Addendum to the Supplemental Environmental Impact Report for the Museum Place Mixed-Use Project and Addenda Thereto

SCH #SP20-032

Prepared by

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

In Consultation with
DAVID J. POWERS & ASSOCIATES, INC.
ENVIRONMENTAL CONSULTANTS & PLANNERS

September 2021

ADDENDUM TO THE SAN JOSE DOWNTOWN STRATEGY 2040 FINAL ENVIRONMENTAL IMPACT REPORT (SCH # 2003042127), MUSEUM PLACE PROJECT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT, AND ADDENDA THERETO

Pursuant to Section 15164 of the CEQA Guidelines, the City of San Jose has prepared an Addendum to the Museum Place Project Supplemental EIR, Downtown Strategy 2040 Final Environmental Impact Report (Downtown Strategy FEIR), and addenda thereto; because minor changes made to the project, as described below, do not raise important new issues about the significant impacts on the environment.

SP20-032 – Park Habitat Project. Special Use Permit to demolish an existing non-historic building (Parkside Hall) and develop an approximately 1,203,352 (including lobby and tenant employee amenities such as a gym) square foot office and museum building up to 2-story, 60,836 square feet of museum tech space, 10,103 square feet of retail, and four levels of below grade parking on an approximately 2.35-gross-acre site.

Location: Northwesterly corner of W. San Carlos Street and S. Market Street at 180 Park Avenue in downtown San Jose.

Assessor's Parcel Number: 259-42-023 **Council District:** 3.

The environmental impacts of this project were addressed by the following Environmental Impact Reports: City Council certified the "Museum Place Mixed-Use Supplemental Environmental Impact Report (Museum Place FSEIR)," adopted by City Council Resolution No. 78342 and "The Downtown Strategy 2040 Final Environmental Impact Report," adopted by City Council Resolution No. 78342 on December 18, 2018, and addenda thereto.

The proposed project is eligible for an addendum pursuant to CEQA Guidelines §15164, which states that "A lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in CEQA Guidelines §15162 calling for preparation of a subsequent EIR have occurred." Circumstances which would warrant a subsequent EIR include substantial changes in the project or new information of substantial importance which would require major revisions of the previous EIR due to the occurrence of new significant impacts and/or a substantial increase in the severity of previously identified significant effects.

The following impacts were reviewed and found to be adequately considered by the EIRs cited above:

☒Aesthetics	☒Agriculture Resources	☒Air Quality
☒Biological Resources	☒Cultural Resources	☒Geology and Soils
☒Greenhouse Gas Emissions	☒ Hazardous Materials	☒Hydrology & Water Quality
☒Land Use	☒Mineral Resources	☒Noise
☒Population and Housing	☒Public Services	☒Recreation
☒Transportation/Traffic	☒Utilities & Service Systems	☒Energy
☒Growth Inducing	☒Cumulative Impacts	☒Mandatory Findings of Sig.

BACKGROUND AND ANALYSIS

The Museum Place Mixed-Use Supplemental Environmental Impact Report (SCH #2016112058, August 2017; City Council Resolution No. 78342) is a project-level environmental document that analyzed the overall development proposed for the previously entitled Museum Place building located on the northwesterly corner of W. San Carlos Street and S. Market Street at 180 Park Avenue in downtown San Jose on a 2.35-gross acre site. The Museum Place Mixed-Use SEIR was prepared as a project-level Supplemental EIR to the Downtown

Strategy 2000 Final Environmental Impact Report which covered development capacity for the larger downtown area. The Museum Place Mixed-Use SEIR allows for the demolition of Parkside Hall, and the development of an approximately 1.16 million square foot, mixed-use building with 214,000 square feet of office space, expansion of the Tech Museum of Innovation by 60,475 square feet, 13,402 square feet of retail, 306 residential units, 184 hotel rooms, and a three story below-grade parking garage.

An addendum (Museum Place II Addendum) was prepared in 2019 to account for changes to the 2019 project which was reviewed by City Council on December 3, 2019 (City Council Resolution No. 79328). The 2019 modified project, Museum Place II, involves the following changes to the project approved in 2017: 1) removal of the residential and hotel component, 2) a reduction in retail square footage, 3) an increase in office square footage, and 4) removal of two levels of underground parking.

Since certification of the Museum Place Mixed-Use SEIR and the 2019 project, additional changes to the project have been proposed. The 2021 modified project, referred to as Park Habitat, proposes the following changes to the 2019 addendum: 1) an increase in the square footage of office space, 2) an increase in the square footage of museum space, 3) an decrease in retail space, 4) an increase in on-site parking spaces and removal of off-site parking, 5) change in site access, and 6) redesign of the building exterior. Additionally, the modified project proposes extended construction hours which includes 24-hour construction activity, six days a week (Monday to Saturday). The modified project would remove the existing ramps and stairs along the northern building façade of McCabe Hall, as well as the shared loading dock located north of the Civic Auditorium complex and construct an 18-foot wide loading bridge above an approximately five to 16-foot wide egress path along the northern building façade of McCabe Hall and the western building façade of the City National Civic. The loading bridge would be connected to the existing loading entrance on the western façade of the City National Civic.

With the proposed project modifications, the type and intensity of development proposed is still consistent with the anticipated development in the Downtown Strategy FEIR that was supplemented by the Museum Place Mixed-Use SEIR. Since the certification of the Museum Place Mixed-Use SEIR, the Downtown Strategy Plan 2000 was updated and replaced by the Downtown Strategy 2040 to align with the development capacity for year 2040 as consistent with the General Plan. The Downtown Strategy 2040 FEIR is a broad range, program-level environmental document, which analyzed the following level of development in the Greater Downtown Core Area during the planning horizon of the Downtown Strategy 2040:

- 14.2 million square feet of office development;
- 14,360 residential dwelling units;
- 1.4 million square feet of retail development; and
- 3,600 hotel rooms.

The Downtown Strategy 2040 FEIR tiers off the analyses in the Envision San José 2040 General Plan FEIR (General Plan FEIR) and Downtown Strategy 2000 EIR and provided project-level review (where possible) and program-level review for future actions under the Downtown Strategy 2040.

As this project is within the same footprint, scale, and scope of the previously approved project, no new or more significant environmental impacts beyond those identified in the Museum Place Mixed-Use SEIR, Downtown Strategy 2040 FEIR, and applicable addenda thereto have been identified, nor have any new mitigation measures or alternatives which are considerably different from those analyzed in the EIRs been identified. The project will not result in a substantial increase in the magnitude of any significant environmental impact previously identified in the EIRs. For these reasons, a supplemental or subsequent EIR is not required and an Addendum to the Museum Place Mixed-Use SEIR and Downtown Strategy 2040 FEIR, and addenda thereto has been prepared for the proposed project.

The attached Initial Study provides background on the project description, specific project impacts, and the relationship between previous mitigation measures and the revised project. This addendum (including Initial

Study) will not be circulated for public review but will be attached to the Museum Place Mixed-Use SEIR, the Downtown Strategy 2040 FEIR, and addenda thereto, as amended pursuant of CEQA Guidelines §15164(c).

Christopher Burton, Director
Planning, Building and Code Enforcement

09/20/2021
Date

Deputy

Thai-Chau Le
Environmental Project Manager

TABLE OF CONTENTS

TABLE OF CONTENTS

Figures

Tables

Appendices

SECTION 1.0 INTRODUCTION AND PURPOSE

1.1 PURPOSE OF THE ADDENDUM

The California Environmental Quality Act (CEQA) recognizes that between the date an environmental document is completed and the date the project is fully implemented, one or more of the following changes may occur: 1) the project may change; 2) the environmental setting in which the project is located may change; 3) laws, regulations, or policies may change in ways that impact the environment; and/or 4) previously unknown information can arise. Before proceeding with a project, CEQA requires the Lead Agency to evaluate these changes to determine whether or not they affect the conclusions in the environmental document.

The City of San José, as the Lead Agency, has prepared this Addendum for the Park Habitat Mixed-Use Project in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations/policies of the City of San José, California.

1.1.1 Background

1.1.1.1 *Downtown Strategy 2000*

On June 21, 2005, the City Council certified the Downtown Strategy 2000 Final Environmental Impact Report (FEIR) (Resolution No. 72767) and adopted the Downtown Strategy 2000 Plan which provided a vision for future housing, office, commercial, and hotel development within the Downtown area consistent with the San José 2020 General Plan. The Downtown Strategy 2000 Plan was a strategic redevelopment plan that initially anticipated a planning horizon of 2000-2010 with implementation to 2020 that focused on the revitalization of downtown San José by supporting higher density infill development and redevelopment of underutilized properties. While the planning horizon of the Downtown Strategy 2000 was originally 2010, implementation of the plan was delayed due to economic conditions including the Recession of 2008. As part of the 2005 Downtown Strategy 2000 FEIR's analysis, the traffic analysis projected traffic conditions to 2020, which turned out to be a more realistic timeframe for full implementation of the plan. The Downtown Strategy 2000 Plan had a development capacity of 11.2 million square feet of office, with 2,000,000 square feet of office allowed in Phase 1.

The Downtown Strategy 2000 FEIR evaluated all environmental impacts, including noise, air quality, biological resources, and land use at a program (General Plan) level. The program-level environmental impacts were updated as part of the Envision San José 2040 General Plan FEIR, Supplemental Environmental Impact Report (SEIR), and Addenda thereto, certified in September 2011 and supplemented in December 2015.

Further, an Initial Study/Addendum to the Downtown Strategy 2000 FEIR was prepared in October 2016 which updated traffic conditions a decade after the Downtown Strategy 2000 FEIR was certified, and determined that no new impacts would occur related to the construction of Phase 1 of the Downtown Strategy 2000 (2,000,000 square feet of office space). Utilizing 2014-2015 traffic counts and the City's updated CUBE transportation analysis model, it was determined that up to 2,000,000 square feet of office space could be constructed within downtown without resulting in new

or different traffic impacts than had been disclosed in the Downtown Strategy 2000 FEIR. For this reason and those described above, the Downtown Strategy 2000 FEIR continued to be an accurate evaluation of program-level impacts of proposed Phase 1 development projects downtown, of which the previously approved project was a part.

The Downtown Strategy 2000 FEIR was a broad-range, program-level environmental document. All subsequent development that has occurred as part of the Downtown Strategy 2000 plan has had development-project-specific supplemental environmental review. While traffic impacts of the Downtown Strategy 2000 Plan were evaluated at a project- or site-specific level and recently updated in 2016, the Downtown Strategy 2000 FEIR analysis assumed that project-level, site-specific environmental issues for a given parcel proposed for redevelopment would require additional review.

1.1.1.2 *Museum Place Mixed-Use Project*

In August 2017, City Council certified the Museum Place Mixed-Use Supplemental Environmental Impact Report (Museum Place FSEIR, File No. SP17-031, SCH #2016112058) and approved the Museum Place Mixed-Use Project tiering from the Downtown Strategy 2000 FEIR. The Museum Place FSEIR was prepared as a project-level Supplemental EIR to the Downtown Strategy 2000 Final Environmental Impact Report which covered development capacity for the larger downtown area. The Museum Place Mixed-Use FSEIR allows for the demolition of Parkside Hall, and the development of an approximately 1.16 million square foot, mixed-use building with 214,000 square feet of office space, expansion of the Tech Museum of Innovation by 60,475 square feet, 13,402 square feet of retail, 306 residential units, 184 hotel rooms, and a three story below-grade parking garage. Refer to Section 3.0 below for more details.

1.1.1.3 *Downtown Strategy 2040*

On December 18, 2018, the City Council certified the Downtown Strategy 2040 Final EIR (FEIR) (Resolution No. 78942) and adopted the Downtown Strategy 2040 which provides a vision for future housing, office, commercial, and hotel development within the downtown area. The Downtown Strategy 2040 has a development capacity of 14,360 residential units, 14.2 million square feet of office uses, 1.4 million square feet of retail uses, and 3,600 hotel rooms. The Downtown Strategy 2040 FEIR provides development project-level clearance for impacts related to vehicle miles traveled (VMT), traffic noise, and operational emissions of criteria pollutants associated with Downtown development. All other environmental impacts were evaluated at a program level.

The Downtown Strategy 2040 FEIR analysis assumed that development project-level, site-specific environmental issues for a given parcel proposed for redevelopment would require additional review.

1.1.1.4 *Museum Place II Addendum*

Since certification of the FSEIR for the SP17-031 project, an addendum (Museum Place II Addendum) was prepared in 2019 to account for changes to the 2019 project which was reviewed by City Council on December 3, 2019. The 2019 modified project, Museum Place II, involves the following changes to the project approved in 2017: 1) removal of the residential and hotel component, 2) a reduction in retail square footage, 3) an increase in office square footage, and 4) removal of two levels of underground parking. Refer to *Section 4.0* below for more details.

1.1.2 Preparation of This Addendum

Since the 2019 project approval, additional changes have been proposed to the Museum Place II project, which are the subject of this Addendum. The purpose of this Addendum is to analyze the impacts which may result from the 2021 modified development project (see Section 4.0, *Proposed Changes to the Project*).

The CEQA Guidelines Section 15162 states that when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the Lead Agency determined, on the basis of substantial evidence in light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete of the Negative Declaration was adopted, shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;
    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

CEQA Guidelines Section 15164 states that the Lead Agency or a Responsible Agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in 15162 (see above) calling for preparation of a subsequent EIR have occurred.

Consistent with the certified Initial Study/Addendum for the approved project, this Addendum for the modified project tiers from the certified Initial Study/Addendum, and the Downtown Strategy 2040 FEIR which is the most current planning document for the downtown area of San José.

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

Park Habitat Mixed-Use Project

2.2 LEAD AGENCY CONTACT

City of San José
Department of Planning, Building and Code Enforcement
Thai-Chau Le
Thai-Chau.Le@sanjoseca.gov
(408) 535-5658
200 East Santa Clara Street
San José, CA 95113

2.3 PROJECT APPLICANT

Museum Place Owner LLC (Attn: Aaron Maund)
2107 Elliott Avenue, Suite 303,
Seattle, Washington 98121

2.4 PROJECT LOCATION

The 2.54-acre project site is located on Park Avenue between South Market Street and South Almaden Boulevard in downtown San José.

2.5 ASSESSOR'S PARCEL NUMBER

259-42-023

2.6 GENERAL PLAN DESIGNATION AND ZONING DISTRICT

The project site is designated Public/Quasi-Public under the adopted General Plan and is zoned DC – Downtown Primary Commercial.

2.7 PROJECT-RELATED APPROVALS, AGREEMENTS, AND PERMITS

- Demolition, Grading, and Building Permit(s)
- Site Development Permit and Special Use Permit
- Subdivision Map
- Other Public Works Clearance

SECTION 3.0 SUMMARY OF THE MUSEUM PLACE MIXED-USE PROJECT (SP17-031)

The Museum Place Mixed-Use project would demolish Parkside Hall and construct a 270-foot tall[1], 1.16 million square foot, mixed-use building with residential units, hotel rooms, and office and retail space. The building would include an expansion of the Tech Museum of Innovation (Tech Museum). Construction was assumed to take approximately 39 months. Specific details of the Museum Place Mixed-Use project are provided below.

3.1.1 Expansion of the Tech Museum of Innovation

The Museum Place Mixed-Use project would expand the Tech Museum by 60,000 square feet.

3.1.2 Office and Retail Space

The Museum Place Mixed-Use project would develop approximately 209,395 square feet (including lobby space) on floors two to five. The Museum Place Mixed-Use project includes up to 13,402 square feet of retail space on the ground level, along the western building façade, adjacent to the pedestrian paseo.

3.1.3 Residential and Hotel

The Museum Place Mixed-Use project would construct up to 306 residential units with a combined total of approximately 294,931 square feet on floors 11 to 24.

The project would also include up to 184 hotel rooms with a combined total of approximately 92,456 square feet. The hotel rooms would be located on floors six to 10.

