CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Department of Planning, Building and Code Enforcement

CHRISTOPHER BURTON, DIRECTOR

ADDENDUM TO THE 1605 INDUSTRIAL AVENUE REDEVELOPMENT PROJECT MITIGATED NEGATIVE DECLARATION, AND ADDENDA THERETO

Pursuant to Section 15164 of the CEQA Guidelines, the City of San Jose has prepared an Addendum to the 1605 Industrial Avenue Redevelopment Project Mitigated Negative Declaration (1605 Industrial Avenue MND) 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.

PROJECT DESCRIPTION AND LOCATION

File No. SP21-042. Special Use Permit to allow the demolition of three existing industrial buildings and the construction of a surface-level parking lot to be used in conjunction with the adjacent warehouse on a 1-acre site. The proposed parking lot would add 115 vehicle parking spaces. **Location.** East side of Industrial Avenue at 1586 Industrial Avenue (APN 237-30-017). **Council District:** 3

The environmental impacts of this project were addressed in 1605 Industrial Avenue Redevelopment Project Mitigated Negative Declaration (MND), approved at Director's Hearing on October 16, 2019. The 1605 Industrial Avenue MND analyzed the construction of an approximately 180,500-square foot industrial warehouse building located at 1605 Industrial Avenue. The 1605 Industrial Avenue MND also analyzed associated site improvements, including a truck yard, 66 vehicle parking stalls, landscaping, and site utility improvements.

The proposed project is eligible for an addendum pursuant to CEQA Guidelines §15164, which states that "An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration 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 1605 Industrial Avenue MND:

- ☒ Aesthetics
- ☒ Agriculture and Forestry
- ☒ Air Quality
- ☒ Biological Resources
- ☒ Cultural Resources
- ☒ Energy
- ☒ Utilities and Service Systems
- ☒ Greenhouse Gas Emissions
- ☒ Geology and Soils
- ☒ Hazards
- ☒ Hydrology and Water Quality
- ☒ Land Use Planning
- ☒ Mineral Resources
- ☒ Wildfire
- ☒ Noise
- ☒ Population and Housing
- ☒ Public Services
- ☒ Recreation
- ☒ Transportation
- ☒ Tribal Cultural Resources
- ☒ Mandatory Findings

ANALYSIS

An Initial Study/Mitigated Negative Declaration (IS/MND) was completed for the 1605 Industrial Avenue Redevelopment Project (File No. PD18-044) in 2019. The proposed project is for the demolition of three existing industrial buildings and the construction of a surface parking lot for 115 vehicle parking

stalls located at 1586 Industrial Avenue. The proposed project site is located directly southeast of the previously approved industrial warehouse project and would serve as additional employee parking for future warehouse operations approved under the 1605 Industrial Avenue IS/MND.

Supplemental analysis on air quality, cultural resources, greenhouse gas emissions, noise, and traffic and transportation were prepared to analyze the potential impacts from the addition of 115 employee vehicle parking stalls on the adjacent parcel. The 1586 Industrial Avenue site (proposed parking lot) would constitute a minor addition to the original warehouse project under CEQA Section 15164(b) and is not anticipated to introduce any new potentially significant impacts.

Air Quality

The 1605 Industrial Avenue IS/MND concluded that the warehouse project would result in a less than significant air quality impact with mitigation included. The proposed parking lot would not increase the number of employees or otherwise increase operational trips to the site; therefore, no increase in impact is anticipated and no further action is needed. Accordingly, the project would not exceed the BAAQMD thresholds for operational criteria air pollutant emissions. The proposed parking lot would include demolition activities similar to the proposed project but does not propose any new structures and is not anticipated to result in emissions that would exceed BAAQMD thresholds. Furthermore, the development of a new parking lot would not increase population, nor would it have an impact on the number of employees anticipated for the project; therefore, the project is not anticipated to increase air quality emissions, nor would it conflict with the City's CAP. Impacts would remain less than significant and the proposed project would be required to comply with all previously approved mitigation measures.

Cultural Resources

The proposed parking lot site is currently occupied by two (2) light industrial buildings, three (3) storage shelters, and two (2) mobile offices. In order to evaluate the significance of the site, a qualified architectural historian conducted a field survey, archival research, and prepared a significance evaluation, recording the results in a Department of Parks and Recreation (DPR) 523 Primary Record form. As described, in the DPR 523 form, the buildings and structures that comprise the property located within the parking lot site (APN: 237-30-017) are not eligible for listing in the National Register for Historic Places (NRHP) or California Register for Historic Places (CRHP) as individual properties or part of a historic district. As such, the properties do not qualify as historical resources for the purposes of CEQA. In the event that construction activities were to unearth previously unidentified archaeological resources or human remains, adherence to the previously approved standard permit conditions would avoid impacts associated with disturbance to buried resources

Greenhouse Gas Emissions

The 1605 Industrial Avenue IS/MND concluded that the warehouse project would not result in GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The proposed parking lot would employ the same BMPs described in the1605 Industrial Avenue IS/MND for construction and operational emissions (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, vegetation planting and/or removal, and water use. The parking lot is not anticipated to result in significant construction emissions and would not increase the operational intensity of employees or trips to the site.

Since adoption of the 1605 Industrial Avenue IS/MND, the City did a comprehensive update to the City's Greenhouse Gas Reduction Strategy (GHGRS) to align with Senate Bill (SB) 32's greenhouse gas reduction goals for 2030. The 2030 GHGRS serves as a Qualified Climate Action Plan for purposes of tiering and streamlining under the California Environmental Quality Act (CEQA). A Development Compliance Checklist was created to apply the relevant General Plan and 2030 GHGRS policies through a streamlined review process for proposed new development projects that are subject to discretionary review and that trigger environmental review under the California Environmental Quality Act (CEQA). The GHGRS Compliance Checklist was completed to reflect the whole of the project, including the previously analyzed 1605 Industrial Avenue "warehouse project" and the currently proposed "parking

lot" at 1586 Industrial Avenue. The proposed project complies with the requirements of the GHGRS and therefore the project is not considered to have a cumulatively considerable greenhouse gas impact pursuant to CEQA Guidelines 15064(h)(3), 15130(d), and 15183(b).

Noise

The proposed parking lot would involve temporary construction noise during demolition, site preparation and grading (if necessary), paving, and associated site improvements. While the nearest noise-sensitive receptors would be 800 feet or more from the project site, the construction of a parking lot would be limited to the daytime allowable hours established by the City since the nearest office buildings would be within 200 feet of the project site, and the duration and extent of construction would be substantially less than construction of built structures (such as building). Additionally, existing activities at the project site and the surrounding industrial properties currently contribute to the ambient noise environment. Operation of the proposed parking lot would generate similar or reduced noise levels compared to the existing uses and would not increase noise-generating activities beyond what was analyzed in the 1605 Industrial Avenue IS/MND. Therefore, the parking lot would not be expected to result in a measurable increase in day-night average noise levels and would not be expected to exceed applicable General Plan Policy thresholds or Zoning Code noise standards. Impacts would remain less than significant.

Traffic and Transportation

The City of San Jose Public Works Department has conducted a preliminary review of the projected traffic for the addition of a parking lot and potential impacts were found to be minimal. The City concluded that construction of a parking lot will be in conformance with the City of San José Transportation Policy (Council Policy 5-1) and a determination for less than significant impacts can be made with respect to transportation. The proposed project would be required to comply with all mitigation measures previously approved in the 1605 Industrial Avenue IS/MND.

The proposed project will not result in a substantial increase in the magnitude of any significant environmental impact previously identified in the 1605 Industrial Avenue IS/MND. For this reason, preparation of a MND or EIR is not required and an addendum to the 1605 Industrial Avenue MND has been prepared for the proposed project.

This addendum will not be circulated for public review but will be attached to the 1605 Industrial Avenue MND, pursuant to CEQA Guidelines §15164(c).

Kara Hawkins
Environmental Project Manager

6/28/22
Date

Christopher Burton, Director
Planning, Building and Code Enforcement

Deputy

Attachments:

1) Supplementary Environmental Memorandum by Dudek, dated April 2022
2) Attachment A – Site Plan
3) Attachment B – City of San Jose Greenhouse Gas Reduction Strategy Development Compliance Checklist
4) Attachment C – State of California DPR Primary Record forms by Dudek, dated April 2022

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MEMORANDUM

To:	Kara Hawkins, City of San José
From:	Christine Fukasawa and Kaylan Lamb, Dudek
Subject:	Supplementary Information for the 1605 Industrial Avenue Redevelopment Project: Parking Lot Addition at 1586 Industrial Avenue
Date:	April 29, 2022
Attachment(s):	Attachment A – Site Plan Attachment B – City of San José Greenhouse Gas Reduction Strategy Development Compliance Checklist Attachment C – DPR Form

This memorandum provides supplementary information about the 1605 Industrial Avenue Redevelopment Project and provides an assessment of potential environmental impacts (air quality, cultural resources, greenhouse gas [GHG] emissions, noise, and traffic) related to the addition of a parking lot immediately adjacent to the warehouse site (at 1586 Industrial Avenue, see Attachment A). The memorandum is intended to support the environmental analysis required for an Addendum to the 1605 Industrial Avenue Redevelopment Project under the California Environmental Quality Act (CEQA) 15164(b) and provides documentation to demonstrate compliance with the City of San José's (City) Greenhouse Gas Reduction Strategy (GHGRS).

1. Background and Purpose

In 2019, an Initial Study/Mitigated Negative Declaration (IS/MND) was completed for the 1605 Industrial Avenue Redevelopment Project (City File No. PD18-044). Since approval of the 1605 Industrial Avenue Redevelopment Project (warehouse project), which was constructed in 2021, the project applicant (LBA Logistics) has proposed to develop the parcel immediately adjacent to the warehouse site (on the south side) to include additional parking for employee use. The 1586 Industrial Avenue site (proposed parking lot) would constitute a minor addition to the original warehouse project under CEQA Section 15164(b) and is not anticipated to introduce any new potentially significant impacts.

This memorandum describes potential environmental impacts of the proposed parking lot. The 2019 IS/MND was based on the environmental thresholds in Appendix G of the 2019 CEQA guidelines. That document found that potential impacts to the following environmental topics were less than significant: aesthetics, agriculture and forestry resources, biological resources, energy, geology and soils, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, tribal cultural resources, utilities and service systems, and wildlife. Similarly, impacts related to these topics are not anticipated to occur as a result of construction and operation of a parking lot on the adjacent lot; as such, these topics are not discussed further. As described in this memorandum, implementation of applicable measures (e.g., standard permit conditions, best

management practices [BMPs], and mitigation measures) are anticipated to reduce all potential environmental impacts to a less-than-significant level. Although not discussed in this memorandum, it is anticipated that the parking lot project shall be required to comply with City-required measures related to hazardous materials/hazards. At the City's discretion and similar to the original 2019 IS/MND, this may include compliance with applicable mitigation measures and standard permit conditions.[1]

The attached GHGRS Compliance Checklist (see Attachment B) was completed in accordance with the City's GHGRS, which provides the City's comprehensive plan to reduce GHG emissions to achieve its 2030 reduction target, based on Senate Bill (SB) 32, the Bay Area Air Quality Management District (BAAQMD), and the California Governor's Office of Planning and Research (OPR) guidance. It should be noted that the GHGRS program was not in place during the environmental review process of the original 1605 Industrial Avenue Project, so the GHGRS Compliance Checklist has been completed to reflect the whole of the project, including the previously analyzed 1605 Industrial Avenue "warehouse project" and the currently proposed "parking lot" at 1586 Industrial Avenue.

2. 1605 Industrial Avenue Redevelopment Project

Project Location

The 1605 Industrial Avenue project site is located on two parcels (APNs 237-30-015 and 237-30-016) within a developed commercial and industrial area of the City, in Santa Clara County, California. The project was proposed on an approximately 10.96-acre (477,584-square-foot) site located at 1605 Industrial Avenue, north of the terminus of Industrial Avenue along the east edge of Interstate 880 (I-880), approximately 0.5 miles north of the I-880 and U.S. Highway 101 (US 101) interchange. The 1605 Industrial Avenue project site is bounded by heavy industrial uses to the east and south, I-880 to the west, and combined industrial/commercial uses to the north. Ingress and egress to the project site is provided via an access point at the terminus of Industrial Avenue, and a new access point via an approximately 290-foot driveway constructed to connect Kings Row to the warehouse site.

Project Overview

Construction of the 1605 Industrial Avenue project commenced in 2021 and included all project elements analyzed in the 2019 IS/MND, including construction of the one-story warehouse located on the western portion of the site and associated site improvements. The new warehouse is 180,150 gross square feet (GSF) and includes approximately 5,000 square feet of office space on the ground floor and 5,000 square feet of office mezzanine. The new warehouse building is one-story and has a maximum height of 46 feet, which conforms to the 50-foot height limit for the Heavy Industrial zoning district. The building includes 28 loading dock doors and loading spaces on the eastern side, as well as a container parking stall area located east of the building.

