FINAL

SAN JOSE DOWNTOWN STRATEGY 2000 ENVIRONMENTAL IMPACT REPORT

TECHNICAL APPENDICES

VOLUME 1

STATE CLEARINGHOUSE NO.2003042127

LSA

June 2005

FINAL

SAN JOSE DOWNTOWN STRATEGY 2000 ENVIRONMENTAL IMPACT REPORT

TECHNICAL APPENDICES

VOLUME 1

STATE CLEARINGHOUSE NO. 2003042127

Submitted to the:

City of San Jose
801 North First Street, Room 400
San Jose, CA 95110-1795
408.277.4576

Prepared by:

LSA Associates, Inc.
2215 Fifth Street
Berkeley, CA 94710
510.540.7331

LSA

June 2005

APPENDICES

APPENDIX A

NOTICE OF PREPARATION AND COMMENT LETTERS

NOTICE OF PREPARATION
OF AN
ENVIRONMENTAL IMPACT REPORT
FOR THE
SAN JOSE GREATER DOWNTOWN STRATEGY FOR DEVELOPMENT:
STRATEGY 2000

Project Applicant: The Redevelopment Agency of the City of San Jose
File Number: PP03-04-123
APN: Various

As the Lead Agency, the City of San Jose will prepare an Environmental Impact Report (EIR) for the San Jose Greater Downtown Strategy for Development: Strategy *2000* and would like your views regarding the scope and content of the environmental information to be addressed in the EIR. The EIR may be used by your agency when considering approvals for this project. A brief description of the proposed project, its site boundaries, and a summary of the potential environmental effects are attached.

According to the California Environmental Quality Act (CEQA), the deadline for your response is 30 days after receipt of this notice. However, we would appreciate an earlier response, if possible. Please identify a contact person, and send your response to:

City of San Jose
Department of Planning, Building & Code Enforcement
Attention: Susie Pineda
801 North First Street, Room 400
San Jose, California 95110-1795
(408) 277-4576

Stephen M. Haase, AICP, Director
Department of Planning, Building & Code Enforcement

Ron Eddow
Deputy
Date: April 16, 2003

NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SAN JOSE GREATER DOWNTOWN STRATEGY FOR DEVELOPMENT: *STRATEGY 2000*

San Jose, California
February 2003

Introduction

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

The Greater Downtown Strategy for Development Environmental Impact Report (EIR) will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended, and the *CEQA Guidelines*. In accordance with CEQA requirements, the Downtown Strategy EIR will include the following:

- Summary of the proposed San Jose Greater Downtown Strategy for Development: *Strategy 2000* and its potential environmental effects, mitigation measures, and alternatives;
- Description of the proposed project;
- Description of the existing environmental setting, potential environmental impacts, and mitigation measures;
- Cumulative Impacts; and
- Alternatives to the proposed project;
- CEQA-required assessment conclusions, including: (1) the growth inducing impacts of the proposed project; (2) any significant environmental effects which cannot be avoided if the project is implemented; (3) any significant irreversible and irretrievable commitments of resources; and (4) effects found not to be significant.

The project under review will be the *Strategy 2000* plan and although the analysis will be conducted within the framework of a Program-level EIR, the objective is to develop project level information (such as may be related to traffic and circulation) whenever possible. Accordingly, the objective is to evaluate the impacts of the levels of development envisioned by the *Strategy Plan*, so that subsequent environmental analyses will be needed only when there are significant departures from the Plan, or if there are circumstances unique to a specific project site that have not been analyzed in this EIR, for example archeological or historic characteristics.

Project Location

The Greater Downtown area of the City of San Jose is located in the central portion of Santa Clara County, California and occupies approximately 3 square miles of the 177 square mile City (see Figure 1). The Greater Downtown area boundary extends beyond San Jose's traditional Downtown center to include the areas around Diridon Station to the west, areas north to approximately Taylor

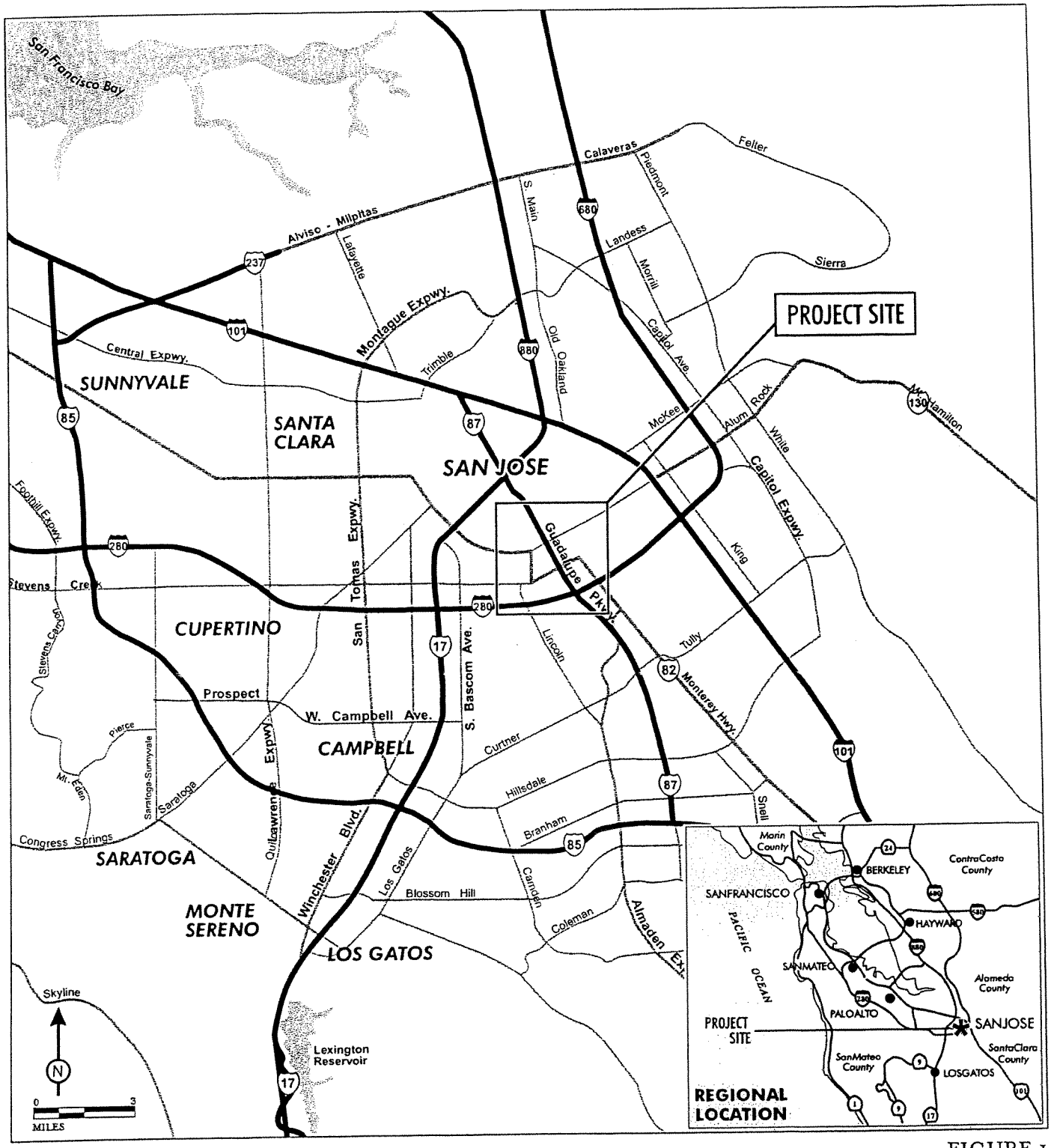

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FIGURE 1

Strategy 2000 EIR
Regional Location

SOURCE: LSA ASSOCIATES, INC., 2002.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_1.AI (03/07/03)

Street, areas on the east that include San Jose State University, and areas to the south to approximately Interstate 280. The Greater Downtown area is generally divided by State Route 87 (SR 87) and organized into the following areas, the North Gateway and Diridon/Arena area to the west and the St. James Park; San Pedro Square; First and Second Streets; Civic Center; Cesar Chavez Park; Almaden Boulevard; and the South of First Street areas (SoFA) to the east of SR 87. Three major roadways including Santa Clara Street, San Fernando Street, and San Carlos Street) link the eastern and western areas. Figure 2 illustrates the boundaries of the Greater Downtown. Substantial departures from existing development patterns are not planned for neighborhoods outside of the Greater Downtown area.

Description of the Project

The San Jose Redevelopment Agency has prepared the *Strategy 2000* plan to create a comprehensive framework of guiding principles, strategies, and actions to serve as the guide for development activities in the Greater Downtown.. The Redevelopment Agency Board of Directors will consider the prioritized recommendations in *Strategy 2000* when making policy and budgetary decisions for development and redevelopment projects over the next 10 years. The plan includes general strategies and specific actions required to implement the design for each of the components of the Greater Downtown (i.e., public space, urban form, transportation and access; historic resources, economic conditions, and human services). *Strategy 2000* also contains specific design guidelines for development in the Greater Downtown. The EIR would identify and evaluate necessary amendments to the City General Plan, Zoning Ordinance, and Municipal Code, as well as revisions to development standards, policies and guidelines that are needed to (1) implement development of public and private construction projects; (2) develop and implement goals, policies, and guidelines identified in the Strategy 2000; and (3) address land use compatibility issues when specific information becomes available.

Future projects anticipated to occur in the Greater Downtown area during the planning horizon of *Strategy 2000* include the following:

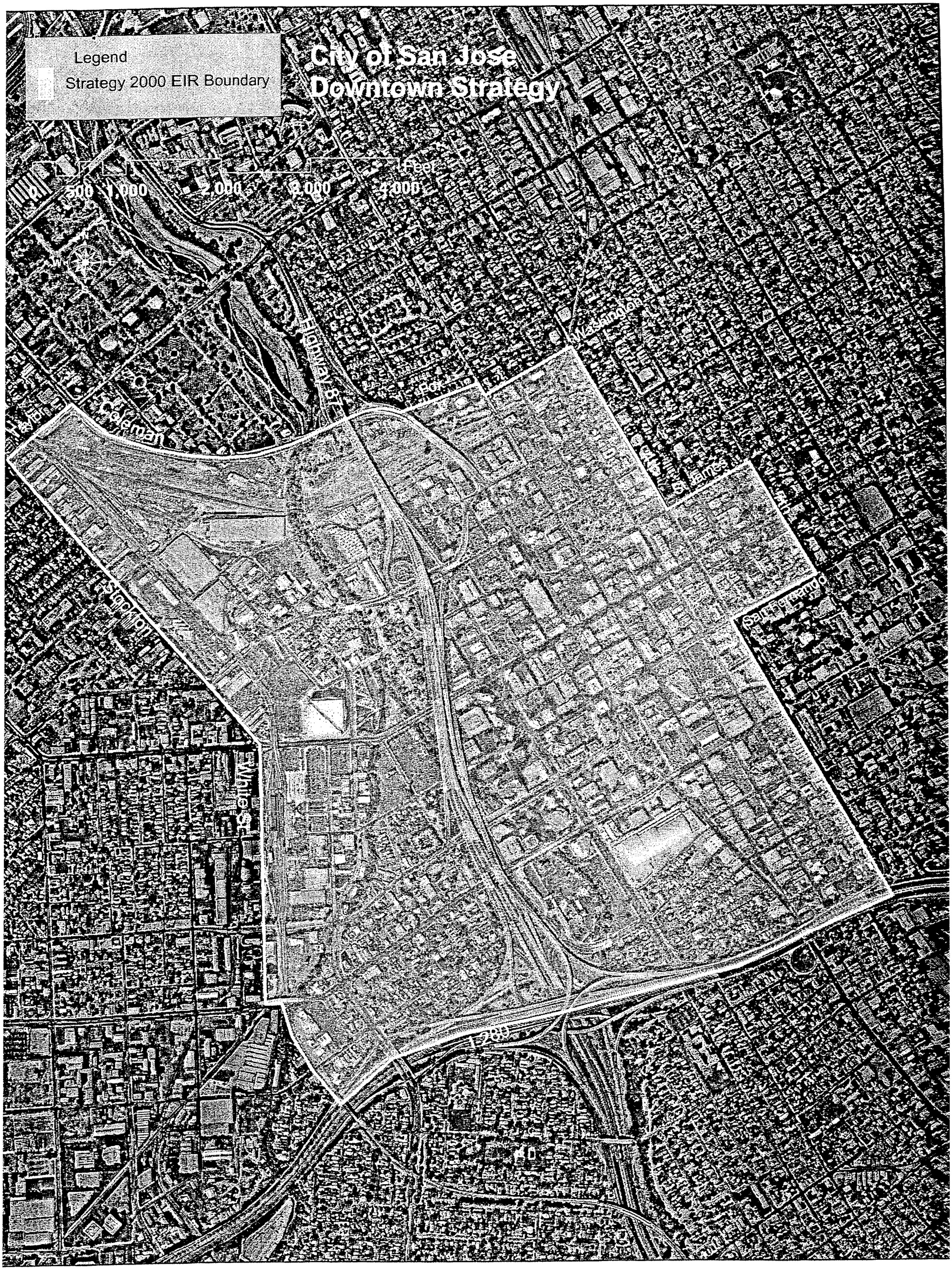
- 8,000,000 to 10,000,000 square feet of office space;
- 8,000 to 10,000 residential dwelling units;
- 900,000 to 1,200,000 square feet of retail space; and
- 2,000 to 2,500 guest rooms of hotel space, in four to five hotel projects.

Potential Environmental Effects of the Project

The *Strategy 2000* EIR will identify the significant environmental effects anticipated to result from the implementation of the proposed project. Specific environmental topics addressed will include:

Land Use

The proposed project would foster development of new residential, commercial, institutional, cultural, and office uses in the Greater Downtown area. The EIR will describe the existing land uses within the project site and its surrounding areas. New land uses and their compatibility with existing uses will be described. Appropriate mitigation measures will be identified for any significant land use impacts resulting from the proposed project.


Legend
Strategy 2000 EIR Boundary
City of San Jose
Downtown Strategy
Feet
0
500
1,000
2,000
3,000
4,000
Highway 87
Washington
Coleman
Stockton
White St.
San Fernando
I-280

Traffic and Circulation

The amount of development proposed for the Greater Downtown could affect the traffic, circulation, transit use and parking patterns in the project vicinity. The EIR will identify existing roadway conditions and other transportation elements (i.e., light rail, bus routes, bike routes, etc.) within and near the project site, including local streets and intersections, regional facilities (such as expressways), and freeways. The analysis will evaluate baseline (existing and approved) conditions against traffic impacts and the transportation improvements under the proposed project. Conditions and impacts on parking and transit systems likely to experience significant changes will be discussed. Appropriate mitigation measures for significant impacts will be identified, where warranted.

Air Quality

Buildout of the Greater Downtown area could, during both the construction and operational periods, increase air pollution emissions in the area. The EIR would address regional air quality conditions in the San Francisco Bay Area and the air quality impacts resulting from the proposed project. The EIR will also discuss compatibility with regional air quality plans. Mitigation measures will be identified for potentially significant air quality impacts, as appropriate.

Noise

The development of residential and commercial uses, during both the construction and operational periods, could increase noise levels in the project area. The EIR would assess potential noise impacts associated with the proposed project. Noise levels will be evaluated for consistency with City of San Jose standards and guidelines. Mitigation measures to reduce noise impacts will be identified, where warranted.

Shade and Shadow

Development associated with *Strategy 2000* could cause shade and shadow effects on the surrounding neighborhoods and open space areas. The EIR will assess these potential impacts based upon a shade and shadow study. The shade and shadow analysis will consider the San Jose Greater Downtown area with particular emphasis on the parks and open spaces affected by proposed new development and identified as follows: St. James Park, Corona Plaza, Plaza de Cesar Chavez, San Antonio Plaza, Guadalupe River Park, Confluence Point (at Guadalupe Park). Appropriate mitigation measures will be recommended, as necessary, to reduce any significant impacts to less-than-significant levels.

Aesthetics

The multi-story residential and commercial structures may result in impacts to the existing visual character of the Downtown. The EIR will describe the existing visual conditions of the project area and address the potential effects on scenic vistas, scenic resources, or any degradation to the existing visual character. Mitigation measures will be identified to address significant impacts, where appropriate.

Vegetation and Wildlife

The EIR will describe the existing biological conditions within the project area primarily along the Guadalupe River Park and Los Gatos Creek Trail system, which constitute the larger areas of natural habitat in the Greater Downtown area, and potential impacts of the proposed project on vegetation and wildlife. The EIR will evaluate the likelihood of any significant impacts and effects on special status species. Mitigation measures will be recommended, where appropriate.

Geology

The EIR will identify general soil and geotechnical conditions in the project area. The impact analysis will address seismic hazards in the project area, as well as the potential for liquefaction, ground shaking, and subsidence. Mitigation measures will be recommended, where appropriate.

Cultural Resources

The Greater Downtown area includes archaeologically and historically sensitive resources such as the former Pueblo San Jose lands and other historic areas. The EIR will address prehistoric and historic cultural resources within the project area based upon an archival search. Potential impacts to archaeological resources and historic structures, including designated buildings and districts, will be identified. Mitigation measures will be recommended, where appropriate.

Hazards

As the project area is largely developed with various uses including industrial uses and old warehouses, underground storage tanks are found on-site, and redevelopment may create hazardous situations for construction workers and future project site users. The EIR will describe the range of historical and current uses, as well as hazardous materials associated with those uses. The potential impacts of hazardous materials associated with the proposed project will be analyzed, and mitigation measures will be recommended, where appropriate.

Public Facilities and Services

The development of residential units and commercial space could result in an increase in demand for public facilities and services. The EIR will identify existing public facilities and services serving the project area, based upon information available from the City of San Jose and other local agencies or service providers. The public facilities and services addressed will include: police protection services, fire protection and emergency medical services, schools, libraries, and parks and recreation. Where sufficient data are available, the EIR will quantify the increase in service demands resulting from the proposed project. The availability and adequacy of existing services will be analyzed. Mitigation measures will be identified for any significant impacts to public facilities and services.

Hydrology and Flooding

The EIR will address any hydrology and flooding impacts that may occur as a result of the implementation of the proposed project. The analysis will discuss whether water quality and discharge requirements would be met, drainage patterns would be affected or altered, water resources would be degraded or depleted, and if there are increased risks of flood-related property loss or hazards to human life. Mitigation measures will be identified for any significant impacts to hydrology and flooding.

Utilities and Infrastructure Systems

The development of residential units and commercial space will introduce new demands for utilities and infrastructure systems. The EIR will identify existing utilities and infrastructure systems serving the project area, based upon information available from the City of San Jose and other local agencies or service providers. The utilities and infrastructure systems addressed will include: electricity, natural gas, and telephone; water supply; sanitary sewer/wastewater treatment; storm drainage; and solid waste. Where sufficient data are available, the EIR will quantify the increase in service demands resulting from the proposed project. The availability and adequacy of existing services to serve the proposed project will be analyzed. Mitigation measures, as required, will be identified for any significant impacts to utilities and infrastructure service systems.

Energy Resources

The development of residential units and commercial space will require energy resources. The EIR will identify the potential for project-induced energy impacts. Conservation measures will be recommended to avoid any significant energy impacts.

Cumulative Impacts

The EIR will address the potentially significant cumulative impacts of the project when considered with other planned development. This analysis will cover all environmental topics discussed in the EIR (e.g., traffic, air quality, etc.) and will specify which areas are anticipated to result in significant cumulative impacts. Cumulative impacts will be discussed qualitatively, except where quantitative data on other planned developments are available prior to publication of the Draft EIR. Where appropriate, mitigation measures will be identified.

Alternatives to the Project

The EIR will identify and address the potential impacts of at least four alternatives to the proposed project: (1) Reduced Development; (2) Increased Housing/Reduced Commercial; (3) Increased Commercial/Reduced Housing; and (4) No Project.

NOP Distribution List

Resources Agency

- **Resources Agency**
  Nadell Gayou
- **Dept. of Boating & Waterways**
  Suzi Betzler
- **California Coastal Commission**
  Elizabeth A. Fuchs
- **Dept. of Conservation**
  Roseanne Taylor
- **Dept. of Forestry & Fire Protection**
  Allen Robertson
- **Office of Historic Preservation**
  Hans Kreutzberg
- **Dept of Parks & Recreation**
  B. Noah Tilghman
  Environmental Stewardship Section
- **Reclamation Board**
  Lori Buford
- **S.F. Bay Conservation & Dev't. Comm.**
  Steve McAdam
- **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou

Health & Welfare

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  Wayne Hubbard
  Dept. of Health/Drinking Water

Food & Agriculture

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  Steve Shaffer
  Dept. of Food and Agriculture

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- **Dept. of Fish & Game**
  Scott Flint
  Environmental Services Division
- **Dept. of Fish & Game 1**
  Donald Koch
  Region 1
- **Dept. of Fish & Game 2**
  Banky Curtis
  Region 2
- **Dept. of Fish & Game 3**
  Robert Floerke
  Region 3
- **Dept. of Fish & Game 4**
  William Laudermilk
  Region 4
- **Dept. of Fish & Game 5**
  Don Chadwick
  Region 5, Habitat Conservation Program
- **Dept. of Fish & Game 6**
  Gabrina Gatchel
  Region 6, Habitat Conservation Program
- **Dept. of Fish & Game 6 I/M**
  Tammy Allen
  Region 6, Inyo/Mono, Habitat Conservation Program
- **Dept. of Fish & Game M**
  Tom Napoli
  Marine Region

Independent Commissions

- **California Energy Commission**
  Environmental Office
- **Native American Heritage Comm.**
  Debbie Treadway
- **Public Utilities Commission**
  Ken Lewis
- **State Lands Commission**
  Jean Sarino
- **Governor's Office of Planning & Research**
  State Clearinghouse Planner
- **Colorado River Board**
  Gerald R. Zimmerman
- **Tahoe Regional Planning Agency (TRPA)**
  Lyn Barnett
- **Office of Emergency Services**
  John Rowden, Manager
- **Delta Protection Commission**
  Debby Eddy
- **Santa Monica Mountains Conservancy**
  Paul Edelman

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- **Dept. of Transportation 12**
  Bob Joseph
  District 12

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  Cathy Creswell
  Housing Policy Division
- **Caltrans - Division of Aeronautics**
  Sandy Hesnard
- **California Highway Patrol**
  Lt. Julie Page
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  Ron Helgeson
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- **Dept. of General Services**
  Robert Sleppy
  Environmental Services Section

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  Jim Lerner
- Transportation Projects
  Kurt Karperos
- Industrial Projects
  Mike Tollstrup

- **California Integrated Waste Management Board**
  Sue O'Leary
- **State Water Resources Control Board**
  Jim Hockenberry
  Division of Financial Assistance
- **State Water Resources Control Board**
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- **State Water Resouces Control Board**
  Mike Falkenstein
  Division of Water Rights
- **Dept. of Toxic Substances Control**
  CEQA Tracking Center

Regional Water Quality Control Board (RWQCB)

- **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- **RWQCB 2**
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- **RWQCB 3**
  Central Coast Region (3)
- **RWQCB 4**
  Jonathan Bishop
  Los Angeles Region (4)
- **RWQCB 5S**
  Central Valley Region (5)
  - **RWQCB 5F**
    Central Valley Region (5)
    Fresno Branch Office
  - **RWQCB 5R**
    Central Valley Region (5)
    Redding Branch Office
- **RWQCB 6**
  Lahontan Region (6)
  - **RWQCB 6V**
    Lahontan Region (6)
    Victorville Branch Office
- **RWQCB 7**
  Colorado River Basin Region (7)
- **RWQCB 8**
  Santa Ana Region (8)
- **RWQCB 9**
  San Diego Region (9)

LIST OF COMMENTORS

1. Phillip Crimmins
   Project Analyst, State Clearinghouse
   Governor's Office of Planning and Research
   State of California
   April 18, 2003

2. Vincent M. Stephens
   Associate Engineer
   Community Projects Review Unit
   Santa Clara Valley water District
   May 1, 2003

3. Barbara J. Cook
   Project Engineer, Chief, Northern California, Coastal Cleanup Operations Branch
   Department of Toxic Substances Control
   May 2, 2003

4. Alfred Poon
   Land Agent
   Pacific Gas and Electric Company
   May 12, 2003

5. Brian Wines
   Water Resources Control Engineer
   Alameda-Santa Clara Watershed Section
   California Regional Water Quality Control Board
   May 14, 2003

6. Timothy Sable
   District Branch Chief, IGR/CEQA
   Department of Transportation
   State of California
   May 14, 2003

7. Roy Molseed
   Senior Environmental Planner
   Santa Clara Valley Transportation Authority
   May 16, 2003

9. Sandy Hesnard
Aviation Environmental Planner
Department of Transportation
State of California
May 22, 2003

10. Ashok Vyas
Land Development Services
Roads and Airports Department
County of Santa Clara
May 28, 2003

11. Derek Farmer
ALUC Staff Coordinator
Airport Land Use commission
May 28, 2003

12. William C. Norton
Executive Officer/APCO
Bay Area Air Quality Management District
June 6, 2003

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse

Gray Davis
Governor

Tal Finney
Interim Director

Notice of Preparation

April 18, 2003

To: Reviewing Agencies

Re: Downtown Strategy EIR
SCH# 2003042127

Attached for your review and comment is the Notice of Preparation (NOP) for the Downtown Strategy EIR draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Susie Pineda
City of San Jose
801 North First Street, Room 400
San Jose, CA 95110-1795

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

for Philip Crimmins
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2003042127
Project Title Downtown Strategy EIR
Lead Agency San Jose, City of

Type NOP Notice of Preparation

Description The San Jose Greater Downtown Strategy Environmental Impact Report will evaluate the impacts of development envisioned by the previously prepared Strategy Plan 2000. The proposed project may include up to 8 to 10 million square feet of office space, 8-10,000 residential dwelling units, 900,000 to 1.2 million square feet of retail space, and 2,000-2,500 guest rooms of hotel space.

Lead Agency Contact

Name Susie Pineda
Agency City of San Jose
Phone 408-277-4576 **Fax**
email
Address 801 North First Street, Room 400
City San Jose **State** CA **Zip** 95110-1795

Project Location

County Santa Clara
City San Jose
Region
Cross Streets Coleman Avenue, Stockton Avenue, 4th Street, and Interstate 280
Parcel No. Various
Township **Range** **Section** **Base**

Proximity to:

Highways 87 and 280
Airports NYM San Jose International Airpo
Railways UP/SPRR
Waterways Guadalupe River
Schools San Jose Unified
Land Use Commercial, Recreational and Industrial Uses/Zoning: R-M, R-2, R-1-8 Residential Districts, CO, CN, CG, Commercial Districts, IP, LI, HI Industrial Districts and A(PD) Planned Development Districts/General Plan: General Plan: General Commercial, Core Area Commercial, Regional Commercial, Neighborhood Community Commercial, Medium Low Density Residential, Medium Density Residential, Medium High Density Residential, Residential Support for the Core, Light Industrial, Public Park and Open Space, and Public Quasi Public.

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Health Services; Department of Fish and Game, Region 3; Native American Heritage Commission; State Lands Commission; Caltrans, District 4; Department of Housing and Community Development; California Highway Patrol; Integrated Waste Management Board; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 2

Date Received 04/18/2003 **Start of Review** 04/18/2003 **End of Review** 05/19/2003

Note: Blanks in data fields result from insufficient information provided by lead agency.

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County: Santa Clara

Resources Agency

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- [ ] **Dept. of Transportation 12**
  Bob Joseph
  District 12

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  Cathy Creswell
  Housing Policy Division
- [ ] **Caltrans - Division of Aeronautics**
  Sandy Hesnard
- [■] **California Highway Patrol**
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  Robert Sleppy
  Environmental Services Section

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- [ ] **RWQCB 9**
  San Diego Region (9)

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Memorandum

TO: Susie Pineda
Planning

FROM: Cary Greene
Airport

SUBJECT: **NOP for Downtown Development Strategy 2000 (PP03-04-123)**

DATE: April 29, 2003

Thank you for the Notice of EIR Preparation for the proposed San Jose Greater Downtown Strategy for Development. Provided below are the Airport Department's comments.

1. Development Heights: The Land Use or Hazards section of the EIR should state that the project area is subject to federal airspace regulations (specifically Federal Aviation Regulations, Part 77) due to proximity to Mineta San Jose International Airport (SJC). ALUC Plan and General Plan Aviation Policy #38 require building heights to be in compliance with the federal standards which range over the project area. Any proposed structure that would exceed the federal criteria must be submitted to the Federal Aviation Administration (FAA) for an aeronautical study to determine whether the structure would constitute a hazard to aircraft. As mitigation, the EIR should require (a) An FAA "Determination of No Hazard" for any such structure prior to site development approval, (b) the inclusion of any conditions in the FAA determination regarding roof-top lighting or marking as conditions of development permit issuance, and (c) the dedication of avigation easements to the City of San Jose as conditions of development permit issuance in compliance with the ALUC Plan and General Plan Aviation Policy #40.

2. Aircraft Noise: The Noise section of the EIR should state that much of the project area (roughly the western half) is located within the existing and projected 65 dB CNEL noise impact area of SJC, an environmental condition considered incompatible with residential land use. As mitigation, the EIR should require (a) the dedication of avigation easements to the City of San Jose as conditions of development permit issuance for noise-impacted land uses in compliance with the ALUC Plan and General Plan Aviation Policy #40, and (b) the inclusion of noise attenuation features in the design of all residential structures to achieve State standards for interior noise levels, plus post-construction testing to ensure such compliance.

Your office or the consultant may contact me at 501-7702 for any questions regarding the above comments or the forthcoming EIR analysis. Please ensure that the Airport is provided a copy of the Administrative Draft EIR for review when available.

Cary Greene

Cary Greene
Airport Planner

Santa Clara Valley Water District

5750 ALMADEN EXPWY
SAN JOSE, CA 95118-3686
TELEPHONE (408) 265-2600
FACSIMILE (408) 266-0271
www.valleywater.org
AN EQUAL OPPORTUNITY EMPLOYER

File: 29510
Guadalupe River

May 1, 2003

Mr. Ron Eddow
City of San Jose
Department of Planning, Building,
and Code Enforcement
801 North First Street, Room 400
San Jose, CA 95110-1795

Subject: Notice of Preparation, San Jose Greater Downtown Strategy for Development: Strategy 2000, PP03-04-123

Dear Mr. Eddow:

Santa Clara Valley Water District (District) has reviewed the Notice of Preparation (NOP) for the subject project which we received on April 21, 2003. The District has the following comments on the proposed Draft Environmental Impact Report (DEIR):

1. According to current Federal Insurance Rate Maps, a significant portion of the area identified in the NOP is subject to inundation during a 100-year flood from either the Guadalupe River or Los Gatos Creek. The DEIR should include a discussion of the existing floodplain, the types of measures that can be utilized to protect structures against flood damages, the City of San Jose's (City) Flood Hazard Ordinance, and the Federal Emergency Management Agency's requirements for development within the floodplain.

2. The District is in the process of constructing the Downtown Guadalupe River Flood Protection Project on the Guadalupe River through downtown San Jose. This project is scheduled for completion by the end of 2004. The project will not be operational unless the Lower Guadalupe River Flood Protection Project, currently scheduled for completion by the end of 2004, has also been constructed. Until the flood protection projects have been constructed, the area will remain subject to flooding. Revision of the floodplain maps will occur several years after the projects have been completed and are operational.

3. The Guadalupe River has been designated critical habitat for steelhead trout, an anadromous fish species which migrates and spawns in the main stem of the river. In addition, another fish species using the river for migration and spawning is the Chinook Salmon which has been identified as a candidate species for listing as threatened by the National Marine Fisheries Service. The water quality and temperature of the river can affect the survival rates of the fisheries.

Development adjacent to the river has direct and indirect impacts from building shade, thermal radiation, or construction activities (dewatering, sediment, silt, vegetation removal). These types of impacts not only occur with development and redevelopment adjacent to the river but throughout the downtown area. The DEIR should identify these types of impacts on the river and what measures can be utilized to mitigate for them.

4. Setbacks for development along both the Guadalupe River and Los Gatos Creek should be adequate to protect and enhance the riparian corridor. The amount of setback can vary but should be no less than what is recommended within the City's Riparian Corridor Policy. We also suggest that the setback recommendations included in the Redevelopment Agency's Master Plan Draft Development Guidelines for the Guadalupe River and Gardens be considered for proposed development in the downtown area. The setbacks should not only apply to buildings but parking areas, plazas, roadways, and pedestrian trails. Siting buildings with zero lot lines adjacent to the river should be avoided and variances for building height or mass should not be allowed next to the rivers.

5. In 1987, amendments to the Federal Clean Water Act expanded the National Pollutant Discharge Elimination System (NPDES) permit process to address nonpoint source water quality impacts on the nation's water ways. In California, Municipal NPDES permits for storm water discharges are issued by the Regional Water Quality Control Boards (RWQCB) to municipalities, counties, and special districts that own and /or operate municipal separate storm sewer systems. The RWQCB also issues NPDES storm water discharge permits for industrial activities and for construction activities. The provisions of these permits currently require the implementation of Best Management Practices to reduce or eliminate pollutants in storm water discharged to waters of the state. The City should identify what specific measures can be included in new and redeveloped sites to comply with NPDES permits during and after construction.

6. The use of nonpoint source water quality treatment measures on the site is important to mitigate for post construction impacts associated with the proposed improvements. Several methods are available to reduce water quality impacts associated with development. Nonpoint source treatment methods such as vegetated swales and planting strips are recommended by both the RWQCB and the District to mitigate for postconstruction water quality impacts. The RWQCB has explicitly stated that fossil filters are not acceptable since they do not provide adequate nonpoint source treatment for runoff from development.

7. Parcels zoned for Commercial, Office, Industrial (light, medium, heavy), and High or Medium Density Residential should incorporate nonpoint source treatment measures from parking lot runoff to mitigate for postconstruction water quality impacts. The use of vegetated swales in landscaped areas, or to separate parking lot rows, can also be designed to control peak and volume flows entering the City's storm drain system. An inlet at the downstream end of the drainage swales provides a convenient way to regulate the runoff from the site.

The District would like to review and comment on the DEIR or Initial Study for the proposed project when it is available for review.

Please reference District File No. 29510 on further correspondence regarding this matter.

If you have any questions or need additional information, you can reach me at (408) 265-2607, extension 2439.

Sincerely,

Vincent M. Stephens
Associate Engineer
Community Projects Review Unit

cc: S. Tippets, J. Fiedler, C. Haggerty, D. Chesterman, A. Gurevich, V. Stephens, M. Mahoney, File (2)

vms:jl
0501e-pl.doc

Department of Toxic Substances Control

Edwin F. Lowry, Director
700 Heinz Avenue, Suite 200
Berkeley, California 94710-2721

Winston H. Hickox
Agency Secretary
California Environmental
Protection Agency

Gray Davis
Governor

May 2, 2003

Ms. Susie Pineda
City of San Jose
801 North First Street, Room 400
San Jose, California 95110-1795

Dear Ms. Pineda:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the San Jose Greater Downtown Strategy Environmental Impact Report (EIR) (SCH# 2003042127). As you may be aware, the California Department of Toxic Substances Control (DTSC) oversees the cleanup of sites where hazardous substances have been released pursuant to the California Health and Safety Code, Division 20, Chapter 6.8. As a responsible agency, DTSC is submitting comments to ensure that the environmental documentation prepared for this project to address the California Environmental Quality Act (CEQA) adequately addresses any required remediation activities which may be required to address any hazardous substances release.

The site is located in the greater downtown area of the City of San Jose and occupi approximately 3 square miles. The Strategy EIR will include the following projects: 6 to 10 million square feet of office space, 8 to 10 thousand residential dwelling units, 900 thousand to 1.2 million square feet of retail space, and four to five hotels with 2000 to 2500 guest rooms.

The NOP indicated that the EIR project area includes industrial properties which may potentially cause exposure of construction workers and future occupants of the site to hazardous substances; the EIR will include a description of the historical and current uses of these properties, as well as hazardous materials which may have been released at the site.

If hazardous substances have been released, they will need to be addressed as part of this project. For example, if the remediation activities include the need for soil excavation, the CEQA document should include: (1) an assessment of air impacts and health impacts associated with the excavation activities; (2) identification of any applicable local standards which may be exceeded by the excavation activities, including dust levels and noise; (3) transportation impacts from the removal or remedial activities; and (4) risk of upset should there be an accident at the Site.

DTSC can assist your agency in overseeing characterization and cleanup activities through our Voluntary Cleanup Program. A fact sheet describing this program is enclosed. We are aware that projects such as this one are typically on a compressed schedule, and in an effort to use the available review time efficiently, we request that DTSC be included in any meetings where issues relevant to our statutory authority are discussed.

Please contact Annina Antonio of my staff at (510) 540-3844 if you have any questions or would like to schedule a meeting. Thank you in advance for your cooperation in this matter.

Sincerely,

Barbara J. Cook, P.E., Chief
Northern California - Coastal Cleanup
Operations Branch

Enclosures

cc: (without enclosures)

Governor's Office of Planning and Research
State Clearinghouse
P. O. Box 3044
Sacramento, California 95812-3044

Guenther Moskat
CEQA Tracking Center
Department of Toxic Substances Control
P. O. Box 806
Sacramento, California 95812-0806

California Environmental Protection Agency

DEPARTMENT OF TOXIC SUBSTANCES CONTROL

The Voluntary Cleanup Program

In 1993, the California Environmental Protection Agency's Department of Toxic Substances Control (DTSC) introduced this streamlined program to protect human health and the environment, ensure investigation and cleanup is conducted in an environmentally sound manner and facilitate the reuse and redevelopment of these same properties. Using this program, ions, real estate developers, other private parties, and local and state agencies entering into Cleanup Program agreements will be able to restore properties quickly and efficiently, rather than having their projects compete for DTSC's limited resources with other lower-priority hazardous waste sites. This fact sheet describes how the Voluntary Cleanup Program works.

Prior to initiation of the Voluntary Cleanup Program, project proponents had few options for DTSC involvement in cleaning up low-priority sites. DTSC's statutory mandate is to identify, prioritize, investigate and cleanup sites where releases of hazardous substances have occurred. For years, the mandate meant that, if the site presented grave threat to public health or the environment, then it was listed on the State Superfund list and the parties responsible conducted the cleanup under an enforcement order, or DTSC used state funds to do so. Because of staff resource limitations, DTSC was unable to provide oversight at sites which posed lesser risk or had lower priority.

DTSC long ago recognized that no one's interests are served by leaving sites contaminated and unusable. The Voluntary Cleanup Program allows motivated parties who are able to fund the cleanup – and DTSC's oversight – to move ahead at their own speed to investigate and remediate their sites. DTSC has found that working cooperatively with willing and able project proponents is a more efficient and cost-effective approach to site investigation and cleanup. There are four steps to this process:

- √ **Eligibility and Application**
- √ **Negotiating the Agreement**
- √ **Site Activities**
- √ **Certification and Property Restoration**

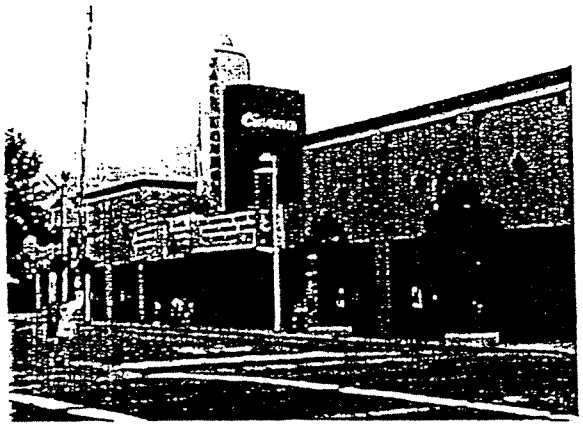
The rest of this fact sheet describes those steps and gives DTSC contacts.

August 1999

The Voluntary Cleanup Program

Step 1: Eligibility and Application

Most sites are eligible. The main exclusions are if the site is listed as a Federal or State Superfund site, is a military facility, or if it falls outside of DTSC's jurisdiction, as in the case where a site contains only leaking underground fuel tanks. Another possible limitation is if another agency currently has oversight, e.g. a county (for underground storage tanks). The current oversight agency must consent to transfer the cleanup responsibilities to DTSC before the proponent can enter into a Voluntary Cleanup Program agreement. Additionally, DTSC can enter into an agreement to work on a specified element of a cleanup (risk assessment or public participation, for example), if the primary oversight agency gives its consent. The standard application is attached to this fact sheet.



Jack London Square Theater, Oakland: Under the Voluntary Cleanup Program, a nine-screen theater was built atop a former Pacific Gas & Electric town gas site, creating a regional entertainment hub.

If neither of these exclusions apply, the proponent submits an application to DTSC, providing details about site conditions, proposed land use and potential community concerns. No fee is required to apply for the Voluntary Cleanup Program.

Romero Ranch, Santa Nella: A Voluntary Cleanup Agreement enabled the Nature Conservancy to use the land to preserve natural habitat and promote wildlife development rights.

Step 2: Negotiating the Agreement

Once DTSC accepts the application, the proponent meets with experienced DTSC professionals to negotiate the agreement. The agreement can range from services for an initial site assessment, to oversight and certification of a full site cleanup, based on the proponent's financial and scheduling objectives.

The Voluntary Cleanup Program agreement specifies the estimated DTSC costs, project scheduling, and DTSC services provided. Because every project must meet the same legal and technical cleanup requirements as State Superfund sites, and because DTSC staff provide oversight, the proponent is assured that the project will be completed in an environmentally sound manner.

CALIFORNIA ENVIRONMENTAL PROTECTION AGENCY
DEPARTMENT OF TOXIC SUBSTANCES CONTROL
SITE MITIGATION STATEWIDE CLEANUP OPERATIONS

VOLUNTARY CLEANUP PROGRAM APPLICATION

The purpose of this application is to obtain information necessary to determine the eligibility of the site for acceptance into the Voluntary Cleanup Program. Please use additional pages, as necessary, to complete your responses.

SECTION 1 PROPONENT INFORMATION

Proponent Name _____

Principal Contact Name

Phone ( )

Address _____

_____

Proponent's relationship to site

_____

_____

Brief statement of why the proponent is interested in DTSC services related to site

SECTION 2 SITE INFORMATION

Is this site listed on Calsites? ☐ Yes ☐ No
If Yes, provide specific name and number as listed

Name of Site _____

Address _____ City _____ County _____ ZIP _____

(Please attach a copy of an appropriate map page)

SECTION 2 SITE INFORMATION (continued)

Current Owner

Name _____

Address _____

Phone ( )

Background: Previous Business Operations

Name _____

Type _____

Years of Operation _____

If known, list all previous businesses operating on this property

_____

_____

_____

What hazardous substances/wastes have been associated with the site?

_____

_____

_____

What environmental media is/was/may be contaminated?

☐ Soil ☐ Air ☐ Groundwater ☐ Surface water

Has sampling or other investigation been conducted? ☐ Yes ☐ No

ɔify

_____

_____

If Yes, what hazardous substances have been detected and what were their maximum concentrations?

_____

_____

_____

SECTION 2 SITE INFORMATION (continued)

Are any Federal, State or Local regulatory agencies currently involved with the site? ☐ Yes ☐ No
If Yes, state the involvement, and give contact names and telephone numbers

Agency	Involvement	Contact Name	Phone

What is the future proposed use of the site?

What oversight service is being requested of the Department?

☐ PEA ☐ RI/FS ☐ Removal Action ☐ Remedial Action ☐ RAP ☐ Certification
☐ Other (describe the proposed project)

Is there currently a potential of exposure of the community or workers to hazardous substances at the site?
☐ Yes ☐ No If Yes, explain

SECTION 3 COMMUNITY PROFILE INFORMATION

Describe the site property (include approximate size)

Describe the surrounding land use (including proximity to residential housing, schools, churches, etc.)

Describe the visibility of activities on the site to neighbors

SECTION 3 COMMUNITY PROFILE INFORMATION (continued)

What are the demographics of the community (e.g., socioeconomic level, ethnic composition, specific language considerations, etc.)?

Local Interest
Has there been any media coverage?

Past Public Involvement
Has there been any past public interest in the site as reflected by community meetings, ad hoc committees, workshops, fact sheets, newsletters, etc.?

Key Issues and Concerns
Have any specific concerns/issues been raised by the community regarding past operations or present activities at the site?

Are there any concerns/issues anticipated regarding site activities?

Are there any general environmental concerns/issues in the community relative to neighboring sites?

Key Contacts
Please attach a list of key contacts for this site, including: city manager; city planning department; county environmental health department, local elected officials; and any other community members interested in the site. (Please include addresses and phone numbers.)

SECTION 4 CERTIFICATION

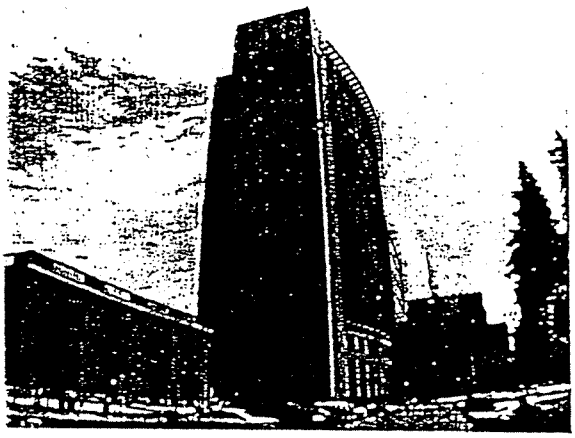
The signatories below are authorized representatives of the Project Proponent and certify that the preceding information is true to the best of their knowledge.

Proponent Representative Date Title

In the agreement, DTSC retains its authority to take enforcement action, if, during the investigation or cleanup, it determines that the site presents a serious health threat, and proper and timely action is not otherwise being taken. The agreement also allows the project proponent to terminate the Voluntary Cleanup Program agreement with 30 days written notice if they are not satisfied that it is meeting their needs.

Step 3: Site Activities

Prior to beginning any work, the proponent must have: signed the Voluntary Cleanup Program agreement; made the advance payment; and committed to paying all project costs, including those associated with DTSC's oversight. The project manager will track the project to make sure that DTSC is on schedule and within budget. DTSC will bill its costs quarterly so that large, unexpected balances should not occur.



The new Federal Courthouse, Sacramento: The largest construction project in the city's history benefited from the Voluntary Cleanup Program when cleaning up a railyard site.

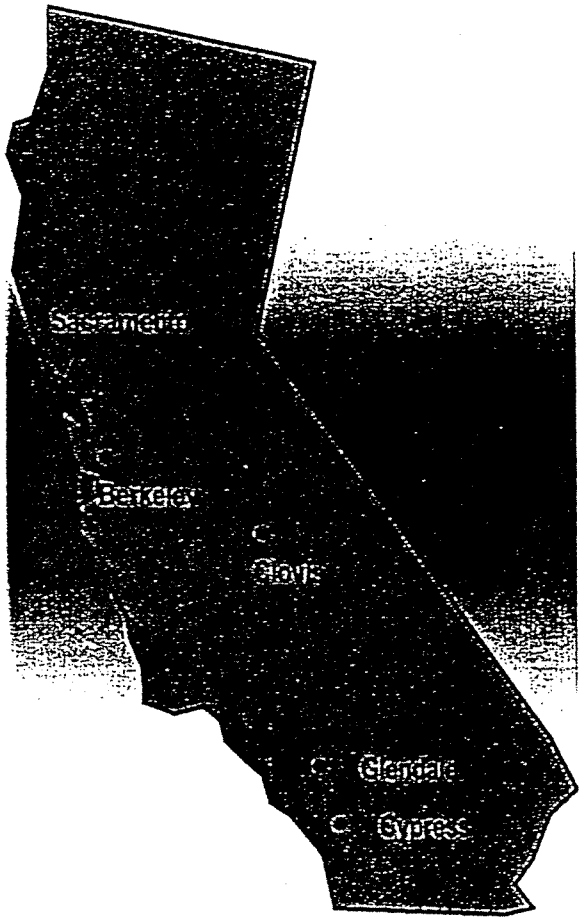
Once the proponent and DTSC have entered into a Voluntary Cleanup Program agreement, initial site assessment, site investigation or cleanup activities may begin. The proponent will find that DTSC's staff includes experts in every vital area. The assigned project manager is either a highly qualified Hazardous Substances Scientist or Hazardous Substances Engineer. That project manager has the support of well-trained DTSC toxicologists, geologists, engineers, industrial hygienists, specialists in public participation, and other technical experts.

The project manager may call on any of these specialists to join the team, providing guidance, review, comment and, as necessary, approval of individual documents and other work products. That team will also coordinate with other agencies, as appropriate, and will offer assistance in complying with other laws as needed to complete the project.

Step 4: Certification and Property Restoration

When remediation is complete, DTSC will issue either a site certification of completion or a "No Further Action" letter, depending on the project circumstances. Either means that what was, "The Site," is now property that is ready for redevelopment or other reuse.

To learn more about the Voluntary Cleanup Program, contact the DTSC representative in the Regional office nearest you:



DTSC office locations

North Coast California
Lynn Nakashima / Janet Naito
700 Heinz Avenue, Suite 200
Berkeley, California 94710-2721
(510) 540-3839 / (510) 540-3833

Central California
Megan Cambridge
10151 Croydon Way, Suite 3
Sacramento, California 95827
(916) 255-3727

Central California – Fresno Satellite
Tom Kovac
1515 Tollhouse Road
Clovis, California 93611
(209) 297-3939

Southern California (Glendale and Cypress)
Rick Jones
1011 Grandview Avenue
Glendale, California 91201
(818) 551-2862

Additional information on the Voluntary Cleanup Program and other DTSC Brownfields initiatives is available on DTSC's internet web page:

http://www.dtsc.ca.gov

Pacific Gas and
Electric Company

Land Services

111 Almaden Boulevard
San Jose, CA 95115

May 12. 2003

Dept. of Planning, Building and Code Enforcement
City of San Jose, City Hall Annex, Rm. 400
801 North First St.
San Jose, CA 95110
Attn: Susie Pineda

RE: Notice of Preparation
An Environmental Impact Report, Strategy 2000
For San Jose Greater Downtown Strategy For Development
At the central portion of Santa Clara County , San Jose (see attached Fig. 1)
City's File #: PP03-04-123
PG&E File : 40228169-y03-MR-74

Dear Ms. Pineda:

Thank you for the opportunity to review the Notice of Preparation of an Environmental Impact Report for San Jose Greater Downtown Strategy For Development at the central portion of Santa Clara County (see Fig. 1, attached) in San Jose.

PG&E owns and operates gas and electric facilities which are located within and adjacent to the proposed project. To promote the safe and reliable maintenance and operation of utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, project proponents should coordinate with PG&E early in the development of their project plans. Any proposed development plans should provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.

The developers will be responsible for the costs associated with the relocation of existing PG&E facilities to accommodate their proposed development. Because facilities relocation's require long lead times and are not always feasible, the developers should be encouraged to consult with PG&E as early in their planning stages as possible.

Relocations of PG&E's electric transmission and substation facilities (50,000 volts and above) could also require formal approval from the California Public Utilities Commission. If required, this approval process could take up to two years to complete. Proponents with development plans which could affect such electric transmission facilities should be referred to PG&E for additional information and assistance in the development of their project schedules.

Pacific Gas and Electric Company

Land Services

111 Almaden Boulevard
San Jose, CA 95115

We would also like to note that continued development consistent with City's General Plans will have a cumulative impact on PG&E's gas and electric systems and may require on-site and off-site additions and improvements to the facilities which supply these services. Because utility facilities are operated as an integrated system, the presence of an existing gas or electric transmission or distribution facility does not necessarily mean the facility has capacity to connect new loads.

Expansion of distribution and transmission lines and related facilities is a necessary consequence of growth and development. In addition to adding new distribution feeders, the range of electric system improvements needed to accommodate growth may include upgrading existing substation and transmission line equipment, expanding existing substations to their ultimate buildout capacity, and building new substations and interconnecting transmission lines. Comparable upgrades or additions needed to accommodate additional load on the gas system could include facilities such as regulator stations, odorizer stations, valve lots, distribution and transmission lines.

We would like to recommend that environmental documents for proposed development projects include adequate evaluation of cumulative impacts to utility systems, the utility facilities needed to serve those developments and any potential environmental issues associated with extending utility service to the proposed project. This will assure the project's compliance with CEQA and reduce potential delays to the project schedule.

We also encourage the Planning Office of the City to include information about the issue of electric and magnetic fields (EMF) in the Notice of Preparation. It is PG&E's policy to share information and educate people about the issue of EMF.

> Electric and Magnetic Fields (EMF) exist wherever there is electricity--in appliances, homes, schools and offices, and in power lines. There is no scientific consensus on the actual health effects of EMF exposure, but it is an issue of public concern. If you have questions about EMF, please call your local PG&E office. A package of information which includes materials from the California Department of Health Services and other groups will be sent to you upon your request.

PG&E remains committed to working with City to provide timely, reliable and cost effective gas and electric service to the planned area. We would also appreciate being copied on future correspondence regarding this subject as this project develops.

Pacific Gas and Electric Company

Land Services

111 Almaden Boulevard
San Jose, CA 95115

The California Constitution vests in the California Public Utilities Commission (CPUC) exclusive power and sole authority with respect to the regulation of privately owned or investor owned public utilities such as PG&E. This exclusive power extends to all aspects of the location, design, construction, maintenance and operation of public utility facilities. Nevertheless, the CPUC has provisions for regulated utilities to work closely with local governments and give due consideration to their concerns. PG&E must balance our commitment to provide due consideration to local concerns with our obligation to provide the public with a safe, reliable, cost-effective energy supply in compliance with the rules and tariffs of the CPUC.

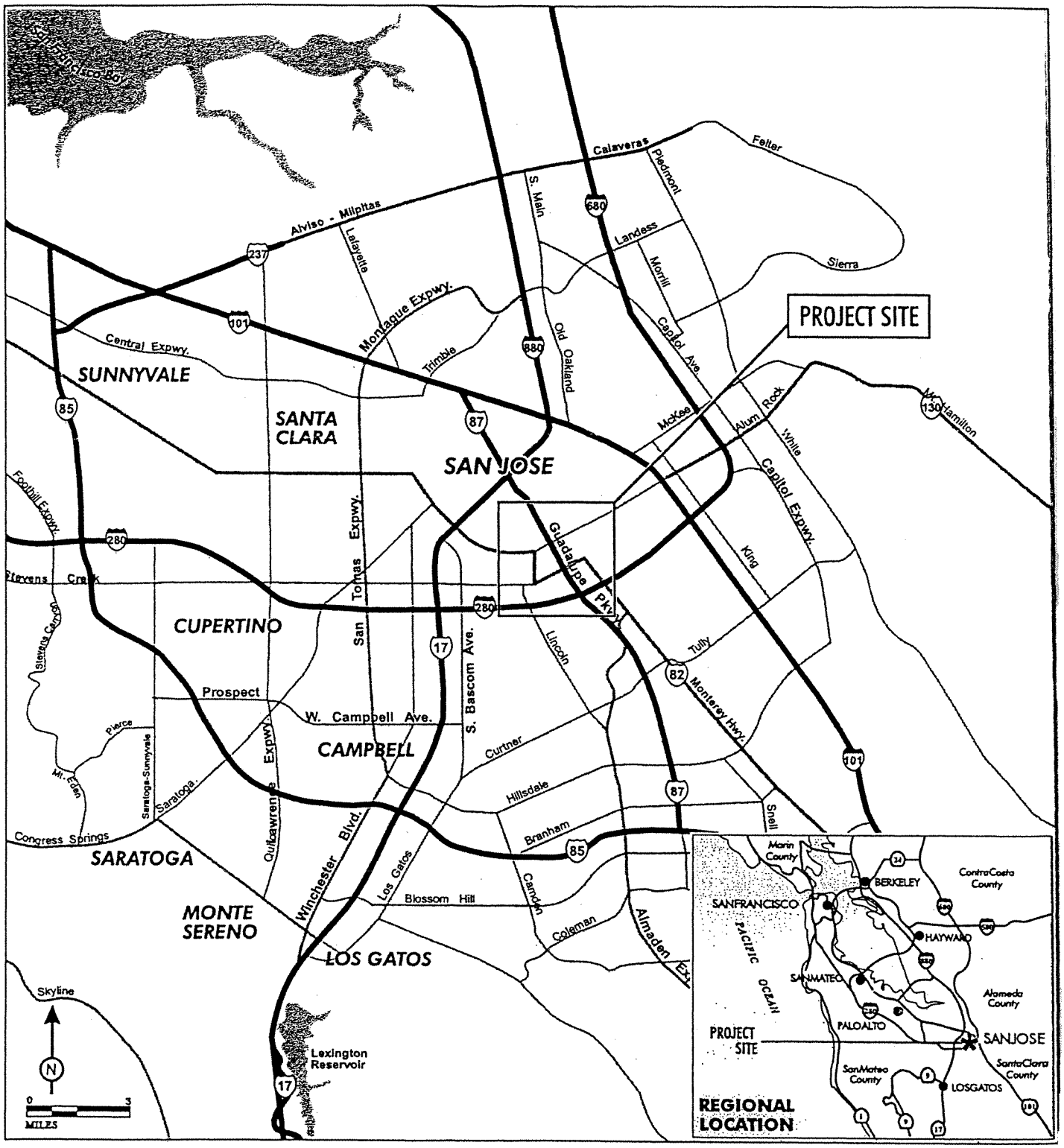
Should you require any additional information or have any questions, please call me at (408) 282-7401.

Sincerely,

Alfred Poon

Alfred Poon
Land Agent
South Coast Area, San Jose

Attachment



LSA

FIGURE 1

Strategy 2000 EIR
Regional Location

SOURCE: LSA ASSOCIATES, INC., 2002.

I:\GRAPHICS\JOBS\SJ0231 SJ DSP\FIGURES\FIG_1.AI (03/07/03)

California Regional Water Quality Control Board
San Francisco Bay Region

Winston H. Hickox
Secretary for Environmental Protection

Internet Address: http://www.swrcb.ca.gov
1515 Clay Street, Suite 1400, Oakland, California 94612
Phone (510) 622-2300 • FAX (510) 622-2460

Gray Davis
Governor

Date: MAY 14 2003
File No. 2188.05 (BKW)

Ms. Susie Pineda
City of San Jose
Planning, Building and Code Enforcement
801 North First Street, City Hall Annex, Room 400
San Jose, CA 95110-1795

SUBJECT: Notice of Preparation for the Downtown Strategy Draft Environmental Impact Report
SCH No. 2003042127

Dear Ms. Pineda:

Thank you for the opportunity for the San Francisco Bay Regional Water Quality Control Board (Regional Board) to comment on the *Notice of Preparation (NOP) for the Downtown Strategy Draft Environmental Impact Report* (Project). The *San Jose Greater Downtown Strategy Environmental Impact Report* (EIR) will evaluate the impacts of development envisioned by the previously prepared Strategy 2000. The proposed Project may include up to 800,000 to one million square feet of office space, 8,000 to 10,000 residential dwelling units, 900,0000 to 1.2 million square feet of retail space, and 2,000 to 5,000 units of hotel space. Regional Board staff have the following comments on the NOP.

Comment 1.
Text on page 4 of the NOP states that the EIR will address hydrology and flooding impacts. This section of the EIR should address hydrology and water quality. The Guadalupe River and Los Gatos Creek have both been negatively impacted by urban runoff. The *San Jose Greater Downtown Strategy* presents a valuable opportunity for reducing impacts to these water bodies as the downtown area is redeveloped. See Comment 2.