3.1.4 Site Access and Parking

The project would include three levels of below-grade parking with a total of 1,000 parking spaces. Mechanical lift parking was proposed on each of the parking levels and all parking in the garage would be valet only. A residential and hotel drop-off/pick-up area would be located on the first floor. Vehicles for the office use would enter the parking garage and make an immediate right-turn down to the second level drop-off/pick-up area. Vehicular access to the parking garage would be provided via a proposed driveway on Park Avenue. The parking garage would include two standard parking spaces, 454 mechanical two-space-lifts (908 spaces total), and 90 parking stalls within the drive aisles of levels two and three.

3.1.5 Construction

The project would be constructed over an approximately 39-month period.

[1] Maximum building height to the roofline.

SECTION 4.0 SUMMARY OF THE MUSEUM PLACE II 2019 PROJECT (SPA17-031-01)

The 2019 project would demolish Parkside Hall and construct a 285-foot tall[2], 1.04 million square foot, mixed-use building with office and retail space. The 2019 project includes four major components: 1) expansion of the Tech Museum by approximately 60,475 square feet, 2) construction of approximately 928,116 square feet of office space (including lobby space) on floors three to 21, 3) construction of up to 11,873 square feet of ground floor retail space, and 4) construction of one level of below-grade parking that would be valet only, as well as off-site parking. Construction was assumed to take approximately 33 months. The 2019 project proposed extended construction hours from 5:30 AM to 9:00 PM, seven days a week. Specific details of the 2019 project are provided below.

4.1.1 Expansion of the Tech Museum of Innovation

The project would expand the first and second floors of the Tech Museum by 60,475 square feet.

4.1.2 Office and Retail Space

The project would develop approximately 928,116 square feet (including lobby space) on floors three through 21. The project includes up to 11,873 square feet of retail space on the ground level, along the western building façade, adjacent to the pedestrian paseo.

4.1.3 Site Access and Parking

The project would include one level of below-grade parking with a total of 450 parking spaces. Vehicular access to the parking garage would be provided via a driveway on Park Avenue and all parking would be valet only. In addition, the project would have off-site parking in the downtown core area (Valley Title and Fountain Alley parking lots) which would provide an additional 435 parking spaces. Future employees would be assigned to park on-site using valet or at the nearby Valley Title or Fountain Alley parking lots and walk to the project site. The Valley Title parking lot at 300 South First Street is located approximately 0.3 miles southeast (six-minute walk) of the site and contains 275 parking spaces. The Fountain Alley parking lot at 35 South Second Street is approximately 0.5 miles northeast of the project site (10-minute walk) and contains 160 parking spaces.

4.1.4 Construction

The project would be constructed over an approximately 33-month period. The project would have extended construction hours from 5:30 AM to 9:00 PM, seven days a week. In addition, the project would have eight to 12, 24-hour concrete pours during the construction period. The site would be excavated to a depth of approximately 27 feet for the parking garage.

To reduce nighttime construction noise levels at the nearby Hyatt Place San José (Hyatt Hotel), the project applicant is proposing to incorporate the following measures into the project:

[2] Maximum building height to the roofline.

- Limit concrete pouring activities during nighttime hours, where possible.
- Limit the active equipment to no more than three pieces of heavy equipment (e.g., one dozer and two excavators) during nighttime activities, where possible.
- Avoid drilling activities during nighttime hours, where possible.
- Avoid overlapping construction phases at night.
- To the extent consistent with applicable regulations and safety considerations, operation of vehicles requiring use of back-up beepers shall be avoided during nighttime hours and/or, the work sites shall be arranged in a way that avoids the need for any reverse motions of large trucks or the sounding of any reverse motion alarms during nighttime work. If these measures are not feasible, equipment and trucks operating during the nighttime hours with reverse motion alarms must be outfitted with SAE J994 Class D alarms (ambient-adjusting, or "smart alarms" that automatically adjust the alarm to five dBA above the ambient near the operating equipment).
- If credible complaints are made from the nearby Hyatt Hotel, a temporary "acoustical blanket" may be used along the northern building façade to further reduce nighttime noise levels.

SECTION 5.0 PROPOSED CHANGES TO THE 2019 PROJECT

5.1 PROJECT OVERVIEW

The approximate 2.54-acre project site (APN 259-42-023) is located on Park Avenue between South Market Street and South Almaden Boulevard in downtown San José. Currently, most of the site is occupied by a stand-alone facility (Parkside Hall). The Tech Museum is adjacent and east of the site, McCabe Hall is adjacent and south of the site, and north and west of the site are proposed office tower developments. The project site is currently designated Public/Quasi-Public under the City of San José's adopted General Plan and is located in the DC – Downtown Primary Commercial zoning district.

5.2 PROPOSED PROJECT

5.2.1 Proposed Development

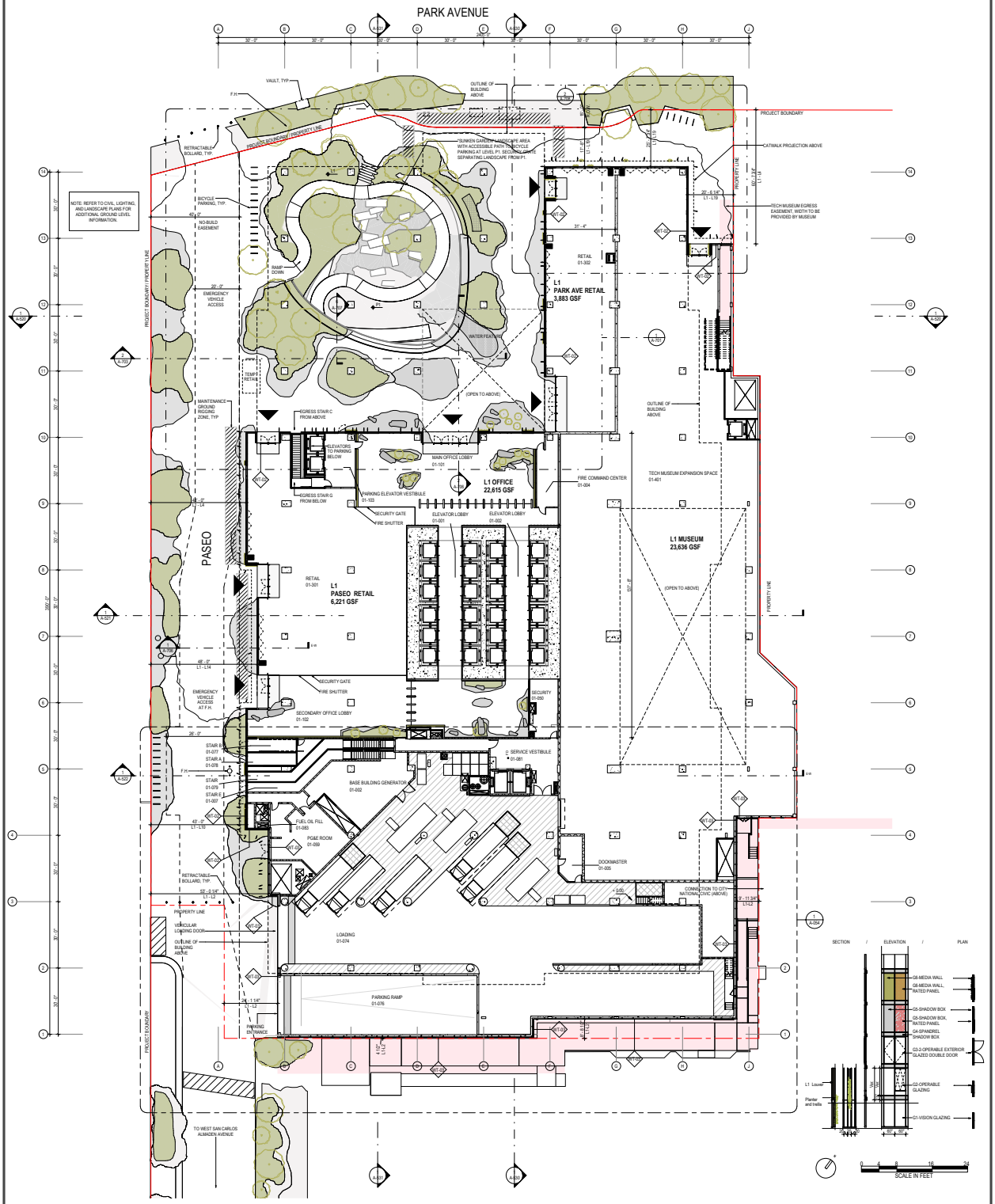
On December 3, 2019, the Museum Place II Addendum was approved. Since approval of the addendum, changes to the project have been proposed. The 2021 modified project, referred to as Park Habitat, proposes the following changes to the 2019 addendum: 1) an increase in the square footage of office space, 2) an increase in the square footage of museum space, 3) an decrease in retail space, 4) an increase in on-site parking spaces and removal of off-site parking, 5) change in site access, and 6) redesign of the building exterior. Additionally, the modified project proposes extended construction hours which includes 24-hour construction activity, six days a week (Monday to Saturday). The modified project would remove the existing ramps and stairs along the northern building façade of McCabe Hall, as well as the shared loading dock located north of the Civic Auditorium complex and construct an 18-foot wide loading bridge above an approximately five to 16-foot wide egress path along the northern building façade of McCabe Hall and the western building façade of the City National Civic. The loading bridge would be connected to the existing loading entrance on the western façade of the City National Civic. The proposed changes to the approved entitlements on-site are shown in the table below.

Summary of Proposed Changes to the 2019 Project

Project Component	2019 Addendum (SPA17-031-01)	Modified Project (SP20-032)
Museum Expansion (in square feet)	60,475	60,836
Office (in square feet)	928,116	1,203,352
Retail (in square feet)	11,873	10,103
Parking Spaces	880 spaces[3]	1,000
Below-Grade Parking Levels	1	4
Maximum Building Height (in feet to the roofline)	285	298
Estimated Construction Timeframe	33 months	37 months
Floors	21	20

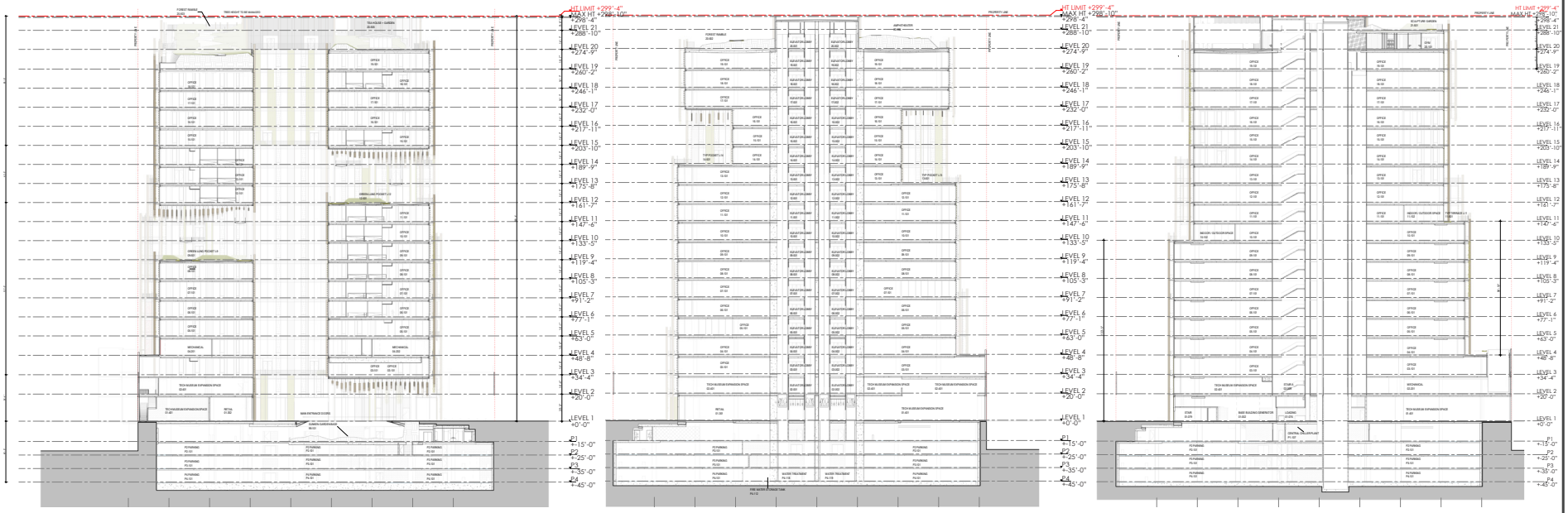
Please refer to Figures 4.2-1 to 4.2-4 for the modified site plan and elevations.

[3] The 880 proposed parking spaces are split between on-site and off-site.



Source: Kengo Kuma & Associates, Adamson Associates, Inc., May 14, 2021.

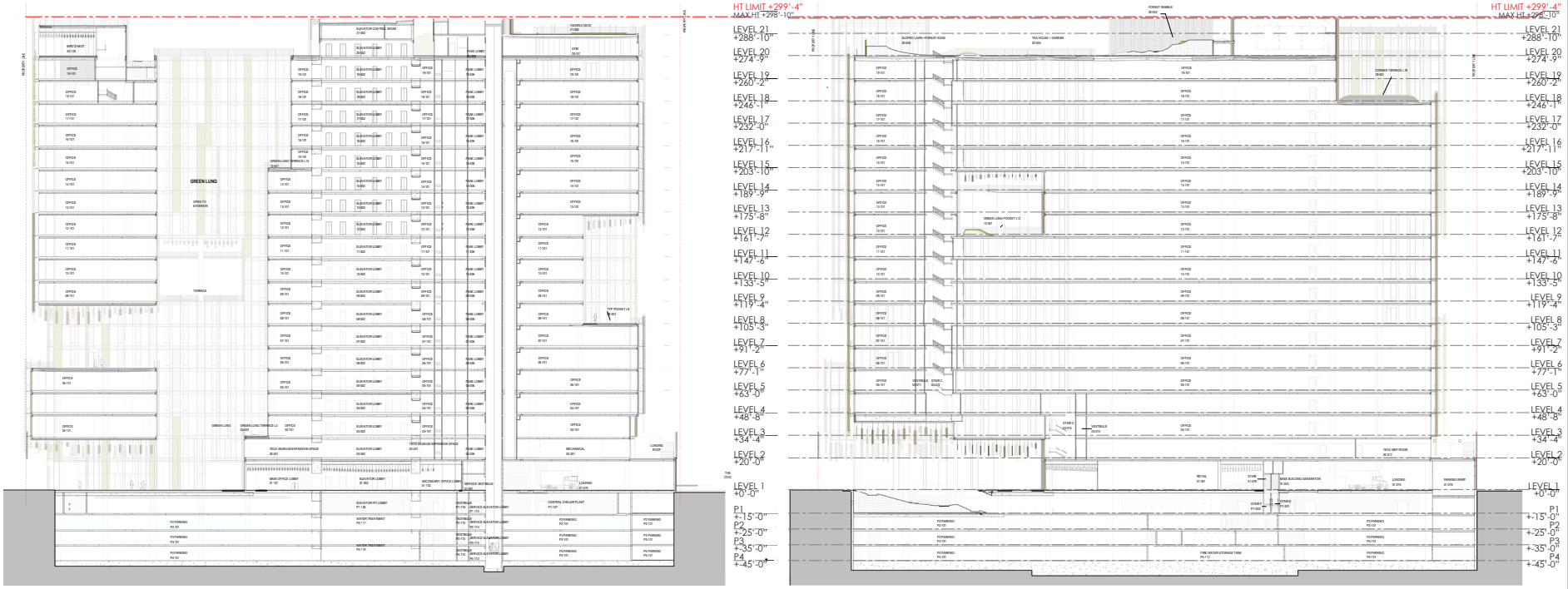
MODIFIED SITE PLAN | FIGURE 4.2-1



Source: Kengo Kuma & Associates, Adamson Associates, Inc., May 14, 2021.