Operations at the warehouse building are anticipated to employ up to 75 employees. The site includes a parking lot with a total of 66 vehicle parking stalls (8 of which are clean-air vehicle stalls) and 8 long-term bicycle parking spaces to the south of the building. The project constructed a new access point via a driveway connected to Kings Row and improved the existing driveway at the terminus of Industrial Avenue. The driveways on the site were

[1] It is anticipated that Mitigation Measure HAZ-1, HAZ-2, HAZ-3, and standard permit conditions for addressing potential asbestos and lead impacts may be required. As the parking lot would not include construction of any buildings, it is anticipated that HAZ-4 would not be required.

designed to accommodate truck turning to access the loading dock and container parking stall areas, and a fire lane runs around the perimeter of the building to provide emergency access. Associated site improvements included approximately 85,000 square feet of landscaping with diverse plant species to increase onsite impervious surfaces, and installation of exterior lighting around the building, in parking areas, and along the driveways.

The project applicant is currently undergoing contract negotiations, and the intended use of the warehouse is for a storage and distribution center with ancillary office space to support operations. This is consistent with the original project analyzed in the 2019 IS/MND.

3. Revisions to the 1605 Industrial Avenue Redevelopment Project (1586 Industrial Avenue Project)

Project Location

The proposed parking lot, is located directly south of the 1605 Industrial Avenue project site at 1586 Industrial Avenue on an approximately 1.0-acre (43,560-square foot) parcel (APN 237-30-017) in the City. The site is developed with commercial and industrial uses, east of the terminus of Industrial Avenue and north of Kings Row. The site is surrounded by similar industrial uses on all sides, and is bounded by the 1605 Industrial Avenue site to the north, a 290-foot driveway extending north from Kings Row to the east, Industrial Avenue to the west, and Kings Row to the south. Existing development of the site consists of several single-story buildings, shipping containers, gravel and concrete paved areas used for parking, and storage of construction equipment. Concrete sidewalks currently border the site on the east and south sides, and the west side of the site abuts to the driveway constructed to connect the 1605 Industrial Avenue project site to Kings Row. The site does not presently support landscaping or trees and is surrounded by chain-link fencing. Existing ingress and egress to the site is provided via one driveway on Industrial Avenue, and several driveways along Industrial Avenue are used for employee parking. These driveways are not currently used for ingress/egress. The site is designated Heavy Industrial by the City's General Plan, which is intended for traditional industrial activities, such as heavy and light manufacturing and warehousing.

Project Overview

The proposed parking lot at 1586 Industrial Avenue would be used as additional employee parking for the development planned at 1605 Industrial Avenue (see Attachment A). That warehouse project included 66 parking spaces and the proposed parking lot would add 115 additional spaces, for a total of 181 parking spaces. The parking lot would also include additional racks for bicycle parking. Ingress and egress to the parking lot would be provided via two access points, One would be from a driveway on the south side of the site from Industrial Avenue and the other would be from a driveway along the eastern edge of the project site from Kings Row. Associated site improvements would include landscaping (17 percent of the site, or 9,309 square feet) and construction of several drainage areas to convey stormwater. Ornamental landscaping and trees would be installed between parking rows and along the eastern border of the site, requiring a new connection to a City water line for irrigation. The locations of the street trees shall be determined at the street improvement stage of project design.

The proposed parking lot would also include sidewalk and street improvements along Kings Row and Industrial Avenue. Along Kings Row, the curb, gutter, and 10-foot attached sidewalk would be removed and replaced. Along Industrial Avenue, the curb, gutter, and 10-foot attached sidewalk would also be removed and replaced with tree

wells installed at the back of the curb. The existing driveways along Industrial Avenue would be replaced with a single driveway built to City standards (City of San José 2020), and an Americans with Disabilities (ADA) compliant ramp would be constructed on the sidewalk at the corner of Industrial Avenue and Kings Row. The proposed parking lot would also include lighting throughout the parking lot. The project site is relatively flat, and any necessary grading during construction would be minimal. The parking lot is anticipated to be constructed in 2022 and construction is anticipated to take less than two months.

4. Environmental Topics

Air Quality

The 2019 IS/MND concluded that the warehouse project would not conflict with or obstruct implementation of the applicable air quality plans, including the City's Climate Action Plan (CAP), with mitigation incorporated per CEQA Appendix G Threshold III(a). A project would conflict with or obstruct implementation of the CAP if it would be inconsistent with the regional growth assumptions in terms of population, employment, or regional growth in vehicle miles traveled (VMT). As described, the warehouse project would result in a net increase of approximately 33 employees on site compared to prior conditions. As described further in the Transportation section below, project-generated VMT would exceed the regional of average of 14.37 VMT per employee; however, implementation of Mitigation Measure TRA-1 would reduce project-generated VMT to a less-than-significant level by requiring transportation demand management (TDM) measures to reduce commute trips and encourage the use of transit, ride-sharing, and active transportation modes. With incorporation of Mitigation Measure (MM) TRA-1, development of the project would not conflict with population and VMT projections used to develop the CAP projections. While Mitigation Measure TRA-1 is also applicable to the proposed parking lot, the proposed parking lot would not increase the number of employees or otherwise increase operational trips to the site; therefore, no increase in impact is anticipated and no further action is needed. Accordingly, the project would not exceed the BAAQMD thresholds for operational criteria air pollutant emissions. Furthermore, the development of a new parking lot would not increase population, nor would it have an impact on the number of employees anticipated for the project; therefore, the project is not anticipated to increase air quality emissions nor would it conflict with the City's CAP. Impacts would remain less than significant.

The 2019 IS/MND also concluded that the warehouse project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under the BAAQMD significance thresholds for reactive organic gases (ROG), nitrogen oxides (NO_x), respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM_{10}), and fine particulate matter where particles have a diameter of 2.5 micrometers or less ($PM_{2.5}$), per CEQA Appendix G Threshold III(b). The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to estimate emissions from construction and operation of the site assuming full build-out of the project and resulted in projected emissions that were far below each threshold for both construction and operational emissions. The proposed parking lot would include demolition activities similar to the proposed project, but does not propose any new structures and is not anticipated to result in emissions that would exceed BAAQMD thresholds. Similar to the warehouse project, construction activities, particularly during site preparation and grading (if necessary), would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. Sources of fugitive dust would include disturbed soils at the construction site. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less-than-significant if BMPs are implemented to reduce these emissions. Per Policy MS-13.1 of the Envision San José General Plan, BMPs and control measures for dust, particulate matter,

and construction equipment exhaust would be required as conditions of approval for site development and planned development permits, grading permits, and demolition permits. Operational air emissions from the warehouse project were analyzed primarily from automobiles driven by employees and truck deliveries. The proposed parking lot would not result in an operational increase of employees or truck deliveries or otherwise substantially increase trips to the site. Further, construction of a parking lot would not construct new buildings that could result in other emissions (such as architectural coatings). Because the parking lot would comply with standard permit conditions and BMPs controlling fugitive dust, and because it would not increase the intensity of operational trips to the site, the parking lot contributions are anticipated to remain within BAAQMD thresholds. Impacts would remain less than significant.

The 2019 IS/MND concluded that the warehouse project would not expose sensitive receptors to substantial pollutant concentrations, either by introducing a new sensitive receptor, such as a residential use, in proximity to an existing source of toxic air contaminants (TACs) or by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the project vicinity, per CEQA Appendix G Threshold III(c). The proposed parking lot would construct a parking lot in a developed industrial area. The nearest sensitive receptors are the San José Conservation Corps daycare and Charter School and the Challenger School Berryessa campus located approximately 800 feet east of the site. The closest residences are located 1,800 feet to the east and 2,800 feet to the northeast of the site. Temporary project construction activity would generate dust and equipment exhaust on a temporary basis that could affect nearby sensitive receptors. Results of the construction community health risk impact assessment conducted for the warehouse project without any mitigation or construction emissions control indicated that the maximum increased daycare cancer risks would be 1.5 in one million for an infant exposure, the maximum increased school cancer risk would be 0.3 in one million for a child exposure, and the maximum increase residential cancer risk would be 0.4 in one million for an infant exposure and less than 0.1 in one million for an adult exposure at the nearby sensitive receptors. The maximum infant, school, and residential excess cancer risk for construction of the warehouse project would not exceed the significance threshold of 10.0 in one million for single-source, and would not result in cumulative impacts to community risk. Construction of the proposed parking lot would consist of demolition of the existing buildings, site preparation and grading (if necessary), paving the concrete parking lot, and other associated site improvements such as landscaping and sidewalk improvements. No structures are proposed, and the parking lot would not result in an increase in operational truck and employee trips. Because construction activities for the parking lot would be shorter and less intensive than construction of the warehouse project, and would not result in an increase of operational emissions, the proposed parking lot is not anticipated to exceed the single-source or cumulative-source thresholds for community health risk or expose sensitive receptors to substantial pollutant concentrations. Impacts would remain less than significant.

Regarding other air quality concerns, such as odors, the warehouse project was not expected to create new sources of odors per CEQA Appendix G Threshold III(d). During construction, use of diesel-powered vehicles and equipment could temporarily generate localized odors, which would cease upon completion of construction. The proposed use as a parking lot does not include any activities (such as wastewater treatment, waste disposal, or food processing) that are typically associated with operational odors. The proposed parking lot would not include such activities, nor introduce new uses that may result in significant odors. Impacts are anticipated to remain less than significant.

Applicable Mitigation Measures from 2019 IS/MND

Impacts would remain less than significant with implementation of Mitigation Measure TRA-1 (as follows) to reduce VMT.

Applicable Mitigation Measures from 2019 IS/MND

Refer to the Transportation and Traffic section that discusses Mitigation Measure TRA-1.

Cultural Resources

The 2019 IS/MND concluded that the warehouse project would not cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 per CEQA Appendix G Threshold V(a). The proposed parking lot site is currently occupied by two (2) light industrial buildings, three (3) storage shelters, and two (2) mobile offices. In order to evaluate the significance of the site, a qualified architectural historian conducted a field survey, archival research, and prepared a significance evaluation, recording the results in a Department of Parks and Recreation (DPR) 523 Primary Record form. As described, in the DPR 523 form, the buildings and structures that comprise the property located within the parking lot site (APN: 237-30-017) are not eligible for listing in the National Register for Historic Places (NRHP) or California Register for Historic Places (CRHP) as individual properties or part of a historic district. As such, the properties do no qualify as historical resources for the purposes of CEQA. As such, the parking lot would not cause a substantial adverse change in the significance of a historical resource (refer to Attachment C).

The 2019 IS/MND concluded that the warehouse project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5, nor would construction of the project be likely disturb any human remains, per CEQA Appendix G Thresholds V(b) and V(c). However, as described in the 2019 IS/MND, there is always a possibility of encountering unrecorded archaeological resources or human remains when conducting subsurface earthwork activities. Thus, in the event that construction activities were to unearth previously unidentified archaeological resources or human remains, adherence to the standard permit conditions would avoid impacts associated with disturbance to buried resources. With implementation of the standard permit conditions below, impacts related to the potential discovery of archaeological resources and/or human remains for the proposed parking lot would remain less than significant.

Applicable Standard Permit Conditions from the 2019 IS/MND

- If prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped, the Director of PBCE[2] or the Director's designee and the City's Historic Preservation Officer shall be notified, and a qualified archaeologist shall examine the find. The archaeologist shall 1) evaluate the find(s) to determine if they meet the definition of a historical or archaeological resource; and (2) make appropriate recommendations regarding the disposition of such finds prior to issuance of building permits. Recommendations could include collection, recordation, and analysis of any significant cultural materials. A report of findings documenting any data recovery shall be submitted to Director of PBCE or the Director's designee and the City's Historic Preservation Officer and the Northwest Information Center (if applicable). Project personnel shall not collect or move any cultural materials.
- If any human remains are found during any field investigations, grading, or other construction activities, all provisions of California Health and Safety Code Sections 7054 and 7050.5 and Public Resources Code Sections 5097.9 through 5097.99, as amended per Assembly Bill (AB) 2641, shall be followed. In the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The project applicant shall immediately notify the Supervising Environmental Planner of the City of San José Department of Planning, Building, and Code Enforcement and the qualified archaeologist, who will then notify the Santa Clara County Coroner. The

[2] Planning, Building, and Code Enforcement.

Coroner will make a determination as to whether the remains are Native American. If the remains are believed to be Native American, the Coroner will contact the NAHC[3] within 24 hours. The NAHC will then designate a Most Likely Descendant (MLD). The MLD will inspect the remains and make a recommendation on the treatment of the remains and associated artifacts. If one of the following conditions occurs, the landowner or his authorized representative shall work with the Coroner to reinter the Native American human remains and associated grave goods with appropriate dignity in a location not subject to further subsurface disturbance:

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

Greenhouse Gas Emissions

The 2019 IS/MND concluded that the warehouse project would not result in GHG emissions, either directly or indirectly, that may have a significant impact on the environment per CEQA Appendix G Threshold VIII(a). GHG emissions could result from on-site operation of construction equipment, vendor and hauling truck trips, and worker trips. Neither the City nor BAAQMD have an adopted threshold of significance for construction-related GHG emissions, though BAAQMD recommends quantifying emissions and disclosing that GHG emissions would occur during construction. BAAQMD also encourages the incorporation of BMPs to reduce GHG emissions during construction where feasible and applicable. BMPs assumed to be incorporated into construction of the proposed project include but are not limited to using local building materials of at least 10 percent and recycling or reusing at least 50 percent of construction waste or demolition materials. Construction and operational emissions projected by CalEEMod determined that the project would exceed the service population significance threshold but would not exceed the BAAQMD CEQA Air Quality Guidelines GHG threshold for operational emissions, and therefore impacts would be less than significant. The proposed parking lot would employ the same BMPs described in the 2019 IS/MND for construction and operational emissions (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, vegetation planting and/or removal, and water use. The parking lot is not anticipated to result in significant construction emissions and would not increase the operational intensity of employees or trips to the site. Operational energy use would result from nighttime lighting and water use for irrigation of the site. However, GHG emissions would be minimal and are anticipated to remain below the significance thresholds. Impacts are anticipated to remain less than significant.

