ABILITY WILL BE DECREASED. MODIFY YOUR ANSWER TO A SOIL WITH A LOWER INFILTRATION RATE. MODIFIED SOIL TYPE:	CLAY LOAM	
STEP 7	AVERAGE SLOPE FOR THE DRAINAGE AREA FOR THE BMP:	S=	0.01
STEP 8	DETERMINE THE UNIT BASIN STORAGE VOLUME FROM SIZING CURVES:	UNIT BASIN STORAGE FOR 1% SLOPE (UBS1%)=	0.58 INCHES (FIGURE B-2)
		UNIT BASIN STORAGE FOR 15% SLOPE (UBS15%)=	0.60 INCHES (FIGURE B-5)
		UNIT BASIN STORAGE VOLUME (UBSX)=	0.58 INCHES
STEP 9	ADJUSTED UNIT BASIN STORAGE VOLUME:	ADJUSTED UBS = RAIN GAGE CORRECTION FACTOR * UNIT BASIN STORAGE VOLUME =	0.61
STEP 10	DETERMINE THE BMP DESIGN VOLUME:	DESIGN VOLUME = (ADJUSTED UNIT BASIN STORAGE VOLUME*DRAINAGE AREA)/(1FT/12IN) =	0.0018 ACRE-FEET
		=	79.16 CUBIC FEET
STEP 11	DETERMINE DEPTH NEEDED TO SATISFY VOLUME REQUIRMENT:	AREA PROVIDED =	55 SF
		DEPTH PROVIDED BASED ON 35% VOID SPACE (PERMEABLE ROCK):	0.47 FEET
		DEPTH OF OVER FLOW RISER:	1 FOOT
		VOLUME PROVIDED =	80.67 CUBIC FEET



PLAN VIEW



SECTION A-A

FLOW-THROUGH PLANTER
N.T.S.

SIZING FOR VOLUME-BASED TREATEMENT MEASURES (DMA 3)

STEP 1	DRAINAGE AREA:	0.048	ACRE
STEP 2	A. IMPERVIOUS AREA DRAINING TO BMP:	0.048	ACRE
	B. % IMPERVIOUS AREA	100	
STEP 3	MEAN ANNUAL PRECIPITATION (MAP_{SITE}):	14.50	INCHES (FIGURE B-1)
STEP 4	CLOSEST REFERENCE RAIN GAUGE (MAP_{GAGE}):	13.90	INCHES (TABLE B-2B)
STEP 5	DETERMINE THE RAIN GAGE CORRECTION FACTOR:	CORRECTION FACTOR = MAP_{SITE}/MAP_{GAGE} =	1.043
STEP 6	A.IDENTIFY THE REPRESENTATIVE SOIL TYPE FOR THE BMP DRAINAGE AREA	CLAY (D)	SANDAY CLAY (D)
		SILT	CLAY LOAM (D)
		NOT APPLICABLE (100% IMPERVIOUS)	X
	B. DOES THE SITE PLANNING ALLOW FOR PROTECTION OF NATURAL AREAS AND ASSOCIATED VEGETATION AND SOILS SO THAT THE SOILS OUTSIDE THE BUILDING FOORPRINT ARE NOT GRADED/COMPACTED?	NO	
	IF YOUR ANSWER IS NO, AND THE SOIL WILL BE COMPACTED DURING SITE PREPARATION AND GRADING, THE SOIL'S INFILTRATION ABILITY WILL BE DECREASED. MODIFY YOUR ANSWER TO A SOIL WITH A LOWER INFILTRATION RATE. MODIFIED SOIL TYPE:	CLAY LOAM	
STEP 7	AVERAGE SLOPE FOR THE DRAINAGE AREA FOR THE BMP:	S=	0.01
STEP 8	DETERMINE THE UNIT BASIN STORAGE VOLUME FROM SIZING CURVES:	UNIT BASIN STORAGE FOR 1% SLOPE (UBS1%)=	0.58 INCHES (FIGURE B-2)
		UNIT BASIN STORAGE FOR 15% SLOPE (UBS15%)=	0.60 INCHES (FIGURE B-5)
		UNIT BASIN STORAGE VOLUME (UBSX)=	0.58 INCHES
STEP 9	ADJUSTED UNIT BASIN STORAGE VOLUME:	ADJUSTED UBS = RAIN GAGE CORRECTION FACTOR * UNIT BASIN STORAGE VOLUME =	0.61
STEP 10	DETERMINE THE BMP DESIGN VOLUME:	DESIGN VOLUME = (ADJUSTED UNIT BASIN STORAGE VOLUME*DRAINAGE AREA)/(1FT/12IN) =	0.0024 ACRE-FEET
		=	104.72 CUBIC FEET
STEP 11	DETERMINE DEPTH NEEDED TO SATISFY VOLUME REQUIRMENT:	AREA PROVIDED =	72 SF
		DEPTH PROVIDED BASED ON 35% VOID SPACE (PERMEABLE ROCK):	0.47 FEET
		DEPTH OF OVER FLOW RISER:	1 FOOT
		VOLUME PROVIDED =	105.60 CUBIC FEET

MEDIA FILTER SIZING

Step 1: Drainage Area and % Impervious

DMA # 4
A= 12798 s.f. A= 0.29380 acre

Step 2: Calculate the Weighted "C" Value based on the Site Characteristics.

C Value	Area* (s.f.)	Weighted C Value
0.9	12,798	0.878
0.8	3,697	
0.7	0	
0.1	0	

Rainfall Intensity (i) i = 0.2

* Input Values by hand or use Table at the bottom of the spreadsheet.

Step 3: Calculate the required treatment flow.

Q= C x i x A
Q= 0.0515673 cfs

Step 5: Calculate the number of cartridges required.

Manufacturer: Contech
Cartridge Height: 27 in.
Cartidge Media (if applicable):
G.U.L.D. Cartridge Treatment Flowrate (CTF): **22.5** gpm/cartridge

Cartridges= [Q x (449 gpm/cfs)] / CTF
Cartridges = 1.029054 (round up)
 # Cartridges Required= 2
Treatment Flow Rate Capacity= 0.100223 cfs

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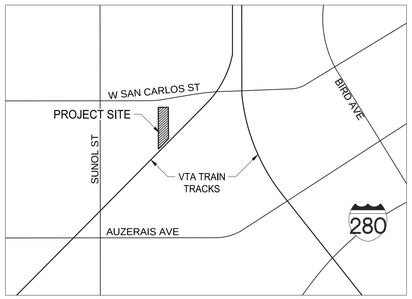
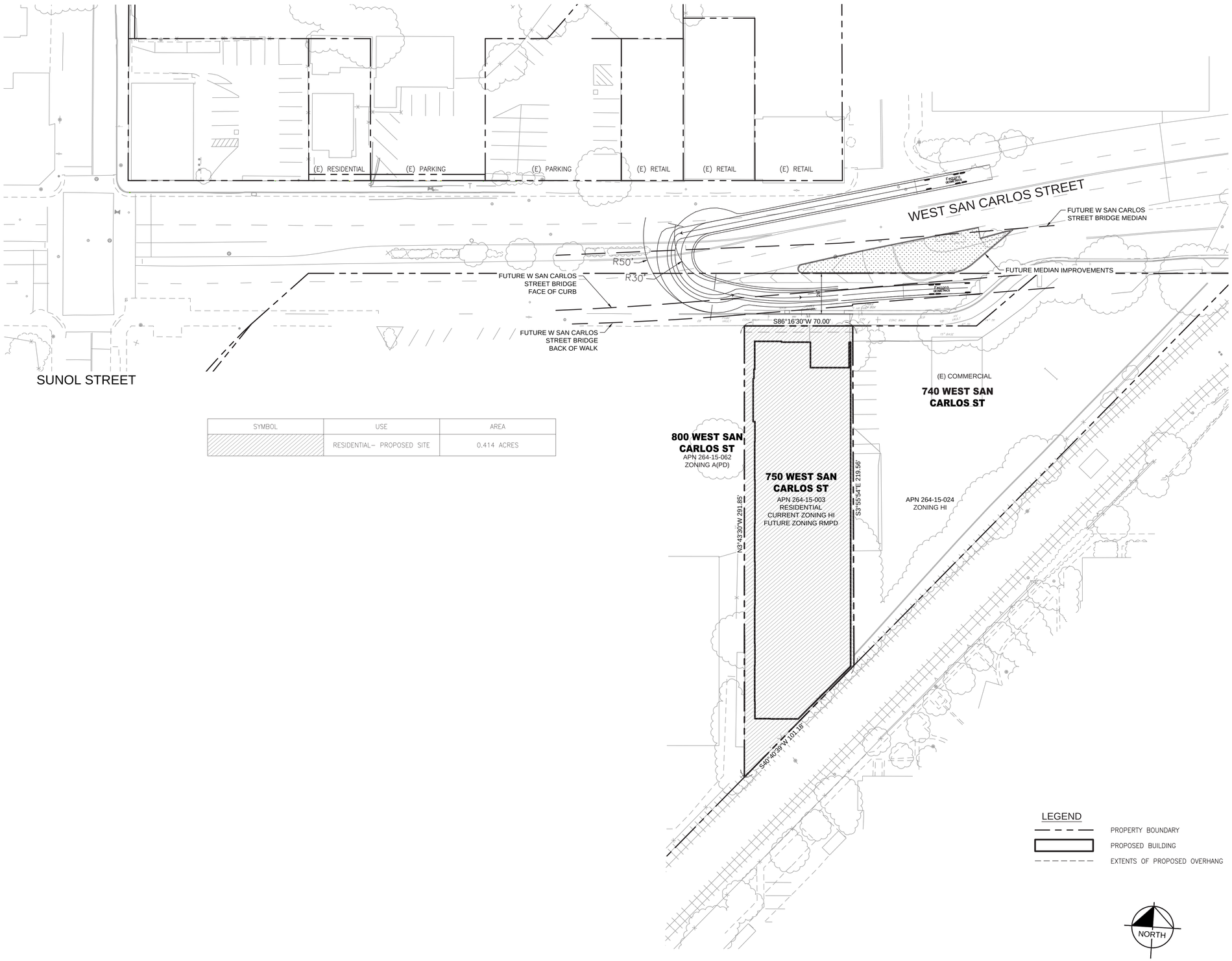


VICINITY MAP
N.T.S.



SYMBOL	USE	AREA
	RESIDENTIAL– PROPOSED SITE	0.414 ACRES

750 West San Carlos Residential

San Jose, California

Fire Access Exhibit - U Turn

SGPA Project No.: 21648-P01
City of San Jose Planning No.: H19-028

11.06.2019

Figure 4 - Project Plans

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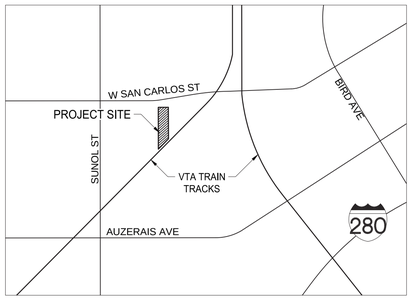

VICINITY MAP
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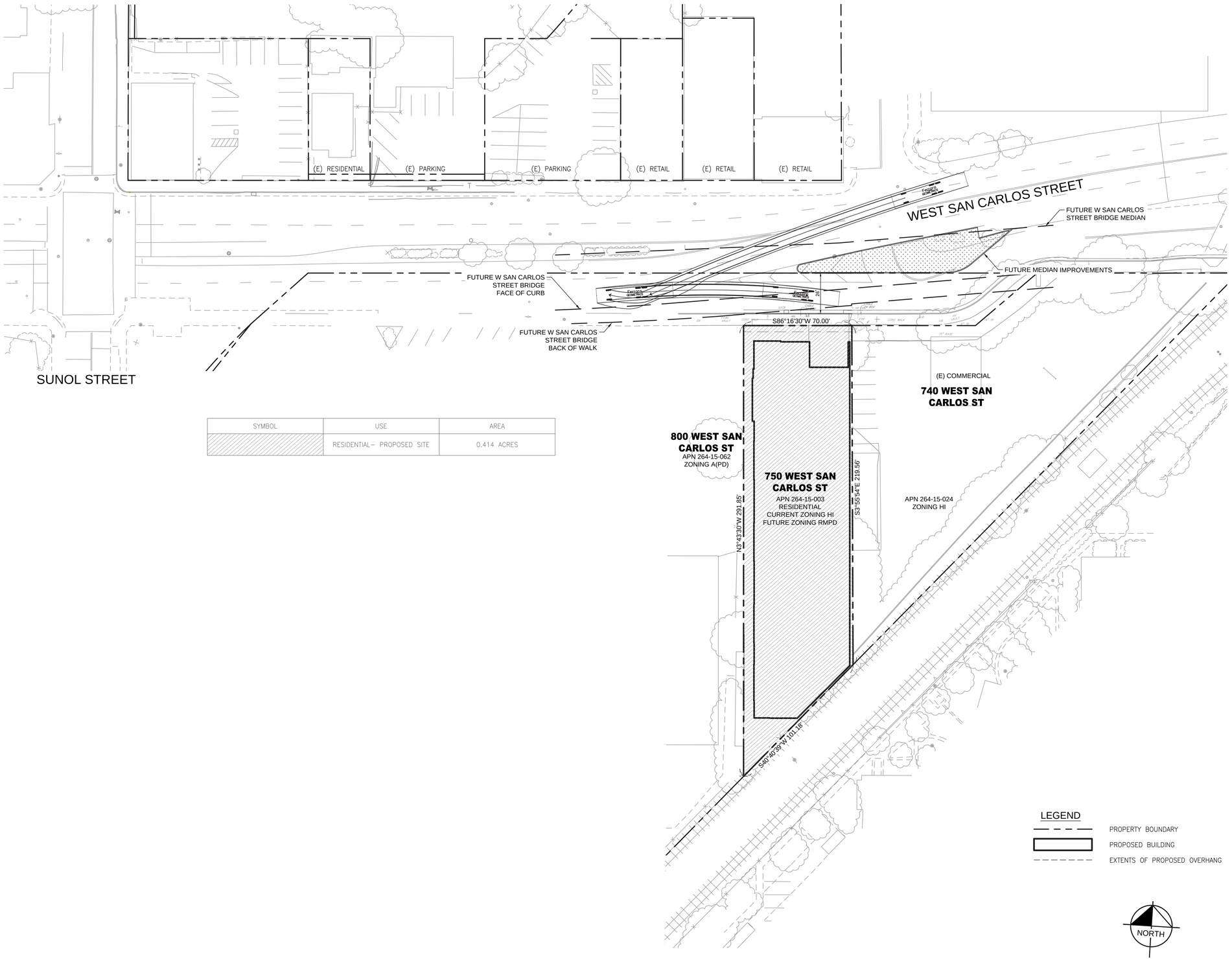

SYMBOL	USE	AREA
	RESIDENTIAL– PROPOSED SITE	0.414 ACRES

750 West San Carlos Residential

San Jose, California

Fire Access Exhibit - Back In

SGPA Project No.: 21648-P01
City of San Jose Planning No.: H19-028

11.06.2019

Figure 4 - Project Plans

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Project's exterior wall sconce with installation information

HINKLEY&FR

HINKLEY LIGHTING, INC.
33000 PIN OAK PARKWAY | AVON LAKE, OHIO 44012
(PH) 440.653.5500 (F) 440.653.5555
HINKLEYLIGHTING.COM | FREDRICKRAMOND.COM

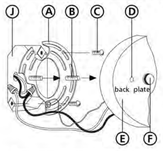
SHELTER 1326BK	
BLACK	
WIDTH:	4.5"
HEIGHT:	15.5"
WEIGHT:	3.0 LBS
MATERIAL:	SOLID ALUMINUM
GLASS:	CLEAR SEEDY
BACKPLATE WIDTH:	4.5"
BACKPLATE HEIGHT:	12.0"
SOCKET:	1-60W MED
DARK SKY:	YES
NOTES:	PATENT: US PATENT D688 413 S | A15 LAMP REQUIRED. REFLECTOR TYPE OR PAR TYPE LAMP RECOMMENDED.
EXTENSION:	4.8"
TTO:	5.8"
CERTIFICATION:	C-US WET RATED
VOLTAGE:	120V
UPC:	640665132601

AT HINKLEY, WE EMBRACE THE DESIGN PHILOSOPHY THAT YOU CAN MERGE TOGETHER THE LIGHTING, FURNITURE, ART, COLORS AND ACCESSORIES YOU LOVE INTO A BEAUTIFUL ENVIRONMENT THAT DEFINES YOUR OWN PERSONAL STYLE. WE HOPE YOU WILL BE INSPIRED BY OUR COMMITMENT TO KEEP YOUR 'LIFE AGLOW.'