Comment 2.
The City of San Jose is a member of the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP). As a member of SCVURPPP, the City is a co-permittee under NDPES Permit No. CAS0299718 (Regional Board Order No. 01-024) for the discharge of urban runoff. Provision C.3 of NDPES Permit No. CAS0299718 has recently been revised to provide enhanced

performance standards for the management of stormwater at new development and significant redevelopment. Effective July 15, 2003, projects that result in the addition or replacement of more than 43,560 square feet of impervious surface are required to design and implement stormwater treatment best management practices (BMPs) to reduce stormwater pollution to the maximum extent practicable (MEP). Subsection d of Provision C.3 presents the numeric sizing criteria for pollutant removal treatment systems that are to be used in the design of stormwater treatment BMPs. Based on the material presented in the Notice of Preparation, the proposed project will be subject to these requirements.

The numeric sizing criteria in the NPDES permit specify that treatment BMPs are to be constructed that incorporate, at a minimum, the following hydraulic sizing design criteria to treat stormwater runoff. As appropriate for each criterion, local rainfall data are to be used or appropriately analyzed for the design of the BMPs.

Volume Hydraulic Design Basis: Treatment BMPs whose primary mode of action depends on volume capacity, such as detention/retention units or infiltration structures, shall be designed to treat stormwater runoff equal to:

1. the maximized stormwater quality capture volume for the area, based on historical rainfall records, determined using the formula and volume capture coefficients set forth in *Urban Runoff Quality Management, WEF Manual of Practice No. 23/ ASCE Manual of Practice No. 87, (1998)*, pages 175-178 (e.g., approximately the 85th percentile 24-hour storm runoff event); or
2. the volume of annual runoff required to achieve 80 percent or more capture, determined in accordance with the methodology set forth in Appendix D of the *California Stormwater Best Management Practices Handbook,* (1993), using local rainfall data.

Flow Hydraulic Design Basis: Treatment BMPs whose primary mode of action depends on flow capacity, such as swales, sand filters, or wetlands, shall be sized to treat:

1. 10% of the 50-year peak flow rate; or
2. the flow of runoff produced by a rain event equal to at least two times the 85th percentile hourly rainfall intensity for the applicable area, based on historical records of hourly rainfall depths; or
3. the flow of runoff resulting from a rain event equal to at least 0.2 inches per hour intensity.

Regional Board staff strongly encourage the use of landscape-based stormwater treatment measures, such as biofilters and vegetated swales, to manage runoff from the project sites. Since landscape-based stormwater treatment measures require that some of the site surface area be set aside for their construction, the proper sizing and placement of these features should be evaluated

early in the design process to facilitate incorporation of the features into the site landscaping. Regional Board staff discourage the use of inlet filter devices for stormwater management. Filtration systems require a maintenance program that is adequate to maintain the functional integrity of the systems and to ensure that improperly maintained filtration devices do not themselves become sources of stormwater contaminants or fail to function. Regional Board staff have observed problems with the use of inlet filter inserts, since these devices require high levels of maintenance and are easily clogged by leaves or other commonly occurring debris, rendering them ineffective. Research conducted by the California Department of Transportation has demonstrated that inlet filters can be clogged by a single storm event. The study found that these devices required maintenance before and after storm events as small as 0.1 inch of rain[1]. In addition, trash, debris, and sediment in the catchment had a significant impact on the frequency of maintenance. Therefore, adequate maintenance of inlet filters to provide MEP water quality treatment would be prohibitively expensive and impracticably time consuming.

Regional Board staff recommend that the Project proponents refer to *Start at the Source*, a design guidance manual for storm water quality protection, for a fuller discussion of the selection of stormwater management practices. This manual provides innovative procedures for designing structures, parking lots, drainage systems, and landscaping to mitigate the impacts of stormwater runoff on receiving waters. This manual may be obtained from most cities' planning departments, or by contacting the San Francisco Estuary Project (510-622-2465). Many effective management and treatment options require early incorporation in the site planning process. Therefore, it is important that effective stormwater management procedures be incorporated into the early design phase of projects.

If the *Greater Downtown Strategy* will result in the rebuilding of streets, Regional Board staff would like to encourage the City to incorporate stormwater management features into the designs of these streets, such as depressed vegetated swales along the medians or shoulders of the road, with curbs designed to transmit stormwater flows to the swales. Guidance manuals, such as *Green Streets, Innovative Solutions for Stormwater and Stream Crossings* (June 2002, ISBN 0-9662473-5-3), prepared by Metro (www.metro-region.org) can be consulted for additional street design ideas to reduce the impacts of stormwater runoff from streets.

[1] Othmer, Friedman, Borroum and Currier, November 2001, *Performance Evaluation of Structural BMPs: Drain Inlet Inserts (Fossil Filter™ and StreamGuard™) and Oil/Water Separator*, Sacramento, Caltrans.

If you have any questions regarding this letter, please feel free to contact me at (510) 622-5680 or by e-mail at bkw@rb2.swrcb.ca.gov.

Sincerely,

Brian Wines
Water Resources Control Engineer

cc State Clearinghouse, Attn: Katie Shulte Joung, P.O. Box 3044, Sacramento, CA 95812-3044
Santa Clara Valley Water Control District, Attn: Sue Tippets, Community Projects Review Unit 5750 Almaden Expressway, San Jose, CA 95118-3686

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5513
TTY (800) 735-2929

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May 14, 2003

SCL-87-6.10
SCL087086
SCH 2003042127

Ms. Suzie Pineda
City of San Jose
Department of Planning, Building and Code Enforcement
801 North First Street, Room 400
San Jose, CA 95110-1795

Dear Ms. Pineda:

Downtown Strategy Environmental Impact Report – Notice of Preparation

Thank you for including the California Department of Transportation in the environmental review process for the proposed project. We have examined the Notice of Preparation and have the following comments to offer:

Our primary concern with the project is the potentially significant impact it may have to traffic volume and congestion. In order to adequately address our concerns regarding the operation of Interstate 280, State Route 87, and the associated interchanges in the project area, we recommend a traffic impact analysis be prepared. The traffic impact analysis should include, but not be limited to the following:

1. Information on the project's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed.

2. Average Daily Traffic (ADT) and AM and PM peak hour volumes on all significantly affected streets and highways, including crossroads and controlling intersections.

3. Schematic illustration of the traffic conditions for: 1) existing, 2) existing plus project, and 3) cumulative for the intersections in the project area.

4. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect the State Highway facilities being evaluated.

5. Mitigation measures should consider highway and non-highway improvements and services. Special attention should be given to the development of alternate solutions to circulation problems that do not rely on increased highway construction.

6. All mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.

We recommend you utilize Caltrans' *"Guide for the Preparation of Traffic Impact Studies"* which can be accessed from the following webpage: http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

We look forward to reviewing the Draft Environmental Impact Report for this project. We do expect to receive a copy from the State Clearinghouse, but in order to expedite our review, you may send three hard copies and one digital copy in advance to:

Tom Holley
Transit and Community Planning
Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Should you require further information or have any questions regarding this letter, please call Tom Holley of my staff at (510) 622-8706.
Sincerely,

Patricia Maurice for

TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c: P. Crimmins (State Clearinghouse)

SANTA CLARA
Valley Transportation Authority

May 16, 2003

City of San Jose
Department of Planning and Building
801 North First Street
San Jose, CA 95110

Attention: Susie Pindeda

Subject: City File No. PP03-04-123 / San Jose Greater Downtown Strategy for Development: Strategy 2000

Dear Ms. Pineda:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the NOP for a Draft EIR on strategies and specific actions for development activities in the Greater Downtown for the next 10 years. The project area is generally bounded by Coleman Avenue, 4th Street, Stockton Street, and Interstate 280. We have the following comments.

The NOP states that traffic, circulation, transit use and parking patterns in the project vicinity will be included in the environmental analysis. Transportation, and particularly transit, will play an essential role in achieving the level of development proposed in the Downtown area. The February 2001 *Draft San Jose Greater Downtown Strategy for Development: Strategy 2000* document identified a goal of 25% transit commuting, which would greatly reduce the number of automobile trips in the future. Such a transit mode split would also potentially affect other environmental impacts such as air quality and noise.

VTA's current financial situation may restrict our ability to meet the levels of transit service that may be assumed to achieve the 25% transit mode split. Therefore, assumptions concerning all transportation modes should be clearly identified in the Draft EIR and supporting technical studies. This should specifically include the level of transit service assumed to be provided by VTA.

VTA currently provides a large amount of transit service to Downtown San Jose and is proceeding with plans for the proposed BART extension to Milpitas, San Jose and Santa Clara and Downtown East Valley projects. Development in Downtown should enhance the transit environment if appropriate consideration is given to transit during the planning phase. Any physical changes (including temporary changes) that could potentially impact either the existing or planned transit network should be disclosed in the EIR.

VTA requests a copy of the Draft EIR and the traffic study for San Jose Greater Downtown Strategy for Development: Strategy 2000

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

Sincerely,

Roy Molseed
Senior Environmental Planner

RM:kh

cc: Julie Render, VTA
Samantha Swan, VTA
Ebrahim Sohrabi, San Jose Public Works Department

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-4959
FAX (916) 653-9531

Flex your power!
Be energy efficient!

May 22, 2003

Ms. Susie Pineda
City of San Jose
801 North First Street
San Jose, CA 95110-1795

Dear Ms. Pineda:

Re: *City of San Jose's Notice of Preparation (NOP) for a Draft Environmental Impact Report (EIR) for the San Jose Greater Downtown Strategy for Development-Strategy 2000*

The California Department of Transportation, Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to CEQA. The following comments are offered for your consideration.

1. According to the NOP, this proposal creates a "comprehensive framework of guiding principles, strategies, and actions to serve as the guide for development activities in the Greater Downtown." The strategy plan calls for development of new residential, commercial, institutional, cultural and office uses in the Greater Downtown area.

2. The project area is located between one and two miles southeast of the Norman Y. Mineta San Jose International Airport, directly beneath the extended airport runway centerlines and will be subject to numerous aircraft overflights and subsequent noise and safety impacts.

3. Portions of the Downtown Strategy area are also within the 65 dB Community Noise Equivalent Level (CNEL) contour for the airport. San Jose International Airport is classified as a "noise problem airport" and is currently operating with a State Noise Variance. The Airport is working to resolve existing noise impact areas. New residential within the 65 dB CNEL is considered an incompatible use and should be discouraged. The Airport Noise Standards (Title 21, Subchapter 6, Sec 5012) states the "standard for the acceptable level of aircraft noise for persons living in the vicinity of airports is hereby established to be a community noise equivalent level of 65 decibels." Mitigation measures cannot reduce the impacts to a level of insignificance, however, the proposed mitigation measures should be in compliance with Santa Clara County's Airport Land Use Commission (ALUC) policies. A thorough airport-related noise analysis must be included in the Draft EIR. Should residential ultimately be allowed within the 65 dB CNEL, an avigation easement for aircraft noise should be attached to each residence so the airport is not forced further out of compliance with the Noise Standards.

4. Portions of the project site are within the Santa Clara County Airport Land Use Commission (ALUC) Referral Boundary as identified in the Land Use Plan for Areas Surrounding Santa Clara County Airports. The proposal must be submitted to the ALUC for a consistency determination. The proposal should also be coordinated with airport staff.

5. In addition, in accordance with CEQA, Public Resources Code 21096, the Department's Airport Land Use Planning Handbook (Handbook) must be utilized as a resource in the preparation of environmental documents for projects within an airport comprehensive land use plan boundaries or if such a plan has not been adopted, within two nautical miles of an airport. The Handbook is a resource that should be applied to all public use airports. The Handbook can be accessed at www.dot.ca.gov/hq/planning/aeronaut/ under the Office of Technical Services or please contact this office to request a copy.

6. Protecting people and property on the ground from the potential consequences of near-airport aircraft accidents is a fundamental land use compatibility-planning objective. To accomplish this, some form of land use restrictions is essential. The Handbook identifies six airport safety zones based on risk levels. The project site appears to be within Safety Zone 4 (Outer Approach/Departure Zone) as defined in the Handbook. Safety Zone 4 is situated along the extended runway centerline with approaching aircraft usually at less than traffic pattern altitude. The potential severity of an off-airport aircraft accident is highly dependent upon the nature of the land use at the accident site. Airport-related noise, safety and land use concerns should be thoroughly addressed in the Draft EIR.

7. The NOP refers to future institutional uses. Education code Section 17215 requires a site evaluation by the Division of Aeronautics for a proposed school site within two miles of a runway. Prior to acquisition of the land, the school district should be advised to submit a written request to the State Department of Education.

8. Another concern is structural height. Penetration of the airport approach surfaces or navigable airspace by any of the proposed buildings could result in a hazard to flight. The Federal Aviation Administration (FAA) pursuant to Federal Aviation Regulations Part 77 may require a Notice of Proposed Construction or Alteration (Form 7460-1). For further information, please refer to the FAA's Air Traffic and Airspace Management web page at http://www1.faa.gov/ats/ata/ATA400/oeaaa.html. A copy of the Form 7460-1 and FAA's advisory circular is enclosed for your reference.

9. The need for compatible and safe land uses near airports in California is both a local and a state issue. Along with protecting individuals who reside or work near an airport, the Division of Aeronautics views each of the 255 public use airports in California as part of the statewide transportation system, which is vital to the state's continued prosperity. This role will no doubt increase as California's population continues to grow and the need for efficient mobility becomes more crucial. We strongly feel that the protection of airports from incompatible land use encroachment is vital to California's economic future. The ALUC, however, is key to protecting the airport and the people residing and working in the vicinity of an airport.

These comments reflect the areas of concern to the Department's Division of Aeronautics with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our district office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,

Sandy Hesnard

SANDY HESNARD
Aviation Environmental Planner

c: State Clearinghouse,
Jaime Locquiao, Airport Noise Management Officer-San Jose International Airport
Santa Clara County ALUC

INSTRUCTIONS FOR COMPLETING FAA FORM 7460-1

PLEASE TYPE or PRINT

ITEM #1. Please include the name, address, and phone number of a personal contact point as well as the company name.

ITEM #2. Please include the name, address, and phone number of a personal contact point as well as the company name.

ITEM #3. New Construction would be a structure that has not yet been built.

Alteration is a change to an existing structure such as the addition of a side mounted antenna, a change to the marking and lighting, a change to power and/or frequency, or a change to the height. The nature of the alternation shall be included in **ITEM #21** "Complete Description of Proposal".

Existing would be a correction to the latitude and/or longitude, a correction to the height, or if filing on an existing structure which has never been studied by the FAA. The reason for the notice shall be included in **ITEM #21** "Complete Description of Proposal".

ITEM #4. If Permanent, so indicate. If Temporary, such as a crane or drilling derrick, enter the estimated length of time the temporary structure will be up.

ITEM #5. Enter the date that construction is expected to start and the date that construction should be completed.

ITEM #6. Please indicate the type of structure. DO NOT LEAVE BLANK.

ITEM #7. In the event that obstruction marking and lighting is required, please indicate type desired. If no preference, check "other" and indicate "no preference". DO NOT LEAVE BLANK. ***NOTE:*** *High intensity lighting shall be used only for structures over 500' AGL.* In the absence of high intensity lighting for structures over 500' AGL, marking is also required.

ITEM #8. If this is an existing tower that has been registered with the FCC, enter the FCC Antenna Structure Registration number here.

ITEM #9. and **#10.** Latitude and longitude must be geographic coordinates, accurate to within the nearest second or to the nearest hundredth of a second if known. Latitude and longitude derived solely from **a hand-held GPS instrument is NOT acceptable.** A hand-held GPS is only accurate to within 100 meters *(328 feet)* 95 per cent of the time. This data, when plotted, should match the site depiction submitted under **ITEM #20**.

ITEM #11. NAD 83 is preferred; however, latitude/longitude may be submitted in NAD 27. Also, in some geographic areas where NAD 27 and NAD 83 are not available other datums may be used. It is important to know which datum is used. DO NOT LEAVE BLANK.

ITEM #12. Enter the name of the nearest city/state to the site. If the structure is or will be in a city, enter the name of that city/state.

ITEM #13. Enter the **full** name of the nearest public-use ***(not private-use)*** airport *(or heliport)* or military airport *(or heliport)* to the site.

ITEM #14. Enter the distance **from** the airport or heliport listed in **#13 to the structure.**

ITEM #15. Enter the direction **from** the airport or heliport listed in **#13 to the structure.**

ITEM #16. Enter the site elevation above mean sea level and expressed in **whole feet** rounded to the nearest foot (e.g. 17' 3" rounds to 17', 17' 6" rounds to 18'). This data should match the ground contour elevations for site depiction submitted under **ITEM #20**.

ITEM #17. Enter the total structure height **above ground level** in **whole feet** rounded to the **next highest foot** (e.g. 17' 3" rounds to 18'). **The total structure height shall include anything mounted on top of the structure, such as antennas, obstruction lights, lightning rods, etc.**

ITEM #18. Enter the overall height above mean sea level and expressed in **whole feet**. This will be the total of **ITEM #16 + ITEM #17**.

ITEM #19. If an FAA aeronautical study was previously conducted, enter the previous study number.

ITEM #20. Enter the relationship of the structure to roads, airports, prominent terrain, existing structures, etc. Attach an 8-1/2" X 11" non-reduced copy of the appropriate 7.5 minute U.S. Geological Survey *(USGS)* Quadrangle Map MARKED WITH A PRECISE INDICATION OF THE SITE LOCATION. To obtain maps, Contact USGC at 1-800-435-7627 or via Internet at "http://mapping.usgs.gov". If available, attach a copy of a documented site survey with the surveyor's certification stating the amount of vertical and horizontal accuracy in feet.

ITEM #21.

- For transmitting stations, include maximum effective radiated power *(ERP)* and all frequencies.
- For antennas, include the type of antenna and center of radiation *(Attach the antenna pattern, if available).*
- For microwave, include azimuth relative to true north.
- For overhead wires or transmission lines, include size and configuration of wires and their supporting structures *(Attach depiction).*
- For **each** pole/support, include coordinates, site elevation, and structure height above ground level or water.
- For buildings, include site orientation, coordinates of **each** corner, dimensions, and construction materials.
- For alterations, explain the alteration thoroughly.
- For existing structures, thoroughly explain the reason for notifying the FAA *(e.g. corrections, no record of previous study, etc.).*

Filing this information with the FAA does not relieve the sponsor of this construction or alteration from complying with any other federal, state or local rules or regulations. If you are not sure what other rules or regulations apply to your proposal, contact local/state aviation and zoning authorities.

Paperwork Reduction Work Act Statement: This information is collected to evaluate the effect of proposed construction or alteration on air navigation and is not confidential. Providing this information is mandatory for anyone proposing construction or alteration that meets or exceeds the criteria contained in 14 CFR , part 77. We estimate that the burden of this collection is an average 19 minutes per response. An agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a currently valid OMB control number. The OMB control number for this collection is 2120-0001.

following construction or alteration shall notify the Administrator in the form and manner prescribed in §77.17:

(1) Any construction or alteration of more than 200 feet in height above the ground level at its site.

(2) Any construction or alteration of greater height than an imaginary surface extending outward and upward at one of the following slopes:

(i) 100 to 1 for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of each airport specified in paragraph (a) (5) of this section with at least one runway more than 3,200 feet in actual length, excluding heliports.

(ii) 50 to 1 for a horizontal distance of 10,000 feet from the nearest point of the nearest runway of each airport specified in paragraph (a) (5) of this section with its longest runway no more than 3,200 feet in actual length, excluding heliports.

(iii) 25 to 1 for a horizontal distance of 5,000 feet from the nearest point of the nearest landing and takeoff area of each heliport specified in paragraph (a) (5) of this section.

(3) Any highway, railroad, or other traverse way for mobile objects, of a height which, if adjusted upward 17 feet for an Interstate Highway that is part of the National System of Military and Interstate Highways where overcrossings are designed for a minimum of 17 feet vertical distance, 15 feet for any other public roadway, 10 feet or the height of the highest mobile object that would normally traverse the road, whichever is greater, for a private road, 23 feet for a railroad, and for a waterway or any other traverse way not previously mentioned, an amount equal to the height of the highest mobile object that would normally traverse it, would exceed a standard of paragraph (a) (1) or (2) of this section.

(4) When requested by the FAA, any construction or alteration that would be in an instrument approach area (defined in the FAA standards governing instrument approach procedures) and available information indicates it might exceed a standard of Subpart C of this part.

(5) Any construction or alteration on any of the following airports (including heliports):

(i) An airport that is available for public use and is listed in the Airport Directory of the current Airman's Information Manual or in either the Alaska or Pacific Airman's Guide and Chart Supplement.

(ii) An airport under construction, that is the subject of a notice or proposal on file with the Federal Aviation Administration, and except for military airports, it is clearly indicated that that airport will be available for public use.

(iii) An airport that is operated by an armed force of the United States.

(b) Each sponsor who proposes construction or alteration that is the subject of a notice under paragraph (a) of this section and is advised by an FAA regional office that a supplemental notice is required shall submit that notice on a prescribed form to be received by the FAA regional office at least 48 hours before the start of construction or alteration.

(c) Each sponsor who undertakes construction or alteration that is the subject of a notice under paragraph (a) of this section shall, within 5 days after that construction or alteration reaches its greatest height, submit a supplemental notice on a prescribed form to the FAA regional office having jurisdiction over the region involved, if —

(1) The construction or alteration is more than 200 feet above the surface level of its site; or

(2) An FAA regional office advises him that submission of the form is required.

construction or alteration:

(a) Any object that would be shielded by existing structures of a permanent and substantial character or by natural terrain or topographic features of equal or greater height, and would be located in the congested area of a city, town, or settlement where it is evident beyond all reasonable doubt that the structure so shielded will not adversely affect safety in air navigation.

(b) Any antenna structure of 20 feet or less in height except one that would increase the height of another antenna structure.

(c) Any air navigation facility, airport visual approach or landing aid, aircraft arresting device, or meteorological device, of a type approved by the Administrator, or an appropriate military service on military airports, the location and height of which is fixed by its functional purpose.

(d) Any construction or alteration for which notice is required by any other FAA regulation.

§77.17 Form and time of notice.

(a) Each person who is required to notify the Administrator under §77.13 (a) shall send one executed form set of FAA Form 7460-1, Notice of Proposed Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area within which the construction or alteration will be located. Copies of FAA Form 7460-1 may be obtained from the headquarters of the Federal Aviation Administration and the regional offices.

(b) The notice required under §77.13 (a) (1) through (4) must be submitted at least 30 days before the earlier of the following dates —

(1) The date the proposed construction or alteration is to begin.

(2) The date an application for a construction permit is to be filed.

However, a notice relating to proposed construction or alteration that is subject to the licensing requirements of the Federal Communications Act may be sent to the FAA at the same time the application for construction is filed with the Federal Communications Commission, or at any time before that filing.

(c) A proposed structure or an alteration to an existing structure that exceeds 2,000 feet in height above the ground will be presumed to be a hazard to air navigation and to result in an inefficient utilization of airspace and the applicant has the burden of overcoming that presumption. Each notice submitted under the pertinent provisions of this part 77 proposing a structure in excess of 2,000 feet above ground, or an alteration that will make an existing structure exceed that height, must contain a detailed showing, directed to meeting this burden. Only in exceptional cases, where the FAA concludes that a clear and compelling showing has been made that it would not result in an inefficient utilization of the airspace and would not result in a hazard to air navigation, will a determination of no hazard be issued.

(d) In the case of an emergency involving essential public services, public health, or public safety that requires immediate construction or alteration, the 30 day requirement in paragraph (b) of this section does not apply and the notice may be sent by telephone, telegraph, or other expeditious means, with an executed FAA Form 7460-1 submitted within five (5) days thereafter. Outside normal business hours, emergency notices by telephone or telegraph may be submitted to the nearest FAA Flight Service Station.

(e) Each person who is required to notify the Administrator by paragraph (b) or (c) of §77.13, or both, shall send an executed copy of FAA Form 7460-2, Notice of Actual Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area involved.

ADDRESSES OF THE REGIONAL OFFICES

Alaska Region
AK
Alaskan Regional Office
Air Traffic Division, AAL-530
222 West 7th Avenue
Anchorage, AK 99513
Tel: 907-271-5893

Central Region
IA, KS, MO, NE
Central Regional Office
Air Traffic Division, ACE-520
60 East 12th Street
Kansas City, MO 64106
Tel: 816-426-3408 or 3409

Eastern Region
DC, DE, MD, NJ, NY, PA, VA, WV
Eastern Regional Office
Air Traffic Division, AEA-520
JFK International Airport
Fitzgerald Federal Building
Jamaica, NY 11430
Tel: 718-553-2616

Great Lakes Region
IL, IN, MI, MN, ND, OH, SD, WI
Great Lakes Regional Office
Air Traffic Division, AGL-520
2300 East Devon Avenue
Des Plaines, IL 60018
Tel: 847-294-7568

New England Region
CT, MA, ME, NH, RI, VT
New England Regional Office
Air Traffic Division, ANE-520
12 New England Executive Park
Burlington, MA 01803-5299
Tel: 781-238-7520

Northwest Mountain Region
CO, ID, MT, OR, UT, WA, WY
Northwest Mountain Regional Office
Air Traffic Division, ANM-520
1601 Lind Avenue, SW
Renton, WA 98055-4056
Tel. 425-227-2520

Southern Region
AL, FL, GA, KY, MS, NC, PR, SC, TN, VI
Southern Regional Office
Air Traffic Division, ASO-520
1701 Columbia Avenue
College Park, GA 30337
Tel: 404-305-5585

Southwest Region
AR, LA, NM, OK, TX
Southwest Regional Office
Air Traffic Division, ASW-520
2601 Meacham Boulevard
Fort Worth, TX 76137-0520
Tel: 817-222-5531

Western Pacific Region
HI, CA, NV, AZ, GU
Western-Pacific Regional Office
Air Traffic Division, AWP-520
15000 Aviation Boulevard
Hawthorne, CA 90260
Tel: 310-725-6557

Please Type or Print on This Form

Form Approved OMB No. 2120-0001

U.S. Department of Transportation
Federal Aviation Administration

Failure To Provide All Requested Information May Delay Processing of Your Notice

Notice of Proposed Construction or Alteration

FOR FAA USE ONLY
Aeronautical Study Number

1. Sponsor *(person, company, etc. proposing this action)* :

Attn.of: _____

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ Fax: _____

2. Sponsor's Representative *(if other than #1)* :

Attn.of: _____

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ Fax: _____

3. Notice of: ☐ New Construction ☐ Alteration ☐ Existing

4. Duration: ☐ Permanent ☐ Temporary (____months, ____days)

5. Work Schedule: Beginning _____ End _____

6. Type: ☐ Antenna Tower ☐ Crane ☐ Building ☐ Power Line
☐ Landfill ☐ Water Tank ☐ Other _____

7. Marking/Painting and/or Lighting Preferred:

☐ Red Lights and Paint ☐ Dual - Red and Medium Intensity White
☐ White - Medium Intensity ☐ Dual - Red and High Intensity White
☐ White - High Intensity ☐ Other _____

8. FCC Antenna Structure Registration Number *(if applicable)*:

_____

9. Latitude: ____ ° ____ ' ____ . ____ "

10. Longitude: ____ ° ____ ' ____ . ____ "

11. Datum: ☐ NAD 83 ☐ NAD 27 ☐ Other _____

12. Nearest: City: _____ State: _____

13. Nearest *Public-use* *(not private-use)* or Military Airport or Heliport:

_____

14. Distance from #13. to Structure: _____

15. Direction from #13. to Structure: _____

16. Site Elevation *(AMSL)*: _____ ft.

17. Total Structure Height *(AGL)*: _____ ft.

18. Overall Height ***(#16. + #17.)*** *(AMSL)*: _____ ft.

19. Previous FAA Aeronautical Study Number *(if applicable)*:

_____ – OE

20. Description of Location: *(Attach a USGS 7.5 minute Quadrangle Map with the precise site marked and any certified survey.)*

21. Complete Description of Proposal:

Frequency/Power (kW)	

Notice is required by 14 Code of Federal Regulations, part 77 pursuant to 49 U.S.C., Section 44718. Persons who knowingly and willingly violate the notice requirements of part 77 are subject to a civil penalty of $1,000 per day until the notice is received, pursuant to 49 U.S.C., Section 46301 (a).

I hereby certify that all of the above statements made by me are true, complete, and correct to the best of my knowledge. In addition, I agree to mark and/or light the structure in accordance with established marking & lighting standards as necessary.

Date	Typed or Printed Name and Title of Person Filing Notice	Signature

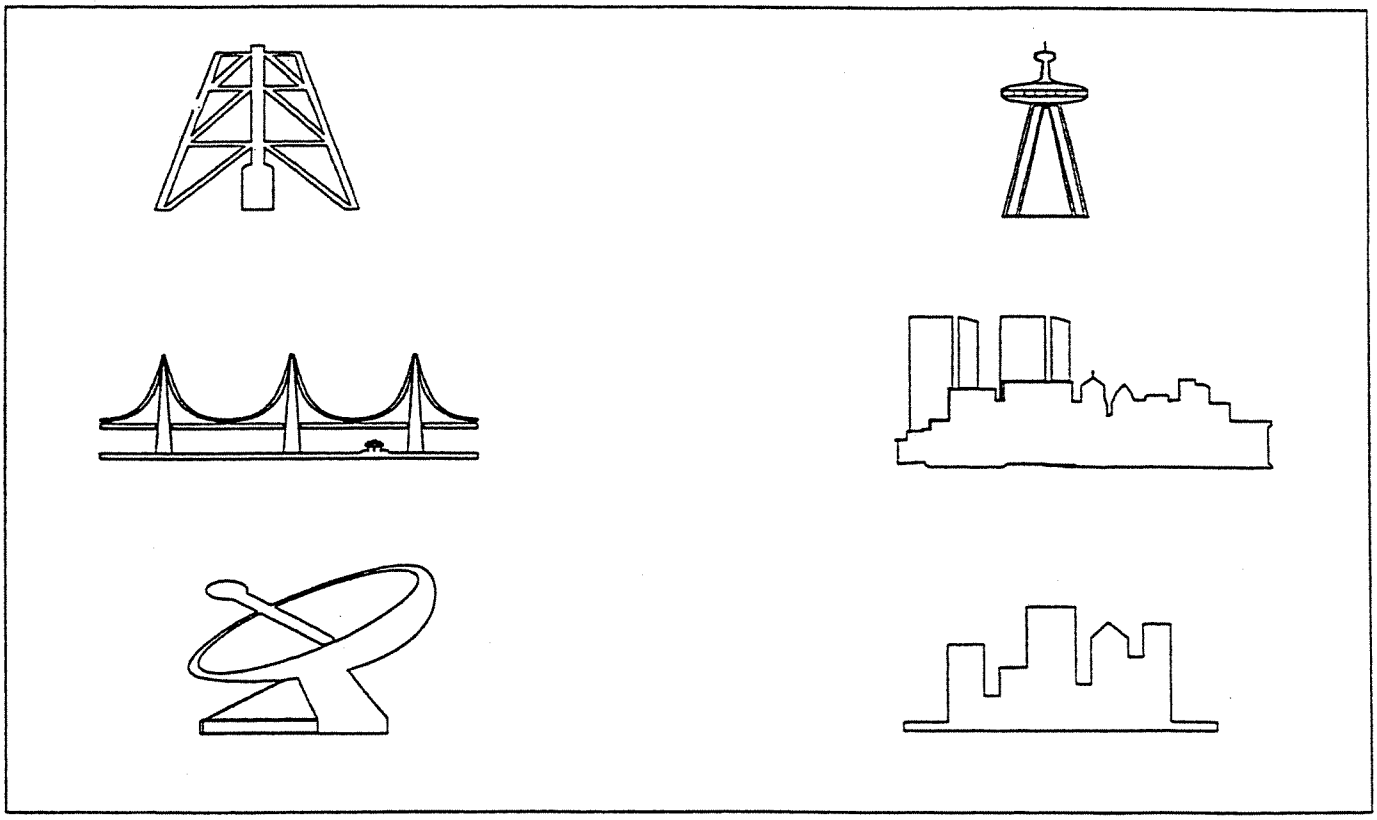
U.S. Department
of Transportation

**Federal Aviation
Administration**

ADVISORY CIRCULAR

AC 70/7460-2K

Proposed Construction or Alteration of Objects that May Affect the Navigable Airspace



Effective: March 1, 2000

Prepared by the Air Traffic
Airspace Management Program

U.S. Department of Transportation

Federal Aviation Administration

ADVISORY CIRCULAR

Subject: PROPOSED CONSTRUCTION OR ALTERATION OF OBJECTS THAT MAY AFFECT THE NAVIGABLE AIRSPACE

Date: 3/1/00 **AC No:** 70/7460.2K

Initiated by: ATA-400

1. PURPOSE.

This Advisory Circular (AC) provides information to persons proposing to erect or alter an object that may affect the navigable airspace. The AC also explains the requirement to notify the Federal Aviation Administration (FAA) before construction begins and FAA's responsibility to respond to these notices in accordance with Title 14 Code of Federal Regulations (14 CFR) part 77, Objects Affecting Navigable Airspace. Additionally, the AC explains the process by which to petition the FAA's Administrator for discretionary review of the determinations issued by the FAA.

2. CANCELLATION.

AC 70/7460-2J, Proposed Construction or Alteration of Objects That May Affect the Navigable Airspace, dated 11/29/95, is cancelled.

3. BACKGROUND/AUTHORITY.

a. 49 U.S.C. Section 44718 mandates, in pertinent part, that "The Secretary of Transportation shall require a person to give adequate public notice...of the construction or alteration, establishment or extension, or the proposed construction, alteration, establishment, or expansion, of any structure...when the notice will promote:

(1) safety in air commerce, and

(2) the efficient use and preservation of the navigable airspace and of airport traffic capacity at public-use airports."

b. To this end, 14 CFR Part 77 was issued prescribing that notice shall be given to the Administrator of certain proposed construction or alteration.

4. EFFECTIVE DATE.

This advisory circular becomes effective March 1, 2000.

5. NOTICES.

a. WHY IS NOTIFICATION REQUIRED?

In administering 14 CFR Part 77, the FAA's prime objectives are to ensure the safe and efficient use of the navigable airspace. The FAA recognizes that there are varied demands for the use of airspace, both by aviation and nonaviation interests. When conflicts arise out of construction proposals, the FAA emphasizes the need for conserving the navigable airspace. Therefore, early notice of proposed construction or alteration provides the FAA the opportunity to:

(1) Recognize potential aeronautical hazards to minimize the adverse effects to aviation.

(2) Revise published data or issue a Notice to Airmen (NOTAM) to alert pilots to airspace or procedural changes made as a result of the structure.

(3) Recommend appropriate marking and lighting to make objects visible to pilots. Before filing FAA Form 7460-1, Notice of Proposed Construction or Alteration, construction sponsors should become knowledgeable in the different types of obstruction marking and lighting systems that meet FAA standards. Information about these systems can be obtained from the manufacturers. Proponents can then determine which system best meets their needs based on purchase, installation, and maintenance costs. The FAA will make every effort to accommodate the request.

(4) Depict obstacles on aeronautical charts for pilotage and safety.

b. WHO MUST FILE NOTICE?

Any person or an agent who intends to sponsor construction is required to submit notice to the Administrator if the proposed construction or alteration falls within any of the following categories:

(1) *Greater than 200 feet in height.* The proposed object would be more than 200 feet above ground level (AGL) at its location.

NOTE-
See FIG 1 and FIG 2.

Greater Than 200 Feet AGL at Object's Location [Over Land]

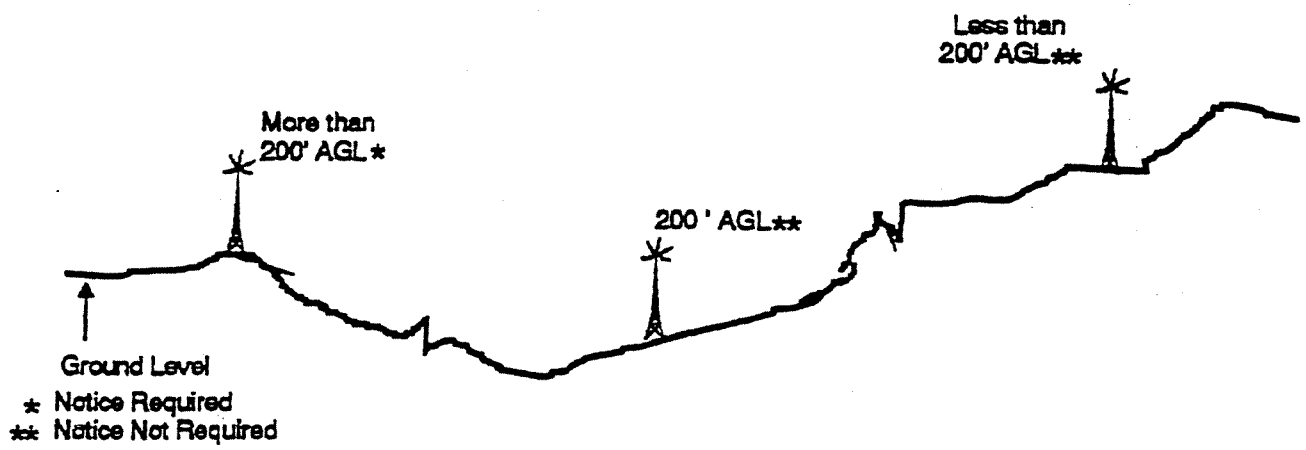
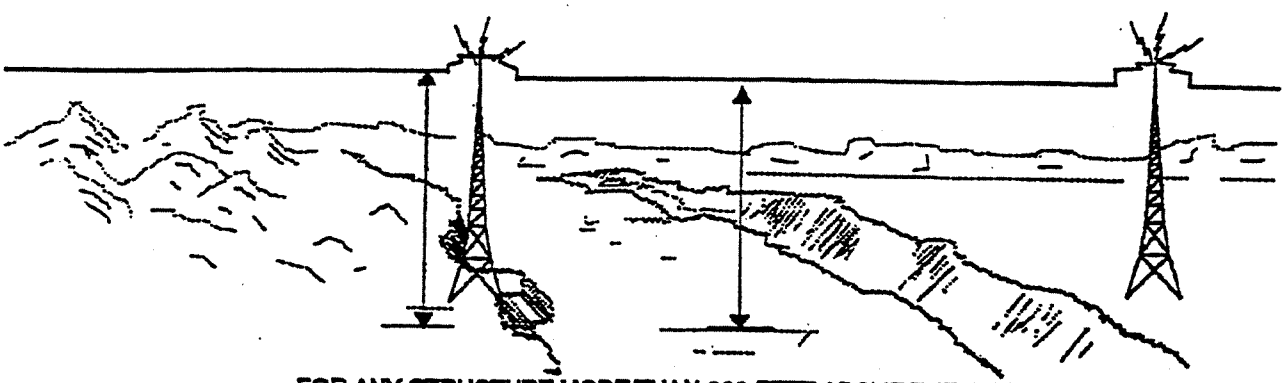


FIG 1

Greater Than 200 Feet AGL at Object's Location [Over Water]



FOR ANY STRUCTURE MORE THAN 200 FEET ABOVE THE SUFACE LEVEL OF ITS SITE (MEASURED FROM LOW WATER LEVEL WHEN CATENARY IS OVER WATER)

FIG 2

(2) *Near a Public-Use or Military Airport, Heliport, or Seaplance Base.* A public use airport, heliport or a seaplane base with visually marked seaplanes that is listed in the current Airport Facility Directory, the Alaska Supplement or the Pacific Chart Supplement, or near an airport operated by an armed force of the United States.

(a) *Airport or Seaplane Base.* The proposed object or alteration would be within:

(1) 20,000 feet of an airport or seaplane base with at least one runway more than 3,200 feet in length and the object would exceed a slope of 100:1 horizontally (100 feet horizontally for each 1 foot vertically) from the nearest point of the nearest runway.

(2) 10,000 feet of an airport or seaplane base that does not have a runway more than 3,200 feet in length and the object would exceed a 50:1 horizontal slope (50 feet horizontally for each 1 foot vertically) from the nearest point of the nearest runway.

NOTE-
See FIG 3.

Object Penetrates Airport/Seaplanes Base Surface

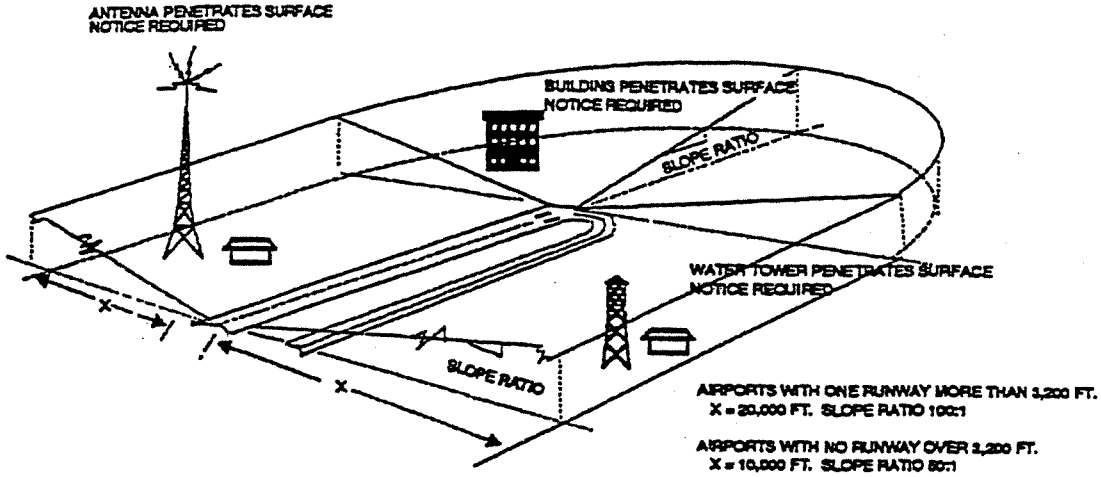


FIG 3

(b) *Heliport.* The proposed object would be within 5,000 feet of a heliport and would exceed a 25:1 horizontal slope (25 feet horizontally for each 1 foot vertically) from the nearest landing and takeoff area of that heliport.

NOTE-
See FIG 4.

Object Penetrates Heliport Surface

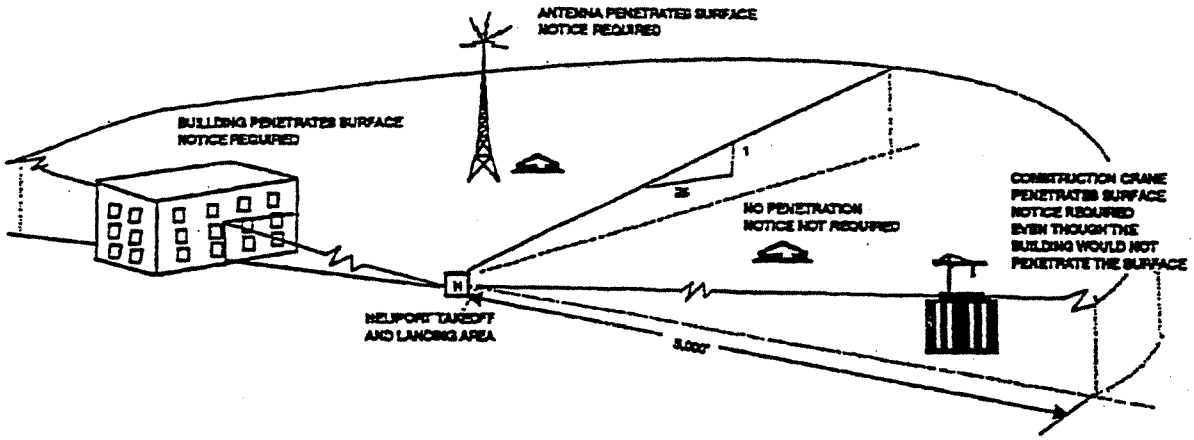


FIG 4

(3) Highways and Railroads. The proposed object is a traverse way which would exceed one or more of the standards listed in paragraphs a and b above, after the height of the object is adjusted upward as follows:

(a) Private road: 10 feet or the height of the highest mobile object that would traverse the roadway, whichever is greater.

(b) Other public roadways: 15 feet.

(c) Interstate Highways: 17 feet.

(d) Railroad: 23 feet.

(e) Waterway or any other thoroughfare not previously mentioned: an amount equal to the highest mobile object that would traverse the waterway or thoroughfare.

NOTE-
See FIG 5.

Proposed Object in a Traverse Way

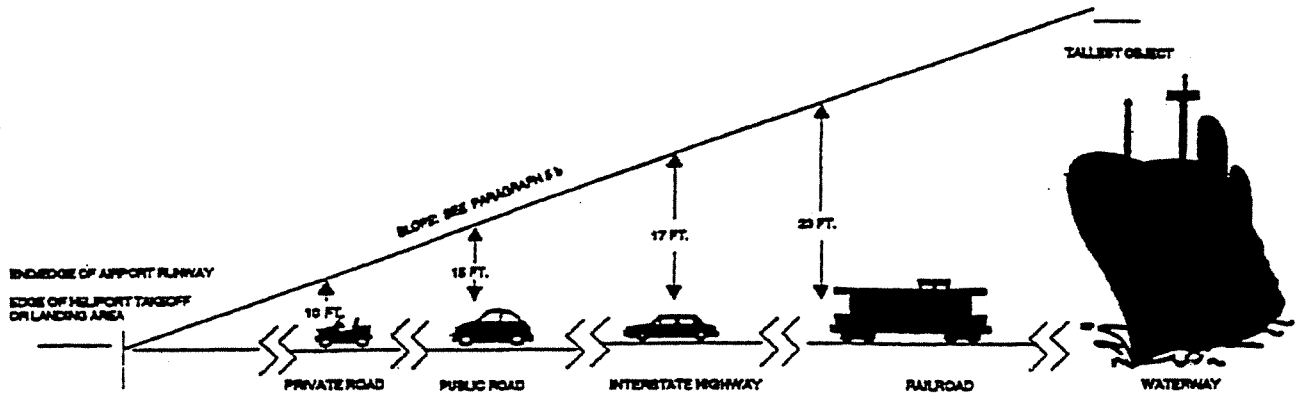


FIG 5

(4) *Objects on a Public-Use or Military Airport or Heliport.* The proposed construction or alteration would be on an airport or heliport, or any airport operated by an armed force of the United States, regardless of height or location.

(5) *When Requested by the FAA.* The FAA may request notice if available information indicates the proposal may exceed an obstruction standard or the proposal may cause electromagnetic interference to aircraft, particularly construction associated with an AM, FM, or TV station including a change in authorized frequency or transmitting power, may cause transmitted signals to be reflected upon ground-based or airborne air navigation communications equipment, or affect instrument procedures. In addition, notice may be requested when the proposal may affect an air traffic control procedure, may obstruct air traffic controllers' line of sight capability, or may affect air traffic control radar.

c. WHAT KIND OF STRUCTURES REQUIRE FAA NOTIFICATION?

The following are examples of structures requiring notice to the FAA.

(1) Proposed construction or alteration of structures such as:

(a) Buildings.

(b) Antenna Towers.

(c) Roadways.

(d) Overhead communications and transmission lines as well as the height of the supporting structures.

(e) Water towers and the supporting structure.

(2) Construction equipment or other temporary structures such as:

(a) Cranes.

(b) Derricks.

(c) Stockpiles of equipment.

(d) Earth moving equipment.

d. WHEN MUST NOTICES BE FILED?

Notice must be submitted:

(1) At least 30 days before the earlier of the following:

(a) The date the proposed construction or alteration is to begin, or

(b) The date the application for a construction permit will be filed.

(2) On or before the date the application for construction is filed with the Federal Communications Commission (FCC), if the proposed structure is subject to FCC licensing requirements.

(3) Immediately by telephone or other expeditious means to the nearest FSS, with written notification submitted within 5 days thereafter, if immediate construction or alteration is required as in cases involving public services, health or safety.

(4) As early as possible in the planning stage but not less than 30 days before construction will begin.

e. HOW AND WHERE TO FILE NOTICE.

Notification of the proposal should be made on FAA Form 7460-1, Notice of Proposed Construction or Alteration. Additional information such as charts and/or drawings that accurately depict the proposed construction or alteration should be included to

facilitate the FAA's analysis of the project. The completed form should be mailed to the Manager, Air Traffic Division, of the regional office having jurisdiction over the area within which the construction or alteration will occur.

NOTE-
Information on regional addresses may be found on the FAA's website at www.faa.gov/ats/ata/ata-400/oeaaa.htm or contact the FAA listed in local telephone books under United States Government.

f. PENALTY FOR FAILING TO PROVIDE NOTICE.

Persons who knowingly and willfully violate the notice requirements of 14 CFR part 77 are subject to a civil penalty.

g. COMPLIANCE RESPONSIBILITY.

A notice filed with the FAA does not relieve the proponent of compliance with laws, ordinances or regulations of any other Federal, state or local governmental entity.

h. ASSOCIATED PUBLICATIONS.

The following publications contain obstruction criteria, marking and lighting standards and specifications for lighting and paint.

(1) *Federal Aviation Regulations 14 CFR, part 77, Objects Affecting Navigable Airspace.* This part sets forth the requirements for notice to the FAA of proposed construction or alteration and provides standards for determining obstructions to navigable airspace. 14 CFR, part 77 (Stock No. 050-007-00276-9) may be ordered from:

Superintendent of Documents
U. S. Government Printing Office
Washington, DC 20402

(2) *Advisory Circulars.* FAA advisory circulars are available free of charge from:

Department of Transportation
TASC
Subsequent Distribution Office,
SVC-121.23
Ardmore East Business Center
3341 Q 75th Avenue
Landover, MD 20785

(a) *AC 70/7460-1,* Obstruction Marking and Lighting, describes the standards for marking and lighting structures such as buildings, chimneys, antenna towers, cooling towers, storage tanks, supporting structures of overhead wires, etc.

(b) *AC 150/5190-4,* A Model Zoning Ordinance to Limit Height or Objects Around Airports, provides a model-zoning ordinance to be used as a guide to control the height of objects around airports.

(c) *AC 150/5300-13,* Airport Design, includes planning information on electronic and visual navigational aids and air traffic control facility siting and clearance requirements that influence the physical layout of airports.

(d) *AC 150/5345-53,* Airport Lighting Equimpent Certification Program, addendum lists equipment model numbers and manufacturer's part numbers in compliance with item (e) below. The addendum is located on the Internet at the Office of Airports homepage: http://www.faa.gov/arp/arphome.htm under Advisory Circulars.

(e) *AC 150/5345-43,* Specification for Obstruction Lighting Equipment, contains specifications for equipment used in obstruction lighting systems.

(3) *Marking Specifications and Standards.* Aviation colors and paint standards and specifications are available from:

General Services Administration
Specifications Section
470 L'Enfant Plaza, Suite 8214
Washington, DC 20407

(4) *FAA Forms.* FAA forms are available free of charge from all FAA regional offices.

(a) *FAA Form 7460-1, Notice of Proposed Construction or Alteration,* is used to notify the FAA of proposed construction or alteration of an object that may affect the navigable airspace.

(b) *FAA Form 7460-2, Notice of Actual Construction or Alteration,* is used to notify the FAA of progress or abandonment, as requested on the form. The FAA regional office routinely includes this form with a determination when such information will be required. The information is used for charting purposes, to change affected aeronautical procedures and to notify pilots of the location of the structure.

i. ADMINISTRATIVE ASSISTANCE TO CONSTRUCTION PROPONENTS.

(1) Airspace specialists are available in each regional office to assist proponents in filing their notice. Proponents are encouraged to call in advance for appointments. Limited resources often prevent the specialist from responding spontaneously without advanced planning or preparation.

(2) To insure timely determinations, construction proponents must submit complete and accurate data. Lack of complete and accurate data could result in the return of the form. United States Geological Survey quadrangle maps are available at nominal costs to aid in determining

the geographical coordinates (latitude/longitude) and site elevation above mean sea level. The latitude/longitude information should be submitted in North American Datum of 1983. The quadrangle maps can be obtained from:

U.S. Geological Survey
Reston, Virginia 22092
Telephone No. (703) 860-6045

U.S. Geological Survey
District Branch
P.O. Box 25286, Bldg. #41
Denver, Colorado 80225
Telephone No. (303) 844-4169

(3) Airport planners are available for assistance with construction proposals on Federally obligated airports.

(4) Proposals for electronic transmitting devices should include frequency, effective radiated power (ERP), radiation center height (RCAMSL), and antenna characteristics such as number of bays, beam tilt, and null fill.

6. FAA's RESPONSIBILITY.

a. The FAA will acknowledge receipt of the notice.

b. After initial screening, the outcome of the screening will be sent to the filer and may state one of the following:

(1) The proposal is not identified as an obstruction and would not be a hazard to air navigation, or

(2) The proposal would be an obstruction unless reduced to a specified height and is presumed to be a hazard to air navigation pending further study. When this is indicated, the acknowledgement will either specify that the FAA has initiated further study, or the proponent may elect to reduce the height or request further study within (sixty) 60 days, in which event, the FAA will begin the study when the proponent so advises.

c. If further aeronautical study is initiated, public notice may be prepared and distributed for comments to those agencies, organizations, or individuals with known aeronautical interests to determine if the proposal would be a hazard to air navigation. State and local aviation authorities, as well as various military organizations of the Department of Defense, are also offered the opportunity to comment on the aeronautical effects of the proposal.

d. All responses received by the end of the specified comment period are analyzed by the FAA regional specialists for valid aeronautical comments and objections.

e. The office conducting the study may decide to conduct an informal airspace meeting with interested parties to discuss the effects of the proposal and to gather additional facts or information relevant to the study.

f. The FAA specialists may negotiate with the proponent during the study process to resolve any adverse effect(s) on aeronautical operations. Many times, a minor reduction in height and/or relocation of a proposed structure will eliminate or sufficiently minimize adverse aeronautical effects that would permit the issuance of a Determination of No Hazard to Air Navigation.

g. After the aeronautical study is completed, the regional office will normally issue a:

(1) Determination of Hazard to Air Navigation; or

(2) Determination of No Hazard to Air Navigation.

h. An FAA determination is a conclusion based on the study of a structure's projected impact on the safe and efficient use of the navigable airspace by aircraft. It should not be construed as an approval or disapproval of the project.

i. The FAA usually recommends marking and/or lighting of a structure when its height exceeds 200 feet above ground level (AGL) or exceeds Part 77 obstruction criteria. However, the FAA may recommend marking and/or lighting of a structure that does not exceed 200 feet AGL or Part 77 obstruction standards because of its particular location.

7. HOW TO PETITION THE ADMINISTRATOR FOR DISCRETIONARY REVIEW.

a. When a determination is issued under 14 CFR Section 77.19(except Section 77.19 c.)(1)), or Section 77.35 or when a revision or extension is issued under Section 77.39 (c), you may petition the FAA Administrator for a review of the determination, revision, or extension if you:

(1) Are the sponsor of the proposed construction or alteration,

(2) Stated a substantial aeronautical objection to the proposal during an aeronautical study, or

(3) Have a substantial aeronautical objection but were not given an opportunity to state it.

b. The petition must be submitted within 30 days after the issue date of the determination, revision, or extension and must contain a full statement of the basis upon which it is made. Submit an original and two copies to:

Manager, Airspace and Rules
Division, ATA-400
Federal Aviation Administration
800 Independence Avenue, SW
Washington, DC 20591

Nancy Kalinowski
for John S. Walker

Program Director, Air Traffic
Airspace Management Program

County of Santa Clara

Roads and Airports Department

101 Skyport Drive
San Jose, California 95110-1302
(408) 573-2400

May 28, 2003

Susie Pineda
Planning Department
City of San Jose, Room 400
801 North First Street
San Jose, CA 95110-1795

Subject: Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR)-San Jose Greater Downtown Strategy

City File No.: PP03-04-123

Dear Ms. Pineda:

Your April 16, 2003 NOP for the subject Draft EIR has been reviewed. Our comments are as follows:

(1) The Draft EIR should include a traffic analysis, listing the traffic impacts, due to the proposed project on the County facilities (e.g. San Tomas/Montague Expressway, Bascom Ave., Lincoln Ave. etc) The traffic analysis should discuss mitigation measures and identify the funding source of the required mitigation

(2) A copy of the Draft EIR should be furnished for our review and comments.

Please call me at 408-573-2465 if you have any questions.

We thank you for the opportunity to review this matter.

Sincerely,

Ashok Vyas
Land Development Services

cc: RBP, DEC, MA, JME, RJJ, RN, file

ALUC
SANTA CLARA COUNTY
Airport Land Use Commission
County Government Center, East Wing, 70 West Hedding Street, 7th Floor, San Jose,California 95110
(408) 299-2521 • FAX (408) 279-8537

May 28, 2003

Ms. Susie Pineda
City of San Jose
Department of Planning, Building and Code Enforcement
801 North First Street
Room 400
San Jose, CA 95110-1795

Re: City of San Jose File No. PP03-04-123: Notice of Preparation of an Environmental Impact Report for the San Jose Greater Downtown Strategy for Development: Strategy 2000

Dear Ms. Pineda:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the above-referenced project. The western portion of the project site lies within the Airport Land Use Commission's (ALUC) referral boundary for San Jose International Airport (SJIA) and is subject to a determination of consistency with the policies as defined in the ALUC *Land Use Plan for Areas Surrounding Santa Clara County Airports.*

The ALUC is currently revising its *Land Use Plan* to reflect the updated *San Jose International Airport Master Plan* and the California Department of Transportation *2002 California Airport Land Use Planning Handbook.* Since the ALUC is utilizing these documents in its revision it is strongly recommended that the EIR discuss the project's consistency with the noise, height and safety elements of these documents. The City of San Jose, along with all affected jurisdictions, will have the opportunity to comment on the proposed revisions prior to adoption, which is anticipated for Fall 2003.

Given the proximity of the project site to San Jose International Airport, ALUC staff recommends that the EIR closely examine the following issues:

Noise Impacts

The project site is subject to noise from aircraft operations at SJIA. The Community Noise Equivalent Level (CNEL) is the primary resource used by the ALUC to determine the consistency of proposed land uses with the ALUCs *Land Use Plan.* The project site is subject to several CNEL noise contours, according to the adopted SJIA *Noise Exposure Map 2006* and the projected 2010 noise contour map in the SJIA *Master Plan.* According to Table One: *Land Use Compatibility Chart for Aircraft Noise in the Vicinity of San Jose International Airport* in the ALUC *Land Use Plan,* residential, educational, and cultural land uses are considered "unsatisfactory" within the 65 CNEL contour and are therefore considered incompatible with the *Land Use Plan.* Commercial uses, including retail and office uses, and recreational uses are considered satisfactory up to the 65 contour.

Between the 65 and 75 CNEL contour they are considered satisfactory only with the incorporation of construction elements to achieve maximum interior noise decibel levels as listed in the *Land Use Plan*.

The NOP states that noise levels will be evaluated for consistency with City of San Jose standards and guidelines, and mitigation measures to reduce noise impacts will be identified where warranted. Projected noise levels must also be evaluated for compliance with all applicable ALUC noise policies, including those for CNEL and Single Event Noise Exposure Levels (SENEL), and any mitigation measures should achieve interior decibel reduction levels as listed in the *Land Use Plan*. In addition, project consistency with all applicable noise policies and guidelines listed in the State *Handbook* is also encouraged.