EAST-WEST ELEVATION

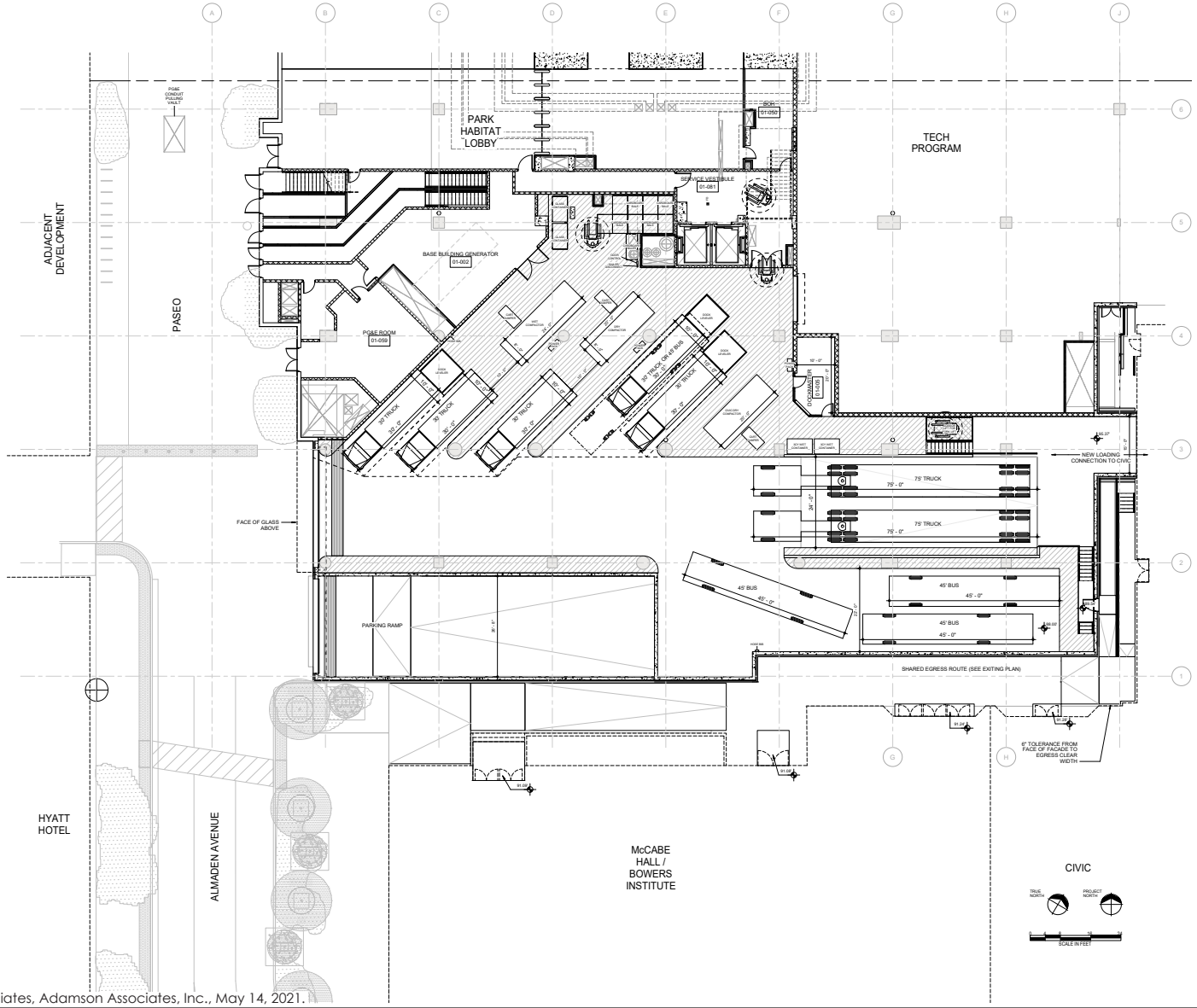
FIGURE 4.2-2



Source: Kengo Kuma & Associates, Adamson Associates, Inc., May 14, 2021.

NORTH-SOUTH ELEVATION

FIGURE 4.2-3



Source: Kengo Kuma & Associates, Adamson Associates, Inc., May 14, 2021.

LOADING BRIDGE AND EGRESS PATH

FIGURE 4.2-4

5.2.2 Expansion of the Tech Museum of Innovation

Under the 2021 modified Park Habitat project, the square footage of the Tech Museum expansion would increase from 60,475 square feet to 60,836 square feet, a net increase of 361 square feet compared to the 2019 project. Consistent with the 2019 project, the museum expansion would occur on levels one and two of the proposed building.

5.2.3 Office and Retail Space

The 2021 modified project would increase the office space from 928,116 square feet (including lobby space) to 1,203,352 (including lobby and tenant employee amenities such as a gym), a net increase of 275,236 square feet compared to the 2019 project. Office space would be located on floors three to 19. The employee gym would be located on the 20th floor. The proposed ground floor retail space would decrease in size from 11,873 square feet to 10,103 square feet, a net decrease of 1,770 square feet compared to the 2019 project.

5.2.4 Open Space

The project proposes a publicly accessible open space at the intersection of Park Avenue and the pedestrian paseo. The open space would include a sunken garden stretching between the ground floor down to the first level of the below-grade parking garage and a plaza which would provide main access to the building. The garden would be landscaped and would include a bicycle-walking ramp, seating, and rock gardens.

5.2.5 Site Access and Parking

The modified project proposes four levels of below-grade parking which would provide a total of 1,000 parking spaces (including tandem parking sapces and valet-assisted parking sapces), a net increase of 170 spaces when compared to the 2019 project. No off-site parking is proposed. The modified project proposes a full-access driveway along the existing paseo which would be named Almaden Avenue and would be accessed from West San Carlos Street. Almaden Avenue would provide access to the modified project for deliveries and for the below-grade parking. No vehicular access is proposed from Park Avenue.

Additionally, the project includes up to 342 biycle parking spaces.

5.2.6 Transportation Demand Management Program

The applicant proposes the following measures as part of the transportation demand management (TDM) program for the modified project:

- Pedestrian-Oriented Design
- Limited Automobile Parking Supply
- Transit-Use Incentive Program
- Bicycle Parking/Amenities

5.2.7 Construction

As mentioned above, the modified project proposes extended construction hours which includes 24-hour construction activity from Monday to Saturday for the entire construction period. Additionally, the project proposes 24-hour nighttime concrete pours. It is estimated that the project would take approximately 37 months to construct.

SECTION 6.0 ENVIRONMENTAL IMPACTS OF THE PROPOSED CHANGES TO THE PROJECT

The Museum Place II Addendum was approved in 2019. The changes between the 2019 project and the modified project would be the increase in office, museum space, and retail space. The modified project would include an increase in parking spaces, as well as a change in site access. The building exterior would be changed as a result of the modified project. The environmental setting of the project site and surrounding area has not substantially changed since approval of the 2019 project except for the demolition of the Sanwa Building at 200 Park Avenue and the Hyatt Hotel parking structure as part of the 200 Park Avenue Office project (File No. H18-045) in 2019. The 200 Park Avenue Office project is currently under construction. This Addendum only addresses those resource areas which would be potentially affected by the proposed changes to the 2019 project.

This Addendum analyzes the same impacts of the 2019 project in regard to the following environmental issues:

- Air Quality
- Cultural Resources
- Energy
- Greenhouse Gas Emissions
- Hydrology and Water Quality
- Land Use
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Utilities

6.1 AIR QUALITY

The project is part of the planned growth in the downtown area and would contribute to the significant operational emissions forecast from full build out of the Downtown Strategy 2040, which was found to result in a significant and unavoidable regional criteria pollutant impact. The modified project is located in the downtown area which has the lowest VMT of any plan area in the City and is located in proximity to public transit and other services and amenities which would reduce the project's VMT.

The change to the 2019 project relevant to air quality is the proposed extended construction hours. Therefore, this analysis only addresses construction air quality impacts.

6.1.1 Findings of the 2019 Project

The 2019 project proposed extended construction hours beyond those designated in the City's Municipal Code. The extended hours would occur Monday through Sunday from 5:30 AM to 9:00 PM (excluding holidays) and up to 12, 24-hour concrete pours. The 2019 project was found to have a less than significant criteria pollutant construction air quality impact and would implement Standard Permit Conditions identified in the Museum Place FSEIR to control dust emissions. As a result, the extended construction hours would not increase overall emissions during the construction period. Additionally, there are no sensitive receptors located within 1,000 feet of the project site; therefore, implementation of the 2019 project would have a less than significant community risk impact due to construction activities.

6.1.2 Construction Air Quality Impacts from the Modified Project

Since completion of the 2019 project, the following sensitive receptors have been identified within 1,000 feet of the project site: the interim housing residents (approximately 745 feet north) and the multi-family residences (approximately 615 feet east of the project site[4] and 815 feet to 845 feet southeast of the site).

A Construction Community Risk Assessment was prepared by *Illingworth & Rodkin, Inc.* in July 2021.[5] A copy of this report is provided in Appendix A of this document.

6.1.2.1 *CEQA Thresholds of Significance*

Impacts from the Project

As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City has considered the air quality thresholds updated by the Bay Area Air Quality Management District (BAAQMD) in May 2017 and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin and conservative in terms of the assessment of health effects associated with toxic air contaminants (TACs) and $PM_{2.5}$. The BAAQMD CEQA Air Quality thresholds used in this analysis are identified in Table 5.1-1 below.

Table 5.1-1: BAAQMD Air Quality Significance Thresholds

Pollutant	Construction Thresholds	Operation Thresholds	
	Average Daily Emissions (pounds/day)	Annual Daily Emissions (pounds/year)	Annual Average Emissions (tons/year)
Criteria Air Pollutants			
ROG, NO_x	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
CO	Not Applicable	9.0 ppm (eight-hour) or 20.0 ppm (one-hour)	
Fugitive Dust	Dust-Control Measures/Best Management Practices	Not Applicable	

[4] The interim housing residents at 96 Almaden Avenue have been identified as sensitive receptors consistent with the CityView Plaza Office Project (File No. H19-016).

[5] Since completion of the Construction Community Risk Assessment, the square footage of office space (which includes the museum expansion) has increased by 71,276 square feet, the retail square footage of retail space has decreased by 12,032 square feet, and the number of parking spaces has increased by six parking spaces. While the changes to the land uses would result in a small increase in construction emissions and risks, the conclusions of the analysis would not change.

Table 5.1-2: BAAQMD Air Quality Significance Thresholds			
Pollutant	**Construction Thresholds**	**Operation Thresholds**	
	Average Daily Emissions (pounds/day)	**Annual Daily Emissions (pounds/year)**	**Annual Average Emissions (tons/year)**
Health Risks and Hazards for New Sources (within a 1,000-foot Zone of Influence)			
Health Hazard	**Single Source**	**Combined Cumulative Sources**	
Excess Cancer Risk	10 per one million	0.3 µg/m^3	
Hazard Index	1.0	10.0	
Incremental Annual $PM_{2.5}$	0.3 µg/m^3	0.8 µg/m^3 (average)	

Notes: ROG = reactive organic gases, NO_x = nitrogen oxides, PM_{10} = course particulate matter with a diameter of 10 micrometers (µm) or less, and $PM_{2.5}$ = fine particulate matter with a diameter of 2.5 µm or less.

6.1.2.2 *Criteria Pollutants*

Construction

Construction period criteria pollutants were estimated using CalEEMod Version 2020.4.0. The proposed land uses were input into CalEEMod which included 1,192,912 square feet entered as "General Office Building", 22,140 square feet entered as "Regional Shopping Center", and 994 parking spaces entered as "Enclosed Parking with Elevator". Construction of the modified project would be constructed over a period of 37 months (approximately 1,132 construction workdays) for 24 hours a day from Monday to Saturday, beginning in October 2021. Table 5.1-2 below provides a summary of the construction period emissions.

Table 5.1-2: Construction Period Criteria Pollutant Emissions				
Scenario	**ROG**	**NO_x**	**PM_{10}**	**$PM_{2.5}$**
Construction Emissions Per Year (Tons)				
2021 + 2022 (Daytime and Nighttime)	1.26	12.13	0.57	0.46
2023 (Daytime and Nighttime)	4.02	14.50	0.68	0.58
2024 (Daytime and Nighttime)	5.20	7.78	0.37	0.30
Average Daily Construction Emissions (pounds per day)				
2021 + 2022 (447 construction workdays)	5.65	54.26	2.54	2.06
2023 (365 construction workdays)	22.02	79.46	3.71	3.18
2024 (320 construction workdays)	32.49	48.62	2.30	1.88
BAAQMD Thresholds (pounds per day)	***54***	***54***	***82***	***54***
Exceed Threshold?	**No**	**Yes**	**No**	**No**

As shown in the table above, construction period criteria pollutant emissions associated with the modified project would exceed the BAAQMD significance threshold for NO_x.

The modified project would be required to implement the Standard Permit Conditions for controlling dust and exhaust included in the previous project. In addition to those Standard Permit Conditions

and consistent with the Downtown Strategy 2040 FEIR, the modified project would be required to implement the following Conditions of Approval to reduce NO_x and diesel particulate matter exhaust.

Conditions of Project Approval:

- Prior to the issuance of any demolition, grading and/or building permits (whichever occurs earliest), the project applicant shall prepare and submit a construction operations plan that includes specifications of the equipment to be used during construction to the Director of Planning, Building and Code Enforcement or the Director's designee. The plan shall be accompanied by a letter signed by an air quality specialist, verifying that the equipment included in the plan meets the standards set forth below.
- For all construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total, use equipment that meet U.S. Environmental Protection Agency (EPA) Tier 4 emission standards.
    - If Tier 4 equipment is not available, all construction equipment larger than 25 horsepower used at the site for more than two continuous days or 20 hours total shall use equipment that meet U.S. EPA emission standards for Tier 3 engines and include particulate matter emissions control equivalent to CARB Level 3 verifiable diesel emission control devices that altogether achieve a 83 percent reduction in diesel particulate matter emissions.
- All stationary cranres shall be powered by electricity.
- Electric line power shall be installed during the early construction phases to avoide the use of diesel portable equipment (e.g., generators, air compressors, concrete saws, and welders.
- Primary forklifts shall be powered by compressed natural gas (CNG).
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 miles-per-hour (mph).
- Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction. Wind breaks should have at maximum 50 percent air porosity.
- Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.
- The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.
- All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
- Site access to a distance of 100 feet from the paved road shall be treated with a six to 12 inch compacted layer of wood chips, mulch, or gravel.
- Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to two minutes. Clear signage shall be provided for construction workers at all access points.

Alternatively, the project applicant may develop a separate feasible plan that reduces on- and off-site construction NO_x emissions by 33 percent and diesel particulate matter emissions by 83 percent or greater. The plan would need to be reviewed and approved by the City prior to the issuance of any demolition, grading and/or building permits (whichever occurs earliest).

With implementation of the identified Conditions of Approval and previously identified Standard Permit Conditions from the Museum Place FSEIR, the total NO_x emissions would be reduced as follows:

- Years 2021 + 2022: from 54.26 to 13.93 pounds per day
- Year 2023: from 79.46 to 12.88 pounds per day
- Year 2024: from 48.62 to 15.83 pounds per day

Therefore, the BAAQMD's significance threshold for NO_x emissions would not be exceeded. Consistent with the 2019 project, the modified project would not result in any new impacts or substantially increase the severity of the previously identified construction criteria pollutant air quality impacts.

6.1.2.3 *Community Risk Impacts – Toxic Air Contaminants*

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC, and would pose as a health risk to nearby receptors. A construction community health risk assessment of the project construction activities was completed for the modified project. The assessment evaluated potential health effects to nearby receptors (within 1,000 feet of the project site) from construction emissions of DPM and $PM_{2.5}$.