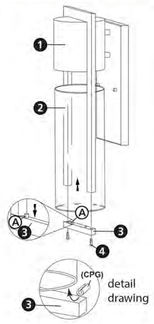
life AGLOW®

HINKLEY LIGHTING

Drawing 1 - Fixture Mounting



Drawing 2 - Fixture Assembly



Assembly Instructions

Item No: 1326 — English

start here

1. Find a clear area in which you can work.
2. Unpack fixture and glass from carton.
3. Carefully review instructions prior to assembly.

***** The construction of this fixture will be accomplished by first installing the mounting strap to the junction box, making all necessary electrical connections, mounting the fixture to the wall, and then installing the glass.**

1. Prepare mounting strap (A) by threading the two long mounting screws (B) into the back of the mounting strap (A) - see Drawing 1.
   • Be sure the holes into which the screws are threaded match the spacing of holes (D)in the backplate (E).
2. Attach mounting strap (A) to junction box (J) using two 1" screws (C) not provided.

SAFETY WARNING: READ WIRING AND GROUNDING INSTRUCTIONS (I.S. 18) AND ANY ADDITIONAL DIRECTIONS. TURN POWER SUPPLY OFF DURING INSTALLATION. IF NEW WIRING IS REQUIRED, CONSULT A QUALIFIED ELECTRICIAN OR LOCAL AUTHORITIES FOR CODE REQUIREMENTS.

Make electrical connections from supply wire to fixture lead wires. Refer to instruction sheet (I.S. 18) and follow all instructions to make all necessary wiring connections. Then refer back to this sheet to complete installation of this fixture.

1.To mount fixture, slip the two mounting screws (B) through the two mounting holes (D) in the backplate (E) - see Drawing 1.
2. While holding fixture in place, thread the two ball knobs (F) on to the end of the mounting screws (B), and tighten.

1. Fixture can now be lamped accordingly.
2. Remove screws (4) from under crossbar (3) - see Drawing 2..
3. Slip one end of glass cylinder (2) into upper cap (1).
4. Take crossbar (3) and slip the glass (2) over pegs (A) and hold glass (2) and crossbar (3) in position.
5. Thread screws (4) back into fixture to secure crossbar (3) and the glass (2) .

NOTE: ADDITIONAL CLEAR PLASTIC GROMMETS (CPG) HAVE BEEN SUPPLIED WITH THIS FIXTURE. THEY CAN BE SLIPPED OVER THE BOTTOM EDGE OF THE GLASS WHERE IT CONTACTS THE BOTTOM CROSSBAR (3). SEE DETAIL DRAWING.

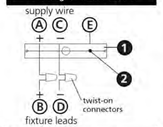
HINKLEY LIGHTING 33000 Pin Oak Parkway, Avon

HINKLEY LIGHTING

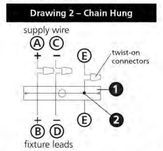
I.S. 18 wiring grounding instructions

SAFETY WARNING: READ WIRING AND GROUNDING INSTRUCTIONS (IS 18) AND ANY ADDITIONAL DIRECTIONS. TURN POWER SUPPLY OFF DURING INSTALLATION. IF NEW WIRING IS REQUIRED, CONSULT A QUALIFIED ELECTRICIAN OR LOCAL AUTHORITIES FOR CODE REQUIREMENTS

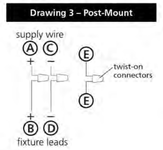
Drawing 1 – Flush Mount



Drawing 2 – Chain Hung



Drawing 3 – Post-Mount



wiring instructions

Indoor Fixtures

1. Connect positive supply wire **(A)** (typically black or the smooth, unmarked side of the two-conductor cord) to positive fixture lead **(B)** with appropriately sized twist on connector - see **Drawings 1 or 2**.
2. Connect negative supply wire **(C)** (typically white or the ribbed, marked side of the two-conductor cord) to negative fixture lead **(D)**.
3. Please refer to the grounding instructions below to complete all electrical connections

Outdoor Fixtures

1. Connect positive supply wire **(A)** (typically black or the smooth unmarked side of the two-conductor cord) to positive fixture lead **(B)** with appropriately sized twist on connector – see **Drawings 2 or 3**.
2. Connect negative supply wire **(C)** (typically white or the ribbed, marked side of the two-conductor cord) to negative fixture lead **(D)**.
3. Cover open end of connectors with silicone sealant to form a watertight seal.
   If installing a wall mount fixture, use caulk to seal gaps between the fixture mounting plate (backplate) and the wall. This will help prevent water from entering the outlet box. If the wall surface is lap siding, use caulk and a fixture mounting platform specially.
4. Please refer to the grounding instructions below to complete all electrical connections.

grounding instructions

Flush Mount Fixtures
For positive grounding in a 3-wire electrical system, fasten the fixture ground wire **(E)** (typically copper or green plastic coated) to the fixture mounting strap **(M)** with the ground screw **(S)** - see **Drawing 1**.
Note: On straps for screw supported fixtures, first install the two mounting screws in strap. Any remaining tapped hole may be used for the ground screw.

Chain Hung Fixtures
Loop fixture ground wire **(E)** (typically copper or green plastic coated) under the head of the ground screw **(S)** on fixture mounting strap **(M)** and connect to the loose end of the fixture ground wire directly to the ground wire of the building system with appropriately sized twist-on connectors - see **Drawing 2**.

Post-Mount Fixtures
Connect fixture ground wire **(E)** (typically copper or green plastic coated) to power supply ground with appropriately sized twist-on connector inside post. Cover open end of connector with silicone sealant to form a watertight seal - see **Drawing 3**.

HINKLEY LIGHTING 33000 Pin Oak Pa

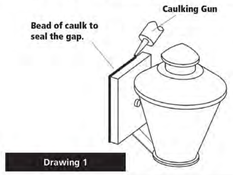
HINKLEY LIGHTING

IS200 Caulking Instructions

start here

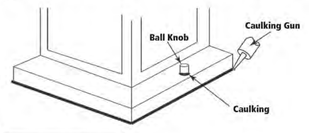
After securing fixture to the wall it is recommended that the gap between the wall and the fixture backplate be sealed on the top and both sides, with a good quality waterproof caulk or silicone sealant (NOT INCLUDED) - see Drawing 1.

Drawing 1



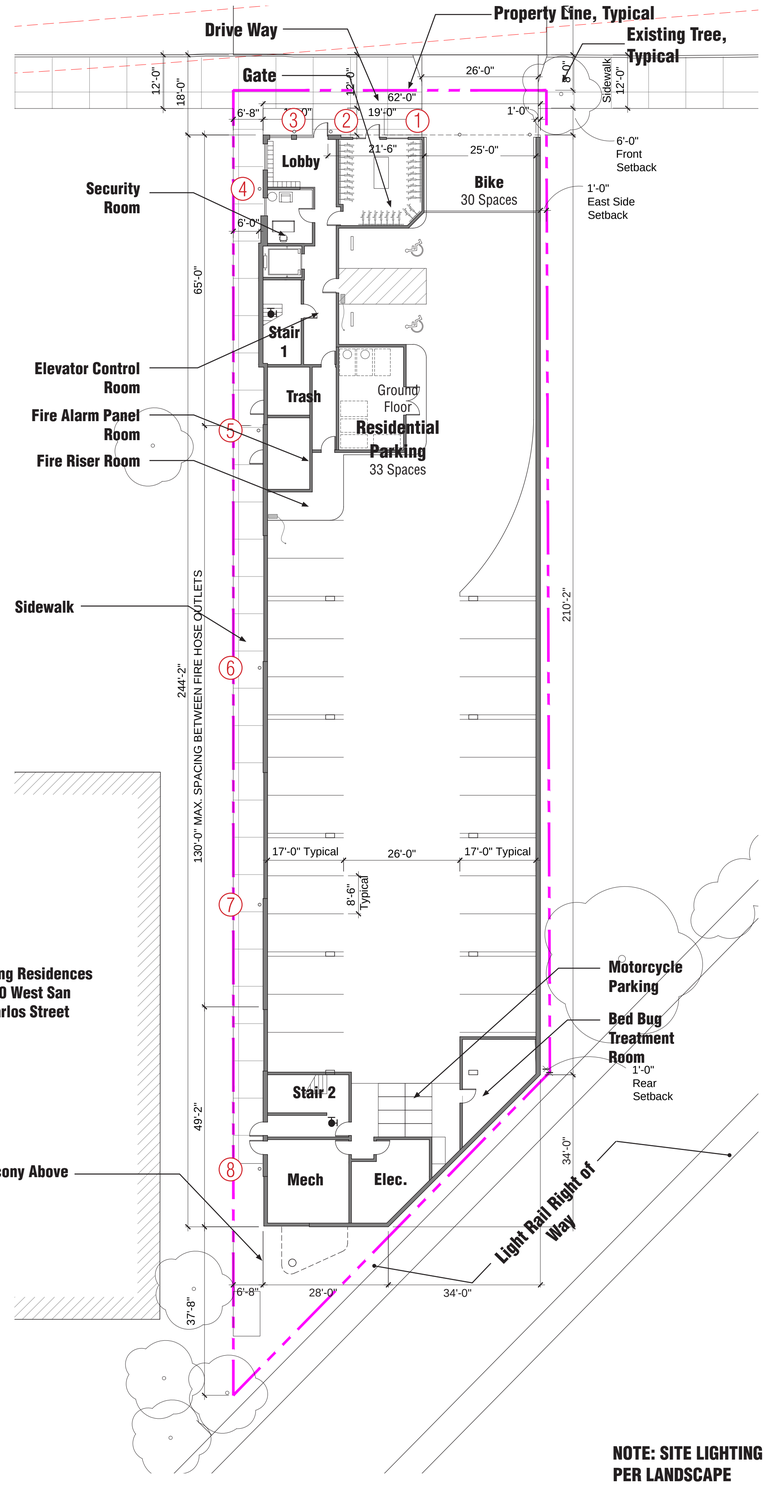
After securing fixture in place it is recommended that the gap between the mounting top and fixture base be sealed with any good quality waterproof caulk or silicone sealant (not included). It is also recommended that a small bead of caulk or sealant be put under the ball knobs used to mount fixture – see Drawing 2.

Drawing 2



HINKLEY L

West San Carlos Street



Key

X Exterior Wall Sconce

8 In Total

NOTE: SITE LIGHTING PER LANDSCAPE

750 West San Carlos Residential

San Jose, California

Lighting Plan

SGPA Project No.: 21648-P01
City of San Jose Planning No.: H19-028

11.06.2019

Figure 4 - Project Plans

N

0' 16' 32'

SGPA ARCHITECTURE AND PLANNING
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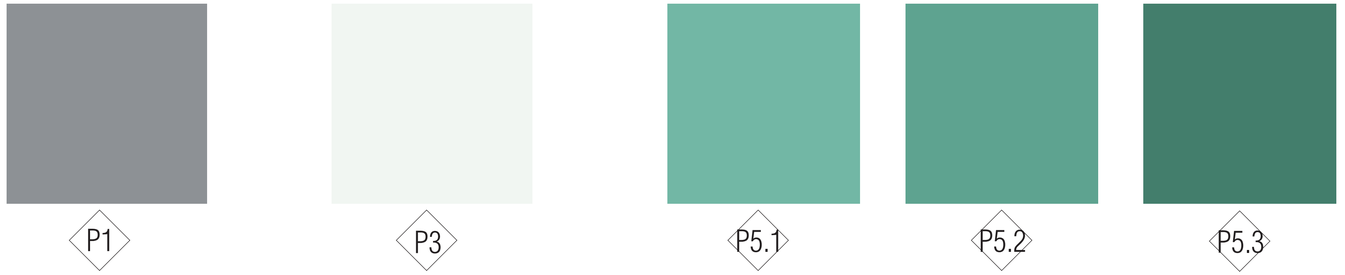
15.0

Colors



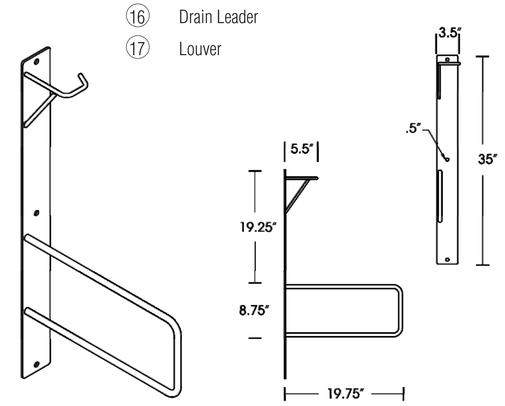
Colors

- P1 Benjamin Moore 2124-30 Deep Silver
- P2 Benjamin Moore 2132-60 Metallic Silver
- P3 Benjamin Moore 2122-70 Snow White
- P4 Benjamin Moore 1596 Nightfall
- P5.1 Benjamin Moore 740 Harbor Side Blue
- P5.2 Benjamin Moore 741 San Jose Blue
- P5.3 Benjamin Moore 742 Largo Teal
- P6 Benjamin Moore 1609 Temptation

Materials

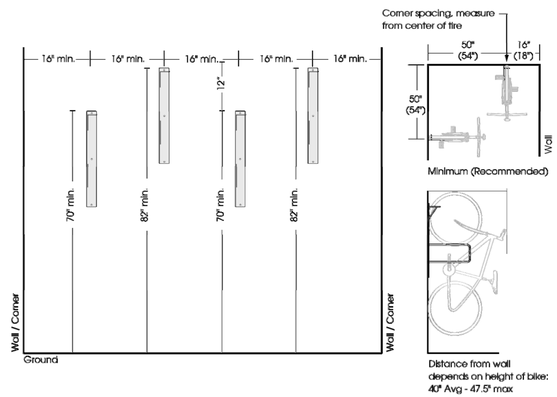
1. Corrugated Metal Siding
2. Cement Plaster
3. Metal Canopy
4. Composite Architectural Panel - Wood Texture
5. Aluminum Window
6. Composite Architectural Panel
7. Aluminum Guardrail
8. Aluminum Storefront Window System
9. Metal / Wood Trellis
10. Translucent Glass Roll Up Garage Door
11. Wall Sconce
12. Signage & Address Numbers
13. Cementitious Panel / Board
14. Aluminum Tube Security Screen
15. Green Wall
16. Drain Leader
17. Louver

Materials



RECOMMENDED LAYOUT

NOTE: Wall mount bike racks can be installed non-staggered at 20"-24" spacing.