Height Impacts/Aviation Safety

The project site is within the designated height restriction boundary for SJIA. In addition, the western portion of the site lies within the approach flight path for SJIA. Therefore, any resultant development would be subject to specific height limits established by the FAA and listed in the *Land Use Plan*. The height policies of the ALUC generally defer to compliance with the adopted FAA Part 77 imaginary surface. The EIR should discuss the project's consistency with this surface and identify mitigation measures, including dedication of avigation easements, as a condition of project approval to ensure that any resultant development will not impact this surface.

Airport Safety Zones

The project site is not located within the boundary of any existing safety zone for SJIA and would not be subject to existing safety zone policies. However, as the ALUC revises its policies and safety zone boundaries for SJIA it is likely to incorporate the guidelines as listed in the State *Handbook*. Therefore, the EIR should include the safety zone definitions and development guidelines in the *Handbook* in its discussion of consistency with applicable land use plans and policies.

ALUC staff requests a copy of the EIR when available, and requests that the City of San Jose refer any subsequent General Plan amendment and rezoning applications to the ALUC upon completion of the EIR process. If you have any questions, please call me at (408) 299-5785.

Sincerely,

Derek Farmer

Derek Farmer
ALUC Staff Coordinator

cc: Cary Greene, San Jose International Airport
Sandy Hesnard, CalTrans Division of Aeronautics

BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

June 6, 2003

Susie Pineda
Department of Planning, Building & Code Enforcement
City of San Jose
801 North First Street, Room 400
San Jose, CA 95110-1795

Subject: San Jose Greater Downtown Strategy for Development: *Strategy 2000*

Dear Ms. Pineda:

Bay Area Air Quality Management District (District) staff have received your agency's Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the San Jose Greater Downtown Strategy for Development: *Strategy 2000* plan. The plan creates a comprehensive framework of guiding principles, strategies, and actions to serve as the guide for development activities in Greater Downtown San Jose. The City's Redevelopment Agency will consider the prioritized recommendations in this plan when making development decisions over the next 10 years. According to the NOP, future development anticipated to occur in the plan area during the planning horizon include: 8 to 10 million square feet of office space; 8,000 to 10,000 new residential units; 900,000 to 1.2 million square feet of retail space; and four to five new hotel projects.

District staff agree with the NOP's conclusion that the DEIR should analyze the project's potential impacts upon air quality. The Bay Area is currently a non-attainment area for national and state ambient air quality standards for ground level ozone and state standards for fine particulate matter. The air quality standards are set at levels to protect public health and welfare. Toxic air contaminants are also an area of serious concern in the Bay Area. Any project which exposes sensitive receptors or the general public to substantial levels of criteria air pollutants or toxic air contaminants would be deemed to have a significant impact and would need to be properly mitigated. As general background for readers, the DEIR should discuss the health effects of air pollution, and it should provide quantitative summaries of the region's attainment status with regard to ambient air quality standards and the contribution of mobile and stationary sources to air pollution emissions.

The DEIR should also evaluate potential nuisance impacts, such as odors and dust, that could result from plan implementation. Odors and dust may not necessarily cause physical harm, but can still be unpleasant and can motivate citizen complaints. Particulate matter (PM) is a pollutant of concern for both nuisance and health-related reasons. PM larger than ten microns is more likely to be a public nuisance than a serious health hazard, while research has demonstrated a correlation between high levels of fine PM and increased mortality rates as well as high incidences of chronic respiratory illness. The DEIR should evaluate whether the proposed plan creates or exacerbates land use conflicts that would result in adverse air quality impacts. For example, we would be concerned if new

housing were built adjacent to an existing industrial facility, creating potential air quality nuisances for residents. The DEIR should address all potential air quality impacts of development proposed in the project area, including the impact of existing industrial and commercial land uses upon potential new residents and other sensitive receptors.

As part of the Regional Agencies Smart Growth Strategy/Regional Livability Footprint Project, Santa Clara County residents recently expressed a strong preference for more infill and mixed use development that provides a range of travel options. We believe that through land use decisions that support transit, walking and cycling, Bay Area cities and counties can help to reduce the rate of increase in vehicle miles traveled and improve local and regional air quality. The District strongly recommends that the plan provide policies and programs that will implement smart growth strategies that have come out of that region-wide planning process. We suggest that the City consider incorporating the following land use and design features in the plan: transit-oriented development; higher density and in-fill development; mixed-use; neighborhood-serving commercial uses; and bicycle/pedestrian safety and access.

In particular, we recommend that the City emphasize the opportunities for transit-oriented development in the *Strategy 2000* plan area. The majority of the plan area is located in a transit-rich part of San Jose within walking distance of a number of VTA bus routes and light rail stations, Caltrain stations, and the future San Jose BART line. *Strategy 2000* should identify strategies to strengthen linkages between the future development and these mass transit nodes In addition, the City can maximize the benefits of the downtown development strategy by encouraging as many appropriate transportation demand management (TDM) measures as possible, including: reduced or shared parking; parking cash-out; transit subsidies such as VTA's EcoPass program; and bicycle/pedestrian facilities and access. These measures promote transportation alternatives to the single-occupant vehicle, which help to mitigate air quality impacts.

The DEIR should also include an analysis of the *Strategy 2000* plan's consistency with the Bay Area 2000 Clean Air Plan (CAP). In order to evaluate the plan's consistency with the CAP, the City should consider the following: the plan's consistency with the CAP's population and vehicle use projections, the extent to which the plan implements transportation control measures from the CAP, and whether the plan provides buffer zones around sources of odors, toxics, and accidental releases. Keep in mind that if planned appropriately, new development in this area will not necessarily result in vehicle use increasing at a rate inconsistent with the CAP. Using a smart growth model of development can encourage more walking, biking and transit use and result in less vehicle miles traveled than traditional, single-use sprawl development.

In many cases, it is not necessary for jurisdictions to quantify future air pollutant emissions as part of their analysis of plan consistency. For more details, we recommend that the City refer to the *BAAQMD CEQA Guidelines: Assessing the Air Quality Impacts of Projects and Plans (1999).* The document provides guidance on best practices for assessing and mitigating air quality impacts related to plan consistency, as well as for construction emissions, land use/design measures, project operations, motor vehicles, nuisance impacts and more. If you do not already have a copy of our guidelines, we recommend you obtain a copy by calling our Public

Information Division at (415) 749-4900 or downloading the online version from the District's website at http://www.baaqmd.gov/planning/plntrns/ceqaguid.htm.

The NOP indicates that old structures including warehouses and underground storage tanks exist in the plan area, and that redevelopment is likely to involve the demolition and removal of such structures. These actions could expose people to hazardous materials such as asbestos, lead-based paint and/or contaminated soil. Such activities require careful mitigation planning and may require prior approval from the District. For more information on District regulations regarding demolition and soil remediation, please contact our Compliance and Enforcement Division at (415) 749-4762.

If you have any questions regarding these comments, please contact Suzanne Bourguignon, Environmental Planner, at (415) 749-5093.

Sincerely,

William C. Norton
Executive Officer/APCO

WN:SB

cc: BAAQMD Director Liz Kniss
BAAQMD Director Julia Miller
BAAQMD Director Dena Mossar

APPENDIX B

TRANSPORTATION IMPACT ANALYSIS

[See Technical Appendices Volume 2]

APPENDIX C

AIR QUALITY TECHNICAL MATERIALS

C.1 SAN JOSE DOWNTOWN 2020 PLUS PROJECT

C.2 SAN JOSE DOWNTOWN EXISTING

APPENDIX C.1

SAN JOSE DOWNTOWN 2020 PLUS PROJECT

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: San Jose 2020 P 1
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 30. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 10. DEGREES TEMP= 8.3 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. SR87 NBA	*	5	-150	5	0	* AG	709	2.2	.0	10.0
B. SR87 NBD	*	5	0	5	150	* AG	765	2.2	.0	10.0
C. SR87 NBL	*	5	-150	0	0	* AG	938	2.2	.0	10.0
D. SR87 SBA	*	-5	150	-5	0	* AG	558	2.2	.0	10.0
E. SR87 SBD	*	-5	0	-5	-150	* AG	558	2.2	.0	10.0
F. SR87 SBL	*	-5	150	0	0	* AG	348	2.2	.0	10.0
G. Julian EBA	*	-150	-11	0	-11	* AG	683	2.2	.0	10.0
H. Julian EBD	*	0	-11	150	-11	* AG	1196	2.2	.0	10.0
I. Julian EBL	*	-150	-9	0	0	* AG	115	2.2	.0	10.0
J. Julian WBA	*	150	5	0	5	* AG	2706	2.2	.0	10.0
K. Julian WBD	*	0	5	-150	5	* AG	3538	2.2	.0	10.0
L. Julian WBL	*	150	2	0	0	* AG	0	2.2	.0	10.0
M. SR87 NBAX	*	5	-750	5	-150	* AG	1647	2.2	.0	10.0
N. SR87 NBDX	*	5	150	5	750	* AG	765	2.2	.0	10.0
O. SR87 SBAX	*	-5	750	-5	150	* AG	906	2.2	.0	10.0
P. SR87 SBDX	*	-5	-150	-5	-750	* AG	558	2.2	.0	10.0
Q. Julian EBAX	*	-750	-11	-150	-11	* AG	798	2.2	.0	10.0

R. Julian EBDX	*	150	-11	750	-11	* AG	1196	2.2	.0	10.0
S. Julian WBAX	*	750	5	150	5	* AG	2706	2.2	.0	10.0
T. Julian WBDX	*	-150	5	-750	5	* AG	3538	2.2	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: San Jose 2020 P 1
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. SE	*	12	-17	1.8
2. NW	*	-12	13	1.8
3. SW	*	-12	-17	1.8
4. NE	*	12	14	1.8
5. ES mdblk	*	150	-17	1.8
6. WN mdblk	*	-150	13	1.8
7. WS mdblk	*	-150	-17	1.8
8. EN mdblk	*	150	14	1.8
9. SE mdblk	*	12	-150	1.8
10. NW mdblk	*	-12	150	1.8
11. SW mdblk	*	-12	-150	1.8
12. NE mdblk	*	12	150	1.8
13. ES blk	*	600	-17	1.8
14. WN blk	*	-600	13	1.8
15. WS blk	*	-600	-17	1.8
16. EN blk	*	600	14	1.8
17. SE blk	*	12	-600	1.8
18. NW blk	*	-12	600	1.8
19. SW blk	*	-12	-600	1.8
20. NE blk	*	12	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: San Jose 2020 P 1
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	279.	.9	.0	.0	.1	.0	.0	.0	.2	.0
2. NW	99.	1.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	82.	.9	.0	.0	.0	.0	.0	.0	.0	.3
4. NE	262.	1.1	.0	.1	.0	.0	.0	.0	.0	.0
5. ES mdblk	278.	.8	.0	.0	.0	.0	.0	.0	.0	.4
6. WN mdblk	98.	1.1	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	82.	.7	.0	.0	.0	.0	.0	.0	.2	.0
8. EN mdblk	262.	.8	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	352.	.8	.2	.0	.3	.0	.0	.0	.0	.0
10. NW mdblk	173.	.6	.0	.0	.0	.2	.0	.1	.0	.0
11. SW mdblk	7.	.6	.0	.0	.1	.0	.2	.0	.0	.0
12. NE mdblk	186.	.6	.0	.2	.0	.0	.0	.0	.0	.0
13. ES blk	277.	.8	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	98.	1.1	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	82.	.7	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	262.	.8	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	.7	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.5	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	7.	.5	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.5	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: San Jose 2020 P 1
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.2
2. NW	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0
4. NE	.0	.0	.7	.0	.0	.0	.0	.0	.0	.0	.0	.1
5. ES mdblk	.0	.1	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.8	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.2	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.9
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.3
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.6	.0
17. SE blk	.0	.0	.0	.0	.5	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.1	.3	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.2	.0	.0	.2	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.3	.1	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: San Jose 2020 P 2
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	30. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	8.3 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. SR101 NBA	*	5	-150	5	0	* AG	1481	2.2	.0	10.0
B. SR101 NBD	*	5	0	5	150	* AG	1798	2.2	.0	10.0
C. SR101 NBL	*	2	-150	0	0	* AG	0	2.2	.0	10.0
D. SR101 SBA	*	-11	150	-11	0	* AG	1059	2.2	.0	10.0
E. SR101 SBD	*	-11	0	-11	-150	* AG	1976	2.2	.0	10.0
F. SR101 SBL	*	-9	150	0	0	* AG	1089	2.2	.0	10.0
G. Oaklan EBA	*	-150	-7	0	-7	* AG	934	2.2	.0	10.0
H. Oaklan EBD	*	0	-7	150	-7	* AG	1740	2.2	.0	10.0
I. Oaklan EBL	*	-150	-5	0	0	* AG	951	2.2	.0	10.0
J. Oaklan WBA	*	150	0	0	0	* AG	0	2.2	.0	10.0
K. Oaklan WBD	*	0	0	-150	0	* AG	0	2,2	.0	10.0
L. Oaklan WBL	*	150	2	0	0	* AG	0	2.2	.0	10.0
M. SR101 NBAX	*	5	-750	5	-150	* AG	1481	2.2	.0	10.0
N. SR101 NBDX	*	5	150	5	750	* AG	1798	2.2	.0	10.0
O. SR101 SBAX	*	-11	750	-11	150	* AG	2148	2.2	.0	10.0
P. SR101 SBDX	*	-11	-150	-11	-750	* AG	1976	2.2	.0	10.0
Q. Oaklan EBAX	*	-750	-7	-150	-7	* AG	1885	2.2	.0	10.0

R. Oaklan EBDX	*	150	-7	750	-7	*	AG	1740	2.2	.0	10.0
S. Oaklan WBAX	*	750	0	150	0	*	AG	0	2.2	.0	10.0
T. Oaklan WBDX	*	-150	0	-750	0	*	AG	0	2.2	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: San Jose 2020 P 2
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. SE	*	14	-14	1.8
2. NW	*	-17	7	1.8
3. SW	*	-17	-14	1.8
4. NE	*	12	7	1.8
5. ES mdblk	*	150	-14	1.8
6. WN mdblk	*	-150	7	1.8
7. WS mdblk	*	-150	-14	1.8
8. EN mdblk	*	150	7	1.8
9. SE mdblk	*	14	-150	1.8
10. NW mdblk	*	-17	150	1.8
11. SW mdblk	*	-17	-150	1.8
12. NE mdblk	*	12	150	1.8
13. ES blk	*	600	-14	1.8
14. WN blk	*	-600	7	1.8
15. WS blk	*	-600	-14	1.8
16. EN blk	*	600	7	1.8
17. SE blk	*	14	-600	1.8
18. NW blk	*	-17	600	1.8
19. SW blk	*	-17	-600	1.8
20. NE blk	*	12	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: San Jose 2020 P 2
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	351.	1.0	.0	.4	.0	.0	.0	.1	.0	.2
2. NW	173.	1.0	.0	.0	.0	.0	.5	.0	.0	.0
3. SW	9.	1.0	.0	.1	.0	.3	.1	.1	.1	.0
4. NE	262.	.9	.0	.2	.0	.0	.0	.1	.1	.0
5. ES mdblk	277.	.7	.0	.0	.0	.0	.0	.0	.0	.5
6. WN mdblk	97.	.5	.0	.0	.0	.0	.0	.0	.1	.0
7. WS mdblk	81.	.7	.0	.0	.0	.0	.0	.0	.3	.0
8. EN mdblk	264.	.4	.0	.0	.0	.0	.0	.0	.0	.2
9. SE mdblk	353.	.7	.3	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	171.	.9	.0	.1	.0	.3	.0	.2	.0	.0
11. SW mdblk	7.	.9	.0	.0	.0	.0	.5	.0	.0	.0
12. NE mdblk	188.	.9	.0	.5	.0	.0	.0	.1	.0	.0
13. ES blk	277.	.6	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	97.	.4	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	83.	.7	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	263.	.4	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	352.	.7	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	173.	.9	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	7.	.9	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	.9	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: San Jose 2020 P 2
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
2. NW	.1	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.5	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.6	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0
17. SE blk	.0	.0	.0	.0	.4	.0	.0	.2	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.2	.6	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.2	.0	.0	.6	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.5	.2	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: San Jose 2020 P 3
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	30. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	8.3 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Mont NBA	*	0	-150	0	0	* AG	0	2.2	.0	10.0
B. Mont NBD	*	0	0	0	150	* AG	0	2.2	.0	10.0
C. Mont NBL	*	2	-150	0	0	* AG	0	2.2	.0	10.0
D. Mont SBA	*	0	150	0	0	* AG	0	2.2	.0	10.0
E. Mont SBD	*	0	0	0	-150	* AG	1937	2.2	.0	10.0
F. Mont SBL	*	-2	150	0	0	* AG	0	2.2	.0	10.0
G. Santa EBA	*	-150	-5	0	-5	* AG	2101	2.2	.0	10.0
H. Santa EBD	*	0	-5	150	-5	* AG	1257	2.2	.0	10.0
I. Santa EBL	*	-150	-2	0	0	* AG	0	2.2	.0	10.0
J. Santa WBA	*	150	11	0	11	* AG	1123	2.2	.0	10.0
K. Santa WBD	*	0	11	-150	11	* AG	1123	2.2	.0	10.0
L. Santa WBL	*	150	9	0	0	* AG	1093	2.2	.0	10.0
M. Mont NBAX	*	0	-750	0	-150	* AG	0	2.2	.0	10.0
N. Mont NBDX	*	0	150	0	750	* AG	0	2.2	.0	10.0
O. Mont SBAX	*	0	750	0	150	* AG	0	2.2	.0	10.0
P. Mont SBDX	*	0	-150	0	-750	* AG	1937	2.2	.0	10.0
Q. Santa EBAX	*	-750	-5	-150	-5	* AG	2101	2.2	.0	10.0

R. Santa EBDX	*	150	-5	750	-5	*	AG	1257	2.2	.0	10.0
S. Santa WBAX	*	750	11	150	11	*	AG	2216	2.2	.0	10.0
T. Santa WBDX	*	-150	11	-750	11	*	AG	1123	2.2	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: San Jose 2020 P 3
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. SE	*	7	-12	1.8
2. NW	*	-7	17	1.8
3. SW	*	-7	-14	1.8
4. NE	*	7	17	1.8
5. ES mdblk	*	150	-12	1.8
6. WN mdblk	*	-150	17	1.8
7. WS mdblk	*	-150	-14	1.8
8. EN mdblk	*	150	17	1.8
9. SE mdblk	*	7	-150	1.8
10. NW mdblk	*	-7	150	1.8
11. SW mdblk	*	-7	-150	1.8
12. NE mdblk	*	7	150	1.8
13. ES blk	*	600	-12	1.8
14. WN blk	*	-600	17	1.8
15. WS blk	*	-600	-14	1.8
16. EN blk	*	600	17	1.8
17. SE blk	*	7	-600	1.8
18. NW blk	*	-7	600	1.8
19. SW blk	*	-7	-600	1.8
20. NE blk	*	7	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: San Jose 2020 P 3
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	277.	1.0	.0	.0	.0	.0	.3	.0	.5	.0
2. NW	175.	.8	.0	.0	.0	.0	.4	.0	.1	.0
3. SW	81.	.9	.0	.0	.0	.0	.3	.0	.0	.3
4. NE	185.	.8	.0	.0	.0	.0	.4	.0	.0	.0
5. ES mdblk	277.	.7	.0	.0	.0	.0	.0	.0	.0	.4
6. WN mdblk	97.	.7	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	83.	.7	.0	.0	.0	.0	.0	.0	.4	.0
8. EN mdblk	261.	.8	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	349.	.6	.0	.0	.0	.0	.5	.0	.0	.0
10. NW mdblk	178.	.2	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	12.	.6	.0	.0	.0	.0	.5	.0	.0	.0
12. NE mdblk	181.	.2	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	277.	.7	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	97.	.7	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	83.	.7	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	263.	.9	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	.6	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	179.	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	8.	.7	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	180.	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: San Jose 2020 P 3
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.2	.0	.0	.0	.0	.1	.0	.0	.0	.0
3. SW	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.1	.0
4. NE	.0	.2	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.3	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.2	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.4
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.5	.0	.0	.1
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.6	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	.6	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.6	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: San Jose 2020 P 4
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	30. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	8.3 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Alamden NBA	*	2	-150	2	0	* AG	263	2.2	.0	10.0
B. Alamden NBD	*	2	0	2	150	* AG	294	2.2	.0	10.0
C. Alamden NBL	*	2	-150	0	0	* AG	39	2.2	.0	10.0
D. Alamden SBA	*	-2	150	-2	0	* AG	1328	2.2	.0	10.0
E. Alamden SBD	*	-2	0	-2	-150	* AG	1339	2.2	.0	10.0
F. Alamden SBL	*	-2	150	0	0	* AG	133	2.2	.0	10.0
G. Virginia EBA	*	-150	-2	0	-2	* AG	334	2.2	.0	10.0
H. Virgin EBD	*	0	-2	150	-2	* AG	453	2.2	.0	10.0
I. Virgin EBL	*	-150	-2	0	0	* AG	43	2.2	.0	10.0
J. Virgin WBA	*	150	4	0	4	* AG	150	2.2	.0	10.0
K. Virgin WBD	*	0	4	-150	4	* AG	232	2.2	.0	10.0
L. Virgin WBL	*	150	2	0	0	* AG	28	2.2	.0	10.0
M. Alamden NBAX	*	2	-750	2	-150	* AG	302	2.2	.0	10.0
N. Alamden NBDX	*	2	150	2	750	* AG	294	2.2	.0	10.0
O. Alamden SBAX	*	-2	750	-2	150	* AG	1461	2.2	.0	10.0
P. Alamden SBDX	*	-2	-150	-2	-750	* AG	1339	2.2	.0	10.0
Q. Virgin EBAX	*	-750	-2	-150	-2	* AG	377	2.2	.0	10.0

R. Virgin EBDX	*	150	-2	750	-2	* AG	453	2.2	.0	10.0
S. Virgin WBAX	*	750	4	150	4	* AG	178	2.2	.0	10.0
T. Virgin WBDX	*	-150	4	-750	4	* AG	232	2.2	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: San Jose 2020 P 4
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. SE	*	8	-8	1.8
2. NW	*	-8	10	1.8
3. SW	*	-8	-8	1.8
4. NE	*	8	10	1.8
5. ES mdblk	*	150	-8	1.8
6. WN mdblk	*	-150	10	1.8
7. WS mdblk	*	-150	-8	1.8
8. EN mdblk	*	150	10	1.8
9. SE mdblk	*	8	-150	1.8
10. NW mdblk	*	-8	150	1.8
11. SW mdblk	*	-8	-150	1.8
12. NE mdblk	*	8	150	1.8
13. ES blk	*	600	-8	1.8
14. WN blk	*	-600	10	1.8
15. WS blk	*	-600	-8	1.8
16. EN blk	*	600	10	1.8
17. SE blk	*	8	-600	1.8
18. NW blk	*	-8	600	1.8
19. SW blk	*	-8	-600	1.8
20. NE blk	*	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: San Jose 2020 P 4
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	354.	.6	.0	.0	.0	.2	.0	.0	.0	.0
2. NW	174.	.6	.0	.0	.0	.0	.3	.0	.0	.0
3. SW	6.	.6	.0	.0	.0	.3	.0	.0	.0	.0
4. NE	186.	.5	.0	.0	.0	.0	.2	.0	.0	.0
5. ES mdblk	276.	.3	.0	.0	.0	.0	.0	.0	.0	.1
6. WN mdblk	96.	.3	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	84.	.3	.0	.0	.0	.0	.0	.0	.1	.0
8. EN mdblk	264.	.3	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.5	.0	.0	.0	.0	.2	.0	.0	.0
10. NW mdblk	173.	.6	.0	.0	.0	.4	.0	.0	.0	.0
11. SW mdblk	6.	.6	.0	.0	.0	.0	.4	.0	.0	.0
12. NE mdblk	186.	.5	.0	.0	.0	.2	.0	.0	.0	.0
13. ES blk	276.	.3	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.2	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.3	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.2	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.5	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.6	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.6	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.5	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: San Jose 2020 P 4
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
17. SE blk	.0	.0	.0	.0	.1	.0	.0	.3	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.5	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.1	.3	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: San Jose 2020 P 5
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	30. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	8.3 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Eleventh NBA	*	7	-150	7	0	* AG	299	2.2	.0	10.0
B. Eleventh NBD	*	7	0	7	150	* AG	271	2.2	.0	10.0
C. Eleventh NBL	*	5	-150	0	0	* AG	167	2.2	.0	10.0
D. Eleventh SBA	*	-7	150	-7	0	* AG	929	2.2	.0	10.0
E. Eleventh SBD	*	-7	0	-7	-150	* AG	1008	2.2	.0	10.0
F. Eleventh SBL	*	-5	150	0	0	* AG	71	2.2	.0	10.0
G. Taylor EBA	*	-150	-2	0	-2	* AG	997	2.2	.0	10.0
H. Taylor EBD	*	0	-2	150	-2	* AG	1072	2.2	.0	10.0
I. Taylor EBL	*	-150	-2	0	0	* AG	16	2.2	.0	10.0
J. Taylor WBA	*	150	7	0	7	* AG	692	2.2	.0	10.0
K. Taylor WBD	*	0	7	-150	7	* AG	891	2.2	.0	10.0
L. Taylor WBL	*	150	5	0	0	* AG	71	2.2	.0	10.0
M. Eleven NBAX	*	7	-750	7	-150	* AG	466	2.2	.0	10.0
N. Eleven NBDX	*	7	150	7	750	* AG	271	2.2	.0	10.0
O. Eleven SBAX	*	-7	750	-7	150	* AG	1000	2.2	.0	10.0
P. Eleven SBDX	*	-7	-150	-7	-750	* AG	1008	2.2	.0	10.0
Q. Taylor EBAX	*	-750	-2	-150	-2	* AG	1013	2.2	.0	10.0

R. Taylor EBDX	*	150	-2	750	-2	*	AG	1072	2.2	.0	10.0
S. Taylor WBAX	*	750	7	150	7	*	AG	763	2.2	.0	10.0
T. Taylor WBDX	*	-150	7	-750	7	*	AG	891	2.2	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: San Jose 2020 P 5
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. SE	*	14	-8	1.8
2. NW	*	-14	14	1.8
3. SW	*	-14	-8	1.8
4. NE	*	14	14	1.8
5. ES mdblk	*	150	-8	1.8
6. WN mdblk	*	-150	14	1.8
7. WS mdblk	*	-150	-8	1.8
8. EN mdblk	*	150	14	1.8
9. SE mdblk	*	14	-150	1.8
10. NW mdblk	*	-14	150	1.8
11. SW mdblk	*	-14	-150	1.8
12. NE mdblk	*	14	150	1.8
13. ES blk	*	600	-8	1.8
14. WN blk	*	-600	14	1.8
15. WS blk	*	-600	-8	1.8
16. EN blk	*	600	14	1.8
17. SE blk	*	14	-600	1.8
18. NW blk	*	-14	600	1.8
19. SW blk	*	-14	-600	1.8
20. NE blk	*	14	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: San Jose 2020 P 5
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	277.	.7	.0	.0	.0	.0	.0	.0	.2	.0
2. NW	173.	.7	.0	.0	.0	.0	.3	.0	.0	.0
3. SW	83.	.7	.0	.0	.0	.0	.1	.0	.0	.3
4. NE	263.	.6	.0	.0	.0	.0	.0	.0	.1	.0
5. ES mdblk	277.	.6	.0	.0	.0	.0	.0	.0	.0	.3
6. WN mdblk	97.	.6	.0	.0	.0	.0	.0	.0	.1	.0
7. WS mdblk	83.	.6	.0	.0	.0	.0	.0	.0	.3	.0
8. EN mdblk	263.	.5	.0	.0	.0	.0	.0	.0	.0	.1
9. SE mdblk	352.	.4	.1	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	174.	.5	.0	.0	.0	.3	.0	.0	.0	.0
11. SW mdblk	7.	.5	.0	.0	.0	.0	.3	.0	.0	.0
12. NE mdblk	187.	.4	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.6	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	97.	.6	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	83.	.6	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	263.	.5	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	.4	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.5	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.5	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	.3	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: San Jose 2020 P 5
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.1	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.3
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.2
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.3	.0
17. SE blk	.0	.0	.0	.0	.2	.0	.0	.1	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.1	.1	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: San Jose 2020 P 6
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 30. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 10. DEGREES TEMP= 8.3 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Eleventh NBA	*	5	-150	5	0	* AG	611	2.2	.0	10.0
B. Eleventh NBD	*	5	0	5	150	* AG	645	2.2	.0	10.0
C. Eleventh NBL	*	5	-150	0	0	* AG	66	2.2	.0	10.0
D. Eleventh SBA	*	-5	150	-5	0	* AG	1486	2.2	.0	10.0
E. Eleventh SBD	*	-5	0	-5	-150	* AG	1514	2.2	.0	10.0
F. Eleventh SBL	*	-5	150	0	0	* AG	53	2.2	.0	10.0
G. Julian EBA	*	-150	-5	0	-5	* AG	808	2.2	.0	10.0
H. Julian EBD	*	0	-5	150	-5	* AG	837	2.2	.0	10.0
I. Julian EBL	*	-150	-5	0	0	* AG	51	2.2	.0	10.0
J. Julian WBA	*	150	5	0	5	* AG	473	2.2	.0	10.0
K. Julian WBD	*	0	5	-150	5	* AG	597	2.2	.0	10.0
L. Julian WBL	*	150	5	0	0	* AG	45	2.2	.0	10.0
M. Eleven NBAX	*	5	-750	5	-150	* AG	677	2.2	.0	10.0
N. Eleven NBDX	*	5	150	5	750	* AG	645	2.2	.0	10.0
O. Eleven SBAX	*	-5	750	-5	150	* AG	1539	2.2	.0	10.0
P. Eleven SBDX	*	-5	-150	-5	-750	* AG	1514	2.2	.0	10.0
Q. Julian EBAX	*	-750	-5	-150	-5	* AG	859	2.2	.0	10.0
R. Julian EBDX	*	150	-5	750	-5	* AG	837	2.2	.0	10.0
S. Julian WBAX	*	750	5	150	5	* AG	518	2.2	.0	10.0
T. Julian WBDX	*	-150	5	-750	5	* AG	597	2.2	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: San Jose 2020 P 6
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. SE	*	12	-12	1.8
2. NW	*	-12	12	1.8
3. SW	*	-12	-12	1.8
4. NE	*	12	12	1.8
5. ES mdblk	*	150	-12	1.8
6. WN mdblk	*	-150	12	1.8
7. WS mdblk	*	-150	-12	1.8
8. EN mdblk	*	150	12	1.8
9. SE mdblk	*	12	-150	1.8
10. NW mdblk	*	-12	150	1.8
11. SW mdblk	*	-12	-150	1.8
12. NE mdblk	*	12	150	1.8
13. ES blk	*	600	-12	1.8
14. WN blk	*	-600	12	1.8
15. WS blk	*	-600	-12	1.8
16. EN blk	*	600	12	1.8
17. SE blk	*	12	-600	1.8
18. NW blk	*	-12	600	1.8
19. SW blk	*	-12	-600	1.8
20. NE blk	*	12	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: San Jose 2020 P 6
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	353.	.6	.0	.2	.0	.1	.0	.0	.0	.1
2. NW	173.	.8	.0	.0	.0	.0	.4	.0	.0	.0
3. SW	7.	.8	.0	.0	.0	.4	.0	.0	.1	.0
4. NE	187.	.6	.2	.0	.0	.0	.1	.0	.0	.0
5. ES mdblk	277.	.5	.0	.0	.0	.0	.0	.0	.0	.3
6. WN mdblk	97.	.4	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	83.	.5	.0	.0	.0	.0	.0	.0	.2	.0
8. EN mdblk	263.	.4	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	353.	.5	.2	.0	.0	.0	.1	.0	.0	.0
10. NW mdblk	173.	.7	.0	.0	.0	.4	.0	.0	.0	.0
11. SW mdblk	7.	.7	.0	.0	.0	.0	.4	.0	.0	.0
12. NE mdblk	187.	.5	.0	.2	.0	.1	.0	.0	.0	.0
13. ES blk	276.	.5	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	97.	.4	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.5	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	263.	.4	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	.5	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	173.	.7	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	7.	.7	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	.5	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: San Jose 2020 P 6
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.2
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.1	.2	.0
17. SE blk	.0	.0	.0	.0	.2	.0	.0	.2	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.1	.5	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.1	.0	.5	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: San Jose 2020 P 7
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	30. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	8.3 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Eleventh NBA	*	5	-150	5	0	* AG	708	2.2	.0	10.0
B. Eleventh NBD	*	5	0	5	150	* AG	746	2.2	.0	10.0
C. Eleventh NBL	*	5	-150	0	0	* AG	75	2.2	.0	10.0
D. Eleventh SBA	*	-5	150	-5	0	* AG	1820	2.2	.0	10.0
E. Eleventh SBD	*	-5	0	-5	-150	* AG	1852	2.2	.0	10.0
F. Eleventh SBL	*	-5	150	0	0	* AG	61	2.2	.0	10.0
G. James EBA	*	-150	-5	0	-5	* AG	925	2.2	.0	10.0
H. James EBD	*	0	-5	150	-5	* AG	959	2.2	.0	10.0
I. James EBL	*	-150	-5	0	0	* AG	58	2.2	.0	10.0
J. James WBA	*	150	5	0	5	* AG	537	2.2	.0	10.0
K. James WBD	*	0	5	-150	5	* AG	676	2.2	.0	10.0
L. James WBL	*	150	5	0	0	* AG	49	2.2	.0	10.0
M. Eleven NBAX	*	5	-750	5	-150	* AG	783	2.2	.0	10.0
N. Eleven NBDX	*	5	150	5	750	* AG	746	2.2	.0	10.0
O. Eleven SBAX	*	-5	750	-5	150	* AG	1881	2.2	.0	10.0
P. Eleven SBDX	*	-5	-150	-5	-750	* AG	1852	2.2	.0	10.0
Q. James EBAX	*	-750	-5	-150	-5	* AG	983	2.2	.0	10.0

R. James EBDX	*	150	-5	750	-5	*	AG	959	2.2	.0	10.0
S. James WBAX	*	750	5	150	5	*	AG	586	2.2	.0	10.0
T. James WBDX	*	-150	5	-750	5	*	AG	676	2.2	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: San Jose 2020 P 7
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. SE	*	12	-12	1.8
2. NW	*	-12	12	1.8
3. SW	*	-12	-12	1.8
4. NE	*	12	12	1.8
5. ES mdblk	*	150	-12	1.8
6. WN mdblk	*	-150	12	1.8
7. WS mdblk	*	-150	-12	1.8
8. EN mdblk	*	150	12	1.8
9. SE mdblk	*	12	-150	1.8
10. NW mdblk	*	-12	150	1.8
11. SW mdblk	*	-12	-150	1.8
12. NE mdblk	*	12	150	1.8
13. ES blk	*	600	-12	1.8
14. WN blk	*	-600	12	1.8
15. WS blk	*	-600	-12	1.8
16. EN blk	*	600	12	1.8
17. SE blk	*	12	-600	1.8
18. NW blk	*	-12	600	1.8
19. SW blk	*	-12	-600	1.8
20. NE blk	*	12	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: San Jose 2020 P 7
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	353.	.7	.0	.2	.0	.1	.0	.0	.0	.1
2. NW	173.	.9	.0	.0	.0	.0	.4	.0	.0	.0
3. SW	7.	.9	.0	.0	.0	.4	.0	.0	.1	.0
4. NE	187.	.7	.2	.0	.0	.0	.2	.0	.0	.0
5. ES mdblk	277.	.5	.0	.0	.0	.0	.0	.0	.0	.3
6. WN mdblk	97.	.5	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	83.	.6	.0	.0	.0	.0	.0	.0	.3	.0
8. EN mdblk	263.	.5	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	353.	.6	.2	.0	.0	.0	.1	.0	.0	.0
10. NW mdblk	173.	.8	.0	.0	.0	.5	.0	.0	.0	.0
11. SW mdblk	7.	.8	.0	.0	.0	.0	.5	.0	.0	.0
12. NE mdblk	187.	.6	.0	.2	.0	.1	.0	.0	.0	.0
13. ES blk	276.	.5	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	97.	.5	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	83.	.5	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	263.	.5	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	.6	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	173.	.8	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	7.	.8	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	.6	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: San Jose 2020 P 7
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.2
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.1
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.2	.0
17. SE blk	.0	.0	.0	.0	.3	.0	.0	.2	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.1	.6	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.1	.0	.0	.6	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.3	.2	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: San Jose 2020 P 8
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 30. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 10. DEGREES TEMP= 8.3 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. First NBA	*	5	-150	5	0	* AG	493	2.2	.0	10.0
B. First NBD	*	5	0	5	150	* AG	656	2.2	.0	10.0
C. First NBL	*	5	-150	0	0	* AG	135	2.2	.0	10.0
D. First SBA	*	-5	150	-5	0	* AG	884	2.2	.0	10.0
E. First SBD	*	-5	0	-5	-150	* AG	861	2.2	.0	10.0
F. First SBL	*	-5	150	0	0	* AG	396	2.2	.0	10.0
G. Taylor EBA	*	-150	-7	0	-7	* AG	823	2.2	.0	10.0
H. Taylor EBD	*	0	-7	150	-7	* AG	1113	2.2	.0	10.0
I. Taylor EBL	*	-150	-5	0	0	* AG	150	2.2	.0	10.0
J. Taylor WBA	*	150	2	0	2	* AG	611	2.2	.0	10.0
K. Taylor WBD	*	0	2	-150	2	* AG	879	2.2	.0	10.0
L. Taylor WBL	*	150	2	0	0	* AG	17	2.2	.0	10.0
M. First NBAX	*	5	-750	5	-150	* AG	628	2.2	.0	10.0
N. First NBDX	*	5	150	5	750	* AG	656	2.2	.0	10.0
O. First SBAX	*	-5	750	-5	150	* AG	1280	2.2	.0	10.0
P. First SBDX	*	-5	-150	-5	-750	* AG	861	2.2	.0	10.0
Q. Taylor EBAX	*	-750	-7	-150	-7	* AG	973	2.2	.0	10.0

R. Taylor EBDX	*	150	-7	750	-7	*	AG	1113	2.2	.0	10.0
S. Taylor WBAX	*	750	2	150	2	*	AG	628	2.2	.0	10.0
T. Taylor WBDX	*	-150	2	-750	2	*	AG	879	2.2	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: San Jose 2020 P 8
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. SE	*	12	-14	1.8
2. NW	*	-12	9	1.8
3. SW	*	-12	-14	1.8
4. NE	*	12	8	1.8
5. ES mdblk	*	150	-14	1.8
6. WN mdblk	*	-150	9	1.8
7. WS mdblk	*	-150	-14	1.8
8. EN mdblk	*	150	8	1.8
9. SE mdblk	*	12	-150	1.8
10. NW mdblk	*	-12	150	1.8
11. SW mdblk	*	-12	-150	1.8
12. NE mdblk	*	12	150	1.8
13. ES blk	*	600	-14	1.8
14. WN blk	*	-600	9	1.8
15. WS blk	*	-600	-14	1.8
16. EN blk	*	600	8	1.8
17. SE blk	*	12	-600	1.8
18. NW blk	*	-12	600	1.8
19. SW blk	*	-12	-600	1.8
20. NE blk	*	12	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: San Jose 2020 P 8
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	353.	.7	.0	.2	.0	.0	.0	.0	.0	.2
2. NW	97.	.7	.0	.0	.0	.1	.0	.0	.0	.1
3. SW	7.	.7	.0	.0	.0	.2	.0	.0	.1	.0
4. NE	263.	.7	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	277.	.6	.0	.0	.0	.0	.0	.0	.0	.3
6. WN mdblk	97.	.6	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	83.	.6	.0	.0	.0	.0	.0	.0	.2	.0
8. EN mdblk	264.	.5	.0	.0	.0	.0	.0	.0	.0	.1
9. SE mdblk	353.	.5	.2	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	172.	.6	.0	.0	.0	.3	.0	.1	.0	.0
11. SW mdblk	6.	.5	.0	.0	.0	.0	.2	.0	.0	.0
12. NE mdblk	187.	.5	.0	.2	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.6	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	97.	.5	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	83.	.6	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	263.	.5	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.4	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	173.	.6	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.5	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	.5	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: San Jose 2020 P 8
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.1	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.3
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.2
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.2	.0
17. SE blk	.0	.0	.0	.0	.0	.2	.0	.0	.1	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.1	.4	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.1	.0	.0	.3	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.2	.2	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: San Jose 2020 P 9
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	30. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	8.3 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Market NBA	*	9	-150	9	0	* AG	772	2.2	.0	10.0
B. Market NBD	*	9	0	9	150	* AG	994	2.2	.0	10.0
C. Market NBL	*	5	-150	0	0	* AG	199	2.2	.0	10.0
D. Market SBA	*	-5	150	-5	0	* AG	2885	2.2	.0	10.0
E. Market SBD	*	-5	0	-5	-150	* AG	2777	2.2	.0	10.0
F. Market SBL	*	-2	150	0	0	* AG	0	2.2	.0	10.0
G. Julian EBA	*	-150	0	0	0	* AG	0	2.2	.0	10.0
H. Julian EBD	*	0	0	150	0	* AG	0	2.2	.0	10.0
I. Julian EBL	*	-150	-2	0	0	* AG	0	2.2	.0	10.0
J. Julian WBA	*	150	5	0	5	* AG	1130	2.2	.0	10.0
K. Julian WBD	*	0	5	-150	5	* AG	1908	2.2	.0	10.0
L. Julian WBL	*	150	2	0	0	* AG	693	2.2	.0	10.0
M. Market NBAX	*	9	-750	9	-150	* AG	971	2.2	.0	10.0
N. Market NBDX	*	9	150	9	750	* AG	994	2.2	.0	10.0
O. Market SBAX	*	-5	750	-5	150	* AG	2885	2.2	.0	10.0
P. Market SBDX	*	-5	-150	-5	-750	* AG	2777	2.2	.0	10.0
Q. Julian EBAX	*	-750	0	-150	0	* AG	0	2.2	.0	10.0

R. Julian EBDX	*	150	0	750	0	*	AG	0	2.2	.0	10.0
S. Julian WBAX	*	750	5	150	5	*	AG	1823	2.2	.0	10.0
T. Julian WBDX	*	-150	5	-750	5	*	AG	1908	2.2	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: San Jose 2020 P 9
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. SE	*	17	-7	1.8
2. NW	*	-14	12	1.8
3. SW	*	-12	-7	1.8
4. NE	*	17	13	1.8
5. ES mdblk	*	150	-7	1.8
6. WN mdblk	*	-150	12	1.8
7. WS mdblk	*	-150	-7	1.8
8. EN mdblk	*	150	13	1.8
9. SE mdblk	*	17	-150	1.8
10. NW mdblk	*	-14	150	1.8
11. SW mdblk	*	-12	-150	1.8
12. NE mdblk	*	17	150	1.8
13. ES blk	*	600	-7	1.8
14. WN blk	*	-600	12	1.8
15. WS blk	*	-600	-7	1.8
16. EN blk	*	600	13	1.8
17. SE blk	*	17	-600	1.8
18. NW blk	*	-14	600	1.8
19. SW blk	*	-12	-600	1.8
20. NE blk	*	17	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: San Jose 2020 P 9
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	352.	.8	.0	.2	.0	.1	.0	.0	.0	.0
2. NW	171.	1.0	.0	.0	.0	.0	.5	.0	.0	.0
3. SW	8.	1.1	.0	.0	.0	.7	.0	.0	.0	.0
4. NE	189.	.8	.2	.0	.0	.0	.2	.0	.0	.0
5. ES mdblk	277.	.5	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	97.	.7	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	83.	.5	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	263.	.6	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	352.	.6	.2	.0	.0	.1	.1	.0	.0	.0
10. NW mdblk	172.	.8	.0	.0	.0	.5	.0	.0	.0	.0
11. SW mdblk	8.	1.0	.0	.0	.0	.0	.7	.0	.0	.0
12. NE mdblk	188.	.6	.0	.2	.0	.1	.0	.0	.0	.0
13. ES blk	277.	.4	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	97.	.7	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	83.	.4	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.6	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	352.	.6	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	172.	.8	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	8.	1.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	188.	.6	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: San Jose 2020 P 9
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.1	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
2. NW	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.2	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
5. ES mdblk	.0	.2	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.3	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.6
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.5	.0
17. SE blk	.0	.0	.0	.0	.3	.0	.0	.3	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.1	.6	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.1	.0	.0	.8	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.3	.3	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: San Jose 2020 P 10
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 30. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 10. DEGREES TEMP= 8.3 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Third NBA	*	7	-150	7	0	* AG	709	2.2	.0	10.0
B. Third NBD	*	7	0	7	150	* AG	581	2.2	.0	10.0
C. Third NBL	*	5	-150	0	0	* AG	258	2.2	.0	10.0
D. Third SBA	*	-5	150	-5	0	* AG	65	2.2	.0	10.0
E. Third SBD	*	-5	0	-5	-150	* AG	0	2.2	.0	10.0
F. Third SBL	*	-5	150	0	0	* AG	863	2.2	.0	10.0
G. Julian EBA	*	-150	0	0	0	* AG	0	2.2	.0	10.0
H. Julian EBD	*	0	0	150	0	* AG	1111	2.2	.0	10.0
I. Julian EBL	*	-150	-2	0	0	* AG	0	2.2	.0	10.0
J. Julian WBA	*	150	4	0	4	* AG	1016	2.2	.0	10.0
K. Julian WBD	*	0	4	-150	4	* AG	1219	2.2	.0	10.0
L. Julian WBL	*	150	2	0	0	* AG	0	2.2	.0	10.0
M. Third NBAX	*	7	-750	7	-150	* AG	967	2.2	.0	10.0
N. Third NBDX	*	7	150	7	750	* AG	581	2.2	.0	10.0
O. Third SBAX	*	-5	750	-5	150	* AG	928	2.2	.0	10.0
P. Third SBDX	*	-5	-150	-5	-750	* AG	0	2.2	.0	10.0
Q. Julian EBAX	*	-750	0	-150	0	* AG	0	2.2	.0	10.0

R. Julian EBDX	*	150	0	750	0	*	AG	1111	2.2	.0	10.0
S. Julian WBAX	*	750	4	150	4	*	AG	1016	2.2	.0	10.0
T. Julian WBDX	*	-150	4	-750	4	*	AG	1219	2.2	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: San Jose 2020 P 10
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. SE	*	14	-7	1.8
2. NW	*	-12	10	1.8
3. SW	*	-12	-7	1.8
4. NE	*	14	10	1.8
5. ES mdblk	*	150	-7	1.8
6. WN mdblk	*	-150	10	1.8
7. WS mdblk	*	-150	-7	1.8
8. EN mdblk	*	150	10	1.8
9. SE mdblk	*	14	-150	1.8
10. NW mdblk	*	-12	150	1.8
11. SW mdblk	*	-12	-150	1.8
12. NE mdblk	*	14	150	1.8
13. ES blk	*	600	-7	1.8
14. WN blk	*	-600	10	1.8
15. WS blk	*	-600	-7	1.8
16. EN blk	*	600	10	1.8
17. SE blk	*	14	-600	1.8
18. NW blk	*	-12	600	1.8
19. SW blk	*	-12	-600	1.8
20. NE blk	*	14	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: San Jose 2020 P 10
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	353.	.7	.0	.2	.0	.0	.0	.0	.0	.2
2. NW	97.	.8	.0	.0	.0	.0	.0	.0	.0	.2
3. SW	84.	.7	.0	.0	.0	.0	.0	.0	.0	.3
4. NE	96.	.6	.0	.0	.0	.0	.0	.0	.0	.2
5. ES mdblk	278.	.6	.0	.0	.0	.0	.0	.0	.0	.3
6. WN mdblk	95.	.5	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	85.	.4	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	262.	.6	.0	.0	.0	.0	.0	.0	.0	.2
9. SE mdblk	354.	.5	.2	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	170.	.5	.0	.0	.0	.0	.0	.3	.0	.0
11. SW mdblk	6.	.3	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	187.	.4	.0	.2	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.7	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.5	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.3	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.7	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.4	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	173.	.5	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	7.	.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	.4	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: San Jose 2020 P 10
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.2	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.3	.0
17. SE blk	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.0

APPENDIX C.2

SAN JOSE DOWNTOWN EXISTING

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: San Jose 2003 NP 1
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	30. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	8.3 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. SR87 NBA	*	5	-150	5	0	* AG	367	8.3	.0	10.0
B. SR87 NBD	*	5	0	5	150	* AG	418	8.3	.0	10.0
C. SR87 NBL	*	5	-150	0	0	* AG	535	8.3	.0	10.0
D. SR87 SBA	*	-5	150	-5	0	* AG	282	8.3	.0	10.0
E. SR87 SBD	*	-5	0	-5	-150	* AG	282	8.3	.0	10.0
F. SR87 SBL	*	-5	150	0	0	* AG	213	8.3	.0	10.0
G. Julian EBA	*	-150	-11	0	-11	* AG	435	8.3	.0	10.0
H. Julian EBD	*	0	-11	150	-11	* AG	718	8.3	.0	10.0
I. Julian EBL	*	-150	-9	0	0	* AG	63	8.3	.0	10.0
J. Julian WBA	*	150	5	0	5	* AG	1488	8.3	.0	10.0
K. Julian WBD	*	0	5	-150	5	* AG	1965	8.3	.0	10.0
L. Julian WBL	*	150	2	0	0	* AG	0	8.3	.0	10.0
M. SR87 NBAX	*	5	-750	5	-150	* AG	902	8.3	.0	10.0
N. SR87 NBDX	*	5	150	5	750	* AG	418	8.3	.0	10.0
O. SR87 SBAX	*	-5	750	-5	150	* AG	495	8.3	.0	10.0
P. SR87 SBDX	*	-5	-150	-5	-750	* AG	282	8.3	.0	10.0
Q. Julian EBAX	*	-750	-11	-150	-11	* AG	498	8.3	.0	10.0

R. Julian EBDX	*	150	-11	750	-11	*	AG	718	8.3	.0	10.0
S. Julian WBAX	*	750	5	150	5	*	AG	1488	8.3	.0	10.0
T. Julian WBDX	*	-150	5	-750	5	*	AG	1965	8.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: San Jose 2003 NP 1
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. SE	*	12	-17	1.8
2. NW	*	-12	13	1.8
3. SW	*	-12	-17	1.8
4. NE	*	12	14	1.8
5. ES mdblk	*	150	-17	1.8
6. WN mdblk	*	-150	13	1.8
7. WS mdblk	*	-150	-17	1.8
8. EN mdblk	*	150	14	1.8
9. SE mdblk	*	12	-150	1.8
10. NW mdblk	*	-12	150	1.8
11. SW mdblk	*	-12	-150	1.8
12. NE mdblk	*	12	150	1.8
13. ES blk	*	600	-17	1.8
14. WN blk	*	-600	13	1.8
15. WS blk	*	-600	-17	1.8
16. EN blk	*	600	14	1.8
17. SE blk	*	12	-600	1.8
18. NW blk	*	-12	600	1.8
19. SW blk	*	-12	-600	1.8
20. NE blk	*	12	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: San Jose 2003 NP 1
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	278.	2.1	.2	.0	.2	.0	.0	.0	.5	.1
2. NW	98.	2.5	.0	.1	.0	.2	.0	.0	.0	.2
3. SW	83.	2.2	.1	.0	.2	.0	.2	.0	.0	.7
4. NE	262.	2.5	.0	.2	.0	.0	.0	.0	.1	.0
5. ES mdblk	277.	1.9	.0	.0	.0	.0	.0	.0	.0	.8
6. WN mdblk	98.	2.5	.0	.0	.0	.0	.0	.0	.1	.2
7. WS mdblk	82.	1.7	.0	.0	.0	.0	.0	.0	.5	.0
8. EN mdblk	263.	2.0	.0	.0	.0	.0	.0	.0	.1	.1
9. SE mdblk	352.	1.7	.5	.0	.6	.0	.1	.0	.0	.0
10. NW mdblk	174.	1.4	.0	.1	.1	.3	.0	.2	.0	.0
11. SW mdblk	7.	1.3	.1	.0	.2	.0	.4	.0	.0	.0
12. NE mdblk	186.	1.4	.0	.5	.1	.1	.0	.1	.0	.0
13. ES blk	277.	1.9	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	97.	2.5	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	83.	1.8	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	263.	2.1	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	1.7	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	1.3	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	7.	1.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	1.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: San Jose 2003 NP 1
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.4	.0	.0	.0	.0	.0	.0	.0	.0	.4
2. NW	.0	1.3	.1	.0	.0	.0	.0	.0	.0	.2	.2	.0
3. SW	.0	.3	.0	.0	.0	.0	.0	.0	.0	.2	.4	.0
4. NE	.0	.0	1.5	.0	.0	.0	.0	.0	.2	.0	.0	.3
5. ES mdblk	.0	.3	.3	.0	.0	.0	.0	.0	.0	.0	.0	.2
6. WN mdblk	.0	.1	1.7	.0	.0	.0	.0	.0	.0	.1	.1	.0
7. WS mdblk	.0	.3	.4	.0	.0	.0	.0	.0	.0	.0	.2	.0
8. EN mdblk	.0	1.2	.2	.0	.0	.0	.0	.0	.0	.0	.0	.2
9. SE mdblk	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.1	.0	.1	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.0	.6	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	1.9
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.7	.0	.0	.8
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	1.4	.0
17. SE blk	.0	.0	.0	.0	1.2	.0	.0	.2	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.3	.7	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.5	.0	.0	.4	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.6	.3	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: San Jose 2003 NP 2
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	30. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	8.3 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. SR101 NBA	*	5	-150	5	0	* AG	1023	8.3	.0	10.0
B. SR101 NBD	*	5	0	5	150	* AG	1242	8.3	.0	10.0
C. SR101 NBL	*	2	-150	0	0	* AG	0	8.3	.0	10.0
D. SR101 SBA	*	-11	150	-11	0	* AG	731	8.3	.0	10.0
E. SR101 SBD	*	-11	0	-11	-150	* AG	1364	8.3	.0	10.0
F. SR101 SBL	*	-9	150	0	0	* AG	752	8.3	.0	10.0
G. Oaklan EBA	*	-150	-7	0	-7	* AG	645	8.3	.0	10.0
H. Oaklan EBD	*	0	-7	150	-7	* AG	1202	8.3	.0	10.0
I. Oaklan EBL	*	-150	-5	0	0	* AG	657	8.3	.0	10.0
J. Oaklan WBA	*	150	0	0	0	* AG	0	8.3	.0	10.0
K. Oaklan WBD	*	0	0	-150	0	* AG	0	8.3	.0	10.0
L. Oaklan WBL	*	150	2	0	0	* AG	0	8.3	.0	10.0
M. SR101 NBAX	*	5	-750	5	-150	* AG	1023	8.3	.0	10.0
N. SR101 NBDX	*	5	150	5	750	* AG	1242	8.3	.0	10.0
O. SR101 SBAX	*	-11	750	-11	150	* AG	1483	8.3	.0	10.0
P. SR101 SBDX	*	-11	-150	-11	-750	* AG	1364	8.3	.0	10.0
Q. Oaklan EBAX	*	-750	-7	-150	-7	* AG	1302	8.3	.0	10.0

R. Oaklan EBDX	*	150	-7	750	-7	*	AG	1202	8.3	.0	10.0
S. Oaklan WBAX	*	750	0	150	0	*	AG	0	8.3	.0	10.0
T. Oaklan WBDX	*	-150	0	-750	0	*	AG	0	8.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: San Jose 2003 NP 2
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. SE	*	14	-14	1.8
2. NW	*	-17	7	1.8
3. SW	*	-17	-14	1.8
4. NE	*	12	7	1.8
5. ES mdblk	*	150	-14	1.8
6. WN mdblk	*	-150	7	1.8
7. WS mdblk	*	-150	-14	1.8
8. EN mdblk	*	150	7	1.8
9. SE mdblk	*	14	-150	1.8
10. NW mdblk	*	-17	150	1.8
11. SW mdblk	*	-17	-150	1.8
12. NE mdblk	*	12	150	1.8
13. ES blk	*	600	-14	1.8
14. WN blk	*	-600	7	1.8
15. WS blk	*	-600	-14	1.8
16. EN blk	*	600	7	1.8
17. SE blk	*	14	-600	1.8
18. NW blk	*	-17	600	1.8
19. SW blk	*	-17	-600	1.8
20. NE blk	*	12	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: San Jose 2003 NP 2
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	352.	2.8	.0	1.0	.0	.2	.0	.3	.0	.6
2. NW	173.	2.8	.2	.0	.0	.0	1.4	.0	.2	.0
3. SW	8.	2.8	.0	.3	.0	.7	.3	.4	.3	.0
4. NE	352.	2.5	.0	1.4	.0	.2	.0	.3	.0	.0
5. ES mdblk	276.	1.9	.0	.0	.0	.0	.0	.0	.1	1.3
6. WN mdblk	97.	1.4	.0	.0	.0	.0	.1	.0	.3	.2
7. WS mdblk	82.	1.8	.0	.0	.0	.0	.0	.0	.8	.1
8. EN mdblk	264.	1.2	.0	.0	.0	.0	.1	.0	.1	.5
9. SE mdblk	353.	2.0	.9	.2	.0	.2	.2	.1	.0	.0
10. NW mdblk	171.	2.4	.2	.3	.0	.9	.0	.6	.0	.0
11. SW mdblk	7.	2.6	.2	.2	.0	.0	1.5	.1	.0	.0
12. NE mdblk	188.	2.6	.0	1.4	.0	.2	.2	.3	.0	.0
13. ES blk	276.	1.8	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	97.	1.2	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	1.9	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	263.	1.1	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	2.0	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	173.	2.7	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	7.	2.5	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	2.5	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: San Jose 2003 NP 2
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.2	.4	.0	.0	.0	.0	.0
2. NW	.3	.0	.0	.0	.3	.0	.0	.3	.0	.0	.0	.0
3. SW	.3	.0	.0	.0	.0	.3	.2	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.0	.2	.4	.0	.0	.0	.0	.0
5. ES mdblk	.1	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0
6. WN mdblk	.4	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0
7. WS mdblk	.6	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.1	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.1	.2	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.2	.1	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.5	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.9	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	1.6	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.8	.0	.0
17. SE blk	.0	.0	.0	.0	1.0	.0	.0	.6	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.6	1.8	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.5	.0	.0	1.7	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	1.5	.6	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: San Jose 2003 NP 3
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	30. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	8.3 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Mont NBA	*	0	-150	0	0	* AG	0	7.4	.0	10.0
B. Mont NBD	*	0	0	0	150	* AG	0	7.4	.0	10.0
C. Mont NBL	*	2	-150	0	0	* AG	0	7.4	.0	10.0
D. Mont SBA	*	0	150	0	0	* AG	0	7.4	.0	10.0
E. Mont SBD	*	0	0	0	-150	* AG	848	7.4	.0	10.0
F. Mont SBL	*	-2	150	0	0	* AG	0	7.4	.0	10.0
G. Santa EBA	*	-150	-5	0	-5	* AG	1274	7.4	.0	10.0
H. Santa EBD	*	0	-5	150	-5	* AG	798	7.4	.0	10.0
I. Santa EBL	*	-150	-2	0	0	* AG	0	7.4	.0	10.0
J. Santa WBA	*	150	11	0	11	* AG	1057	7.4	.0	10.0
K. Santa WBD	*	0	11	-150	11	* AG	1057	7.4	.0	10.0
L. Santa WBL	*	150	9	0	0	* AG	372	7.4	.0	10.0
M. Mont NBAX	*	0	-750	0	-150	* AG	0	7.4	.0	10.0
N. Mont NBDX	*	0	150	0	750	* AG	0	7.4	.0	10.0
O. Mont SBAX	*	0	750	0	150	* AG	0	7.4	.0	10.0
P. Mont SBDX	*	0	-150	0	-750	* AG	848	7.4	.0	10.0
Q. Santa EBAX	*	-750	-5	-150	-5	* AG	1274	7.4	.0	10.0