The CalEEMod model was used to determine total annual diesel particulate matter (DPM) and $PM_{2.5}$ dust emissions for the offroad construction equipment and on-road vehicles that would be used during project construction. The CARB Emission FACtors 2021 (EMFAC2021) model was used to predict emissions from construction traffic (e.g., worker travel, vendor trucks, and haul trucks). Additionally, the U.S. EPA AERMOD dispersion model was used to predict construction-related DPM and $PM_{2.5}$ concentrations at existing receptors in the vicinity of the project construction area. The off-site truck emission rates were calculated using the EMFAC2017 model. The U.S. EPA AERMOD dispersion model and EMFAC2017 model inputs and results are included in Appendix A of this document. The modified project proposes extended construction hours which would include Monday to Saturday work for 24 hours a day for 37 months.

The maximum modeled annual DPM and $PM_{2.5}$ concentrations were identified at the multi-family residence located southeast of the project site at 360 South Market Street. Figure 5.1-1 shows the locations of the sensitive receptors and the off-site maximum exposed individual (MEI). Sensitive receptors are designated in green and the MEI from construction is designated in red. The maximum annual cancer risk would be 57.3 cases per one million for infants and 1.2 cases per one million for adults (without mitigation). The maximum residential cancer risk would exceed the BAAQMD's significance threshold of 10 cases per one million. The maximum annual $PM_{2.5}$ concentration would be 0.24 $\mu g/m^3$ which would not exceed BAAQMD's significance threshold of 0.3 $\mu g/m^3$. The

Source: Illingworth & Rodkin, Inc., July 2, 2021.

LOCATIONS OF OFF-SITE SENSITIVE RECEPTORS AND PROJECT MEI | FIGURE 5.1-1

maximum Hazard Index (HI) would be 0.04 which would not exceed the BAAQMD significance criterion of a HI greater than 1.0.

With implementation of the identified Conditions of Approval and previously identified Standard Permit Conditions from the Museum Place FSEIR, the annual cancer risk would be reduced to 3.4 cases per one million for infants which would not exceed BAAQMD's significance threshold of 10 cases per one million. The modified project would not result in any new impacts or substantially increase the severity of the previously identified construction community risk impacts.

6.1.2.4 *Cumulative Impacts*

The BAAQMD CEQA Air Quality Guidelines (2017) recommend that projects be evaluated for community risk when they are located within 1,000 feet of freeways, high traffic volume roadways (10,000 average annual daily trips or more), and/or stationary permitted sources of TACs.

Cumulative Air Quality

Mobile Sources

A review of the project area indicates that traffic on South Market Street, South Almaden Bouleard, and West San Carlos Street would have more than 10,000 vehicles per day. Since updated traffic information for this project was not available at the time the assessment was completed, roadway screening information from other nearby projects completed by *Illingworth & Rodkin, Inc.* in the downtown area were used.

The MEI is located approximately 40 feet east of South Almaden Boulevard and 350 feet east of South Market Street. Additionally, the MEI is located approximately 350 feet south of West San Carlos Street. The estimated cancer risk from South Almaden Boulevard would be 0.68 cases per one million for infant exposure and the annual $PM_{2.5}$ concentration would be 0.02 $\mu g/m^3$.

The estimated cancer risk from South Market Street would be 11.55 cases per one million for infant exposure and the annual $PM_{2.5}$ concentration would be 0.40 $\mu g/m^3$.

The estimated cancer risk from West San Carlos Street would be 1.27 cases per one million for infant exposure and the annual $PM_{2.5}$ concentration would be 0.05 $\mu g/m^3$.

Stationary Sources

Stationary sources are facilities that contain sources of TACs such as a generator or gas station. Nearby stationary sources were identified using BAAQMD's Permitted Stationary Sources 2018 geographic information system map website which identifies the location of stationary sources and their estimated risk and hazard impacts. Thirteen stationary sources were identified which are all diesel generators.

Construction Risk Impacts from Nearby Development

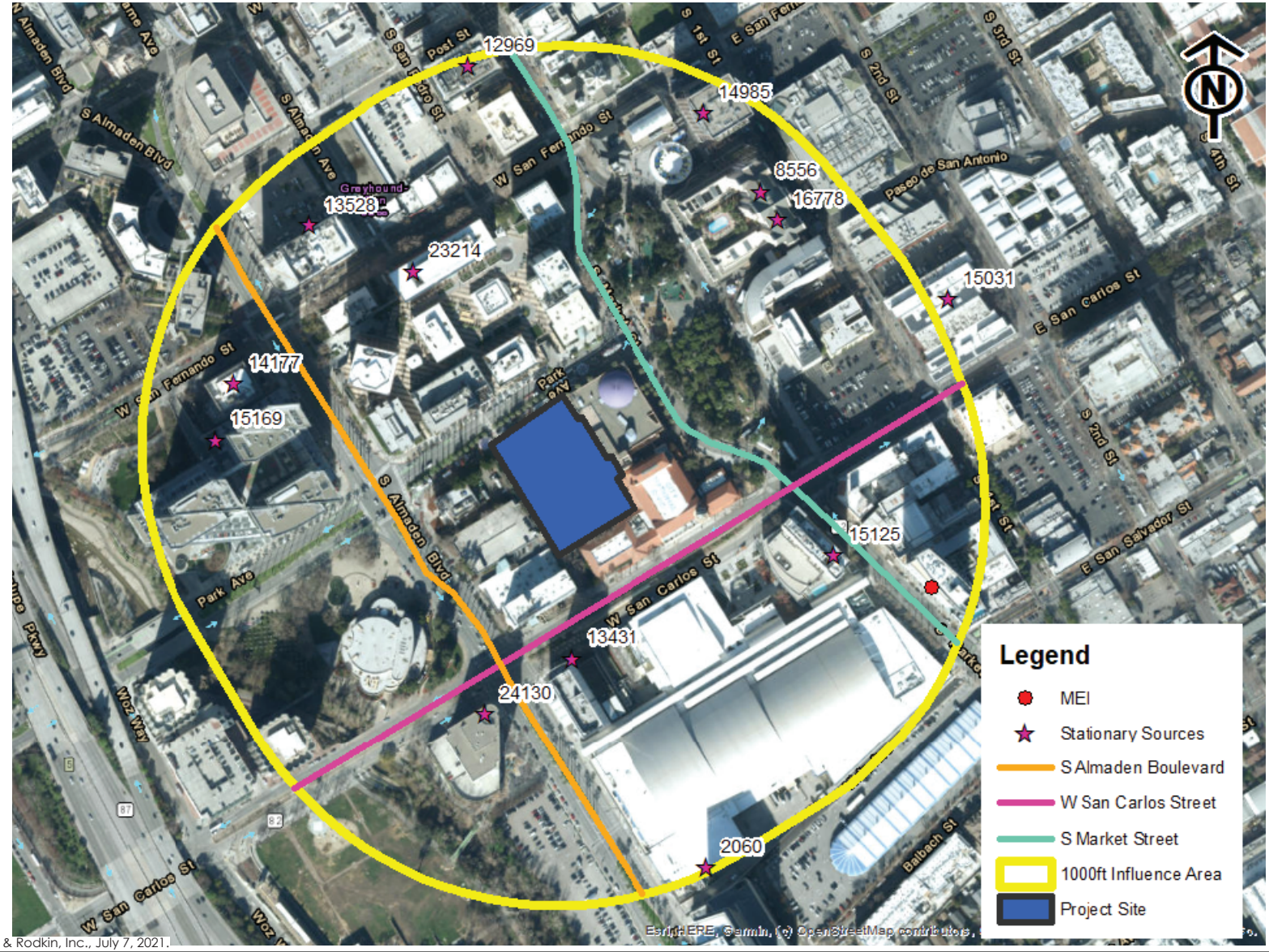
Within 1,000 feet of project site, there are three projects (Almaden Office File No. SP20-005, CityView Plaza File No. H19-016, and 200 Park Avenue Office File No. H18-045) that could have

overlapping construction. For the purposes of this analysis, it is assumed that the modified project would overlap with the nearby developments' construction schedules.

Table 5.1-3 below summarizes nearby mobile and stationary sources of TACs at the off-site MEIs. Figure 5.1-2 shows the project site and the nearby TAC and $PM_{2.5}$ sources, as well as construction risks from the nearby developments.

Table 5.1-3: Combined Sources at Construction MEI

Source	Maximum Cancer Risk (per million)	Maximum Annual $PM_{2.5}$ Concentration ($\mu g/m^3$)	Maximum Hazard Index
Project Construction			
Unmitigated	**57.3 (infant)** 1.2 (adult)	0.24	0.04
Mitigated	3.4 (infant) 0.07 (adult)	0.03	<0.01
South Almaden Boulevard	0.68	0.02	--
South Market Street	11.55	0.40	--
West San Carlos Street	1.27	0.05	--
Facility ID#2060 (Generator) MEI 1,000+ feet	0.8	0.02	<0.01
Facility ID#8556 (Generator) MEI 1,000+ feet	0.4	0.02	0.01
Facility ID#12969 (Generator) MEI 1,000+ feet	1.85	<0.01	<0.01
Facility ID#13431 (Generator) MEI 1,000+ feet	0.33	<0.01	<0.01
Facility ID#13528 (Generator) MEI 1,000+ feet	3.09	<0.01	<0.01
Facility ID#14177, Generator, MEI 1,000+ feet	0.07	<0.01	<0.01
Facility ID#14985 (Generator) MEI 1,000+ feet	0.22	<0.01	<0.01
Facility ID#800 (Generator) MEI 800 feet	0.09	0.01	<0.01
Facility ID#15125 (Generator) MEI 300 feet	0.32	0.03	<0.01
Facility ID#15169 (Generators) MEI 1,000+ feet	5.66	0.01	<0.01
Facility ID#16778 (Natural Gas Generator) MEI 1,000+ feet	0.57	0.11	<0.01
Facility ID#23214 (Generators) MEI 1,000+ feet	0.15	<0.01	<0.01
Facility ID#24130 (Generator and Fire Pump) MEI 1,000+ feet	0.14	<0.01	<0.01
Nearby Developments			
Almaden Office	<9.97	<0.43	<0.03
CityView Plaza	<15.01	<0.44	<0.01
200 Park Avenue Office	<5.00	<0.15	<0.01
Cumulative Total			
Unmitigated	**114.45 (infant)**	**<2.03**	<0.22
Mitigated	60.55 (infant)	**<1.82**	<0.19
BAAQMD Threshold – Cumulative Sources	***>100***	***>0.8***	***>10.0***
Threshold Exceeded?			
Unmitigated	***Yes***	***Yes***	*No*
Mitigated	*No*	***Yes***	*No*



Source: Illingworth & Rodkin, Inc., July 7, 2021.

PROJECT SITE, NEARBY TAC AND $PM_{2.5}$ SOURCES, AND NEARBY DEVELOPMENTS | FIGURE 5.1-2

As mentioned previously and consistent with requirements identified in the Downtown Strategy 2040 FEIR, implementation of the identified Conditions of Approval and Standard Permit Conditions from the Museum Place FSEIR would reduce the project's annual cancer risk to a level below the cumulative-source thresholds. While the annual $PM_{2.5}$ concentration would exceed BAAQMD's significant thresholds even with mitigation, the modified project's mitigated $PM_{2.5}$ concetration only represents two percent of the total mitigated cumulative concentration. Per BAAQMD, health risks to the MEI would less than significant if the risks from the project are reduced below the single-source thresholds. Therefore, the project (by itself) would not substantially contribute to the total cumulative $PM_{2.5}$ concentration. The modified project would not result in any new impacts or substantially increase the severity of the previously identified construction community risk impacts.

6.2 CULTURAL RESOURCES

The change to the 2019 project relevant to cultural resources is the revised building design, removal of the loading dock, and construction of a new egress path. The following analysis addresses the potential cultural resources impacts that would result from implementation of the modified project. Specifically, the analysis addresses impacts to the City National Civic and McCabe Hall (Civic Auditorium Complex).

Consistent with the 2019 project, construction activities would occur adjacent to the Civic Auditorium Complex which could result in cosmetic damage to the City National Civic (a City Landmark) and McCabe Hall (Structure of Merit). The Museum Place FSEIR identified mitigation measures to reduce impacts to historic structures such as preparation of preconstruction documentation of the Civic Auditorium Complex, preparation and implementation of a Historical Resources Protection Plan (HRPP), and establishing a "Monitoring Team" comprised of at least one qualified Historic Architect and one structural engineer. Consistent with the 2019 project, these measures are incorporated by reference and no further analysis of construction impacts is required.

Consistent with the 2019 project, the entire site would be excavated to accommodate the underground parking structure which could uncover and/or damage as yet unrecorded subsurface resources. The Museum Place FSEIR identified Conditions of Approval, consistent with the Downtown 2000 FEIR, to reduce impacts to subsurface cultural resources. Consistent with the 2019 project, these measures are incorporated by reference and no further analysis is required. Additionally, the project applicant is currently working with a qualified archaeologist to prepare an archaeological resources treatment plan.

6.2.1 Findings of the 2019 Project

The design of the 2019 project was found to be compatible with the Civic Auditorium Complex. In addition, the 2019 project would be compatible with the Secretary of the Interior's Standards for Rehabilitation.

6.2.2 Cultural Resources Impacts Resulting from the 2021 Modified Project

In April 2021, *TreanorHL* prepared a Design Compliance Assessment for the modified project. This report is included in this Addendum as Appendix B.

6.2.2.1 *Compatibility of Modified Building Design with City's 2019 Downtown Design Guidelines and Standards*

The 2019 San José Downtown Design Guidelines and Standards (2019 Design Guidelines and Standards) provides a framework of relevant criteria for addressing new construction adjacent to eligible historic resources. The 2019 Design Guidelines and Standards include a series of "Framework Plans" that identify design constraints within the downtown. Standards 4.2.2 Massing Relationship to Context, 4.2.3 Civic Icon Adjacency, and 4.2.4 Historic Adjacency would be applicable to the project.

Standard 4.2.2 – Massing Relationship to Context. The following discusses the height transition, width transition, and rear transition standards.

Height Transition – New development, 100 feet tall or greater, located adjacent to a historic building that is up to 45 feet in height must step back at least five feet from the front parcel or setback line at a height between 25 to 50 feet.

Analysis: The modified building would be a maximum height of 298 feet and is located adjacent to the Civic Auditorium Complex which is taller than 45 feet. Because the Civic Auditorium Complex is more than 48 feet tall, this standard is not applicable.

Width Transition – New development located adjacent to a historic building that is up to 45 feet in height and 30 feet narrower than the new development must include gaps in the podium level above the ground floor to divide its street-facing massing into segments of no more than 30 feet wider than the widest part of the historic building. The gap must be five feet minimum in width and depth.

Analysis: The western façade of the Civic Auditorium Complex facing the paseo is approximately 100 feet wide and the western façade of the proposed building is over 300 feet wide. The Civic Auditorium Complex would be narrower than the modified building. Additionally, the proposed building façade facing the paseo would be divided into 60 feet wide segments by use of protrusion and regression of the façade surface. This division is further articulated with louvers and green walls. Therefore, the modified project is consistent with this standard.

Rear Transition – New development, 100 feet tall or greater, located adjacent to a historic building 45 feet tall or shorter must maintain a transitional height of 70 feet or less within the first 20 feet from the property line.

Analysis: The Civic Auditorium Complex is taller than 45 feet; therefore, this standard is not applicable.

Guideline 4.2.3 – Civic Icon Adjacency. The project design and its consistency with Guideline 4.2.3 is discussed below.

a. Use a Streetscape and landscape design that helps to unify the new and existing structure.

Analysis: The modified building is adjacent to and within the vicinity of a Civic Icon building, the Tech Museum. The main entrance of the modified building would be located along Park Avenue

which would activate the sidewalk along the northern façade of the Tech Museum. For this reason, the modified building is consistent with this standard.

b. Design a new building in the Civic Icon building Affected Area to avoid dominating the icon to allow the icon to stand out.