Bike Rack Detail 1
Scale: 1"=1'-0"

750 West San Carlos Residential

San Jose, California

Colors, Materials & Details

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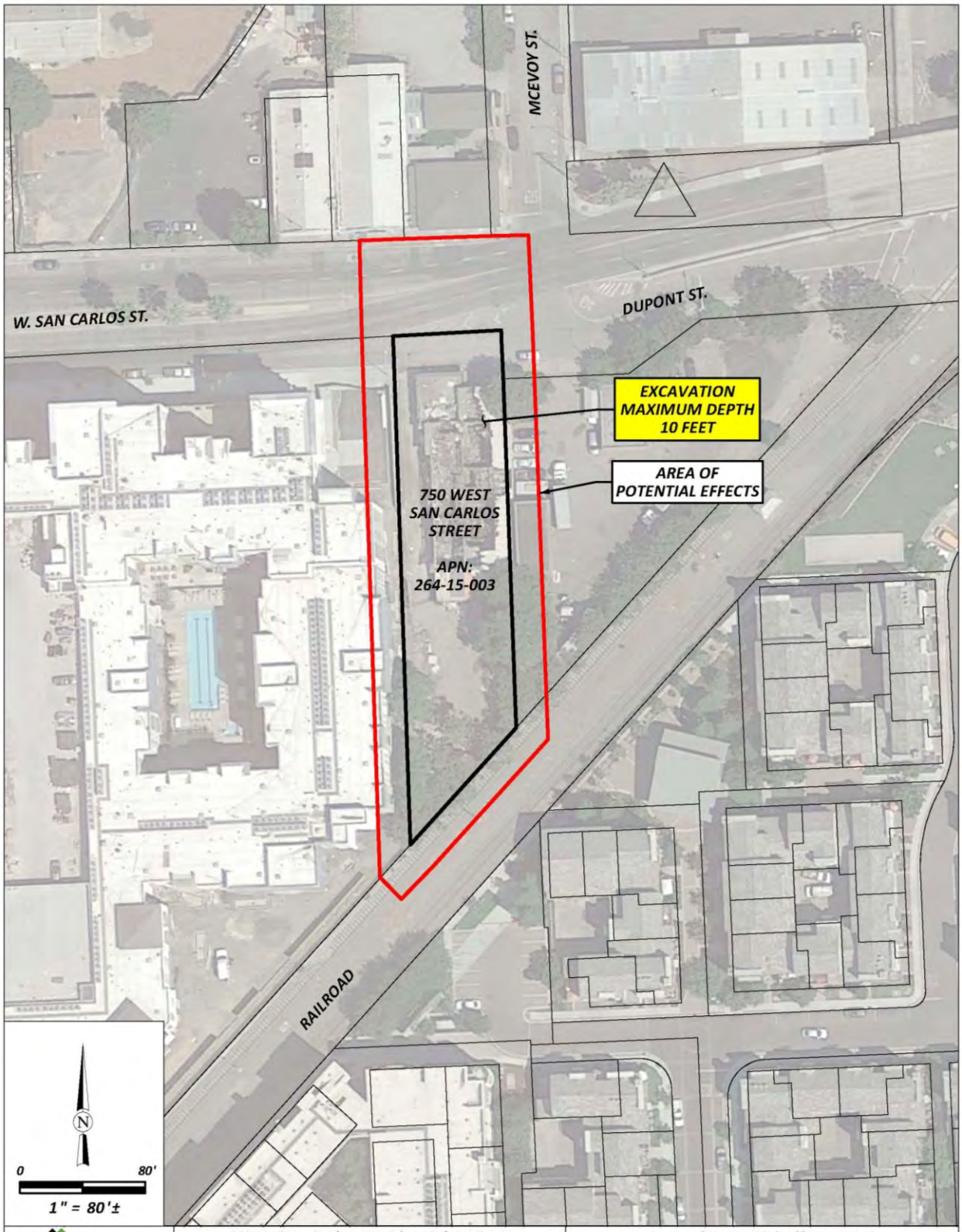
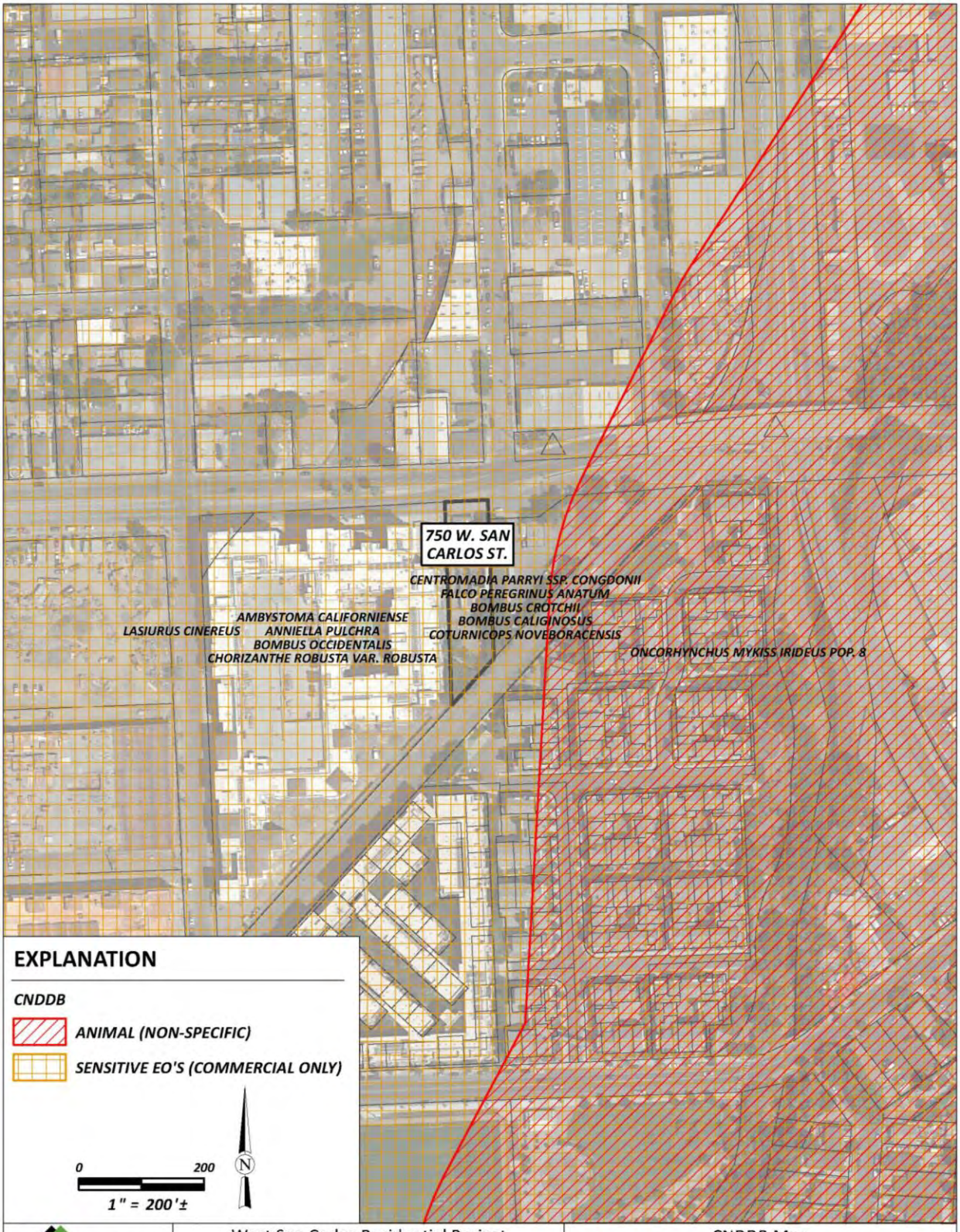
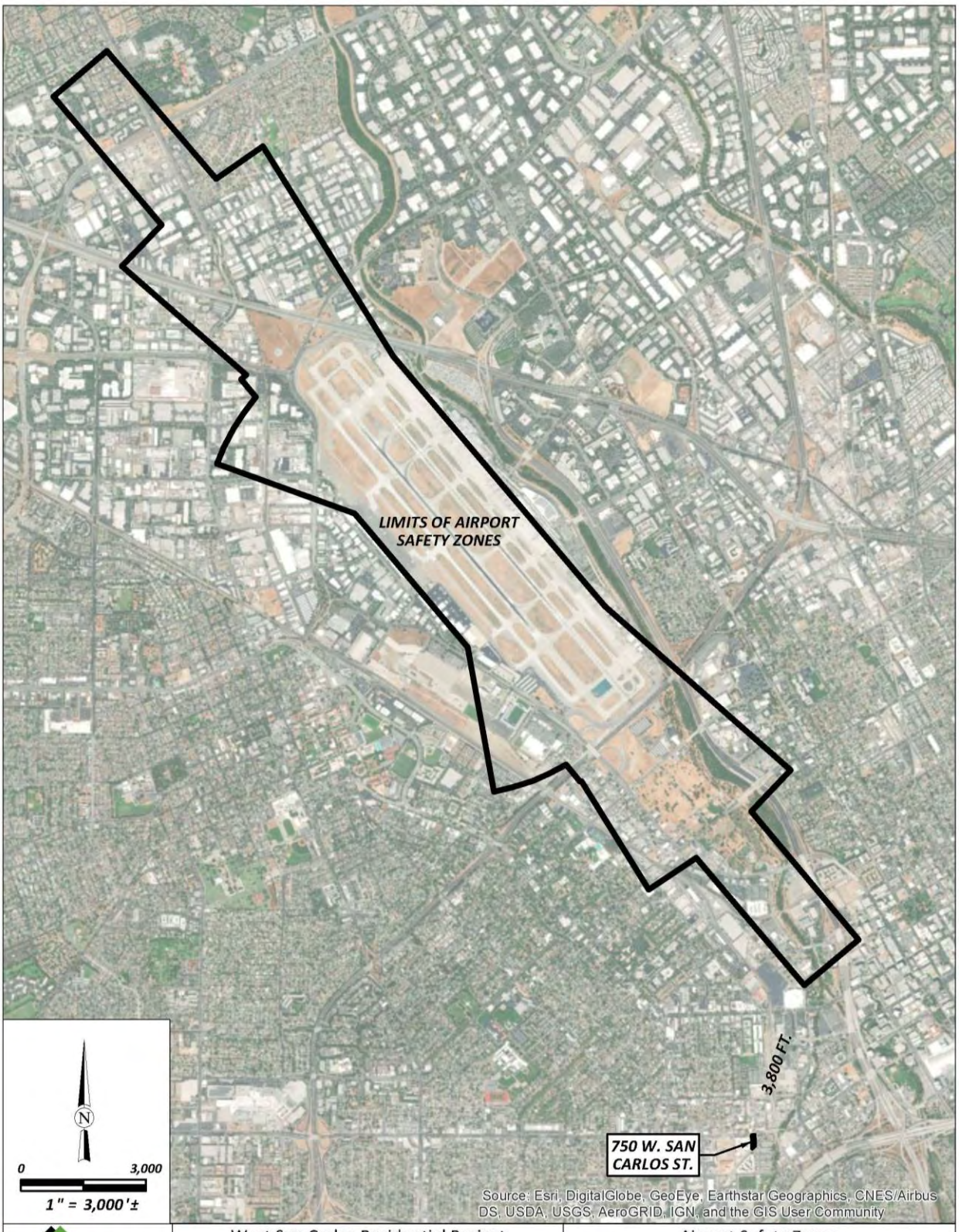


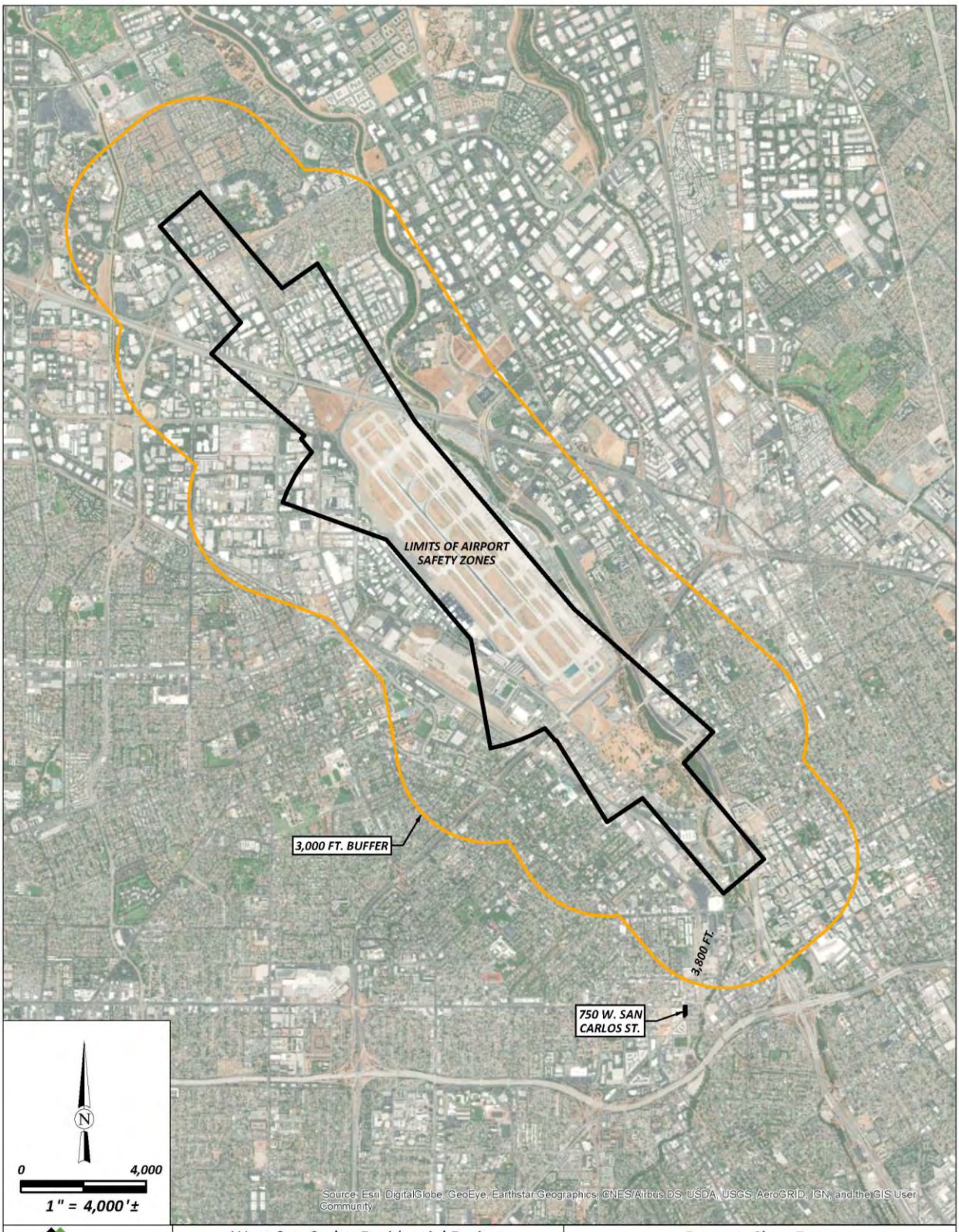
SHN	West San Carlos Residential Project NEPA EA San Jose, California	Area of Potential Effects Map SHN 019027
August 2019	NEPA_EA_Fig5_APE_Map	Figure 5



SHN	West San Carlos Residential Project NEPA EA San Jose, California	CNDDB Map SHN 019027
October 2019	NEPA_EA_Fig6_CNDDB	Figure 6



SHN	West San Carlos Residential Project NEPA EA San Jose, California	Airport Safety Zones SHN 019027
January 2020	NEPA_EA_Fig7_AirportSafetyZones	Figure 7



SHN	West San Carlos Residential Project NEPA EA San Jose, California	Runway Clear Zone SHN 019027
January 2020	NEPA_EA_Fig8_RunwayClearZone	Figure 8

SHN	West San Carlos Residential Project NEPA EA San Jose, California	FEMA FIRM Map SHN 019027
October 2019	NEPA_EA_Fig9_FEMAFirmMap	Figure 9

SHN	West San Carlos Residential Project NEPA EA San Jose, California	National Wetlands Inventory Map SHN 019027
October 2019	NEPA_EA_Fig10_NWIMap	Figure 10

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

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

Please note that all mitigation measures referenced below are included in detail in the Mitigation Measures and Conditions section included further down in this document.

Compliance Factors: Statutes, Executive Orders, and Regulations listed at 24 CFR §58.5 and §58.6	Are formal compliance steps or mitigation required?	Compliance determinations
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 and 58.6		
Airport Hazards 24 CFR Part 51 Subpart D	Yes ☐ No ☒	The project site is not located within 3,000 feet of the end of a civil airport runway or 15,000 feet of the end of a military airfield runway. The closest civilian airports near the project area are approximately 2 miles to the northwest (Norman Y. Mineta San José International Airport) and approximately 4.6 miles to the east (Reid-Hillview Airport). Moffett Federal Airfield, operated by NASA, is approximately 9.5 miles to the northwest. As indicated on Figure 7 – Airport Safety Zones Map and Figure 8 – Runway Clear Zones Map, the project would not be located within an Airport Clear Zone or an Airport Safety Zone.
Coastal Barrier Resources Coastal Barrier Resources Act, as amended by the Coastal Barrier Improvement Act of 1990 [16 USC 3501]	Yes ☐ No ☒	There are no Coastal Barrier Resource System (CBRS) Units, CBRS buffer zones, as defined under the Coastal Barrier Resources Act of 1982 (PL 97-348), as amended by the Coastal Barrier Improvement Act of 1990 (PL 101-591) located within Santa Clara County. The Coastal Barriers Resources Act only applies to the eastern coastline of the United States. The project is therefore not located within a CBRS Unit, or CBRS buffer zone (see Attachment 28).