The 2019 IS/MND also concluded that the project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases per CEQA Appendix G Threshold VIII(b). As described above, the parking lot project/project improvements would not exceed the significance threshold for GHG emissions; therefore, the project would not generate a substantial amount of GHGs that may conflict with applicable plans and policies. Similar to the warehouse project, the proposed parking lot would be consistent with the site's Heavy Industrial General Plan land use designation and would not intensify operational GHG emissions beyond those analyzed in the 2019 IS/MND. The project as a whole would continue to comply with the mandatory measures and voluntary measures for GHG reduction required by the City, which would ensure its consistency with the City's GHGRS (see Attachment B). The parking lot would therefore not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs, as it would not substantially increase GHG

[3] Native American Heritage Commission.

emissions and is consistent with the City's GHGRS, the *Climate Smart San José Plan* and General Plan land use designation. Impacts are anticipated to remain less than significant.

Mitigation Measures

Impacts would remain less than significant, and no mitigation would be required.

Noise

The 2019 IS/MND concluded that the warehouse project would not result in a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of the applicable standards, per CEQA Appendix G Threshold XIII(a). Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time. While construction activities for the warehouse project were concluded to at times exceed the noise threshold at residential land uses and the school during typical construction phases, the proposed duration of construction activities was less than one year, and the temporary noise impact due to project construction would be minimized with the incorporation of the standard permit conditions in accordance with Policy EC-1.7 of the City's General Plan. Operational noise from the warehouse project occurs from mechanical equipment, such as heating, ventilation, air conditioning systems, exhaust fans, truck loading and parking, etc. The proposed parking lot would involve temporary construction noise during demolition, site preparation and grading (if necessary), paving, and associated site improvements. While the nearest noise-sensitive receptors would be 800 feet or more from the project site, the construction of a parking lot would be limited to the daytime allowable hours established by the City since the nearest office buildings would be within 200 feet of the project site, and the duration and extent of construction would be substantially less than construction of built structures (such as building). Additionally, existing activities at the project site and the surrounding industrial properties currently contribute to the ambient noise environment. Operation of the proposed parking lot would generate similar or reduced noise levels compared to the existing uses, and would not increase noise-generating activities beyond what was analyzed in the 2019 IS/MND. Therefore, the parking lot would not be expected to result in a measurable increase in day-night average noise levels and would not be expected to exceed applicable General Plan Policy thresholds or Zoning Code noise standards. Impacts would remain less than significant.

The 2019 IS/MND also concluded that the warehouse project would not result in generation of excessive groundborne vibration or groundborne noise levels per CEQA Appendix G Threshold XIII(b). Project construction activities, such as drilling, the use of jackhammers, rock drills and other high-power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.), may generate substantial vibration in the immediate vicinity. The buildings immediately adjoining the project site are industrial land uses, which are not normally sensitive to low levels of groundborne vibration produced by construction activities. According to the Caltrans *Transportation and Construction Vibration Guidance Manual* (Caltrans 2013), the threshold where there is a risk of damage to modern commercial/industrial structures is 0.5 in/sec PPV. While the estimated construction vibration levels for impacts to the adjacent industrial buildings were determined to not exceed the Caltrans threshold of 0.5 in/sec PPV, estimated vibration levels could exceed General Plan Policy EC-2.3's threshold for buildings of conventional construction, which is 0.20 in/sec PPV. While construction of a parking lot does not include building construction, use of

construction equipment that may result in perceptible vibration could result during site preparation, removal of existing buildings, and trucks required for parking lot construction. The proposed parking lot is not anticipated to result in new groundborne vibration that would exceed City or Caltrans thresholds, MM NOI-1 below would be implemented to ensure that impacts would remain less than significant.

Finally, the proposed parking lot site is not located within the vicinity of a private airstrip or an airport land use plan and therefore would not expose employees to excessive noise levels per CEQA Appendix G Threshold XIII(c). Mineta San José International Airport is a public-use airport located approximately 1.25 miles west of the project site. The Santa Clara County Airport Land Use Commission considers industrial land uses generally acceptable in noise environments of 70 dBA CNEL or less (Santa Clara County Airport Land Use Commission 2016). The parking lot site lies outside the 60 dBA CNEL airport noise contour (Santa Clara County Airport Land Use Commission 2016). Impacts would remain less than significant.

Applicable Mitigation Measures from 2019 IS/MND

> Mitigation Measure NOI-1: The project applicant shall implement a construction vibration monitoring plan to document conditions prior to, during, and after vibration-generating construction activities. All plan tasks shall be undertaken under the direction of a licensed Professional Structural Engineer in the State of California and be in accordance with industry-accepted standard methods. The construction vibration monitoring plan shall include, but not to be limited to, the following measures:

- The report shall include a description of measurement methods, equipment used, calibration certificates, and graphics as required to clearly identify vibration-monitoring locations.
- A list of all heavy construction equipment to be used for this project and the anticipated time duration of using the equipment that is known to produce high vibration levels (clam shovel drops, vibratory rollers, hoe rams, large bulldozers, caisson drillings, loaded trucks, jackhammers, etc.) shall be submitted by the contractor. This list shall be used to identify equipment and activities that would potentially generate substantial vibration and to define the level of effort required for continuous vibration monitoring. Where possible, use of the heavy vibration-generating construction equipment shall be prohibited within 25 feet of any adjacent building.
- Identification of the sensitivity of nearby structures to groundborne vibration. Vibration limits should be applied to all vibration-sensitive structures located within 50 feet of construction activities identified as sources of high vibration levels.
- Preconstruction condition surveys of the structures within 50 feet of construction activities identified as source of high vibration levels shall be completed with the agreement of the property owner.
- Surveys shall be performed prior to any construction activity, in regular interval during construction and after project completion.
- At a minimum, vibration monitoring should be conducted during demolition and excavation activities.
- If vibration levels approach limits, suspend construction and implement contingency measures to either lower vibration levels or secure the affected structures.
- Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.
- Conduct post-survey on structures where either monitoring has indicated high levels or complaints of damage has been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities.

The construction vibration plan shall be submitted to the Director of Planning, Building, and Code Enforcement or Director's designee prior to the issuance of any demolition permits and grading permits. The associated monitoring reports shall be submitted after substantial completion of each phase identified in the project schedule to the Director or Director's designee. An explanation of all events that exceeded vibration limits shall be included together with proper documentation of any exceedance event.

Traffic and Transportation

The City has conducted a preliminary review of the projected traffic for the addition of a parking lot and potential impacts were found to be minimal. The City concluded that construction of a parking lot will be in conformance with the City of San José Transportation Policy (Council Policy 5-1) and a determination for less than significant impacts can be made with respect to transportation.

The transportation analysis provided in the 2019 IS/MND was based on a Transportation Analysis (TA) prepared for the project by Hexagon Transportation Consultants, Inc. The TA included a CEQA transportation analysis, using VMT as well as a local transportation analysis (LTA) which examined project effects on intersection operations; vehicle queuing; freeway ramps; site access and on-site circulation; bicycle, pedestrian, and transit facilities; and parking. As detailed in the IS/MND, the project would have a less-than-significant impact with regard to conflicts with programs, plans, ordinances, or policies addressing the circulation system per CEQA Appendix G Threshold XVII(a). The warehouse project included construction of new bike facilities (bicycle parking and storage), but is located in an area with limited pedestrian connectivity and access to transit. Due to the increased trips using the US 101/Oakland Mabury interchange, the warehouse project was required to pay development impact fees per the US 101/Oakland/Mabury Transportation Development Policy (TDP). The proposed parking lot would construct a parking lot for employees of the warehouse and would not result in an increase in employees or other new operational trips to the warehouse project site. Therefore, the proposed parking lot would remain consistent with programs, plans, ordinances, or policies addressing the circulation system, and payment of further development impact fees per the US 101/Oakland Mabury TDP would not be necessary. Impacts would remain less than significant.

The 2019 IS/MND also concluded that the project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) related to VMT thresholds per CEQA Appendix G Threshold XVIII(b). The thresholds of significance for development projects, as established in the Transportation Analysis Policy, are based on the existing regional average VMT level for employment uses. The 2019 IS/MND included implementation of MM TRA-1, which required implementation of TDM measures to address employee commutes and encourage the use of transit, shared rides, and travel through active modes. The 2019 IS/MND also included conditions of approval that require long-term bike parking (1 space per 10 full-time employees per San José's Zoning Code Section 20.90.060B), and 1 shower and changing room per San José Zoning Code Section 20.90.066A. The proposed parking lot would not result in an increase in employees or otherwise new operational trips to the project site, and bicycle facilities would be available to employees to encourage active transportation. Similar to the warehouse project, MM TRA-1 would apply to the parking lot and ensure that impacts related to VMT remain less than significant.

Regarding site circulation and emergency vehicle access, the 2019 IS/MND concluded that the warehouse project would not substantially increase hazards due to a design feature (e.g., sharp curves or inadequate site distance) or result in inadequate emergency access per CEQA Appendix G Thresholds XVII(C) and XVII(d). The design of the

parking lot is required to comply with the City's standards for emergency vehicle access (including providing adequate points of access, vertical clearance, and turning radius). Emergency vehicle access to the warehouse project and the proposed parking lot would be provided via the project driveway on Kings Row and Industrial Avenue. The City of San José Fire Code requires driveways to provide at least 20 feet for fire access. The parking lot driveway would measure approximately 26 feet wide, and therefore would comply with the City's fire code and provide adequate emergency access. The proposed parking lot does not propose structures and is not anticipated to result in visual obstructions while entering or exiting the site. Therefore, similar to the warehouse project, it can be concluded that the parking lot driveway would meet the Caltrans minimum stopping sight distance standards and adequate emergency access would be provided. Impacts would remain less than significant.

Applicable Mitigation Measures from 2019 IS/MND

> Mitigation Measure TRA-1: Prior to the issuance of any Public Works clearances, the project shall implement the following Transportation Demand Management (TDM) measures:

- *Commute Trip Reduction Marketing and Education Programs*. The project shall implement marketing/educational campaigns that promote the use of transit, shared rides, and travel through active modes. An on-site TDM coordinator shall distribute information about alternative commute options through new employee orientations, special promotional events, and publications.
- *Ride-Sharing Programs*. An on-site TDM coordinator shall organize a program to match individuals interested in carpooling who have similar commutes. This measure, which shall apply to 100 percent of all employees, promotes the use of carpooling and reduces the number of drive-alone trips.

> A traffic engineer shall prepare and submit the TDM plan to the Director of Planning or Director's designee of the City of San José Department of Planning, Building and Code Enforcement, and Director's designee of the City of San José Department of Public Works.
>
> In addition to the mitigation measures proposed above, the following project features will be incorporated into the project as conditions of approval in order to help reduce the project VMT to 13.25 per employee.

References

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City of San José. 2020. Standard Specifications and Details. Approved October 2020. Accessed April 4, 2022 at https://www.sanjoseca.gov/your-government/departments/public-works/resources/standard-details-and-specifications

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Attachments

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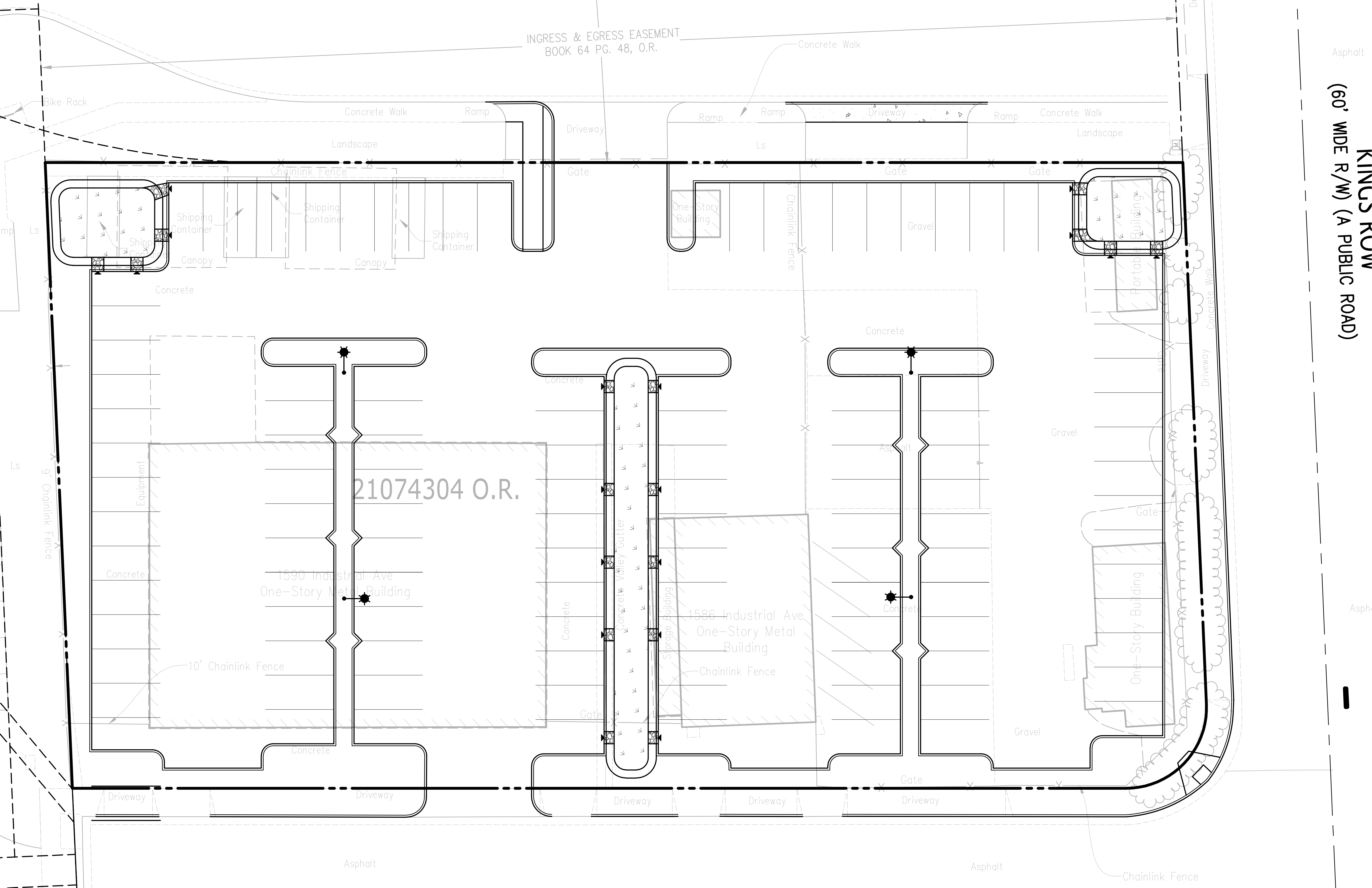
Attachment A – Site Plan