R. Santa EBDX	*	150	-5	750	-5	*	AG	798	7.4	.0	10.0
S. Santa WBAX	*	750	11	150	11	*	AG	1429	7.4	.0	10.0
T. Santa WBDX	*	-150	11	-750	11	*	AG	1057	7.4	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: San Jose 2003 NP 3
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. SE	*	7	-12	1.8
2. NW	*	-7	17	1.8
3. SW	*	-7	-14	1.8
4. NE	*	7	17	1.8
5. ES mdblk	*	150	-12	1.8
6. WN mdblk	*	-150	17	1.8
7. WS mdblk	*	-150	-14	1.8
8. EN mdblk	*	150	17	1.8
9. SE mdblk	*	7	-150	1.8
10. NW mdblk	*	-7	150	1.8
11. SW mdblk	*	-7	-150	1.8
12. NE mdblk	*	7	150	1.8
13. ES blk	*	600	-12	1.8
14. WN blk	*	-600	17	1.8
15. WS blk	*	-600	-14	1.8
16. EN blk	*	600	17	1.8
17. SE blk	*	7	-600	1.8
18. NW blk	*	-7	600	1.8
19. SW blk	*	-7	-600	1.8
20. NE blk	*	7	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: San Jose 2003 NP 3
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	277.	2.3	.0	.0	.0	.0	.4	.0	1.2	.0
2. NW	97.	1.8	.0	.0	.0	.0	.0	.0	.0	.2
3. SW	82.	1.9	.0	.0	.0	.0	.4	.0	.0	.6
4. NE	97.	1.9	.0	.0	.0	.0	.0	.0	.0	.1
5. ES mdblk	277.	1.7	.0	.0	.0	.0	.0	.0	.1	.8
6. WN mdblk	97.	1.9	.0	.0	.0	.0	.0	.0	.2	.1
7. WS mdblk	82.	1.7	.0	.0	.0	.0	.0	.0	1.0	.0
8. EN mdblk	262.	2.1	.0	.0	.0	.0	.0	.0	.2	.2
9. SE mdblk	351.	1.1	.0	.0	.0	.0	.9	.0	.1	.0
10. NW mdblk	179.	.5	.0	.0	.0	.0	.2	.0	.0	.0
11. SW mdblk	9.	1.1	.0	.0	.0	.0	.9	.0	.0	.0
12. NE mdblk	181.	.5	.0	.0	.0	.0	.2	.0	.0	.0
13. ES blk	277.	1.7	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	97.	2.0	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	83.	1.7	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	263.	2.1	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	1.2	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	179.	.2	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	7.	1.2	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	180.	.2	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: San Jose 2003 NP 3
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.2	.0	.0	.0	.0	.0	.2	.0	.0	.3
2. NW	.0	1.0	.0	.2	.0	.0	.0	.0	.0	.2	.2	.0
3. SW	.0	.2	.0	.2	.0	.0	.0	.0	.0	.1	.4	.0
4. NE	.0	1.0	.0	.2	.0	.0	.0	.0	.0	.3	.3	.0
5. ES mdblk	.0	.2	.2	.1	.0	.0	.0	.0	.1	.0	.0	.1
6. WN mdblk	.0	.1	1.0	.0	.0	.0	.0	.0	.0	.1	.1	.0
7. WS mdblk	.0	.2	.2	.0	.0	.0	.0	.0	.0	.0	.2	.0
8. EN mdblk	.0	1.1	.0	.3	.0	.0	.0	.0	.1	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.9	.6	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.5	.0	.0	1.2
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	1.1	.0	.0	.4
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	1.5	.0
17. SE blk	.0	.0	.0	.0	.0	.0	.0	1.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.0	.0	1.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: San Jose 2003 NP 4
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	30. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	8.3 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Alamden NBA	*	2	-150	2	0	* AG	354	7.4	.0	10.0
B. Alamden NBD	*	2	0	2	150	* AG	398	7.4	.0	10.0
C. Alamden NBL	*	2	-150	0	0	* AG	55	7.4	.0	10.0
D. Alamden SBA	*	0	150	0	0	* AG	0	7.4	.0	10.0
E. Alamden SBD	*	0	0	0	-150	* AG	0	7.4	.0	10.0
F. Alamden SBL	*	-2	150	0	0	* AG	0	7.4	.0	10.0
G. Virginia EBA	*	-150	-2	0	-2	* AG	185	7.4	.0	10.0
H. Virgin EBD	*	0	-2	150	-2	* AG	226	7.4	.0	10.0
I. Virgin EBL	*	-150	-2	0	0	* AG	62	7.4	.0	10.0
J. Virgin WBA	*	150	4	0	4	* AG	117	7.4	.0	10.0
K. Virgin WBD	*	0	4	-150	4	* AG	149	7.4	.0	10.0
L. Virgin WBL	*	150	2	0	0	* AG	0	7.4	.0	10.0
M. Alamden NBAX	*	2	-750	2	-150	* AG	409	7.4	.0	10.0
N. Alamden NBDX	*	2	150	2	750	* AG	398	7.4	.0	10.0
O. Alamden SBAX	*	0	750	0	150	* AG	0	7.4	.0	10.0
P. Alamden SBDX	*	0	-150	0	-750	* AG	0	7.4	.0	10.0
Q. Virgin EBAX	*	-750	-2	-150	-2	* AG	247	7.4	.0	10.0

R. Virgin EBDX	*	150	-2	750	-2	* AG	226	7.4	.0	10.0
S. Virgin WBAX	*	750	4	150	4	* AG	117	7.4	.0	10.0
T. Virgin WBDX	*	-150	4	-750	4	* AG	149	7.4	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: San Jose 2003 NP 4
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. SE	*	8	-8	1.8
2. NW	*	-7	10	1.8
3. SW	*	-7	-8	1.8
4. NE	*	8	10	1.8
5. ES mdblk	*	150	-8	1.8
6. WN mdblk	*	-150	10	1.8
7. WS mdblk	*	-150	-8	1.8
8. EN mdblk	*	150	10	1.8
9. SE mdblk	*	8	-150	1.8
10. NW mdblk	*	-7	150	1.8
11. SW mdblk	*	-7	-150	1.8
12. NE mdblk	*	8	150	1.8
13. ES blk	*	600	-8	1.8
14. WN blk	*	-600	10	1.8
15. WS blk	*	-600	-8	1.8
16. EN blk	*	600	10	1.8
17. SE blk	*	8	-600	1.8
18. NW blk	*	-7	600	1.8
19. SW blk	*	-7	-600	1.8
20. NE blk	*	8	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: San Jose 2003 NP 4
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	276.	.7	.2	.0	.0	.0	.0	.0	.2	.0
2. NW	174.	.6	.3	.0	.0	.0	.0	.0	.0	.0
3. SW	84.	.6	.2	.0	.0	.0	.0	.0	.0	.2
4. NE	186.	.7	.4	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	275.	.5	.0	.0	.0	.0	.0	.0	.0	.2
6. WN mdblk	96.	.5	.0	.0	.0	.0	.0	.0	.1	.0
7. WS mdblk	84.	.6	.0	.0	.0	.0	.0	.0	.2	.0
8. EN mdblk	264.	.5	.0	.0	.0	.0	.0	.0	.0	.1
9. SE mdblk	354.	.6	.4	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	174.	.5	.0	.3	.0	.0	.0	.0	.0	.0
11. SW mdblk	6.	.5	.3	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	186.	.6	.0	.4	.0	.0	.0	.0	.0	.0
13. ES blk	275.	.5	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.5	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.6	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.5	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.6	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.5	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.5	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.6	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: San Jose 2003 NP 4
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
4. NE	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.1	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.2
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0	.0	.1
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.2	.0
17. SE blk	.0	.0	.0	.0	.5	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.5	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: San Jose 2003 NP 5
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	30. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	8.3 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Eleventh NBA	*	4	-150	4	0	* AG	409	8.3	.0	10.0
B. Eleventh NBD	*	4	0	4	150	* AG	389	8.3	.0	10.0
C. Eleventh NBL	*	2	-150	0	0	* AG	46	8.3	.0	10.0
D. Eleventh SBA	*	0	150	0	0	* AG	0	8.3	.0	10.0
E. Eleventh SBD	*	0	0	0	-150	* AG	0	8.3	.0	10.0
F. Eleventh SBL	*	-2	150	0	0	* AG	0	8.3	.0	10.0
G. Taylor EBA	*	-150	-5	0	-5	* AG	623	8.3	.0	10.0
H. Taylor EBD	*	0	-5	150	-5	* AG	700	8.3	.0	10.0
I. Taylor EBL	*	-150	-5	0	0	* AG	27	8.3	.0	10.0
J. Taylor WBA	*	150	2	0	2	* AG	491	8.3	.0	10.0
K. Taylor WBD	*	0	2	-150	2	* AG	507	8.3	.0	10.0
L. Taylor WBL	*	150	2	0	0	* AG	0	8.3	.0	10.0
M. Eleven NBAX	*	4	-750	4	-150	* AG	455	8.3	.0	10.0
N. Eleven NBDX	*	4	150	4	750	* AG	389	8.3	.0	10.0
O. Eleven SBAX	*	0	750	0	150	* AG	0	8.3	.0	10.0
P. Eleven SBDX	*	0	-150	0	-750	* AG	0	8.3	.0	10.0
Q. Taylor EBAX	*	-750	-5	-150	-5	* AG	650	8.3	.0	10.0

R. Taylor EBDX	*	150	-5	750	-5	*	AG	700	8.3	.0	10.0
S. Taylor WBAX	*	750	2	150	2	*	AG	491	8.3	.0	10.0
T. Taylor WBDX	*	-150	2	-750	2	*	AG	507	8.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: San Jose 2003 NP 5
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. SE	*	11	-12	1.8
2. NW	*	-7	8	1.8
3. SW	*	-7	-12	1.8
4. NE	*	10	8	1.8
5. ES mdblk	*	150	-12	1.8
6. WN mdblk	*	-150	8	1.8
7. WS mdblk	*	-150	-12	1.8
8. EN mdblk	*	150	8	1.8
9. SE mdblk	*	11	-150	1.8
10. NW mdblk	*	-7	150	1.8
11. SW mdblk	*	-7	-150	1.8
12. NE mdblk	*	10	150	1.8
13. ES blk	*	600	-12	1.8
14. WN blk	*	-600	8	1.8
15. WS blk	*	-600	-12	1.8
16. EN blk	*	600	8	1.8
17. SE blk	*	11	-600	1.8
18. NW blk	*	-7	600	1.8
19. SW blk	*	-7	-600	1.8
20. NE blk	*	10	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: San Jose 2003 NP 5
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	277.	1.6	.2	.0	.0	.0	.0	.0	.7	.0
2. NW	97.	1.4	.0	.2	.0	.0	.0	.0	.0	.4
3. SW	84.	1.6	.2	.0	.0	.0	.0	.0	.0	.8
4. NE	263.	1.5	.0	.2	.0	.0	.0	.0	.3	.0
5. ES mdblk	276.	1.5	.0	.0	.0	.0	.0	.0	.0	.8
6. WN mdblk	96.	1.4	.0	.0	.0	.0	.0	.0	.3	.1
7. WS mdblk	84.	1.4	.0	.0	.0	.0	.0	.0	.7	.1
8. EN mdblk	263.	1.3	.0	.0	.0	.0	.0	.0	.1	.3
9. SE mdblk	354.	.8	.4	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	174.	.6	.0	.3	.0	.0	.0	.0	.0	.0
11. SW mdblk	6.	.7	.3	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	185.	.8	.0	.4	.0	.0	.0	.0	.0	.0
13. ES blk	276.	1.5	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	1.4	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	1.4	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	1.4	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.7	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.5	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.6	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	185.	.7	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: San Jose 2003 NP 5
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.3	.0	.0	.0	.0	.0	.1	.0	.0	.2
2. NW	.0	.6	.0	.0	.0	.0	.0	.0	.0	.2	.1	.0
3. SW	.0	.2	.0	.0	.0	.0	.0	.0	.0	.2	.2	.0
4. NE	.0	.0	.5	.0	.0	.0	.0	.0	.2	.0	.0	.1
5. ES mdblk	.0	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.6	.0	.0	.0	.0	.0	.0	.1	.0	.0
7. WS mdblk	.0	.1	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.6	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.9	.4	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.5	.0	.0	.7
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.9	.0	.0	.4
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.5	.7	.0
17. SE blk	.0	.0	.0	.0	.6	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.6	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: San Jose 2003 NP 6
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	30. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	8.3 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Eleventh NBA	*	5	-150	5	0	* AG	492	7.4	.0	10.0
B. Eleventh NBD	*	5	0	5	150	* AG	532	7.4	.0	10.0
C. Eleventh NBL	*	2	-150	0	0	* AG	124	7.4	.0	10.0
D. Eleventh SBA	*	0	150	0	0	* AG	0	7.4	.0	10.0
E. Eleventh SBD	*	0	0	0	-150	* AG	0	7.4	.0	10.0
F. Eleventh SBL	*	-2	150	0	0	* AG	0	7.4	.0	10.0
G. Julian EBA	*	-150	0	0	0	* AG	0	7.4	.0	10.0
H. Julian EBD	*	0	0	150	0	* AG	0	7.4	.0	10.0
I. Julian EBL	*	-150	-2	0	0	* AG	0	7.4	.0	10.0
J. Julian WBA	*	150	5	0	5	* AG	443	7.4	.0	10.0
K. Julian WBD	*	0	5	-150	5	* AG	527	7.4	.0	10.0
L. Julian WBL	*	150	2	0	0	* AG	0	7.4	.0	10.0
M. Eleven NBAX	*	5	-750	5	-150	* AG	616	7.4	.0	10.0
N. Eleven NBDX	*	5	150	5	750	* AG	532	7.4	.0	10.0
O. Eleven SBAX	*	0	750	0	150	* AG	0	7.4	.0	10.0
P. Eleven SBDX	*	0	-150	0	-750	* AG	0	7.4	.0	10.0
Q. Julian EBAX	*	-750	0	-150	0	* AG	0	7.4	.0	10.0
R. Julian EBDX	*	150	0	750	0	* AG	0	7.4	.0	10.0
S. Julian WBAX	*	750	5	150	5	* AG	443	7.4	.0	10.0
T. Julian WBDX	*	-150	5	-750	5	* AG	527	7.4	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: San Jose 2003 NP 6
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. SE	*	13	-7	1.8
2. NW	*	-7	12	1.8
3. SW	*	-7	-7	1.8
4. NE	*	13	13	1.8
5. ES mdblk	*	150	-7	1.8
6. WN mdblk	*	-150	12	1.8
7. WS mdblk	*	-150	-7	1.8
8. EN mdblk	*	150	13	1.8
9. SE mdblk	*	13	-150	1.8
10. NW mdblk	*	-7	150	1.8
11. SW mdblk	*	-7	-150	1.8
12. NE mdblk	*	13	150	1.8
13. ES blk	*	600	-7	1.8
14. WN blk	*	-600	12	1.8
15. WS blk	*	-600	-7	1.8
16. EN blk	*	600	13	1.8
17. SE blk	*	13	-600	1.8
18. NW blk	*	-7	600	1.8
19. SW blk	*	-7	-600	1.8
20. NE blk	*	13	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: San Jose 2003 NP 6
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	354.	.8	.0	.5	.0	.0	.0	.0	.0	.0
2. NW	174.	.8	.3	.0	.1	.0	.0	.0	.0	.0
3. SW	7.	.6	.0	.3	.0	.0	.0	.0	.0	.0
4. NE	186.	.9	.4	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	276.	.5	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	96.	.7	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	83.	.5	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	264.	.6	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.7	.4	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	174.	.5	.0	.3	.0	.0	.0	.0	.0	.0
11. SW mdblk	7.	.6	.3	.0	.1	.0	.0	.0	.0	.0
12. NE mdblk	186.	.7	.0	.5	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.4	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.7	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.5	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.6	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.8	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.5	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.6	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.7	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: San Jose 2003 NP 6
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.2	.0	.0	.0	.1	.0	.0	.0	.0	.0	.0
2. NW	.0	.0	.2	.0	.2	.0	.0	.0	.0	.0	.0	.0
3. SW	.0	.0	.2	.0	.0	.1	.0	.0	.0	.0	.0	.0
4. NE	.0	.2	.0	.0	.1	.0	.0	.0	.0	.0	.0	.0
5. ES mdblk	.0	.2	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.3	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.6
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.5	.0
17. SE blk	.0	.0	.0	.0	.7	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.0	.5	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.6	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: San Jose 2003 NP 7
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	30. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	8.3 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Eleventh NBA	*	5	-150	5	0	* AG	572	7.4	.0	10.0
B. Eleventh NBD	*	5	0	5	150	* AG	597	7.4	.0	10.0
C. Eleventh NBL	*	2	-150	0	0	* AG	0	7.4	.0	10.0
D. Eleventh SBA	*	0	150	0	0	* AG	0	7.4	.0	10.0
E. Eleventh SBD	*	0	0	0	-150	* AG	0	7.4	.0	10.0
F. Eleventh SBL	*	-2	150	0	0	* AG	0	7.4	.0	10.0
G. James EBA	*	-150	-4	0	-4	* AG	633	7.4	.0	10.0
H. James EBD	*	0	-4	150	-4	* AG	705	7.4	.0	10.0
I. James EBL	*	-150	-2	0	0	* AG	97	7.4	.0	10.0
J. James WBA	*	150	0	0	0	* AG	0	7.4	.0	10.0
K. James WBD	*	0	0	-150	0	* AG	0	7.4	.0	10.0
L. James WBL	*	150	2	0	0	* AG	0	7.4	.0	10.0
M. Eleven NBAX	*	5	-750	5	-150	* AG	572	7.4	.0	10.0
N. Eleven NBDX	*	5	150	5	750	* AG	597	7.4	.0	10.0
O. Eleven SBAX	*	0	750	0	150	* AG	0	7.4	.0	10.0
P. Eleven SBDX	*	0	-150	0	-750	* AG	0	7.4	.0	10.0
Q. James EBAX	*	-750	-4	-150	-4	* AG	730	7.4	.0	10.0
R. James EBDX	*	150	-4	750	-4	* AG	705	7.4	.0	10.0
S. James WBAX	*	750	0	150	0	* AG	0	7.4	.0	10.0
T. James WBDX	*	-150	0	-750	0	* AG	0	7.4	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: San Jose 2003 NP 7
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. SE	*	14	-10	1.8
2. NW	*	-7	7	1.8
3. SW	*	-7	-10	1.8
4. NE	*	13	7	1.8
5. ES mdblk	*	150	-10	1.8
6. WN mdblk	*	-150	7	1.8
7. WS mdblk	*	-150	-10	1.8
8. EN mdblk	*	150	7	1.8
9. SE mdblk	*	14	-150	1.8
10. NW mdblk	*	-7	150	1.8
11. SW mdblk	*	-7	-150	1.8
12. NE mdblk	*	13	150	1.8
13. ES blk	*	600	-10	1.8
14. WN blk	*	-600	7	1.8
15. WS blk	*	-600	-10	1.8
16. EN blk	*	600	7	1.8
17. SE blk	*	14	-600	1.8
18. NW blk	*	-7	600	1.8
19. SW blk	*	-7	-600	1.8
20. NE blk	*	13	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: San Jose 2003 NP 7
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	276.	1.1	.2	.0	.0	.0	.0	.0	.6	.1
2. NW	96.	.8	.0	.2	.0	.0	.0	.0	.0	.4
3. SW	84.	1.1	.2	.0	.0	.0	.0	.0	.0	.7
4. NE	264.	1.0	.0	.3	.0	.0	.0	.0	.4	.0
5. ES mdblk	276.	1.0	.0	.0	.0	.0	.0	.0	.0	.7
6. WN mdblk	96.	.7	.0	.0	.0	.0	.0	.0	.4	.1
7. WS mdblk	84.	1.0	.0	.0	.0	.0	.0	.0	.6	.0
8. EN mdblk	264.	.7	.0	.0	.0	.0	.0	.0	.1	.4
9. SE mdblk	354.	.7	.4	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	174.	.6	.1	.3	.0	.0	.0	.0	.0	.0
11. SW mdblk	6.	.6	.3	.1	.0	.0	.0	.0	.0	.0
12. NE mdblk	186.	.8	.0	.5	.0	.0	.0	.0	.0	.0
13. ES blk	276.	1.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.7	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	1.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.7	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.7	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.6	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.5	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.8	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: San Jose 2003 NP 7
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0
2. NW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
3. SW	.0	.0	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
4. NE	.1	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0
5. ES mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.8	.0	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.6	.0	.0	.0
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.9	.0	.0	.0
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.6	.0	.0
17. SE blk	.0	.0	.0	.0	.6	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.6	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: San Jose 2003 NP 8
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= .5 M/S Z0= 100. CM ALT= 30. (M)
BRG= WORST CASE VD= .0 CM/S
CLAS= 7 (G) VS= .0 CM/S
MIXH= 1000. M AMB= .0 PPM
SIGTH= 10. DEGREES TEMP= 8.3 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	*	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. First NBA	*	5	-150	5	0	*	AG	395	8.3	.0	10.0
B. First NBD	*	5	0	5	150	*	AG	525	8.3	.0	10.0
C. First NBL	*	5	-150	0	0	*	AG	108	8.3	.0	10.0
D. First SBA	*	-5	150	-5	0	*	AG	708	8.3	.0	10.0
E. First SBD	*	-5	0	-5	-150	*	AG	690	8.3	.0	10.0
F. First SBL	*	-5	150	0	0	*	AG	317	8.3	.0	10.0
G. Taylor EBA	*	-150	-7	0	-7	*	AG	659	8.3	.0	10.0
H. Taylor EBD	*	0	-7	150	-7	*	AG	891	8.3	.0	10.0
I. Taylor EBL	*	-150	-5	0	0	*	AG	120	8.3	.0	10.0
J. Taylor WBA	*	150	2	0	0	*	AG	489	8.3	.0	10.0
K. Taylor WBD	*	0	2	-150	0	*	AG	704	8.3	.0	10.0
L. Taylor WBL	*	150	2	0	0	*	AG	14	8.3	.0	10.0
M. First NBAX	*	5	-750	5	-150	*	AG	503	8.3	.0	10.0
N. First NBDX	*	5	150	5	750	*	AG	525	8.3	.0	10.0
O. First SBAX	*	-5	750	-5	150	*	AG	1025	8.3	.0	10.0
P. First SBDX	*	-5	-150	-5	-750	*	AG	690	8.3	.0	10.0
Q. Taylor EBAX	*	-750	-7	-150	-7	*	AG	779	8.3	.0	10.0

R. Taylor EBDX	*	150	-7	750	-7	*	AG	891	8.3	.0	10.0
S. Taylor WBAX	*	750	2	150	2	*	AG	503	8.3	.0	10.0
T. Taylor WBDX	*	-150	2	-750	2	*	AG	704	8.3	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: San Jose 2003 NP 8
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. SE	*	12	-14	1.8
2. NW	*	-12	9	1.8
3. SW	*	-12	-14	1.8
4. NE	*	12	8	1.8
5. ES mdblk	*	150	-14	1.8
6. WN mdblk	*	-150	9	1.8
7. WS mdblk	*	-150	-14	1.8
8. EN mdblk	*	150	8	1.8
9. SE mdblk	*	12	-150	1.8
10. NW mdblk	*	-12	150	1.8
11. SW mdblk	*	-12	-150	1.8
12. NE mdblk	*	12	150	1.8
13. ES blk	*	600	-14	1.8
14. WN blk	*	-600	9	1.8
15. WS blk	*	-600	-14	1.8
16. EN blk	*	600	8	1.8
17. SE blk	*	12	-600	1.8
18. NW blk	*	-12	600	1.8
19. SW blk	*	-12	-600	1.8
20. NE blk	*	12	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: San Jose 2003 NP 8
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	353.	2.1	.0	.5	.0	.3	.0	.2	.0	.5
2. NW	98.	2.0	.0	.2	.0	.4	.0	.1	.0	.4
3. SW	7.	2.3	.0	.2	.0	.7	.1	.2	.3	.0
4. NE	263.	2.2	.0	.3	.0	.2	.0	.1	.3	.0
5. ES mdblk	277.	1.9	.0	.0	.0	.0	.0	.0	.0	1.0
6. WN mdblk	97.	1.6	.0	.0	.0	.0	.0	.0	.3	.2
7. WS mdblk	83.	1.8	.0	.0	.0	.0	.0	.0	.8	.1
8. EN mdblk	264.	1.6	.0	.0	.0	.0	.0	.0	.1	.3
9. SE mdblk	354.	1.5	.5	.0	.1	.1	.2	.0	.0	.0
10. NW mdblk	173.	1.9	.0	.2	.0	.8	.0	.4	.0	.0
11. SW mdblk	6.	1.7	.1	.1	.0	.1	.8	.0	.0	.0
12. NE mdblk	187.	1.6	.0	.6	.0	.3	.1	.2	.0	.0
13. ES blk	276.	1.8	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	1.7	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	1.8	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	1.5	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	1.4	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	1.9	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	1.5	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	1.6	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: San Jose 2003 NP 8
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.2	.0	.0	.0	.1	.3	.0	.0	.0	.0	.0
2. NW	.0	.4	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0
3. SW	.0	.0	.2	.0	.0	.2	.2	.0	.0	.0	.0	.0
4. NE	.1	.0	.7	.0	.0	.0	.0	.0	.2	.0	.0	.1
5. ES mdblk	.0	.2	.1	.0	.0	.0	.0	.0	.0	.0	.0	.1
6. WN mdblk	.0	.0	.6	.0	.0	.0	.0	.0	.0	.1	.0	.0
7. WS mdblk	.1	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.5	.1	.0	.0	.0	.0	.0	.1	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.1	.4	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.5	.0	.0	.9
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	1.0	.0	.0	.5
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.6	.7	.0
17. SE blk	.0	.0	.0	.0	.7	.0	.0	.4	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.3	1.3	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.3	.0	.0	.9	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.7	.6	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: San Jose 2003 NP 9
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	30. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	8.3 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Market NBA	*	9	-150	9	0	* AG	406	7.4	.0	10.0
B. Market NBD	*	9	0	9	150	* AG	527	7.4	.0	10.0
C. Market NBL	*	5	-150	0	0	* AG	118	7.4	.0	10.0
D. Market SBA	*	-5	150	-5	0	* AG	1477	7.4	.0	10.0
E. Market SBD	*	-5	0	-5	-150	* AG	1413	7.4	.0	10.0
F. Market SBL	*	-2	150	0	0	* AG	0	7.4	.0	10.0
G. Julian EBA	*	-150	0	0	0	* AG	0	7.4	.0	10.0
H. Julian EBD	*	0	0	150	0	* AG	0	7.4	.0	10.0
I. Julian EBL	*	-150	-2	0	0	* AG	0	7.4	.0	10.0
J. Julian WBA	*	150	5	0	5	* AG	670	7.4	.0	10.0
K. Julian WBD	*	0	5	-150	5	* AG	1142	7.4	.0	10.0
L. Julian WBL	*	150	2	0	0	* AG	411	7.4	.0	10.0
M. Market NBAX	*	9	-750	9	-150	* AG	524	7.4	.0	10.0
N. Market NBDX	*	9	150	9	750	* AG	527	7.4	.0	10.0
O. Market SBAX	*	-5	750	-5	150	* AG	1477	7.4	.0	10.0
P. Market SBDX	*	-5	-150	-5	-750	* AG	1413	7.4	.0	10.0
Q. Julian EBAX	*	-750	0	-150	0	* AG	0	7.4	.0	10.0

R. Julian EBDX	*	150	0	750	0	*	AG	0	7.4	.0	10.0
S. Julian WBAX	*	750	5	150	5	*	AG	1081	7.4	.0	10.0
T. Julian WBDX	*	-150	5	-750	5	*	AG	1142	7.4	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: San Jose 2003 NP 9
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. SE	*	17	-7	1.8
2. NW	*	-14	12	1.8
3. SW	*	-12	-7	1.8
4. NE	*	17	13	1.8
5. ES mdblk	*	150	-7	1.8
6. WN mdblk	*	-150	12	1.8
7. WS mdblk	*	-150	-7	1.8
8. EN mdblk	*	150	13	1.8
9. SE mdblk	*	17	-150	1.8
10. NW mdblk	*	-14	150	1.8
11. SW mdblk	*	-12	-150	1.8
12. NE mdblk	*	17	150	1.8
13. ES blk	*	600	-7	1.8
14. WN blk	*	-600	12	1.8
15. WS blk	*	-600	-7	1.8
16. EN blk	*	600	13	1.8
17. SE blk	*	17	-600	1.8
18. NW blk	*	-14	600	1.8
19. SW blk	*	-12	-600	1.8
20. NE blk	*	17	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: San Jose 2003 NP 9
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	352.	1.6	.0	.4	.0	.3	.0	.0	.0	.0
2. NW	172.	2.1	.1	.0	.0	.0	1.0	.0	.0	.0
3. SW	7.	2.3	.0	.1	.0	1.3	.0	.0	.0	.0
4. NE	264.	1.7	.0	.2	.0	.3	.0	.0	.0	.0
5. ES mdblk	277.	1.2	.0	.0	.0	.1	.0	.0	.0	.0
6. WN mdblk	96.	1.6	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	84.	1.0	.0	.0	.0	.1	.0	.0	.0	.0
8. EN mdblk	264.	1.3	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	352.	1.3	.4	.0	.0	.2	.3	.0	.0	.0
10. NW mdblk	173.	1.7	.0	.1	.0	1.0	.2	.0	.0	.0
11. SW mdblk	7.	2.1	.1	.1	.0	.1	1.3	.0	.0	.0
12. NE mdblk	188.	1.3	.0	.4	.0	.3	.2	.0	.0	.0
13. ES blk	276.	1.0	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	1.5	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	1.0	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	1.3	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	353.	1.3	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	173.	1.7	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	7.	2.0	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	187.	1.3	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: San Jose 2003 NP 9
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.2	.0	.2	.0	.0	.4	.0	.0	.0	.0	.0
2. NW	.0	.0	.5	.0	.2	.0	.0	.2	.0	.0	.0	.0
3. SW	.0	.0	.4	.0	.0	.2	.2	.0	.0	.0	.0	.0
4. NE	.0	.0	.8	.0	.0	.0	.0	.0	.0	.0	.0	.2
5. ES mdblk	.0	.4	.2	.3	.0	.0	.0	.0	.0	.0	.0	.1
6. WN mdblk	.0	.0	1.1	.0	.0	.0	.0	.0	.0	.0	.1	.0
7. WS mdblk	.0	.1	.5	.0	.0	.0	.0	.0	.0	.0	.1	.0
8. EN mdblk	.0	.6	.1	.2	.0	.0	.0	.0	.0	.0	.0	.1
9. SE mdblk	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.1	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.2	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.7	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.3
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.8
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	1.1	.0
17. SE blk	.0	.0	.0	.0	.5	.0	.0	.6	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.3	1.2	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.3	.0	.0	1.5	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.5	.6	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: San Jose 2003 NP 10
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U=	.5 M/S	Z0=	100. CM	ALT=	30. (M)
BRG=	WORST CASE	VD=	.0 CM/S		
CLAS=	7 (G)	VS=	.0 CM/S		
MIXH=	1000. M	AMB=	.0 PPM		
SIGTH=	10. DEGREES	TEMP=	8.3 DEGREE (C)		

II. LINK VARIABLES

LINK DESCRIPTION	*	LINK COORDINATES (M) X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. Third NBA	*	5	-150	5	0	* AG	346	7.4	.0	10.0
B. Third NBD	*	5	0	5	150	* AG	424	7.4	.0	10.0
C. Third NBL	*	2	-150	0	0	* AG	134	7.4	.0	10.0
D. Third SBA	*	0	150	0	0	* AG	0	7.4	.0	10.0
E. Third SBD	*	0	0	0	-150	* AG	0	7.4	.0	10.0
F. Third SBL	*	-2	150	0	0	* AG	0	7.4	.0	10.0
G. Julian EBA	*	-150	0	0	0	* AG	0	7.4	.0	10.0
H. Julian EBD	*	0	0	150	0	* AG	0	7.4	.0	10.0
I. Julian EBL	*	-150	-2	0	0	* AG	0	7.4	.0	10.0
J. Julian WBA	*	150	5	0	5	* AG	560	7.4	.0	10.0
K. Julian WBD	*	0	5	-150	5	* AG	616	7.4	.0	10.0
L. Julian WBL	*	150	2	0	0	* AG	0	7.4	.0	10.0
M. Third NBAX	*	5	-750	5	-150	* AG	480	7.4	.0	10.0
N. Third NBDX	*	5	150	5	750	* AG	424	7.4	.0	10.0
O. Third SBAX	*	0	750	0	150	* AG	0	7.4	.0	10.0
P. Third SBDX	*	0	-150	0	-750	* AG	0	7.4	.0	10.0
Q. Julian EBAX	*	-750	0	-150	0	* AG	0	7.4	.0	10.0

R. Julian EBDX	*	150	0	750	0	*	AG	0	7.4	.0	10.0
S. Julian WBAX	*	750	5	150	5	*	AG	560	7.4	.0	10.0
T. Julian WBDX	*	-150	5	-750	5	*	AG	616	7.4	.0	10.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: San Jose 2003 NP 10
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

III. RECEPTOR LOCATIONS

RECEPTOR	*	COORDINATES (M) X	Y	Z
1. SE	*	13	-7	1.8
2. NW	*	-7	12	1.8
3. SW	*	-7	-7	1.8
4. NE	*	13	14	1.8
5. ES mdblk	*	150	-7	1.8
6. WN mdblk	*	-150	12	1.8
7. WS mdblk	*	-150	-7	1.8
8. EN mdblk	*	150	14	1.8
9. SE mdblk	*	13	-150	1.8
10. NW mdblk	*	-7	150	1.8
11. SW mdblk	*	-7	-150	1.8
12. NE mdblk	*	13	150	1.8
13. ES blk	*	600	-7	1.8
14. WN blk	*	-600	12	1.8
15. WS blk	*	-600	-7	1.8
16. EN blk	*	600	14	1.8
17. SE blk	*	13	-600	1.8
18. NW blk	*	-7	600	1.8
19. SW blk	*	-7	-600	1.8
20. NE blk	*	13	600	1.8

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 3

JOB: San Jose 2003 NP 10
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	BRG (DEG)	PRED CONC (PPM)	CONC/LINK (PPM) A	B	C	D	E	F	G	H
1. SE	277.	.7	.2	.0	.0	.0	.0	.0	.0	.0
2. NW	96.	.9	.0	.2	.0	.0	.0	.0	.0	.0
3. SW	83.	.6	.1	.0	.0	.0	.0	.0	.0	.0
4. NE	264.	.8	.0	.2	.0	.0	.0	.0	.0	.0
5. ES mdblk	276.	.5	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	96.	.8	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	83.	.5	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	264.	.7	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	354.	.6	.3	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	174.	.5	.0	.2	.0	.0	.0	.0	.0	.0
11. SW mdblk	7.	.5	.2	.0	.1	.0	.0	.0	.0	.0
12. NE mdblk	186.	.6	.0	.4	.0	.0	.0	.0	.0	.0
13. ES blk	276.	.5	.0	.0	.0	.0	.0	.0	.0	.0
14. WN blk	96.	.8	.0	.0	.0	.0	.0	.0	.0	.0
15. WS blk	84.	.6	.0	.0	.0	.0	.0	.0	.0	.0
16. EN blk	264.	.7	.0	.0	.0	.0	.0	.0	.0	.0
17. SE blk	354.	.6	.0	.0	.0	.0	.0	.0	.0	.0
18. NW blk	174.	.4	.0	.0	.0	.0	.0	.0	.0	.0
19. SW blk	6.	.5	.0	.0	.0	.0	.0	.0	.0	.0
20. NE blk	186.	.6	.0	.0	.0	.0	.0	.0	.0	.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 4

JOB: San Jose 2003 NP 10
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE) (CONT.)

RECEPTOR	CONC/LINK (PPM) I	J	K	L	M	N	O	P	Q	R	S	T
1. SE	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.1
2. NW	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0
3. SW	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.1	.0
4. NE	.0	.0	.5	.0	.0	.0	.0	.0	.0	.0	.0	.2
5. ES mdblk	.0	.3	.1	.0	.0	.0	.0	.0	.0	.0	.0	.0
6. WN mdblk	.0	.0	.6	.0	.0	.0	.0	.0	.0	.0	.0	.0
7. WS mdblk	.0	.0	.3	.0	.0	.0	.0	.0	.0	.0	.0	.0
8. EN mdblk	.0	.4	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
9. SE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
10. NW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
11. SW mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
12. NE mdblk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0
13. ES blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.4	.0
14. WN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.7
15. WS blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.5
16. EN blk	.0	.0	.0	.0	.0	.0	.0	.0	.0	.0	.5	.0
17. SE blk	.0	.0	.0	.0	.5	.0	.0	.0	.0	.0	.0	.0
18. NW blk	.0	.0	.0	.0	.0	.3	.0	.0	.0	.0	.0	.0
19. SW blk	.0	.0	.0	.0	.4	.0	.0	.0	.0	.0	.0	.0
20. NE blk	.0	.0	.0	.0	.0	.5	.0	.0	.0	.0	.0	.0

APPENDIX D

NOISE TECHNICAL MATERIALS

D.1 SAN JOSE DOWNTOWN EXISTING

D.2 SAN JOSE DOWNTOWN 2020 WITH PROJECT

APPENDIX D.1

SAN JOSE DOWNTOWN EXISTING

TABLE E1
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: MARKET ST. NORTH OF JULIAN ST.
NOTES: EXISTING CONDITIONS

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20040 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
62.4	121.6	255.6	547.6

TABLE E2
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: MARKET ST. BETWEEN JULIAN ST. AND SAINT JAMES ST.
NOTES: EXISTING CONDITIONS

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18550 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
57.3	114.5	242.4	520.1

TABLE E3
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: MARKET ST. BETWEEN SAINT JAMES ST. AND SANTA CLARA ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16240 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.49

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	105.3	222.1	476.2

TABLE E4
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: MARKET ST. SOUTH OF SANTA CLARA ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15730 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.35

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	103.2	217.5	466.2

TABLE E5
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: FIRST ST. NORTH OF HEDDING ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20490 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
60.5	122.0	258.9	555.7

TABLE E6
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: FIRST ST. BETWEEN HEDDING ST. AND TAYLOR ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16350 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	68.5	147.1	316.7

TABLE E7
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: FIRST ST. BETWEEN TAYLOR ST. AND JULIAN ST.
NOTES: EXISTING CONDITIONS

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10870 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.56

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	52.3	112.1	241.3

TABLE E8
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: FIRST ST. BETWEEN JULIAN ST. AND SAINT JAMES ST.
NOTES: EXISTING CONDITIONS

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 3930 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 3 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	56.9	122.5

TABLE E9
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: FIRST ST. BETWEEN SAINT JAMES ST. AND SANTA CLARA ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2830 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 3 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	0.0	98.5

TABLE E10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: FIRST ST. SOUTH OF SANTA CLARA ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2950 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 3 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.23

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	0.0	101.2

TABLE E11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: FOURTH ST. NORTH OF HEDDING ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14830 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.09

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	99.4	209.2	448.3

TABLE E12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: FOURTH ST. BETWEEN HEDDING ST. AND JULIAN ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14070 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.52

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	77.7	165.7	356.2

TABLE E13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: FOURTH ST. BETWEEN JULIAN ST. AND SAINT JAMES ST.
NOTES: EXISTING CONDITIONS

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13745 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	76.5	163.2	350.7

TABLE E14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: FOURTH ST. BETWEEN SAINT JAMES ST. AND SANTA CLARA ST.
NOTES: EXISTING CONDITIONS

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12870 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.13

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	73.3	156.2	335.7

TABLE E15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: FOURTH ST. SOUTH OF SANTA CLARA ST.
NOTES: EXISTING CONDITIONS

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11300 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.56

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	67.4	143.3	307.9

TABLE E16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: ELEVENTH ST. BETWEEN HEDDING ST. AND TAYLOR ST.
NOTES: EXISTING CONDITIONS

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4140 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	74.1	158.0

TABLE E17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: ELEVENTH ST. BETWEEN TAYLOR ST. AND JULIAN ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4935 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	83.1	177.5

TABLE E18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: ELEVENTH ST. BETWEEN JULIAN ST. AND SAINT JAMES ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6065 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.86

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	95.1	203.6

TABLE E19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: ELEVENTH ST. BETWEEN SAINT JAMES ST. AND SANTA CLARAST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5980 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.80

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	94.2	201.7

TABLE E20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: ELEVENTH ST. SOUTH OF SANTA CLARA ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8290 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	55.3	116.8	250.5

TABLE E21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: THIRTEENTH ST. NORTH OF JULIAN ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5760 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.80

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	73.6	158.1

TABLE E22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: THIRTEENTH ST. BETWEEN JULIAN ST. AND SAINT JAMES ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5635 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.70

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	72.5	155.8

TABLE E23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: THIRTEENTH ST. SOUTH OF SAINT JAMES ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5870 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	74.5	160.1

TABLE E24
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: HEDDING ST. WEST OF FIRST ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14900 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.11

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	99.7	209.9	449.7

TABLE E25
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: HEDDING ST. BETWEEN FIRST ST. AND FOURTH ST.
NOTES: EXISTING CONDITIONS

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13675 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.74

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	94.5	198.3	424.8

TABLE E26
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: HEDDING ST. BETWEEN FOURTH ST. AND ELEVENTH ST.
NOTES: EXISTING CONDITIONS

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16790 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	107.5	227.0	486.9

TABLE E27
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: HEDDING ST. EAST OF ELEVENTH ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18510 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
57.2	114.4	242.1	519.4

TABLE E28
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: TAYLOR ST. WEST OF FIRST ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14830 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.90

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	64.2	137.9	296.8

TABLE E29
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: TAYLOR ST. BETWEEN FIRST ST. AND ELEVENTH ST.
NOTES: EXISTING CONDITIONS

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12755 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	58.2	124.7	268.4

TABLE E30
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: TAYLOR ST. EAST OF ELEVENTH ST.
NOTES: EXISTING CONDITIONS

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11910 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	55.6	119.2	256.4

TABLE E31
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: JULIAN ST. WEST OF MARKET ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11420 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	54.1	115.9	249.4

TABLE E32
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: JULIAN ST. BETWEEN MARKET ST. AND FIRST ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10540 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.42

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	51.3	109.9	236.4

TABLE E33
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: JULIAN ST. BETWEEN FIRST ST. AND FOURTH ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7235 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.79

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	85.6	184.0

TABLE E34
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: JULIAN ST. BETWEEN FOURTH ST. AND ELEVENTH ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5500 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	71.4	153.3

TABLE E35
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: JULIAN ST. BETWEEN ELEVENTH ST. AND THIRTEEN ST.
NOTES: EXISTING CONDITIONS

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4825 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.03

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	65.5	140.5

TABLE E36
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: JULIAN ST. EAST OF THIRTEENTH ST.
NOTES: EXISTING CONDITIONS

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4940 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.13

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	66.5	142.7

TABLE E37
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: SAINT JAMES ST. WEST OF MARKET ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8370 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.42

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	94.3	202.8

TABLE E38
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: SAINT JAMES ST. BETWEEN MARKET ST. AND FIRST ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8000 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	91.5	196.8

TABLE E39
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: SAINT JAMES ST. BETWEEN FIRST ST. AND FOURTH ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8000 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	91.5	196.8

TABLE E40
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: SAINT JAMES ST. BETWEEN FOURTH ST. AND ELEVENTH ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8430 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	94.7	203.8

TABLE E41
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: SAINT JAMES ST. BETWEEN ELEVENTH ST. AND THIRTEEN ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6240 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	77.6	166.8

TABLE E42
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: SAINT JAMES ST. EAST OF THIRTEEN ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5170 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	68.5	147.1

TABLE E43
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: SANTA CLARA ST. WEST OF MARKET ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15080 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	100.5	211.5	453.3

TABLE E44
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: SANTA CLARA ST. BETWEEN MARKET ST. AND FIRST ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15100 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	100.6	211.7	453.7

TABLE E45
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: SANTA CLARA ST. BETWEEN FIRST ST. AND FOURTH ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15570 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.30

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	102.5	216.0	463.1

TABLE E46
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: SANTA CLARA ST. BETWEEN FOURTH ST. AND ELEVENTH ST.
NOTES: EXISTING CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16435 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.54

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	106.1	223.9	480.0

TABLE E47
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: SANTA CLARA ST. EAST OF ELEVENTH ST.
NOTES: EXISTING CONDITIONS

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16980 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.68

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	108.3	228.7	490.5

APPENDIX D.2

SAN JOSE DOWNTOWN 2020 WITH PROJECT

TABLE 2020-1
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: MARKET ST. NORTH OF JULIAN ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 38790 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.89

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
90.1	185.5	395.4	849.7

TABLE 2020-2
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: MARKET ST. BETWEEN JULIAN ST. AND SAINT JAMES ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 36610 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
85.2	177.8	380.3	817.9

TABLE 2020-3
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: MARKET ST. BETWEEN SAINT JAMES ST. AND SANTA CLARA ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28090 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.87

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
72.6	149.6	319.0	685.6

TABLE 2020-4
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: MARKET ST. SOUTH OF SANTA CLARA ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 21650 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.74

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
62.4	126.4	268.5	576.5

TABLE 2020-5
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: FIRST ST. NORTH OF HEDDING ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23690 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.13

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
65.7	134.0	285.0	612.1

TABLE 2020-6
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: FIRST ST. BETWEEN HEDDING ST. AND TAYLOR ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19625 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.12

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	77.3	166.2	357.7

TABLE 2020-7
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: FIRST ST. BETWEEN TAYLOR ST. AND JULIAN ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14300 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	62.7	134.6	289.7

TABLE 2020-8
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: FIRST ST. BETWEEN JULIAN ST. AND SAINT JAMES ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7050 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 3 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.01

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	84.0	180.9

TABLE 2020-9
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: FIRST ST. BETWEEN SAINT JAMES ST. AND SANTA CLARA ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5455 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 3 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.90

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	70.8	152.5

TABLE 2020-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: FIRST ST. SOUTH OF SANTA CLARA ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4440 SPEED (MPH): 35 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 3 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.00

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	61.8	132.9

TABLE 2020-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: FOURTH ST. NORTH OF HEDDING ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18220 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
56.7	113.2	239.6	514.0

TABLE 2020-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: FOURTH ST. BETWEEN HEDDING ST. AND JULIAN ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14885 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	80.6	172.0	369.9

TABLE 2020-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: FOURTH ST. BETWEEN JULIAN ST. AND ST. JAMES ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22915 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	106.9	229.1	493.0

TABLE 2020-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: FOURTH ST. BETWEEN SAINT JAMES ST. AND SANTA CLARA ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19295 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.89

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	95.5	204.4	439.6

TABLE 2020-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: FOURTH ST. SOUTH OF SANTA CLARA ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15200 SPEED (MPH): 40 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	81.7	174.4	375.1

TABLE 2020-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: ELEVENTH ST. BETWEEN HEDDING ST. AND TAYLOR ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12190 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	56.4	121.0	260.4

TABLE 2020-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: ELEVENTH ST. BETWEEN TAYLOR ST. AND JULIAN ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18290 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	73.8	158.5	341.3

TABLE 2020-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: ELEVENTH ST. BETWEEN JULIAN ST. AND SAINT JAMES ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 24090 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.01

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	88.6	190.5	410.1

TABLE 2020-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: ELEVENTH ST. BETWEEN SAINT JAMES ST. AND SANTA CLARA ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19170 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	76.1	163.6	352.2

TABLE 2020-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: ELEVENTH ST. SOUTH OF SANTA CLARA ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10620 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	51.5	110.4	237.6

TABLE 2020-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: THIRTEENTH ST. NORTH OF JULIAN ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7240 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.79

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	85.6	184.1

TABLE 2020-22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: THIRTEENTH ST. BETWEEN JULIAN ST. AND SAINT JAMES ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7055 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.68

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	84.2	181.0

TABLE 2020-23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: THIRTEENTH ST. SOUTH OF SAINT JAMES ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6850 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.55

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	82.6	177.4

TABLE 2020-24
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: HEDDING ST. WEST OF FIRST ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 17240 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	109.3	231.0	495.5

TABLE 2020-25
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: HEDDING ST. BETWEEN FIRST ST. AND FOURTH ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16285 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	105.5	222.5	477.1

TABLE 2020-26
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: HEDDING ST. BETWEEN FOURTH ST. AND ELEVENTH ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23980 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.18

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
66.2	135.0	287.3	617.1

TABLE 2020-27
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: HEDDING ST. EAST OF ELEVENTH ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23420 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.08

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
65.3	133.0	282.8	607.4

TABLE 2020-28
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: TAYLOR ST. WEST OF FIRST ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18520 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.87

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	74.4	159.9	344.2

TABLE 2020-29
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: TAYLOR ST. BETWEEN FIRST ST. AND ELEVENTH ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18225 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.80

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	73.6	158.2	340.5

TABLE 2020-30
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: TAYLOR ST. EAST OF ELEVENTH ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18250 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	73.7	158.3	340.8

TABLE 2020-31
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: JULIAN ST. WEST OF MARKET ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19280 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.04

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	76.4	164.2	353.5

TABLE 2020-32
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: JULIAN ST. BETWEEN MARKET ST. AND FIRST ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16295 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.31

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	68.4	146.8	316.0

TABLE 2020-33
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: JULIAN ST. BETWEEN FIRST ST. AND FOURTH ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11970 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	55.8	119.6	257.3

TABLE 2020-34
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: JULIAN ST. BETWEEN FOURTH ST. AND ELEVENTH ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9955 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.17

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	105.8	227.6

TABLE 2020-35
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: JULIAN ST. BETWEEN ELEVENTH ST. AND THRITEENTH ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10690 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.48

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	51.8	110.9	238.6

TABLE 2020-36
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: JULIAN ST. EAST OF THIRTEENTH ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7520 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	87.8	188.8

TABLE 2020-37
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: SAINT JAMES ST. WEST OF MARKET ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14370 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	62.9	135.0	290.6

TABLE 2020-38
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: SAINT JAMES ST. BETWEEN MARKET ST. AND FIRST ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16530 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.38

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	69.0	148.2	319.0

TABLE 2020-39
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: SAINT JAMES ST. BETWEEN FIRST ST. AND FOURTH ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14380 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	62.9	135.1	290.8

TABLE 2020-40
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: SAINT JAMES ST. BETWEEN FOURTH ST. AND ELEVENTH ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14875 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	64.4	138.2	297.4

TABLE 2020-41
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: SAINT JAMES ST. BETWEEN ELEVENTH ST. AND THIRTEENTH ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11065 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	53.0	113.5	244.2

TABLE 2020-42
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: SAINT JAMES ST. EAST OF THIRTEENTH ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6310 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.19

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
0.0	0.0	78.2	168.0

TABLE 2020-43
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: SANTA CLARA ST. WEST OF MARKET ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22250 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
63.4	128.7	273.4	587.1

TABLE 2020-44
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: SANTA CLARA ST. BETWEEN MARKET ST. AND FIRST ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 21800 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
62.7	127.0	269.7	579.1

TABLE 2020-45
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: SANTA CLARA ST. BETWEEN FIRST ST. AND FOURTH ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22210 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
63.3	128.5	273.0	586.4

TABLE 2020-46
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: SANTA CLARA ST. BETWEEN FOURTH ST. AND ELEVENTH ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 25665 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.47

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
68.9	141.1	300.5	645.6

TABLE 2020-47
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 6/5/2003
ROADWAY SEGMENT: SANTA CLARA ST. EAST OF ELEVENTH ST.
NOTES: 2020 WITHOUT AUTUMN CONDITIONS

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23110 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	EVENING	NIGHT
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL

70 CNEL	65 CNEL	60 CNEL	55 CNEL
64.8	131.9	280.3	602.1

APPENDIX E

SHADE AND SHADOW

LSA

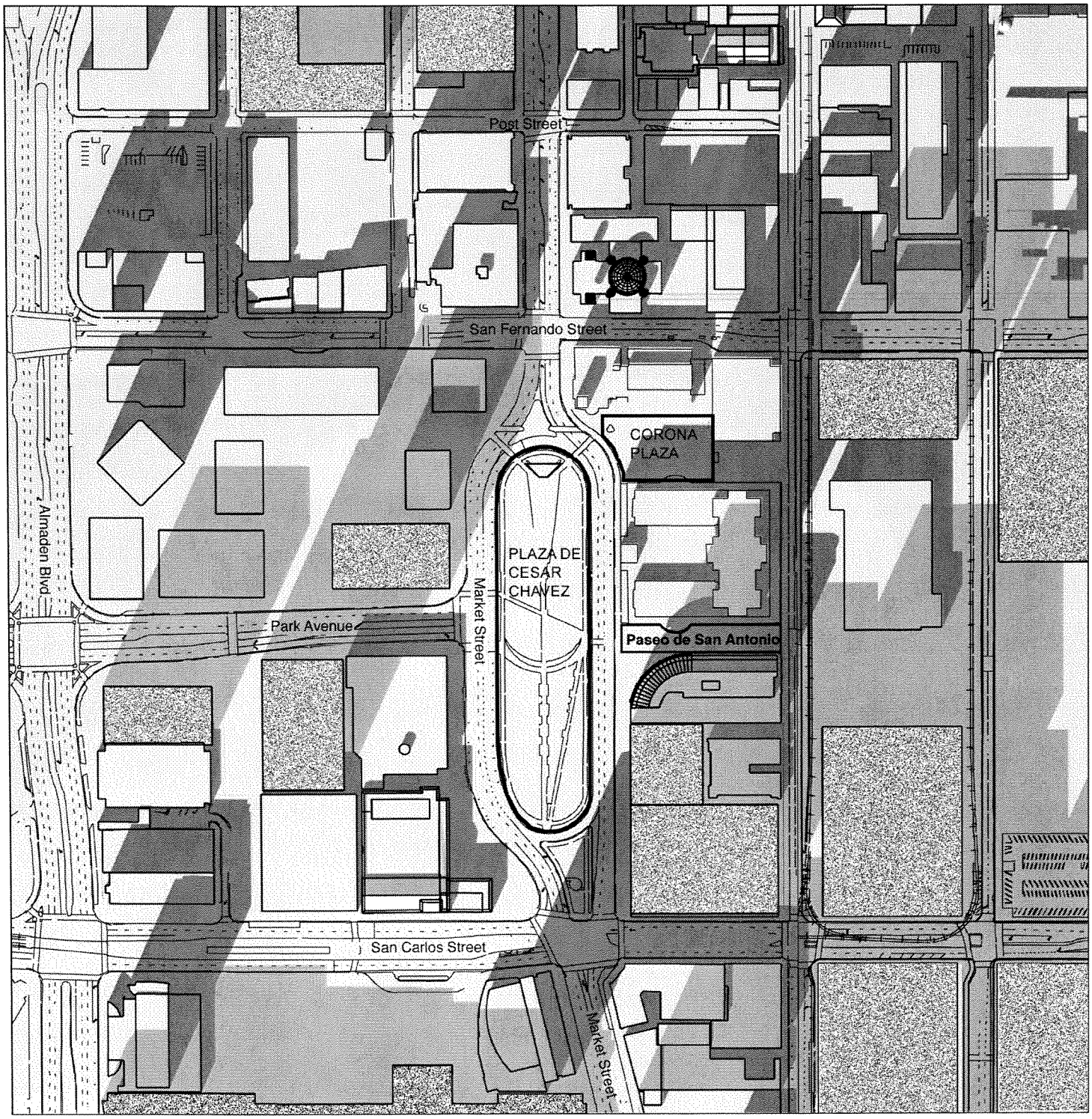
FIGURE 1a

San Jose Downtown Strategy 2000 EIR
Shadow Study
Plaza de Cesar Chavez, Paseo de San Antonio & Corona Plaza
December 21: 10:00am

LEGEND
- PROPOSED DEVELOPMENT
- EXISTING SHADOW
- FUTURE SHADOW

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_1A.AI (01/26/04)



LSA

LEGEND

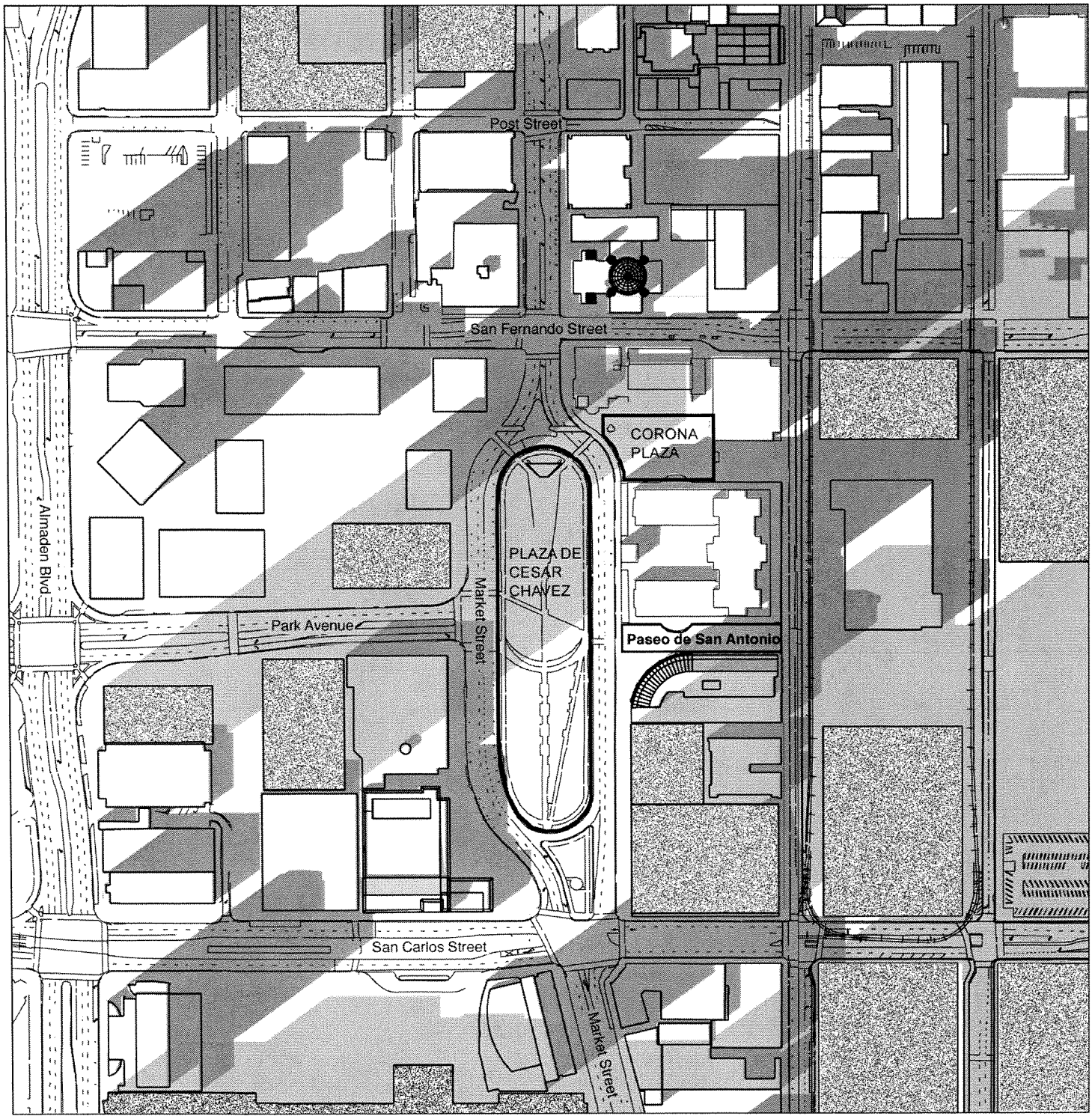
- PROPOSED DEVELOPMENT
- EXISTING SHADOW
- FUTURE SHADOW