Flood Insurance Flood Disaster Protection Act of 1973 and National Flood Insurance Reform Act of 1994 [42 USC 4001-4128 and 42 USC 5154a]	Yes ☐ No ☒	Based on the 2009 (Panel 06085C0234H, eff. 5/18/2009) Flood Insurance Rate Map, the project site is in Zone D (see Figure 9 – FEMA Firm Map). The Zone D designation is used for areas where there are possible but undetermined flood hazards, as no analysis of flood hazards has been conducted. The designation of Zone D is also used when a community incorporates portions of another community's area where no map has been prepared. Flood insurance is not required for projects in Zone D.
STATUTES, EXECUTIVE ORDERS, AND REGULATIONS LISTED AT 24 CFR 50.4 & 58.5		
Clean Air Clean Air Act, as amended, particularly section 176(c) & (d); 40 CFR Parts 6, 51, 93	Yes ☒ No ☐	The project site is in Santa Clara County, which is within the San Francisco Bay Area Air Basin and under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). Santa Clara County is currently listed as being "nonattainment" for the federal and State ambient air quality standards for Ozone (O_3) and fine particulate matter ($PM_{2.5}$). The County is also "nonattainment" for the State ambient air quality standard for particulate matter (PM_{10}) (see Attachment 4). The BAAQMD developed screening criteria to provide lead agencies and project applicants with a conservative indication of whether the proposed project could result in potentially significant air quality impacts. If the proposed project meets all the screening criteria, then a detailed air quality assessment of the project's air pollutant emissions would not be required. (Attachment 2, pg. 3-1). The applicant proposes a seven-story apartment building, which would be classified as a "Mid-rise Apartment" in the BAAQMD CEQA Guidelines. Table 1 below contains the construction and operational-related screening levels sizes for that classification.

Table 1 - Construction and Operational-Related Screening Level Sizes

Land Use Type	Construction Screening Size	Operational Screening Size
Mid-Rise Apartment	240 du	494 du

Notes:
du = dwelling unit

Since the project is a multi-family housing development with eighty (80) dwelling units, it would fall below the screening criteria developed by the BAAQMD for construction and operational emissions. As such, a detailed air quality assessment would not be required for the proposed project. Since the project is below the BAAQMD screening criteria for a "Mid-rise Apartment", the project would not result in the generation of criteria air pollutants and/or precursors that exceed the thresholds of significance developed by the BAAQMD (see Attachment 2, pg. 3-1).

Construction activities, particularly during demolition, site preparation, and grading, would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. These fugitive dust emissions have the potential to impact nearby sensitive receptors (e.g., residents). Fugitive dust emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. Fugitive dust emissions would also depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating (see Attachment 12, pg. 37). To reduce fugitive dust generation during demolition, excavation or earthmoving construction activities, the project would be developed in conformance with all basic BAAQMD Best Management Practices (BMPs) and dust control measures during construction, which have been included as Mitigation Measure Air-1 for the

		project (see Attachment 12, pg. 38). With the implementation of Mitigation Measure Air-1, the project would not result in adverse impacts to nearby sensitive receptors (e.g., residents) from the generation of fugitive dust emissions during construction (see Attachment 12, pg. 38).
Coastal Zone Management Coastal Zone Management Act, sections 307(c) & (d)	Yes ☐ No ☒	The project is in the City of San José, which is approximately 28 miles inland from the Pacific Ocean (see Figure 1 - Project Region). According to the National Oceanic and Atmospheric Administration (NOAA) Office for Coastal Management, California's coastal zone generally extends 1,000 yards inland from the mean high tide line. In significant coastal estuarine habitats and recreational areas, it extends inland to the first major ridgeline or 5 miles from the mean high tide line, whichever is less. In developed urban areas, the boundary is generally less than 1,000 yards. The project site is in the San José Downtown area and is not located within the coastal zone.
Contamination and Toxic Substances 24 CFR Part 50.3(i) & 58.5(i)(2)	Yes ☒ No ☐	The project site is not located on or within one mile of an NPL ("Superfund") site or within 2,000 feet of a CERCLIS site (see Attachment 7). A Phase I Environmental Site Assessment (ESA) was completed for the project site by PES Environmental, Inc. (PES) in 2017. The conclusions in the Phase I ESA (see Attachment 22, Pgs. 16-17) are included below: • Analysis of soil vapor samples collected at the project site in 2016 identified benzene, toluene, ethylbenzene, and xylene (BTEX) at concentrations well below the applicable screening levels for vapor intrusion concerns. However, several subsurface investigations at the adjacent property to the east (740 West San Carlos) have identified the presence of petroleum hydrocarbons

		and associated constituents in soil, soil gas, and groundwater. Based on the documented contamination, the proximity to the project site, and the results of the 2016 soil vapor investigation, there is the potential for vapor intrusion concerns to be present on the eastern portion of the project site. • Based on the date of construction of the building at the project site, testing for asbestos content of the building materials to be disturbed should be performed, so that asbestos containing materials, if present, can be properly managed. • Based on the construction date of the building at the project site, a lead paint survey of the building materials to be disturbed should be conducted so that these materials, if present, can be properly managed. <u>Petroleum Hydrocarbon Contamination</u> As noted above, a soil vapor study was conducted in 2016 by PES at the project site, which detected BTEX concentrations below the applicable screening levels for vapor intrusion concerns. In September 2017, PES performed a supplemental investigation to confirm soil and soil vapor conditions at the project site. This included the collection of soil and soil vapor samples on the eastern portion of the site to assess potential vapor intrusion concerns (see Attachment 12, pgs. 82-83). The results of the investigation found no petroleum hydrocarbons, volatile organic compounds (VOCs), or metals at or above the Regional Water Quality Control Board (RWQCB) Tier 1 environmental screening level (ESLs) with the exception of arsenic. All the soil samples contained concentrations of arsenic above the ESL. The RWQCB background levels for arsenic is also above the ESL. One soil sample

		contained arsenic at a concentration slightly higher than the background level; however, the average concentration of arsenic in the samples is below the background level. In addition, studies of California soils have identified background concentrations that range from 0.6 to 42 mg/kg for arsenic. The maximum and average arsenic concentrations detected in site soils were found to be below these levels and are considered representative of background conditions. Finally, the soil vapor samples were analyzed for VOCs, and none were detected at or above the RWQCB Tier 1 ESL (see Attachment 12, pg. 83). Based on the results of the soil vapor investigations conducted by PES, it was determined that further characterization or remediation at the project site is not warranted or recommended. <u>Asbestos-Containing Materials and Lead-Based Paints</u> Some of the existing structures at the project site were constructed before the 1978 federal bans on friable asbestos-containing building materials and lead-containing paints became effective. For this reason, an Asbestos and Limited Lead Assessment Report was prepared by GHD, a California State Certified Asbestos Consultant (CAC), to evaluate the presence of asbestos-containing materials and lead-based paint or lead-containing surface coatings in the structure at the project site. As concluded in the report, asbestos- and lead-containing materials are present, or should be presumed to be present, in the building proposed for demolition (see Attachment 17, pgs. 6-10). As part of the City's demolition permit process, screening assessments for asbestos and lead-based paint and PCBs based on the most recent federal and State laws are

		required to be completed and submitted to the City. Based on the results of the assessments, the construction contractor shall be required to comply with the provisions of the federal and State laws. The above described requirements to address asbestos- and lead-containing materials have been included as Mitigation Measure Haz-1 for the project to minimize the risks associated with hazardous materials. The implementation of Mitigation Measure Haz-1 would ensure that onsite hazardous materials do not pose a substantial risk to the public or environment.
Endangered Species Endangered Species Act of 1973, particularly section 7; 50 CFR Part 402	Yes ☒ No ☐	The project site is a currently developed site that is surrounded by urban development. Development surrounding the project site includes light industrial and commercial development to the north, the Caltrain railroad line and commercial development to the east, and high-density residential development to the south and west. Vegetation on the site consists of a few scattered trees along the periphery of the site, shrubs, and grasses. No sensitive habitat, wetlands, riparian vegetation, gulches, or other natural areas exist on the project site (see Figure 2 – Project Area and Figure 3 – Street View Photos of Project Site). The only biological resources on the project site are landscape trees. The Los Gatos Creek riparian corridor is approximately 500 feet to the east of the project site, across the railroad tracks, with no available vegetative habitat connectivity to the project site. Action ER-2.6 in the City's General Plan identifies 100 feet as the creek setback standard required in the City (see Attachment 13, chp. 3, pg. 27). As indicated above, the project would comply with this setback standard. The California Department of Fish & Wildlife (CDFW) California Natural Diversity Database (CNDDB) records list

		occurrences of the following species in this area of San José including: California tiger salamander (*Ambystoma californiense*), American Peregrine Falcon (*Falco peregrinus anatum*), Steelhead-Central California Coast (*Oncorhynchus mykiss irideus* pop 8), pallid bat (*Antrozous pallidus*), hoary bat (*Lasiurus cinereus*), and Robust spineflower (*Chorizanthe robusta* var. *robusta*) (see Figure 6 – CDFW CNDDB Map and Attachment 6). California tiger salamander, Steelhead, and robust spineflower are federally- and/or State-listed species. The California tiger salamander has a federal and State listing as Threatened (see Attachment 29, pg. 1). According to the U.S. Fish & Wildlife Service, the habitat for the California tiger salamander is restricted to grasslands and low foothills with pools or ponds that are necessary for breeding (see Attachment 29, pg. 1). As described above and shown in Figure 2 – Project Area and Figure 3 – Street View Photos of the Project Site, the project site does not contain suitable habitat for the California tiger salamander. According to NOAA Fisheries, Steelhead (Central California Coast Distinct Population Segment) is federally listed as Threatened (see Attachment 21, pg. 3). As indicated in the CDFW CNDDB database, this species is reported as occurring within the tributaries to the Guadalupe River, which includes Los Gatos Creek (see Figure 6 – CDFW CNDDB Map and Attachment 6). The project site does not contain any waterways and due to its distance from Los Gatos Creek (500 feet), the project is not expected to affect Steelhead or its habitat. According to CNPS, the robust spineflower is federally listed as Endangered and considered extirpated from the Santa Clara Valley area (see Attachment 8). This species grows in sandy and gravelly soils in several

		habitat types including chaparall (maritime), cismontane woodland (openings), coastal dunes, and coastal scrub. As described above and shown in Figure 2 – Project Area and Figure 3 – Street View Photos of the Project site, the project site does not contain suitable habitat for robust spineflower. The project site is located within the boundaries of the Santa Clara Valley Habitat Conservation Plan (SCVHCP) study area and is designated as *Urban-Suburban*. Urban-Suburban lands are areas where native vegetation has been cleared for residential, commercial, industrial, transportation, or recreational structures, and has one or more structure per 2.5 acres. The project site is not identified as important habitat for endangered and threatened species in the SCVHCP (see Attachment 12, pg. 46). Based on the existing developed nature of the site, the proposed project would not have adverse impacts to any species covered by the SCVHCP (see Attachment 12, pg. 52) As noted above, the biological resources on the project site are landscape trees. The trees on the project site could provide nesting habitat for birds, including migratory birds and raptors, and roosts for bats. To prevent adverse impacts to nesting migratory and other protected bird species and bats, seasonal restrictions on construction activity or pre-construction surveys by a qualified ornithologist have been required as Mitigation Measure Bio-1 for the proposed project. Based on the existing site conditions, surrounding urban development, and implementation of Mitigation Measure Bio-1, it is not anticipated that the proposed project would have adverse effects on any critical habitats or protected species.
Explosive and Flammable	Yes No	The project is a multi-family residential development and does not involve explosive

Hazards 24 CFR Part 51 Subpart C	☐ ☒	or flammable materials or operations. The neighborhood in which the project is proposed to be located is a mixed-use neighborhood consisting of residential, commercial, and industrial uses. An Explosive and Fire Hazards Review was prepared for the project by Running Moose Environmental Consulting. The purpose of the Explosive and Fire Hazards Review was to identify facilities in the vicinity of the project site having significant observed or reported Specific Hazardous Substances (per 24 CFR Part 51 C, Appendix 1) or other flammable materials storage (per HUD guidance) in stationary aboveground containers, and to evaluate the acceptable separation distance (ASD) for the storage containers with respect to their proximity to the project site (see Attachment 23, pg. 1). The report provides a summary of ten businesses with storage of Specific Hazardous Substances or other flammable materials that have the potential to impact the project site, and the most conservative calculated ASD for each. The report concludes that the ASD for each of the identified businesses is satisfied for the project site (see Attachment 23, pg. 3). Due to the distance of the businesses with storage of Specific Hazardous Substances or other flammable materials from the project site, there is limited potential for these operations to adversely impact the project.
Farmlands Protection Farmland Protection Policy Act of 1981, particularly sections 1504(b) and 1541; 7 CFR Part 658	Yes No ☐ ☒	The project site is located along West San Carlos Street near the City's Downtown area and does not include farmland (see Figure 2 - Project Area). The closest agriculturally zoned properties are located well away from the project site on the perimeter of City limits.
Floodplain Management Executive Order 11988, particularly section 2(a); 24	Yes No ☐ ☒	Based on the 2009 (Panel 06085C0234H, eff. 5/18/2009) Flood Insurance Rate Maps, the project area is located in Zone D (see Figure 9 - FEMA Firm Map). The Zone D

CFR Part 55		designation is used for areas where there are possible but undetermined flood hazards, as no analysis of flood hazards has been conducted. The designation of Zone D is also used when a community incorporates portions of another community's area where no map has been prepared. As required by Section 17.08.620 of the City's Municipal Code (see Attachment 14), no flood clearance for a building permit shall be issued unless the Floodplain Administrator determines that the proposed construction meets the requirements of the ordinance. The proposed project would comply with the City's Municipal Code, and would not be subject to adverse impacts from flooding.
Historic Preservation National Historic Preservation Act of 1966, particularly sections 106 and 110; 36 CFR Part 800	Yes ☒ No ☐	The Historic Properties Inventory performed by Archaeological Resource Service concluded with the following determinations (see Attachment 1, pgs. 12-13): • No prehistoric features or artifacts were observed and no indications of the presence of historic era archaeological features were observed. However, there is the possibility that archaeological resources lie beneath the paved surfaces at the site. Archaeological features have not been reported in nearby investigations. It is likely that no archaeological features are present in the project area. • Although no evidence of prehistoric or historic materials were observed during the study, there is always a potential that buried cultural materials or isolated artifacts could be found. There is a moderate potential of buried historic building foundations, and other materials, being encountered. In the event that a concentration of artifacts are discovered during grading or deep excavation, the project is to be temporarily suspended until a qualified archaeologist can evaluate the

		discovered materials, assess their significance, and develop a program to reduce impacts from the project. • In the case that human remains are encountered, all work must stop in the immediate vicinity of the discovered remains and the County Coroner and a qualified archaeologist must be notified immediately so that an evaluation can be performed. If the remains are deemed to be Native American and prehistoric, the Native American Heritage Commission must be contacted by the Coroner so that a "Most Likely Descendant" can be designated. Procedures dealing with human remains are determined by law. The City requested formal Section 106 Consultation in letters dated October 4, 2019 (see Attachment 15) with the tribes that have a current or ancestral interest in the project area as identified by the State of California Native American Heritage Commission. No comments were received from the Tribes during the 30-day consultation period. The Historic Resources Evaluation and Impact Assessment prepared by Brunzell Historical concluded with the following determination (see Attachment 3, pgs. ii and 12-13): • The existing building on the project site was constructed during the historic period but has been recommended ineligible for the NRHP, CRHR, and City of San José Historic Resource Inventory, and does not meet the eligibility requirements of a historical resource. The proposed project would therefore not result in a direct negative impact to a historical resource. • A search of the SHPO's Building Environment Resource Directory reveals no NRHP/CRHR listed or eligible buildings within the Indirect