INGRESS & EGRESS EASEMENT
BOOK 64 PG. 48, O.R.
Concrete Walk
Bike Rack
Concrete Walk
Ramp
Driveway
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Driveway
Ramp
Concrete Walk
Landscape
Ls
Landscape
Asphalt
KINGS ROW
(60' WIDE R/W) (A PUBLIC ROAD)
Chainlink Fence
Gate
Gate
Gate
Shipping Container
Shipping Container
Shipping Container
Canopy
Canopy
One-Story Building
Chainlink Fence
Gravel
Portable Building
Concrete
Concrete
Concrete
Concrete Walk
Driveway
Asphalt
21074304 O.R.
Equipment
9' Chainlink Fence
Ls
Gravel
Gate
Concrete
1590 Industrial Ave
One-Story Metal Building
Concrete
Concrete Valley Gutter
Storage Building
1586 Industrial Ave
One-Story Metal
Building
Chainlink Fence
Concrete
One-Story Building
10' Chainlink Fence
Gate
Gravel
Concrete
Gate
Driveway
Driveway
Driveway
Driveway
Driveway
Asphalt
Asphalt
Chainlink Fence

Attachment B – GHGRS Checklist

DEPARTMENT OF PLANNING, BUILDING AND CODE ENFORCEMENT

Purpose of the Compliance Checklist

In 2020, the City adopted a Greenhouse Gas Reduction Strategy (GHGRS) that outlines the actions the City will undertake to achieve its proportional share of State greenhouse gas (GHG) emission reductions for the interim target year 2030. The purpose of the Greenhouse Gas Reduction Strategy Compliance Checklist (Checklist) is to:

- Implement GHG reduction strategies from the 2030 GHGRS to new development projects.
- Provide a streamlined review process for proposed new development projects that are subject to discretionary review and trigger environmental review pursuant to the California Environmental Quality Act (CEQA).

The 2030 GHGRS presents the City's comprehensive path to reduce GHG emissions to achieve the 2030 reduction target, based on SB 32, BAAQMD, and OPR. Additionally, the 2030 GHGRS leverages other important City plans and policies; including the General Plan, Climate Smart San José, and the City Municipal Code in identifying reductions strategies that achieve the City's target. CEQA Guidelines Section 15183.5 allows for public agencies to analyze and mitigate GHG emissions as part of a larger plan for the reduction of greenhouse gases. Accordingly, the City of San José's 2030 GHGRS represents San José's qualified climate action plan in compliance with CEQA.

As described in the 2030 GHGRS, these GHG reductions will occur through a combination of City initiatives in various plans and policies and will provide reductions from both existing and new developments. This Compliance Checklist specifically applies to proposed discretionary projects that require environmental review pursuant to CEQA. Therefore, the Checklist is a critical implementation tool in the City's overall strategy to reduce GHG emissions. Implementation of applicable reduction actions in new development projects will help the City achieve incremental reductions toward its target. Per the 2030 GHGRS, the City will monitor strategy implementation and make updates, as necessary, to maintain an appropriate trajectory to the 2030 GHG target.

Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of the GHGRS.

Instructions for Compliance Checklist

Applicants shall complete the following sections to demonstrate conformance with the City of San José 2030 Greenhouse Gas Reduction Strategy for the proposed project. All projects must complete Section A. General Plan Policy Conformance and Section B. Greenhouse Gas Reduction Strategies. Projects that propose alternative GHG mitigation measures must also complete Section C. Alternative Project Measures and Additional GHG Reductions.

A. General Plan Policy Compliance

Projects need to demonstrate consistency with the Envision San José 2040 General Plan's relevant policies for Land Use & Design, Transportation, Green Building, and Water Conservation, enumerated in Table A. All applicants shall complete the following steps.

1. Complete Table A, Item #1 to demonstrate the project's consistency with the General Plan Land Use and Circulation Diagram.

2. Complete Table A, Items #2 through #4 to demonstrate the project's consistency with General Plan policies[1] related to green building; pedestrian, bicycle & transit site design; and water conservation and urban forestry, as applicable. For each policy listed, mark the relevant yes/no check boxes to indicate project consistency, and provide a qualitative description of how the policy is implemented in the proposed project or why the policy is not applicable to the proposed project. Qualitative descriptions can be included in Table A or provided as separate attachments. This explanation will provide the basis for analysis in the CEQA document.

B. Greenhouse Gas Reduction Strategies

Table B identifies the GHGRS strategies and recommended consistency options. Projects need to demonstrate consistency with the GHGRS reduction strategies listed in Table B or document why the strategies are not applicable or are infeasible. The corresponding GHGRS strategies are indicated in the table to provide additional context, with the full text of the strategies preceding Table B.

Residential projects must complete Table B, Part 1 and 2; Non-residential projects must complete Table B, Part 2 only. All applicants shall complete the following steps for Table B.

1. Review the project consistency options described in the column titled 'GHGRS Strategy and Consistency Options'.

2. Use the check boxes in the column titled "Project Conformance" to indicate if the strategy is 'Proposed', 'Not Applicable', 'Not Feasible', or if there is an 'Alternative Measure Proposed'.

[1] The lists in items # 2-4 do not represent all General Plan policies but allow projects to demonstrate consistency and achievement of policies that are related to quantified reduction estimates in the 2030 GHGRS.

3. Provide a qualitative analysis of the proposed project's compliance with the GHGRS strategies in the column titled "Description of Project Measure". This will be the basis for CEQA analysis to demonstrate compliance with the 2030 GHGRS and by extension, with SB 32. The qualitative analysis should provide:

    a. A description of which consistency options are included as part of the proposed project, or

    b. A description of why the strategy is not applicable to the proposed project, or

    c. A description of why the consistency options are infeasible. If applicants select 'Not Feasible' or 'Alternative Measure Proposed', they must complete Table C to document what alternative project measures will be implemented to achieve a similar level of greenhouse gas reduction and how those reduction estimates were calculated.

C. Alternative Project Measures and Additional GHG Reductions

Projects that propose alternative GHG mitigation measures to those identified in Table B or propose to include additional GHG mitigation measures beyond those described in Tables A and B, shall provide a summary explanation of the proposed measures and demonstrate efficiency or greenhouse gas reductions achievable though the proposed measures. Documentation for these alternative or additional project measures shall be documented in Table C. Any applicants who select 'Not Feasible' or 'Alternative Measure Proposed' in Table B must complete the following steps for Table C.

1. In the column titled "Description of Proposed Measure" provide a qualitative description of what measure will be implemented, why it is proposed, and how it will reduce GHG emissions.

2. In the column titled "Description of GHG Reduction Estimate" demonstrate how the alternative project measure would achieve the same or greater level of greenhouse gas reductions as the GHGRS strategy it replaces. Documentation or calculation files can be attached separately.

3. In the column titled "Proposed Measure Implementation" identify how the measure will be implemented: incorporated as part of the project design or as an additional measure that is not part of the project (e.g., purchase of carbon offsets).

Compliance Checklist

Evaluation of Project Conformance with the 2030 Greenhouse Gas Reduction Strategy

Table A: General Plan Consistency

Development Type: ☐ Commercial ☐ Residential ☐ Office ☒ Other: Industrial

1) Consistency with the Land Use/Transportation Diagram (Land Use and Density)	Yes	No
Is the proposed Project consistent with the Land Use/Transportation Diagram?	☒	☐
If not, and the proposed project includes a General Plan Amendment, does the proposed amendment decrease GHG emissions (in absolute terms or per capita, per employee, per service population) below the level assumed in the GHGRS based on the existing planned land use? (The project could have a higher density, mix of uses, or other features that would reduce GHG emissions compared to the planned land use).[2]	☐	☐
If not, would the proposed project and the General Plan Amendment increase GHG emissions (in absolute terms or per capita, per employee, per service population)? Project is not consistent with GHGRS and further modeling will be required to determine if additional mitigation measures are necessary.	☐	☐

Response documentation:

Yes. The project site is designated as Heavy Industrial in the City's General Plan, which is intended for industrial uses such as light manufacturing and warehousing, with a Floor Area Ratio (FAR) of up to 1.5. The project includes the already constructed industrial warehouse at 1605 Industrial Avenue (warehouse) and the proposed surface parking lot at 1586 Industrial Avenue (parking lot). The project has already constructed an approximately 180,150-gross-square-foot (GSF) industrial warehouse and the currently proposed parking lot would provide an additional 115 parking spaces to the warehouse's existing 66 spaces, for a total of 181 parking spaces. These uses (warehouse and parking lot) are consistent with the site's Heavy Industrial land use designation and thus the Land Use/Transportation Diagram.

2) Implementation of Green Building Measures	Yes	No
***MS-2.2**: Encourage maximized use of on-site generation of renewable energy for all new and existing buildings.*	☐	☒
Not applicable	☐	☐

Describe how the project is consistent or why the measure is not applicable.

No. The project does not include on-site generation of renewable energy. However, the project is committed to minimizing energy use. The warehouse already includes "solar cool" glass and was constructed to LEED Silver status.

[2] For example, a General Plan Amendment to change use from single-family residential to multi-family residential or a General Plan Amendment to change the use from regional-serving commercial to mixed-use urban in a transit-served area might reduce travel demand, and therefore GHG emissions from mobile sources.

***MS-2.3**: Encourage consideration of solar orientation, including building placement, landscaping, design and construction techniques for new construction to minimize energy consumption.*	☒	☐
Not applicable	☐	☐

Describe how the project is consistent or why the measure is not applicable.

Yes. The warehouse was designed and constructed to meet or exceed all required energy efficiency measures and includes landscaped areas on approximately 18 percent of the site. The warehouse also maximizes cross ventilation, interior daylight, and passive solar design to minimize energy consumption. The parking lot will include landscaping for drainage and will be designed to meet or exceed all required energy efficiency measures.

***MS-2.7**: Encourage the installation of solar panels or other clean energy power generation sources over parking areas.*	☐	☒
Not applicable	☐	☐

Describe how the project is consistent or why the measure is not applicable.

No. The warehouse project was not designed to include solar panels or other clean energy power generation sources. It did include installation of "solar cool" glass and was constructed to LEED Silver status. Construction of the parking lot is anticipated to require minimal energy use and operations will be limited to energy efficient lighting and irrigation. Furthermore, the parking lot does not preclude installation of solar panels or other clean energy power generation sources over parking in the future. It should be noted that the project as a whole is committed to minimizing energy use.

***MS-2.11**: Require new development to incorporate green building practices, including those required by the Green Building Ordinance. Specifically, target reduced energy use through construction techniques (e.g., design of building envelopes and systems to maximize energy performance), through architectural design (e.g., design to maximize cross ventilation and interior daylight) and through site design techniques (e.g., orienting buildings on sites to maximize the effectiveness of passive solar design).*	☒	☐
Not applicable	☐	☐

Describe how the project is consistent or why the measure is not applicable.

Yes. The project is subject to Title 24 Energy Efficiency Standards, CALGreen standards, the City's Municipal Code, and General Plan policies related to energy efficiency. The prior analysis for the warehouse concluded that the construction and operation activities would not represent an unnecessary, inefficient, or wasteful use of energy. That project was designed to maximize cross ventilation and interior daylight, and implements passive solar design to minimize energy consumption. To the extent possible, the parking lot will include energy efficient lighting, landscaping, and include on-site drainage. Similar to the warehouse, it is being designed to meet or exceed all required energy efficiency measures.