FIGURE 1b

San Jose Downtown Strategy 2000 EIR
Shadow Study
Plaza de Cesar Chavez, Paseo de San Antonio & Corona Plaza
December 21: 12:00pm

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_1B.AI (01/22/04)



LSA

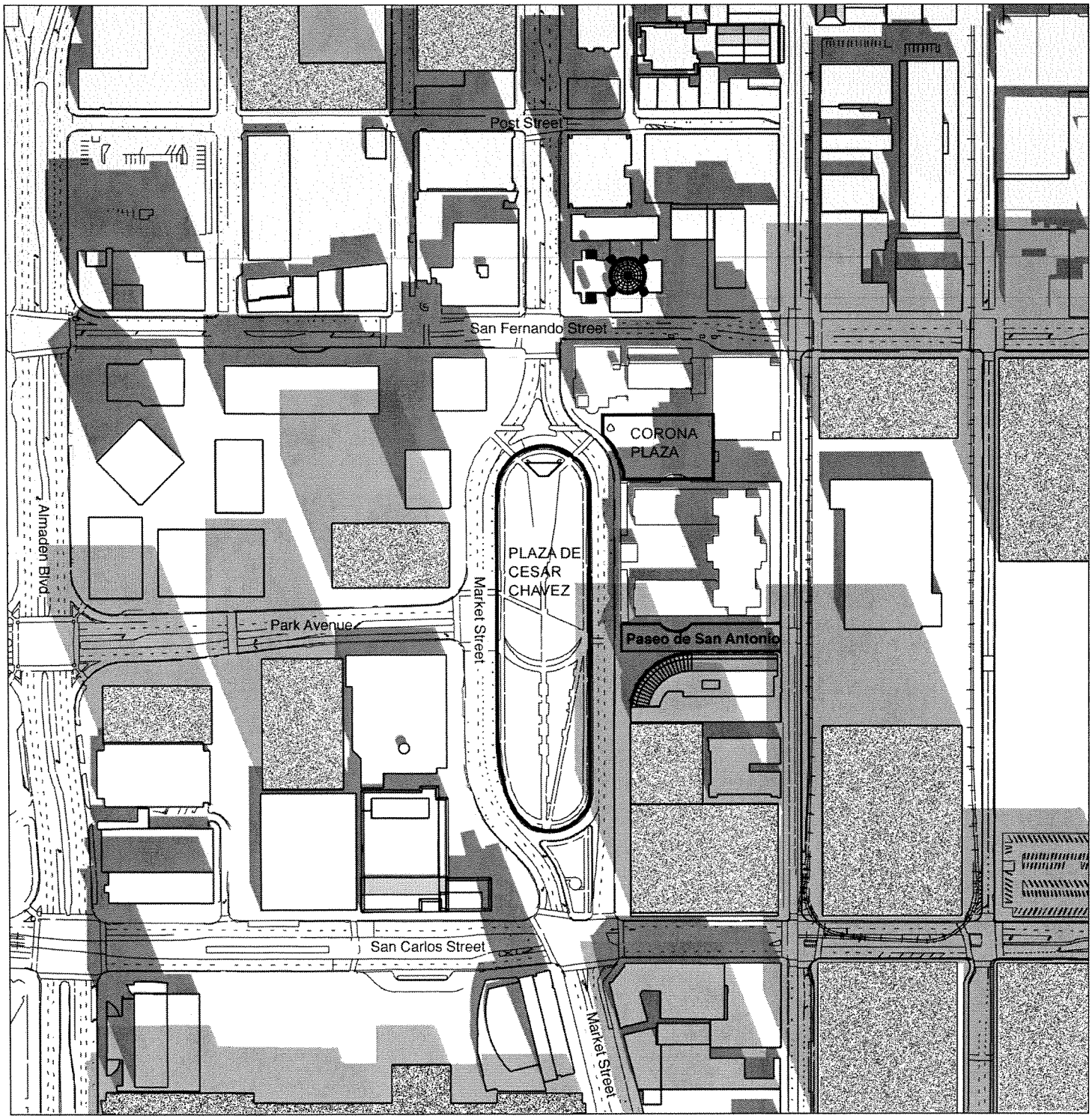
FIGURE 1c

San Jose Downtown Strategy 2000 EIR
Shadow Study
Plaza de Cesar Chavez, Paseo de San Antonio & Corona Plaza
December 21: 2:00pm

LEGEND
- PROPOSED DEVELOPMENT
- EXISTING SHADOW
- FUTURE SHADOW

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_1C.AI (01/22/04)



LSA

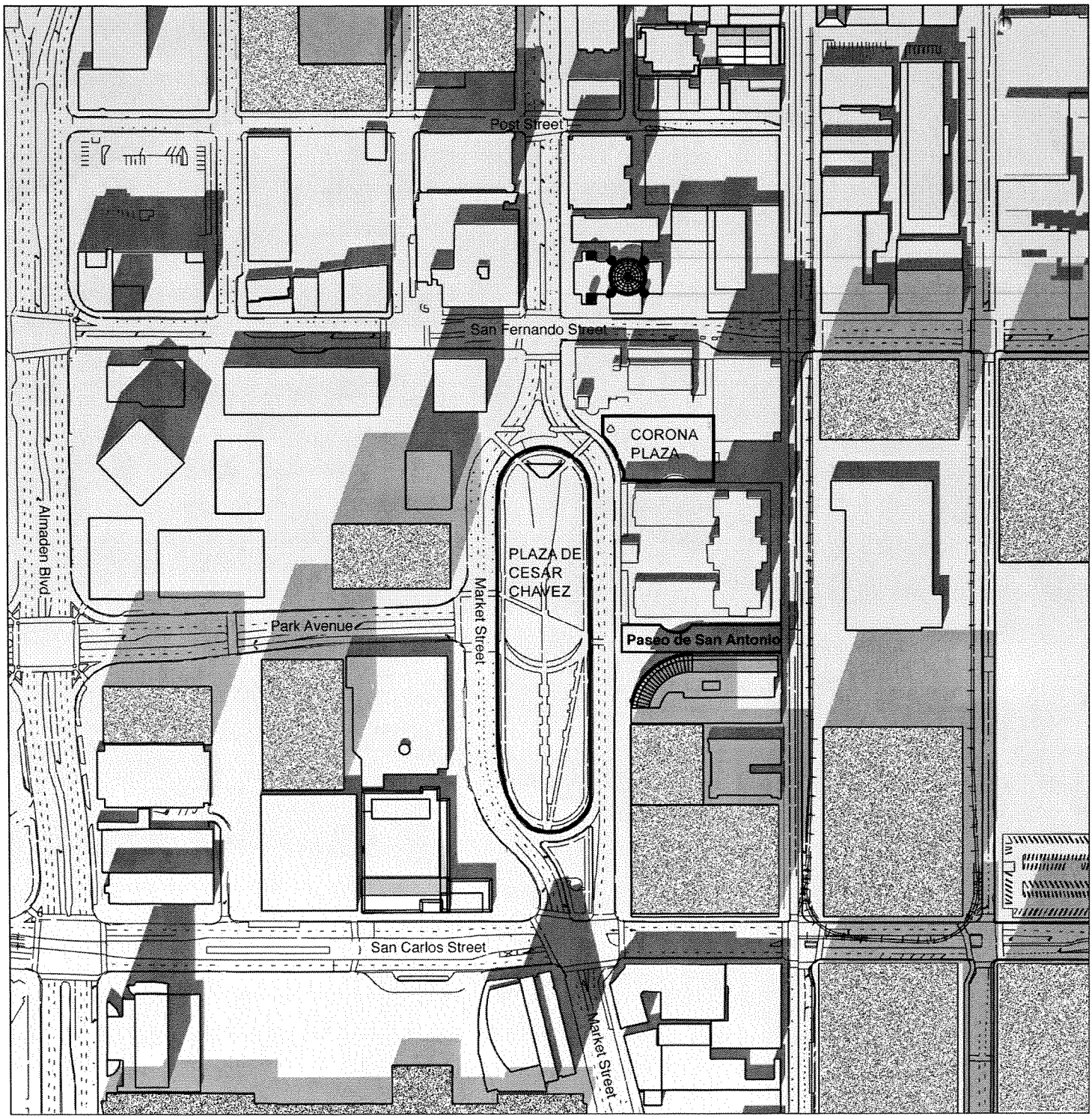
FIGURE 1d

San Jose Downtown Strategy 2000 EIR
Shadow Study
Plaza de Cesar Chavez, Paseo de San Antonio & Corona Plaza
March 21: 10:00am

LEGEND
PROPOSED DEVELOPMENT
EXISTING SHADOW
FUTURE SHADOW

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_1D.AI (01/22/04)



LSA

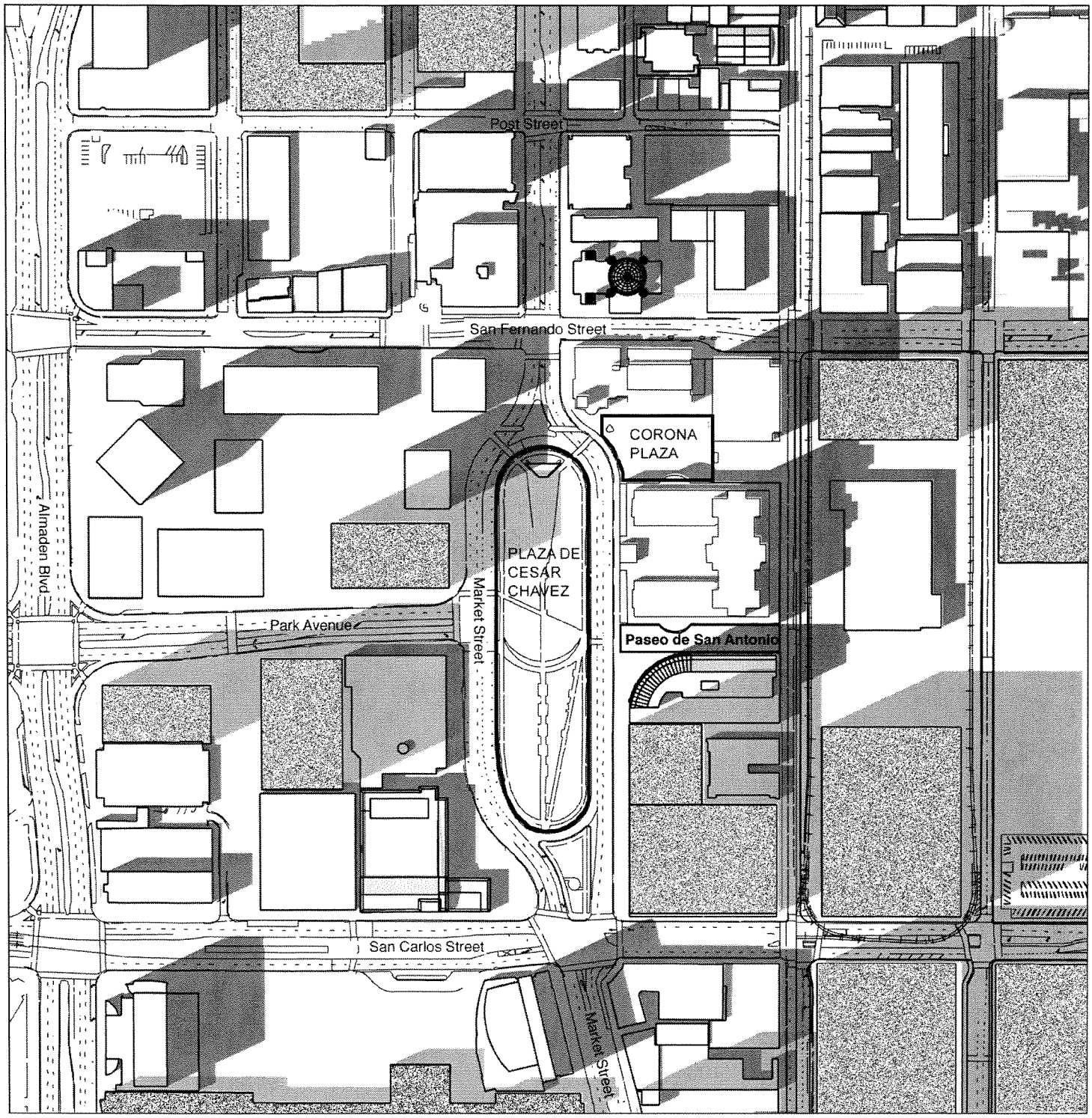
FIGURE 1e

San Jose Downtown Strategy 2000 EIR
Shadow Study
Plaza de Cesar Chavez, Paseo de San Antonio & Corona Plaza
March 21: 12:00pm

LEGEND
- PROPOSED DEVELOPMENT
- EXISTING SHADOW
- FUTURE SHADOW

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_1E.AI (01/22/04)



LSA

FIGURE 1f

San Jose Downtown Strategy 2000 EIR
Shadow Study
Plaza de Cesar Chavez, Paseo de San Antonio & Corona Plaza
March 21: 2:00pm

LEGEND
- PROPOSED DEVELOPMENT
- EXISTING SHADOW
- FUTURE SHADOW

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_1F.AI (01/22/04)

LSA

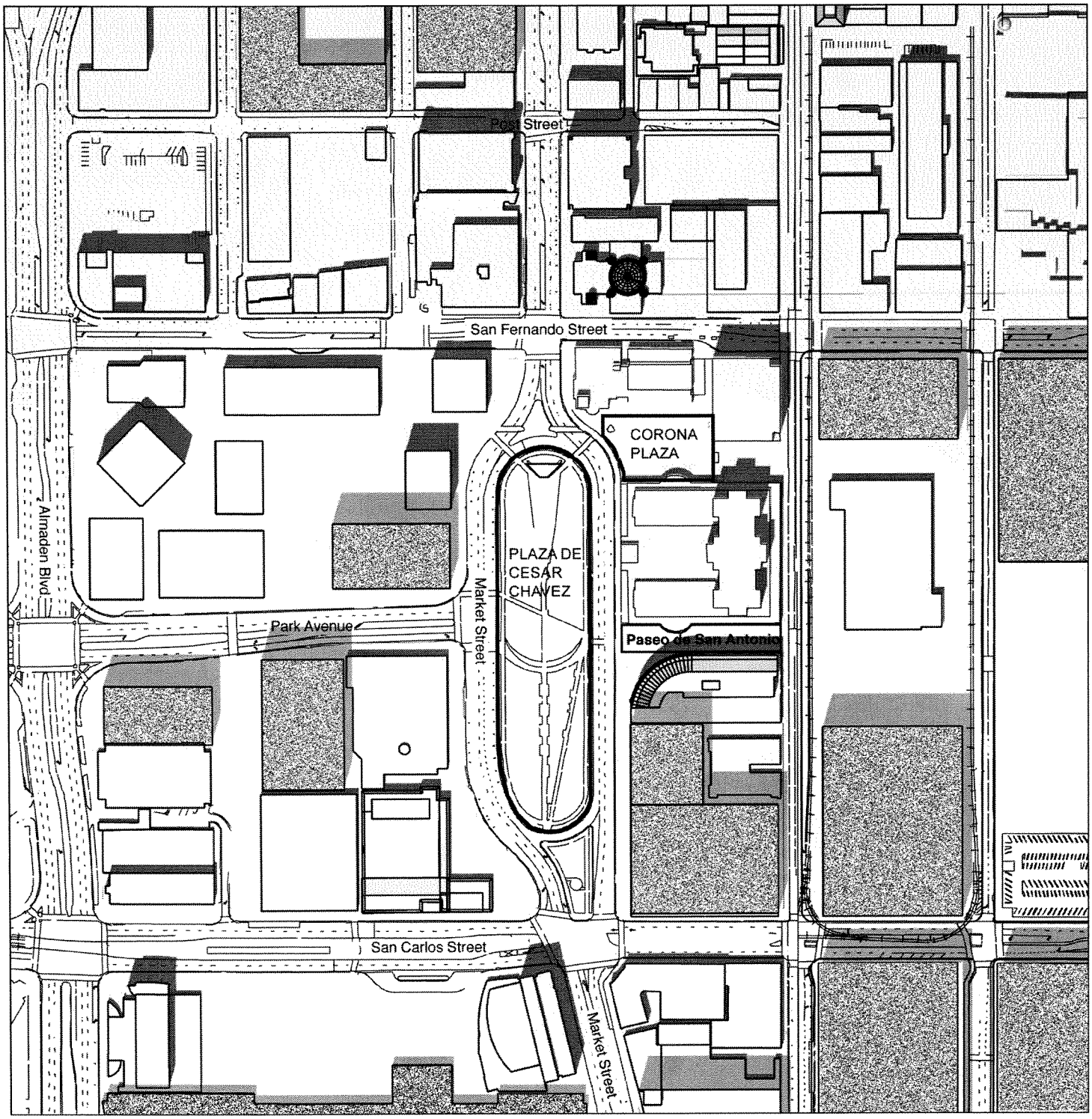
FIGURE 1g

San Jose Downtown Strategy 2000 EIR
Shadow Study
Plaza de Cesar Chavez, Paseo de San Antonio & Corona Plaza
June 21: 10:00am

LEGEND
PROPOSED DEVELOPMENT
EXISTING SHADOW
FUTURE SHADOW

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_1G.AI (01/22/04)



LSA

LEGEND

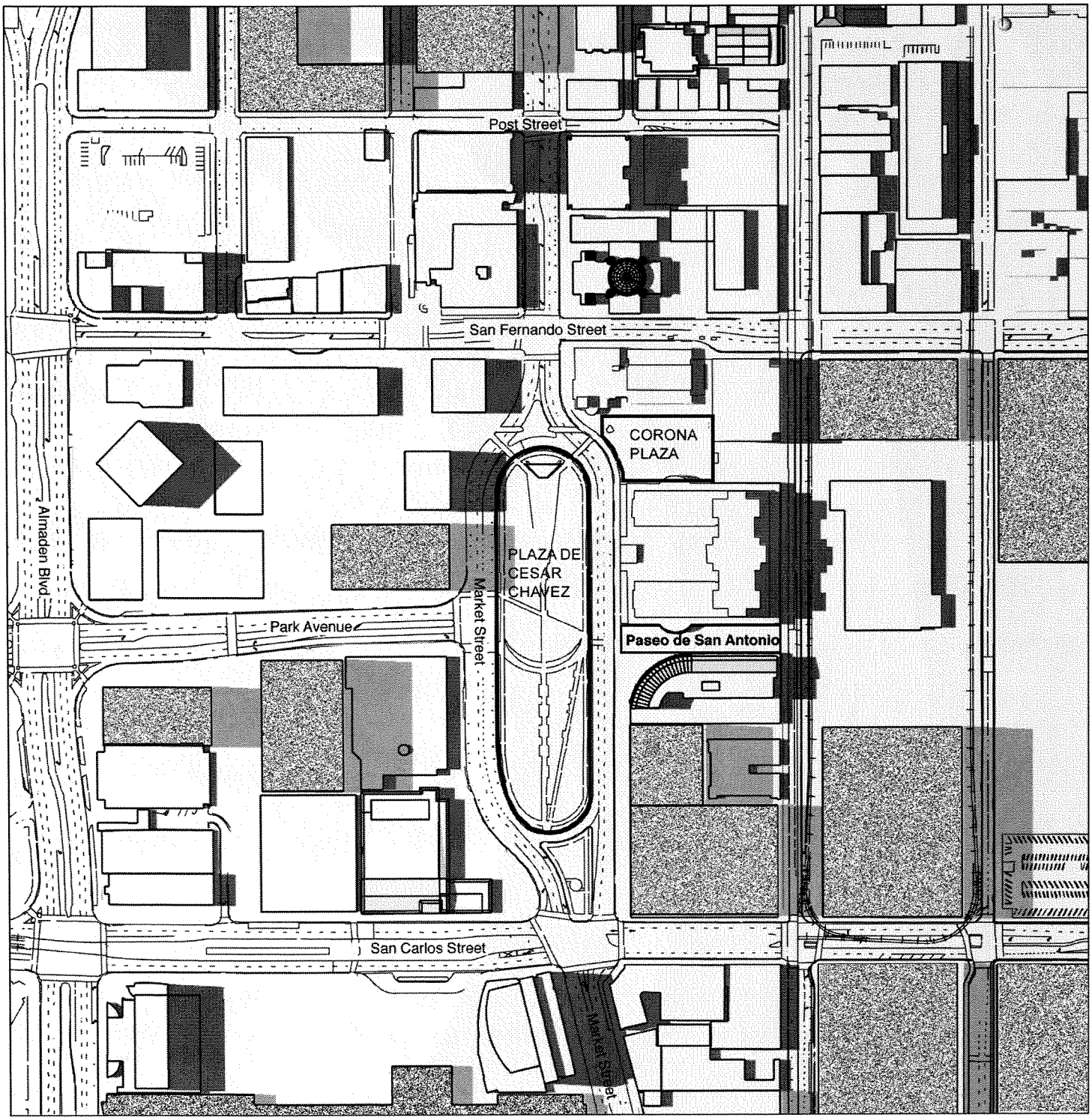
- PROPOSED DEVELOPMENT
- EXISTING SHADOW
- FUTURE SHADOW

FIGURE 1h

San Jose Downtown Strategy 2000 EIR
Shadow Study
Plaza de Cesar Chavez, Paseo de San Antonio & Corona Plaza
June 21: 12:00pm

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_1H.AI (01/22/04)



LSA

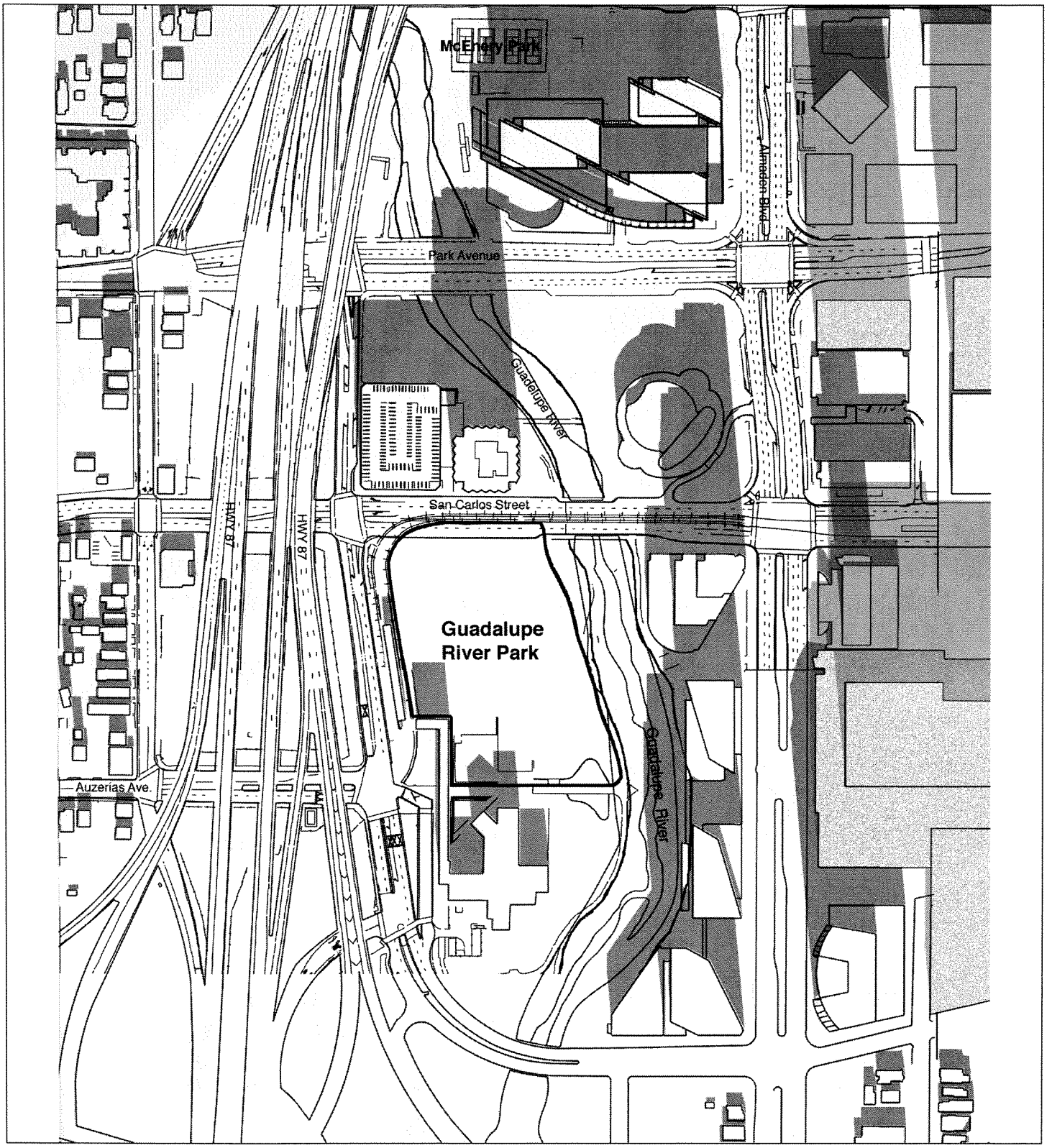
FIGURE 1i

San Jose Downtown Strategy 2000 EIR
Shadow Study
Plaza de Cesar Chavez, Paseo de San Antonio & Corona Plaza
June 21: 2:00pm

LEGEND
- PROPOSED DEVELOPMENT
- EXISTING SHADOW
- FUTURE SHADOW

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_1I.AI (01/22/04)



LSA

FIGURE 2a

LEGEND

PROPOSED DEVELOPMENT

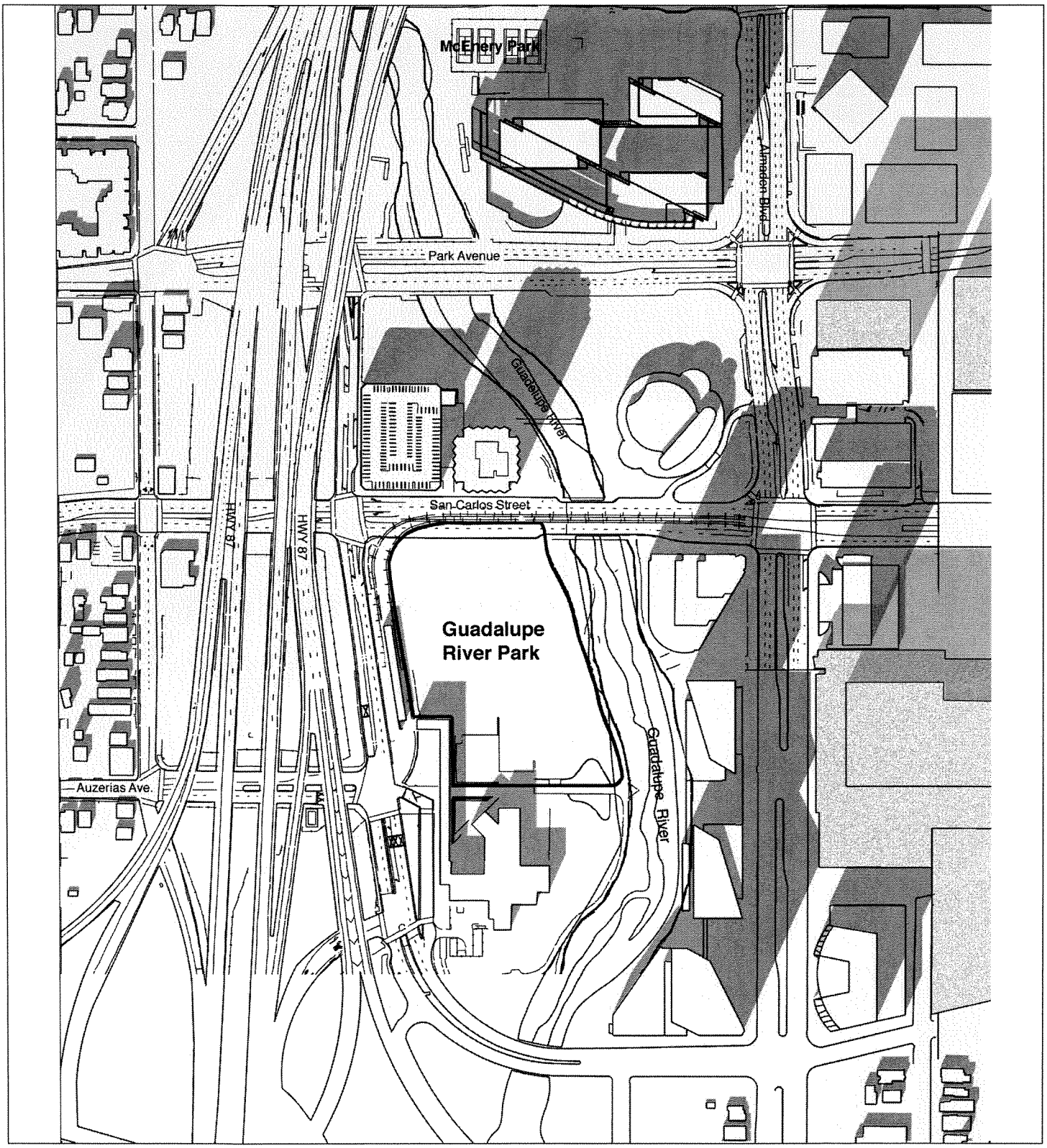
EXISTING SHADOW

FUTURE SHADOW

San Jose Downtown Strategy 2000 EIR
Shadow Study
Guadalupe River Park
& McEnery Park
December 21: 10:00am

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_2A.AI (01/22/04)



LSA

FIGURE 2b

LEGEND

PROPOSED DEVELOPMENT

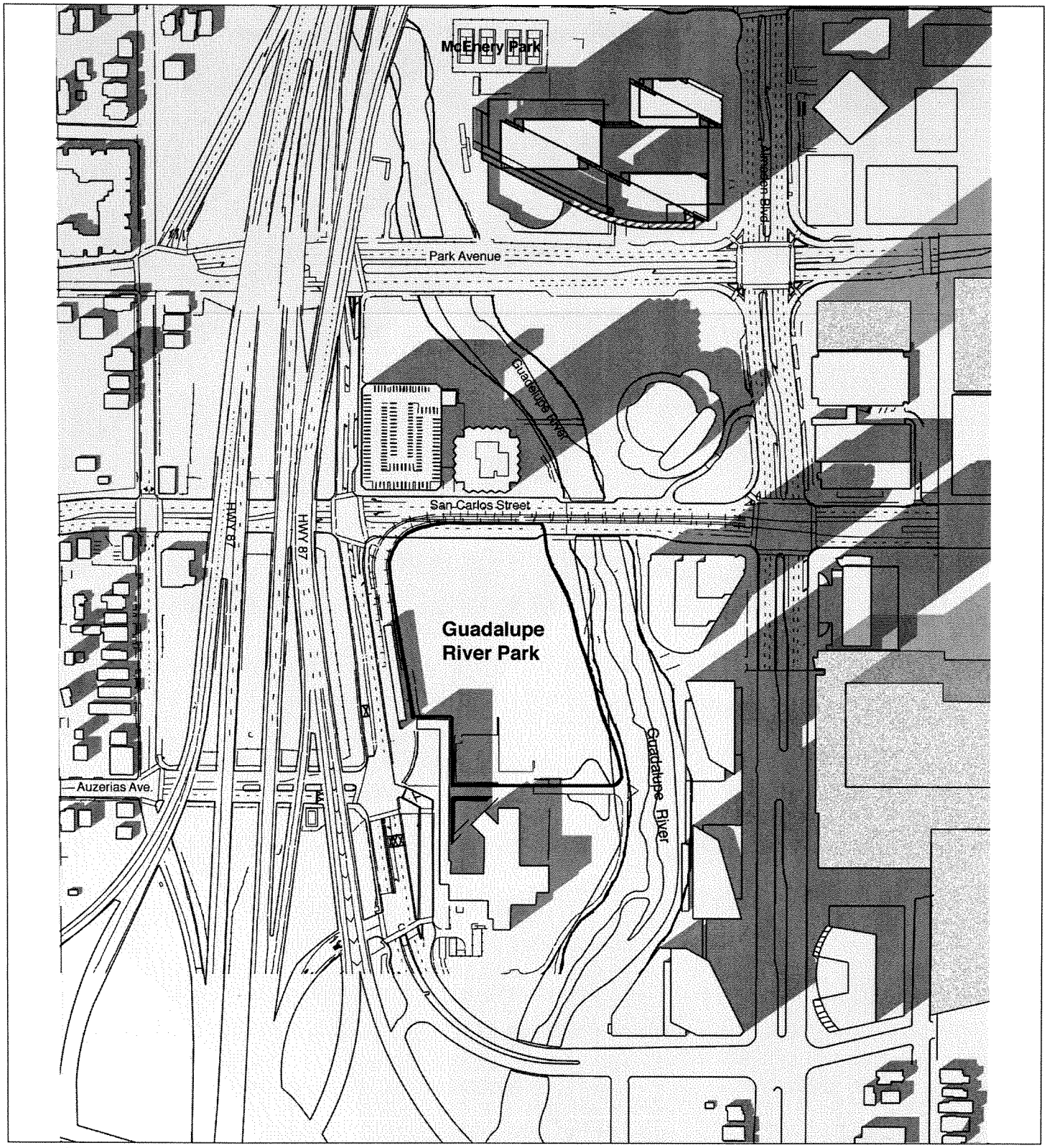
EXISTING SHADOW

FUTURE SHADOW

San Jose Downtown Strategy 2000 EIR
Shadow Study
Guadalupe River Park
& McEnery Park
December 21: 12:00pm

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_2B.AI (01/22/04)



LSA

LEGEND

PROPOSED DEVELOPMENT

EXISTING SHADOW

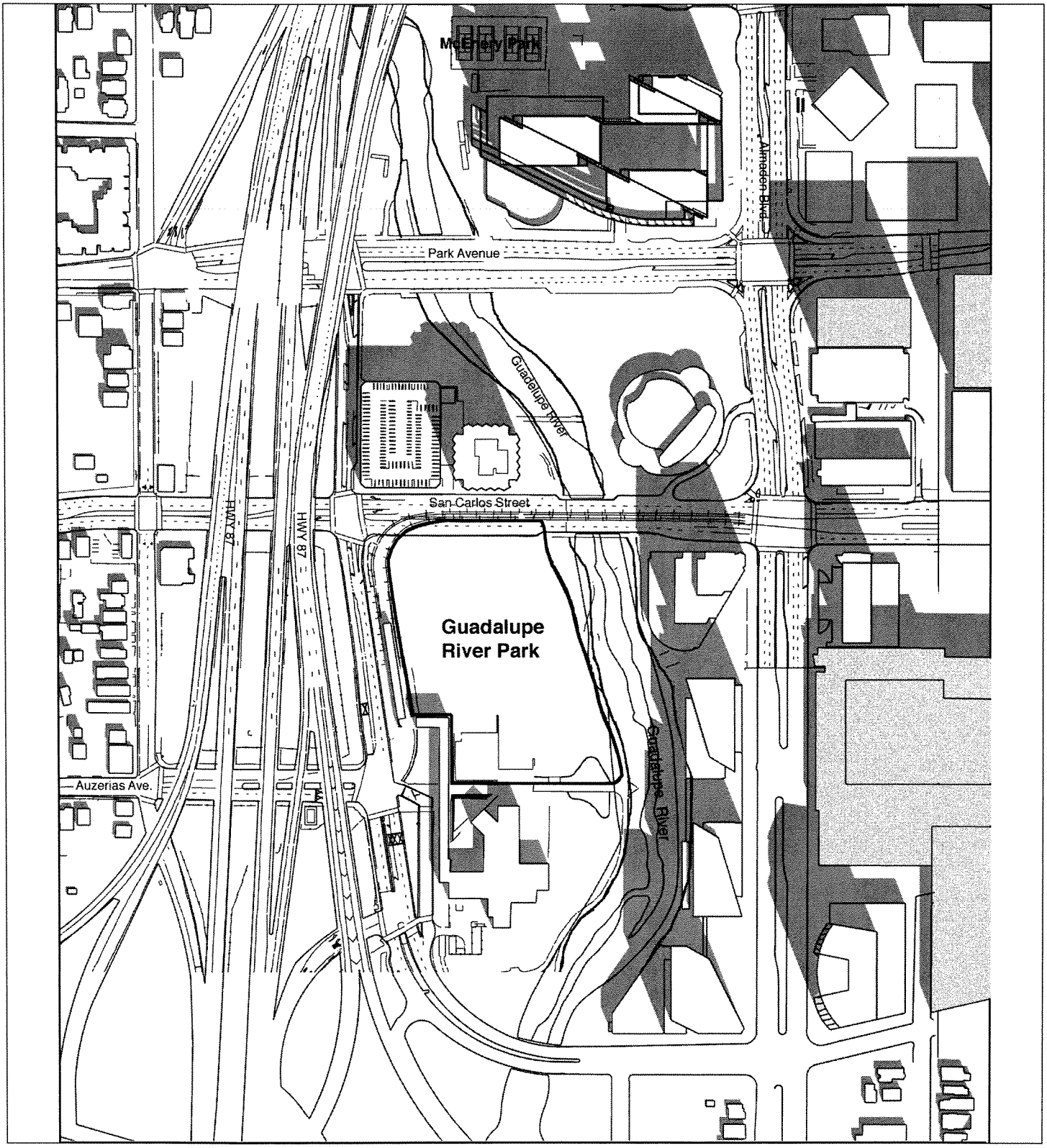
FUTURE SHADOW

FIGURE 2c

San Jose Downtown Strategy 2000 EIR
Shadow Study
Guadalupe River Park
& McEnery Park
December 21: 2:00pm

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_2C.AI (01/22/04)



LSA

FIGURE 2d

LEGEND

PROPOSED DEVELOPMENT

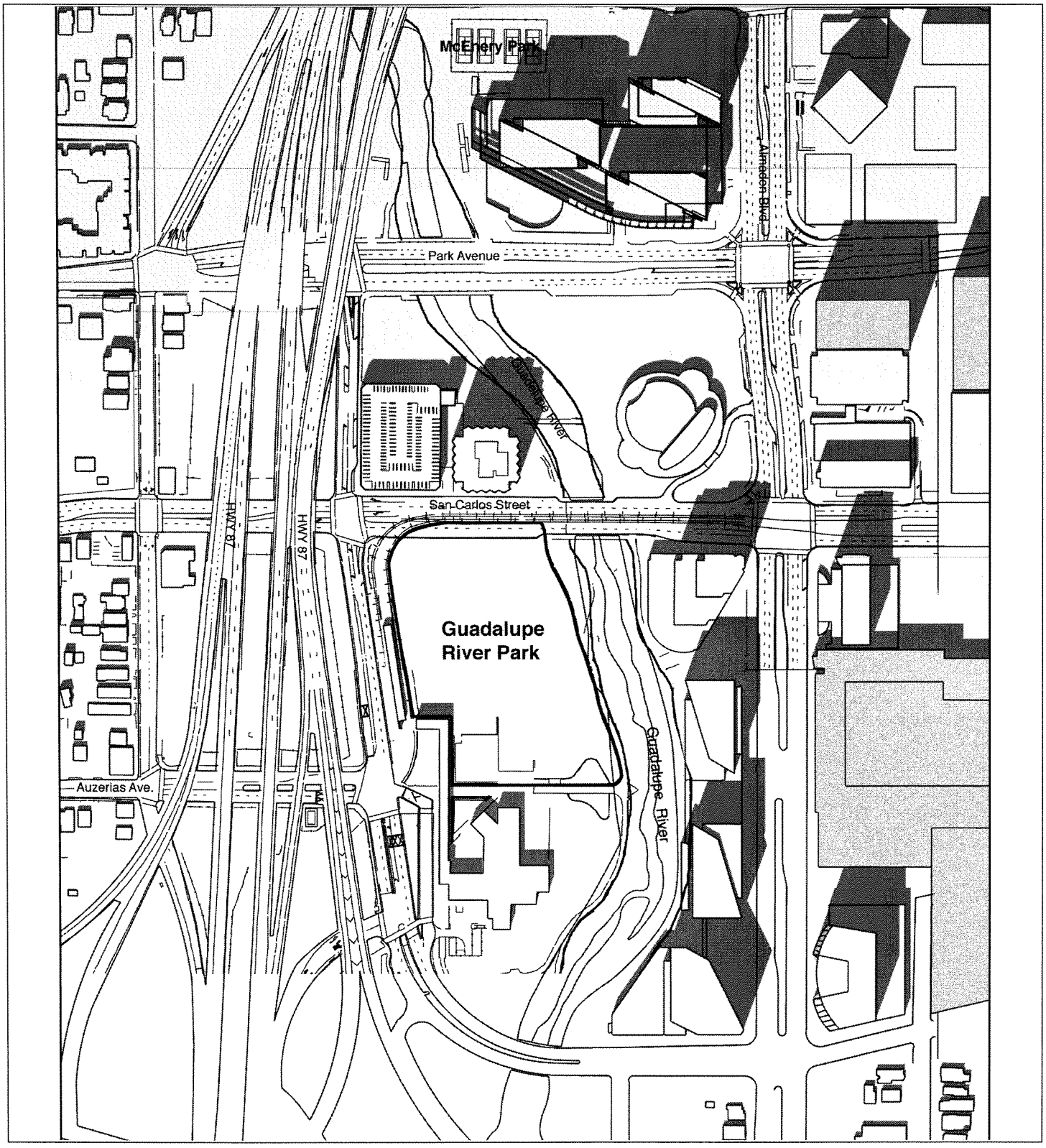
EXISTING SHADOW

FUTURE SHADOW

San Jose Downtown Strategy 2000 EIR
Shadow Study
Guadalupe River Park
& McEnery Park
March 21: 10:00am

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_2D.AI (01/22/04)



LSA

FIGURE 2e

LEGEND

PROPOSED DEVELOPMENT

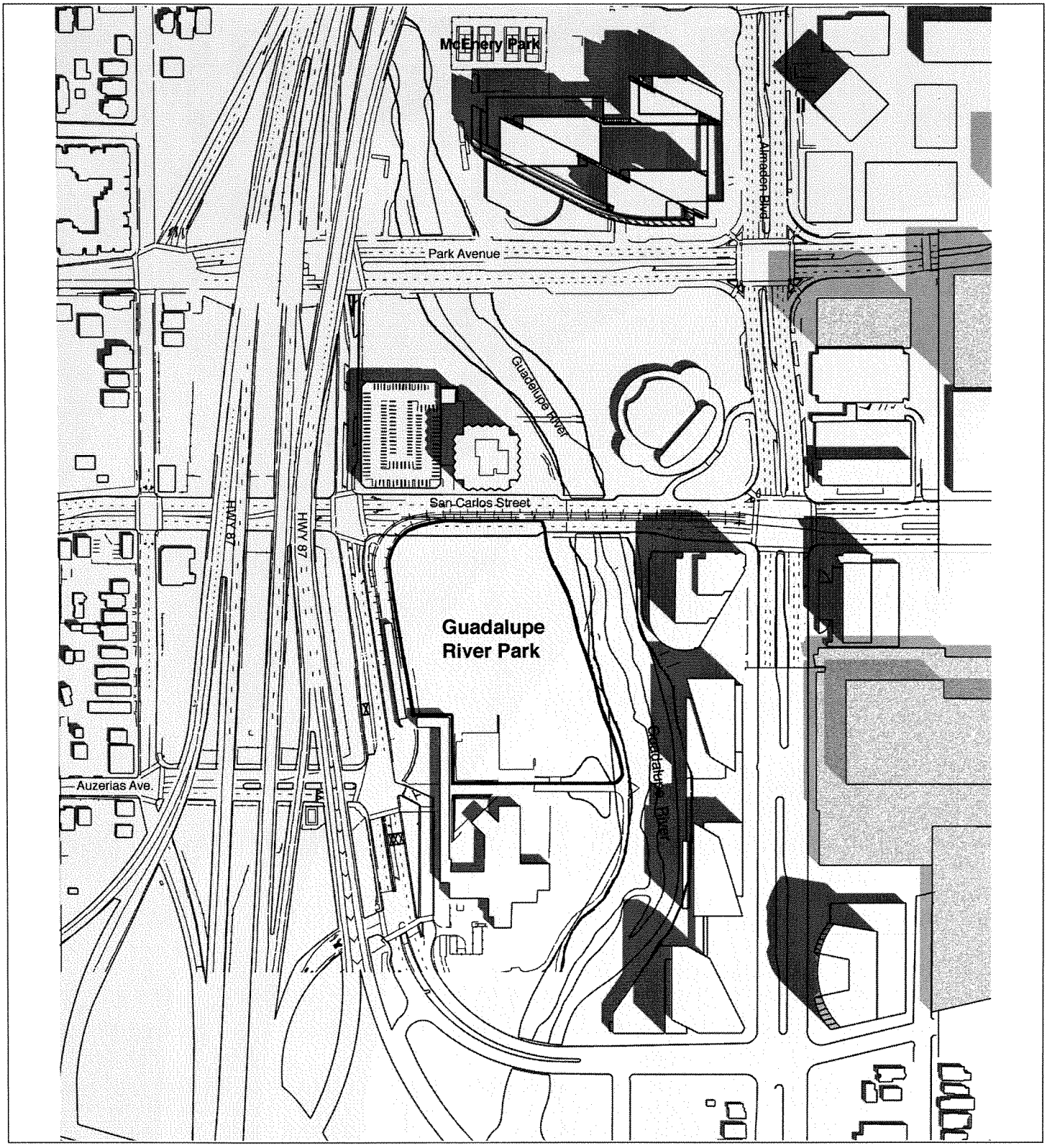
EXISTING SHADOW

FUTURE SHADOW

San Jose Downtown Strategy 2000 EIR
Shadow Study
Guadalupe River Park
& McEnery Park
March 21: 12:00pm

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_2E.AI (01/22/04)



LSA

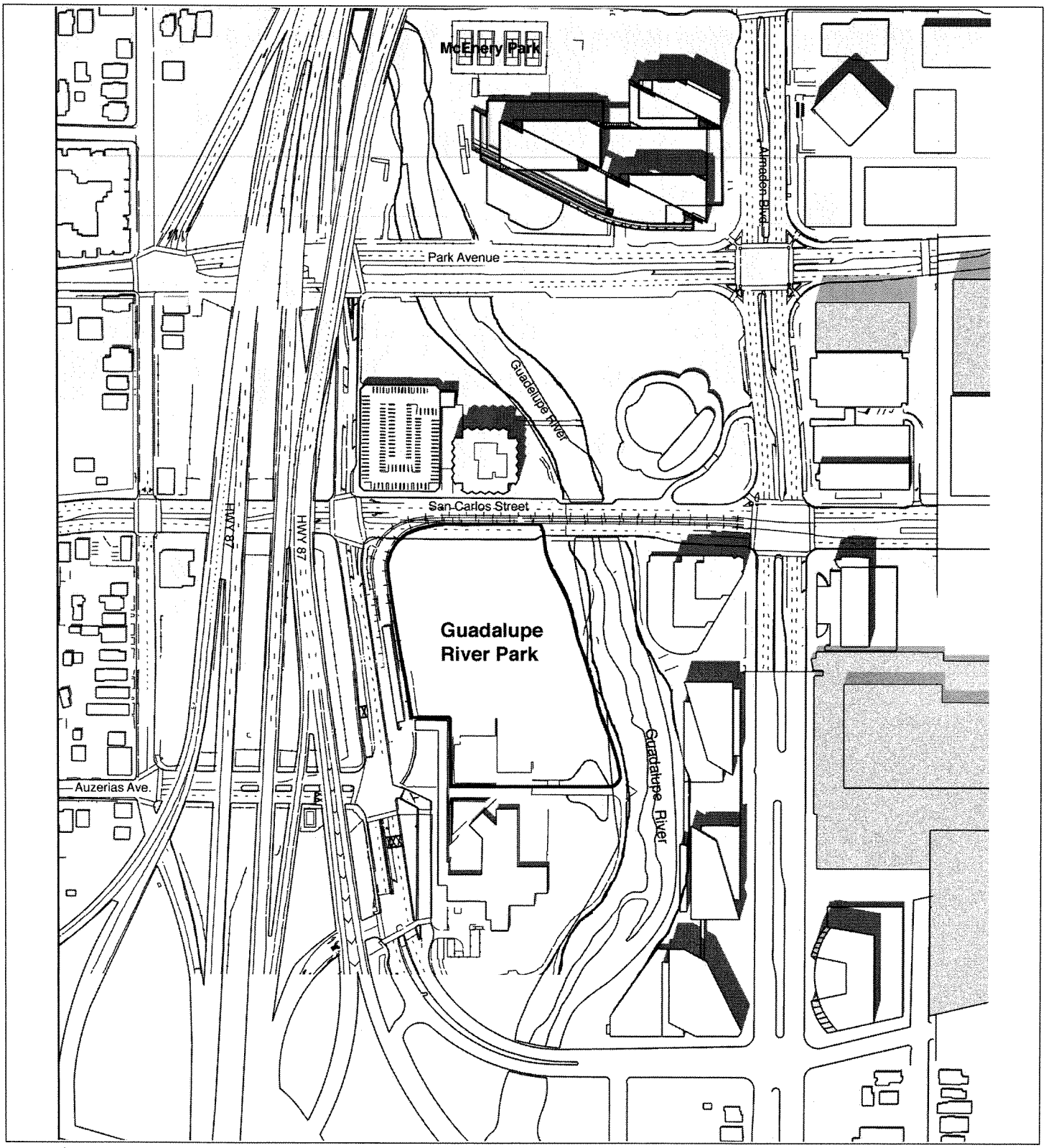
FIGURE 2g

San Jose Downtown Strategy 2000 EIR
Shadow Study
Guadalupe River Park
& McEnery Park
June 21: 10:00am

LEGEND
PROPOSED DEVELOPMENT
EXISTING SHADOW
FUTURE SHADOW

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_2G.AI (01/22/04)



LSA

FIGURE 2h

LEGEND

PROPOSED DEVELOPMENT

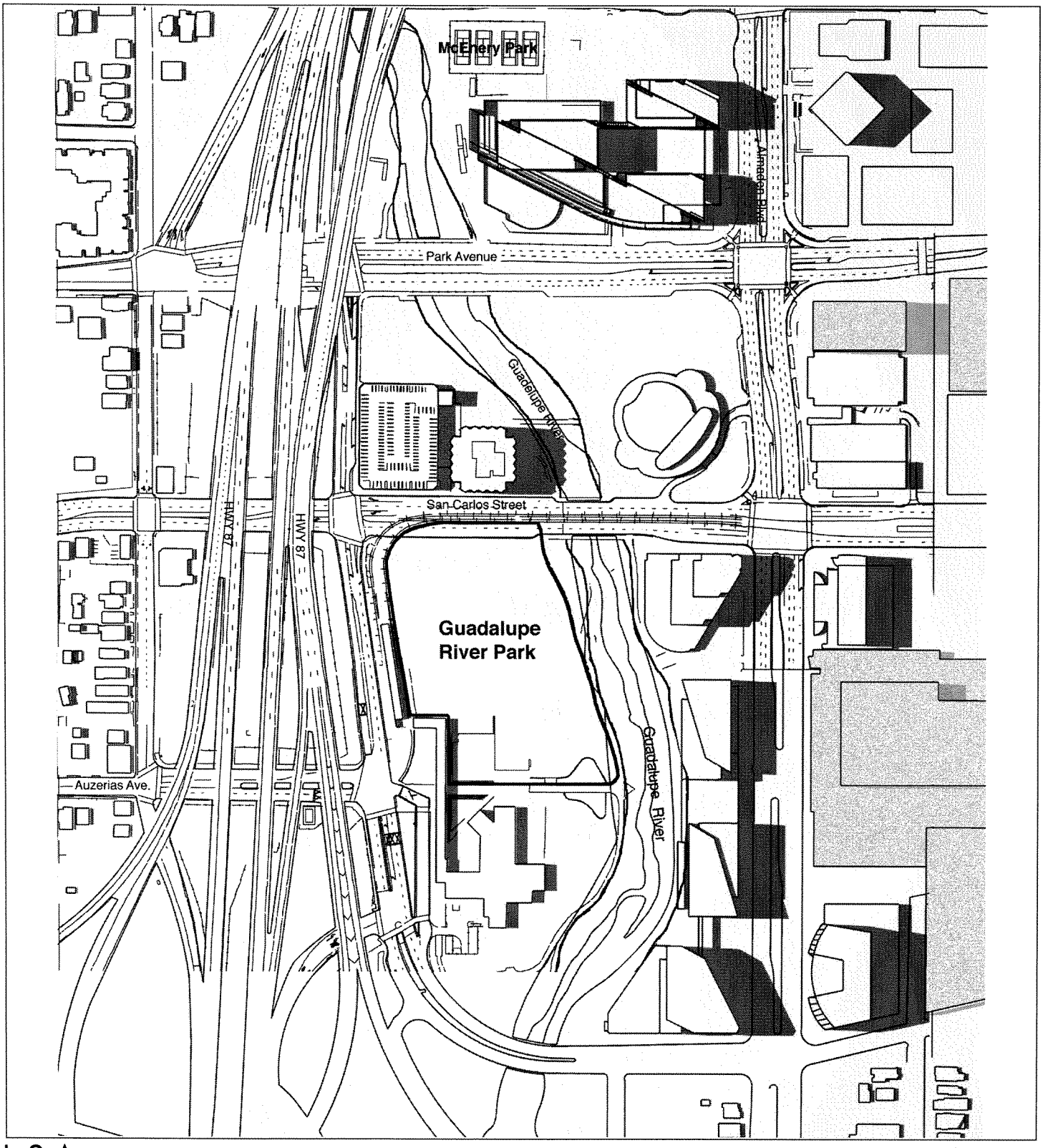
EXISTING SHADOW

FUTURE SHADOW

San Jose Downtown Strategy 2000 EIR
Shadow Study
Guadalupe River Park
& McEnery Park
June 21: 12:00pm

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_2H.AI (01/22/04)



LSA

FIGURE 2i

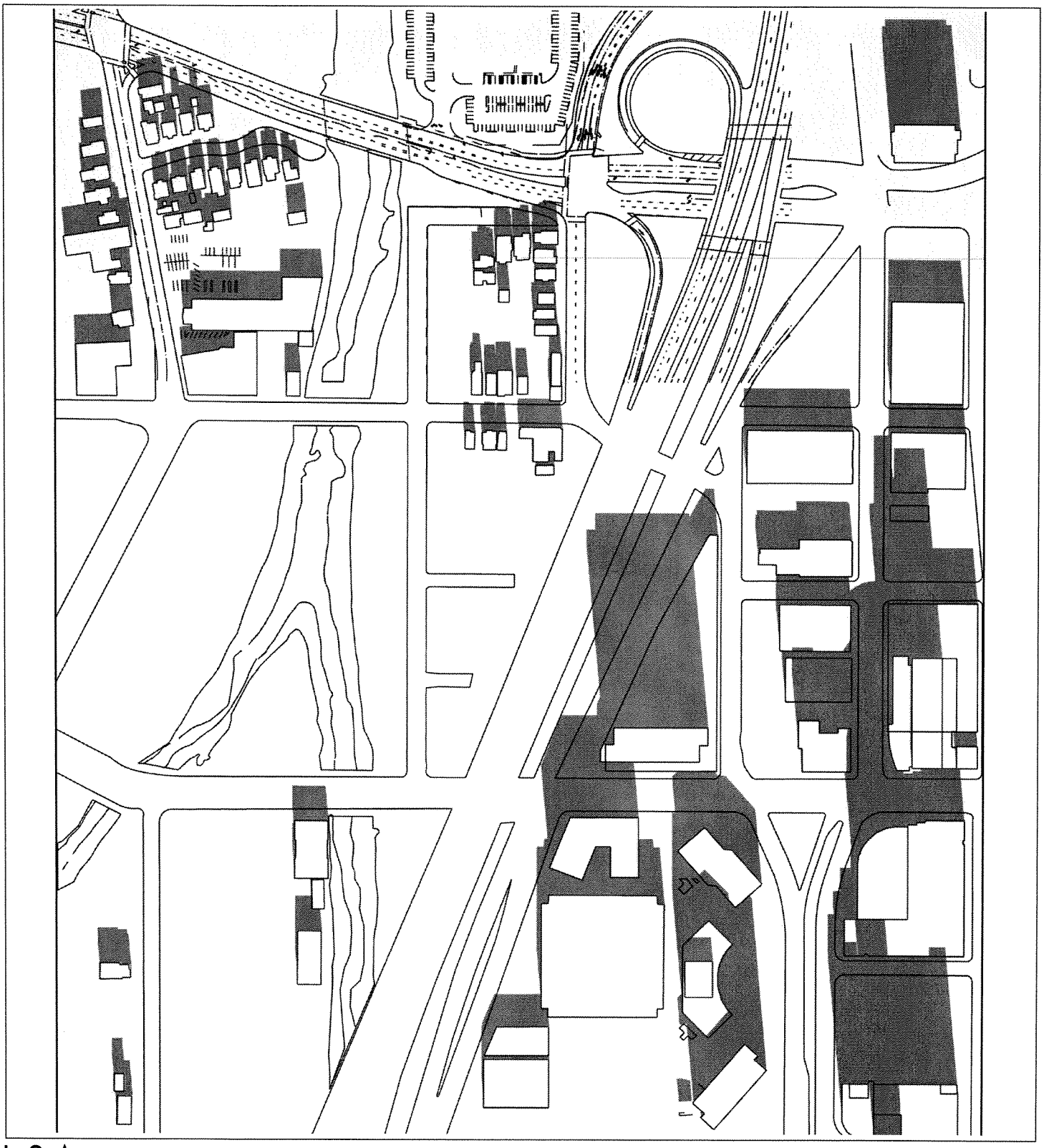
LEGEND

- PROPOSED DEVELOPMENT
- EXISTING SHADOW
- FUTURE SHADOW

San Jose Downtown Strategy 2000 EIR
Shadow Study
Guadalupe River Park
& McEnery Park
June 21: 2:00pm

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_2I.AI (01/22/04)