		APE. Nor are any of the buildings in the project area listed on the City of San José Historic Resource Inventory. • One building within the Indirect APE, 759 W San Carlos Street, appears potentially eligible as a historical resource. The proposed building will be substantially taller than the single-story historical period building, which is roughly 120 feet to the northwest. The proposed project will alter the historic setting with the addition of a tall modern building. Because the proposed building is sited immediately adjacent to a much larger existing building, its construction will have only a modest impact on the visual setting. Therefore, the negative impact/adverse effect to the potential historical resource at 759 W San Carlos is less than significant. The recommendations of the Historic Properties Inventory and Historic Resources Evaluation and Impact Assessment, have been included as Mitigation Measure Historic-1 for the proposed project to ensure that adverse impacts do not occur to cultural resources and human remains. Therefore, based on the site conditions, report findings, and the implementation of Mitigation Measure Historic-1, the City has determined that "No Adverse Effect" to historic or cultural resources would result from the project. The State Historic Preservation Officer (SHPO) concurred with this finding on October 12, 2020 (see Attachment 9).
Noise Abatement and Control Noise Control Act of 1972, as amended by the Quiet Communities Act of 1978; 24 CFR Part 51 Subpart B	Yes ☒ No ☐	<u>Noise Impacts to the Project</u> Ambient noise levels in the project area are elevated and typical of an urbanized area with a mixture of residential, commercial, and industrial land uses. The main sources of noise in the project area are from the following: 1) traffic noise on West San

		Carlos Street, which occurs on the northern boundary of the site; 2) freeway traffic noise that occurs across the railroad tracks to the east of the project site; 3) rail operations associated with the Caltrain railroad tracks, which occur along the southern boundary of the project site; and 4) aircraft over-flights associated with the Mineta San José International Airport, which is located to the northwest of the project site. The U.S. Department of Housing and Urban Development (HUD) environmental noise regulations are set forth in 24CFR Part 51B (Code of Federal Regulations). The following exterior noise standards for new housing construction would be applicable to this project (see Attachment 19, pg. 8): • 65 dBA day night average noise level (DNL) or less – acceptable. • Exceeding 65 dBA DNL but not exceeding 75 dBA DNL – normally unacceptable (appropriate sound attenuation measures must provide an additional 5 decibels of attenuation over that typically provided by standard construction in the 65 dBA DNL to 70 dBA DNL zone; 10 decibels additional attenuation in the 70 dBA DNL to 75 dBA DNL zone). • Exceeding 75 dBA DNL – unacceptable These noise standards also apply "… at a location 2 meters from the building housing noise-sensitive activities in the direction of the predominant noise source…" and "…at other locations where it is determined that quiet outdoor space is required in an area ancillary to the principal use on the site." (see Attachment 19, pg. 8). A goal of 45 dBA DNL is set forth for interior noise levels and attenuation requirements are geared toward achieving that goal. It is assumed that with standard

		construction, any building would provide sufficient attenuation to achieve an interior level of 45 dBA DNL or less if the exterior level is 65 dBA DNL or less. Where exterior noise levels range from 65 dBA DNL to 70 dBA DNL, the project must provide a minimum of 25 decibels of attenuation, and a minimum of 30 decibels of attenuation is required in the 70 dBA DNL to 75 dBA DNL zone. Where exterior noise levels range from 75 dBA DNL to 80 dBA DNL, the project must provide a minimum of 35 decibels of attenuation to achieve an interior level of 45 dBA DNL or less (see Attachment 19, pg. 8). Due to the proximity of the project site to the Caltrain railroad tracks and West San Carlos Street, there is the potential for the project to be impacted by noise levels in excess of the HUD thresholds for exterior and interior noise. For new residential projects that have the potential to exceed the noise thresholds for exterior and interior noise, HUD requires project sponsors to incorporate noise attenuation features. San José General Plan Policy EC-1.1 requires that existing ambient noise levels be analyzed for new residences and other sensitive receptors, and that noise attenuation be incorporated into the project in order to reduce interior and exterior noise levels to acceptable limits (see Attachment 12, pg. 110). A Noise Study (dated October 2019) was prepared for the proposed project by Illingworth & Rodkin, Inc. The findings of the Noise Study are summarized below (see Attachment 19, pgs. 24-25): *Future Exterior Noise Environment* • The site plan shows one common outdoor use area, which includes a roof terrace located on the seventh floor

		facing the train tracks. The roof terrace would be adequately shielded from traffic noise along West San Carlos Street, and future noise levels at this outdoor use space would be dominated by train pass-bys. The elevation of the roof terrace (64 feet 8 inches) would provide partial shielding from the train pass-bys. • The future exterior noise levels at the roof terrace would be below 60 dBA DNL, which complies with HUD's 65 dBA DNL exterior noise level threshold. The future noise environment at the roof terrace would also comply with the City's exterior noise thresholds. *Future Interior Noise Environment* • Future noise levels at the project site would require that the proposed residential units be designed to ensure that interior noise levels are 45 dBA DNL or less and 50 dBA Lmax or less in bedrooms or 55 dBA Lmax or less in all other rooms. Therefore, the proposed project must provide a minimum of 30 dBA of attenuation for the proposed residential units along the northern façade and a minimum of 35 dBA of attenuation for the proposed residential units along the southern façade. • To comply with the HUD interior noise standards, the windows and doors should have a minimum Sound Transmission Class (STC) rating of 38 STC and 36 STC, respectively. To ensure the project meets the HUD exterior and interior noise standards for new housing construction, Mitigation Measure Noise-1 has been included requiring a project-specific acoustical analysis and building design which may include sound-rated windows and doors, sound-rated wall

		construction, and acoustical caulking. With the incorporation of Mitigation Measure Noise-1, the project would comply with the HUD and City exterior and interior noise standards for new housing construction. <u>Noise Impacts from the Project</u> Potential noise sources generated during long-term operation of the proposed residential development include noise produced by the residents within and outside of the proposed structures (e.g., conversation, music, etc.), traffic noise, garbage service, stationary equipment noise (e.g., air conditioning equipment), and mobile equipment noise (e.g., landscaping equipment). Residential development is typically considered to be a noise-sensitive land use, as opposed to a land use that generates significant noise levels. The proposed residential units are not expected to generate significant noise levels that would be noticeable above the ambient noise environment in the project area. Noise levels would be similar to what is currently experienced at adjacent commercial, light industrial, and residential properties in the vicinity. <u>Construction Noise</u> Noise impacts from construction activities depend on the various pieces of construction equipment, the timing and length of noise-generating activities, the distance between the noise-generating construction activities and receptors that would be affected by the noise, and shielding. The closest sensitive receptors to the project site include multi-family residential development on the adjacent property to the west and approximately 100 feet south across the light

		rail tracks (see Attachment 12, pg. 108). Construction of the proposed project would involve demolition of the existing building, removal of existing pavement, excavation to create the parking lot and to lay new foundations, building erection, paving, and landscaping (see Attachment 12, pg. 108). Construction is anticipated to occur for approximately 18-months. The proposed construction activities would result in some temporary increases in noise above existing levels that may exceed the City's noise thresholds. To minimize noise generated during construction activity, noise reduction measures would be implemented as part of a Construction Noise Logistics Plan to reduce construction noise and vibration levels consistent with City of San José GP Policy EC-1.7 (see Attachment 12, pgs. 108-109). The requirement to implement these noise reduction measures has been included as Mitigation Measure Noise-2 for the project. With the implementation of Mitigation Measure Noise-2, the proposed project would not result in an adverse short-term noise impact from construction activity.
Sole Source Aquifers Safe Drinking Water Act of 1974, as amended, particularly section 1424(e); 40 CFR Part 149	Yes ☐ No ☒	According to the U.S. EPA, there are no sole source aquifers in Santa Clara County (see Attachment 27). The project would not adversely impact a sole source aquifer.
Wetlands Protection Executive Order 11990, particularly sections 2 and 5	Yes ☐ No ☒	According to the USFWS National Wetland Inventory (NWI), no wetlands exist within or directly adjacent to the project site (see Figure 10 - USFWS National Wetlands Inventory Map). The project would not adversely impact wetlands.
Wild and Scenic Rivers Wild and Scenic Rivers Act of 1968, particularly section 7(b) and (c)	Yes ☐ No ☒	There are no rivers designated as Wild and Scenic in Santa Clara County. The project would not impact wild and scenic rivers (see Attachment 20).

ENVIRONMENTAL JUSTICE		
Environmental Justice Executive Order 12898	Yes ☐ No ☒	The neighborhood in which the project area is located is a mixed-use neighborhood consisting of residential, commercial, and light industrial uses (see Figure 2 - Project Area). The project site is zoned Multiple Residence/Planned Development or R-M (PD) and is located near Downtown San José (see Attachment 16). As discussed in several sections of this document, the project site is close to the City's major transportation hub (Diridon Station) and is within walking and biking distance of employment, shopping, and recreational and cultural facilities. The U.S. EPA EJSCREEN Report shows that the project site is in an area (1-mile radius of project site) with a density of 9,159 people per square mile, 62% minority population, and 29% low income population (see Attachment 26). The BAAQMD Permitted Stationary Sources Risk and Hazards system provides screening level risk and hazards data (e.g., chronic cancer risks, $PM_{2.5}$ concentrations, and hazard indices) for facilities with permitted stationary sources of air pollution. According to the Stationary Source Risk & Hazards Screening Report obtained from this system, there is one permitted stationary source within 1,000 feet of the project site (see Attachment 30). This stationary source is listed as TC Agoge Associates LLC and is located approximately 750 feet to the east of the project site. The Screening Report indicates that this stationary source has a cancer risk of 0.32 in a million, a hazard risk of 0.00 in a million, and a $PM_{2.5}$ concentration of 0.00 $\mu g/m^3$. The BAAQMD Health Risk Calculator – Generic Distance Multiplier Tool estimates that with distance decay, the cancer risk at the project site from this stationary source would be

		0.07 in a million (see Attachment 30), which is below the BAAQMD project-level receptor threshold for cancer risk of 10 in a million (see Attachment 2, pg. 2-10). Therefore, the stationary sources within 1,000 feet of the project site would not cause adverse health effects for the new residents. As discussed in the section entitled 'Noise Abatement and Control', to ensure the project meets the HUD exterior and interior noise standards for new housing construction, Mitigation Measure Noise-1 has been included requiring a project-specific acoustical analysis and building design which may include sound-rated windows and doors, sound-rated wall construction, and acoustical caulking. Implementation of Mitigation Measure Noise-1 would ensure that the future residents are not adversely impacted by excessive noise levels. As discussed in the section entitled 'Explosive and Flammable Hazards,' the project site meets the ASD for the above ground storage tanks at the Suburban Propane and BoDean Asphalt Plant facilities (see Attachment 23, pgs. 3). Due to the distance of the businesses with storage of Specific Hazardous Substances or other flammable materials from the project site, there is limited potential for these operations to adversely impact the future residents. The project would locate affordable housing on an infill development site adjacent to other recently constructed multi-family housing developments. The project site is on a major thoroughfare with several public transit options and neighborhood servicing businesses. The site location, project design, and required mitigation measures would ensure that future residents would have access to employment, shopping, and recreational and cultural facilities. As such, the proposed project would not result in

		disproportionately adverse environmental effects on minority or low-income populations.

Environmental Assessment Factors [24 CFR 58.40; Ref. 40 CFR 1508.8 &1508.27] Recorded below is the qualitative and quantitative significance of the effects of the proposal on the character, features and resources of the project area. Each factor has been evaluated and documented, as appropriate and in proportion to its relevance to the proposed action. Verifiable source documentation has been provided and described in support of each determination, as appropriate. Credible, traceable and supportive source documentation for each authority has been provided. Where applicable, the necessary reviews or consultations have been completed and applicable permits of approvals have been obtained or noted. Citations, dates/names/titles of contacts, and page references are clear. Additional documentation is attached, as appropriate. **All conditions, attenuation or mitigation measures have been clearly identified.**

Impact Codes: Use an impact code from the following list to make the determination of impact for each factor.
(1) Minor beneficial impact
(2) No impact anticipated
(3) Minor Adverse Impact – May require mitigation
(4) Significant or potentially significant impact requiring avoidance or modification which may require an Environmental Impact Statement

Environmental Assessment Factor	Impact Code	Impact Evaluation
LAND DEVELOPMENT		
Conformance with Plans / Compatible Land Use and Zoning / Scale and Urban Design	1	The proposed project would develop seventy-nine (79) affordable rental housing units with integrated supportive services within the facility, and one (1) market rate manager's unit. This project would occur on an in-fill development site, which has been analyzed in the Diridon Station Area Plan EIR in 2014 and a subsequent addendum for a 56-unit multi-family housing project in 2017. The project site is zoned Multiple Residence/Planned Development or R-M (PD) Multiple Residence (R-M) and designated as Transit Residential (65-250 dwelling units/acre) in the Envision San José 2040 General Plan. The project has been designed to comply with the San José General Plan and Municipal Code, with the exception of a request for density bonus concessions for setbacks and vehicle parking reduction as allowed by law for an affordable housing development. The City of San José 2014-2023 Housing Element identifies the need for affordable housing as a major issue. This proposed project would assist in meeting the need for affordable housing in the City and is consistent with the following policies in the San José Housing Element (see Attachment 11, Appendix B-12, B-13, and B-15):

		Policy H-2.1: Facilitate the production of extremely low-, very low-, low-, and moderate-income housing by maximizing use of appropriate policies and financial resources at the federal, state, and local levels; and various other programs. Policy H-2.4: Allow affordable residential development at densities beyond the maximum density allowed under an existing Land Use/Transportation Diagram designation, consistent with the minimum requirements of the State Density Bonus Law (Government Code Section 65915) and local ordinances. Policy H-2.7: Support strategies in collaboration with other jurisdictions and agencies to end homelessness by creating permanent housing solutions combined with services such as medical, education, and job placement. Policy H-3.5: Prioritize housing resources to assist those groups most in need, or to those geographic locations in the City that most require investment in order to improve neighborhood blight conditions. Policy H-4.2: Minimize housing's contribution to greenhouse gas emissions, and locate housing, consistent with our City's land use and transportation goals and policies, to reduce vehicle miles traveled and auto dependency. Policy H-4.3: Encourage the development of higher residential densities in complete, mixed use, walkable and bikeable communities to reduce energy use and greenhouse gas emissions. As referenced in Section III of the City of San José General Plan Housing Element (2014-2023), the City assumed 50 percent of its very low-income regional housing needs allocation (RHNA) would be extremely low-income households. Thus, the City projected a need to house approximately 4,616 extremely low-income households, i.e., households with income less than 30 percent of area median income. It is recognized in the RHNA that many extremely low -income households would be seeking rental housing and most likely will face housing problems including overpayment, crowding, or substandard housing conditions. The projected and existing need for rental housing for

		extremely low-income households between 2015-2023 is projected to be approximately 28,456 units in the City of San José. The proposed project would help meet the existing and projected demand for housing to serve extremely low income and low-income households in the City.
Soil Suitability/ Slope/ Erosion/ Drainage/ Storm Water Runoff	3	<u>Soil Suitability</u> The project site is relatively flat (<1% slope) and situated at an elevation of approximately 96 feet above sea level. Based on subsurface investigations performed on the project site in 2015, subsurface soils consist of alluvial silts, clays, and gravels. Soils in the DSAP area have been mapped as Yolo association soils, which have a slow infiltration rate and a moderate shrink-swell potential (see Attachment 12, pg. 60). According to the USDA NRCS Web Soil Survey, the soils at the project site are identified as Urbanland-Clear lake complex, which are poorly drained soils that occur on 0 to 2 percent slopes but are not typically subject to flooding or ponding (see Attachment 25, pg. 9-14). The project site is located within the State of California Liquefaction Hazard Zone. As stated in the DSAP EIR, design-level geotechnical investigations would need to be prepared for the site that would identify site-specific ground failure hazards such as liquefaction and lateral spreading and appropriate techniques to minimize risks to people and structures. Overexcavation and recompaction is a commonly used method to mitigate soil conditions susceptible to settlement. The project site is in a relatively flat area and would not be exposed to substantial slope instability, erosion, or landslide-related hazards. Dewatering is not required for the construction of the project (see Attachment 12, pgs. 64-65). Therefore, the soils at the project site, with implementation of standard engineering practices and any geotechnical study recommendations, would be suitable for the proposed development. <u>Slope</u> Ground surface elevations at the project site are relatively flat and have a slight slope toward the north. Topography on the project site is generally flat (<1%) and ranges from approximately 95 feet at the northern boundary of the property to approximately 97 feet on the southern boundary. There are no significant natural hill slopes and no cut or fill