***MS-16.2**: Promote neighborhood-based distributed clean/renewable energy generation to improve local energy security and to reduce the amount of energy wasted in transmitting electricity over long distances.*	☐	☐
Not applicable	☒	☐

Describe how the project is consistent or why the measure is not applicable.

Not Applicable. The project would not generate or distribute energy (to improve local energy security and reduce the amount of energy wasted in transmitting electricity over long distances), nor is the purpose of the project to do so. Thus, the policy/measure is not applicable. The project as a whole is committed to minimizing energy use.

3) Pedestrian, Bicycle & Transit Site Design Measures	**Yes**	**No**
***CD-2.1**: Promote the Circulation Goals and Policies in the Envision San José 2040 General Plan. Create streets that promote pedestrian and bicycle transportation by following applicable goals and policies in the Circulation section of the Envision San José 2040 General Plan.*		
a) Design the street network for its safe shared use by pedestrians, bicyclists, and vehicles. Include elements that increase driver awareness.	☐	☐
b) Create a comfortable and safe pedestrian environment by implementing wider sidewalks, shade structures, attractive street furniture, street trees, reduced traffic speeds, pedestrian-oriented lighting, mid-block pedestrian crossings, pedestrian-activated crossing lights, bulb-outs and curb extensions at intersections, and on-street parking that buffers pedestrians from vehicles.	☒	☐
c) Consider support for reduced parking requirements, alternative parking arrangements, and Transportation Demand Management strategies to reduce area dedicated to parking and increase area dedicated to employment, housing, parks, public art, or other amenities. Encourage de-coupled parking to ensure that the value and cost of parking are considered in real estate and business transactions.	☒	☐
Not applicable	☒	☐

Describe how the project is consistent or why the measure is not applicable.

Yes/Not Applicable. The project is located in an existing industrial area and would not inhibit, nor would it develop *new* street networks, or associated pedestrian and/or bicycle amenities. For these reasons, the policy/measure (a) is not applicable. The parking lot would provide additional parking spaces for employees of the warehouse and would not involve new housing, parks, public art, or other amenities (per policy/measure c). Further, TDM is provided in MM TRA-1. The parking lot includes improvements to remove and replace curbs, gutters, and sidewalks, as well as replacement of the existing driveway with a new driveway constructed to City standards that would connect to existing City street networks (and consistent with policy/measure b). Finally, the parking lot will include construction of an Americans with Disabilities (ADA)-compliant ramp at the corner of Industrial Avenue and Kings Row. The proposed improvements will support a comfortable and safe pedestrian environment that ties into the existing roadway network.

***CD-2.5**: Integrate Green Building Goals and Policies of the Envision San José 2040 General Plan into site design to create healthful environments. Consider factors such as shaded parking areas, pedestrian connections, minimization of impervious surfaces, incorporation of stormwater treatment measures, appropriate building orientations, etc.*	☒	☐
Not applicable	☐	☐

Describe how the project is consistent or why the measure is not applicable.

Yes. The project will be constructed in compliance with the Green Building goals and policies of the Envision San Jose 2040 General Plan. The warehouse project included landscaped areas on approximately 18 percent of the site, and the parking lot project dedicates 4 percent of the site to stormwater retention and 17 percent of the site to landscaping (9,309 square feet pervious, compared to 34,317 square feet of impervious). The warehouse and project is required to comply with all applicable stormwater regulations and thus further stormwater treatment measures will not be necessary. As described above, the parking lot includes on-site street improvements to replace curbs, gutters, and sidewalks, as well as construct a new driveway, which will promote safe pedestrian connections. No shaded parking areas are included in the project.

	Yes	No
***CD-2.11**: Within the Downtown and Urban Village Overlay areas, consistent with the minimum density requirements of the pertaining Land Use/Transportation Diagram designation, avoid the construction of surface parking lots except as an interim use, so that long-term development of the site will result in a cohesive urban form. In these areas, whenever possible, use structured parking, rather than surface parking, to fulfill parking requirements. Encourage the incorporation of alternative uses, such as parks, above parking structures.*	☐	☐
Not applicable	☒	☐

Describe how the project is consistent or why the measure is not applicable.

Not Applicable. The warehouse project and parking lot are located within the Heavy Industrial General Plan land use designation and are not within the Downtown and Urban Village Overlay Areas. As such, the policy/measure is not applicable.

***CD-3.2**: Prioritize pedestrian and bicycle connections to transit, community facilities (including schools), commercial areas, and other areas serving daily needs. Ensure that the design of new facilities can accommodate significant anticipated future increases in bicycle and pedestrian activity.*	☒	☐
Not applicable	☐	☐

Describe how the project is consistent or why the measure is not applicable.

Yes. While neither the warehouse project or the parking lot construct new street networks, they both connect to the existing pedestrian/bicycle paths in the area. Furthermore, the warehouse project included eight bicycle parking stalls. The parking lot similarly connects to the existing street network, and would not inhibit but instead connect to existing concrete walkways. Due to the industrial nature of the project's constructed and proposed uses, connections to community facilities, commercial areas, and other areas serving daily needs beyond existing roadways and sidewalks are not included.

***CD-3.4**: Encourage pedestrian cross-access connections between adjacent properties and require pedestrian and bicycle connections to streets and other public spaces, with particular attention and priority given to providing convenient access to transit facilities. Provide pedestrian and vehicular connections with cross-access easements within and between new and existing developments to encourage walking and minimize interruptions by parking areas and curb cuts.*	☒	☐
Not applicable	☐	☐

Describe how the project is consistent or why the measure is not applicable.

Yes. The warehouse project and parking lot would implement improvements, connecting to the existing street network by maintaining or replacing curbs, concrete walkways, and gutters, as well as construction of a new driveways to City standards. These improvements would not inhibit walking or bicycling, and would instead encourage non-vehicular circulation. No impact to existing cross-access connections between adjacent properties is anticipated. The project as a whole is located in a developed urban area and would provide employment near housing where transit is available.

***LU-3.5**: Balance the need for parking to support a thriving Downtown with the need to minimize the impacts of parking upon a vibrant pedestrian and transit oriented urban environment. Provide for the needs of bicyclists and pedestrians, including adequate bicycle parking areas and design measures to promote bicyclist and pedestrian safety.*	☐	☐
Not applicable	☒	☐

Describe how the project is consistent or why the measure is not applicable.

Not Applicable. The warehouse project and parking lot project are not located Downtown. They are located in existing industrial areas that are not necessarily associated with vibrant pedestrian and transit oriented urban environments. However, the warehouse and parking lot is in proximity to transit and does not inhibit and enhances existing access to bicycle and pedestrian amenities, including eight bike stalls. No additional bicycle/pedestrian amenities are planned.

	Yes	No
TR-2.8: *Require new development to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.*	☒	☐
Not applicable	☐	☐

Describe how the project is consistent or why the measure is not applicable.

Yes. The warehouse project already included eight bicycle parking spaces and on-site showers as an amenity for employees, per San José's Zoning Code Sections 20.90.060B and 20.90.066A. The warehouse project and parking lot include improvements, that allow the site to tie into existing pedestrian and bicycle networks.

TR-7.1: *Require large employers to develop TDM programs to reduce the vehicle trips and vehicle miles generated by their employees through the use of shuttles, provision for car-sharing, bicycle sharing, carpool, parking strategies, transit incentives and other measures.*	☒	☐
Not applicable	☐	☐

Describe how the project is consistent or why the measure is not applicable.

Yes. As identified in Mitigation Measure (MM) TRA-1 of the 2019 Initial Study/Mitigated Negative Declaration (IS/MND) for the warehouse project,[3] the project applicant shall implement transportation demand management (TDM) measures, including commute trip reduction marketing and education programs and ride sharing programs to promote carpooling and reduce trips and vehicle miles traveled to the site.

TR-8.5: *Promote participation in car share programs to minimize the need for parking spaces in new and existing development.*	☒	☐
Not applicable	☐	☐

Describe how the project is consistent or why the measure is not applicable.

Yes. Similar to the response above for TR-7.1, the 2019 IS/MND[3] requires implementation of MM TRA-1, which promotes the use of transit, shared rides, and travel through active modes. Per MM TRA-1, an onsite TDM coordinator shall distribute information about alternative commute options through new employee orientations, special promotional events, and publications.

4) Water Conservation and Urban Forestry Measures	Yes	No
MS-3.1*: Require water-efficient landscaping, which conforms to the State's Model Water Efficient Landscape Ordinance, for all new commercial, institutional, industrial and*	☐	☐

[3] Refer to the environmental documentation prepared for the warehouse project, titled 1605 Industrial Avenue Redevelopment Project (City File No. PD18-044).

developer-installed residential development unless for recreation needs or other area functions.		
Not applicable	☒	☐

Describe how the project is consistent or why the measure is not applicable.

No. The project does not include residential development. However, as described in the 2019 IS/MND[3] for the warehouse project, the project would be required to comply with the City's Municipal Code regulations, including compliance with Water Efficient Landscape Standards for New and Rehabilitated Landscaping (Chapter 15.10). The parking project would similarly be required to comply with these regulations. Furthermore, City design review of the parking lot will include review of proposed landscape design.

	Yes	**No**
***MS-3.2**: Promote the use of green building technology or techniques that can help reduce the depletion of the City's potable water supply, as building codes permit. For example, promote the use of captured rainwater, graywater, or recycled water as the preferred source for non-potable water needs such as irrigation and building cooling, consistent with Building Codes or other regulations.*	☒	☐
Not applicable	☐	☐

Describe how the project is consistent or why the measure is not applicable.

Yes. Non-potable water needs for the project consist of minimal ornamental landscaping, trees, and vegetated drainage areas. The warehouse project and parking lot do not include the use of captured rainwater, graywater, or recycled water for non-potable uses. The warehouse project was required to be compliant with existing City building codes, and includes high-efficiency appliances and fixtures that would reduce unnecessary water use. The parking lot would similarly comply.

***MS-19.4**: Require the use of recycled water wherever feasible and cost-effective to serve existing and new development.*	☐	☒
Not applicable	☐	☐

Describe how the project is consistent or why the measure is not applicable.

No. While the projects do not use or propose use of recycled water, the warehouse project and parking lot do comply with measures intended to reduce potable water usage.

***MS-21.3**: Ensure that San José's Community Forest is comprised of species that have low water requirements and are well adapted to its Mediterranean climate. Select and plant diverse species to prevent monocultures that are vulnerable to pest invasions. Furthermore, consider the appropriate placement of tree species and their lifespan to ensure the perpetuation of the Community Forest.*	☒	☐
Not applicable	☐	☐

Describe how the project is consistent or why the measure is not applicable.

Yes. As described in the 2019 IS/MND,[3] the warehouse project included approximately 85,000 square feet of landscaping, including diverse species such as Italian cypress trees (*Cupressus sempervirens*), white crape myrtle trees (*Lagerstroemia indica 'white'*) and Chinese elm trees (*Ulmus parvifolia*). Shrub and grass areas on the site were proposed to include 1-gallon plantings of Arcadia juniper (*Juniperus sabina 'Arcadia'*), deer grass (*Muhlenbergia rigens*), and purple fountain grass (*Pennisetum setaceum 'rubrum'*). The project included purple fountain grass along much of the site perimeter and deer grass would be used for the eight bioretention areas.

Landscaping plans for the parking lot are being developed to include drought-tolerant and well adapted plant species. The parking lot is designed to include approximately 7,400 square feet of landscaping, which constitutes 17 percent of the site. Final landscape design will be subject to City approval.

***MS-26.1**: As a condition of new development, require the planting and maintenance of both street trees and trees on private property to achieve a level of tree coverage in compliance with and that implements City laws, policies or guidelines.*	☒	☐
Not applicable	☐	☐

Describe how the project is consistent or why the measure is not applicable.

Yes. The warehouse project included planting of 51 Italian cypress, approximately 48 white crepe myrtle trees, and approximately 34 Chinese Elm trees, as well as shrubs and grasses, in addition to bioretention areas, in compliance with City laws, policies, and guidelines. Similarly, the parking lot would also include landscaping. This includes trees and foliage in compliance with City requirements. Should there be a need to remove any street trees, they would be replaced in kind/consistent with City requirements. As already described, the parking lot project landscaping plans would be reviewed by the City.

	Yes	**No**
***ER-8.7**: Encourage stormwater reuse for beneficial uses in existing infrastructure and future development through the installation of rain barrels, cisterns, or other water storage and reuse facilities.*	☒	☐
Not applicable	☐	☐

Describe how the project is consistent or why the measure is not applicable.

Yes. Overall, the project does generate an increase in impervious surfaces. To manage that, a stormwater quality control plan was developed for the warehouse to control runoff and included low-impact design (LID) measures including bioretention areas. The parking lot project would similarly be subject to this control plan. The project does not include installation of rain barrels, cisterns, or other water storage and reuse facilities.

GHGRS Strategies

GHGRS #1: The City will implement the San José Clean Energy program to provide residents and businesses access to cleaner energy at competitive rates.

GHGRS #2: The City will implement its building reach code ordinance (adopted September 2019) and its prohibition of natural gas infrastructure ordinance (adopted October 2019) to guide the city's new construction toward zero net carbon (ZNC) buildings.

GHGRS #3: The City will expand development of rooftop solar energy through the provision of technical assistance and supportive financial incentives to make progress toward the Climate Smart San José goal of becoming a one-gigawatt solar city.

GHGRS #4: The City will support a transition to building decarbonization through increased efficiency improvements in the existing building stock and reduced use of natural gas appliances and equipment.