LSA

LEGEND

PROPOSED DEVELOPMENT

EXISTING SHADOW

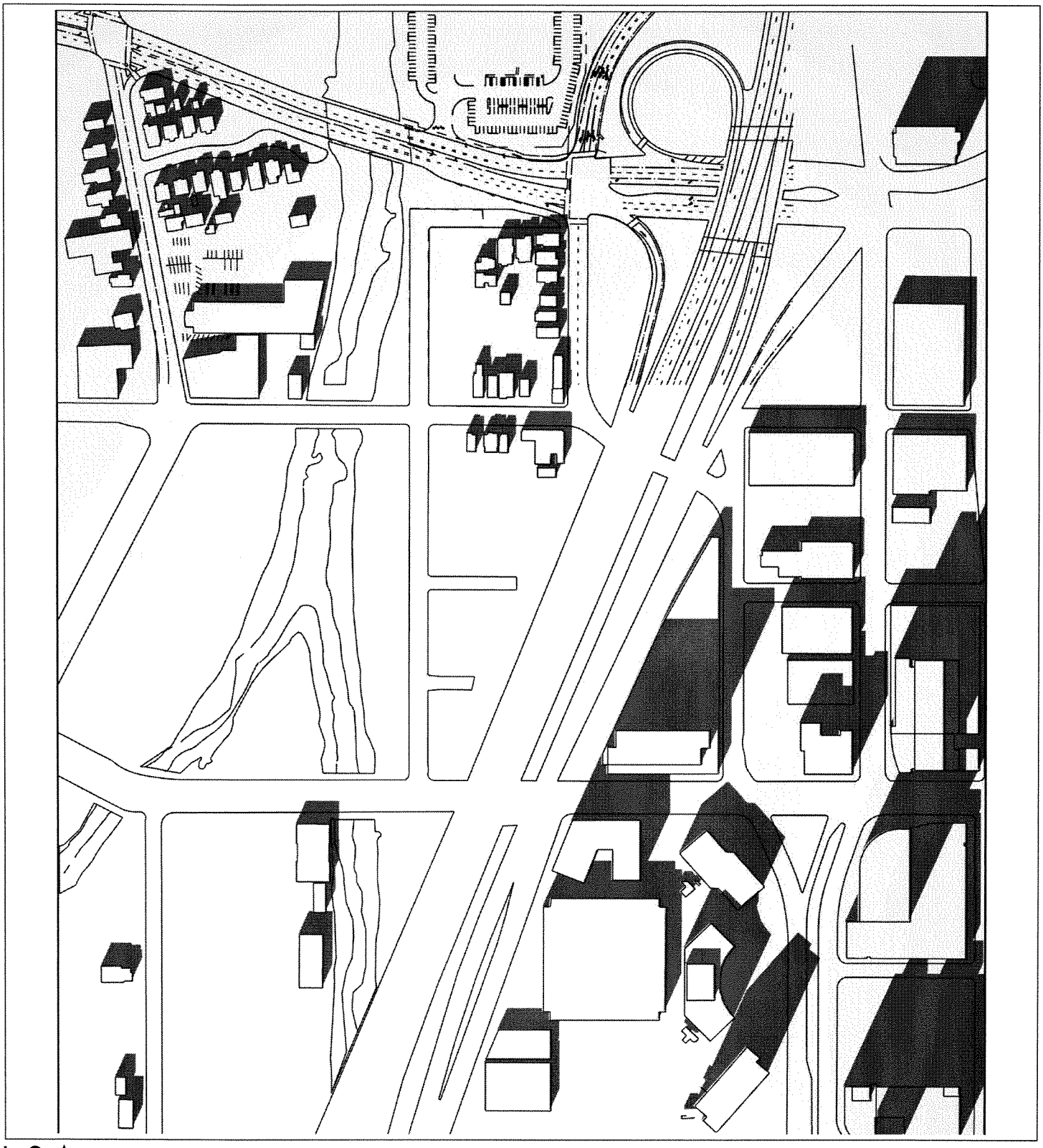
FUTURE SHADOW

FIGURE 3a

San Jose Downtown Strategy 2000 EIR
Shadow Study
Confluence Point
December 21: 10:00am

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_3A.AI (01/22/04)



LSA

LEGEND

PROPOSED DEVELOPMENT

EXISTING SHADOW

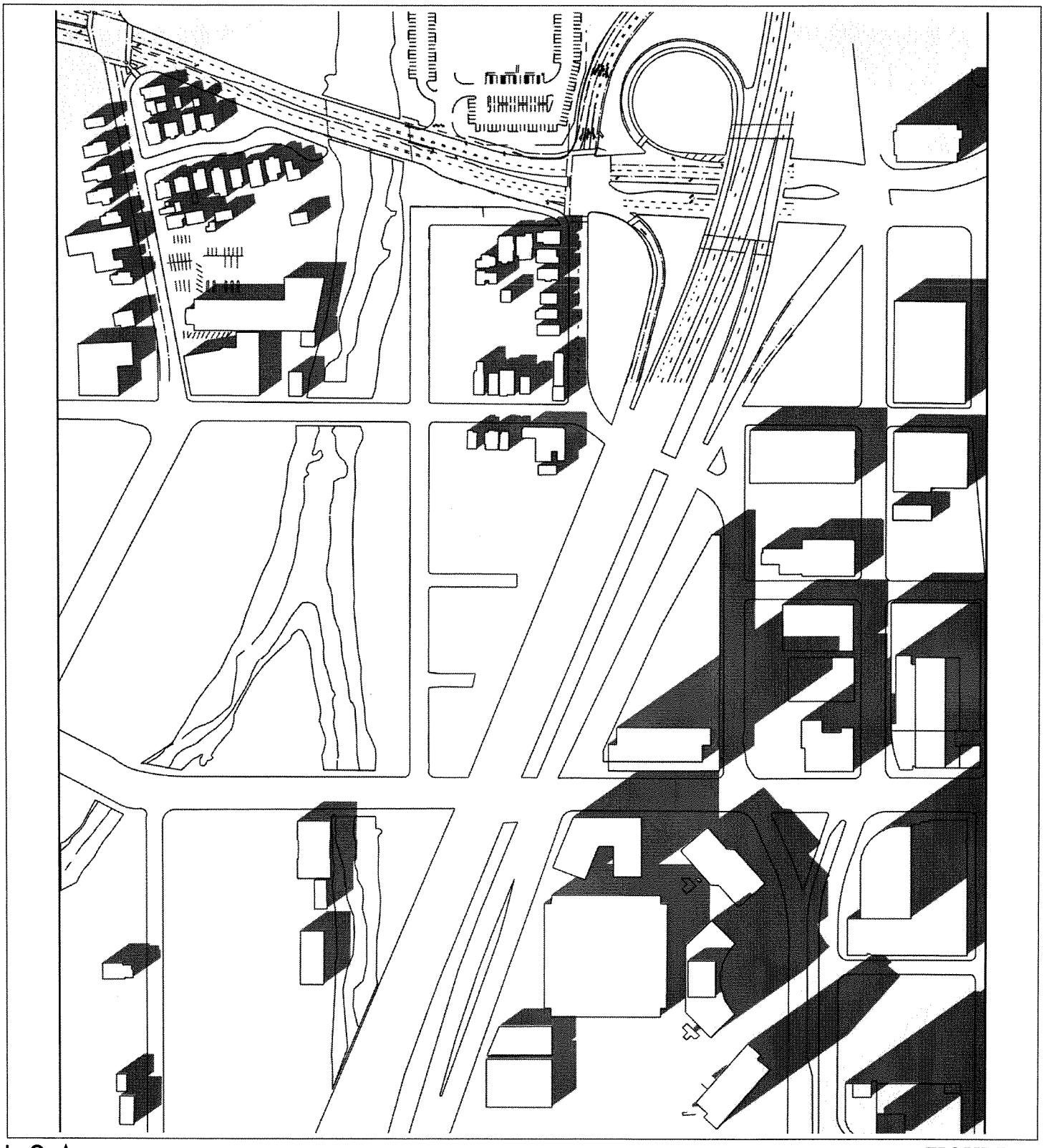
FUTURE SHADOW

FIGURE 3b

San Jose Downtown Strategy 2000 EIR
Shadow Study
Confluence Point
December 21: 12:00pm

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_3B.AI (01/23/04)



LSA

LEGEND

PROPOSED DEVELOPMENT

EXISTING SHADOW

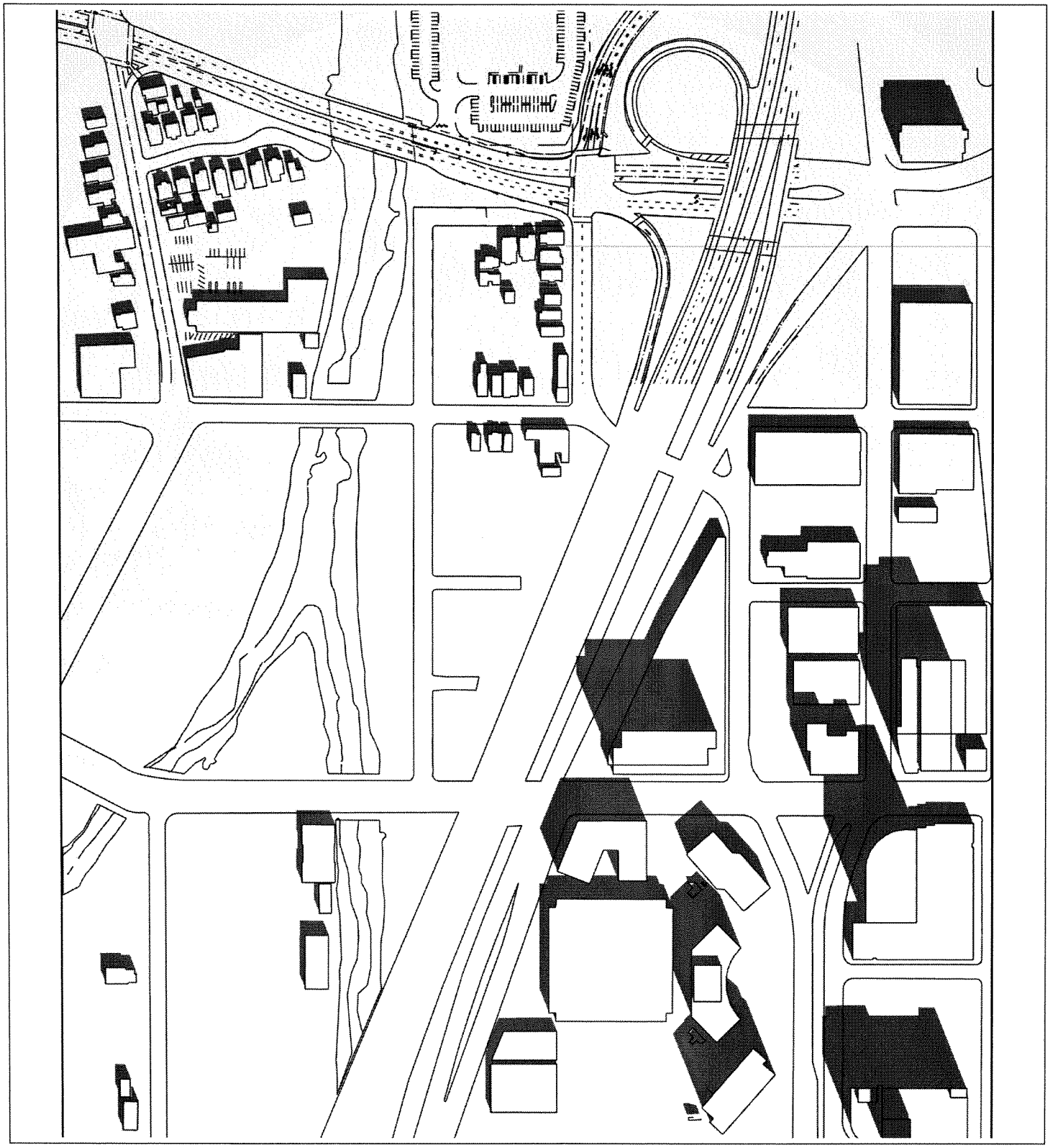
FUTURE SHADOW

FIGURE 3c

San Jose Downtown Strategy 2000 EIR
Shadow Study
Confluence Point
December 21: 2:00pm

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_3C.AI (01/23/04)



LSA

LEGEND

PROPOSED DEVELOPMENT

EXISTING SHADOW

FUTURE SHADOW

FIGURE 3d

San Jose Downtown Strategy 2000 EIR

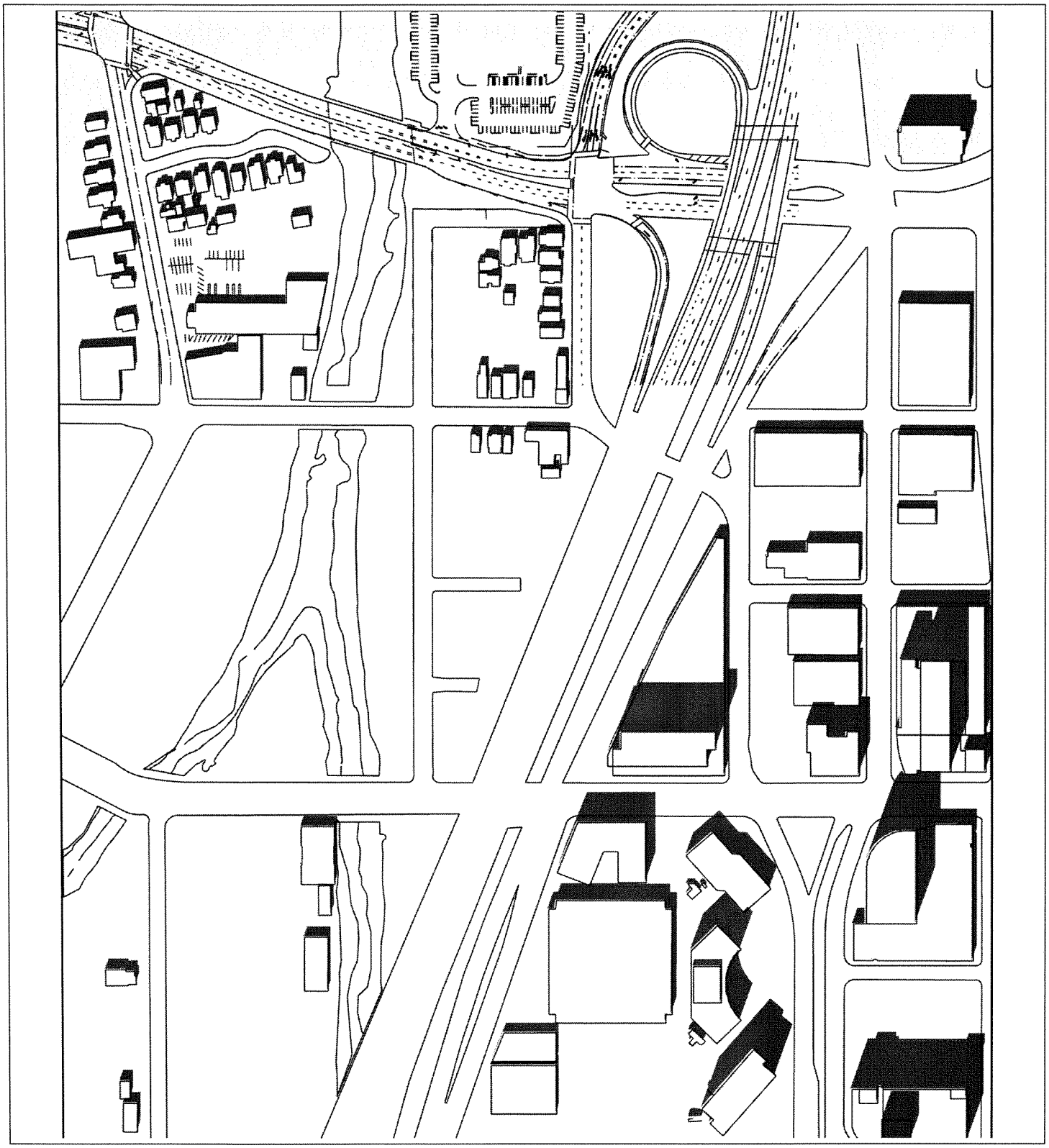
Shadow Study

Confluence Point

March 21: 10:00am

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_3D.AI (01/23/04)



LSA

LEGEND

PROPOSED DEVELOPMENT

EXISTING SHADOW

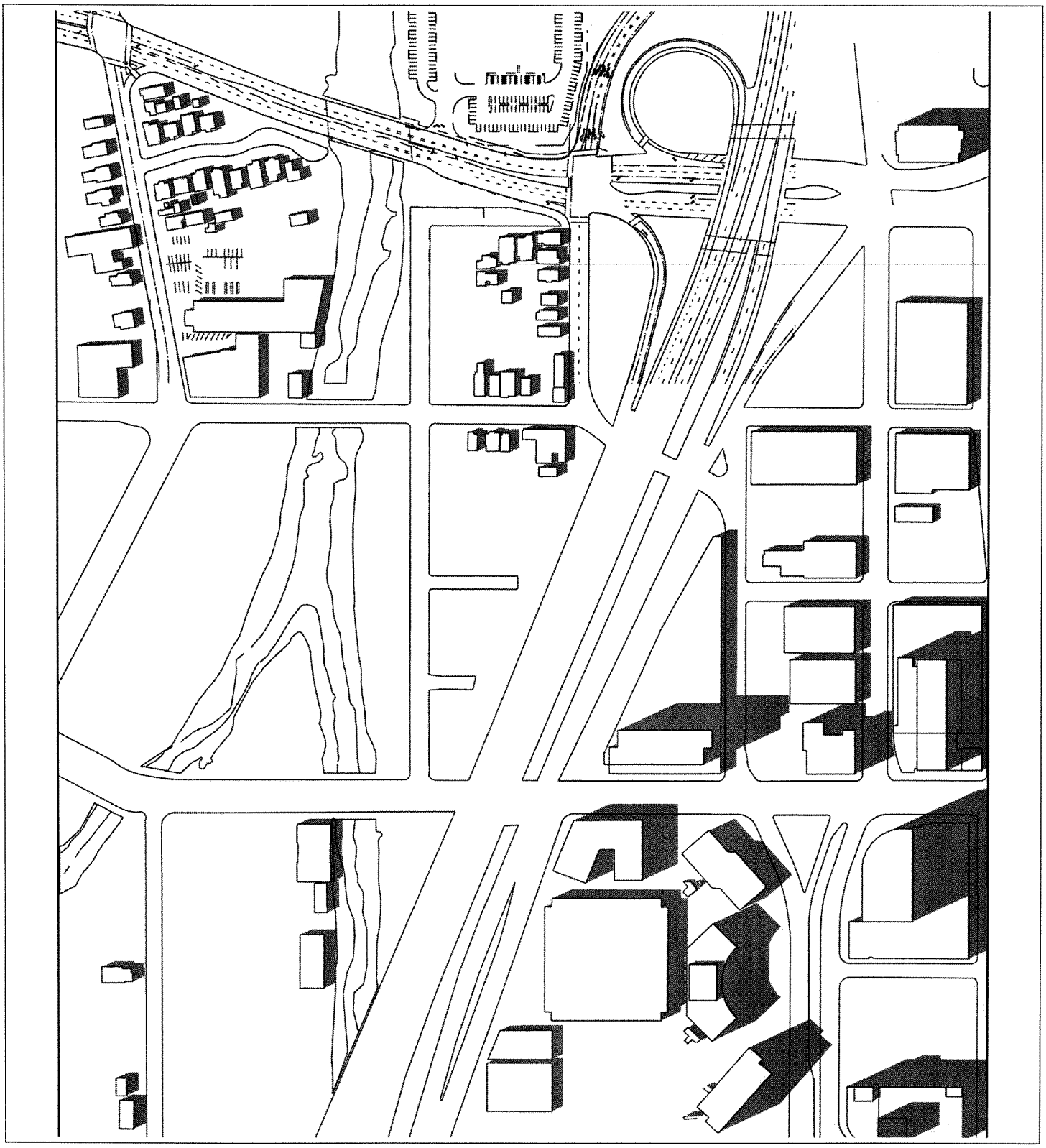
FUTURE SHADOW

FIGURE 3e

San Jose Downtown Strategy 2000 EIR
Shadow Study
Confluence Point
March 21: 12:00pm

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_3E.AI (01/23/04)



LSA

LEGEND

PROPOSED DEVELOPMENT

EXISTING SHADOW

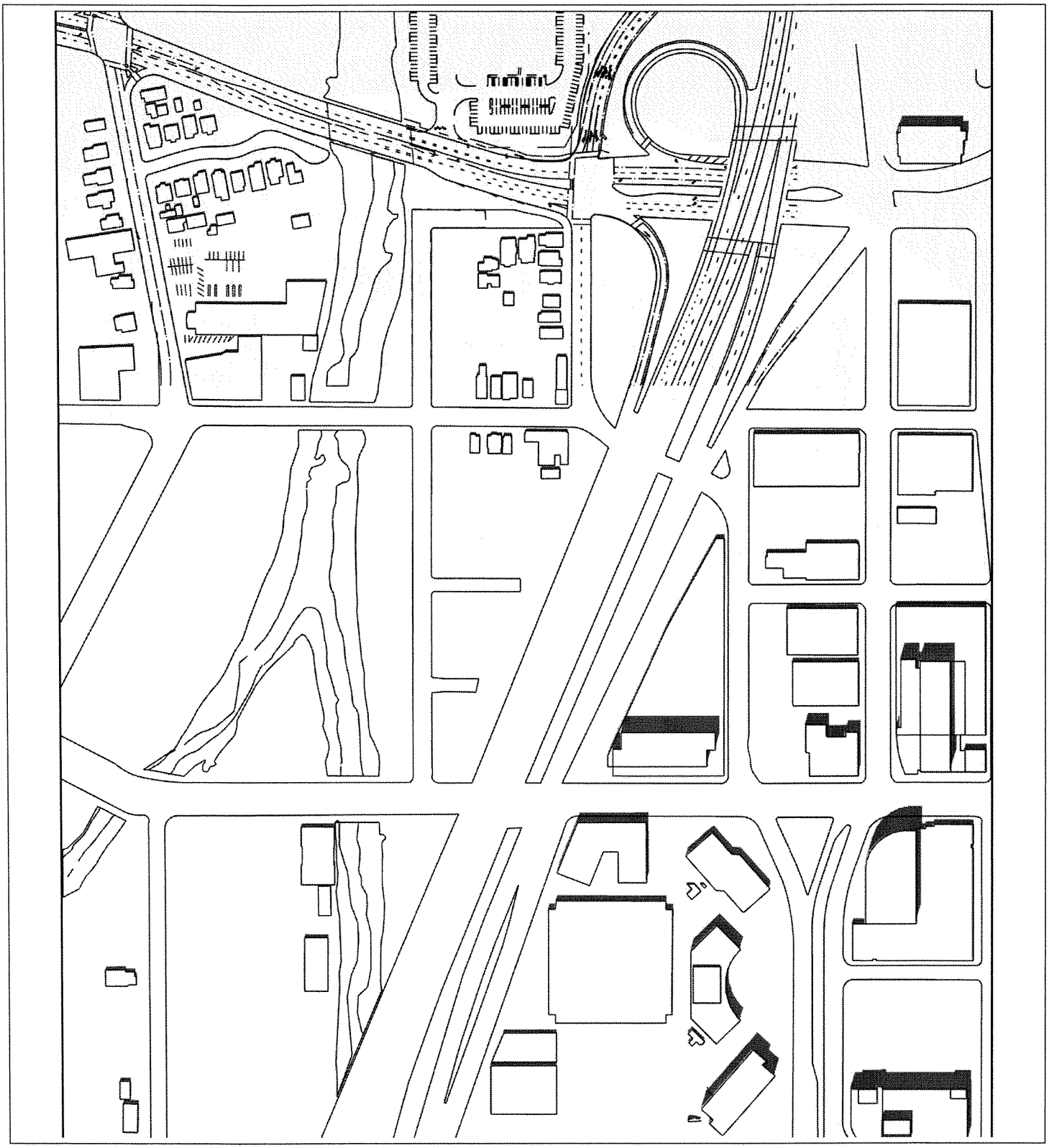
FUTURE SHADOW

FIGURE 3f

San Jose Downtown Strategy 2000 EIR
Shadow Study
Confluence Point
March 21: 2:00pm

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_3F.AI (01/23/04)



LSA

LEGEND

PROPOSED DEVELOPMENT

EXISTING SHADOW

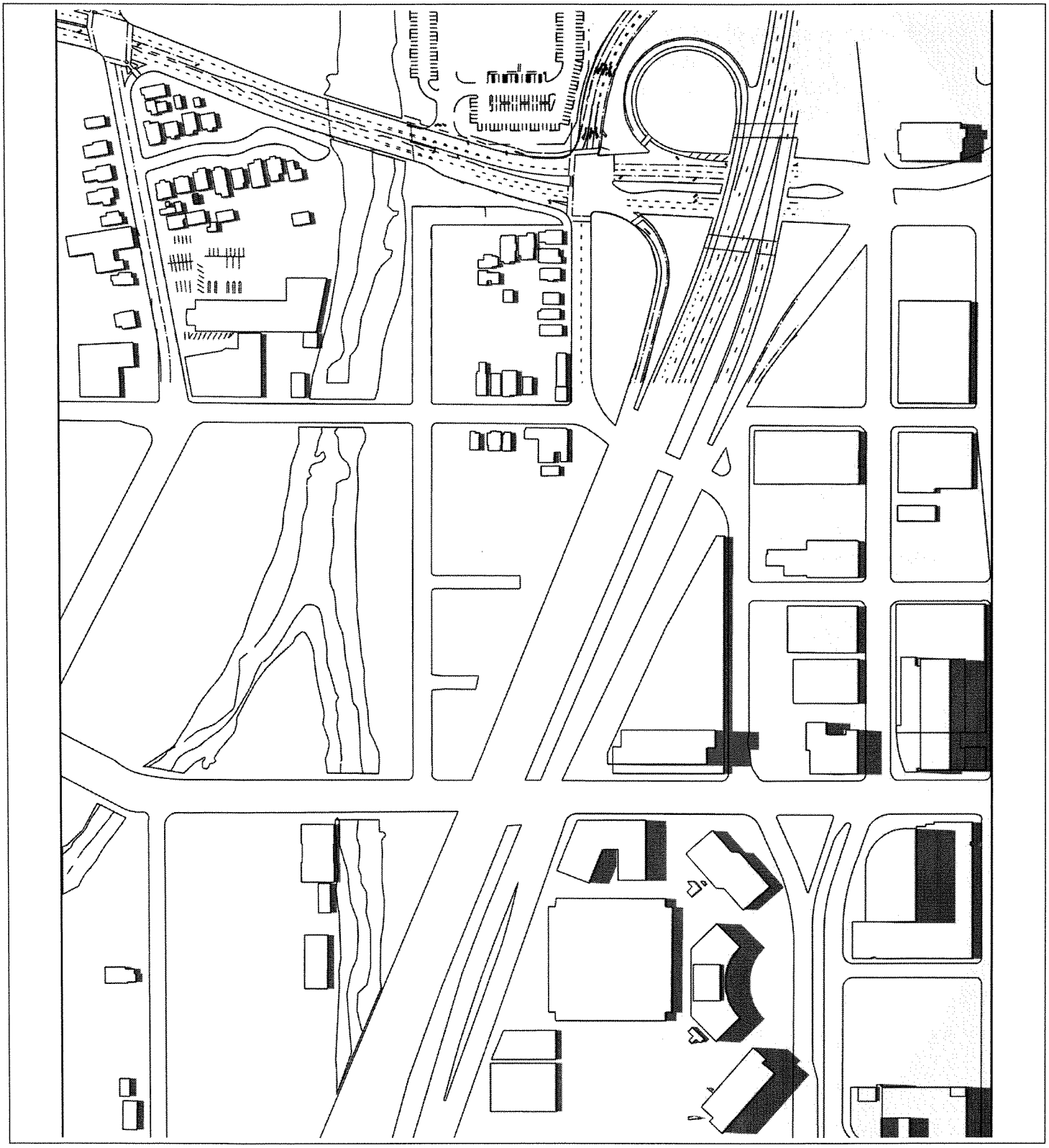
FUTURE SHADOW

FIGURE 3h

San Jose Downtown Strategy 2000 EIR
Shadow Study
Confluence Point
June 21: 12:00pm

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_3H.AI (01/23/04)



LSA

LEGEND

PROPOSED DEVELOPMENT

EXISTING SHADOW

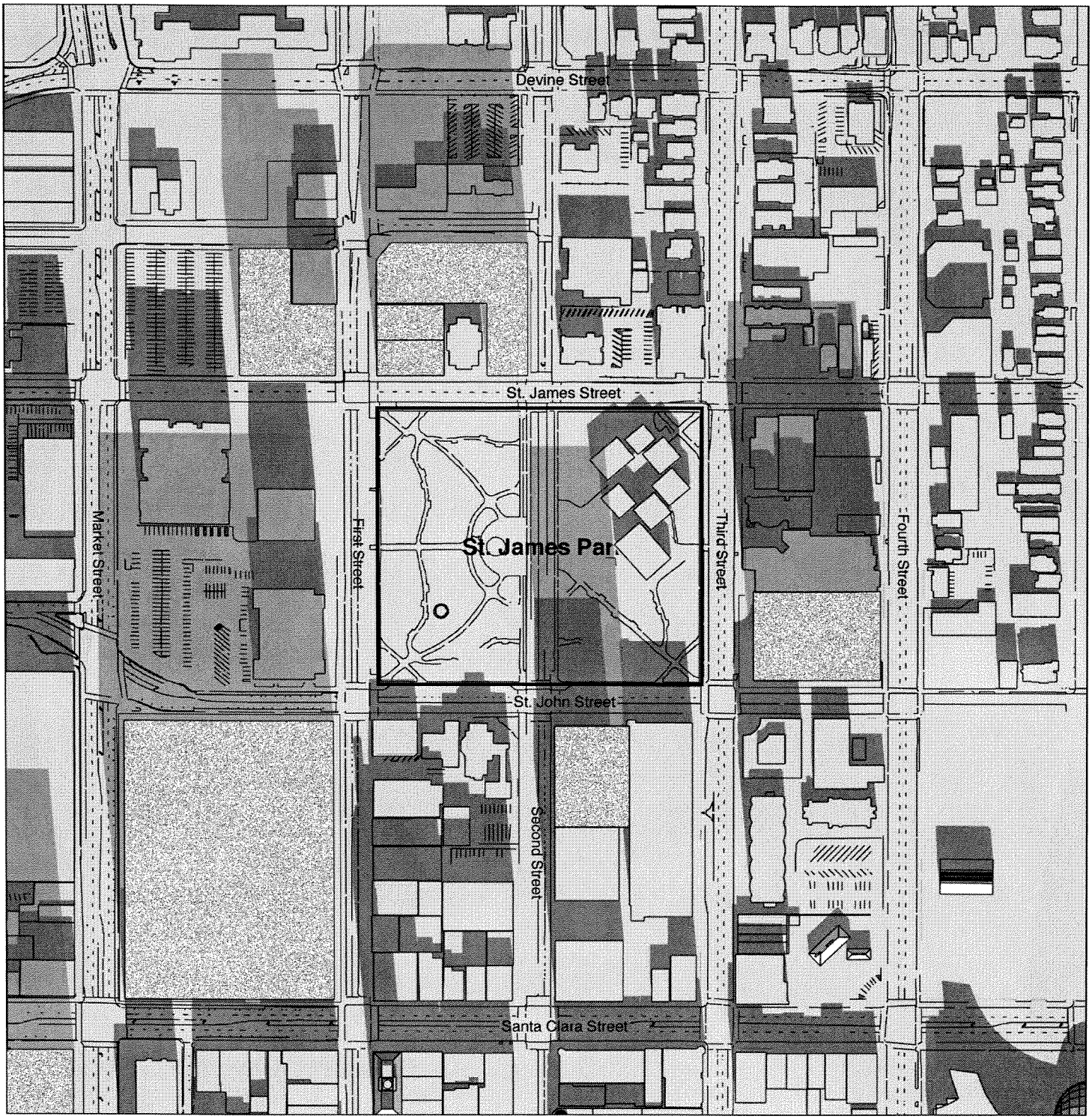
FUTURE SHADOW

FIGURE 3i

San Jose Downtown Strategy 2000 EIR
Shadow Study
Confluence Point
June 21: 2:00pm

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_3I.AI (01/23/04)



LSA

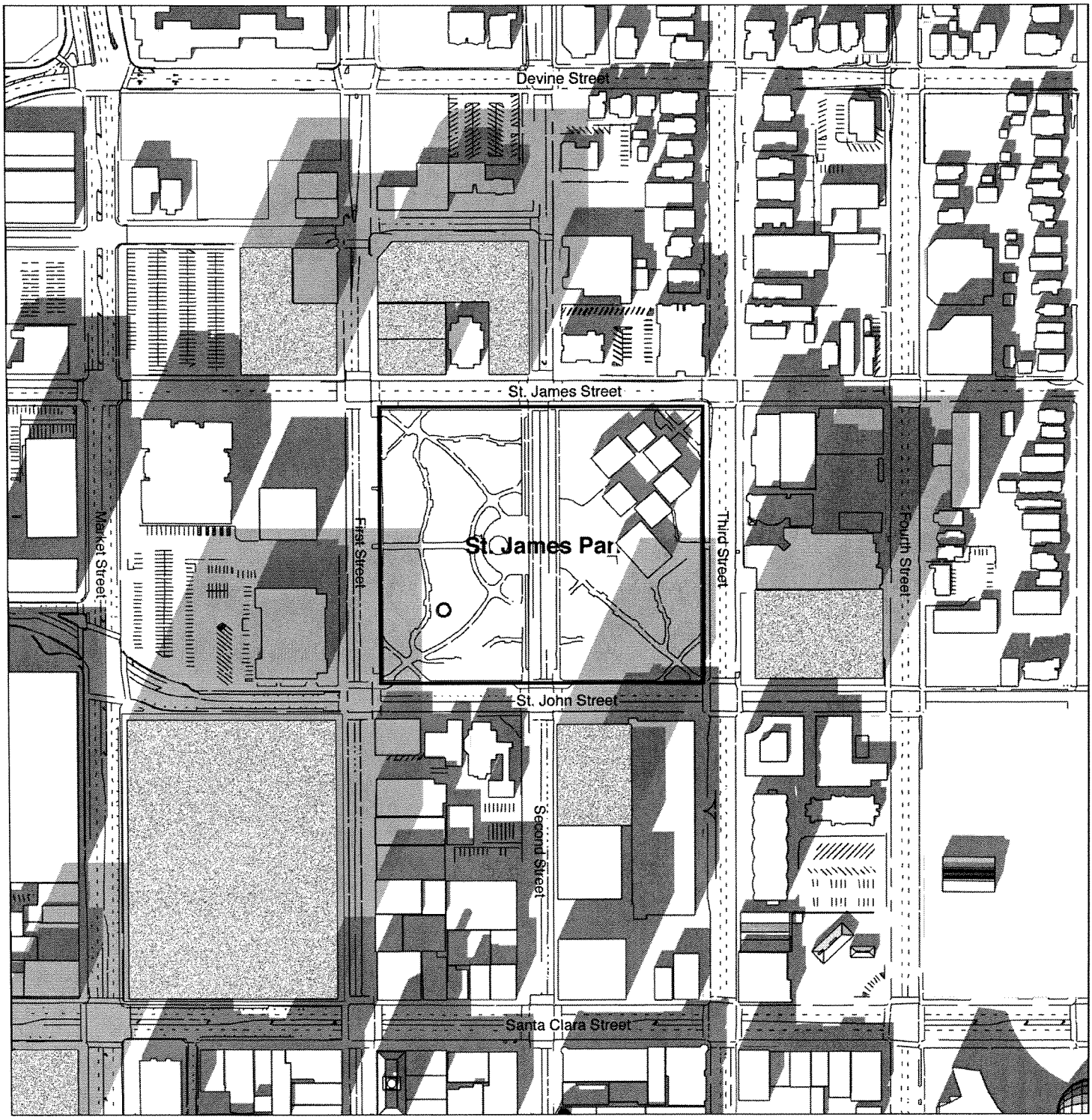
FIGURE 4a

San Jose Downtown Strategy 2000 EIR
Shadow Study
St. James Park
December 21: 10:00am

LEGEND
- PROPOSED DEVELOPMENT
- EXISTING SHADOW
- FUTURE SHADOW

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_4A.AI (01/23/04)



LSA

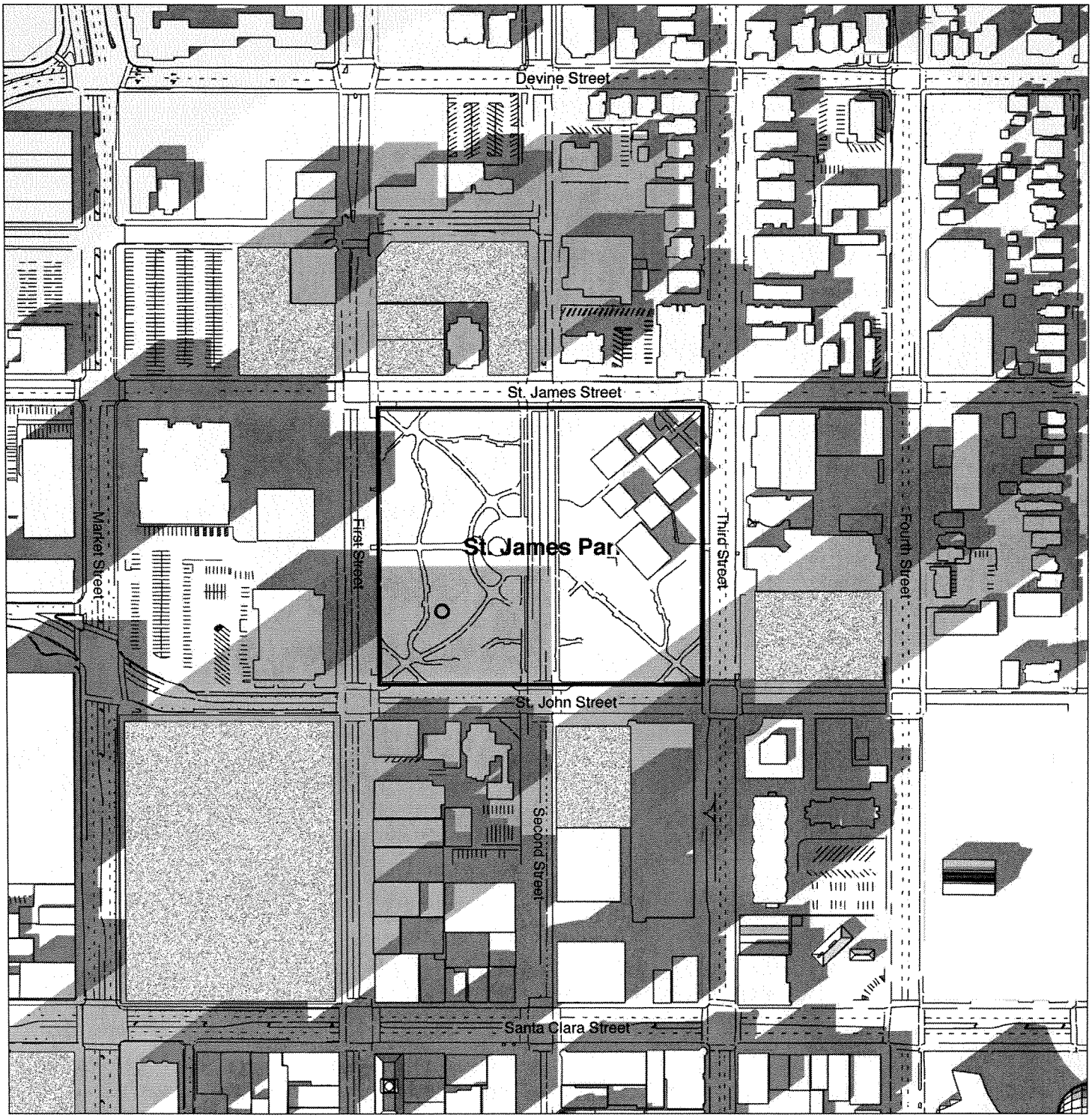
FIGURE 4b

San Jose Downtown Strategy 2000 EIR
Shadow Study
St. James Park
December 21: 12:00pm

LEGEND
PROPOSED DEVELOPMENT
EXISTING SHADOW
FUTURE SHADOW

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_4B.AI (01/23/04)



LSA

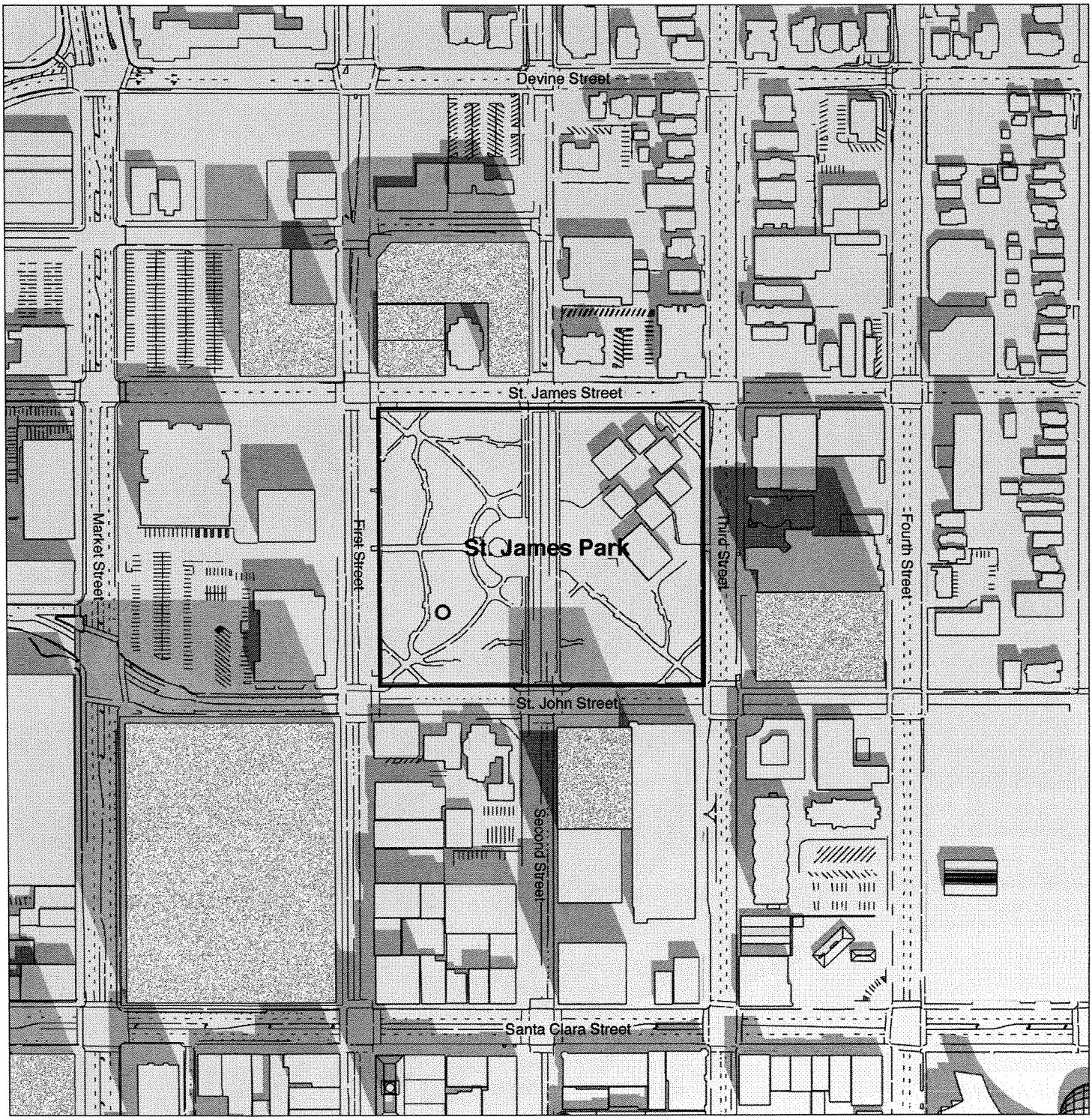
FIGURE 4c

San Jose Downtown Strategy 2000 EIR
Shadow Study
St. James Park
December 21: 2:00pm

LEGEND
PROPOSED DEVELOPMENT
EXISTING SHADOW
FUTURE SHADOW

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_4C.AI (01/23/04)



LSA

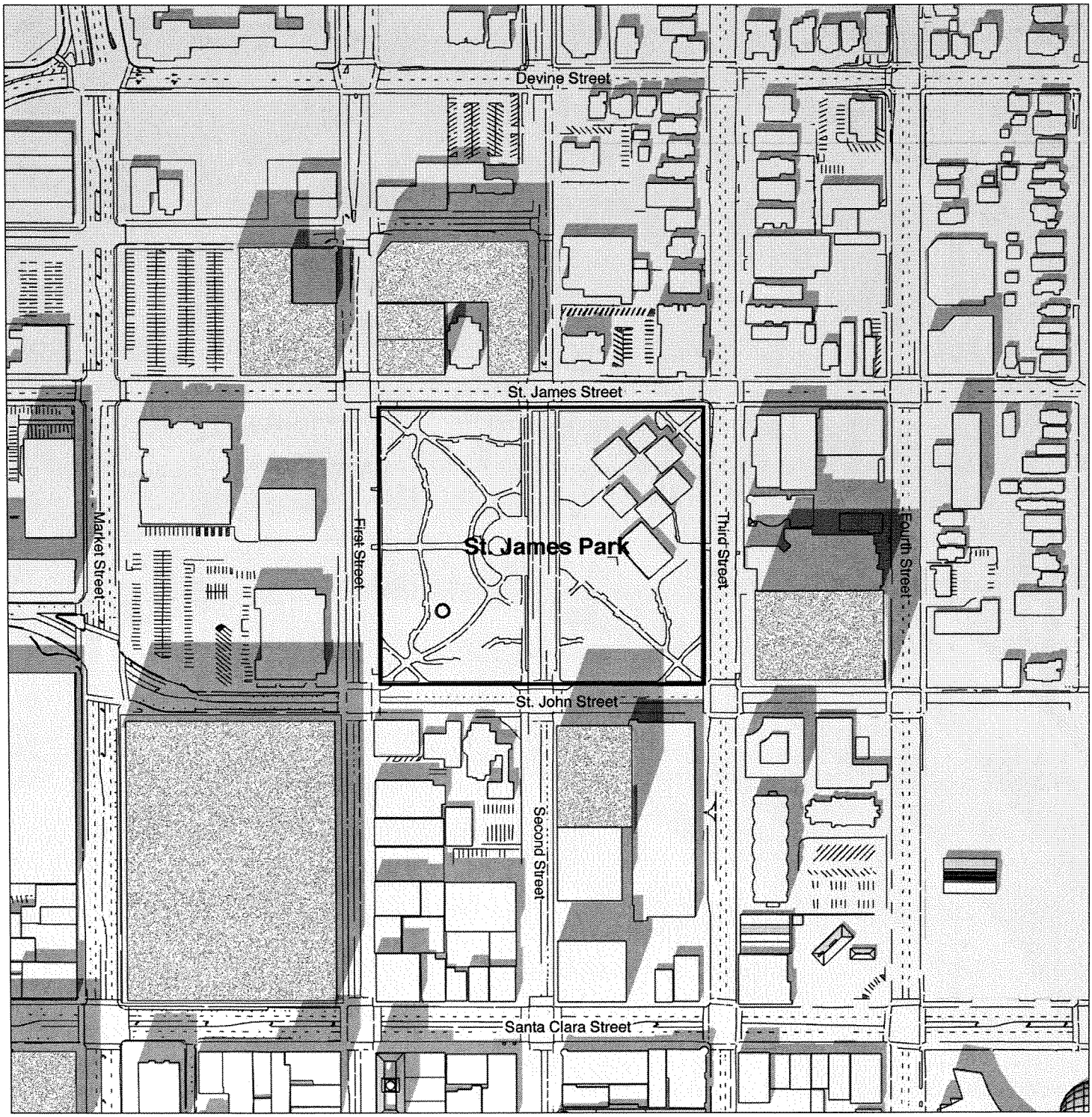
FIGURE 4d

San Jose Downtown Strategy 2000 EIR
Shadow Study
St. James Park
March 21: 10:00am

LEGEND
- PROPOSED DEVELOPMENT
- EXISTING SHADOW
- FUTURE SHADOW

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_4D.AI (01/23/04)



LSA

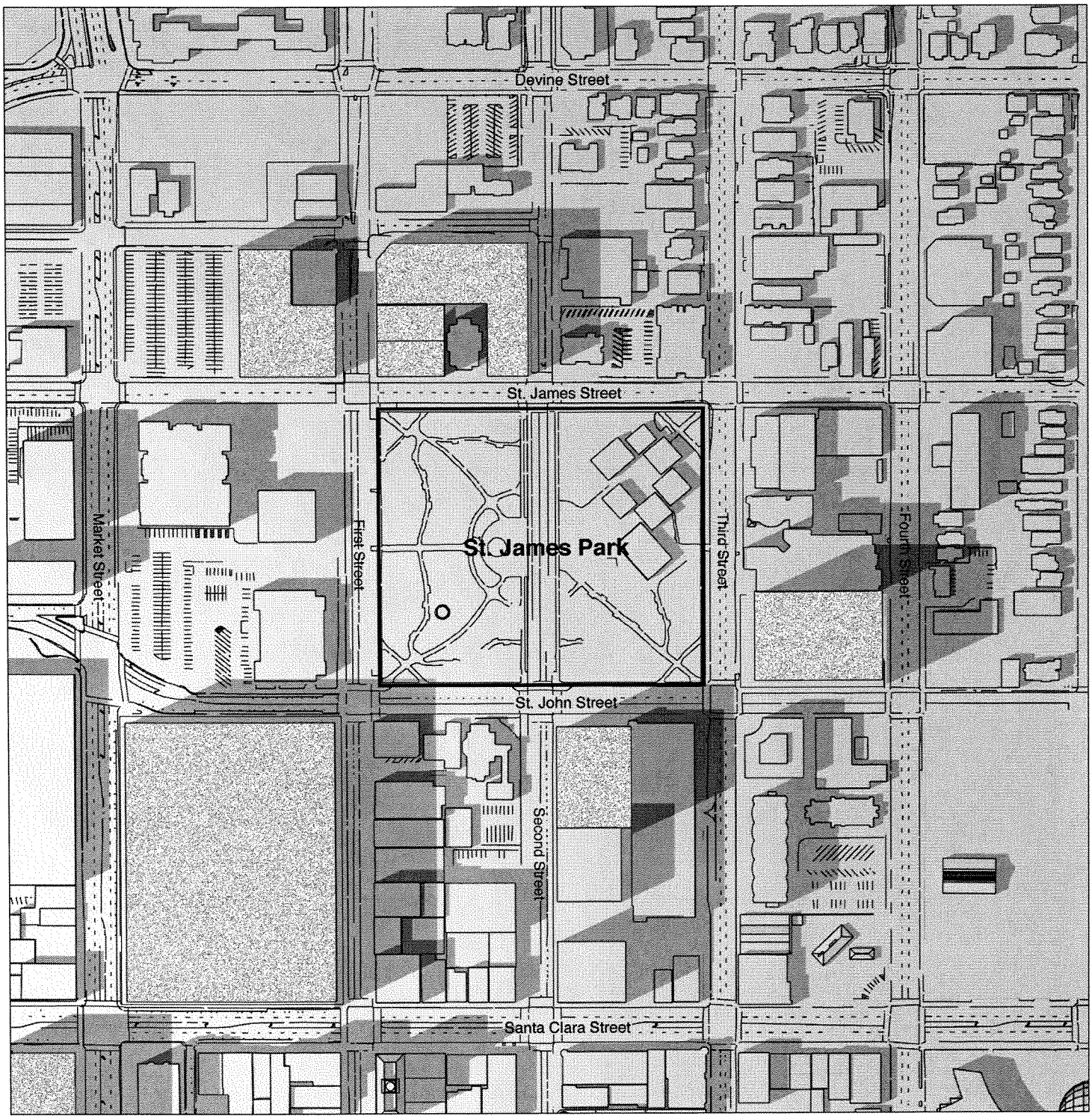
FIGURE 4e

San Jose Downtown Strategy 2000 EIR
Shadow Study
St. James Park
March 21: 12:00pm

LEGEND
- PROPOSED DEVELOPMENT
- EXISTING SHADOW
- FUTURE SHADOW

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_4E.AI (01/23/04)



LSA

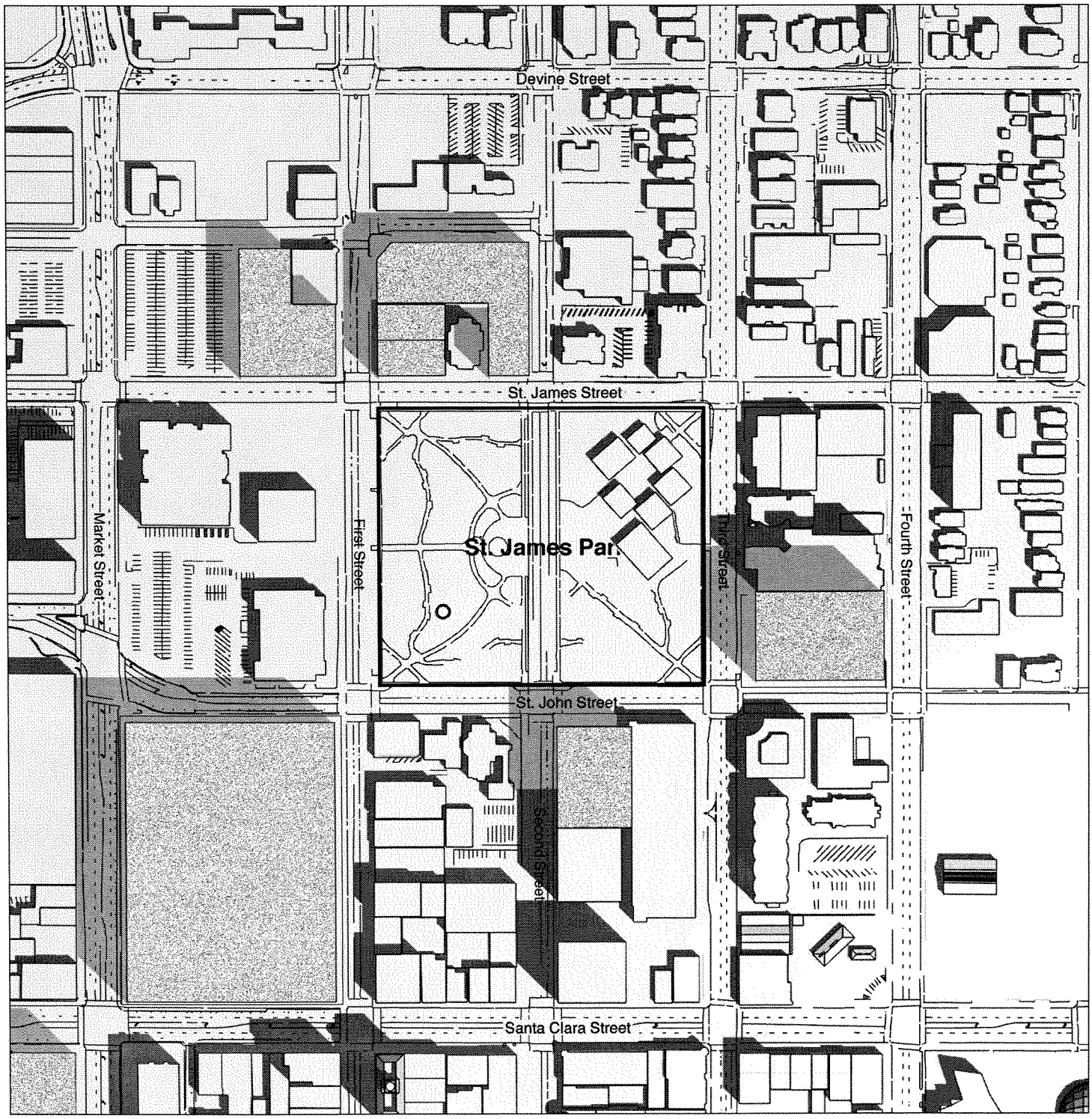
FIGURE 4f

San Jose Downtown Strategy 2000 EIR
Shadow Study
St. James Park
March 21: 2:00pm

LEGEND
PROPOSED DEVELOPMENT
EXISTING SHADOW
FUTURE SHADOW

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_4F.AI (01/23/04)



LSA

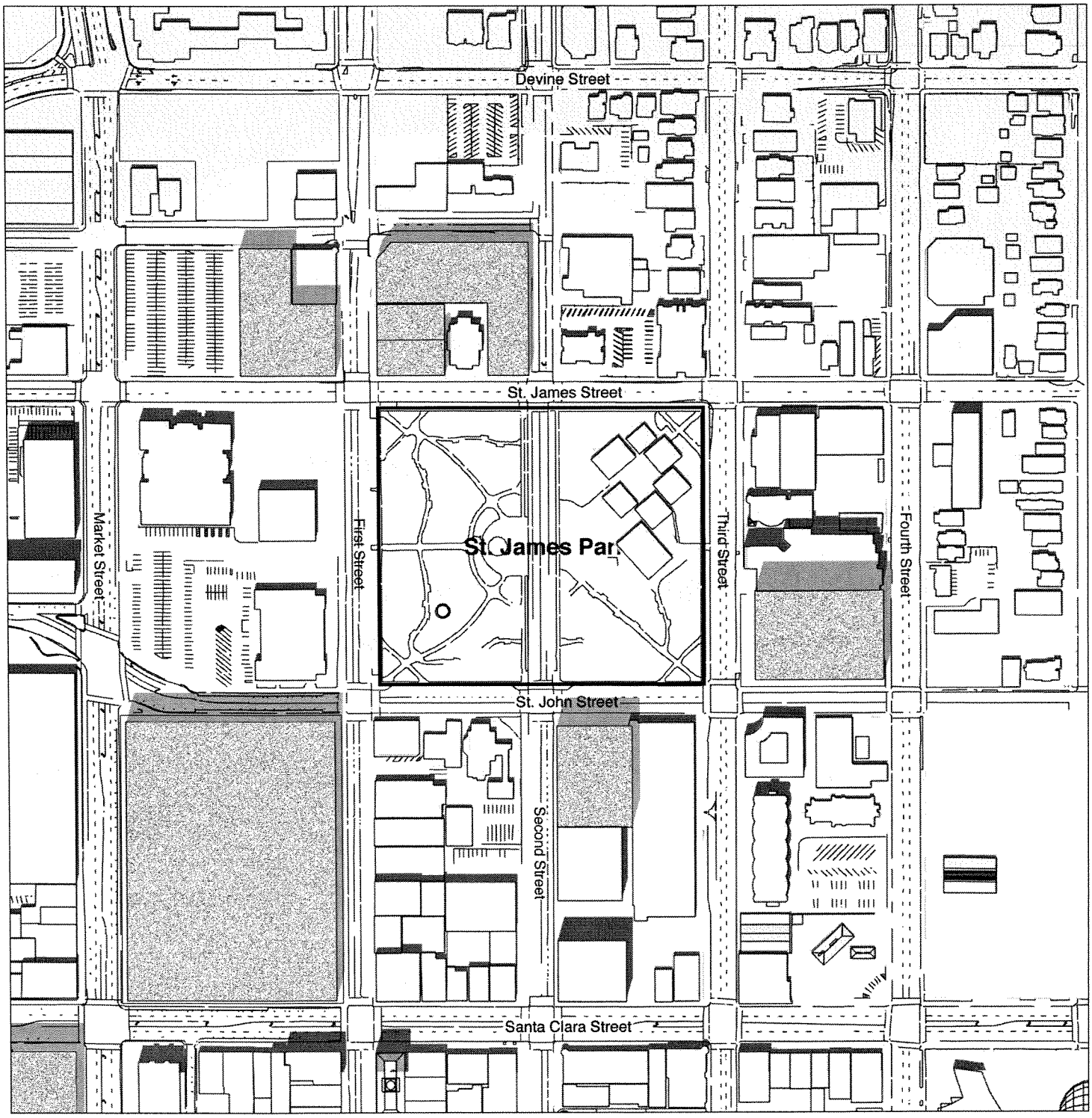
FIGURE 4g

San Jose Downtown Strategy 2000 EIR
Shadow Study
St. James Park
June 21: 10:00am

LEGEND
PROPOSED DEVELOPMENT
EXISTING SHADOW
FUTURE SHADOW

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_4G.AI (01/23/04)



LSA

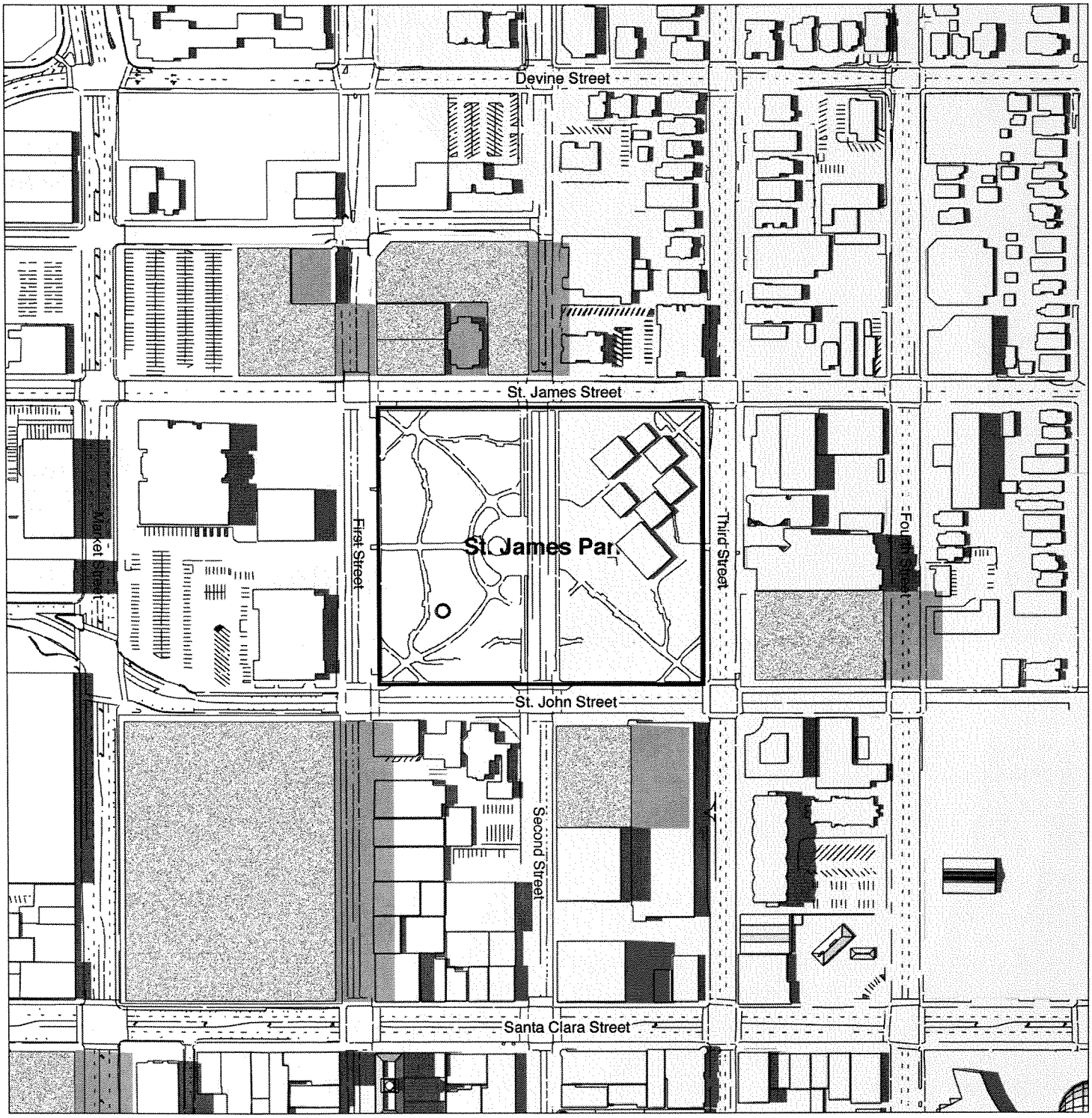
FIGURE 4h

San Jose Downtown Strategy 2000 EIR
Shadow Study
St. James Park
June 21: 12:00pm

LEGEND
- PROPOSED DEVELOPMENT
- EXISTING SHADOW
- FUTURE SHADOW

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_4H.AI (01/23/04)



LSA

FIGURE 4i

San Jose Downtown Strategy 2000 EIR
Shadow Study
St. James Park
June 21: 2:00pm

LEGEND
PROPOSED DEVELOPMENT
EXISTING SHADOW
FUTURE SHADOW

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_4I.AI (01/23/04)

APPENDIX F

CULTURAL RESOURCES

F.1 CULTURAL RESOURCES TECHNICAL REPORT

F.2 LIST OF CULTURAL RESOURCES WITHIN THE PROJECT AREA

F.3 CITY OF SAN JOSE, CALIFORNIA, CITY COUNCIL POLICY, PRESERVATION OF HISTORIC LANDMARKS

APPENDIX F.1

CULTURAL RESOURCES TECHNICAL REPORT

APPENDIX F1
CULTURAL RESOURCES TECHNICAL REPORT

This section presents: (1) a project area setting, including a brief overview of San Jose's history and a more detailed project area background; a summary of cultural resources within and immediately adjacent to the project area; an assessment of the project area's archaeological sensitivity; and a review of the laws, codes, and regulations applicable to cultural resources in San Jose; and (2) a analysis of impacts to cultural resources that may occur as a result of project implementation, as well as recommended mitigation measures to reduce such impacts to less-than-significant levels, where possible.