		slopes at the project site. The slopes at the project site are less than 1%, which is optimum for residential development. Erosion/Drainage/Stormwater Runoff The project site is generally flat (<1% slope) and is not susceptible to significant erosion. Grading and drainage improvements would occur in compliance with Chapter 20.95 (Stormwater Management) of the San José Municipal Code (see Attachment 14). Additionally, compliance with State and federal stormwater regulations (e.g., National Pollution Discharge Elimination System [NPDES]) is required during construction activity and long-term operation of the project. The stormwater management design for the project is illustrated on pages 10.1 (Proposed Stormwater Plan), 11.0 (Proposed Grading and Drainage Plan), and 12.0 (Proposed Stormwater Details and Calculations) of the Project Plans (see Figure 4 - Project Plans). As indicated on the stormwater plan, the project would result in a reduction in impervious surface at the project site and proposes a variety of measures to manage and treat stormwater runoff. Source control measures proposed for the project include a contech stormwater management stormfilter, storm drain stencil, water efficient landscaping and irrigation, interior parking, and a covered dumpster area. Site control measures for the project include slope protection, minimization of impervious surface, best management practices, parking under the building, and flow-through planters. The proposed project would not cause any adverse impacts related to stormwater runoff because the project must be designed to comply with local, State, and federal stormwater regulations.
Hazards and Nuisances including Site Safety and Noise	3	Natural Hazards The project site does not have the potential to be impacted by most natural hazards including: volcanoes, wildfires, mudflow, droughts, hurricanes, tornadoes, seiches, tsunamis, and poisonous plants, insects, or animals. The natural hazards found to be potentially significant in the project area include: seismicity, liquefaction, and flooding (see Attachment 12, pgs. 64, 65, 86, and 94). The project site is in a seismically active region of California and strong ground shaking would be expected

		during the lifetime of the proposed project. There are no known active faults traversing the project site and it is not located in an Alquist-Priolo Earthquake Fault Zone. Potential for surface rupture from displacement or fault movement directly beneath the proposed project is, therefore, considered low. Depending upon the intensity and magnitude of a seismic event, the new building and infrastructure may experience shaking due to the site's proximity to the active Hayward, San Andreas, Monte Vista-Shannon, and Calaveras Faults (see Attachment 12, pg. 64). The project site is located within the State of California Liquefaction Hazard Zone. The project site is in a relatively flat area and would not be exposed to substantial slope instability, erosion, or landslide-related hazards. Dewatering is not required for the construction of the project (see Attachment 12, pgs. 64-65). Therefore, with standard engineering practices and geotechnical study, the proposed project would not be subject to adverse effects from seismicity and liquefaction. The project site is not located in a Flood Hazard Zone. Therefore, the project would not place housing or any structures in a flood zone. However, the project area is located within the dam failure inundation zone for Leniham Dam at Lexington Reservoir and Anderson Dam at Anderson Reservoir. The extent and depth of inundation should a dam fail is dependent on the volume and storage in the reservoir at the time of failure. The Santa Clara Valley Water District, which owns and operates the dams, is studying and implementing corrective measures that are needed to ensure public safety. The District has imposed storage restrictions for some of the reservoirs to minimize potential impacts in the case of dam failure (see Attachment 12, pg. 94). These storage restrictions would minimize the potential for adverse effects to the proposed project in the case of dam failure. The California Department of Conservation provides tsunami inundation maps for the Bay Area. Based on the review of the maps for Santa Clara County, the project site is not mapped in an affected area. The project area is not located in proximity to any large bodies of water or hillsides (see Attachment 12, pg. 94). Therefore, the project site is not subject to seiche, tsunami, or mudslide hazards.

		Hazardous Materials As discussed in the section entitled "Contamination and Toxic Substances," a Phase I Environmental Site Assessment (ESA) was completed for the project site by PES Environmental, Inc. (PES). The Phase I ESA prepared by PES included a soil vapor study in 2016, which detected benzene, toluene, ethylbenzene, and/or xylenes (collectivity, BTEX compounds) concentrations below the applicable screening levels for vapor intrusion concerns. In September 2017, PES performed a supplemental investigation to confirm soil and soil vapor conditions at the project site (see Attachment 12, pgs. 82-83). The results of the investigation found no petroleum hydrocarbons, VOCs, or metals at or above the RWQCB Tier 1 environmental screening level (ESLs) with the exception of arsenic. All the soil samples contained concentrations of arsenic above the ESL. The RWQCB background levels for arsenic is also above the ESL. Overall, the maximum and average arsenic concentrations detected in site soils were found to be representative of background conditions. Finally, the soil vapor samples were analyzed for VOCs, and none were detected at or above the RWQCB Tier 1 ESL (see Attachment 12, pg. 83). Based on the results of the soil vapor investigations conducted by PES, it was determined that further characterization or remediation at the project site is not warranted or recommended. An Asbestos and Limited Lead Assessment Report was prepared by GHD, a California State Certified Asbestos Consultant (CAC), to evaluate the presence of asbestos-containing materials and lead-based paint or lead-containing surface coatings in the structures at the project site. As concluded in the report, asbestos- and lead-containing materials are present, or should be presumed to be present, in the building proposed for demolition (see Attachment 17, pgs. 6-10). To minimize impacts from the release of asbestos and lead-containing materials during demolition of the existing structure at the project site, Mitigation Measure Haz-1 has been included for the proposed project requiring compliance with applicable federal and State regulations. Noise As discussed in the section entitled "Noise Abatement and

		Control," construction noise would be temporary and mitigated by the requirements of City of San José GP Policy EC-1.7 (see Attachment 12, pgs. 108-109). As discussed in the section entitled "Noise Abatement and Control," the project site is subject to elevated noise levels from transportation noise sources. The Noise Study prepared for the project contains recommendations to ensure the project complies with the HUD and City exterior and interior noise standards for new construction (see Attachment 19, pg. 25). Based on these recommendations, Mitigation Measure Noise-1 has been included for the project requiring a project-specific acoustical analysis and building design which may include sound-rated windows and doors, sound-rated wall construction, and acoustical caulking.
Energy Consumption	1	As required by State regulations and the City of San José's building code, the design and construction of the residential units would be in accordance with California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6, of the California Code of Regulations). These requirements regulate insulation, window space and type, and other building features to maximize structural energy efficiency. Beginning in 2020, these standards now also require new housing to have solar panels. Compliance with these standards restricts unnecessary residential energy consumption. Other than natural gas used to generate electricity for the project, the project would not have a substantial effect on the use, extraction, or depletion of a natural resource. Utility infrastructure is available adjacent to the site to serve the proposed development. The project site is located along West San Carlos Street near downtown San José. Future residents would be within walking distance of shopping and employment and would have access to mass transit and services that would reduce vehicle miles traveled and energy consumed for transportation.

Environmental Assessment Factor	Impact Code	Impact Evaluation
SOCIOECONOMIC		
Employment and Income Patterns	1	The proposed project would develop seventy-nine (79) affordable rental housing units and one (1) market rate manager's unit. The applicant proposes fifty-seven (57)

		one-bedroom units and twenty-three (23) two-bedroom units. This infill development project would occur on an underutilized site in the City of San José that would help the City to meet its share of the regional housing need (see Attachment 11, pgs. III-2 and III-3). The proposed project would contribute to the mixed-use character of the neighborhood by providing a new multi-family residential use within walking distance of employment and shopping. The U.S. EPA EJSCREEN Report shows that the project site is in an area (1-mile radius around project site) with a density of 9,159 people per square mile, 62% minority population, and 29% low income population (see Attachment 26). Employment-related impacts of the project for local residents would involve temporary jobs created due to construction and permanent jobs for those working at the housing facility (e.g., manager, support services, security, etc.). The project is located near Downtown San José, placing it close to an area where many jobs are available.
Demographic Character Changes, Displacement	1	The neighborhood in which the project site is located is a mixed-use neighborhood consisting of residential, commercial, and industrial uses (see Figure 2 - Project Area). The U.S. EPA EJSCREEN Report shows that the project site is in an area (1-mile radius around project site) with a density of 9,159 people per square mile, 62% minority population, and 29% low income population (see Attachment 26). The proposed project would develop seventy-nine (79) affordable rental housing units and one (1) market rate manager's unit. The applicant proposes fifty-seven (57) one-bedroom units and twenty-three (23) two-bedroom units that would provide rental housing for a minimum of 79 low-income residents and an onsite manager. The project site is located within the City of San José Diridon Station area along West San Carlos Street. This project would contribute to the mixed-use character of the neighborhood by providing new multi-family residential uses within walking distance of employment and shopping. In relation to the City of San José's resident population of 1,043,058 (see Attachment 5), the increase from this project (minimum 79 residents and onsite manager) would not be

		substantial. The project site has been historically used by a variety of businesses, but currently contains a vacant and dilapidated commercial building. The proposed project would develop this underutilized property into affordable housing, which is identified in the City of San José Housing Element as a significant housing need. The project would not displace substantial numbers of existing housing, businesses, or people.

Environmental Assessment Factor	Impact Code	Impact Evaluation
COMMUNITY FACILITIES AND SERVICES		
Educational and Cultural Facilities	2	The proposed project would develop seventy-nine (79) affordable rental housing units and one (1) market rate manager's unit. The applicant proposes fifty-seven (57) one-bedroom units and twenty- three (23) two-bedroom units that would provide rental housing for a minimum of 79 low-income residents and an onsite manager. The project site is currently developed with a dilapidated commercial building that is vacant. As such, the project would not displace educational and cultural facilities in the City. <u>Educational Facilities</u> Since the applicant proposes to develop one- and two-bedroom residential units, it is anticipated that a minimal increase in the student population of local elementary, junior, and high schools would occur as a result of the project. Educational facilities that would be available to the future residents include, but are not limited to, San Jose City College approximately 1.25 miles to the southwest and San José State University approximately 1.3 miles to the northeast. Future residents can use mass transit to access these and other facilities. The San José Diridon station is located approximately 2,000 feet (approximately 0.5 mile) from the project site and is served by Santa Clara Valley Transportation Authority (VTA) light rail and bus services, Caltrain, Altamont Commuter Express (ACE), and Amtrak (see Attachment 18, pg. 19). The nearest VTA bus stops are located less than ¼-mile to the west of the project site at the intersection of Lincoln Avenue and West San Carlos Street (see Attachment 18, pg. 16).

		Cultural Facilities The project site is located within the City of San José, near the Downtown area. This area of San José contains a variety of cultural facilities (e.g., theatres, art galleries, museums, music venues, community gathering spaces, etc.) that would be available to the future residents. These include facilities such as the San Jose State University Hammer Theatre Center, Anno Domini art gallery, San José Museum of Art, and the Tech Museum of Innovation. Future residents can use mass transit to access these and other facilities. The San José Diridon station is located approximately 2,000 feet from the project site and provides access to the San Francisco Peninsula and the City of San Francisco via Caltrain. ACE and Amtrak provide access to locations in the East Bay and Sacramento (see Attachment 18, pg. 19). The nearest VTA bus stops are located less than ¼-mile to the west of the project site at the intersection of Lincoln Avenue and West San Carlos Street (see Attachment 18, pg. 16).
Commercial Facilities	1	The project site is located along West San Carlos Street near the City of San José Downtown area. This area of San José contains a variety of retail services and other commercial facilities that would meet the needs of the future residents. Future residents can use mass transit to access these and other facilities. The San José Diridon station is located approximately 2,000 feet from the project site and is served by VTA, Caltrain, ACE, and Amtrak (see Attachment 18, pg. 19). The nearest VTA bus stops are located less than ¼-mile to the west of the project site at the intersection of Lincoln Avenue and West San Carlos Street (see Attachment 18, pg. 16). The proposed project would not displace existing smaller retail establishments in the City of San José. The project would locate new residents on an underutilized site that would provide additional customers to nearby businesses.
Health Care and Social Services	2	The project site is located along West San Carlos Street near Downtown San José. This area of San José contains several health care and social services that would be available to the future residents. O'Connor Hospital and Bac Hospital are within approximately 2 miles of the project site. San José also has a variety of other services nearby which include the Santa Clara Valley Medical Center, One Medical, Willow Glen Urgent Care, and Skyline Health Care Center.

		Future residents can use mass transit to access these and other facilities. The San José Diridon station is located approximately 2,000 feet (approximately 0.5 mile) from the project site and is served by VTA, Caltrain, ACE, and Amtrak (see Attachment 18, pg. 19). The nearest VTA bus stops are located less than ¼-mile to the west of the project site at the intersection of Lincoln Avenue and West San Carlos Street (see Attachment 18, pg. 16). This project would not cause a substantial amount of growth and it is anticipated that existing health and human services would be adequate to serve this proposed new residential in-fill development.
Solid Waste Disposal / Recycling	2	The proposed project would generate solid waste during both construction and operation. Currently, solid waste collection services are provided by franchised contractors. Solid waste generated in Santa Clara County is landfilled at Guadalupe Mines, Kirby Canyon, Newby Island, Zanker Road Materials Processing Facility, and Zanker Road landfills. The proposed project was included in the capacity analyzed in the DSAP FEIR. The analysis in that document found that the landfills that serve the area could accommodate the new development. Future increases in solid waste generation from development allowed under the DSAP would be minimized with ongoing implementation of the City's Zero Waste Strategic Plan. The Zero Waste Strategic Plan outlines policies to help the City of San José foster a healthier community and achieve its Green Vision goals, including zero waste by 2022. For the proposed project, construction and demolition waste would be recycled to the extent feasible through the City's Construction and Demolition Diversion Program, which is an important component of the City reaching its zero-waste goal. During operation of the proposed project, recycling and garbage collection service would be provided by the GreenTeam of San José and these materials would be processed through the City's Recycling Plus program. The City of San José has been recognized as having one of the nation's best performing multi-family recycling programs (see Attachment 31, pgs. 4 and 6-8). Existing solid waste regulations and programs would ensure that buildout of the DSAP, including development of the proposed project, would not result in adverse impacts from the provision of landfill capacity to accommodate the City's

		increased service population (see Attachment 12, pg. 137, 138, and 144).
Waste Water / Sanitary Sewers	2	The San José – Santa Clara Regional Wastewater Facility (RWF) is responsible for sewage treatment and disposal for eight cities including San José and four sanitation districts. The facility is jointly owned by the cities of San José and Santa Clara and is managed and operated by the City of San José's Environmental Services Department. The collection systems convey the sewage to the regional wastewater facility for treatment. An existing sewer line that serves the project site includes a 10-inch sewer line in West San Carlos Street (see Attachment 12, pg. 137). Since the project is consistent with the development anticipated in the DSAP, there is sufficient capacity to accommodate the project's wastewater flows (see Attachment 12, pg. 142). The project would require a connection to the existing sewer line in West San Carlos Street and a sanitary sewer capacity analysis would be completed to ensure that sewer laterals are adequately sized to accommodate projected flows from the project. Any necessary improvements would occur onsite and within existing right-of-way (see Attachment 12, pg. 142). The proposed project would not exceed the wastewater treatment capacity of the RWF and would not result in the need for the construction of new wastewater treatment facilities or the expansion of existing treatment facilities.
Water Supply	2	San José Water Company provides water to the project site (see Attachment 12, pg. 137). The project is consistent with the planned growth in the DSAP. The project would comply with CalGreen and the City's Private Sector Green Building Policy by incorporating a variety of design features including water conservation measures such as planting drought tolerant landscaping. While the project would require a connection to the existing water main in West San Carlos Street, it would not require new or expanded water facilities (see Attachment 12, pg. 143). The proposed project is an infill development project that would create a small incremental increase in demand for domestic water service from the City. The proposed project would not place significant demands on the City's water