GHGRS #5: As an expansion to Climate Smart San José, the City will update its Zero Waste Strategic Plan and reassess zero waste strategies. Throughout the development of the update, the City will continue to divert 90 percent of waste away from landfills through source reduction, recycling, food recovery and composting, and other strategies.

GHGRS #6: The City will continue to be a partner in the Caltrain Modernization Project to enhance local transit opportunities while simultaneously improving the city's air quality.

GHGRS #7: The City will expand its water conservation efforts to achieve and sustain long-term per capita reductions that ensure a reliable water supply with a changing climate, through regional partnerships, sustainable landscape designs, green infrastructure, and water-efficient technology and systems.

Table B: 2030 Greenhouse Gas Reduction Strategy Compliance

GHGRS Strategy and Consistency Options	Description of Project Measure	Project Conformance
PART 1: RESIDENTIAL PROJECTS ONLY		
Zero Net Carbon Residential Construction 1. Achieve/exceed the City's Reach Code, and 2. Exclude natural gas infrastructure in new construction, or 3. Install on-site renewable energy systems or participate in a community solar program to offset 100% of the project's estimated energy demand, or 4. Participate in San José Clean Energy at the Total Green level (i.e., 100% carbon-free electricity) for electricity accounts associated with the project until which time SJCE achieves 100% carbon-free electricity for all accounts. **Supports Strategies**: N/A	The warehouse project and parking lot do not include residential uses. Thus, these measures are not applicable.	☐ Proposed ☒ Not Applicable ☐ Not Feasible* ☐ Alternative Measure Proposed ** The 2030 GHGRS assumed this strategy would be feasible for 50% of residential units constructed between 2020 and 2030.*
PART 2: RESIDENTIAL AND NON-RESIDENTIAL PROJECTS		
Renewable Energy Development 1. Install solar panels, solar hot water, or other clean energy power generation sources on development sites, or 2. Participate in community solar programs to support development of renewable energy in the community, or 3. Participate in San José Clean Energy at the Total Green level (i.e., 100% carbon-free electricity) for electricity accounts associated with the project. **Supports Strategies**: GHGRS #4	*Describe which, if any, project consistency options from the leftmost column you are implementing.* *OR,* *Describe why this strategy is not applicable to your project.* *OR,* *Describe why such measures are infeasible.* While the warehouse and parking lot do not include solar panels, solar hot water, or other clean energy power generation sources, they both seek to minimize wasteful, inefficient, or unnecessary consumption of energy. Construction the warehouse included use of energy efficient appliances and fixtures. Furthermore, as described in the 2019 IS/MND (page 64), energy demand is anticipated to reduce in the future as	☐ See Part 1 (Residential projects only) ☒ Proposed ☐ Not Applicable ☒ Not Feasible ☐ Alternative Measure Proposed

GHGRS Strategy and Consistency Options	Description of Project Measure	Project Conformance
	diesel and gasoline powered vehicles become more efficient and a greater portion of the vehicle mix using the project site is made up of electric-powered vehicles. This would be applicable to the project as a whole. Further, to the extent possible the project as a whole is committed to minimizing energy use.	
Building Retrofits – Natural Gas[4] This strategy only applies to projects that include a retrofit of an existing building. If the proposed project does not include a retrofit, select "Not Applicable" in the Project Conformance column. 1. Replace an existing natural gas appliance with an electric alternative (e.g., space heater, water heater, clothes dryer), or 2. Replace an existing natural gas appliance with a high-efficiency model **Supports Strategies:** N/A	The project does not include a retrofit of an existing building. The warehouse project constructed a new building, and the parking lot does not include construction of any buildings or use of natural gas.	☐ Proposed ☒ Not Applicable ☐ Not Feasible ☐ Alternative Measure Proposed
Zero Waste Goal 1. Provide space for organic waste (e.g., food scraps, yard waste) collection containers, and/or 2. Exceed the City's construction & demolition waste diversion requirement. **Supports Strategies:** GHGRS #5	The warehouse project anticipated exceeding the City's construction and demolition waste diversion requirement. To address this, the 2019 IS/MND described how the warehouse project could apply best management practices (BMPs) to require local building materials at 10% and recycle/reuse at least 50% of construction waste or demolition materials. The parking lot would similarly implement BMPs regarding waste diversion and recycling of construction waste materials.	☒ Proposed ☐ Not Applicable ☐ Not Feasible ☐ Alternative Measure Proposed

[4] GHGRS Strategy #4 applies to existing building retrofits and not to new construction; Strategy #2 applies to new construction to reduce natural gas related GHG emissions

GHGRS Strategy and Consistency Options	Description of Project Measure	Project Conformance
Caltrain Modernization 1. For projects located within ½ mile of a Caltrain station, establish a program through which to provide project tenants and/or residents with free or reduced Caltrain passes or 2. Develop a program that provides project tenants and/or residents with options to reduce their vehicle miles traveled (e.g., a TDM program), which could include transit passes, bike lockers and showers, or other strategies to reduce project related VMT. **Supports Strategies:** GHGRS #6	The project is not located within ½ mile of a Caltrain station. However, as described in MM-TRA 1, the warehouse project proposes a TDM program to reduce vehicles miles traveled to the site. The TDM program includes commute trip marketing and education programs to provide information about alternative commute options through new employee orientations, special promotional events, and publications. Furthermore, the TDM program would include a ride-sharing program to match individuals interested in carpooling who have similar commutes. Finally, the warehouse project included long-term bike parking (1 space per 10 full-time employees for a total of eight) and one shower and changing room per San Jose Zoning Code Sections 20.90.060B and 20.90.066A.	☒ Proposed ☐ Not Applicable ☐ Not Feasible ☐ Alternative Measure Proposed
Water Conservation 1. Install high-efficiency appliances/fixtures to reduce water use, and/or include water-sensitive landscape design, and/or 2. Provide access to reclaimed water for outdoor water use on the project site. **Supports Strategies:** GHGRS #7	The warehouse project installed high-efficiency appliances/fixtures to reduce water use (e.g., low flow), and to the extent possible, both the warehouse and parking lot project shall continue to incorporate water-sensitive landscape design features.	☒ Proposed ☐ Not Applicable ☐ Not Feasible ☐ Alternative Measure Proposed

Table C: Applicant Proposed Greenhouse Gas Reduction Measures

Description of Proposed Measure	Description of GHG Reduction Estimate	Proposed Measure Implementation
N/A **Supports Strategies/Sectors:** GHGRS # 4, 5, 6, 7	No additional measures to reduce GHG are proposed and no quantification of GHG reduction is provided in this table. As previously described in Section A and B, the already constructed warehouse and proposed parking lot: 1) Include, to the extent possible, use of energy efficient appliances and fixtures, and is subject to Title 24 Energy Efficiency Standards, CALGreen standards, the City's Municipal code. The warehouse was built to LEED Silver status. 2) It will attempt to minimize the wasteful, inefficient, and unnecessary use of energy. 3) Both the warehouse and the proposed parking lot include design features to take advantage of existing street network (pedestrian/bicycle) amenities to encourage alternative traffic/transit options as well as implement TDM strategies required by MM TRA-1 I the 2019 IS/MND. [3] 4) Furthermore, as described in the 2019 IS/MND (page 64), energy demand is anticipated to continue to reduce in the future as diesel and gasoline powered vehicles become more efficient and a greater portion of the vehicle mix using the project site is made up of electric-powered vehicles. The above project features are supportive of GHGRS #4 (energy efficiency), 5 (waste reduction), 6 (transit), and 7 (water conservation).	☐ Part of Design ☐ Additional Measure

Attachment C – DPR Form

State of California ♉ The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code: 6Z

Other Listings
Review Code Reviewer Date

Page 1 **of** 17 ***Resource Name or #:** (Assigned by recorder) 1586-1590 Industrial Avenue and 601 Kings Row
P1. Other Identifier: APN: 237-30-017

***P2. Location:** ☐ Not for Publication ■ Unrestricted

***a. County** Santa Clara **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** San Jose West **Date** 1978 **T** 6S; **R** 1E; **of Sec** 31; Mount Diablo **B.M.**
c. Address 1586 Industrial Avenue City San José Zip 95112
d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 597352.84 mE/ 4136668.38 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
Assessor's Parcel Number (APN): 237-30-017

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property located within Assessor Parcel Number (APN) 237-30-017 is legally sited as 1586 Industrial Avenue but is subdivided into three distinct addresses, 1590 Industrial Avenue, 1586 Industrial Avenue, and 601 Kings Row, to accommodate multiple businesses. The 1.0-acre parcel, which is currently developed with two light-industrial buildings, three storage shelters, and two mobile offices, is bound by Industrial Avenue to the west, 1605 Industrial Avenue (APN 237-30-030) to the north, a paved driveway to the east (rear of the property), and Kings Row to the south.

***See Continuation Sheet**

***P3b. Resource Attributes:** (List attributes/codes) HP6. 1-3 story commercial building; HP8. Industrial building.

***P4.Resources Present:** ■ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) Photograph 1. Overview of Subject property, legally sited as 1586 Industrial Avenue, showing Map IDs 1, 3, and 4 located (IMG 1082).

***P6. Date Constructed/Age and Source:** ■ Historic ☐ Prehistoric ☐ Both
c. 1964 (NETR 2022)

***P7. Owner and Address:**
Glenn Bothwell, a Trustee
333 Casa Loma Road
Morgan Hill, Ca. 95037

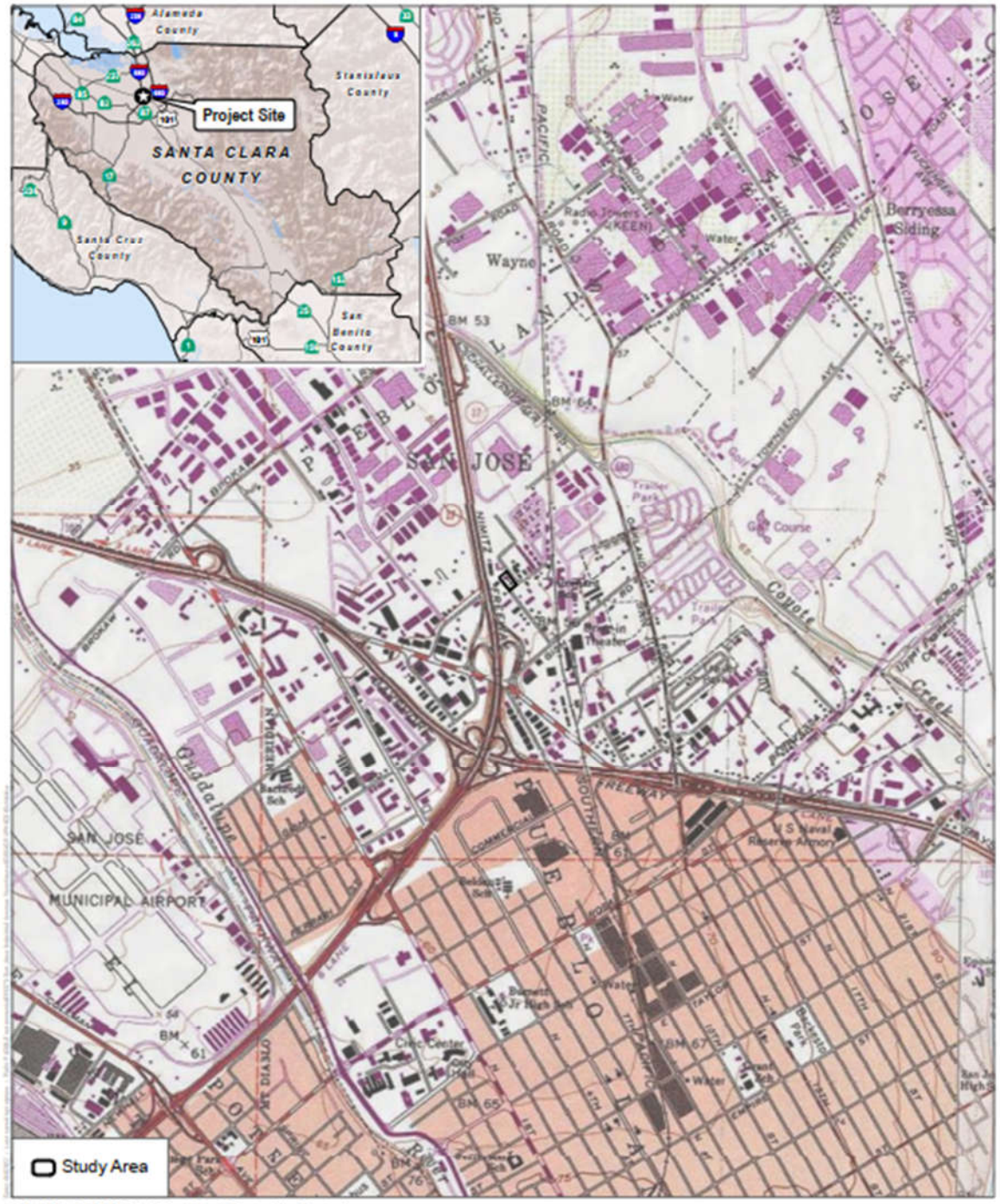
***P8. Recorded by:** (Name, affiliation, and address) Erin Jones, MA
Dudek
1102 R Street
Sacramento, CA 95811

P9. Date Recorded: April 5, 2022.