Analysis: The modified project would be 20 stories tall and is located adjacent to the three- to four-story Tech Museum. As part of the modified project, the proposed building would be connected to the Tech Museum which would enhance the museum's footprint and importance. While the modified building would be significantly taller than the Tech Museum, the front façade of the Tech Museum would not be dominated since the new building would be located behind it. The design of the Tech Museum would be maintained and, as a result, the project is consistent with this standard.

c. Protect and enhance views to the Civic Icon building.

Analysis: The primary views along South Market Street would be protected. While the view of the Civic Icon building from the northern end of Park Avenue would not be protected, Park Avenue does not provide primary views to the Civic Icon building; therefore, the project is consistent with this standard.

Standard 4.2.4 – Historic Adjacency. The project design and its consistency with urban and architectural characteristics of historic context is discussed below.

Massing

a. Relate podium level building massing to the scale of Historic Context buildings by breaking a large building into masses of similar scale to Historic Context building.
Analysis: The modified design would break up the podium level into smaller, similar scale massing elements comparable to the Civic Auditorium Complex (e.g., use of vertical storefront divisions, terra cotta elements and green panels, the protrusion and regression of the façade surface, and the overhang of the catwalk). Therefore, the modified design is consistent with this standard.

b. Design buildings with rectilinear rather than curved and diagonal forms.

Analysis: The proposed design is rectilinear and is consistent with this standard.

c. Use cornice articulation at the Podium Level at a height comparable to the heights of Historic Context buildings.

Analysis: The modified building would include a stepped podium level with unadorned storefronts and glazed curtain walls. The upper floors are articulated with louvers, green walls, and trellis columns. The podium level provides the base for vertical terra cotta louvers and serves as the podium cornice. The podium cornice height would be comparable to the height of the McCabe Hall. Therefore, the proposed project is consistent with this standard.

d. Use streetwall continuity with Historic Context buildings.

Analysis: The Civic Auditorium Complex has an articulated street wall along West San Carlos Street while the T-shaped massing forms a plaza on the South Market Street side. The proposed building fronts Park Avenue. The Civic Auditorium Complex and modified building would share the western façade. The Civic Auditorium Complex faces a small alley and the modified building would front a paseo. Therefore, this standard is not applicable.

Façade

e. Use articulation that creates façade divisions with widths similar to Historic Context buildings on the same side of the same block.

Analysis: The Civic Auditorium Complex is not located on the same side of the block as the project site. The primary facades of the Civic Auditorium Complex face south and east while the primary facades of the modified building would face north and west. Therefore, this standard is not applicable.

f. Do not simulate historic architecture to achieve these guidelines and standards.

Analysis: The proposed building would be of contemporary design and would not simulate historic architecture. Therefore, the modified project is compatible with this standard.

g. Place windows on facades visible from the windows of the adjacent Historic Context buildings.

Analysis: The modified building has curtain wall glazing panels with windows on all four sides, including the façades facing the Civic Auditorium Complex. The southern and eastern façades would be visible from the west facing upper level windows of the Civic Auditorium Complex. The existing ground floor storefronts and windows along the northern façade of McCabe Hall would be directly facing a ground floor wall with no windows. Therefore, the modified project would not be fully compatible with this standard.

Elements

h. Use building materials that respond to Historic Context building materials.

Analysis: The Civic Auditorium Complex consists of stucco clad walls and clay tile roofs. The modified building would use modern materials that are distinct yet compatible with the historic building (e.g., terra cotta clad structural columns with trellis column surrounds and plantings at the base, terra cotta louvers and solid façade panels, curtain wall glazing panels, and green walls and/or green screens). The modified building materials would be compatible with existing building materials found in the area. Therefore, the modified project is consistent with this standard.

i. The new materials should be compatible with historic materials in scale, proportion, design, finish, texture, and durability.

Analysis: As mentioned above, the Civic Auditorium Complex consists of stucco clad walls and clay tile roofs. The modified building would use modern materials that are distinct yet compatible with the historic building. Additionally, the modified building would be contemporary in design and

clearly differentiated from the Civic Auditorium Complex. The new materials would be compatible with the historic materials in scale, proportion, design, finish, texture, and durability. Therefore, the proposed project is consistent with this standard.

Ground Floor

j. Space pedestrian entries at similar distances to Historic Context building entries.

Analysis: The Civic Auditorium Complex has multiple pedestrian entries along West San Carlos Street and South Market Street. The entries are either recessed within an arched opening or within an arcade[6]. The ground floor of the modified building has several entrances along the northern and western façades. The entries facing the plaza are similar to the arcades of the Civic Auditorium Complex. Therefore, the modified project is consistent with this standard.

k. Create a ground floor with a similar floor to ceiling height as nearby Historic Context buildings.

Analysis: Two primary façades of the modified building face north and west which is opposite from the primary façades of the historic resource. Therefore, this standard is not applicable to the modified project.

The modified building would comply with all applicable 2019 Guidelines with the exception of Standard 4.2.4 Historic Adjacency - Façade g.

For a project to cause a substantial adverse change in the significance of a historical resource, it must demolish or materially alter in an adverse manner those physical characteristics that convey the resources' historic significance and accounts for its identification as a City Landmark Structure, Candidate City Landmark, or Landmark District. The modified project would not comply with Standard 4.2.4 Historic Adjacency – Façade g under the 2019 Downtown Design and Standards. While not in full compliance with the 2019 Guidelines and Standards, on balance the modified project was found to be in substantial compliance. As a result, the modified project would not impact the integrity of the adjacent historic resources and the resources would continue to convey their significance. Therefore, the Design Compliance Assessment prepared by *TreanorHL* concluded that the modified project would have a less than significant impact on historical resources. The 2021 modified project would not result in a new significant cultural resource impact or an impact of greater severity than was previously identified.

6.2.2.2 *Secretary of the Interior's Standards for Rehabilitation*

The Secretary of the Interior's Standards for Rehabilitation (Standards) include 10 standards used to determine whether a rehabilitation project qualifies as a certified rehabilitation. The Standards are intended to preserve a property's significance through the preservation of historic materials and features.

While the modified project does not include a potential historic resource nor is the project site located within a historic district, it is located immediately adjacent to the City National Civic (a City

[6] An arcade is defined as a row of arches.

Landmark) and McCabe Hall (Structure of Merit). The modified project would remove the existing loading dock between Parkside Hall and the Civic Auditorium Complex and a new egress path and loading bridge would be constructed. Therefore, a discussion of the Standards and the project's impact to the Civic Auditorium Complex is described below.

Standard 1 – *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.*

The project includes expansion of the Tech Museum, office space, and retail space. The proposed uses would not alter the Civic Auditorium Complex's use as an indoor performance venue. While the modified project would remove the existing loading dock between Parkside Hall and the Civic Auditorium Complex, it would not alter any character-defining features, spaces and/or spatial relationship of the complex. The Civic Auditorium Complex will still clearly convey its historical, cultural, and architectural significant. Therefore, the modified project is consistent with Standard 1.

Standard 2 – *The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.*

The Civic Auditorium Complex and its character-defining features would not be removed or altered as a result of the modified project. While the modified project would remove the existing shared loading dock, it is not a feature that characterizes the Civic Auditorium Complex. Based on a plan set provided by the applicant, the proposed building would be physically separated from most of the Civic Auditorium Complex. The existing loading and staging area would continue to be utilized as a loading area, but it will be partially enclosed. At the southern end of the western elevation façade, two garage doors would provide access to the single-story panel-clad wall that would screen the loading area and entrance to the below-grade parking garage. Only a portion of the loading area at the southern end would not be covered by the full height of the building above. The modified design would include a roof aligned with the second floor over the remainder of the loading area. The loading area and roof would be physically separated from the Civic Auditorium Complex except for the loading bridge at the courtyard facing west of the Civic Auditorium Complex.

The existing ramps and stairs along the courtyard facing the northern and western façades of the Civic Auditorium Complex and the existing loading platform would be removed as part of the modified project. These features are not considered character-defining features of the Civic Auditorium Complex; therefore, the removal of the ramp, stairs, and loading platform would not have an effect on the historic integrity or significance of the resource. The original form, features, spaces, and spatial relationships of the historic property would be unaltered. As a result, the modified project is consistent with Standard 2.

Standard 3 – *Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other historic properties, will not be undertaken*

The modified project would be contemporary in design and would be distinguishable from the Civic Auditorium Complex. The modified project would use construction materials that would be

distinguishable from the historic resource. As a result, the modified project is consistent with Standard 3.

Standard 4 – *Changes to a property that have acquired historic significance in their own right will be retained and preserved.*

The primary existing change to the City National Civic building was the construction of McCabe Hall in 1964. McCabe Hall is considered to be a character-defining feature of the City National Civic and has acquired historic significance in its own right. The modified project would not include any major alterations to character-defining features of McCabe Hall; therefore, the modified project is consistent with Standard 4.

Standard 5 – *Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

The modified project design would maintain and preserve the Civic Auditorium Complex's distinctive materials, features, finishes, and construction techniques except for the façades facing the loading area. As mentioned previously, the modified project would remove the existing ramps, stairs, and loading platform which are not character-defining features of the historic resource. The modified building and loading area would be mostly separated from the Civic Auditorium Complex by an egress path except for the loading area of the Civic Auditorium Complex's western façade. Most of the work done as part of the modified project would be physically separated from the Civic Auditorium Complex; therefore, the modified project would not affect the historic resources' ability to convey its distinctive finishes or construction techniques. At the areas of excavation and removal, the new exterior cladding material should match the existing stucco in-kind. Therefore, the modified project would be consistent with Standard 5.

Standard 6 – *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*

The modified building would be mostly physically separate from the historic resources and would not include repairs to the historic features of the Civic Auditorium Complex; therefore, the modified project is consistent with Standard 6.

Standard 7 – *Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

The modified project would not use chemical or physical treatments that might directly affect the historic buildings. Therefore, the modified project is consistent with Standard 7.

Standard 8 – *Archaeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*

Mitigation measures were included in the Museum Place FSEIR to reduce impacts to subsurface cultural resources. Consistent with the 2019 project, these measures are incorporated by reference and the modified project is consistent with Standard 8.

Standard 9 – *New additions, exterior alterations or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.*

As mentioned previously, the modified building would be contemporary in design and clearly differentiated from the Civic Auditorium Complex. As part of the modified project, the existing loading entrance (along the Civic Auditorium Complex's western façade) would be connected to the modified building via a loading bridge above an egress path. The proposed loading bridge would be approximately 18 feet wide and would minimally touch the historic resource at the side walls, floor, and roof. The egress path would be constructed adjacent to the Civic Auditorium Complex. At the areas of excavation and removal, the new exterior cladding material should match the existing stucco in-kind.

Additionally, a roof is proposed over the loading area with two chiller units on top. The roof would be separated by up to 22 feet from the existing historic resource via south egress. The chillers would be located behind a trellis screen with vegetation and would not destroy any historic materials or features.

The modified building would be compatible with the Civic Auditorium Complex by using terra cotta clad structural columns with trellis columns at the base, terra cotta louvers and solid façade panels, curtain wall glazing panels, and green walls and/or green screens on the façades While the modified building would be different in terms of features, size, scale and proportion, and massing when compared to the Civic Auditorium Complex, the modified building would be consistent with the surrounding buildings.

In addition, the setting of the Civic Auditorium Complex property has been altered several times since its construction in 1934. While the existing environment would be modified again as a result of the modified project, the Civic Auditorium Complex would still retain sufficient integrity to convey its historic significance and to be listed as a City Landmark. The modified project is consistent with Standard 9.

Standard 10 – *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

The modified project would construct a 20-story tower north of the Civic Auditorium Complex which will be mostly detached from the Civic Auditorium Complex. The modified project would construct a loading access bridge and an egress path along the northern building façade of McCabe Hall and the western building façade of the Civic Auditorium. If any new additions or related new construction is undertaken in the future, the form and integrity of the Civic Auditorium Complex would be unimpaired. Therefore, the modified project is consistent with Standard 10.

The modified project would comply with Standards 1-10 and would not impact the historic integrity of the Civic Auditorium Complex. The 2021 modified project would not result in a new significant cultural resource impact or an impact of greater severity than was previously identified.

Aspects of Integrity

An historic integrity analysis was completed to assess the modified project's impacts on the historic integrity of the Civic Auditorium Complex. Historic integrity includes seven aspects: location, design, setting, materials, workmanship, feeling, and association. The project would not impact location, design, materials, workmanship, feeling, setting, or association of the Civic Auditorium Complex. The setting has changed drastically since its construction in 1934. While the modified project would construct a taller building than the existing Parkside Hall and alter the existing character of the immediate surroundings, it would not impact the Civic Auditorium Complex's ability to convey its significance. For a project to cause a substantial adverse change in the significance of the historic resource, it must demolish or materially alter in an adverse manner the physical characteristics that convey the resource's historic significance and accounts for its identification as a City Landmark. As a result, the modified project would not have the potential to impact the integrity of the Civic Auditorium Complex. Additionally, the project would be subject to all mitigation identified in the Museum Place FSEIR (including the preparation of a HRPP), and addenda thereto, prior to commencement of any construction activities. Therefore, the 2021 modified project would not result in a new significant cultural resource impact or an impact of greater severity than was previously identified.

6.3 ENERGY

The changes to the 2019 project relevant to energy is the net increase of 361 square feet of museum expansion space, the net increase of 275,236 square feet of office space, the net decrease of 1,770 square feet of retail, and the net increase of 170 parking spaces. The following analysis addresses the potential energy impacts that would result from the increased square footages and parking spaces.

6.3.1 Findings of the 2019 Project

The 2019 project would use approximately 17,919,073 kilowatt hour (kWh), 17,133,259 kilo-British thermal unit (kBtu), and 305,077 gallons of gasoline annually. The 2019 project found that with implementation of the City's Standard Permit Conditions detailed in the Museum Place FSEIR and implementation of applicable General Plan policies and existing regulations and programs, the 2019 project would not consume energy in a manner that is wasteful, inefficient, or unnecessary.

Additionally, the 2019 project would be built to the most recent CALGreen requirements, Title 24 energy efficiency standards, San José Clean Energy, the San José's Council Policy 6-32 for Private Sector Green Building, and the City's TDM requirement. Therefore, the 2019 project would comply with existing state energy standards and would not obstruct implementation of a state or local plan for renewable energy or energy efficiency.

6.3.2 Energy Impacts Resulting from the 2021 Modified Project

6.3.2.1 *Estimated Energy Use of the Modified Project*

Operation of the modified project would consume energy (in the form of electricity and natural gas) primarily for building heating and cooling, lighting, and water heating. Table 5.3-1 summarizes the estimated energy use of the modified project and Table 5.3-2 compares the energy use from the 2019 project with the energy use of the modified development.

Table 5.3-1: Estimated Annual Energy Use of Modified Development

Development	Electricity Use (kWh)	Natural Gas Use (kBtu) [1]	Gasoline (gallons per year)[2]
General Office Building	20,661,600	0	587,517
Library[1]	492,772	0	113,833
Strip Mall	104,970	0	18,080
Total:	**21,259,342**	**0**	**719,430**

Sources: CalEEMod. "User's Guide for CalEEMod Version 2020.4.0 (Appendix D)." Accessed August 4, 2021. http://www.aqmd.gov/caleemod/user's-guide.
Illingworth & Rodkin, Inc. EMFAC Off-Model Adjustment Factors. August 3, 2021.

Notes: [1] The City of San José passed an ordinance in December 2020 which prohibits the use of natural gas infrastructure in new buildings starting on August 1, 2021. Therefore, all natural gas use was set to zero.

[2] General Office Building Annual VMT 14,629,167 / 24.9 mpg = 587,517 gallons of gasoline.
Library Annual VMT 2,834,447 / 24.9 mpg = 113,833 gallons of gasoline.
Strip Mall Annual VMT 450,187 / 24.9 mpg = 18,080 gallons of gasoline.
There are no land use categories for Museum in CalEEMod; therefore, the library land use was used.