		supply and would not result in the need for the construction of new water treatment facilities or the expansion of existing treatment facilities.
Public Safety - Police, Fire and Emergency Medical	2	Emergency response and evacuation in the project area is the responsibility of the San José Police Department and San José Fire Department. These agencies provide critical emergency response services and leadership and serve as the community's primary response agencies. The closest San José Police Department station is located at 201 West Mission Street, which is approximately 1.7 miles from the project site. The closest San José Fire Station is Station No. 30 located at 454 Auzerais Avenue, which is approximately 0.5 mile from the project site. In addition, the City of San José ensures fire safety and emergency accessibility within new and existing development through provisions of its Building and Fire Codes. The proposed project is within the planned growth anticipated in the DSAP and would be adequately served by existing police department and fire department resources (see Attachment 12, pgs. 120-121). The proposed project would not substantially increase the demand for police, fire, or emergency medical services, and would not require the construction of new police, fire, or emergency medical facilities beyond those currently planned.
Parks, Open Space, and Recreation	2	The proposed project would develop seventy-nine (79) affordable rental housing units and one (1) market rate manager's unit. The applicant proposes fifty-seven (57) one-bedroom units and twenty-three (23) two-bedroom units that would provide rental housing for a minimum of 79 low-income residents and an onsite manager. There are parks and recreational facilities within reasonable walking distance of the project site as well as being accessible by biking and public transit. Nearby public parks, within one mile of the project site include Cahill Park and O'Conner Park. In addition, the Los Gatos Creek Trail and Guadalupe River Park and Trail are also within 1 mile of the project (see Attachment 12, pg. 123). The project is subject to the City's Parkland Dedication Ordinance (PDO) and/or the Park Impact Ordinance (PIO). As such, the applicant would pay park-in-lieu fee towards development of a new eight-acre community park approximately one-quarter mile from the project site that is

		proposed for development under the DSAP. The park would include a range of recreational facilities as well as connectivity with the Los Gatos Creek Trail and Guadalupe River Trail. In addition, the project also includes an on-site rooftop terrace for tenants and guests. The payment of park-in lieu fees and the proposed on-site facilities would ensure there are adequate parks and recreational facilities for the new residents.
Transportation and Accessibility	2	The project site is in the City of San José, which lies at the crossing of US Highway 101 and State Highways 680/280. Regional vehicular access to the project site is provided by SR 87 and I-280. Local access to the project site is provided via Meridian Avenue, Race Street, Lincoln Avenue, Sunol Street, Bird Avenue, Park Avenue, West San Carlos Street, Auzerais Avenue, and McEvoy Street (see Attachment 18, pg. 14). Vehicular access to the project site is currently off of West San Carlos Street in the northwestern corner of the site. As shown on the Project Plans (see Figure 4 – Project Plans), vehicular access to the proposed development would occur from West San Carlos Street on the north side of the property. The closest intersections that would receive traffic from the project include Sunol Street/West San Carlos Street and West San Carlos Street/Bird Avenue. Pedestrian facilities consist mostly of sidewalks along the streets in the immediate vicinity of the project site. Crosswalks with pedestrian signal heads and push buttons are located at all the signalized intersections in the project area. Overall, the existing network of sidewalks has good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area. (see Attachment 18, pg. 16). The project site is located near existing trail systems including, but not limited to, the Los Gatos Creek Trail system and the Guadalupe River/Los Alamitos Creek multi-use trail system. The Guadalupe River trail system runs through the City of San José along the Guadalupe River and is shared with pedestrians and separated from motor vehicle traffic. The trail systems are available for use by pedestrians and bicyclists year-round (see Attachment 18, pg. 16) The San José Diridon station is located approximately 2,000 feet from the project site and is served by VTA, Caltrain, ACE, and Amtrak (see Attachment 18, pg. 19). The nearest VTA bus stops are located less than ¼-mile to the west of the project site at the intersection of Lincoln Avenue and

West San Carlos Street (see Attachment 18, pg. 16).

To determine the potential transportation impacts of the project, a Traffic Analysis was prepared for the project by Hexagon Transportation Consultants, Inc. The potential impacts of the project were evaluated following the standards and methodologies established in the City of San José's *Transportation Analysis Handbook*, adopted in April 2018. Based on the City of San José's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook*, the transportation analysis report for the project includes an evaluation of Vehicle Miles Traveled (VMT) and a local transportation analysis (LTA) identifying transportation operational issues via an evaluation of weekday AM and PM peak hour traffic conditions for signalized intersections. The LTA also includes an analysis of site access, onsite circulation, parking, and effects to transit, bicycle, and pedestrian facilities. The conclusions contained in the report are summarized below (see Attachment 18, pgs. 42-43):

Table 2 - Project Trip Generation Estimates

Proposed Uses	Daily Trips	AM Peak	PM Peak
80 Apartment Units	280	18	22

Table 3 - Project VMT Estimate

Proposed Uses	VMT Threshold	Project VMT
80 Apartment Units	10.12	4.96

- Based on the City of San José intersection operations analysis criteria, none of the study intersections would be adversely affected by the project.
- Since the proposed project would generate 4.96 VMT per capita, it is well below the City's VMT threshold (i.e., 10.12 VMT per capita) and would not result in a significant transportation impact on VMT.
- The proposed site plan shows adequate site access and onsite circulation. The project would not have an adverse effect on the existing pedestrian, bicycle, or transit facilities in the study area.

		The applicant proposes to develop an affordable housing project near the City's major transportation hub, Diridon Station. The project would provide housing in a growth area and facilitate alternative modes of transportation. Future residents would be within walking distance of shopping and employment and would have access to mass transportation, multi-use trails, and services that would reduce vehicle trips and miles traveled.

Environmental Assessment Factor	Impact Code	Impact Evaluation
NATURAL FEATURES		
Unique Natural Features, Water Resources	2	<u>Unique Natural Features</u> The project site is located along West San Carlos Street in the City of San José and does not contain unique natural features (e.g., sand dunes, waterfalls, unique rock outcroppings, caves, canyons, unique stand of trees, etc.) (see Figure 2 - Project Area and Figure 3 – Street View Photos of Project Site). The project site has been historically used by a variety of businesses, but currently contains a vacant and dilapidated commercial building. Therefore, the project would not result in adverse effects to unique natural features. <u>Water Resources</u> As noted above under the section entitled 'Water Supply', the proposed project would be served by the San José Water Company which has been determined to have adequate supply to serve the project. As noted above under the section entitled 'Waste Water / Sanitary Sewers', the proposed project would be served by the City's wastewater collection system and the SCRWF wastewater treatment system, which has been determined to contain adequate capacity to serve the project. The project site is generally flat (<1% slope) and is currently developed with a dilapidated commercial building that is vacant. As discussed in other sections of this document, the project site does not contain any waterways or wetlands (see Figure 2 – Project Area, Figure 3 – Street View Photos of Project Site, and Figure 10 – National Wetlands Inventory Map). The closest waterway to the project site is Los Gatos Creek, which is approximately 500 feet to the east of the project site. Action ER-2.6 in the City's General Plan

		identifies 100 feet as the creek setback standard required in the City (see Attachment 13, chp. 3, pg. 27). Due to its distance from Los Gatos Creek, the project is not expected to result in adverse physical impacts to the creek. As discussed in other sections of this document, grading and drainage improvements would occur in compliance with Chapter 20.95 (Stormwater Management) of the San José Municipal Code (see Attachment 14). Additionally, compliance with State and federal stormwater regulations (e.g., National Pollution Discharge Elimination System [NPDES]) is required during construction activity and long-term operation of the project. Compliance with these existing regulatory requirements would ensure that the project would not cause polluted runoff to flow to nearby waterways during project construction or operation. Based on the location of the project site and compliance with existing regulatory requirements, the proposed project would not result in adverse impacts to water resources in the project area.
Vegetation, Wildlife	2	The project site is a currently developed site along West San Carlos Street in the City of San José that is surrounded by urban development. Urban development surrounding the project site includes light industrial and commercial development to the north, the Caltrain railroad line and commercial development to the east, and high-density residential development to the south and west. Vegetation on the site consists of a few trees, shrubs, and grasses. No sensitive habitat, wetlands, riparian vegetation, gulches, or other natural areas exist on the project site (see Figure 2 - Project Area and Figure 3 - Street View Photos of Project Site). The only biological resources on the project site are landscape trees. The trees on the project site could provide nesting habitat for birds, including migratory birds and raptors, and roosts for bats. To prevent adverse impacts to nesting migratory and other protected bird species, the project applicant shall implement Mitigation Measure Bio-1 requiring seasonal restrictions on construction activity or pre-construction surveys by a qualified ornithologist. Furthermore, the project would be required to replace any trees in accordance with the City's Tree Removal Policy. As shown on the Project Plans (see Figure 4 – Project Plans), landscaping is proposed around the new building.

		This new vegetation would improve the aesthetic appearance of the project site and may provide limited habitat for wildlife adapted to urban environments.
Other Factors	2	None.

Additional Studies Performed:

1. PES Environmental Inc. 2017. *Phase I Environmental Site Assessment Report and Supplemental Subsurface Investigation Report, 750 West San Carlos Street San Jose, California*.

2. Archaeological Resource Service. 2019. *An Historic Properties Inventory of 750 West San Carlos Street, San José, Santa Clara County, California*.

3. Running Moose Environmental Consulting. 2019. *Explosives and Fire Hazards Review.*

4. Hort Science Bartlett Consulting. 2019. *Arborist Report*.

5. GHD. 2019. *Asbestos and Limited Lead Assessment Report.* August

6. Hexagon Transportation Consultants, Inc. 2019. *Transportation Analysis for 750 W. San Carlos Street Residential Development*.

7. Illingworth & Rodkin, Inc. 2019. *750 West San Carlos Street Project Noise and Vibration Assessment.* San José, California. October.

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

- January 2016; PES Environmental Inc.
- August 16, 2017; PES Environmental Inc.
- September 21, 2017; PES Environmental Inc.
- May 2019; Archaeological Resource Service
- August 6, 2019; Running Moose Environmental Consulting
- August 13, 2019; GHD
- May 31 – June 4, 2019; Illingworth & Rodkin, Inc.

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

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Attachments

An electronic disc with copies of the following attachments are provided. These documents are also available for review at the City of San José Department of Planning, Building and Code Enforcement.

Attachment 1: Archaeological Resource Service. 2019. *An Historic Properties Inventory of 750 West San Carlos Street, San José, Santa Clara County, California*. 5/5/19.

Attachment 2: Bay Area Air Quality Management District (BAAQMD). 2017. *Excerpts from CEQA Guidelines*. May.

Attachment 3: Brunzell Historical. 2020. *Historical Resource Evaluation and Impact Assessment, 750 W San Carlos Street, City of San José, Santa Clara County, California*. July.

Attachment 4: California Air Resources Board (CARB). 2017-2018. *Area Designations Maps / State and National*. Available at: https://www.arb.ca.gov/desig/adm/adm.htm. Accessed on: 9/26/19.

Attachment 5: California Department of Finance. 2019. *E-1: City/County/State Population Estimates with Annual Percent Change – January 1, 2018 and 2019*. May.

Attachment 6: California Department of Fish & Wildlife (CDFW). 2019. *California Natural Diversity Database List of Special Status Species*. Available at: https://www.wildlife.ca.gov/data/cnddb/maps-and-data#43018408-cnddb-in-bios. Accessed on: 8/21/19.

Attachment 7: California Department of Toxic Substances Control (DTSC). 2019. *Envirostor Database Map & Sites List*. Available at: www.envirostor.dtsc.ca.gov. Accessed on: 3/5/19.

Attachment 8: California Native Plant Society (CNPS). 2019. *Inventory of Rare and Endangered Plants - Plant Detail for robust spineflower*. Available at: http://www.rareplants.cnps.org/detail/475.html. Accessed on: 2/12/19.

Attachment 9: California Office of Historic Preservation. California Office of Historic Preservation. 2020. *Letter from Julianne Polanco of the Office of Historic Preservation stating no objection to the determination by the City of San José that No Historic Properties will be Affected by the West San Carlos Residential Project*. 10/12/20.

Attachment 10: City of San José. 2014. *Excerpts from the City of San José Diridon Station Area Plan*. June.

Attachment 11: City of San José. 2015. *Excerpts from the City of San José 2014-2023 Housing Element*. January.

Attachment 12: City of San José. 2017. *Addendum to the Diridon Station Area Plan Environmental Impact Report (EIR), General Plan 2040 EIR, Supplemental EIR, and Addenda thereto for the 750 West San Carlos Street Residential Project*. City File Nos. PDC16-045 and PD16-031. October.

Attachment 13: City of San José. 2018. *Excerpts from the Envision San José 2040 General Plan*. December.

Attachment 14: City of San José. 2019. *Excerpts from the City of San José Municipal Code.*

Attachment 15: City of San José. 2019. *Tribal Consultation Letters and attachments sent to Tribes on the Native American Contacts list from the State of California Native American Heritage Commission (NAHC)*. 10/4/19.

Attachment 16: City of San José. 2019. *Zoning Map.* Available at: http://www.sanjoseca.gov/index.aspx?NID=2037. Accessed on: 7/19/19.

Attachment 17: GHD. 2019. *Asbestos and Limited Lead Assessment Report.* August.

Attachment 18: Hexagon Transportation Consultants, Inc. 2019. *Transportation Analysis for 750 W. San Carlos Street Residential Development*. October.

Attachment 19: Illingworth & Rodkin, Inc. 2019. *750 West San Carlos Street Project Noise and Vibration Assessment*. San José, California. October.

Attachment 20: National Wild and Scenic Rivers System Website. 2019. *California Designated Wild & Scenic Rivers*. Available at: www.rivers.gov/california.php. Accessed 10/7/19.

Attachment 21: National Oceanic and Atmospheric Administration (NOAA) Fisheries. 2019. *Steelhead Trout - Overview.* Available at: www.fisheries.noaa.gov/species/steelhead-trout. Accessed on: 2/12/19.

Attachment 22: PES Environmental. 2017. *Excerpts from Phase I Environmental Site Assessment and Supplemental Subsurface Investigation Report, 750 West San Carlos Street San José, California.* September and October.

Attachment 23: Running Moose Environmental Inc. 2019. *Explosives and Fire Hazards Review.* August.

Attachment 24: U.S. Census Bureau. 2018. *Quick Facts – Santa Clara County, California and San Jose city, California*. Accessed on: 9/19/19. Accessed at: https://www.census.gov/quickfacts/fact/table/santaclaracountycalifornia,sanjosecitycalifornia,US/PST120218.

Attachment 25: U.S. Department of Agriculture (USDA) Natural Resources Conservation Services (NRCS). 2018. *Custom Soil Resources Report for the 750 West San Carlos Street Project site*. Available at: https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm. Accessed on: 2/19/19.

Attachment 26: U.S. Environmental Protection Agency (USEPA). 2019. *Environmental Justice Screening and Mapping Tool – City of San José, CA*. Available at: https://ejscreen.epa.gov/mapper/. Accessed on: 9/26/19.

Attachment 27: USEPA. 2019. *Sole Source Aquifers in the West US*. Available at: https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b. Accessed on: 2/15/19.

Attachment 28: U.S. Fish & Wildlife Service (USFWS). 2019. *Coastal Barrier Resources System Mapper*. Available at: https://www.fws.gov/cbra/maps/Mapper.html. Accessed on: 2/11/19.

Attachment 29: USFWS. 2019. *Species Information for the California Tiger Salamander*. Available at: https://www.fws.gov/sacramento/es_species/Accounts/Amphibians-Reptiles/ca_tiger_salamander/. Accessed on: 2/12/19.

Attachment 30: BAAQMD. 2020. *Tools and Methodologies: Permitted Stationary Sources Risk and Hazards Mapping System and Health Risk Calculator – Generic Distance Multiplier Tool*. Available at: https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools. Accessed on: 10/13/20.

Attachment 31: City of San Jose. 2017. *Status Report on Zero Waste Strategic Plan 2022*. Available at: https://www.sanjoseca.gov/home/showdocument?id=32053. Accessed on: 10/15/20.