***P10. Survey Type:** (Describe)
Pedestrian.

***P11. Report Citation:** (Cite survey report and other sources or enter "none.")
None.

***Attachments:** ☐NONE ■ Location Map ■ Continuation Sheet ■ Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record



SOURCE: USGS 7.5-Minute Series Milpitas & San Jose West Quadrangles

DUDEK

FIGURE 1
Project Location
1586-1590 Industrial Avenue

State of California ◆ Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 3 **of** 17 ***Resource Name or #** (Assigned by recorder) 1586-1590 Industrial Avenue and 601 Kings Row
***Map Name:** San Jose West ***Scale:** 1:24,000 ***Date of map:** 2022

The 1.0-acre property legally sited at 1586 Industrial Avenue was initially developed in 1956 with a Single-Family Residence that was removed in 1997. In c. 1964, the two extant industrial buildings, addressed as 1586 and 1590 Industrial Avenue, were developed. Alterations, documented via the City of San José's (City) online permit catalog and observed during a pedestrian survey, have been made to the property over time to facilitate the business' continued use.

***See Continuation Sheet**

***B7. Moved?** ■ **No** □**Yes** □**Unknown** **Date**: n/a **Original Location:** n/a
***B8. Related Features:**

B9a. Architect: unknown b. Builder: unknown
***B10. Significance: Theme** n/a **Area** n/a
Period of Significance n/a **Property Type** n/a **Applicable Criteria** n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The buildings and structures located within APN 237-30-017 do not appear eligible for listing in the National Register of Historic Places (NRHP) and California Register of Historic Places (CRHR) based on the following significance evaluation and in consideration of national and state eligibility criteria.

***See Continuation Sheet**

B11. Additional Resource Attributes: (List attributes and codes) None.

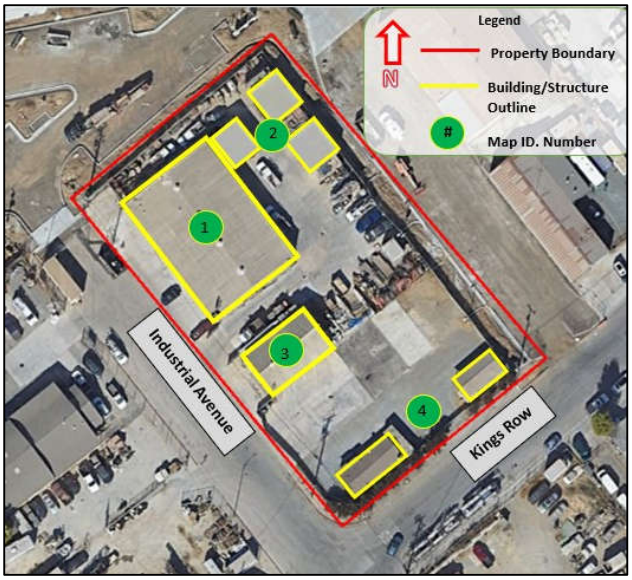
***B12. References:**

*** See Continuation Sheet**

B13. Remarks:

***B14. Evaluator:** Erin Jones, MA, Dudek
***Date of Evaluation:** 04/05/2022

(This space is reserved for official comments.)



*P3a. Description (Continued):

Buildings Requiring Significance Evaluation in the APE				
Map ID No.	**Address**	**APN**	**Description**	**Year Built**
1	1590 Industrial Avenue	237-30-017	One (1) two-story light-industrial building	1958
2	1590 Industrial Avenue	237-30-017	Three (3) storage shelters	2007
3	1586 Industrial Avenue	237-30-017	One (1) two-story light-industrial building	c. 1958
4	601 Kings Row	237-30-017	Two (2) single-story Mobile Office Units	2007

The northern-most address, 1590 Industrial Avenue consists of one (1) two-story light-industrial building (Map ID 1) and three (3) storage shelters (Map ID 2). The rectangular building, which fronts Industrial Avenue and is oriented northwest to southeast, has a low-pitched side-gable roof clad in corrugated metal and concrete-slab foundation. The southwest (main) elevation is predominantly clad in raised-seam metal but features two center panels of board-and-batten cladding. The building is divided into three distinct bays (Photograph 1). The northern-most bay features two metal doors, separated by two vinyl-framed windows, to access the building's interior automotive-workshop area. Centered in this bay is the building's only second-story window, also vinyl framed but featuring faux-muntins that divide the panes into a two-over-three pattern. The building's main entrance, located in the center bay, accesses the business's administrative office. Also located in the central portion of the building are five asymmetrical, vinyl-clad windows. The southern-most bay is dominated by an oversized metal rollup garage door.

The rear elevation (east) also features three oversized metal rollup garage doors (Map ID 2). One (1) of three (3) shade structures are attached to the rear elevation and shelters a metal man-door. Unlike the other shelters, the shelter affixed to the rear (east) elevation of the building is clad in raised-seam metal (Photograph 2). The other two storage shelters, located along the rear (east) property boundary are makeshift shelters featuring plywood-clad metal beams held aloft by shipping containers (Photograph 3).

Photograph 1. Map ID. 1: A light-industrial building addressed as 1590 Industrial Avenue, view facing southeast (IMG_970).

Photograph 2. Map ID. 1: An attached storage structure (Map ID. 2), view facing northwest (IMG_1020).

Photograph 3. Map ID. 2, Storage located directly behind (east) of Map ID. 1, view facing northeast (IMG_1016).

The second building (Map ID. 3), addressed as 1586 Industrial Avenue, is a rectangular building oriented with a moderately-pitched front gable roof. Two oversized sliding doors on an exterior track dominate the main (west) and rear (east) elevations (Photograph 4). Two man-doors, located on the west and south elevations, provide pedestrian access to the building. The building is clad in corrugated metal. A one-story storage structure with six units, accessible by roll-up corrugated metal doors, is affixed to the building's north elevation (Photograph 5).

Photograph 4. Map ID. 3: (Center of photograph), facing northeast (IMG_1080).

Photograph 5. Rear (north) and west elevations of Map ID. 3: Attached six-bay storage units, view facing west (IMG_1072).

Two rectangular mobile office units (Map ID. 4) are located within a fenced perimeter are located on the southern property boundary. The units have rectangular footprints, side-gable, moderately pitched roofs, are constructed on top of block Concrete Masonry Units (CMUs), and are accessed via a wood porch protected by a wood railing and balustrade (Photograph 6). The unit in the southwestern corner of the parcel has windows in vinyl frames and is primarily clad in vertical faux-wood boards. The main (north) elevation has an ornamental panel of wood-shingle cladding (Photograph 7). The unit in the southeast corner of the property is clad in vertical faux-wood boards, has a full-length front porch, and windows with aluminum frames (8).

Photograph 7. A mobile office unit (Map ID. 4), addressed as 601 Kings Row, located in the southwest corner of the parcel (APN 237-30-017), view facing south (IMG_1029).

Photograph 8. A mobile office unit (Map ID. 4), addressed as 601 Kings Row, located in the southeast corner of the parcel (APN 237-30-017), view facing east (IMG_1069).

Identified Alterations

Dudek staff visited the City of San José Public Permit Search on April 5, 2022 and reviewed all available permits pertaining to the subject property (APN 237-30-017). Observed alterations are also included in this section with dates stated where known (NETR 2022; SCJ 2022).

- A Single-Family Residence was developed on the property currently addressed as 601 Kings Row (c. 1952)

- An outbuilding was constructed (1956)
- An original outbuilding replaced (c. 1958)
- Outbuilding's removed (c. 1964)
- Buildings currently addressed as 1590 and 1986 Industrial Avenue established (c. 1964)
- A Single-Family Residence removed (1997)
- Mobile Office Units established on lot addressed as 601 Kings Row (c. 2007)
- Storage Shelters constructed west of the building addressed as 1590 Industrial Avenue (c. 2007)

*B10. Significance (Continued):

Historic Context

The following historic context addresses relevant themes concerning the history of the subject property. It begins with an overview of the development of the lower Santa Clara Valley portion of Santa Clara County and the City of San José and concludes with a discussion of the historical development of the subject property.

Spanish Period (1769-1821)

Spanish settlement of the Santa Clara Valley began in 1769 with the initial exploration by Sargent José Ortega of the Portolá Expedition. The Santa Clara Valley was noted as having favorable conditions for settlement including fertile land, available timber, and a constant source of fresh water. In 1777, Franciscan brothers José Joaquín Moraga and Fray Tomás de la Peña Saravia of Spain established the Mission Santa Clara de Asís. The mission was located on the southern end of the San Francisco Bay, on a site originally chosen by Jan Bautista de Anza, the Spanish Pathfinder. Santa Clara was the eighth California Mission established out of a total of 21. The development of missions to convert the local Native Americans was a common strategy of Spanish colonization in the Americas and acted as a dominating force during the period. Mission Santa Clara was intended to serve as the sister mission to Mission Dolores in San Francisco and acted as the anchor to the South Bay by receiving good and services for the area (Laffey 1992; A and A 2011; SCU 2018).

In the same year the mission was established, 1777, the City became the first pueblo or town settlement in Spanish California, located on the eastern bank of the Guadalupe River. The pueblo was given its official name in 1778 of El Pueblo de San José de Guadalupe. The Guadalupe River acted as the natural boundary between the lands controlled by the mission and the pueblo (Laffey 1992; A and A 2011). The pueblo's primary function was to supplement the crops grown in the missions to support other granaries in Monterey and San Francisco. The settlement, which was originally located near the Guadalupe River, was subject to severe winter flooding and thus the site of the pueblo was moved approximately 1.0-mile south to higher ground in 1791. The center of the final pueblo site was the current site of Market Street Plaza (Laffey 1992; A and A 2011). The area remained agriculturally based with early colonists planting corn, beans, wheat, hemp and flax and in addition to setting out small vineyards and orchards during this period (Laffey 1992; Butler 2002).

Mexican Period (1821-1848)

The Mexican War of Independence was won against the Spanish Crown in 1821, 11 years after its outbreak, which made the City a part of the First Mexican Empire. Despite Mexico's victory in 1821, it was not until May 10, 1825 that the City acknowledged that it was no longer a Spanish settlement. In 1824, Mexico passed a law in order to encourage settlement of vacant lands and boost the colonization of California. The Mexican government began dividing up land that was once owned by the Catholic Church to the highest bidder. Any citizen, either foreign or native, had the ability to select a tract of unoccupied land as long as it was a specific distance away from the missions, pueblos, and local Native Americans. The Mexican Secularization Act of 1833 ensured that the Mexican government would repossess

most of the lands owned by the Franciscan missionaries under the Spanish Crown, about 1,000,000 acres per mission (Lamar 1998; Laffey 1992; Butler 2002).

In 1777, El Pueblo de San Jose de Guadalupe was established by Governor Filipe de Neve. Outside of the Pueblo, 38 land grants were issued in the Santa Clara Valley between 1833 and 1845. The subject property is located within the area historically considered part of the Pueblo de San Jose de Guadalupe. The City remains the oldest civil settlement in California. By 1835, the City's population of approximately 700 included 40 foreigners comprised of both Americans and Englishmen. American immigration to the pueblo had continued to increase and the town's population rose to 900 in 1845 primarily due to American immigration. The influx of foreigners changed the character of the pueblo from a Mexican village into a bustling American town. By 1846, the native Californios began to express their concern for the overrunning of California by the increasing wealthy Anglo-American community. While the Spanish period of rule was characterized as an agrarian village, Mexican rule with the contribution of foreigners began to settle the City as a small-scale commercial hub. The open policy of immigration to the Santa Clara Valley to encourage colonization worked against the area's locals and soon their way of life began to disappear, leading way to the Americanization of California (Laffey 1992; Butler 2002).

American Period (1848-1945)

On May 13, 1846, the United States declared war on Mexico. Only three months later, Captain Thomas Fallon along with 19 men entered the City on July 14, 1846 and raised the American flag over its town hall during the Bear Flag Revolt. The Mexican-American war had ended by 1848 through the Treaty of Guadalupe Hidalgo. As a result of the treaty California along with most of the other western states was added to the United States first as a territory, then as a state on September 9, 1850. Santa Clara County was one of the original 27 counties of California, being formed the same year of statehood in 1850. The City was both the capital of the unorganized territory of California as well as the state's first official capital. On March 27, 1850, San José became one of the first incorporated cities along with San Diego and Benicia (Laffey 1992; Lamar 1998).

Closely following the annexation of the State of California, gold was discovered in the Sierra foothills which resulted in a sudden influx of population to the state. San José became a supply city for the many immigrants and Americans arriving to California looking to strike rich in the Gold Rush. Locals to the area became wary of the large number of Americans arriving to the valley prior to statehood and fled to Mission Santa Clara. The remaining town of San José responded to the stimulus of gold mining by constructing hotels, houses of entertainment, restaurants, saloons, and stores that provided merchandise to miners. The combination of miners, legislators, and businessmen who moved to San José after the City was named the capital caused the population to jump from 4,000 in 1850 to 21,500 in 1900. Between 1850 and 1900, the City began developing its infrastructure to support the new population (including gas service, clean water infrastructure, citywide sewer system service, a streetcar system, and in 1864 a railroad line between San Francisco and the City). Urban development in the City took off during the 1860s, and despite the capital being moved from the City in 1852, it continued to grow through the following two decades (CSJ 2016; Laffey 1992; Lamar 1998).