Table 5.3-2: Annual Energy Demand Summary

Development	Electricity Use (kWh)	Natural Gas Use (kBtu)	Gasoline (gallons per year)
Approved Development	17,919,073	17,133,259	6,711,703
Modified Development	21,259,342	0	719,430
Net Change in Energy Demand:	**+3,340,269**	**-17,133,259**	**-5,992,273**

6.3.2.2 *Site Transportation-Related Energy Use*

The modified project would result in the consumption of approximately 719,430 gallons of gasoline per year.

6.3.2.3 *Energy Efficiency Impacts*

Construction

The modified project would be constructed over a period of 37 months. Construction activities would include demolition, shoring/grading/excavation, below slab utility, foundation/structure, building exterior, and building interior. Similar to the 2019 project, the overall construction schedule and process is already designed to be efficient in order to avoid excess monetary costs. Equipment and

fuel would not be used wastefully on the site because of the added expense associated with renting the equipment, maintaining it, and fueling it. In addition, the modified project include several measures that would improve the efficiency of the construction process. Implementation of the City's Standard Permit Conditions detailed in the Museum Place FSEIR and addenda thereto, would restrict equipment idling times to five minutes or less and would require the applicant to post signs on the project site reminding workers to shut off idling equipment.

Implementation of applicable Downtown Strategy 2040 policies and existing regulations and programs would reduce energy waste from construction and demolition. Therefore, the modified project would not consume energy in a manner that is wasteful, inefficient, or unnecessary. The modified project would not result in any new impacts or substantially increase the severity of the previously identified energy efficiency impacts.

Operation

The modified project would result in electricity usage of approximately 21,259,342 kWh and annual gasoline consumption would be approximately 719,430 gallons per year. Operation of the modified project would result in an net increase of 3,340,269 kWh in electricity and a net reduction of 5,992,273 gallons of gas consumption when compared to the 2019 project.

The energy use is likely overstated because the estimates for energy use do not take into account the efficiency measures incorporated into the project. Consistent with the 2019 project, the modified project would be built to the most recent CALGreen requirements, City Council Policy 6-32, and Title 24 energy efficiency standards.

The modified project proposes a total of 342 bicycle parking spaces which exceeds the City's bicycle parking requirement. Additionally, the project site is located within one mile of the San José Diridon Station. The inclusion of bicycle parking and proximity to transit would incentivize the use of alternative methods of transportation to and from the site and would reduce gasoline consumption. Therefore, implementation of the modified project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during operation of the project. The modified project would not result in any new significant energy impact or an impact of substantially greater severity than was previously identified.

6.4 GREENHOUSE GAS EMISSIONS

The change to the 2019 project relevant to greenhouse gas (GHG) emissions is the adoption of the updated 2030 Greenhouse Gas Reduction Strategy (2030 GHGRS) in response to Senate Bill 32.

6.4.1 Findings of the 2019 Project

The 2019 project assumed that the project would not be constructed and operational by January 1, 2021 and, therefore, was analyzed based on the 2030 GHG reduction target. A "Substantial Progress" efficiency metric of 2.6 MT CO_2e per year per service population has been calculated for 2030 based on the GHG reduction goals of Senate Bill 32 and Executive Order B-30-15, taking into account the 1990 inventory and the projected 2030 statewide population and employment levels. The project would generate approximately 2.2 MT CO_2e per service population per year and would be below the

2.6 MT CO_2e per year per service population threshold.[7,8,9] Therefore, implementation of the 2019 project would not result in any new significant GHG emissions impact.

6.4.2 Greenhouse Gas Emissions Impacts Resulting from the 2021 Modified Project

Since approval of the 2019 project, the City of San José updated the 2011 GHGRS to align with SB 32 which established an interim statewide GHG reduction goal for 2030 to meet the long-term target of carbon neutrality by 2045. If a project is consistent with the City's GHGRS, it can be presumed that the project would not have significant GHG emissions under CEQA. The modified project's consistency with these measures is detailed in Appendix C of this document.

The project is consistent with the Public/Quasi-Public General Plan designation and planned growth from build out of the Downtown Strategy 2040 FEIR. The modified project would be required to comply with Policy 6-32, the City's Green Building Ordinance, and the most recent California Building Code (CBC) requirements as well as General Plan Action MS-2.11 which requires development to incorporate green building practices through construction, architectural design, and site design techniques. Additionally, the modified project would comply with the City's climate action goals as set forth in Climate Smart San José and would be designed to be Reach Code compliant (consistent with the GHGRS #1 and #2). Consistent with GHGRS #3, the modified project would include solar photovoltaic (P/V) panels on the roof and landscaping and vertical louvers to reduce solar radiation.

The City of San José passed an ordinance in December 2020 which prohibits the use of natural gas infrastructure in new buildings, including the proposed project, starting on August 1, 2021. Therefore, the project would be consistent with GHGRS #4. The modified project proposes to provide space for organic waste colletion containers and proposes to exceed the City's construction and demolition waste diversion requirement (consistent with GHGRS #5). Additionally, the modified project includes a TDM program to reduce vehicle trips and vehicle miles traveled consistent with GHGRS #6. As part of the project's TDM program, the modified project includes the following measures.

- Pedestrian-Oriented Design
- Limited Automobile Parking Supply
- Transit-Use Incentive Program
- Bicycle Parking/Amenities

Consistent with GHGRS #7, the modified project would include an on-site black water treatment

[7] David J. Powers & Associates, Inc. *CalEEMod Modeling*. April 2019.
[8] Per the CalEEMod model analysis, the total GHG emissions of the project would be 6,914 $MTCO_2e$ annually. This was divided by a service population of 3,206 employees, consistent with the City's assumed occupancy rate of the building.
[9] The service population for office is based on 3.4 employees per 1,000 square feet. Del Rio, Robert. Vice President, Hexagon Transportation Consultants, Inc. Personal Communication. September 4, 2019.
Retail space is based on 2.5 employees per 1,000 square feet. City of San José. *Avalon West Valley Expansion Air Quality & GHG Assessment.* July 10, 2018.
Museum space is based on five employees per 10,000 square feet. Museum Management Consultants, Inc. *The Center for Art and Visual Studies*. Accessed April 16, 2019.
http://artsites.ucsc.edu/artcenter/businessplan/UCSC_Business_Plan_final.pdf.

system to provide non-potable recycled water for irrigation, flushing, and mechanical applications. The modified project would be consistent with all applicable GHGRS strategy and consistency options intended to reduce GHG emissions. As a result, the modified project would not result in a new impact or substantially increase the severity of the previously identified GHG emissions impact.

6.5 HYDROLOGY AND WATER QUALITY

The changes to the project relevant to hydrology and water quality are the modifications to the site layout relative to the amount of impervious surfaces on-site. The following analysis addresses the potential hydrology and water quality impacts that would result from the proposed changes to the site.

Construction activities would temporarily increase the amount of debris on-site, and grading activities could increase erosion and sedimentation that could be carried by runoff into the San Francisco Bay. The 2019 project identified Standard Permit Conditions, based on Regional Water Quality Control Board (RWQCB) recommendations, for reducing construction-related water quality impacts. Consistent with the 2019 project, these Standard Permit Conditions are incorporated by reference and no further analysis of construction impacts is required.

6.5.1 Findings of the 2019 Project

Post-Construction Impacts

Table 5.5-1, below gives a breakdown of the pervious and impervious surfaces on-site under both existing and 2019 project conditions.

Table 5.5-1: Pervious and Impervious Surfaces On-Site (2019 Project)

Site Surface	Existing/Pre-Construction (sf)	%	Project/Post-Construction (sf)	%	Difference (sf)	%
Impervious Surfaces						
Subtotal	95,379	86	105,765	96	+10,386	+10
Pervious Surfaces						
Subtotal	15,224	14	4,838	4	-10,386	-10
Total	110,603	100	110,603	100		

Note: The existing/pre-construction square footages are higher than the original project due to the street improvements.

Under existing conditions, the project site is approximately 86 percent impervious (105,765 square feet). The impervious surfaces on-site would increase to approximately 96 percent (105,765 square feet), a net increase of 10 percent (10,386 square feet). The 2019 project would comply with the City of San José's Post-Construction Urban Runoff Policy 6-29 and the RWQCB Municipal Regional Stormwater permit. The 2019 project includes media filters and a biotreatment pond, and would have a less than significant impact on stormwater quality.

Groundwater Impacts

Additionally, the 2019 project would be excavated a depth of approximately 26 feet below the ground surface (bgs) for the below-grade parking. Groundwater on-site was encountered at approximately 12 to 20 bgs. Consistent with the 2019 project and the Downtown Strategy 2040 FEIR, the modified project would implement Standard Permit Conditions for dewatering during the construction period and post-construction.

6.5.2 Hydrology and Water Quality Impacts Resulting from the 2021 Modified Project

Post-Construction Impacts

Table 5.5-2 provides the breakdown of the pervious and impervious surfaces under modified project conditions.

Table 5.5-2: Pervious and Impervious Surfaces On-Site (Modified Project)

Site Surface	Existing/Pre-Construction (sq ft)	%	Project/Post Construction (sq ft)	%	Difference (sq ft)	%
Impervious Surfaces						
Subtotal	100,090	90	80,249	72	-19,841	-18
Pervious Surfaces						
Subtotal	10,800	10	30,641	28	+19,841	+18
Total	110,890	100	110,890	100		

Under existing conditions, the project site is covered with approximately 90 percent (100,090 square feet) impervious surfaces. Under modified conditions, the impervious surfaces would decrease by approximately 18 percent (19,841 square feet), a net reduction of eight percent (due to the increase in landscaping) when compared to the 2019 project. Build out of the project would, therefore, decrease stormwater runoff.

Consistent with the 2019 project, the modified project would be required to comply with the City of San José's Post-Construction Urban Runoff Policy 6-29 and the RWQCB Municipal Regional Stormwater Permit. To comply with the Municipal Regional Stormwater Permit, the modified project proposes media filters, self-retaining areas, and a green roof. The modified project would have a less than significant hydrology and water quality impact, consistent with the 2019 project. The project would not result in any new hydrology and water quality impacts or substantially increase the severity of the previously identified impact.

6.5.2.1 *Groundwater*

As mentioned above, groundwater on-site was encountered at approximately 12 to 20 bgs. The entire project site would be excavated to a depth of approximately 45 feet bgs for the below-grade parking garage which could interfere with the shallow groundwater aquifer. Consistent with the 2019 project, the modified project would be required to implement the identified Standard Permit Conditions for

dewatering during the construction period and post-construction. With implementation of the identified Standard Permit Conditions, the modified project would result in a less than significant impact on groundwater. The modified project would not result in any new or more significant hydrology and water quality impacts than previously identified for the 2019 project.

6.6 LAND USE

The change to the 2019 project relevant to land use is the proposed height of the building. The following analysis addresses the potential land use impacts that would result from the construction of 2021 modified project.

6.6.1 Findings of the 2019 Project

The 2019 project concluded that even with implementation of the identified mitigation measures from the Museum Place FSEIR, the 2019 project would still have a significant unavoidable shading impact on Plaza de César Chávez.

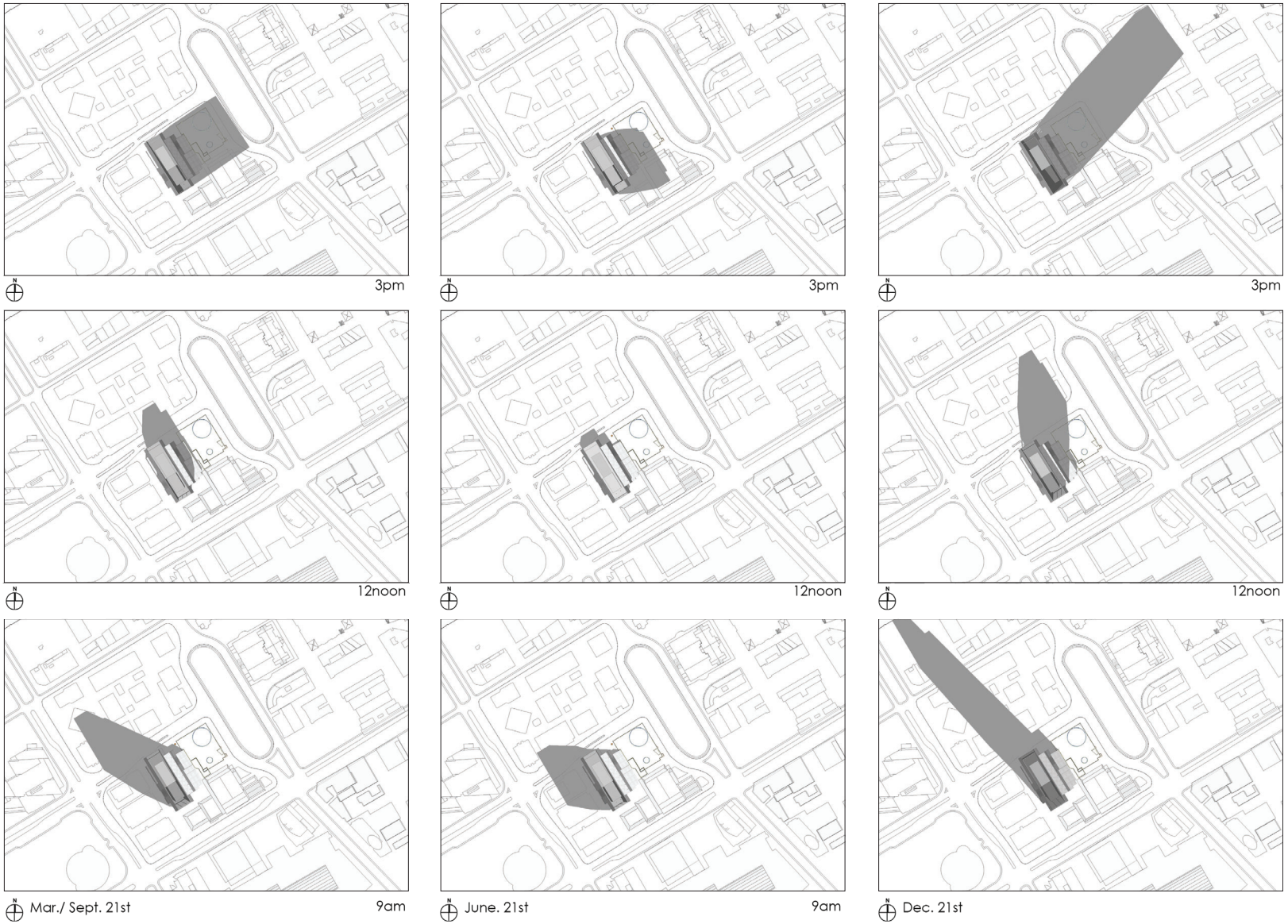
6.6.2 Land Use Impacts Resulting from the 2021 Modified Project

The modified project proposes a 20-story building with a maximum height of 298 feet. Due to the increase in height from the 2019 project, an updated shade and shadow analysis was prepared for March 21, June 21, and December 21 (refer to Figures 5.6-1 to 5.6-3 below for the existing conditions, 2019 project, and modified project shade and shadow analysis). The analyses provide data for 9:00 AM, noon, and 3:00 PM. Consistent with the 2019 project, maximum shading from the modified project would occur during the winter months. The winter morning and noon shadows do not shade any public open space. The winter afternoon shadows would continue to shade more than 10 percent of Plaza de César Chávez, consistent with the 2019 project. The shadows cast from the modified design would cause additional shading on adjacent businesses and offices. Additionally, the pedestrian paseo located west of the project site would be partially shaded during the morning hours of March 21, June 21, and December 21. Partial shade on public open spaces beyond the six major open space areas is not considered a significant shade and shadow impact under the Downtown Strategy 2040. The shade and shadow impact would remain consistent with the 2019 project.

The Museum Place FSEIR identified mitigation measures to lessen the effect of the shade and shadow impact on Plaza de César Chávez. These measures would also be required as a condition of approval for the modified project and are incorporated by reference. Consistent with the 2019 project, the shade and shadow impact would remain significant and unavoidable.