List of Permits Obtained:

The project site is zoned Multiple Residence/Planned Development or R-M (PD) Multiple Residence (R-M) and designated as Transit Residential (65-250 dwelling units/acre) in the Envision San José 2040 General Plan. The project has been designed to comply with the San José General Plan and Municipal Code, with the exception of a request for density bonus concessions for reduced front, side and rear setbacks and reduced vehicle parking as permitted pursuant to AB744 for affordable housing projects. The site is located within the boundaries of the Diridon Station Area Plan (DSAP), which supports the project as a standalone residential development. The DSAP encourages the enhancement of the existing neighborhoods and adding

high-density residential-commercial mixed-use development within the area to act as a catalyst for similar developments in surrounding areas (see Attachment 10, pg. 1-5). The applicant is pursuing this supportive housing project under Assembly Bill No. 2162 (Supportive Housing Streamlining Law).

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

The City of San José, as the Responsible Entity under NEPA, will comply with the following requirements for public outreach:

- Public noticing shall be published in an appropriate local printed news medium and sent to individuals and groups known to be interested in the proposed action, concerning the availability for review of the Environmental Assessment (EA) completed for the proposed project (24 CFR 50.23).

- Publishing of the Finding of No Significant Impact (FONSI) and observance of the corresponding comment periods (24 CFR 58.43).

In addition, the applicant held a community meeting at 808 West Apartments on 1/8/20 to present the project proposal and obtain public comment. Approximately 18 members of the community and a City Council member were in attendance at the meeting.

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

During the building permit stage, the project would be required to prepare a construction management plan that considers other construction projects in the immediate area. The City's Public Works Department would approve this plan. This process would ensure that cumulative impacts from construction activities would not be significant. The project during operation would not result in adverse effects on the environment and would not contribute to a cumulative impact. Based on the above, the project would not contribute to a significant cumulative impact.

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

Offsite Alternative: An alternative to the proposed project is to site the affordable housing at another location. However, the proposed project site is superior to other sites because: 1) the applicant already owns the property; 2) the project involves the development of an underutilized site which is within walking distance of various modes of mass transit, employment and shopping; and 3) the project at this location meets the criteria for permit processing under Assembly Bill No. 2162 (Supportive Housing Streamlining Law).

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

The no action alternative would mean the property would remain in its current condition, which includes a two-story commercial building that is vacant and has recently sustained fire damage. Left in its current condition, the building would be subject to vandalism and would result in blight. Thus, the no action alternative would have an adverse impact on the environment. However, the no action alternative would not result in construction activities, and would avoid

the potential temporary significant impacts of the project resulting from construction. Under this alternative, the City of San José would lose the opportunity to meet the existing and projected demand for housing to serve extremely low-income and low-income households in the City.

Given the current property values in the City, it is likely that another proposal to develop the site would be put forth. Any subsequent development would have to undergo separate environmental review, but the temporary construction impacts would be similar to the proposed project. Subsequent development may also result in market rate residential units, thereby eliminating the housing opportunity at this site to serve the low-income population in the City.

Summary of Findings and Conclusions:

For several environmental issues, the project would result in minor adverse but mitigable impacts. No impacts are potentially significant to the extent that an Environmental Impact Statement would be required.

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

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

Mitigation Measure Air-1:

Under State ambient air quality standards, the San Francisco Bay Area Air Basin has been designated "nonattainment" for particulate matter (PM_{10} and $PM_{2.5}$). Therefore, the project applicant shall implement the following measures during all phases of construction to control dust and exhaust at the project site:

- Water active construction areas at least twice daily or as often as needed to control dust emissions.
- Cover trucks hauling soil, sand, and other loose materials and/or ensure that all trucks hauling such materials maintain at least two feet of freeboard.
- Remove visible mud or dirt track-out onto adjacent public roads by using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- Enclose, cover, water twice daily or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).
- Pave new or improved roadways, driveways, and sidewalks as soon as possible.
- Lay building pads as soon as possible after grading unless seeding or soil binders are used.
- Replant vegetation in disturbed areas as quickly as possible.

- Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Minimize idling times either by shutting off equipment when not in use, or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Provide clear signage for construction workers at all access points.
- Maintain and properly tune construction equipment in accordance with manufacturer's specifications. Check all equipment by a certified mechanic and record a determination of "running in proper condition" prior to operation.
- Post a publicly visible sign with the telephone number and person at the lead agency to contact regarding dust complaints.

Mitigation Measure Bio-1:

To prevent adverse impacts to nesting migratory and other protected bird species, the project applicant shall implement the following mitigation measure:

- **Avoidance:** The project applicant shall schedule demolition and construction activities to avoid the nesting season. The nesting season for most birds, including most raptors in the San Francisco Bay area, extends from February 1st through August 15th (inclusive), as amended.

- **Nesting Bird Surveys:** If it is not possible to schedule demolition and construction between August 16th and January 31st (inclusive), pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests shall be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of construction activities during the early part of the breeding season (February 1st through April 30th inclusive) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May 1st through August 15th inclusive). During this survey, the ornithologist shall inspect all trees and other possible nesting habitats immediately adjacent to the construction areas for nests.

- **Buffer Zones:** If an active nest is found sufficiently close to work areas to be disturbed by construction, the ornithologist, in consultation with the California Department of Fish and Wildlife, shall determine the extent of a construction free buffer zone to be established around the nest, typically 250 feet, to ensure that raptor or migratory bird nests shall not be disturbed during project construction. The no-disturbance buffer shall remain in place until the biologist determines the nest is no longer active or the nesting season ends. If construction ceases for two days or more then resumes again during the nesting season, an additional survey shall be necessary to avoid impacts to active bird nests that may be present.

- **Reporting:** Prior to any tree removal, or approval of any grading permits (whichever occurs first), the project applicant shall submit the ornithologist's report indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of

Planning, Building and Code Enforcement or the Director's designee, prior to issuance of any grading or building permits.

Mitigation Measure Haz-1:

Asbestos and Lead-based Paint.

To minimize impacts from the release of asbestos and lead-containing materials during demolition of the existing structure at the project site, the project applicant shall implement the following mitigation measure:

- Conduct a visual inspection/pre-demolition survey, and possible sampling in conformance with State and local laws, to determine the presence of asbestos-containing materials (ACMs) and/or lead-based paint (LBP) prior to the demolition of on-site building(s).
- Remove all building materials containing lead-based paint during demolition activities, in accordance with Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations (CCR), Section 1532.1, including employee training, employee air monitoring, and dust control. Dispose any debris or soil containing lead-based paint or coatings at landfills that meet acceptance criteria for the type of lead being disposed.
- Remove all potentially friable asbestos containing materials (ACMs) in accordance with National Emission Standards for Air Pollution (NESHAP) guidelines prior to demolition or renovation activities that may disturb ACMs. Undertake all demolition activities in accordance with Cal/OSHA standards contained in Title 8, CCR, Section 1529, to protect workers from asbestos exposure.
- Retain a registered asbestos abatement contractor to remove and dispose of ACMs identified in the asbestos survey performed for the site in accordance with the standards stated above.
- Materials containing more than one-percent asbestos are also subject to Bay Area Air Quality Management District (BAAQMD) regulations. Remove materials containing more than one-percent asbestos in accordance with BAAQMD requirements and notifications.
- Implement the following conditions in accordance with Cal/OSHA rules and regulations, to limit impacts to construction workers.
    - Prior to commencement of demolition activities, complete a building survey, including sampling and testing, to identify and quantify building materials containing lead-based paint.
    - During demolition activities, remove all building materials containing lead-based paint in accordance with Cal/OSHA Lead in Construction Standard, Title 8, CCR, Section 1532.1, including employee training, employee air monitoring and dust control.

- Dispose any debris or soil containing lead-based paint or coatings at landfills that meet acceptance criteria for the type of waste being disposed.

Mitigation Measure Historic-1:

Due to the potential to discover unknown cultural and historic archaeological resources during site preparation and construction, the following mitigation is proposed to minimize potential impacts to cultural and historic resources:

- **Subsurface Cultural Resources.** If prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped, the Director of Planning, Building and Code Enforcement (PBCE) or the Director's designee and the City's Historic Preservation Officer shall be notified, and a qualified archaeologist shall examine the find. The archaeologist shall 1) evaluate the find(s) to determine if they meet the definition of a historical or archaeological resource; and (2) make appropriate recommendations regarding the disposition of such finds prior to issuance of building permits. Recommendations could include collection, recordation, and analysis of any significant cultural materials. A report of findings documenting any data recovery shall be submitted to Director of PBCE or the Director's designee and the City's Historic Preservation Officer and the Northwest Information Center (if applicable). Project personnel shall not collect or move any cultural materials.

- **Human Remains.** If any human remains are found during any field investigations, grading, or other construction activities, all provisions of California Health and Safety Code Sections 7054 and 7050.5 and Public Resources Code Sections 5097.9 through 5097.99, as amended per Assembly Bill 2641, shall be followed. If human remains are discovered during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The project applicant shall immediately notify the Director of Planning, Building and Code Enforcement (PBCE) or the Director's designee and the qualified archaeologist, who shall then notify the Santa Clara County Coroner. The Coroner will make a determination as to whether the remains are Native American. If the remains are believed to be Native American, the Coroner will contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC will then designate a Most Likely Descendant (MLD). The MLD will inspect the remains and make a recommendation on the treatment of the remains and associated artifacts. If one of the following conditions occurs, the landowner or his authorized representative shall work with the Coroner to reinter the Native American human remains and associated grave goods with appropriate dignity in a location not subject to further subsurface disturbance:

  - The NAHC is unable to identify a MLD or the MLD failed to make a recommendation within 48 hours after being given access to the site.
  - The MLD identified fails to make a recommendation; or
  - The landowner or his authorized representative rejects the recommendation of the MLD, and mediation by the NAHC fails to provide measures acceptable to the landowner.

- **Paleontological Resources.** If vertebrate fossils are discovered during construction, all work on the site shall stop immediately, the Director of Planning, Building and Code Enforcement (PBCE) or the Director's designee shall be notified, and 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 PBCE or the Director's designee.

Mitigation Measure Noise-1:

To ensure the project meets the HUD and City exterior and interior noise standards for new housing construction, the following mitigation measure shall be required for the proposed project:

- The project applicant shall prepare final design plans that incorporate building design and acoustical treatments to ensure compliance with State Building Codes and City noise standards. A project-specific acoustical analysis shall be prepared to ensure that the design incorporates controls to reduce interior noise levels to 45 dBA DNL or lower within the residential unit. The project applicant shall conform with any special building construction techniques requested by the City's Building Department, which may include sound-rated windows and doors, sound-rated wall constructions, and acoustical caulking.

Mitigation Measure Noise-2:

To minimize noise generated during construction activity, the project applicant shall implement noise minimization measures that include, but are not limited to, the following:

- Limit construction hours to between 7:00 a.m. and 7:00 p.m., Monday through Friday, unless permission is granted with a development permit or other planning approval. No construction activities are permitted on the weekends at sites within 500 feet of a residence.

- Construct solid plywood fences around ground level construction sites adjacent to operational businesses, residences, or other noise-sensitive land uses.

- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.

- Prohibit unnecessary idling of internal combustion engines.

- Locate stationary noise-generating equipment such as air compressors or portable power generators as far as possible from sensitive receptors. Construct temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses.

- Utilize “quiet” air compressors and other stationary noise sources where technology exists.

- Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project site.

- Notify all adjacent business, residences, and other noise-sensitive land uses of the construction schedule, in writing, and provide a written schedule of “noisy” construction activities to the adjacent land uses and nearby residences.

- If complaints are received or excessive noise levels cannot be reduced using the measures above, erect a temporary noise control blanket barrier along surrounding building facades that face the construction sites.

- Designate a “disturbance coordinator” who shall be responsible for responding to any complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., bad muffler, etc.) and shall require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

- Limit construction to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday for any on-site or off-site work within 500 feet of any residential unit. Construction outside of these hours may be approved through a development permit based on a site-specific “construction noise mitigation plan” and a finding by the Director of Planning, Building and Code Enforcement that the construction noise mitigation plan is adequate to prevent noise disturbance of affected residential uses.

Law, Authority, or Factor	Mitigation Measure
San José General Plan Policy MS-10.1	The San José General Plan Policy MS-10.1 requires the assessment of projected air emissions from new development in conformance with the BAAQMD CEQA Guidelines and relative State and federal standards. This policy also requires the identification and implementation of feasible air emission reduction measures. Consistent with this policy, all basic BAAQMD BMPs and dust control measures have been included as Mitigation Measure Air-1 for the project to reduce the generation of fugitive dust emissions during construction activity.
Migratory Bird Treaty Act, California Fish and Game Code Section 3503, 3503.5, and 2800, and San José General Plan Policy	The trees on the project site could provide nesting habitat for birds, including migratory birds and raptors. Nesting birds are among the species protected under provisions of the Migratory Bird Treaty Act and California Fish and

ER-5.2	Game Code Section 3503, 3503.5, and 2800. Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a "taking" by the CDFW. To prevent adverse impacts to nesting migratory and other protected bird species, the project applicant shall implement Mitigation Measure Bio-1 requiring seasonal restrictions on construction activity or pre-construction surveys by a qualified ornithologist.
National Emissions Standards for Hazardous Air Pollutants (NESHAP) as implemented by the Bay Area Air Quality Management District (BAAQMD)	Due to the presence of asbestos-containing materials within the structure proposed for demolition, Mitigation Measure Haz-1 has been included for the proposed project requiring compliance with applicable federal and State regulations.
Title 17, California Code or Regulations Division 1, Chapter 8 (Lead Based Paint Regulations); Cal/OSHA lead standards (Title 8, Lead-based paint disturbance, remediation and CCR Section 1 532.1); HUD Lead stabilization associated with the proposed project will Safe Housing Rule 24 CFR Part 35	Due to the presence of lead-based materials within the structure proposed for demolition, Mitigation Measure Haz-1 has been included for the proposed project requiring compliance with applicable federal and State regulations.
Section 106 of the National Historic Preservation Act (36 CFR 800) and the California Environmental Quality Act (Section 15064.5)	Due to the potential for discovering cultural archaeological resources during site preparation and construction activities, the project applicant and contractor shall comply with the inadvertent discovery protocol required as Mitigation Measure Historic-1 for the project to prevent potential impacts to cultural archaeological resources.
HUD regulations at 24 CFR Part 51 Subpart B	HUD and the City require effective mitigation measures to comply with applicable noise standards, where noise-sensitive land uses are proposed in areas exposed to transportation noise sources. To ensure that the HUD and City exterior and interior noise standards are met, Mitigation Measure Noise-1 has been included requiring a project-specific acoustical analysis and building design which may include sound-rated windows and doors, sound-rated wall construction, and acoustical caulking.
San José General Plan Policy EC-1.7	The San José General Plan Policy EC-1.7 requires a noise logistics plan for large or complex projects that includes a variety of measures including specifying hours of construction, noise and vibration minimization measures, posting or notification of construction

	schedules, and the designation of a noise disturbance coordinator. To minimize noise generated during construction activity, several noise reduction measures have been included as Mitigation Measure Noise-2 for the project. These measures would be implemented as part of a Construction Noise Logistics Plan to reduce construction noise and vibration levels consistent with City of San José GP Policy EC-1.7

Determination:

☒ **Finding of No Significant Impact** [24 CFR 58.40(g)(1); 40 CFR 1508.27]
The project will not result in a significant impact on the quality of the human environment.

☐ **Finding of Significant Impact** [24 CFR 58.40(g)(2); 40 CFR 1508.27]
The project may significantly affect the quality of the human environment.

Preparer Signature: Garry Rees **Date:** 10/29/20

Name/Title/Organization: Garry Rees, Senior Planner, SHN

Certifying Officer Signature: _____ **Date:**_____

Name/Title: Rosalynn Hughey, Director of Planning, Building and Code Enforcement

This original, signed document and related supporting material must be retained on file by the Responsible Entity in an Environmental Review Record (ERR) for the activity/project (ref: 24 CFR Part 58.38) and in accordance with recordkeeping requirements for the HUD program(s).