With the decline of the California Gold Rush, many immigrants and Americans looked to cities and their surrounding fertile lands as their next economic endeavor. Orchards and vineyards were large contributors to the growth with various types of fruit trees being set out in East San José, Milpitas, and the North Valley. In the 1870s, new communities such as Willows, Los Gatos, Saratoga, and Berryessa began replacing orchards with sections of residential development. Orchards remained a dominant part of the landscape well into the 1960s (Laffey 1992; Burrill and Rodgers 2006). The Southern Pacific Railroad was established in 1884 and was a branch line leading from the Central Pacific Railroad into Southern California running through the City. The Southern and Central Pacific Railroads meant that the City had access to outside suppliers and markets and industrial areas were concentrated near the railroads by the beginning of the twentieth century (Laffey, 1992: 13).

The City continued its prosperity with three projects which were initiated in 1929: 1) the connection of the Bayshore Freeway between San José and San Francisco, 2) the development of the water conservation program, and 3) the establishment of Moffett Field as a Navy base. The City continued to expand out horizontally, replacing orchards with

residential developments, although the fruit industry continued to dominate the valley. The American Can Company and the Continental Can Company had their canning plants in the City and were responsible for 75 percent of the tin cans produced for the entire country. The combination of the agriculture industry with the associated manufacturing and infrastructure were the leading sources of employment in the area all the way until 1952 when agriculture fell out of favor in replacement of large-scale urban expansion, industrialization, and the start of the tech industry (Laffey 1992; PAST 2009).

Post-WWII Development (1945-1975)

The City's second largest period of change since the Gold Rush came at the end of World War II with the arrival of new technology-based industries to the Santa Clara Valley. The new companies were partially enticed by Stanford University, which since 1930 had emerged as a leader in the field of electronics. Companies including Hewlett-Packard, Philco-Ford, General Electric, IBM, and Lockheed's research laboratory formed the emerging Silicon Valley. These companies, paired with the local business community being open to non-agriculturally based industries, generated a fertile landscape for industrial expansion and immense population growth (Laffey 1992; PAST 2009).

Although the emerging Silicon Valley created an attraction to the area, the fruit processing industry remained the dominant employer in 1950. After WWII, thousands of service members and defense workers relocated to the Santa Clara Valley for the variety and availability of jobs and their G.I. Bill-assisted homes, creating a surge in residential construction. The newly appointed city manager, Anthony Peter Hamann, who entered office in 1950, immediately began an aggressive annexation program which greatly helped to facilitate the construction boom. Between 1945 and 1970, the City approved over 1,400 annexations, including small "shoestring" annexations designed to capture desirable subdivisions, commercial centers, and street intersections. The subject property forms a section of the McKee No. 26 annexation, which captured the Lockridge-Luby neighborhood including the subject property in December 1961. The City growth between 1950 and 1960 resulted in an influx of developments dating from this period of expansion for every function including civic, industrial, commercial, religious, and residential (Laffey 1992; PAST 2009; CSJ 2011).

The population of the City in 1950 was 95,280 and the land area of the City totaled 17 square miles. By 1969, the population had grown to 495,000 and expanded to include 136 square miles of recently incorporated land. In order to help facilitate the rising population, San José International Airport, the regions primary airport, would have to expand as well. In 1958, 53 acres were added to the airport with the purchase of land north of Brokaw Road between Kifer Road and the Guadalupe River, approximately 1.5 miles from the subject property. In addition to the airport expansion, city manager A. P. Hamann took advantage of available federal funding of $25 million through the 1952 Federal-Aid Highway Act. By 1958, construction had begun on Interstate 280 (I-280), which connected the center of the City to the larger Bay Area highway system. Interstate 880 (I-880), which runs west of the subject property, was originally proposed in 1933 as an expansion to the short Route 69. Throughout the 1950s, I-880 underwent several extensions to connect San José to Oakland along the eastern shore of the San Francisco Bay (Laffey 1992; PAST 2009; CSJ 2018).

A.P. Hamann retired as city manager in late 1969, leaving behind a City that would be virtually unrecognizable two decades prior. The immense number of annexations led to a large amount of suburban sprawl from the city's downtown, which was facilitated by the newly constructed and expanded highway system. With the need for open land the original landscape of orchards was replaced with commercial, industrial and residential developments. The farm town became a cannery and regional business center, and with the emergence of Silicon Valley, a center for technological industry. The subject property displays the shift from early orchards and farming to industrial building surrounded by dense residential developments (Weebly 2021).

History of the Subject Area (1945-1975)

In 1908, automotive usage skyrocketed in California following the introduction of the first mass-produced automobile, Henry Ford's Model-T. In the wake of the automotive boom, new businesses emerged to provide related services. Gas and service stations, car showrooms, auto repair shops, parking structures, tow yards, and trucking facilities were established along major arterial corridors beginning in the 1920s. The design of the resulting architecture accommodated the car through convenient automobile access from the street, service bay entrances, and space to

maneuver and park a car. Auto-support buildings are typically utilitarian, industrial-style structures constructed of common materials such as concrete and feature little or no architectural ornament. The properties at 1586 Industrial Avenue are light-industrial properties that were utilized as industrial garages, warehouses, and truck yards for the majority of their history (Prosser 2016: 3, 45).

While the automotive industry boomed in San José, the area of the City which contains the project site known as Orchard Number 15-A, remained an unincorporated, agriculturally driven area. Aerial photographs depict Orchard 15-A as a rural landscape dotted with agricultural properties and crisscrossed by paved roads. These roads include Industrial Avenue, which runs east of the subject property, and Kings Row, which runs south of the subject property. Orchard 15-A was annexed into the City on August 7, 1957, three years after initial industrial development of Industrial Avenue (City of San José Planning Division 2011; NETR2021; UCSB 2021).

A review of historic aerials indicates that 1586-1590 Industrial Avenue and 601 Kings Row Avenue (APN: 237-30-017) was originally developed with a Single-Family Residence building in c. 1956 (NETR 2022). Permit research indicates the warehouse building, currently bearing the 1586 Industrial Avenue address, was constructed shortly after the subject property was originally developed. The larger building, addressed as 1590 Industrial Avenue, was constructed in 1964. In 2007, the Beckwith Construction Company developed three storage shelters to the rear of the building addressed as 1590 Industrial Avenue. Beckwith also placed two mobile offices, used as dwellings for overnight workers, on the lot addressed as 601 Kings Row, which is at the corner of Kings Row and Industrial Avenue (CSJ 2022).

Significance Evaluation

Dudek finds the industrial complex located at APN 237-30-017 not eligible for listing in the following significance evaluation and in consideration of national and state eligibility criteria. The subject property is also not located within an established historic district, nor does it appear eligible as a contributor to an historic district.

Criterion A/1: That are associated with events that have made a significant contribution to the broad patterns of our history.

Archival research did not find any associations with events that have made a significant contribution to the broad patterns of local or regional history.

The buildings and structures located at APN 237-30-017 were originally constructed in the late 1950s, during the period of time when the City was transitioning from a farm and fruit-processing city to one that attracted the commercial, industrial, technology industries, and suburban sprawl. According to aerials, light-industrial buildings were added and removed from the subject property over time. Map IDs 1 and 3 were constructed in the 1960s wile Map IDs 2 and 4 were added to the project site in 2007. Other than being one of many representations of incremental commercial industrial growth in this area during the mid-20th Century, the subject property is not associated with any local, state, or national historical events. As such, the subject property is not directly associated with events that have made significant contributions to the history of San José, Santa Clara County, the state, or nation. Due to a lack of identified significant associations with events important to history, the subject property does not appear eligible under NRHP/CRHR Criterion A/1.

Criterion B/2: That are associated with the lives of persons significant in our past.

To be found eligible under NRHP Criterion B or CRHR Criterion 2, the subject property would need to be directly associated with a person considered historically significant at the local, state, or national level, and it would need to be the place (or part of the place) where that person performed the work for which they are known. Archival research did not indicate any of the current or former property owners or tenants as individuals who have significant contributions to local, state, or national history. Due to a lack of identified significant associations with important persons in history, the subject property does not appear eligible under NRHP/CRHR Criterion B/2.

Criterion C/3: That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

Architecturally, the buildings located on the subject property do not appear to be important for their design or construction value. The architects and builders of the buildings located at APN 237-30-017 are unknown, and due to their utilitarian history, it is unlikely that they would be associated with the work of a master architect.

The buildings located at APN 237-30-017 are non-distinctive small-scale industrial style buildings, including a front-gable roofs and industrial exterior materials such as corrugated metal. There is a lack of embellishment or architectural elements throughout the buildings. A visual review of the property during the pedestrian survey indicates that the property has undergone alterations since its original development. These alterations include the addition of (Map ID. 2) the storage shelters, storage units, and (Map ID. 4) the Mobile Office Units. Overall, the buildings located on the subject property are common commercial industrial buildings that lack architectural merit. As such the subject property does not appear eligible under NRHP/CRHR Criteria C/3.

Criterion D/4: That have yielded, or may be likely to yield, information important in prehistory or history.

This report was limited to historical resources that are part of the built environment. Criterion D generally applies to archaeological resources but may apply to a built environment resource in instances where a resource may contain important information about such topics as construction techniques or human activity. This is unlikely to be true for the light-industrial buildings located at APN 237-30-017. Therefore, the built environment components of the subject property are recommended not eligible under Criterion D.

City of San José Criteria for 1586 Industrial Avenue

Based on the following significance evaluation, the subject industrial complex located APN 237-30-017 does not appear to meet any of the City designation criteria. The subject property is also not located within an established local historic district, nor does it appear eligible as a contributor to any City historic districts.

1. Its character, interest or value as part of the local, regional, state or national history, heritage or culture.

As a commercial industrial property first established in the mid-to-late 1960s, the subject property is representative of the expansion and growth in the City during the mid-20th Century. This association is common and indicative of development that took place throughout the City along major freeway expansion projects during this time period. As such the subject property does not rise to the level of significance as a property of value as local, regional, state, or national heritage site.

2. Its location as a site of a significant historic event.

Archival research did not indicate any property specific associations with significant historic events important to the local, state, or national culture and history. As such the subject industrial complex APN 237-30-017 does not appear eligible for listing under this criterion.

3. Its identification with a person or persons who significantly contributed to the local, regional, state or national culture and history.

Archival research did not indicate any associations with persons important to the local, state, or national culture and history. None of the current or former property owners or tenants were identified as significant individuals as a result of archival research. The owners of the property are not known to contribute significantly to the city's history and cannot

be identified as individuals who significantly contributed to the local, regional or national cultural and history. Therefore, the subject property is not eligible for listing under this criterion.

4. Its exemplification of the cultural, economic, social or historic heritage of the City of San José.

The subject property operated as a light-industrial property, most likely as a automotive yard, since at least 1960s. Although the property serves a need in the overall community, as a commercial industrial property that provides services of truck supplies/repairs, it does not exemplify the cultural, social, or historic heritage of the City. As such, the subject property does not rise to the level of eligibly under this criterion.

5. Its portrayal of the environment of a group of people in an era of history characterized by a distinctive architectural style.

The buildings that comprise the subject commercial industrial complex are simple utilitarian type structures that are commonly found throughout San José, California, and the nation in industrial areas. The industrial warehouse/shop typology can be found throughout the United States and were constructed as early as the 1930s up until today. The buildings located at APN 237-30-017 lack association with a group of people in a specific era of history. Overall, the buildings located on the property are not distinctive architecturally. As such, the subject property does not have significance under this criterion.

6. Its embodiment of distinguishing characteristics of an architectural type or specimen.

The subject property consists of a collection of utilitarian buildings representative of building types commonly found on industrial complexes locally, throughout the state, and nationwide. These utilitarian buildings were frequently utilized post-WWII for their durability and adaptability in industrial uses. A high number of light-industrial utilitarian buildings exist in the surrounding areas. The subject property does not contain any buildings that embody distinguishing characteristics of an architectural type or specimen. As such, the subject property does not have significance under this criterion.

7. Its identification as the work of an architect or master builder whose individual work has influenced the development of the City of San José.

None of the buildings located on the subject property are known to be associated the work of an architect or master builder whose individual work has influenced the City. As such, the subject property does not have significance under this criterion.

8. Its embodiment of elements of architectural or engineering design, detail, materials or craftsmanship which represents a significant architectural innovation, or which is unique.

The subject commercial industrial complex is a collection of utilitarian buildings. The nature of the building's use results in little embellishment on the exterior. As such, the architectural design, detail, materials, and craftsmanship of the buildings do not represent an architectural innovation and display no unique qualities. The subject property does not have significance under this criterion.

Integrity Discussion

In accordance with National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation (2002) states that the integrity of a property is based upon the historical significance and character defining features of that property, and that "only after significance is fully established can you proceed to the issue of integrity." Upon conclusion that the subject property does not meet any of the required criteria for significance, the subject property's current state of integrity is inconsequential. As such, no assessment of integrity is provided in this evaluation.

Significance Summary

As a result of Dudek's archival research, field survey, and property significance evaluation, the buildings and structures that comprise the property located within APN 237-30-017 are not eligible for listing in the NRHP or CRHR as individual properties or part of a historic district. As such, these properties do not qualify as historical resources for the purposes of CEQA, and they have been assigned a California Historical Resource Status Code of 6Z, Found ineligible for the NRHP, CRHR, and Local designation through survey evaluation.

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