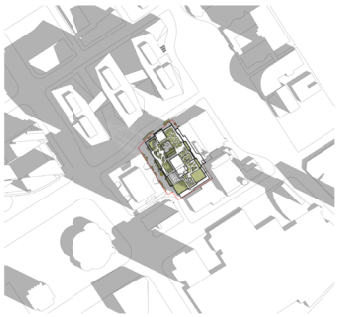
SHADE AND SHADOW STUDY - EXISTING CONDITIONS

FIGURE 5.6-1



SHADE AND SHADOW STUDY - 2019 PROJECT

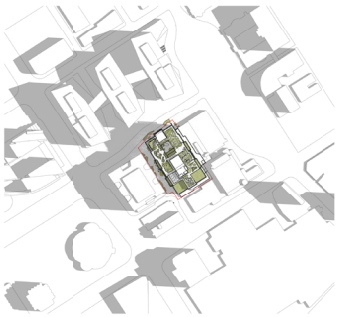
FIGURE 5.6-2



MARCH 21 9AM

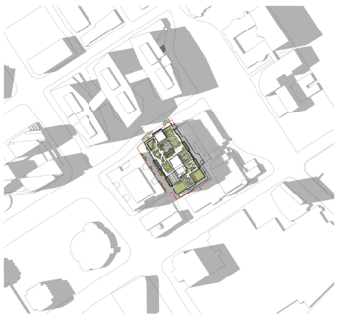
MARCH 21 12PM

MARCH 3PM

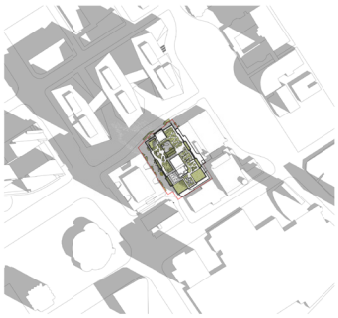


JUNE 21 9AM

JUNE 21 12PM



JUNE 21 3PM



EPTEMBER 21 9AM

SEPTEMBER 21 12PM

SEPTEMBER 21 3PM

DECEMBER 21 9AM

DECEMBER 21 12PM

DECEMBER 21 3PM

Source: Kengo Kuma & Associates, Adamson Associates, Inc., November 19, 2020.

SHADE AND SHADOW STUDY - 2021 MODIFIED CONDITIONS | FIGURE 5.6-3

6.7 NOISE

The change to the 2019 project relevant to noise is the proposed extended construction hours. Therefore, this analysis only addresses construction noise impacts.

Construction of the project would generate vibration when heavy equipment or impact tools are used. The Museum Place FSEIR found that pile driving on-site would generate vibration levels of 0.644 in/sec PVV but could reach levels up to 1.158 in/sec PPV at 25 feet, exposing the Tech Museum, City National Civic (a historic structure), and the Hyatt Hotel to excessive vibration levels. The Museum Place FSEIR identified mitigation measures to reduce vibration levels to nearby buildings. Consistent with the 2019 project, these measures are incorporated by reference and no further analysis is required.

Consistent with the City's Noise Element, noise levels from building equipment would be limited to 55 dBA DNL at receiving noise-sensitive land uses. The Museum Place FSEIR included a Condition of Project Approval to ensure that the 2019 project would meet the City's 55 dBA DNL noise requirement. Consistent with the 2019 project, this measure is incorporated by reference and no further analysis of vibration impacts is required.

6.7.1 Findings of the 2019 Project

The 2019 project proposed to extend the construction timeframe to seven days a week (5:30 AM and 9:00 PM) for 33 months, excluding holidays. Additionally, the 2019 project included up to 12, 24-hour concrete pours. Since there were no identified existing sensitive receptors near the project site, no receptors would be exposed to an increase in ambient noise levels during the proposed extended construction hours.

While the 24-hour concrete pours would result in construction noise during noise sensitive nighttime hours, the number of days is limited to no more than 12 out of the entire 33-month construction schedule. With the limited number of days, the 24-hour concrete pours were found to not result in a significant noise impact.

Consistent with the Museum Place FSEIR, the 2019 project would be required to implement the City's Standard Permit Conditions during all phases of construction between the hours of 5:30 AM and 9:00 PM and during all hours of the concrete pours as a condition of project approval.

6.7.2 Construction Noise Impacts from the Modified Project

A Nighttime Construction Noise Assessment was prepared by *Illingworth & Rodkin, Inc.* in July 2021.[10] A copy of this report is provided in Appendix D of this document.

[10] Since completion of the Construction Noise Assessment, the square footage of office space has increased by 11,457 square feet, the Tech Museum expansion has decreased by 685 square feet, the retail square footage of retail space has decreased by 1,493 square feet. Additionally, the modified project proposes 1,000 parking spaces. The changes in land use would not result in a significant noise level increase or change the conclusions of the analysis. Janello, Carrie. Illingworth & Rodkin, Inc. Personal Communication. July 8, 2021.

Construction Noise Impacts

Since completion of the 2019 project, the following noise-sensitive receptors have been identified:

- Hyatt Hotel, approximately 280 feet as measured from the center of the project site.
- Hilton Hotel, approximately 535 feet as measured from the center of the project site.
- Marriot Hotel, approximately 635 feet as measured from the center of the project site.

While hotels are not considered sensitive receptors under CEQA due to the transitory nature of the use, the three nearby hotels have been identified as sensitive receptors for this project due to the 24-hour construction schedule. Specifically, the exetended construction hours proposed by the modified project would result in ambient noise levels inconsistent with the noise standards established by City Policy EC-1.1. Figure 5.7-1 below shows the location of these receptors within 500 feet of the site. The Hyatt Hotel would have a direct line-of-sight to construction activities on-site while the Hilton and Marriot Hotels would be partially shielded by existing buildings (e.g., Civic Auditorium Complex and Hyatt Hotel). The Hilton and Marriot Hotels would have direct line-of-sight to activities occurring above the third floor.

Construction of the modified project would be constructed over a period of 37 months beginning in October 2021. In addition, the modified project proposes to reduce the construction timeframe to six days a week (Monday to Saturday) but extend the contruction activities to 24-hours a day for the entire construction period. Consistent with the 2019 project, and to ensure consistency with City Policy EC-1.1, the applicant would be required to implement the City's Standard Permit Conditions during all phases of construction as a condition of project approval. Even with the Standard Permit Conditions, nighttime construction work could interfere with the hotel guests ability to sleep; therefore, specific equipment and activities were further analyzed.

The collective noise source levels from each construction phase, time duration, quantity of construction equipment, average hours of equipment operation, and number of workdays from the center of the project site to the nearest hotel building façades were used to estimate the nighttime noise levels at the nearby hotels.

Table 5.7-1 below lists the equipment that would be used during construction and the estimated construction noise levels at nearby land uses (from the center of the construction site).

Source: Illingworth & Rodkin, Inc., July 27, 2021.

LOCATIONS OF NOISE-SENSITIVE RECEPTORS WITHIN 500 FEET OF PROJECT SITE | FIGURE 5.7-1

Table 5.7-1: Estimated Construction Noise Levels at Nearby Land Uses						
Phase of Construction	**Calculated Hourly Average Noise Levels, L_{eq} (dBA)**					
	Hyatt Hotel (280 feet)		**Hilton Hotel (535 feet)**		**Marriot Hotel (635 feet)**	
	L_{eq}, dBA	**Exceed Nighttime Ambient Levels?**	**L_{eq}, dBA**	**Exceed Nighttime Ambient Levels?**	**L_{eq}, dBA**	**Exceed Nighttime Ambient Levels?**
Demolition	67	No	61	No	59	No
Shoring/Grading /Excavation	72 to 74[1]	Yes	66 to 68[1]	No	64 to 67[1]	No
Below Slab Utility	68	No	62	No	61	No
Foundation/ Structure	63 to 73[2]	Yes	58 to 67[2]	No	56 to 66[2]	No
Building Exterior	68 to 69 (up to 74)[3]	Yes	62 to 63[2] (up to 69)[3]	No	61 to 62[2] (up to 67)[3]	No
Building Interior	59 to 64[2] (up to 70)[4]	No[2] Yes[4]	53 to 58[2] (up to 65)[4]	No	52 to 56[2] (up to 67)[4]	No

Notes: The distance is measured from the center of the construction site to adjacent uses.
The nighttime ambient noise levels is 50 to 68 dBA $L_{eq.}$
[1]Range in noise levels reflects minimum equipment used during nighttime construction of the shoring/grading/excavation phase only and when all equipment would be used simultaneously for this phase and the demolition phase.
[2]Range in noise levels reflects minimum equipment used during nighttime construction and when all equipment would be used simultaneously.
[3]Between 8/11/2023 and 2/16/2024, the Building – Exterior phase would overlap with the Foundation/Structure and Building – Interior phases.
[4]Between 2/16/2024 and 5/27/2024, the Building – Interior phase would overlap with the Building – Exterior phase .

As shown in the table above, nighttime construction noise levels would not exceed ambient conditions at the Hilton and Marriot Hotels. The Hyatt Hotel would, however, be exposed to nighttime construction noise in excess of ambient conditions. Consistent with the 2019 project and to ensure compliance with Policy EC-1.1, the applicant would be required to implement the City's Standard Permit Conditions during all phases of construction. Additionally, the project proposes to incorporate the following construction restrictions into the project:

- Limit concrete pouring activities during nighttime hours, where possible.
- Limit the active equipment to no more than three pieces of heavy equipment (e.g., one dozer and two excavators) during nighttime activities, where possible.
- Avoid drilling activities during nighttime hours, where possible.
- Avoid overlapping construction phases at night.
- To the extent consistent with applicable regulations and safety considerations, operation of vehicles requiring use of back-up beepers shall be avoided during nighttime hours and/or, the work sites shall be arranged in a way that avoids the need for any reverse motions of large trucks or the sounding of any reverse motion alarms during nighttime work. If these measures

are not feasible, equipment and trucks operating during the nighttime hours with reverse motion alarms must be outfitted with SAE J994 Class D alarms (ambient-adjusting, or "smart alarms" that automatically adjust the alarm to five dBA above the ambient near the operating equipment).

- If credible complaints are made from the nearby Hyatt Hotel, a temporary "acoustical blanket" may be used along the northern building façade to further reduce nighttime noise levels.

With implementation of these measures and the measures identified in the Museum Place FSEIR, the construction noise levels would be reduced by five dBA L_{eq}. The modified project would not result in any new nighttime construction noise impacts or substantially increase the severity of the previously identified impact.

6.7.2.1 *Cumulative Impacts*

Construction of the proposed project could potentially occur at the same time as the Almaden Office, CityView Plaza, and 200 Park Avenue Office developments.

The 200 Park Avenue Office, CityView Plaza, and the modified project would have overlapping nighttime construction which would expose the guests of the Hyatt Hotel to excessive nighttime construction. As a Condition of Approval, the modified project would be required to implement the following measure during the nighttime construction overlap.

Condition of Approval:

- The project applicant shall implement a construction noise monitoring plan, which includes a provision for noise monitoring at the nearby Hyatt Hotel to confirm that nighttime construction noise levels meet nighttime noise level thresholds. Construction monitoring shall occur for the first two days of construction for each month to demonstrate that the nighttime construction activities are compliant with the construction noise level thresholds (68 dBA L_{eq} at the exterior building façade and/or 45 dBA L_{eq} within the hotel rooms). These thresholds are based on ambient conditions and thresholds for potential sleep disturbance. Additional noise monitoring shall be completed on a more frequent basis if needed, in response to credible complaints. In the event of noise complaints, the contractor will provide information to the project applicant within 48 hours of being notified of the complaint, regarding the noise levels measured and activities that correspond to the complaints, as well as the proposed changes at the site to reduce the noise levels to below the thresholds.

Once the 200 Park Avenue Office project is operational, the office building would provide partial shielding from the construction activities at CityView Plaza which could reduce noise exposure at the Hyatt Hotel's northern façade. Nevertheless, the monitoring plan identified above shall be enforced throughout the remaining overlapping time period between the CityView Plaza development and Park Habitat to ensure the impact on the Hyatt Hotel would be reduced to the extent feasible. Therefore, the modified project would not result in any new cumulative nighttime construction noise impacts or substantially increase the severity of the previously identified impact.

6.8 POPULATION AND HOUSING

The change to the 2019 project relevant to population and housing is the increase in office, retail, and museum expansion space. The following analysis addresses the potential population and housing impacts that would result from the increase in square footage.

6.8.1 Findings of the 2019 Addendum

The 2019 Addendum concluded that implementation of the 2019 project would incrementally decrease the overall jobs/housing imbalance within the City and would not result in the displacement of people or existing housing or necessitate the construction of housing elsewhere.

6.8.2 Population and Housing Impacts Resulting from the 2021 Modified Project

The modified project would construct approximately 1,203,352 square feet of occupiable office space, 10,103 square feet of retail, and 60,836 square feet of museum expansion within a 20-story building. The modified project would result in an increase in jobs citywide of approximately 6,985 .[11] Consistent with the 2019 project, the increase in jobs would incrementally decrease the overall jobs/housing imbalance within the City but would not increase population growth beyond what is assumed in the General Plan. Construction of the project would not result in the displacement of people or existing housing or necessitate the construction of housing elsewhere. Implementation of the modified project would not result in any new significant population and housing impact or an impact of substantially greater severity than was previously identified under the 2019 project.

6.9 PUBLIC SERVICES

The change to the project relevant to public services is the increase in office, retail, and museum expansion space. The following analysis addresses the potential public services impacts that would result from the increase in square footage.

6.9.1 Findings of the 2019 Project

The 2019 Addendum concluded that implementation of the 2019 project would not result in substantial adverse physical impacts associated with public services.

6.9.1.1 *Fire and Police Protection Services*

The 2019 project would be constructed in accordance with current building codes and would be required to be maintained in accordance with applicable City policies to avoid unsafe building conditions and promote public safety. Therefore, the 2019 project would have a less than significant impact on fire and police protection services.

[11] The number of workers was estimated based on approximately one office worker per 175 square feet of office space and one retail worker per 650 square feet of small retail space. Strategic Economics. 2016. San José Market Overview and Employment Lands Analysis. January 20, 2016.

6.9.1.2 *Schools*

No residential uses were proposed as part of the 2019 project; therefore, implementation of the 2019 project would have no impact on schools and/or San José library facilities.

6.9.1.3 *Parks*

While the 2019 project would increase the daily employee population in the City and could increase usage of local recreational facilities and trails, the increase would not place a major physical burden on these facilities.

6.9.1.4 *Libraries*

As mentioned previously, no residential uses are proposed as part of the project; therefore, implementation of the project would have no impact on schools and/or San José library facilities.

6.9.2 Public Services Impacts Resulting from the 2021 Modified Project

The 2021 modified project proposes a 20-story office building with ground floor retail. Consistent with the 2019 project, the proposed development would place more people on-site during regular business hours than currently exist, which would increase demand for fire and police response and related emergency services. The Downtown Strategy 2040 FEIR concluded that construction of new fire stations, other than those currently planned, would not be required to adequately serve the larger population. In regard to police protection services, build out under the Downtown Strategy 2040 would result in the need for additional police facilities but is not anticipated to have significant, adverse environmental impacts. The project, by itself, would not require additional police services, consistent with the 2019 project.

Consistent with the 2019 project, no residential uses are proposed as part of the project; therefore, implementation of the project would have no impact on schools and/or San José library facilities. While the project would increase the daily employee population in the City and could increase usage of local recreational facilities and trails, the increase would not place a major physical burden on these facilities. Implementation of the project would not have a significant impact on park facilities in the City. Therefore, implementation of the project would not result in new significant impacts to public services in the City or impacts or greater severity than the 2019 project.

6.10 RECREATION

The change to the project relevant to public services is the increase in office, retail, and museum expansion space. The following analysis addresses the potential recreation impacts that would result from the increase in square footage.

6.10.1 Findings of the 2019 Project

The 2019 project concluded that although future employees on-site may use City parks, trails, or other recreational facilities, they would not place a major physical burden on existing recreational facilities that would result in substantial physical deterioration or require construction of new facilities or expansion of existing recreational facilities.