Background research for this section included a records search (#02-897) on May 19, 2003, at the Northwest Information Center (NWIC) of the California Historical Resources Information System, Sonoma State University, Rohnert Park, California. The NWIC is an affiliate of the California Office of Historic Preservation and is the official state repository of cultural resources reports and records for a 16-county area, including Santa Clara County.

LSA also reviewed other cultural resource inventories, including:

- *California Inventory of Historic Resources*;[1]
- *Five Views: An Ethnic Historic Site Survey for California*;[2]
- *California Historical Landmarks*;[3]
- *California Points of Historical Interest*;[4] and
- *Directory of Properties in the Historic Property Data File for Santa Clara County*.[5]

The Directory of Properties includes the listings in the National Register of Historic Places (National Register), California Register of Historical Resources (California Register), California Historical Landmarks, and California Points of Historical Interest. The City of San Jose's Historic Resources Inventory was also reviewed.[6]

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[1] California Department of Parks and Recreation, 1976. *California Inventory of Historic Resources.* Sacramento.

[2] California Department of Parks and Recreation, Office of Historic Preservation, 1988. *Five Views: An Ethnic Historic Site Survey for California.* Sacramento.

[3] California Department of Parks and Recreation, Office of Historic Preservation, 1990. *California Historical Landmarks.* Sacramento.

[4] California Department of Parks and Recreation, Office of Historic Preservation, 1992. *California Points of Historical Interest.* Sacramento.

[5] California Department of Parks and Recreation, Office of Historic Preservation, 2000. *Directory of Properties in the Historic Property Data File.* Sacramento.

[6] City of San Jose, Planning Divisions, 2003. *Historic Resources Inventory.* Website: www.ci.san-jose.ca.us/planning/sjplan/Historic/pdf/Historic_resources.pdf.

The following City planning documents were reviewed to identify pertinent local cultural resource policies and guidelines:

- *The Alameda*[7]
- *Plan for the Past*[8]
- *San Jose 2020 General Plan*[9]
- *Final Environmental Impact Report on the Downtown Strategy Plan in San Jose, California*[10]
- *San Jose Strong Neighborhoods Initiative EIR*[11]
- *St. James Square Historic District Design Guidelines*[12]
- *City of San Jose Historic Preservation Ordinance*[13]

The California Native American Heritage Commission (NAHC) was asked in a letter on March 13, 2003 to consult the sacred lands file to identify Native American cultural resources within the project area and to provide a list of Native American individuals or groups that may have knowledge about such resources, or concerns about the project area. The NAHC did not identify Native American resources within the study areas.

The following historical organizations were contacted by letter on May 13, 2003, to solicit any information or concerns their organizations may have about cultural resources in the project area: the Preservation Action Council of San Jose; the San Jose Historical Museum, administered by History San José; the Santa Clara County Historical and Genealogical Society; and the Santa Clara County Historical Heritage Commission. The Santa Clara County Historical Heritage Commission responded by letter on July 8, 2003. Ms. Dana Peak, Historical Heritage Coordinator with the Santa Clara County Historical Heritage Commission, indicated that the Commission expressed concern regarding the entire project area and the potential for the project to affect both historic and archaeological resources. On August 11, 2003, LSA made follow up telephone calls to each organization that was contacted by letter but did not respond. No responses to the follow up telephone calls have been received as of August 13, 2003.

1. Setting

The section provides: (1) a brief overview of San Jose's history, from about 12,000 years ago, when Native Americans first entered the area, to modern times, including periods of Spanish, Mexican, and

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[7] City of San Jose Department of City Planning, 1984. *The Alameda.* San Jose, California.

[8] City of San Jose Redevelopment Agency, Department of City Planning, Department of Recreation, Parks & Community Services, and the Historical Museum, 1989. *Plan for the Past.* San Jose, California.

[9] City of San Jose Department of City Planning, 1994. *San Jose 2020 General Plan.* San Jose, California.

[10] Mundie & Associates, 1992. *Final Environmental Impact Report on the Downtown Strategy Plan in San Jose, California.* San Francisco, California.

[11] LSA Associates, 2002. *San Jose Strong Neighborhoods Initiative EIR.* Berkeley, California.

[12] City of San Jose Department of City Planning, Historic Landmarks Commission, 1989. *St. James Square Historic District Design Guidelines.* San Jose, California.

[13] American Legal Publishing Corporation, 2002. *City of San Jose Historic Preservation Ordinance.* Website: www.amlegal.com.

American influence; (2) a more detailed description of the project area's historical development; (3) a summary of cultural resources within and immediately adjacent to the project area; (4) an assessment of the project area's archaeological sensitivity; and (5) a description of laws, codes, and regulations applicable to cultural resources in San Jose.

a. Prehistory and Ethnography. The San Jose area was probably settled between 12,000 and 6,000 years ago. The Paleo-Archaic-Emergent cultural sequence developed by Fredrickson[14] is commonly used to interpret the prehistoric occupation of Central California. The sequence is broken into three broad periods: the Paleoindian Period (10,000-6,000 B.C.); the three-staged Archaic Period, consisting of the Lower Archaic (6,000-3,000 B.C.), Middle Archaic (3,000-1,000 B.C.), and Upper Archaic (1000 B.C.-A.D. 500); and the Emergent Period (A.D. 500-1800).

The Paleo period began with the first entry of people into California. These people's subsistence economy probably focused on big game and minimally-processed plant foods, and no evidence exists of trade networks. The Archaic Period is characterized by the increased use of plant foods, the elaboration of burial goods, and increasingly complex trade networks.[15,16] The Emergent Period is marked by the introduction of the bow and arrow, the ascendance of wealth-linked social status, and the elaboration and expansion of trade networks, signified in part by the appearance of clam disk bead money.[17]

Penutian-speaking peoples migrated into central California around 4,500 year ago and were firmly settled around San Francisco Bay by 1,500 years ago.[18] The descendants of the native groups who lived between the Carquinez Strait and the Monterey area prefer to be called Ohlone,[19] although they are often referred to by the name of their linguistic group, Costanoan. San Jose is located within the ethnographic territory of the Tamyen tribelet of Ohlone, who occupied a large area in the South Bay. The Tamyen spoke Tamyen, or Santa Clara Costanoan, one of eight Costanoan languages.[20]

The basic Ohlone social unit was the family household, which was made up of about 15 individuals.[21,22] Households grouped together to form villages. In the San Jose area, many of these villages were located along the Guadalupe River, Coyote Creek, and other waterways. Villages combined to

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[14] Fredrickson, David A., 1974. *Cultural Diversity in Early Central California: A View from the North Coast Ranges.* Journal of California Anthropology 1(1):41-53.

[15] Bennyhoff, James A. and David A. Fredrickson, 1994. "A Proposed Integrative Taxonomic System for Central California Archaeology." In *Toward A New Taxonomic Framework for Central California Archaeology: Essays by James A. Bennyhoff and David A. Fredrickson.*

[16] Moratto, Michael J., 1984. *California Archaeology.* Academic Press, Orlando, Florida.

[17] Ibid.

[18] Ibid.

[19] Margolin, Malcolm, 1978. *The Ohlone Way: Indian Life in the San Francisco-Monterey Bay Area.* Heyday Books, Berkeley, California.

[20] Richard Levy, 1978. Costanoan. In *Handbook of North American Indians, Volume 8: California*, edited by R.F. Heizer, pp.485-497. Smithsonian Institution, Washington, D.C.

[21] Harrington, J.P., 1933. Report of Fieldwork. *Annual Report of the Bureau of American Ethnology for the Years 1931-1932.* Smithsonian Institution, Washington, D.C.

[22] Broadbent, Sylvia M., 1972. *The Rumson of Monterey: An Ethnography from Historical Sources.* Contributions of the University of California Archaeological Research Facility, Berkeley.

form tribelets: "...an aggregate of villages in the largest of which lived the tribelet chief."[23] There were approximately 40 Ohlone tribelets. Tribelets exchanged trade goods such as obsidian, shell beads, and baskets; participated in ceremonial and religious activities together; intermarried; and could have extensive reciprocal obligations to one another involving resource collection. "The Ohlones," writes Malcolm Margolin, "were not forty independent, isolated tribelets jealously guarding their frontiers. Rather, each tribelet was involved in a network of feasting, trading, and gift-giving."[24]

The Ohlone built dome-shaped homes thatched with ferns, tule, grass, and reeds. The thatch was tied to the structure's frame with willow withes. The Ohlone also built small sweathouses, accommodating six to eight persons, which were dug into creek banks and roofed with brush. Enclosed circular dance areas were formed by fences woven from brush or laurel branches.[25]

Plants, particularly sedge, were woven into baskets. Basketmaking was generally done by women, who crafted cooking and storage containers, fish traps, and trays for leaching acorns. Tightly woven baskets, decorated with feathers or shell, were valued exchange items.[26]

Chert and obsidian provided the raw materials for the manufacture of chipped stone tools. Obsidian was acquired by trade, while a number of local quarries provided the chert. Everyday clothing consisted of a small tule or grass front apron for women, while men and boys usually went naked.[27]

Ohlone subsistence strategy relied on the use of both plant and animal resources. Some of the common plant products consumed were acorns, buckeye nuts, berries of various kinds, roots, clover shoots, and tule pollen. Animal resources included mammals such as black-tailed deer, grizzly bear, rabbit, and skunk. Fish, waterfowl, and certain insects were important food resources as well.[28]

The Ohlone life cycle was similar in many respects to other native groups, with particular ceremonies marking significant life passages. Upon reaching puberty, girls observed menstrual customs, such as abstention from eating certain foods, and boys were initiated into a datura society, in which visions were induced by the ingestion of datura. Ohlone marriage was marked by gift-giving by the groom's family to the bride's family. Mortuary practices consisted of cremation or burial the day of death, with widows cutting their hair and beating their bodies in mourning.[29]

Ohlone culture was radically transformed when European settlers moved into northern California. These settlers set up the mission system, which used the native peoples for labor, and almost destroyed the native culture by exposing the Ohlone to diseases to which they had no immunity.

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[23] Kroeber, Alfred L., 1962. *Two Papers on the Aboriginal Ethnography of California.* Reports of the University of California Archaeological Survey, No. 56. Department of Anthropology, University of California, Berkeley.

[24] Margolin, Malcolm, op.cit.

[25] Levy, Richard, op.cit.

[26] Margolin, Malcolm, op.cit.

[27] Levy, Richard, op.cit.

[28] Levy, Richard, op.cit.

[29] Levy, Richard, op.cit.

After the secularization of the missions in 1834, native people in the Bay Area moved to ranchos, where they worked as manual laborers.[30]

b. History. San Jose is California's oldest civil settlement, founded by Lieutenant José Joaquín Moraga in November of 1777 under orders from Governor Felipe de Neve.[31] Moraga's party built Pueblo San Jose on the banks of the Guadalupe River at the intersection of Hobson and Vendome streets.[32] The first courthouse in the region, an adobe known as the *juzgado*, was built in 1783; to avoid flooding a second was built on higher ground about five years later. This building remained the seat of local government until 1850, when work began on the county courthouse, which remains, though in a modified form, a major presence on today's St. James Square.

In addition to the pueblo lands, there were three major Spanish land grants in the San Jose area. The *Rancho de Santa Teresa* was originally granted to Joaquín Bernal. The *Rancho El Potrero de Santa Clara*, originally part of the lands of the Mission Santa Clara, was granted after secularization to British vice-consul for California James Alexander Forbes. *Rancho Los Coches* was granted to Roberto, a Christianized Indian of Mission Santa Clara, who sold it to the Suñol family and Henry M. Naglee. The Suñols built an adobe which is today a local landmark. Naglee built his residence on a 140-acre tract which extended between Eleventh Street and Coyote Creek, today's Naglee Park.[33]

In 1849, San Jose served briefly as California's first capital. In the following years, the legislature met in Vallejo, Benicia, and, finally, Sacramento. In the years following the Civil War, San Jose continued to grow. In 1863, Trinity Episcopal Church, the City's oldest surviving religious building, was built of redwood at the corner of Second and St. John streets. In 1892, both the City's first federal building and the First Unitarian Church on St. James Square were completed.

San Jose's first residential neighborhoods grew up around its downtown commercial core. As time passed, adobes were replaced by stately Victorians, which in time were joined by Craftsman bungalows. Many of the City's historic homes can still be seen in the St. James Square and Naglee Park neighborhoods.

During the 19th century, San Jose was actively involved in an industry that was important to the Santa Clara Valley economy: agriculture. Known as the "Valley of Heart's Delight," Santa Clara Valley began supplying hardy wheat and other grains to the California gold fields in the 1850s.[34] A French native, Pierre Sansevain, built the first flour mill on the Guadalupe River in 1844. Wheat production in the Santa Clara Valley flourished until around 1870, when land values began to increase and other more profitable crops were farmed. Different ethnic groups drawn to the valley and San Jose applied the skills and knowledge they acquired in their home countries to the agriculture industry. San Jose was known for producing a wheat grain so hardy that farmers could let the cut wheat lie in field piles

[30] Levy, Richard, op.cit.

[31] Gudde, Erwin G., 1998. *California Place Names.* 4th Edition, Revised and enlarged by William Bright. University of California Press, Berkeley.

[32] Hoover, Mildred Brooke, Hero Eugene Rensch, Ethel Grace Rensch, and William N. Abeloe, 1990. *Historic Spots in California.* 4th Edition, Revised by Douglas E. Kyle. Stanford University Press.

[33] Hoover, et al., op.cit.

[34] Beilharz, Edwin A., and Donald O. DeMers, Jr., 1980. *San Jose, California's First City.* Heritage Press, Inc., Tulsa, Oklahoma.

with no worry of infestation by weevils. San Jose's wheat competed with harvests from Oregon and Washington for a share of the lucrative European market.[35] As standard tools and machinery became more available, commercial agriculture rose to become the dominant agricultural industry in and around San Jose.

During the latter half of the 19th century, the Santa Clara Valley became famous for its orchards and fruit drying and packing plants. When Louis Pellier successfully grafted the French prune to wild plums trees in his San Jose nursery, a new and vibrantly lucrative new crop was created. So important was the newly-created prune that it ". . .was, for over 70 years, the mainstay of the valley's economy."[36] With the growth of the dried fruit industry, fruit cooperatives and canneries sprang up to process the valuable crops for export. At the height of prune production in the valley, the scions brought from France by Pellier's brother were the progenitors of 2.9 million trees. Local historian Wes Peyton estimates that during the 1930s and 40s, when San Jose's population was approximately 70,000, between 20,000 and 25,000 men, women, and children found seasonal employment in San Jose's more than two dozen fruit canneries.

San Jose has always been known for being on the cutting edge of developments in electronics. In 1909, the City was the site of a successful electronic endeavor: the world's first radio broadcast station was established at the corner of First and San Fernando Streets by Dr. Charles Herrold. The station, which became KCBS, broadcasts today from San Francisco.[37] In the years following World War II, the Santa Clara Valley experienced tremendous growth. Electronics and aviation companies opened offices and factories in "Silicon Valley," creating thousands of jobs for returning military personnel, defense workers, and their families. Between 1960 and 1990, according to an article in Business Week, companies started in the South Bay by graduates of Stanford University created over 250,000 jobs.[38] These workers needed housing, and the valley's fruit orchards soon gave way to housing developments.[39] San Jose was transformed from a market town with an agricultural economic base to a business and residential community known for its high-technology companies.

c. Greater Downtown Historical Background. Around 1791, *El Pueblo de San Jose de Guadalupe* was established at its permanent location. Market Street Plaza was situated in the center of the pueblo site. To assure a reliable water source, the Spanish constructed a dam and *acequia*, or ditch, to collect and distribute water to farm plots and homes. Homes were built surrounding the market square, along the *acequia*, and at the crossroads of two major thoroughfares.

The rock-lined *acequia* flowed north-south across the *suertes,* or agricultural plots, which ran east-west between the Guadalupe River and the pueblo (McNamee 1967, in Dill Design Group 2000:19). Built in the late 1770s or early 1780s, the *acequia* ran three to four feet deep, and between six and ten

[35] Beilharz, Edwin A., and Donald O. DeMers, Jr., 1980. op. cit.

[36] Beilharz, Edwin A., and Donald O. DeMers, Jr., 1980. op. cit.

[37] Hoover, et al., op.cit.

[38] Hamilton, Joan O'C., 1997. "The Engineer Who Jump-Started Silicon Valley." In *Business Week* Internet Edition: www.businessweek.com/1997/34/b354116.htm.

[39] Butler, Phyllis Filiberti, 2002. *The Valley of Santa Clara: Historic Buildings, 1792-1920.*

feet wide. The *acequia* appears to have been maintained as late as the 1850s, and an 1860 survey refers to the "old *acequia*".[40] By the late 1860s, construction of a sewer system began.[41]

Thoroughfares, or, more accurately, trails, included *El Camino Real* and *The Alameda*. *The Alameda* connected *Mission Santa Clara de Assis* with *El Pueblo de San Jose de Guadalupe* (in downtown San Jose). *El Camino Real*, which is Monterey Road today, connected the Mission and San Jose with Monterey and San Francisco.[42]

Beans, corn, flax, wheat, hemp, fruit orchards, and vineyards were cultivated by the Spanish. Early industries included wine and brandy production, grist milling, hemp production, and soap making. The hide and tallow trade was established, and as cattle herds grew, became one of California's most important industries.[43]

In 1822, Spanish control of California was relinquished to a newly-independent Mexico, and trade with foreign ships was legalized. The hide and tallow trade flourished, and hides were referred to as "California banknotes." Cattle were slaughtered east of the pueblo, in the area that is today San Jose State University.[44]

Following the end of the Mexican-American War in 1848, the importance of land surveying and property boundary definition was recognized. During Spanish and Mexican rule, boundaries had been defined by natural features such as stands of trees and creeks. Chester S. Lyman re-surveyed the city of San Jose in 1848, one year after a survey by James Hutton was determined to be invalid because it was so poorly conducted. Lyman's survey included the area bordered by Market, Julian, 11th, and Reed Streets. Much of the unsurveyed area was used for agricultural purposes until the San Francisco and San Jose Railroad line opened in 1864.[45] Hare's 1872 *Map of the City of San Jose* shows the location of the railroad depot between North San Pedro and Terraine Streets.[46]

For the purposes of the following description, San Jose's downtown is organized into five areas: a central area surrounded by areas to the northwest, northeast, southwest, and southeast. The central area roughly consists of the Peralta Adobe and the area around Bassett, and St. James Streets. The east and west areas are divided by a line following Vine Street, then continuing along South Almaden Boulevard and State Route 87 until it leaves the project area. The north and south areas are divided by The Alameda and continuing through the point at which it joins West and East Santa Clara Streets.

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[40] Hill, Ward, 2001. *Review and Analysis of Built Environment,* Letter Report. In City of San Jose, 2001. *Draft Environmental Impact Report, West Julian Street Revitalization Plan.* San Jose, California.

[41] Findlay, J.M. and D.M. Garaventa, 1983. *Archaeological Resources of Downtown San Jose: A Preliminary Planning Summary of Prehistoric and Historic Sites in the Central Business District.* In Basin Research Associates, Inc., 2001. *Archaeological Evaluation Report, Boccardi Property Project, San Jose, Santa Clara County, California.* San Leandro, California.

[42] Dill Design Group, 2000. *Historic Resources Survey, Downtown San Jose, Year 2000.* Los Gatos, California.

[43] Ibid.

[44] Hall, F., 1871. *The History of San Jose and Surroundings.* In Dill Design Group, 2000. op. cit.

[45] Urban Programmers, 1999. *Cultural Resources Evaluation West Julian Street General Plan Amendment,* p. 3.

[46] Basin Research Associates, 2000. *Archaeological Evaluation Report, Northern Gateway Project, Legacy Partners Office Complex, West Julian Street/Devine Street, City of San Jose, Santa Clara County, California*, p. 6. San Leandro, California.

(1) Central Area. The central area contains the Peralta Adobe, which is San Jose's oldest structure and dates to the *Pueblo de San Jose de Guadalupe*. The adobe was built in 1797 near the market plaza, now 184 West St. John Street, and remodeled during the mid-1800s. Manuel Gonzalez, one of the founders of the pueblo, built and lived in the home with his wife and five children. Luis Peralta purchased the adobe in 1807 and lived there until his death in 1851. Peralta was appointed *comisionado* of the Pueblo for his services to the Spanish government and held the position until 1822. He became one of California's first millionaires.[47]

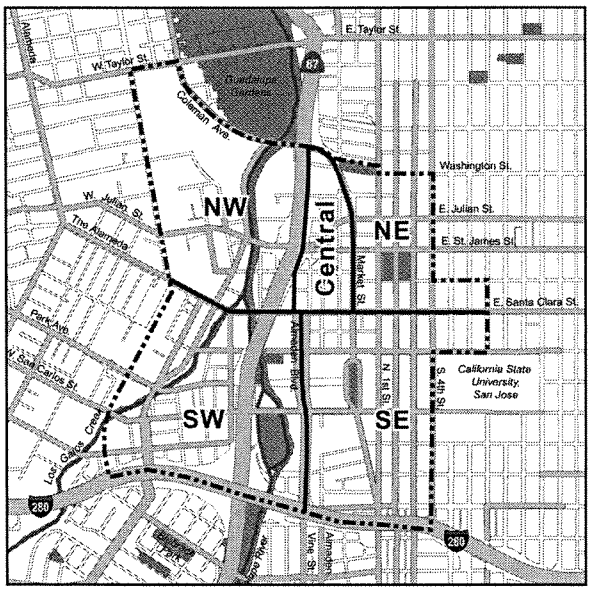

Figure F1-1: Cultural Resources Study Areas

During the American period, large tracts of land within San Jose continued to be developed for agriculture. Captain Thomas Fallon, an Irish immigrant, was a prominent land owner of this period. He built his home, a Victorian mansion currently restored and used as a museum, on San Pedro Street near St. John Street across from the Peralta Adobe.[48]

In October 1850, Louis Pellier established a nursery called City Gardens, at which many of San Jose's early horticultural experiments were conducted. The nursery was originally on the northwest corner of North San Pedro Street and Chaboya (or Chabolla) Alley. City Gardens eventually expanded to north of Devine Street in an area known as "Pellier's Survey."[49]

The property north of Julian Street, between Terraine and Pleasant Streets was owned by Pellier's friend, John Quincy Adams Ballou. Ballou was one of the progenitors of California's dried fruit industry after successfully grafting French Prunes to wild plum trees. The land remained in Ballou's estate until 1909 when it was sold to the John Bean Spray Pump Company.[50]

New businesses developed in the area around West Bassett and North Market Streets after the opening of a railroad station in 1864. These businesses supported the needs of both passengers and freight companies, and included factories, hotels, and saloons. The 1884 Sanborn Insurance Company map depicts the following businesses on North San Pedro Street between Bassett and West Julian Streets: livery stables, the Albert Lake Box Company (345 North San Pedro), and the Toftle Brothers Box and Nail House. The opposite side of the street included J. Z. Anderson Fruit Packing, L. B. Sresorich

[47] Website: <www.cr.nps.gov/nr/travel/santaclara.htm>.

[48] Hill, Ward, 2001. op. cit., p. 3.

[49] Arbuckle, 1985, in Urban Programmers, 1999, op. cit., p. 5.

[50] Clayton, 1906, in Urban Programmers, 1999, op. cit., p. 5.

Fruit Packing, fruit drayage, and storage. The Eureka Hotel (annex) faced North Market at Bassett Street. Four residential homes faced West Julian Street, and one faced North San Pedro Street.[51]

Charles Lefranc owned the Almaden Vineyards and was a pioneer winemaker who developed some of the first vineyards in the Santa Clara Valley. His downtown office, sales room, and wine cellar were located at 161 West Santa Clara Street, originally known as Lefranc Block. Built and designed by Theodore Lenzen, the building is a three-story brick structure with arched niches in the foundation of the cellar to hold large wine vats. In 1887 following Lefranc's death, management of the winery passed to Paul Masson, Lefranc's partner and son-in-law. Masson diversified the business and started producing premium champagne, for which he gained an international reputation. In 1930, noted California architect William H. Weeks remodeled the winery building in the Art Deco style. Following Masson's death in 1940, Hotel Vendome occupied the building.[52]

Prior to 1884, the Eureka Hotel was located on the east side of North Market Street at Bassett Street. The hotel expanded on the west side of North Market Street with a two-story annex. By 1889, the hotel had three stories and occupied one-third of the block southwest of Bassett and North Market Streets.

In 1909, the John Bean Spray Pump Company replaced the Pacific Brandy Distiller and Ropers Fruit Depot at 217 West Julian Street. The company produced food processing equipment and farm sprayers in its building, which covered most of the block between Terraine and Pleasant Streets. The Lorentz Cooperage was the only other business on the street. During the construction of the Guadalupe Expressway (Route 87), both of the buildings were removed.[53]

In 1910, the Walsh-Col Company, a wholesale grocery supply and warehouse, was located at 341 North Market Street in the area between North Market, West Julian, North San Pedro, and Bassett Streets. Starting in 1920, the Service Motor Transportation Company, a freight business, also occupied the building while the wholesale grocery business continued. In 1960, Goodwill Industries of Santa Clara County began using the building as a warehouse until its sale to the City of San Jose for use as a storage facility. Half of the building was demolished when the Market Street overpass was constructed, but the facade of the building remains on North San Pedro Road.[54]

In the 1930s, the Golden Bear Potato Chip Factory was located on the southwest corner of North San Pedro and West Julian Streets. In 1935, the building became the Eggo Food Products Company, owned by the Dorsa brothers. The Dorsas remodeled their building following a serious fire in 1946, and added a facade to the front section. The Dorsas continued to expand their holdings until the family business occupied most of the block. In 1970, the building on North San Pedro was sold and the building on the West Julian block was leased to Industrial Tube and Steel Corporation. The buildings were sold in 1970 and have been occupied by several warehouses with addresses on West Julian, Terraine, and Bassett Streets.[55, 56]

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[51] Urban Programmers, 1999. op. cit., p. 4.

[52] State of California Department of Parks and Recreation, Primary Record for P-43-000916. Sacramento.

[53] Urban Programmers, 1999. op. cit., p. 8.

[54] Urban Programmers, 1999. op. cit., p. 7.

[55] Urban Programmers, 1999. op. cit., p. 8.

The southwest corner of the intersection of North San Pedro and Bassett Streets was occupied by the Garden City Brewing Company in 1897 and owned by the Geoffroy family. Following the Volstead Act of 1919, the family changed the name of the business from Garden City Brewing to Geoffroy Brothers, Brewers' Agents. During Prohibition, some family members became involved in different businesses, but most did not list their occupations. The name Garden City Brewing Company was re-instated by 1935 and then again reverted to Geoffroy Brothers in 1940. As late as 1960, the Geoffroy Brothers had a trucking firm at 353 North San Pedro where they had previously brewed beer. In the late 1940s and 1950s, Cal Neon Signs occupied part of the property at 355 North San Pedro. That site was redeveloped in the 1960s for a Postal Service vehicle repair facility, then occupied by American Tow Company.[57] From the 1970s into the 1990s, auto repair companies occupied the building. It is now vacant.

The Albert Lake Box Company, which later became the San Jose Box Company, occupied 345 North San Pedro Street, in the center of the block. The site was redeveloped in 1929 for Blake, Moffitt and Towne, a national wholesale distributor of paper products. This concrete warehouse was transferred to the U.S. Postal Service for use as an annex in 1960. A variety of companies have occupied the building for the last 40 years. On the north side of the block, lumber storage sheds at 185 West Julian Street were also replaced with a warehouse in 1928. H.C. Jorgensen, a general contractor, constructed the building, but his business failed the following year and the warehouse remained vacant until 1930. Holmes Express and Holmes Wholesale occupied the site for 10 years until 1940, when Stuart Oxygen Company became the new occupant. From 1944 to 1959, Place and Gera, a wholesale drug firm, occupied the building, followed by Refrigeration Maintenance. From the 1970s to the 1990s, auto repair companies occupied the building.[58] The building is now vacant

A home built in the early 1800s at 195 West Julian was demolished in the late 1890s. The Independent Lumber Mill was directly across the street in 1891, and two residences were situated behind the mill. By 1915, the Sanborn Map shows Terraine Street extending through to West Julian Street, and residences now occupy the entire block including the area once occupied by the mill.[59]

The "Lawyers House," built circa 1875, is located at 151 West St. James, on the northwest corner of North San Pedro and West St. James Street. Currently this is the only building remaining on the block and is surrounded by a parking lot.[60] A remodeled Italianate residence is located at 181 Devine Street, and is currently used as law offices.

By 1935, many of the residences located within the central area had been replaced with industrial buildings. In the 1950s, storage and other commercial use buildings were prevalent in the area. Today, the majority of the area is used for parking, equipment repair, and storage.[61]

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[56] Ibid.

[57] Urban Programmers, 1999, in Basin Research Associates, 2000. op. cit., p. 8.

[58] Urban Programmers, 1999. op. cit., p. 9.

[59] Ibid.

[60] Hill, Ward, 2001. op. cit., p. 10

[61] Urban Programmers, 1999. op. cit., p. 10.

(2) Northwest Area. The Northwest area contains the tracks of the Union Pacific Railroad, which run parallel to Bassett Street and then diagonally to the north, and the Caltrain tracks which run parallel to Stockton Avenue. State Route 87 also runs through the Northwest Area. Train tracks appear on United States Geological Survey quadrangles for the years 1897, 1902 and 1961. The connection served by the San Francisco and San Jose Railroad, now Caltrain, was completed in 1864 and remained independent until 1870 when the facilities came under the ownership of the Southern Pacific Railroad.[62]

The Alameda has played an important role in the development of San Jose. A concentration of historical buildings along The Alameda lies just outside of the project area, between Race Street and State Highway 17/Interstate 880. The importance of The Alameda as transportation link gave rise to these buildings. The Alameda was a stagecoach route in the 1850s, a private turnpike in 1862, a horse-drawn trolley thoroughfare beginning in the late 1880s, and an electric trolley route between downtown San Jose and the city of Santa Clara in 1887. Homes surrounding The Alameda were occupied by San Jose's elite families, and property values of the "urban farmsteads" escalated in the 1870s and 1880s. In the 1920s, additional residences were built along The Alameda and San Jose annexed most of the properties in 1925. On April 10, 1939, street cars ran along The Alameda for the last time.[63]

The Hanchett and Hester Park neighborhoods are also adjacent to the project area. These neighborhoods were designed by John McLaren, and are bordered by Mariposa Avenue, The Alameda, Magnolia Street, and Park Avenue. The area was originally part of the fairgrounds and surveyed in 1906. House designs include Queen Anne, Spanish Mission Colonial Revival, and Craftsman bungalow. The Hanchett Park neighborhood also contains several Prairie style homes. Palm-lined Martin Street contains homes with all the various styles evident within the Hanchett and Hester Park neighborhoods. The proximity of the trolley cars nearby on The Alameda also made the location desirable to San Jose residents.[64]

(3) Northeast Area. The Hensley Historic District, roughly bordered by Empire, Julian, 1st, and 7th Streets, was originally part of the Hensley estate. In 1849, after working the gold fields, Major Hensley settled in San Jose. His estate extended between 1st and 4th Streets, and Empire Street and the Southern Pacific Railroad tracks, just north of East Bassett Street. Hensley's home, a prefabricated "southern style" model shipped in 1853 from the East Coast, was destroyed by fire in 1870. A second home built by Hensley's wife after his death was removed following her death.[65]

More 19th century homes exist in the Hensley Historic District than in any other part of San Jose. The finest examples can be found on North Third Street, with bungalows and cottages are clustered on North 5th and 6th Streets. Single and multi-family structures were built when the Hensley estate was subdivided in 1886, and many of the large formerly single family homes are currently divided into apartments. Outside the Hensley Historic District on Fox Avenue between San Pedro and 1st Streets

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[62] State of California Department of Parks and Recreation, Primary Record for P-43-001279. Sacramento; website: www.caltrain.com/caltrain_history.html.

[63] Mundie & Associates, 1992. op. cit., p. 214.

[64] Website: www.preservation.org.

[65] Archaeological Resource Management, 2001. *Historical Evaluation of The Structure at 153 East Julian Street in the City of San Jose*, p. 3-4. San Jose, California.

are many late 19th century cottages. An early 20th century "tall" building at 22 North 1st Street is National Register-eligible.[66]

The St. James Square Historic District includes St. James Square and nine buildings surrounding the square. The district is roughly bounded by North 1st, North 4th, East St. James, and East St. John Streets. St. James Square was included in the 1848 survey of San Jose conducted by Chester Lyman. However, the area remained vacant until landscape architect Frederick Ohmstead designed the park in 1868. Foliage included orange, elm, sycamore, acacia, and eucalyptus trees with sidewalks radiating from a centrally located fountain. St. James Park and nine buildings surrounding the park have been listed on the National Register since 1979, and the entire area was designated as a City Historic District in 1984. The buildings included in the following descriptions contribute to the historical significance of St. James Square Historic District.

The Trinity Episcopal Cathedral at 81 North 2nd Street was designed by John Hammond and built in the carpenter Gothic style in 1863. The interior contains ornately carved redwood trusses and beams, and stained glass windows. Trinity Episcopal Cathedral, the oldest church in San Jose, originally faced the park, but its entry was moved in 1876 to 2nd Street.

The Santa Clara County Courthouse, designed by Lewis Goodrich, was built in 1866. Built with the hope that San Jose would again become the state capital, the courthouse has nonetheless been in almost continuous use. Modifications to the original structure followed the destruction of the dome in a 1933 fire, and a third story was added. The building was renovated and restored in 1973.

The First Unitarian Church was built in 1891 in the Romanesque Revival style. With a circular central chapel, the church displays many unique features including towers, on both sides of the main entrance, and a triple-arched stained glass window. Members of the church included many of San Jose's prominent citizens.

The Sainte Claire Club, San Jose's oldest men's club, was built in 1893 at 65 East St. James Street. The building was designed by A. Page Brown in the California Mission style, with a tile roof and arched entryways.

The Eagles Hall was built in 1903 on the southwest corner of 3rd and St. John Streets. The building faces the square, and was designed in the Greek revival style as the original Scottish Rite Temple. Although a new office building has been constructed at the site, the façade and doric columns have been incorporated into the new structure.

The First Church of Christ Scientist was designed by Willis Polk and built in 1904 at 43 East St. James Street. The church is built in the neoclassical style with a Greek cross shaped ground floor plan. The structure faces the north side of the park.

The Scottish Rites Temple was built in 1924 at 196 North 3rd Street. It was designed by Carl Werner and built in the neoclassic style with six ionic columns, Egyptian ornamentation, and elements of the Beaux-Arts style.

[66] Mundie & Associates, 1992. op. cit.

Letcher's Garage was the first automobile garage on the West Coast, and part of one of the first car showrooms in San Jose. Clarence Letcher originally manufactured his own cars and later became a car dealer for Packard, Cadillac, and Pierce Arrow. The 1907 structure with large rear window shutters and a wood truss roof design has been remodeled as the Oasis Night Club.

The San Jose Post Office was built in the Spanish Colonial Revival style and completed in 1934. The location, at 105 North 1st Street, was the original site for the St. James Hotel.[67]

(4) Southeast Area. The southeast quadrant contains the San Jose Downtown Commercial Historic District, which is listed on the National Register. The district encompasses the area bordered by the south side of East Santa Clara, East Fernando, South 1st, and South 3rd Streets. In 1797, *El Pueblo de San Jose de Guadalupe* was adjacent to South 1st Street. Commercial buildings dating from the 1870s to the early 1940s continue to serve in the commercial center of San Jose.[68]

Several buildings in the commercial district have retained their original appearance. The I.O.O.F. Building built in 1883 and the New Century Block building built in 1900 depict 19th century commercial establishments. Two Romanesque Revival style buildings include the Letitia Building built circa 1885, and the Knox Goodrich Building built in 1889. The Spanish Mediterranean Revival style is evident in the Jose Theatre built in 1904.[69]

The campus of San Jose State University played a major role in the development of the surrounding residential neighborhoods. Between 1870 and 1872, the California State Normal School (eventually San Jose State University) was built on land originally designated as Washington Square, a public open space covering six blocks.[70] In the 1920s, housing demands increased near the campus at the same time that suburban areas were developing. Multi-family residences were built to serve the growing population, and housing development continued near the campus into the early 1960s.[71]

The alteration and demolition of buildings on 1st Street south of San Carlos Street has undermined the historic architectural integrity of many structures. The area between South 3rd and Market Streets also has low historic architectural integrity. However, exceptions include 399 and 401 South 1st Street, and the Fox Theatre (originally the California Theatre). Additionally, the Bank of Italy at the southeast corner of East Santa Clara Street and South 1st Street is a designated City Landmark.[72]

Several pockets containing late 19th century homes can still be found on 8th Street between East William and East San Salvador Streets, and also on 5th Street between William and Reed Streets. Two homes depict styles that were evident during the late 19th century: a Queen Anne mansion at 523 South 6th Street; and an Italiante house at 593 South 6th Street. The Ross house at 693 South 2nd

[67] Website: www.preservation.org; Ohlone Families Consulting Services, 2002. *Archaeological Survey and Monitoring Report: St. James Park, City of San Jose, Santa Clara County, California.* p. 9-11. San Jose, California.

[68] Website: www.preservation.org/invetory/invconsareas.html.

[69] Michael Brandman Associates, 2002. op. cit., p. 215.

[70] Michael Brandman Associates, 2002. op. cit.

[71] Dill Design Group, 2000. op. cit., p. 26.

[72] Mundie & Associates, 1992. op. cit.

Street is one of several houses that was relocated to the 2nd Street neighborhood at its intersection with Margaret Street.

On Post Street between 1st and Market Street, evidence of the 19th century commercial district is apparent. A fine example is the Italiante building at 65 Post Street, which is directly across from the new Art Museum. Late 19th and early 20th century cottages and bungalows are situated on the 100 block of William Street, just east of Market Street.[73]

Pierce Street, just south of William Street, also contains historically significant architecture, including the Italianate-style Bird house at 89 Pierce Street. Two Eastlake-style homes built in the 1880s are located at 93 and 105 Pierce Street.

Naglee Park lies just outside of the project area. This 140-acre area was originally the estate of General Henry M. Naglee, a Civil War veteran. Naglee's heirs sold portions of the estate after his death. Development of Naglee Park began about 1904 and immediately attracted San Jose's residents due to the proximity of the University and the business district. Architectural styles in the Naglee Park neighborhood range from early 20th century styles to bungalows to Spanish Colonial Revival styles of the 1920s. Many homes have been restored and rehabilitated, and the area continues to be residential.[74]

(5) Southwest Area. In the southwest area, the characteristics of a working class neighborhood are still evident in the Auzerais Avenue neighborhood between Illinois and Willis Avenues. Residents were drawn to the area by the availability of work at the railroad yards and factories, which covered large parcels of land in the area.[75]

Construction of State Route 87 and Interstate 280 destroyed many 19th and early 20th century homes and neighborhoods, but some structures survived. Restored Queen Anne cottages are located on the west side of Delmas Avenue north of its intersection with Lakehouse Avenue, and also on the north side of Lakehouse Avenue. [76]

d. Identified Cultural Resources. Identified cultural resources within or adjacent to the project area consist of prehistoric and historical archaeological sites, as well as historical architectural properties consisting of buildings, structures, and districts. Known cultural resources within or adjacent to the project area include seven prehistoric archaeological sites, 20 historical archaeological sites, and 1,073 historical architectural properties. Information about these resources was compiled from multiple sources, including national, state, and local inventories. Appendix F2 summarizes the cultural resources within the project area and, where applicable, indicates each resource's National Register of Historic Places status.

e. Archaeological Sensitivity. Portions of the project area were assessed to determine the likelihood of subsurface archaeological deposits existing below the current built environment. These

[73] Mundie & Associates, 1992. op. cit.

[74] Website: <www.preservation.org>.

[75] Mundie & Associates, 1992. op. cit., p. 213, 215.

[76] Mundie & Associates, 1992. op. cit., p. 215.

assessments include historical research to identify the property-specific history of subject parcels within the project area, and research at the NWIC. This historical information was then used to predict the type and nature of archaeological remains that may be present within the project area.

Portions of the project area are sensitive for the presence of potentially-significant prehistoric and historical archaeological deposits.[77] Based on previous sensitivity assessments and background research, the project area has a moderate-to-high likelihood of containing prehistoric archaeological deposits, and a high likelihood of containing historical archaeological deposits.

(1) Prehistoric Archaeological Sensitivity. Greater Downtown San Jose is situated in a setting that offered early inhabitants a nearby diversity of rich ecological communities from which to gather necessary plant and animal resources. Research indicates that human occupancy and use of the general area spans 5,000 to 7,000 years before present, and possibly longer.[78]

The presence of waterways and the proximity of the historical bay margins indicate that the project area is sensitive for prehistoric archaeological sites. Historically-documented seasonal flooding along the Guadalupe River suggests that such prehistoric sites may lie buried beneath flood-deposited soils. Numerous prehistoric archaeological sites are documented in similar environmental contexts relatively near the project area[79] A review of recorded prehistoric sites in Santa Clara Valley (as of 1982) indicated that nearly 43 percent were situated in a linear arrangement along water courses, such as the Guadalupe River.[80]

(2) Historical Archaeological Sensitivity. The project area is in an area of high historical archaeological sensitivity. The core of California's first civil settlement, *Pueblo de San Jose de Guadalupe*, is contained within the project area.[81] Several types of archaeological features or deposits may occur within and near this area of intensive historical activity. Previous research has identified the probable locations of former buildings, structures, roads, and water conveyance features associated with the Spanish-era Pueblo.

Hendry and Bowman (1940) generated a map that depicts the locations of all the resource-types mentioned in the paragraph above. These resources are shown in relation to contemporary American-period street alignments. The Hendry and Bowman map shows the locations of several Pueblo buildings and structures within the project area. However, this map only depicts buildings and structures from 1803 to 1850. It is possible that additional buildings may have been within the project area, but were absent by the time the Hendry and Bowman data were gathered.

Three roads important to the economic and institutional functioning of the Pueblo are also depicted on the Hendry and Bowman map. These roads include: (1) "Old Road from Alviso," which lies to the east and parallel to North San Pedro Street, and runs generally north-south; "Old Road to Santa

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[77] Roop, William, 1992. *Appendix 2: A Cultural Resource Evaluation for the Downtown San Jose Strategy Plan Environmental Impact Report.* Petaluma, California.

[78] Basin Research Associates, 2000. op. cit., p. 3.

[79] Basin Research Associates, 2000. op. cit.

[80] Bergthold, 1982, in Basin Research Associates, 1993. *Cultural Resources Review for the City of San Jose 2020 General Plan Update, Santa Clara County, California.* San Leandro, California.

[81] Dill Design Group, 2000. op. cit., p. 18.

Clara," which lies roughly parallel to Santa Clara street and runs generally east-west; and "Old Road to Monterey," which follows the current alignment of Market Street.[82]

An *acequia*, or water conveyance ditch, is also depicted within portions of the project area as shown on the Hendry and Bowman map . The *acequia*, constructed sometime in the late 1770s or early 1780s, provided irrigation and drinking water for the *pobladores*, or pueblo inhabitants. Research indicates that the *acequia* was used, or at least maintained, in the Spanish, Mexican, and American Periods, until falling into disrepair in 1855. The *acequia* was approximately three to four feet deep and from six to 10 feet wide on average, and was identified as the "old *acequia*" in maps published as late as 1872. The *acequia* ran

> . . .in the same alignment as the reconfigured Julian Street. From north to south, the *acequia* appears to have been situated about mid-block north of West Julian between Market and North San Pedro streets, included the northwest corner of the block between West Julian Street and Devine Street on the west side of North San Pedro Street, crossed North San Pedro skirting the northwest corner of North San Pedro and Devine streets, crossed Devine Street and proceeded through the mid-portion of the block between Devine and St. James Street between North San Pedro and Terraine Streets.[83]

Previous studies have identified this *acequia* as a potentially significant archaeological feature not only for its design and engineering qualities, but also for the artifacts that may have been deposited in it after the ditch fell into disuse. [84]

Historical archaeological deposits are also likely within the project area due to the numerous documented commercial, industrial, and residential buildings and structures that were constructed as the settlement grew into a leading regional city. Such deposits may include privies, trash pits, or structural remains associated with businesses and homes. These deposits may contain important information about several distinct periods in San Jose's historical development.

f. Regulatory Context. The sections below briefly discuss laws, codes, and regulations applicable to cultural resources within the City of San Jose.

(1) California Environmental Quality Act. The California Environmental Quality Act (CEQA) states that a project that causes a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. Under the provisions of the act, "a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment" (§15064.5(b)). CEQA defines an "historical resource" as a resource which is eligible for listing on the California Register (California Register), listed in a local register of historical resources (as defined at PRC 5020.1(k)), identified as significant in a historical resource survey meeting the requirements of section 5024.1(g) of the Public Resources Code, or determined to be a historical resource by a project's lead agency (§15064.5(a)).

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[82] Ibid.

[83] Basin Research Group, 2000. op. cit., p. 4.

[84] Basin Research Group, 2000. op. cit., pp. 4-5.

An historical resource consists of "Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.... Generally, a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" (§15064.5(a)(3)).

(2) Local Programs. The City of San Jose is a "Certified Local Government" which has authority from the California Office of Historic Preservation to develop and maintain its own historic preservation program. The City's Historic Preservation Ordinance (Municipal Code Chapter 13.48), adopted in 1975, authorizes San Jose to maintain an inventory of historic resources, establish a historic landmarks commission, preserve historic properties using a landmark designation process, require historic preservation permits for additions or alterations to designated City Landmarks or buildings within City Historic Districts, and provide financial incentives through the Historic Property Contracts program.[85,86]

The City of San Jose's historic preservation policies and programs are briefly summarized in the following two categories.

(3) City Landmarks Program. Each of San Jose's City Landmarks "represents a physical connection with significant persons, activities, or events from our past."[87] Landmarks may be nominated by the property owner, the City Council, or the City Historic Landmarks Commission. After a landmark is nominated, the City Council sets a date for a public hearing to consider the nomination and requests a recommendation from the Historic Landmarks Commission. The Commission holds a public hearing to consider the proposed landmark, then forwards its recommendation to the City Council. Then, the City Council holds a public hearing at which it approves, approves with modifications, or disapproves the nomination. Once a property is designated a City Landmark, the property owner may be eligible for tax exemptions. Alterations to designated landmarks must be approved by the City's Department of Planning, Building, and Code Enforcement through an Historic Preservation Permit process which includes review and recommendation by the Historic Landmarks Commission.[88,89]

(4) San Jose 2020 General Plan Policies. San Jose's general plan reaffirms the City's commitment to preserve its cultural heritage. Policies in the Historic, Archaeological and Cultural Resources sub-section of the General Plan that pertain to Cultural Resources include:

Goal: *Preservation of historically and archaeologically significant structures, sites, districts, and artifacts in order to promote a greater sense of historic awareness and community identity and to enhance the quality of urban living.*

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[85] San Jose Department of City Planning and Building, 1995. *What is Historic Preservation?* San Jose, California.

[86] San Jose Department of Planning, Building and Code Enforcement, 2000a. *Incentives for Ownership of a Designated City Landmark.* San Jose, California.

[87] San Jose Department of Planning, Building and Code Enforcement, 2000b. *What is a Designated City Landmark?* San Jose, California.

[88] San Jose Department of Planning, Building and Code Enforcement, 2000a, op. cit.

[89] San Jose Department of Planning, Building and Code Enforcement, 2001. *Historic Preservation Permit Process.*

Policy 1: Because historically or archaeologically significant sites, structures and districts are irreplaceable resources, their preservation should be a key consideration in the development review process.

Policy 2: The City should use the Area of Historic Sensitivity overlay and the landmark designation process of the Historical Preservation Ordinance to promote and enhance the preservation of historically or architecturally significant sites and structures.

Policy 3: An inventory of historically and/or architecturally significant structures should be maintained and periodically updated in order to promote awareness of these community resources.

Policy 4: Areas with a concentration of historically and/or architecturally significant sites or structures should be considered for preservation through the creation of Historic Preservation Districts.

Policy 5: New development in proximity to designated historic landmark structures and sites should be designed to be compatible with the character of the designated historic resource. In particular, development proposals located within the Areas of Historic Sensitivity designation should be reviewed for such design sensitivity.

Policy 6: The City should foster the rehabilitation of individual buildings and districts of historic significance and should utilize a variety of techniques and measures to serve as incentives toward achieving this end. Approaches which should be considered for implementation of this policy include, among others: Discretionary Alternate Use Policy Number 3, permitting flexibility as to the uses allowed in structures of historic or architectural merit; transfer of development rights from designated historic sites; tax relief for designated landmarks and/or districts; alternative building code provisions for the reuse of historic structures; and such financial incentives as grants, loans and/or loan guarantees to assist rehabilitation efforts.

Policy 7: Structures of historic, cultural or architectural merit which are proposed for demolition because of public improvement projects should be considered for relocation as a means of preservation. Relocation within the same neighborhood, to another compatible neighborhood or to the San José Historical Museum should be encouraged.

Policy 8: For proposed development sites which have been identified as archaeologically sensitive, the City should require investigation during the planning process in order to determine whether valuable archaeological remains may be affected by the project and should also require that appropriate mitigation measures be incorporated into the project design.

Policy 9: Recognizing that Native American burials may be encountered at unexpected locations, the City should impose a requirement on all development permits and tentative subdivision maps that upon discovery of such burials during construction, development activity will cease until professional and archaeological examination and reburial in an appropriate manner is accomplished.

Policy 10: Heritage trees should be maintained and protected in a healthy state. The heritage tree list, identifying trees of special significance to the community, should be periodically updated.

Policy 11: The City should encourage the continuation and appropriate expansion of federal and State programs which provide tax and other incentives for the rehabilitation of historically or architecturally significant structures.

2. Impacts and Mitigation Measures

Potential impacts to cultural resources have been analyzed and organized by the 12 *Strategy 2000* subareas. General mitigation measures have been recommended to reduce the significance of cultural resource impacts. Mitigation measures have also been developed for impacts to cultural resources that may result from area-specific development actions. Tables F1-1 and F1-2 present: (1) a general description of potential impacts and recommended mitigations; and (2) a description of potential impacts, recommended mitigation measures to minimize such impacts, and the levels of significance of potential impacts after mitigation for specific development actions within each of the 12 subareas.

Table F1-1: Key to Potential Impacts and Recommended Mitigation for Table F1-2

Potential Impacts	Description
A	Potential impacts to unidentified archaeological deposits that may meet the definition of historical or archaeological resources under CEQA.
B	Potential impacts to districts, buildings, structures, or objects that may meet the definition of historical resources under CEQA.
C	Potential cumulative impact to historical resources or archaeological resources as defined by CEQA.
I	Potential inconsistency with other planning documents, design guidelines, or development regulations.
Recommended Mitigation	**Description**
1	APPROPRIATE PRIOR REVIEW. Conduct appropriate levels of review prior to undertaking project elements involving ground-disturbing activities that may impact buried archaeological deposits that meet the definition of a historical or archaeological resource (CEQA Guidelines §15064.5[a] and §21083.2[g]). At a minimum, this effort should include a records search at the NWIC and an archaeological assessment by a qualified archaeologist prior to project implementation.
2	DETERMINE RESOURCE REGULATORY STATUS. When project elements that will directly impact an identified archaeological site are proposed, consult with qualified cultural resource professionals prior to project implementation to determine if the site meets the definition of a historical or archaeological resource under CEQA.
3	DETERMINE FEASIBLE ALTERNATIVES. If an archaeological site meets the CEQA definition of a historical or archaeological resource and will be impacted by the proposed project, make reasonable efforts to feasibly avoid project impacts (e.g., project redesign, conservation easements, or site capping).
4	AUTHORIZE DATA RECOVERY. Authorize data recovery by qualified professionals if the avoidance or preservation of an archaeological historical resource or archaeological resource is not feasible. Ensure that a copy of the documentation be submitted to the NWIC.
5	STOP WORK AND EVALUATE UNANTICIPATED FINDS. Redirect ground disturbance within a 50-foot radius if buried archaeological deposits are encountered by project activities. Contact a qualified archaeologist to (1) evaluate the finds to determine if they meet the CEQA definition of a historical or archaeological resource; and (2) provide project-specific recommendations regarding the disposition of the finds. Ensure that the results of any archaeological investigation are submitted to the NWIC.
6	STOP WORK AND FOLLOW STATUTORY PROCEDURES. Redirect ground-disturbance within a 50-foot radius if human remains are encountered by project activities, and implement the steps outlined in CEQA Guidelines §15064.5(e).
7	APPROPRIATE PRIOR REVIEW. Conduct appropriate levels of review prior to undertaking project elements that may impact architectural properties that meet the CEQA definition of historical resources. At a minimum, this effort should include a records search at the NWIC, and a review of the San Jose Historic Resources Inventory prior to project implementation.
8	DETERMINE RESOURCE REGULATORY STATUS. When the demolition or alteration of an architectural property greater than 45 years of age is proposed, consult with qualified cultural resource professionals to determine if the property meets the CEQA definition of a historical resource. If the property is less than 45 years of age, seek the comment of History San José regarding any concerns they may have regarding the proposed action and its effects on the property.
9	DETERMINE FEASIBLE ALTERNATIVES. If an architectural property proposed for demolition is considered a CEQA-defined historical resource, determine the feasibility of avoiding adverse impacts by project redesign, rehabilitation and reuse of the resource, or relocation of the resource.
10	AUTHORIZE DATA RECOVERY. Authorize data recovery by qualified professionals if the avoidance or preservation of architectural historical resources is not feasible. As part of the data recovery, develop and implement a plan to disseminate information to enrich public understanding of the architectural resource and offset its loss. Ensure that copies of documentation are submitted to the NWIC and History San José.