6.10.2 Recreation Impacts Resulting from the 2021 Modified Project

The modified project would construct a 20-story office building with ground floor retail. The proposed development would place more people on-site during regular business hours compared to the 2019 project. Although the new employees on-site may use City parks, trails, or other recreational facilities, they would not place a major physical burden on existing recreational facilities that would result in substantial physical deterioration of these facilities and would not utilize local recreational facilities to the same extent as the residential land use in the 2019 project. The modified project would not, therefore, result in the need for construction of new facilities or expansion of existing recreational facilities, consistent with the 2019 project. Therefore, implementation of the project would not result in new significant impacts to recreational facilities in the City or impacts or greater severity than the 2019 project.

6.11 TRANSPORTATION

The change to the 2019 project relevant to transportation is the increase in office, museum, and retail space, and parking spaces. Additionally, the modified project includes a change in site access. Since approval of the 2017 FSEIR, the City of San José has adopted and implemented a new transportation policy (Council Policy 5-1). The City of San José uses vehicle miles traveled (VMT) as the metric to assess transportation impacts from new development. According to Policy 5-1, an employment (e.g. office, R&D) or residential project's transportation impact would be less than significant if the project VMT is 15 percent or more below the existing average regional per capita VMT. The threshold for a retail project is whether it generates net new regional VMT, as new retail typically redistributes existing trips and miles traveled as opposed to inducing new travel. If a project's VMT does not meet the established thresholds, mitigation measures would be required, where feasible. The policy also requires preparation of a Local Transportation Analysis (LTA) to analyze non-CEQA transportation issues, including local transportation operations, intersection level of service, site access and circulation, and neighborhood transportation issues such as pedestrian and bicycle access, and recommend needed transportation improvements. Based on the Downtown Strategy 2040 FEIR, future development within the downtown would result in low VMT and would have the lowest VMT of any plan area in the City. Consistent with the 2019 project, the proposed project is located within the downtown area which does not exceed VMT per job or residential VMT per capita (refer to Figures 3.15-6 and 3.15-7 of the Downtown Strategy 2040 FEIR); therefore, the modified project would have a less than significant VMT impact.

The following analysis addresses the potential operational transportation impacts that would result from the proposed land use changes on-site.

6.11.1 Findings of the 2019 Project

6.11.1.1 *Site Access and Circulation*

Site Access

The 2019 project included a two-way driveway along Park Avenue, approximately 200 feet west of the Market Street and Park Avenue intersection. At the time the 2019 addendum was prepared, a plan line for improvements along Park Avenue (between Market Street and Almaden Boulevard) was

proposed. Consistent with the plan line, the 2019 project was required to remove the landscape median and trees along Park Avenue at its driveway.

Vehicular On-Site Circulation

The 2019 project would provide 90-degree, four-level stacked parking stalls and two-way drive aisles within the parking garage and would be required to meet the City's required minimum drive aisle width of 26 feet. Additionally, the 2019 project included a valet drop-off/pick-up area located west of the parking level ramp. The 2019 project concluded that vehicles would need to be parked by valets as soon as they arrive to prevent queueing onto Park Avenue and circulation within the parking garage would be adequate.

6.11.1.2 *Operational Transportation Issues Not Covered Under CEQA*

Trip Generation Estimates

Implementation of the 2019 project would generate up to 8,377 new daily vehicle trips with 782 new trips occurring during the AM Peak Hour and 789 new trips occurring during the PM Peak Hour.

Trip at Project Driveway

Implementation of the 2019 project would generate up to 7,088 total project driveway trips with 243 new trips occurring during the AM Peak Hour and 222 new trips occurring during the PM Peak Hour.

6.11.2 Transportation Impacts Resulting from the 2021 Modified Project

In July 2021, *Hexagon Transportation Consultants, Inc.* prepared a Local Transportation Analysis (LTA) and TDM plan for the modified project. These documents are included in this Addendum as Appendix E.

6.11.2.1 *Site Access and Circulation*

The 2019 project included access from Park Avenue. The modified project would no longer have access from Park Avenue and proposes a two-way driveway, which would be named Almaden Avenue, along the existing pedestrian paseo between Hyatt Hotel, 200 Park Avenue, and City National Civic. Almaden Avenue would provide access to the modified project for deliveries and for the below-grade parking. It would also provide access to City National Civic for deliveries.

Based on the site plan provided by the applicant, the proposed Almaden Avenue drive aisle would be 32 feet wide. To accommodate the trucks, the driveway on Almaden Avenue should be widened to 40 feet. The Hyatt Hotel currently has one egress driveway west of the project driveway. Truck loading activity at the project site may restrict vehicles leaving the Hyatt Hotel from time-to-time; however, the truck activity would be limited to off-peak periods and therefore, is not expected to impact peak hour traffic at Hyatt Hotel or Park Habitat.

As discussed in the traffic analysis, the driveway widths in the parking garage would allow two cars to go in opposite directions simultaneously with the exception of the drive aisle north of the utility

area (on the floors two and four of the below-grade parking garage). Most of the parking spaces would be tandem spaces and would require valet assistance. The modified project includes a dedicated valet pick-up/drop-off area on the first floor of the garage which would improve on-site circulation.

For these reasons, the modified project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

6.11.2.2 *Operational Transportation Issues Not Covered Under CEQA*

Project Trip Generation

Project vehicle-trips were estimated by using the average vehicle-trip rates from the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition*. Vehicle-trips were reduced to account for the vehicle mode share of the project. Based on the City's *VMT Evaluation Tool*, the site is located within a designated urban high-transit area. The baseline project trips were adjusted to reflect an urban high-transit mode share. An urban high-transit area is characterized as an area with high density, good accessibility, high public transit access, low-single family residences, middle-aged (and older) housing stock. Therefore, a 31 percent and 17 percent reduction was applied to the trips generated by the office and retail components, respectively. No location-based adjustment was applied to the museum. A summary of the project trip generation estimates is shown in Table 5.11-1 below.

Table 5.11-1: Project Trip Generation Estimates

Land Use	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Proposed Land Uses							
General Office Building	11,721	1,201	195	1,396	222	1,162	1,384
Location-Based Reduction	<3,633>	<372>	<61>	<433>	<69>	<360>	<429>
Retail	381	6	4	10	19	20	39
Location-Based Reduction	<65>	<1>	<1>	<2>	<3>	<3>	<6>
Museum Expansion	1,753[1]	15	2	17	2	9	11
Total Modified Project Trips:	**10,157**	**849**	**139**	**988**	**171**	**828**	**999**
Shared Parking Estimates							
General Office Building	11,721	1,201	195	1,396	222	1,162	1,384
Location-Based Reduction[2]	<3,633>	<372>	<61>	<433>	<69>	<360>	<429>
Parking Reduction[3]	<4,853>	<498>	<80>	<578>	<92>	<481>	<573>
Museum Expansion (Existing and Proposed)	5,500[1]	46	7	53	5	29	34
Total Trips at Project Driveway:	**8,735**	**377**	**61**	**438**	**66**	**350**	**416**

Sources: ITE *Trip Generation Manual,* 10th Edition 2017.
City of San José. *City of San José Transportation Analysis Handbook*. April 2018.
Notes: [1] ITE's *Trip Generation Manual,* 10th Edition does not provide daily trip generation rates for Land Use

Table 5.11-1: Project Trip Generation Estimates							
Land Use	Daily Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
580: Museum. Daily trip generation rates were obtained from previous transportation analyses approved by the City of San José. For the purposes of this analysis, it was conservatively assumed that the project would provide on-site parking for the Tech Museum and its planned expansion.							

Based on the trip generation table above, the modified project would generate approximately 10,157 daily trips with a total of 988 AM Peak Hour and 999 PM Peak Hour trips.

Trips at the Project Driveway

With implementation of the TDM plan, the modified project would provide up to 40 percent of the on-site parking spaces as required by the City's Municipal Code for office uses; therefore, a 60 percent reduction was applied to the trips that were estimated by the proposed office space. For the purposes of this analysis, it is assumed that on-site parking for the existing Tech Museum of Innovation and its planned expansion would be provided by the modified project. No parking is proposed for the retail component.

It is estimated that a total of 8,735 daily trips would occur at the project driveway with a total of 438 trips in the AM Peak Hour and 416 trips in the PM Peak Hour.

6.12 UTILITIES AND SERVICE SYSTEMS

The changes to the 2019 project relevant to utilities and service systems is the net increase of 361 square feet of museum expansion space, the net increase of 275,236 square feet of office space, the net decrease of 1,770 square feet of retail, and the net increase of 170 parking spaces. The following analysis addresses the potential utilities/service system impacts that would result from the proposed land use changes on-site.

6.12.1 Findings of the 2019 Project

The 2019 project would install a new sanitary sewer main head which would connect to an existing sewer main along the project frontage. In addition, the 2019 project would include a storm drain line that would connect to an existing 24-inch reinforced concrete pipe (rcp) storm drain main to serve project site. With implementation of applicable City policies and existing regulations and adopted plans, the 2019 project was found to have a less than significant impact on the existing storm drainage system.

The 2019 project was estimated to have a water demand of approximately 110,899 gallons per day (gpd).[12] Based on the findings of the Water Supply Assessment (WSA) prepared by San José Water Company (SJW)[13], there would be sufficient water supplies to serve the 2019 project. The modified project is estimated to generate approximately 110,899 gpd of wastewater.[14] Since the 2019 project is

[12] San José Water Company. *Museum Place Mixed-Use Project Water Supply Assessment.* June 2019.
[13] Ibid.
[14] For the purposes of this analysis, it is assumed that the 2019 project's wastewater generation would equal water usage.

consistent with the development assumptions in the Downtown Strategy 2040, the 2019 project would not exceed the City's allocated capacity at the City's wastewater treatment facility. The 2019 project would generate approximately 5,750 pounds of solid waste.[15] While the increase in office and retail square footage would result in a net increase in solid waste generation, the 2019 project would result in a less than significant impact to utility or service facilities.

6.12.2 Utility Impacts Resulting from the 2021 Modified Project

6.12.2.1 *Water Supply*

The modified project would construct 1,203,352 square feet of office space, 10,103 square feet of retail, and 60,836 square feet of museum expansion within a 20-story tower. The mixed-use building would use approximately 160,804 gallons of water daily[16], a net increase of 49,905 gallons of water per day compared to the 2019 project. The modified project would be consistent with planned growth in the Downtown Strategy 2040 and would comply with applicable policies and regulations identified in the Downtown Strategy 2040 FEIR. Additionally, the modified project would comply with CALGreen requirements and the City's Council Policy 6-32 for Private Sector Green Building Policy. Therefore, no new or expanded water facilities would be needed as a result of the modified project. The modified project would not result in a new impact or substantially increase the severity of the previously identified water supply impacts.

6.12.2.2 *Sanitary Sewer Capacity*

For the purposes of this analysis, it is assumed that the total wastewater generation would be 85 percent of the total water usage due to amount of landscaping and open space proposed on-site. The modified project is estimated to generate approximately 136,683 gpd of wastewater, a net increase of 25,784 gpd of wastewater. Consistent with the 2019 project, the existing sewer lines would serve the project site. Planned growth from build out of the Downtown Strategy 2040, including the modified project, would not exceed the City's allocated capacity at the City's wastewater treatment facility. Therefore, the project would have a less than significant sanitary sewer capacity impact. The modified project would not result in a new impact or substantially increase the severity of the previously identified sanitary sewer impact.

6.12.2.3 *Solid Waste*

The modified project would generate approximately 7,397 pounds of solid waste per day, a net increase of 1,647 pounds of solid waste per day when compared to the 2019 project.[17] As mentioned previously, the modified project is consistent with the planned growth in the Downtown Strategy 2040 and would not exceed the capacity of existing landfills serving the City. The project would not

[15] CalRecycle. "Estimated Solid Waste Generation Rates." Accessed April 2, 2019. https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates. The 2019 project's solid waste generation is based on a solid waste generation rate of six pounds per 1,000 square feet per day for office space and 2.5 pounds per 1,000 square feet per day for commercial retail space and museum expansion.
[16] San José Water Company. *Museum Place Mixed-Use Project Water Supply Assessment.* June 2019. The rates from the June 2019 WSA were used to calculate the total water demand for the modified project.
[17] CalRecycle. "Estimated Solid Waste Generation Rates." Accessed July 8, 2021. https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates. The 2019 project's solid waste generation is based on a solid waste generation rate of six pounds per 1,000 square feet per day for office space and 2.5 pounds per 1,000 square feet per day for commercial retail space and museum expansion.

generate solid waste in excess of state or local standards or in excess of the capacity of local infrastructure. Additionally, the project would comply with any applicable federal, state, policies, and regulations related to solid waste. The modified project would not result in a new impact or substantially increase the severity of the previously identified solid waste impact.

6.13 MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Same as 2019 Project. Based on the above analysis and discussion, the modified project would not degrade the quality of the environment with implementation of applicable Downtown Strategy 2040 FEIR policies and other regulations consistent with the 2019 project.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Same as 2019 Project. Based on the analysis provided in this addendum, the modified project would not significantly contribute to cumulative impacts that are not addressed and mitigated within the Downtown Strategy FEIR or Museum Place II Addendum.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Same as 2019 Project. Based on the analysis provided in this addendum, the modified project would not result in environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly with implementation of applicable Downtown Strategy 2040 FEIR policies and other regulations consistent with the 2019 project.

SECTION 7.0 REFERENCES

The analysis in this Addendum is based on the professional judgement and expertise of the environmental specialists preparing this document, based upon review of the site, surrounding conditions, site plans, and the following references:

CalEEMod. "User's Guide for CalEEMod Version 2020.4.0 (Appendix D)." Accessed August 4, 2021. http://www.aqmd.gov/caleemod/user's-guide.

CalRecycle. "Estimated Solid Waste Generation Rates." Accessed April 2, 2019. https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates.

CalRecycle. "Estimated Solid Waste Generation Rates." Accessed July 8, 2021. https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates.

City of San José. *Avalon West Valley Expansion Air Quality & GHG Assessment.* July 10, 2018.

City of San José. *City of San José Transportation Analysis Handbook*. April 2018.

City of San José. *Downtown Strategy 2040 FEIR*. December 2018.

David J. Powers & Associates, Inc. *CalEEMod Modeling*. April 2019.

Del Rio, Robert. Vice President, Hexagon Transportation Consultants, Inc. Personal Communication. September 4, 2019.

Illingworth & Rodkin, Inc. EMFAC Off-Model Adjustment Factors. August 3, 2021.

Illingworth & Rodkin, Inc. Park Habitat Project Construction Community Risk Assessment. July 2, 2021.

Illingworth & Rodkin, Inc. Park Habitat Project Nighttime Construction Noise Assessment. July 7, 2021.

ITE *Trip Generation Manual,* 10th Edition 2017.

Janello, Carrie. Illingworth & Rodkin, Inc. Personal Communication. July 8, 2021.

Museum Management Consultants, Inc. *The Center for Art and Visual Studies*. Accessed April 16, 2019. http://artsites.ucsc.edu/artcenter/businessplan/UCSC_Business_Plan_final.pdf.

San José Water Company. *Museum Place Mixed-Use Project Water Supply Assessment.* June 2019.

Strategic Economics. 2016. San José Market Overview and Employment Lands Analysis. January 20, 2016.

TreanorHL. Design Guidelines and Standards Compliance Review. April 7, 2021.

SECTION 8.0 LEAD AGENCY AND CONSULTANTS

City of San José
Department of Planning, Building and Code Enforcement

Christopher Burton, Director of Planning, Building and Code Enforcement
David Keyon, Principal Planner
Thai-Chau Le, Planner IV

8.1 CONSULTANTS

David J. Powers & Associates, Inc.
Environmental Consultants and Planners

Shannon George, Principal Project Manger
Fiona Phung, Project Manager
Ryan Osako, Graphic Artist