Potential Impacts	Description
11	CONFORM TO THE SECRETARY OF THE INTERIOR'S GUIDELINES. Undertake the modification, alteration, rehabilitation, repair, or reuse of any architectural CEQA-defined historical resource in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings.*
12	CONFORM TO THE SECRETARY OF THE INTERIOR'S GUIDELINES. Undertake development in the vicinity of a historical resource in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties.*
13	CONFORM TO THE SECRETARY OF THE INTERIOR'S GUIDELINES. Undertake streetscape improvements in the vicinity of a historical resource in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties.* .
14	CONFORM TO GUIDANCE. Conform to any property-specific standards, guidelines, and regulations regarding modification, alteration, reuse, or nearby development that may impair the historical significance of a CEQA-defined historical resource.
15	DEVELOP INTERPRETIVE OUTREACH. Develop and implement a resource-specific strategy, in consultation with History San José, to increase public awareness of the resource and its historical significance with the goal of maximizing interpretive potential.
16	CONDUCT INTERIM REVIEW. Should a five-year time lag occur between environmental review and project implementation, ensure that potentially-significant properties that have reached the minimum age of 45 years during the interim are not overlooked.

Table F1-2: Project Development--Potential Impacts, Recommended Mitigation, and Post-Mitigation Impact Significance

Area or Plan Development	Description/Characteristics	Potential Impacts	Recommended Mitigation	Post-Mitigation Impact Significance
PLAZA DE CESAR CHAVEZ				
A-1 Enlarge Plaza de Cesar Chavez	Widening plaza and removing a lane of traffic on both sides.	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
A-2 Development surrounding the Plaza	Line Plaza de Cesar Chavez with distinctive structures that clearly define it as the civic "living room" of downtown. Older lower density buildings that do not reinforce the space should be modified or replaced	A, B, C	1-6 (A/C); 7-13, 16 (B)	LTS (A/B)
A-3 Complete Tech Museum expansion	Expansion of museum including public parking (#9 in PMP)	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
A-4 San Antonio Block 8- NW Corner of San Carlos and 1st Street	Mixed used development with options for retail, office, housing and parking	A, B, C	1-6 (A/C); 7-13, 16 (B)	LTS (A/B); S (C)
A-5 San Antonio Block 8- SE Quadrant of Market Street and San Antonio	Replace existing retail clerks high rise housing with a new housing project	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
A-6 Park Center Plaza	High-rise office development	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
ST. JAMES PARK				
B-1 Relocation of existing senior center and reuse of site	Create a park at the existing site. Move Center to a high-quality facility in an adjacent development and return its current site to a park use	A	1-6 (A)	LTS (A/B)
B-2 Development surrounding St. James Park	Frame the park on available sites with tall, high density, mixed income residential development while respecting the existing historical buildings. The tallest buildings should surround the Park and step down in height as they are developed away from the Park to create a transition to the surrounding lower scaled neighborhoods. New development should be compatible	A, B, C, I	1-6 (A/C); 7-16 (B/I)	LTS (A/B/I); S (C)
B-3 North St. James Park Site	High-density housing, office and ground floor retail, could include moving and reuse of First Church of Christ Scientists within the block	A, B, I	1-6 (A); 7-14, 16 (B/I)	LTS (A/B/I)
B-4 Mixed Use project	Demolish existing buildings and develop housing, retail and or office in a mixed use project	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
B-5 Julian Street realignment	Street realignment to extend the downtown urban grid pattern and accommodate a more urban form for future housing and other development	A	1-6 (A)	LTS

Area or Plan Development	Description/Characteristics	Potential Impacts	Recommended Mitigation	Post-Mitigation Impact Significance
1ST AND 2ND STREETS				
C-1 San Antonio Block 2	Office tower with ground floor retail	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
C-2 Fountain Alley	Mixed used development with retail, office, housing and parking	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
C-3 2nd and Santa Clara lot	Mixed Use Development	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
C-4 Woolworth Building	Demolition of existing structure and rebuild with ground floor retail/entertainment and potential mixed uses and housing above	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
C-5 Repertory Plaza	New plaza in front of Repertory Theatre	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
SANTA CLARA STREET				
D-1 Develop a new paseo though the improvement of Post Street and Lightstone Alley	General Streetscape Improvements	A, B	1-6 (A); 7-10, 13, 16 (B)	LTS (A/B)
D-2 160 W. Santa Clara	Office tower with ground floor retail	A, B, C	1-6 (A/C); 7-13, 16 (B)	LTS (A/B); S (C)
D-3 180 W. Santa Clara	Office tower with ground floor retail	A, B, C	1-6 (A/C); 7-13, 16 (B)	LTS (A/B); S (C)
D-4 Mitchell Block	Mixed used development with retail, office, housing and parking (site #3 in PMP)	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
D-5 Hotel	Hotel development	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
D-6 1 South Market	Office tower with ground floor retail (300,000 square feet)	A, B, C	1-6 (A/C); 7-13, 16 (B)	LTS (A/B); S (C)
D-7 Second and Santa Clara	Mixed used development with retail, housing and parking	A, B, C	1-6 (A/C); 7-13, 16 (B)	LTS (A/B); S (C)
SAN PEDRO SQUARE				
E-1 Redevelopment of parking lot with Housing over Retail	Facilitate development of housing over complementary retail on surface parking lot west of San Pedro Square.	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
E-2 Develop a new plaza	To provide a gathering place and a forecourt to new housing/retail development	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
E-3 Develop a new green in front of the Fallon House		A, B	1-6 (A); 7-13, 15-16 (B)	LTS (A/B)
E-4 Parking Garage	Parking (site 5 in PMP)	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
SAN FERNANDO STREET				
F-1 San Antonio Block 3	Mixed use development with retail, office, housing and parking (site 3 in PMP)	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
F-2 Mixed-use Project	Mixed use including parking and residential- site H in PMP	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)

Area or Plan Development	Description/Characteristics	Potential Impacts	Recommended Mitigation	Post-Mitigation Impact Significance
SofA DISTRICT AND CONVENTION CENTER				
G-1 I-280 3h to 7th Street ramps	Hwy ramp extensions parallel to I-280 to facilitate improved ingress to the downtown	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
G-2 Completion of the Convention Center Expansion	Expansion all the way to Balbach Street	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
G-3 Dimensions Site	Develop with various options including hotel, theater, parking, residential and retail development or a combination of these uses	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
G-4 Valley Title – part of Block 8	Develop site with various options including retail, office, parking and residential uses or a combination of these uses (site N in PMP)	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
G-5 San Carlos Street	Develop with various options including retail, parking and residential uses or a combination of these uses	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
G-6 Reed and Market Block	Develop with various options including retail, residential, parking, office or a combination of these uses	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
G-7 Balbach and Market Streets	Development of a hotel to complement and support the Convention Center	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
G-8 Parque de los Pobladores	Expansion of the park to the east and north	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
CIVIC CENTER				
H-1 North Santa Clara Development Site	**DK to add uses**	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
H-2 Albertson's site	Mixed-use retail and housing	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
H-3 High rise site	Office and Mixed use	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
H-4 New Parking garage	Parking	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
SAN CARLOS				
I-1 Demolish old Library	Redevelop with civic uses	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
I-2 Move Federal Building	Move Federal Building to Post and Almaden, redevelop current site with active uses	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
ALMADEN BOULEVARD				
J-1 Sobrato Residential Development	Housing Development with Retail and parking	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
J-2 Housing on Balbach Street	Mid-density housing with parking	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
J-3 Mixed Use on South Market	Higher densities and heights directly along Market street with reductions in height as the development moves west into the established neighborhood	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
J-4 200 Park Ave	High Rise Housing, Retail, and Parking	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)

Area or Plan Development	Description/Characteristics	Potential Impacts	Recommended Mitigation	Post-Mitigation Impact Significance
J-5 Adobe Phase IV	Office tower with ground floor retail	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
DIRIDON ARENA AREA				
K-1 Complete Guadalupe River Park	Complete additional stairs, trailheads, pedestrian bridges, and points of entry to Downtown. Complete acquisition and development of the GRP on the west side of the Guadalupe between St. John Street and New Julian Street.	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
K-2 Expand Guadalupe River Park	Expand Guadalupe River Park into the area of Los Gatos Creek	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
K-3 Parking Structure	Parking (site C in PMP)	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
NORTH GATEWAY				
L-1 Taylor and Coleman site	Retail development with parking	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
L-2 Autumn Street realignment and extension	Four lane roadway with medians, public street parking in two of the four lanes that could be converted in future years to a travel lane if demand warrants its conversion	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
L-3 Coleman Road Widening	To accommodate future growth in the downtown	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
L-4 Brandenburg site	Mixed used development with retail, housing and parking	A	1-6 (A)	LTS
L-5 Interim Parking	Parking (site B in PMP)	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
L-6 Parking	Parking (DK added site not in PMP)	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)

APPENDIX F.2

LIST OF CULTURAL RESOURCES WITHIN THE PROJECT AREA

Table F2-1: Key to Sources and Historic Designation Classifications for Cultural Resources Table F2-2

Source Code	
CULTURAL RESOURCE TABLE F2-2	
5V	*Five Views: An Ethnic Historic Sites Survey for California.* California Department of Parks and Recreation, 1988. Sacramento.
CI	*California Inventory of Historic Resources.* California Department of Parks and Recreation, 1976. Sacramento.
E92	*Final Environmental Impact Report on the Downtown Strategy Plan in San Jose, California.* Mundie and Associates, 1992. San Francisco, California.
HPD	*Directory of Properties in the Historic Property Data File for Santa Clara County.* California Office of Historic Preservation, April 29, 2003. Sacramento.
NWIC	Files of the Northwest Information Center, Sonoma State University, Rohnert Park, California.
SJ	*City of San Jose Historic Resources Inventory*, May 14, 2003
NATIONAL REGISTER OF HISTORIC PLACES (NR) STATUS CODES[a]	
1D	Listed in NR as a contributor to a district.
1S	Listed in NR as an individual property.
2	Determined eligible for NR through a formal process.
2D	Determined eligible for NR as a contributor to a district.
2S	Determined eligible for NR as a separate listing.
2S1	Determined eligible for separate listing by the Keeper of the Register.
2S2	Determined eligible for separate listing by a consensus determination.
3B	Appears eligible as a separate listing and as a contributor to a documented district.
3D	Appears eligible as a contributor to a fully documented district.
3S	Appears eligible for listing in NR as a separate property.
4S	May become eligible for NR as a separate property.
4X	May become eligible for NR as a contributor to a district that has not been fully documented.
5D	Eligible for local listing as a contributor only.
5N	Not eligible for anything but needs special consideration for other reasons.
5S	Eligible for local listing only.
6	Determined ineligible for NR listing.
6Y	Determined ineligible for NR by consensus.
6Y2	Determined ineligible for NR by consensus, no potential for NR, not evaluated for local listing.
6Z	Found ineligible for NR.
7K	Resubmitted to OHP for action but not reevaluated.
7L	Evaluated for a register other than NR.
7R	Submitted as part of a Reconnaissance Level Survey: NOT EVALUATED.
CITY OF SAN JOSE HISTORIC RESOURCES INVENTORY STATE/LOCAL CLASSIFICATIONS[b]	
SL	State Landmark
CR	Listed in California Register (Site/Structure)
ECRD	Eligible for California Register (District)
ECR	Eligible for California Register (Individually)
CLD	City Landmark (District)
CLS	City Landmark (Site/Structure)
CCL	Candidate City Landmark
CNS	City Conservation Area
CS	Contributing Site/Structure
NCS	Noncontributing Site/Structure
SM	Structure of Merit
IS	Identified Site/Structure

Note: Effective August 2003, the California Office of Historic Preservation (OHP) revised the National Register Status codes to simplify and clarify the assignment of Historic Resource Inventory status codes. Resources entered into the Historic Resource Inventory after August 2003 have been issued revised codes, while previously entered resources will be converted to OHP at some point in the future.

[a] Status codes assigned prior to August 2003.
[b] National Register classifications not included.

Source: California Office of Historic Preservation, Instructions for Recording Historical Resources, 1995; How to Read an Historical Resources Directory, 1997; and City of San Jose Historic Resources Inventory, May 14, 2003.

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
107 Auzerais Avenue	Gallo Square	1890		6Y		HPD
160 Auzerais Avenue	Name Unknown	1905		5S		HPD
309 Auzerais Avenue	Name Unknown	1890		6Y		HPD
315 Auzerais Avenue	Name Unknown	1890		6Y		HPD
332 Auzerais Avenue	Name Unknown	1890		6Y		HPD
333 Auzerais Avenue	Name Unknown	1890		6Y		HPD
801 Auzerais Avenue	Del Monte	1893-1960s	P-43-001348		SM	SJ, NWIC
Ayer Avenue	Ayer Ave	1926		5D		HPD
16 Ayer Avenue	Name Unknown	nd			CS	SJ
33 Ayer Avenue	Spanish Colonial Revival	c1920s		4S	CS	HPD, SJ
64 Ayer Avenue	Name Unknown	nd			CS	SJ
91 Ayer Avenue	Name Unknown	c1920-30s		5D	IS	HPD, SJ
110 Ayer Avenue	Name Unknown	c1920-30s		5D	IS	HPD, SJ
116 Ayer Avenue	Name Unknown	c1920-30s		5D	IS	HPD, SJ
128 Ayer Avenue	Name Unknown	c1920-30s		5D	IS	HPD, SJ
149 Ayer Avenue	Name Unknown	c1920-30s		5D	IS	HPD, SJ
150 Ayer Avenue	Name Unknown	c1920-30s		5D	IS	HPD, SJ
145 Balbach Street	Kuchenbeiser Rental	1890		7R	SM	HPD, SJ
160 Balbach Street	Peterson House	1909		7R	SM	HPD, SJ
Brown Avenue	Name Unknown	1910		5S		HPD
50 Bush Street	Name Unknown	1915-30	P-43-001319		ECR	NWIC, SJ
Cahill Street	Lamp Posts	1920		5S		HPD
65 Cahill Street	Diridon Train Station	1899			CLS	SJ
65 Cahill Street	San Jose Underpass Bridge No 37-45	1933		1D		HPD
65 Cahill Street	Butterfly Shed Number 1	1930		1D		HPD
65 Cahill Street	Car Cleaner's Shack	1930		1D		HPD
65 Cahill Street	Butterfly Shed Number 2	1930		1D		HPD
65 Cahill Street	Herder's Shack	1930		1D		HPD
65 Cahill Street	Tracks	nd		1D		HPD
65 Cahill Street	Wall and Fence System	nd		1D		HPD
65 Cahill Street	Water Tower	1930		1D		HPD
65 Cahill Street	Compressor House	1930		1D		HPD
65 Cahill Street	Southern Pacific Depot	1935	HRI# 93000274	1S		HPD, NWIC
328 Carlysle Street	Name Unknown	nd		2		HPD

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
166 Clayton Avenue	Name Unknown	nd		6Y		HPD
174 Clayton Avenue	Name Unknown	nd		6Y		HPD
195 Clayton Avenue	Name Unknown	nd		6Y		HPD
Delmas Avenue	Delmas Avenue	1880		3S		HPD
45 Delmas Avenue	Dario Della Maggiori Residence	nd				SJ
124 Delmas Avenue	Irene Dalis House	1915		5S	CLS	HPD, SJ, E92
125 Delmas Avenue	Name Unknown	1880		3D	IS	HPD, SJ
133 Delmas Avenue	Name Unknown	1880		3D	IS	HPD, SJ
141 Delmas Avenue	Name Unknown	1880		3D	CS	HPD, SJ
181-187 Delmas Avenue	Delmas Avenue	1870		3S		HPD
181 Delmas Avenue	Name Unknown	1870		3D		HPD
183 Delmas Avenue	Name Unknown	1870		3D		HPD
185 Delmas Avenue	Name Unknown	1870		3D		HPD
187 Delmas Avenue	Name Unknown	1870		3D		HPD
217 Delmas Avenue	Name Unknown	1890		3S	CS	HPD, SJ
79 Devine Street	The Sherward Building				CLS	SJ
93 Devine Street	Wards Funeral Home/Lowery House	c1860			CLS	SJ, E92
181 Devine Street	Name Unknown	nd			IS	SJ
55 E Empire Street	Borchers Home	1917		2S2	CCL	HPD, SJ
131 E Empire Street	Name Unknown	1885		1D	CLD,CS	HPD, SJ
155 E Empire Street	Auzerais House	1890		1D	CLD,CS,CLS	HPD, SJ
180 E Empire Street	Name Unknown	c1940s			CLD,CS	SJ
185 E Empire Street	Name Unknown	nd				SJ
232 E Empire Street	Name Unknown	1898		1D	CLD,CS	HPD, SJ
234 E Empire Street	Name Unknown	c1890s			CLD,CS	SJ
236 E Empire Street	Name Unknown	1880		1D	CLD,CS	HPD, SJ
412 E Empire Street	Name Unknown	nd			IS	SJ
439 E Empire Street	Name Unknown	nd			IS	SJ
127 E Jackson Street	Name Unknown	nd			CS	SJ
131 E Jackson Street	Wings Chinese Restaurant	nd			IS	SJ
162 E Jackson Street	Name Unknown	nd		6Y2		HPD
168 E Jackson Street	Name Unknown	nd		6Y2		HPD
170 E Jackson Street	Name Unknown	nd		6Y2		HPD
175 E Jackson Street	San Jose Tofu Company	1928			IS	SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
184 E Jackson Street	Name Unknown	nd		6Y2		HPD
194 E Jackson Street	Name Unknown	nd		6Y2		HPD
197 E Jackson Street	Roy's Service Station	nd			SM	SJ
201 E Jackson Street	Name Unknown	nd		6Y2		HPD
208 E Jackson Street	Name Unknown	nd		6Y2		HPD
210 E Jackson Street	Name Unknown	nd		6Y2		HPD
211 E Jackson Street	Name Unknown	nd		6Y2		HPD
212 E Jackson Street	Name Unknown	nd		6Y2		HPD
213 E Jackson Street	Name Unknown	nd		6Y2		HPD
214 E Jackson Street	Name Unknown	nd		6Y2		HPD
215 E Jackson Street	Taketa Building	nd		6Y2	SM	HPD, SJ
217 E Jackson Street	Taketa Building	nd		6Y2	SM	HPD, SJ
219 E Jackson Street	Taketa Building	nd		6Y2	SM	HPD, SJ
221 E Jackson Street	Taketa Building	nd		6Y2	SM	HPD, SJ
224 E Jackson Street	Name Unknown	nd		6Y2		HPD
225 E Jackson Street	Name Unknown	nd		6Y2		HPD
230 E Jackson Street	Name Unknown	nd		6Y2		HPD
231 E Jackson Street	Name Unknown	nd		6Y2		HPD
233 E Jackson Street	Name Unknown	nd		6Y2		HPD
240 E Jackson Street	Name Unknown	nd		6Y2		HPD
246 E Jackson Street	Name Unknown	nd		6Y2		HPD
248 E Jackson Street	Fuji Fresh Tofu Company	nd		6Y2	SM	HPD, SJ
250 E Jackson Street	Name Unknown	nd		6Y2		HPD
31 E Julian Street	Nathan Flats and House, 31-33, 35-37	1905		1D & 2S	CLD, CS	HPD, SJ, E92
33 E Julian Street	Name Unknown	1905		1D	CLD, CS	HPD, SJ
45 E Julian Street	Nathan House	1905		1D	CLD, CS	HPD, SJ
50 E Julian Street	Der Wagon Works	1930		6	CLD, NCS	HPD, SJ
64 E Julian Street	Name Unknown	1885		1D	CLD, CS	HPD, SJ
70 E Julian Street	Name Unknown	1885		1D	CLD, CS	HPD, SJ
73 E Julian Street	Name Unknown	1875		1D	CLD, CS	HPD, SJ
76 E Julian Street	Name Unknown	1885		1D	CLD, CS	HPD, SJ
80 E Julian Street	Name Unknown	1885		1D		HPD
99 E Julian Street	Name Unknown	1915		1D	CLD, CS	HPD, SJ
101 E Julian Street	Name Unknown	1900		1D	CLD, CS	HPD, SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
121 E Julian Street	Name Unknown	1915		1D	CLD, CS	HPD, SJ
129 E Julian Street	Name Unknown	1875		1D	CLD, CS	HPD, SJ
139 E Julian Street	Name Unknown	1875		1D	CLD, CS	HPD, SJ
149 E Julian Street	Name Unknown	1885			CLD, NCS	SJ
153 E Julian Street	Name Unknown	1915		1D	CLD, CS	HPD, SJ
161 E Julian Street	Name Unknown	1915		1D	CLD, CS	HPD, SJ
167-169 E Julian Street	Name Unknown	1865			CLD, CS	SJ
194 E Julian Street	Name Unknown	1895			CS	SJ
268 E Julian Street	Antioch Baptist Church	1963			CLS	SJ
451 E Julian Street	Name Unknown	nd			IS	SJ
555 E Julian Street	Name Unknown	1915		4S	CS	HPD, SJ
575 E Julian Street	Name Unknown	1915		5S	CS	HPD, SJ
8 E Reed Street	Palleson Apartments	1910		7R	ECR, SM	HPD, SJ
133 E Reed Street	Dickie Building	1909		7R	SM	HPD, SJ
160 E Reed Street	Name Unknown	1890		5S	ECR, SM	HPD, SJ
297 E Reed Street	Name Unknown	1895		4X	ECRD, CCL, CS	HPD, SJ
318 E Reed Street	Name Unknown	1938		5N	SM	HPD, SJ
330 E Reed Street	Name Unknown	1935		5N	SM	HPD, SJ
377 E Reed Street	Name Unknown	1920		5N	SM	HPD, SJ
420 E Reed Street	Name Unknown	1920		5N	SM	HPD, SJ
440 E Reed Street	Name Unknown	1880		5N	SM	HPD, SJ
442 E Reed Street	Name Unknown	1925		5N	SM	HPD, SJ
475 E Reed Street	Name Unknown	1901		5N	SM	HPD, SJ
485 E Reed Street	Name Unknown	1900		5S	ECR, SM	HPD, SJ
499 E Reed Street	Name Unknown	1930		5N	SM	HPD, SJ
E San Carlos Street	First Normal School in California	nd		7L		HPD
140 E San Carlos Street	Buell Rental	1908		7R	SM	HPD, SJ
467 E San Carlos Street	Name Unknown	1925		5N	SM	HPD, SJ
E San Fernando Street	San Jose Downtown Commercial Distri	1870	HRI# 83003822	1S		HPD,NWIC
67-89 E San Fernando Street	Lawrence Hotel	1895			CS	SJ, E92
107 E San Fernando Street	Name Unknown	1895		4S		HPD
195 E San Fernando Street	Catholic Women's Center	1925		5S	ECR, SM	HPD, SJ
221 E San Fernando Street	Name Unknown	1925		5N	SM	HPD, SJ
235 E San Fernando Street	Name Unknown	1925		5S	ECR, SM	HPD, SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
273 E San Fernando Street	Name Unknown	1900		5N	SM	HPD
275-277 E San Fernando Street	Name Unknown	nd			IS	SJ
279 E San Fernando Street	Ivy Hall	1895		5N	SM	HPD, SJ
295 E San Fernando Street	Naglee House	1895		3S/2S2	ECR, CCL	HPD, SJ
329 E San Fernando Street	Name Unknown	1948		5N	SM	HPD, SJ
339 E San Fernando Street	Name Unknown	1910		5N	SM	HPD, SJ
363-365 E San Fernando Street	Name Unknown	1900		5N	SM	HPD, SJ
373 E San Fernando Street	Name Unknown	1900		5N	SM	HPD, SJ
393 E San Fernando Street	Name Unknown	1920		5N	SM	HPD, SJ
475 E San Fernando Street	Name Unknown	1910		5N		HPD
483 E San Fernando Street	Name Unknown	1920		5N	SM	HPD, SJ
493 E San Fernando Street	Name Unknown	1890		3S	ECR, CCL	HPD, SJ
162 E San Salvador Street	Name Unknown	1935		5N	SM	HPD, SJ
168 E San Salvador Street	Name Unknown	1935		5N	SM	HPD, SJ
248 E San Salvador Street	Name Unknown	1918		4X	ECRD, CS, IS	HPD, SJ
322 E San Salvador Street	Name Unknown	1900		5N	SM	HPD, SJ
451 E San Salvador Street	Name Unknown	1900		5N	SM	HPD, SJ
455 E San Salvador Street	Name Unknown	1924		5N	SM	HPD, SJ
480 E San Salvador Street	Name Unknown	1925		5N	SM	HPD, SJ
17 E Santa Clara Street	Name Unknown	1925		7R	SM	HPD, SJ
28 E Santa Clara Street	Firato Delicatessen	1880		1D	CS	HPD, SJ
31 E Santa Clara Street	Name Unknown	1925		6		HPD
32 E Santa Clara Street	Name Unknown	1880				SJ
35-39 E Santa Clara Street	Name Unknown	1880		5S	ECR, SM	HPD, SJ
36-40 E Santa Clara Street	Mike's Shoe Repair	1880		5S		HPD, SJ
43 E Santa Clara Street	Name Unknown	1920		5S		HPD
43 E Santa Clara Street	Name Unknown	1889		6Y2		HPD
50 E Santa Clara Street	Moderne Drug	1937		1D	CCL, CS	HPD, SJ
52-78 E Santa Clara Street	New Century Block	1900		1D	CLS, CS	HPD, SJ, E92
82-96 E Santa Clara Street	Odd Fellow's Building	1883			CLS, CS	SJ, E92
91 E Santa Clara Street	Opera House Block	1881		7R	ECR, SM	HPD, SJ
100 E Santa Clara Street	YMCA Building	1913			CS	SJ, E92
101 E Santa Clara Street	Alliance Building	1908		7R	ECR, SM	HPD, SJ
114 E Santa Clara Street	El Reboza Mexican Food	1910		1D	CS	HPD, SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
124 E Santa Clara Street	Name Unknown	1910		1D	CS	HPD, SJ
132 E Santa Clara Street	Name Unknown	nd		6	IS	HPD, SJ
138 E Santa Clara Street	Recycle Book Store	1910		1D	CS	HPD, SJ
142 E Santa Clara Street	State Meat Market	nd		1D	CLS, CS	HPD, SJ, E92
154 E Santa Clara Street	Downtown Auto Express	nd			SM	SJ
227-245 E Santa Clara Street	Vintage Tower (aka Medico Dental Bl)	nd		2	CLS	HPD, SJ, E92
301 E Santa Clara Street	Grace Baptist Church	nd			SM	SJ
304 E Santa Clara Street	Name Unknown	1911		5N	SM	HPD, SJ
314 E Santa Clara Street	Name Unknown	1920		5N	SM	HPD, SJ
322 E Santa Clara Street	Name Unknown	1930		5N	SM	HPD, SJ
330 E Santa Clara Street	Name Unknown	1925		5N	SM	HPD, SJ
345 E Santa Clara Street	Williams Mortuary	1924			SM	SJ
352 E Santa Clara Street	Name Unknown	1925		5N		HPD
388-392 E Santa Clara Street	Name Unknown	1890			SM	SJ
389 E Santa Clara Street	St. Patrick's Rectory	1948			SM	SJ
390 E Santa Clara Street	Name Unknown	1890		5N		HPD
401 E Santa Clara Street	Parisian Dying & Cleaning Company	1911			SM	SJ
420 E Santa Clara Street	Name Unknown	1920		5N	SM	HPD, SJ
424 E Santa Clara Street	Name Unknown	1938		5N	SM	HPD, SJ
428 E Santa Clara Street	Name Unknown	1930		5N	SM	HPD, SJ
436 E Santa Clara Street	Tenth Street Pharmacy	1925		5S	ECR, CCL	HPD, SJ
438-440 E Santa Clara Street	DeSando Building/Tenth Street Pharma	1925	P-43-001376			NWIC
471 E Santa Clara Street	Fleming House/Darling & Fischer Garc	1899-1962	P-43-001377			NWIC
510 E Santa Clara Street	Associated Oil Service Station	1951	P-43-001378		CNS, SM	NWIC, SJ
520 E Santa Clara Street	Holland Creamery/Paolo's Restaurant	1952	P-43-001379		CNS, IS	NWIC, SJ
535 E Santa Clara Street	Starlite Drive-In/Spivey's Drive-In	1946	P-43-001380			NWIC
551 E Santa Clara Street	Wagner Building	1949	P-43-001381			NWIC
552 E Santa Clara Street	Name Unknown	nd			CNS, IS	SJ
576 E Santa Clara Street	Safeway Store	1934	P-43-001382		CNS, IS	NWIC, SJ
602 E Santa Clara Street	Name Unknown	nd			CNS, IS	SJ
644 E Santa Clara Street	San Jose Clinical Laboratory and Medi	1946, 51	P-43-001383		CNS, IS	NWIC, SJ
652-670 E Santa Clara Street	Name Unknown	nd			CNS, IS	SJ
676-678 E Santa Clara Street	Name Unknown	nd			CNS, IS	SJ
696 E Santa Clara Street	Name Unknown	nd			CNS, IS	SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
E St James Street	Saint James Square, Saint James Park	1863		1S		HPD, E92
E St James Street	Scottish Rite Temple	1924		1D		HPD
E St James Street	Saint James Community Center	1967		6		HPD
39 E St James Street	First Church Christ Scientist	1908			CLD, CS, SM	SJ
61 E St James Street	First Church Christ Scientist	1904		1D		HPD, E92
65 E St James Street	Saint Claire Club of San Jose	1893		1D	CLD, CS	HPD, SJ, E92
135 E St James Street	Name Unknown	1890		7R	SM	HPD, SJ
580 E St James Street	Precious Blood Catholic Church, HO	1923		4S		HPD
81 E St John Street	Trinity Episcopal Church	1863		1D		HPD
156 E St John Street	Donner-Houghton House/ Allen Apts	1870		3S	CLS, CS	HPD, SJ, E92
545 E St John Street	Name Unknown	1895		5S	CS	HPD, SJ
556 E St John Street	Name Unknown	1910		5S	CS	HPD, SJ
148 E Virginia Street	Barney's Cabinets	1920			CS	SJ
160 E Virginia Street	Dole Headquarters Building	nd			SM	SJ
27 E William Street	Bents Engine Service	1916			SM	SJ
169 E William Street	Name Unknown	1908		5N	SM	HPD, SJ
170 E William Street	Name Unknown	1912		5N	SM	HPD, SJ
177 E William Street	Name Unknown	1918		5N	SM	HPD, SJ
180 E William Street	Name Unknown	1908		5N	SM	HPD, SJ
225 E William Street	Name Unknown	1924		4X	ECRD, CS. SM	HPD, SJ
233 E William Street	Name Unknown	1915		4X	ECRD, CS. SM	HPD, SJ
280 E William Street	Name Unknown	1910		4X	ECRD, CS. SM	HPD, SJ
302 E William Street	Name Unknown	1920		5N	SM	HPD, SJ
307 E William Street	Name Unknown	1901		5N	SM	HPD, SJ
312 E William Street	Name Unknown	1925		5N	SM	HPD, SJ
322 E William Street	Name Unknown	1920		5N	SM	HPD, SJ
330 E William Street	Name Unknown	1930		5N	SM	HPD, SJ
336 E William Street	Name Unknown	1919		5N	SM	HPD, SJ
360 E William Street	Early Gas Station	1940		5N	SM	HPD, SJ
371 E William Street	Name Unknown	1910		5N	SM	HPD, SJ
374 E William Street	Name Unknown	1904		5N	SM	HPD, SJ
515 E William Street	Name Unknown	nd			CNS, IS	SJ
Fountain Alley	Fountain Alley District	nd		1D		HPD
27-29 Fountain Alley	Fountain Alley Building	1889		1S	CLS, CS	HPD, SJ, E92

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
33 Fountain Alley	Name Unknown	1889		1D	CS	HPD, SJ
37 Fountain Alley	Name Unknown	1920		1D	IS	HPD, SJ
334 Grant Street	Name Unknown	1910		6Y2		HPD
336 Grant Street	Name Unknown	nd		6Y2		HPD
340 Grant Street	Name Unknown	1903		6Y2		HPD
15 Hawthorne Way	Name Unknown	1925		5S	CS	HPD, SJ
71 Hensley Street	Name Unknown	1885		1D	CS	HPD, SJ
76 Hensley Street	Name Unknown	1915		1D	CLD, CS	HPD, SJ
126 Hensley Street	Name Unknown	1870		1D	CLD, CS	HPD, SJ
130 Hensley Street	Name Unknown	1875		1D	CLD, CS	HPD, SJ
432 Lakehouse Street	Name Unknown	1910		5S	IS	HPD, SJ
575 Lenzen Avenue	Southern Pacific Roundhouse	1900		3S	ENR	HPD, SJ
575 Lenzen Avenue	Southern Pacific Water Tower	1910		6Y2		HPD
575 Lenzen Avenue	Southern Pacific Coast Railroad Ro	1893		6Y2		HPD
575 Lenzen Avenue	Shack	1910		6Y2		HPD
777 Lenzen Avenue	Henry Kirk Rogers Home	1900			IS	SJ
810 Lenzen Avenue	Name Unknown	nd			IS	SJ
834 Lenzen Avenue	Name Unknown	nd			IS	SJ
846 Lenzen Avenue	Name Unknown	nd			IS	SJ
858 Lenzen Avenue	Name Unknown	nd			IS	SJ
N 1st Street	Trolley Car #1	1903			SM	SJ
N 1st Street	Trolley Car #73	1913			SM	SJ
N 1st Street	Trolley Car #124	1912			SM	SJ
N 1st Street	Trolley Car #531	1928			SM	SJ
N 1st Street	Trolley Car #2001	1928			SM	SJ
N 1st Street	Saint James Park	1870		1D	CLD, CS	HPD, SJ, CI
2 N 1st Street	Roos Bros Building	1948		5S		HPD
22 N 1st Street	Name Unknown	1926		7R		HPD
28 N 1st Street	Commercial Building, Morris Plan Buil	1923		2S2	CLS	HPD, SJ, E92
34 N 1st Street	Knights of Columbus Building	1926		7R	CLS	HPD, SJ, E92
50 N 1st Street	Knights of Columbus Building, Cooper	1925		5S		HPD
90 N 1st Street	Name Unknown	nd			CLD, NCS	SJ
93-99 N 1st Street	Name Unknown	nd			CLD, NCS	SJ
105 N 1st Street	U.S. Post Office	1933		1D	CLD, CS	HPD, SJ, E92

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
161 N 1st Street	Santa Clara County Courthouse	1866		1D		HPD, E92
191 N 1st Street	Superior Court Building	1865		1D	CLD, CS	HPD, SJ, CI
200 N 1st Street	Four Wheel Brake	1906		1D	CLD, CS	HPD, SJ, E92
201 N 1st Street	Name Unknown	nd			CLD, NCS	SJ
218 N 1st Street	Letcher Garage #2	1908		7R		HPD
225 N 1st Street	Beatrice Building	1895		4S	CLS	HPD, SJ, E92
227 N 1st Street	Moir Building, St. James Hotel	1893		2D3	CLS	HPD, SJ, E92
233 N 1st Street	Moir Building	nd		2S1		HPD
255 N 1st Street	Beatrice Building	1890			CLS	SJ
256 N 1st Street	Monthly Parking Garage	1923		6		HPD
261 N 1st Street	Tognazzi Building, Thomas Victoria	1890		2S2	CLS	HPD, SJ, E92
275 N 1st Street	Name Unknown	1940		5S		HPD
288 N 1st Street	Name Unknown	1920		6		HPD
298 N 1st Street	James Liquors	1925		5S		HPD
396 N 1st Street	Borchers Brothers	1925		5S	CLS	HPD, SJ
398 N 1st Street	Borchers Bros Warehouse	1925		7		HPD
444 N 1st Street	Name Unknown	nd			CS	SJ
445 N 1st Street	Name Unknown	nd			CS	SJ
450 N 1st Street	Mission Court Apartments	1928		4S		HPD, SJ
475 N 1st Street	Name Unknown	1925		4S		HPD
485 N 1st Street	McMahon Building	nd			CS	SJ
560 N 1st Street	Name Unknown	nd			CS	SJ
568 N 1st Street	Name Unknown	nd			CS	SJ
19 N 2nd Street	Realty Building	1922		2S2	CLS	HPD, SJ, E92
31 N 2nd Street	Name Unknown	1930		5S		HPD
81 N 2nd Street	Trinity Episcopal Church	1863			CLD, CLS, CS	SJ, CI, E92
82 N 2nd Street	Parker Building/McDonald, Moorte	1940		7R	CLD, NCS	HPD, SJ
96 N 2nd Street	Name Unknown	nd			CLD, NCS	SJ
240 N 2nd Street	National Guard Building	1930		4S	CLS	HPD, SJ
261 N 2nd Street	King Conservatory of Music, German	1895		2S2	CLS	HPD, SJ, E92
311 N 2nd Street	Name Unknown	1905		1D	CS	HPD, SJ
311 N 2nd Street	Name Unknown	1899		5S	CS	HPD, SJ
332 N 2nd Street	Name Unknown	1888		1D	CLD, CS	HPD, SJ
334 N 2nd Street	Name Unknown	1888		1D	CLD, CS	HPD, SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
336 N 2nd Street	Name Unknown	1888		1D	CLD, CS	HPD, SJ
342 N 2nd Street	Borcher Bros Yard	1940		5S	IS	HPD, SJ
390 N 2nd Street	James Transfer and Storage	1930		5S	SM	HPD, SJ
396 N 2nd Street	Name Unknown	1888		1D	CLD CS	HPD, SJ
400 N 2nd Street	Name Unknown	1888		1D	CLD CS	HPD, SJ
402 N 2nd Street	Name Unknown	1893		1D	CLD CS	HPD, SJ
404 N 2nd Street	Pattern Book	1891		1D	CLD CS	HPD, SJ
412 N 2nd Street	Name Unknown	1905		1D	CLD CS	HPD, SJ
428 N 2nd Street	Name Unknown	1889		1D	CLD CS	HPD, SJ
430 N 2nd Street	Name Unknown	1891		1D	CLD CS	HPD, SJ
434 N 2nd Street	Name Unknown	1920		1D	CLD CS	HPD, SJ
438 N 2nd Street	Name Unknown	1887		1D	CLD CS	HPD, SJ
441-443 N 2nd Street	Name Unknown	nd			IS	SJ
446 N 2nd Street	Name Unknown	1915		1D	CLD, CS	HPD, SJ
447 N 2nd Street	Name Unknown	nd			CS	SJ
456 N 2nd Street	Name Unknown	1947			CLD, NCS	SJ
459 N 2nd Street	Name Unknown	1908			IS	SJ
460 N 2nd Street	Name Unknown	1886		1D	CLD, CS	HPD, SJ
461 N 2nd Street	Name Unknown	nd			CLD, CS	SJ
462 N 2nd Street	Name Unknown	1891		1D	CLD, CS	HPD, SJ
466 N 2nd Street	Name Unknown	1915		1D	CLD, CS	HPD, SJ
476 N 2nd Street	Name Unknown	1885		1D	CLD, CS	HPD, SJ
484 N 2nd Street	Name Unknown	1888		1D	CLD, CS	HPD, SJ
488 N 2nd Street	Name Unknown	1884		1D	CLD, CS	HPD, SJ
492 N 2nd Street	Name Unknown	1907		1D	CLD, CS	HPD, SJ
496 N 2nd Street	Name Unknown	1888		1D	CLD, CS	HPD, SJ
499 N 2nd Street	Name Unknown	nd			IS	SJ
510 N 2nd Street	Name Unknown	nd			CS	SJ
540 N 2nd Street	Name Unknown	1870		3S	CS	HPD, SJ
548 N 2nd Street	Name Unknown	nd			CS	SJ
552 N 2nd Street	Name Unknown	nd			IS	SJ
559 N 2nd Street	Name Unknown	nd			IS	SJ
30 N 3rd Street	Sperry Flour Company	1917			CLS	SJ, E92
96 N 3rd Street	Name Unknown	nd			CLD, NCS	SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
110 N 3rd Street	Name Unknown	nd			CLD, NCS	SJ
152 N 3rd Street	Eagles Club	1900		1D	CLD, CS	HPD, SJ
160 N 3rd Street	First Unitarian Church	1891		1D	SL, CLD, CLS, CS	HPD, SJ, E92
196 N 3rd Street	Masonic Temple/Scottish Rite Temple	1923		1D	CLD, CLS, CS	HPD, CI, SJ, E92
212 N 3rd Street	Name Unknown	nd			CLD, CS	SJ
222 N 3rd Street	Randall Apartments	1928		7R	IS	HPD, SJ
233 N 3rd Street	Miller House	1900		7R	SM	HPD, SJ
247 N 3rd Street	Samuel Rea Residence	1875		3S		HPD, SJ
253 N 3rd Street	Name Unknown	1920		7R	CS	HPD, SJ
256 N 3rd Street	Name Unknown	1930			IS	SJ
260 N 3rd Street	Name Unknown	1880			IS	SJ
275 N 3rd Street	Name Unknown	1885		1D	CLD, CS	HPD, SJ
276 N 3rd Street	Name Unknown	1876		1D	CLD, CS	HPD, SJ
279 N 3rd Street	Name Unknown	1884		1D	CLD, CS	HPD, SJ
284 N 3rd Street	Name Unknown	nd			NCS	SJ
287 N 3rd Street	Name Unknown	1867		1D	CLD, CS	HPD, SJ
291 N 3rd Street	Name Unknown	1891		7R	CLD, CS	HPD, SJ
296 N 3rd Street	Name Unknown	nd			CLD, NCS	SJ
311 N 3rd Street	Name Unknown	1915		1D	CLD,	HPD, SJ
317-319 N 3rd Street	Name Unknown	1904			CLD, NCS	SJ
322 N 3rd Street	Vacant Land	nd			CLD, NCS	SJ
324 N 3rd Street	Name Unknown	1877		1D	CLD, CS	HPD
325 N 3rd Street	American Legion Memory Post	1905		1D	CLD, CS	HPD, SJ
326 N 3rd Street	Name Unknown	1920		1D	CLD, CS	HPD, SJ
329 N 3rd Street	Name Unknown	1887		1D	CLD, CS	HPD, SJ
330 N 3rd Street	Name Unknown	1878		1D	CLD, CS	HPD, SJ
333 N 3rd Street	Name Unknown	1905		1D	CLD, CLS, CS	HPD, SJ
336 N 3rd Street	Wing House	1878		1D	CLD, CS	HPD, SJ, E92
340 N 3rd Street	Name Unknown	1848		1D	CLD, CS	HPD, SJ
344 N 3rd Street	Name Unknown	1885		1D	CLD, CS	HPD, SJ
345 N 3rd Street	Name Unknown	1875		1D	CLD, CS	HPD, SJ
351 N 3rd Street	Name Unknown	1876			IS	SJ
384 N 3rd Street	Name Unknown	1884			CLD, NCS	SJ
390 N 3rd Street	Name Unknown	1872		1D	CLD, CS	HPD, SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
394 N 3rd Street	Name Unknown	1884		1D	CLD, CS	HPD, SJ
395 N 3rd Street	Name Unknown	nd			IS	SJ
399 N 3rd Street	Name Unknown	nd			IS	SJ
402 N 3rd Street	Name Unknown	1885		1D	CLD, CS	HPD, SJ
405 N 3rd Street	Name Unknown	1885		1D	CLD, CS	HPD, SJ
406 N 3rd Street	Name Unknown	1958			CLD, NCS	SJ
408 N 3rd Street	Name Unknown	1910		1D	CLD, CS	HPD, SJ
409 N 3rd Street	Name Unknown	1884		1D	CLD, CS	HPD, SJ
411 N 3rd Street	Name Unknown	1889		1D	CLD, CS	HPD, SJ
416 N 3rd Street	Name Unknown	1905		1D	CLD, CS	HPD, SJ
424 N 3rd Street	Noble House	1890		1D	CLD, CS	HPD, SJ
429 N 3rd Street	Name Unknown	1889		1D	CLD, CS	HPD, SJ
430 N 3rd Street	Name Unknown	1885		1D	CLD, CS	HPD, SJ
435 N 3rd Street	Name Unknown	1902		1D	CLD, CS	HPD, SJ
440 N 3rd Street	Name Unknown	1884		1D	CLD, CS	HPD, SJ
444 N 3rd Street	Name Unknown	1885		1D	CLD, CS	HPD, SJ
445 N 3rd Street	Name Unknown	1900		1D	CLD, CS	HPD, SJ
450 N 3rd Street	Name Unknown	1885		1D	CLD, CS	HPD, SJ
453 N 3rd Street	Name Unknown	1885		1D	CLD, CS	HPD, SJ
456 N 3rd Street	Hensley House	1895		1D	CLD, CS	HPD, SJ
457 N 3rd Street	Name Unknown	1885		1D	CLD, CS	HPD, SJ
460 N 3rd Street	Name Unknown	1890		1D	CLD, CS	HPD, SJ
465 N 3rd Street	Name Unknown	1888		1D	CLD, CS	HPD, SJ
466 N 3rd Street	Name Unknown	1893		1D	CLD, CS	HPD, SJ
467 N 3rd Street	Name Unknown	1891		1D	CLD, CS	HPD, SJ
468 N 3rd Street	Name Unknown	1884		1D	CLD, CS	HPD, SJ
470 N 3rd Street	Name Unknown	1965			CLD, NCS	SJ
472 N 3rd Street	Name Unknown	1970			CLD, NCS	SJ
474 N 3rd Street	Name Unknown	1887		1D	CLD, CS	HPD, SJ
476 N 3rd Street	Name Unknown	nd		1D	CLD, CS	HPD, SJ
477 N 3rd Street	Name Unknown	1888		1D	CLD, CS	HPD, SJ
478 N 3rd Street	Name Unknown	1887		1D	CLD, CS	HPD, SJ
481 N 3rd Street	Name Unknown	1887		1D	CLD, CS	HPD, SJ
485 N 3rd Street	Name Unknown	1886		1D	CLD, CS	HPD, SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
499 N 3rd Street	Name Unknown	1890		1D	CLD, CS	HPD, SJ
507 N 3rd Street	Name Unknown	nd			IS	SJ
511 N 3rd Street	Name Unknown	nd			IS	SJ
521 N 3rd Street	Name Unknown	nd			IS	SJ
532 N 3rd Street	Name Unknown	nd			IS	SJ
533 N 3rd Street	Name Unknown	nd			IS	SJ
547 N 3rd Street	Name Unknown	nd			IS	SJ
549 N 3rd Street	Name Unknown	nd			IS	SJ
551 N 3rd Street	Name Unknown	1915		1D	CS	HPD, SJ
567 N 3rd Street	Name Unknown	nd			IS	SJ
600 N 3rd Street	Name Unknown	1917		6Y2		HPD
77 N 4th Street	Name Unknown	nd			CLD, NCS	SJ
157 N 4th Street	San Jose Dance Studio	1954		7R	SM	HPD, SJ
310 N 4th Street	Name Unknown	1915		1D	CLD, CS	HPD, SJ
324 N 4th Street	Name Unknown	1905		1D	CLD, CS	HPD, SJ
326 N 4th Street	Name Unknown	1918		1D	CLD, CS	HPD, SJ
328 N 4th Street	Name Unknown	1918		1D	CLD, CS	HPD, SJ
329 N 4th Street	Name Unknown	1885		1D	CLD, CS	HPD, SJ
330 N 4th Street	Name Unknown	1918		1D	CLD, CS	HPD, SJ
332 N 4th Street	Name Unknown	1910		1D	CLD, CS	HPD, SJ
335 N 4th Street	Name Unknown	1890		1D	CLD, CS	HPD, SJ
336 N 4th Street	Name Unknown	1910		1D	CLD, CS	HPD, SJ
337 N 4th Street	Name Unknown	1876		1D	CLD, CS	HPD, SJ
340 N 4th Street	Name Unknown	1910		1D	CLD, CS	HPD, SJ
346 N 4th Street	Name Unknown	nd			CLD, CS	SJ
350 N 4th Street	Name Unknown	1910		1D	CLD, CS	HPD, SJ
352 N 4th Street	Name Unknown	1888		1D	CLD, CS	HPD, SJ
358 N 4th Street	Name Unknown	1890		1D	CLD, CS	HPD, SJ
359 N 4th Street	Name Unknown	1955			IS	SJ
368 N 4th Street	Apartment building with blue glass	1960			CLD, NCS	SJ
370 N 4th Street	Name Unknown	nd			CLD, CS	SJ
372 N 4th Street	Name Unknown	1881		1D		HPD
380 N 4th Street	Name Unknown	1910		1D		HPD
382 N 4th Street	Name Unknown	1910			CLD, IS	SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
386 N 4th Street	Hall House	1880-95			CLD, CLS	SJ
390 N 4th Street	Appleton/Marks House	1880-95			CLD, CLS	SJ
392 N 4th Street	Name Unknown	1890		1D		HPD
394 N 4th Street	Morris Dailey/ Max Blum House	1910			CLD, CLS	SJ
407 N 4th Street	Salvation Army	1950			CLD, NCS	SJ
409 N 4th Street	Name Unknown	1889		1D	CLD, CS	HPD, SJ
425 N 4th Street	Name Unknown	1958			CLD, NCS	SJ
437 N 4th Street	Name Unknown	1950			CLD, NCS	SJ
441 N 4th Street	Name Unknown	1887		1D	CLD, CS	HPD, SJ
442 N 4th Street	Name Unknown	1948			CLD, NCS	SJ
444 N 4th Street	Name Unknown	nd			CLD, NCS	SJ
449 N 4th Street	Name Unknown	1896		1D	CLD, CS	HPD, SJ
450 N 4th Street	Bergmann House	1878			CLD, CS	SJ
454 N 4th Street	Name Unknown	1915			CLD, NCS	SJ
457 N 4th Street	Name Unknown	1885		1D	CLD, IS	HPD, SJ
458 N 4th Street	Name Unknown	1888		1D	CLD, CS	HPD, SJ
459 N 4th Street	Name Unknown	1885		1D	CLD, CS	HPD, SJ
465 N 4th Street	Name Unknown	1884		1D	CLD, CS	HPD, SJ
467 N 4th Street	Name Unknown	1948			CLD, NCS	SJ
472 N 4th Street	Name Unknown	1891		1D	CLD, CS	HPD, SJ
474 N 4th Street	Name Unknown	1888		1D	CLD, CS	HPD, SJ
476 N 4th Street	Name Unknown	1935			CLD, NCS	SJ
479 N 4th Street	Name Unknown	1915		1D	CLD, CS	HPD
482 N 4th Street	Name Unknown	1925			CLD, NCS	SJ
485 N 4th Street	Name Unknown	1888		1D	CLD, CS	HPD, SJ
486-88 N 4th Street	Name Unknown	1955			CLD, NCS	SJ
489 N 4th Street	Name Unknown	1889		1D	CLD, CS	HPD, SJ
491 N 4th Street	Name Unknown	1950			CLD, NCS	SJ
494 N 4th Street	Name Unknown	1901			CLD, NCS	SJ
498 N 4th Street	Name Unknown	1901		1D	CLD, CS	HPD, SJ
499 N 4th Street	Name Unknown	1917		1D	CLD, CS	HPD, SJ
503 N 4th Street	Name Unknown	1877		1D	CLD, CS	HPD, SJ
505 N 4th Street	Name Unknown	1885		1D	CLD, CS	HPD
509 N 4th Street	Name Unknown	1885			CLD, CS	SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
515 N 4th Street	Name Unknown	1898		1D	CLD, CS	HPD, SJ
519 N 4th Street	Name Unknown	1908		1D	CLD, CS	HPD, SJ
525 N 4th Street	Name Unknown	1898		1D	CLD, CS	HPD, SJ
529 N 4th Street	Name Unknown	1875		1D	CLD, CS	HPD, SJ
530 N 4th Street	Name Unknown	nd			IS	SJ
535 N 4th Street	Name Unknown	1865		1D	CLD, NCS	HPD, SJ
545 N 4th Street	Name Unknown	nd			CLD, NCS	SJ
557 N 4th Street	Name Unknown	1892		1D	CLD, CS	HPD, SJ
563 N 4th Street	Name Unknown	1887		1D	CLD, CS	HPD, SJ
576 N 4th Street	Name Unknown	nd			IS	SJ
584 N 4th Street	Hensley Historic District	nd		7K		HPD
599 N 4th Street	George's Service Center	1930		6Y2	SM	HPD, SJ
609 N 4th Street	Name Unknown	nd			IS	SJ
611 N 4th Street	Name Unknown	nd			IS	SJ
612 N 4th Street	Name Unknown	nd			IS	SJ
619 N 4th Street	Name Unknown	nd			IS	SJ
623 N 4th Street	Name Unknown	nd			CS	SJ
624 N 4th Street	Name Unknown	nd			IS	SJ
625 N 4th Street	Phoenixonian Institute Site	1861		6	IS	HPD, SJ, 5V
642 N 4th Street	Name Unknown	nd			IS	SJ
646 N 4th Street	Name Unknown	nd			IS	SJ
660 N 4th Street	Name Unknown	nd			IS	SJ
667 N 4th Street	Name Unknown	nd			IS	SJ
668 N 4th Street	Name Unknown	nd			IS	SJ
669 N 4th Street	Name Unknown	nd			IS	SJ
677 N 4th Street	Name Unknown	nd			IS	SJ
N 5th Street	N 5th St. Meridian	nd		1D		HPD
N 5th Street	White Addition, Hensley Historic Distr	1848		1S		HPD
N 5th Street	Name Unknown	1903		1D		HPD
24 N 5th Street	First United Methodist Church	1911		3S		HPD
72 N 5th Street	Christian Assembly Church	1910		3S	ECR, CCL, CS,	HPD, SJ
122 N 5th Street	Name Unknown	1910		4S	CS	HPD, SJ
145 N 5th Street	Name Unknown	1890		5S	CS	HPD, SJ
238 N 5th Street	Name Unknown	nd			IS	SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
244 N 5th Street	Name Unknown	nd			IS	SJ
254 N 5th Street	Name Unknown	nd			IS	SJ
260 N 5th Street	Name Unknown	1912			IS	SJ
265 N 5th Street	Shed	nd		6Y		HPD
266 N 5th Street	Name Unknown	1906			IS	SJ
271 N 5th Street	Residence	nd		6Y		HPD
272 N 5th Street	Name Unknown	nd			CS	SJ
275 N 5th Street	Residence	nd		6Y		HPD
277 N 5th Street	Name Unknown	1916		5S	CS	HPD, SJ
280 N 5th Street	Name Unknown	1915		5S	IS	HPD, SJ
296 N 5th Street	Name Unknown	1922			IS	SJ
303 N 5th Street	Name Unknown	1905		1D	CLD, CS	HPD, SJ
309 N 5th Street	Name Unknown	1912		1D	CLD, CS	HPD, SJ
315 N 5th Street	Name Unknown	1908		1D	CLD, CS	HPD, SJ
323 N 5th Street	Name Unknown	1910		1D	CLD, CS	HPD, SJ
341 N 5th Street	Name Unknown	1905		1D	CLD, CS	HPD, SJ
345 N 5th Street	Name Unknown	1915		1D	CLD, CS	HPD, SJ
347 N 5th Street	Name Unknown	1915		1D	CLD, CS	HPD, SJ
351 N 5th Street	Name Unknown	1915		1D	CLD, CS	HPD, SJ
359 N 5th Street	Name Unknown	1910		1D	CLD, CS	HPD, SJ
360 N 5th Street	Name Unknown	1884		1D	CLD, CS	HPD, SJ
361 N 5th Street	Name Unknown	1864		1D	CLD, CS	HPD, SJ
366 N 5th Street	Name Unknown	1955			CLD, NCS	SJ
370 N 5th Street	Name Unknown	1920		1D	CLD, CS	HPD, SJ
371 N 5th Street	Name Unknown	1876		1D	CLD, CS	HPD, SJ
374 N 5th Street	Name Unknown	1950			CLD, NCS	SJ
379 N 5th Street	Name Unknown	1889		1D	CLD, CS	HPD, SJ
380 N 5th Street	Name Unknown	nd			NCS	SJ
383 N 5th Street	Name Unknown	1887		1D	CLD, CS	HPD, SJ
386 N 5th Street	Name Unknown	1920		1D	CLD, CS	HPD, SJ
394 N 5th Street	Name Unknown	1915		1D	CLD, CS	HPD, SJ
401 N 5th Street	Name Unknown	1923			CLD, NCS	SJ
404 N 5th Street	Name Unknown	1895		1D	CLD, CS	HPD, SJ
411 N 5th Street	Name Unknown	1925			CLD, NCS	SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
412 N 5th Street	Name Unknown	1880		1D	CLD, CS	HPD, SJ
415 N 5th Street	Name Unknown	1893		1D	CLD, CS	HPD, SJ
419 N 5th Street	Name Unknown	1895		1D	CLD, CS	HPD, SJ
421 N 5th Street	Name Unknown	1930			CLD, NCS	SJ
422 N 5th Street	Name Unknown	1878			CLD, NCS	SJ
425 N 5th Street	Name Unknown	nd			CLD, NCS	SJ
429 N 5th Street	Name Unknown	1884		1D	CLD, CS	HPD, SJ
430 N 5th Street	Name Unknown	1890		1D	CLD, CS	HPD, SJ
432 N 5th Street	Name Unknown	1887		1D	CLD, CS	HPD, SJ
436 N 5th Street	Name Unknown	1950			CLD, NCS	SJ
446 N 5th Street	Boyers House, Kenner House	1875		1D	CLD, CS	HPD, SJ
446 N 5th Street	Name Unknown	1880		7	CLD, CS	HPD
450 N 5th Street	Name Unknown	1896		1D	CLD, NCS	HPD, SJ
451 N 5th Street	Name Unknown	1874		1D	CLD, CS	HPD, SJ
452 N 5th Street	Name Unknown	1910		1D	CLD, CS	HPD, SJ
457 N 5th Street	Name Unknown	1903			CLD, CS	SJ
467 N 5th Street	Name Unknown	nd			CLD, NCS	SJ
475 N 5th Street	Name Unknown	1890		1D	CLD, CS	HPD, SJ
482 N 5th Street	Name Unknown	1887		1D	CLD, CS	HPD, SJ
483 N 5th Street	Name Unknown	1887		1D	CLD, CS	HPD, SJ
484 N 5th Street	Name Unknown	1960			CLD, NCS	SJ
486 N 5th Street	Name Unknown	1897		1D	CLD, CS	HPD, SJ
487 N 5th Street	Name Unknown	1887		1D	CLD, CS	HPD, SJ
490 N 5th Street	Name Unknown	1896			CLD, CS	SJ
493 N 5th Street	Name Unknown	1935			CLD, NCS	SJ
495 N 5th Street	Name Unknown	1935			CLD, NCS	SJ
496 N 5th Street	Name Unknown	1896		1D	CLD, CS	HPD, SJ
497 N 5th Street	Name Unknown	1935			CLD, NCS	SJ
521 N 5th Street	Name Unknown	nd			IS	SJ
529 N 5th Street	Name Unknown	nd			IS	SJ
565 N 5th Street	Kuwabara Hospital, Japanese Senior	1880		2S2	CLS	HPD, SJ
566 N 5th Street	Japanese Methodist Episcopal Church	1913		7	IS	HPD, SJ
580 N 5th Street	San Jose Midwifery	1906		7		HPD, SJ, 5V
599 N 5th Street	Name Unknown	nd		7		HPD

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
640 N 5th Street	SJ Betsuin Buddhist Church	1937		3S		HPD, SJ, CI
80 N 6th Street	Name Unknown	1890		3S		HPD
139 N 6th Street	Name Unknown	1880		4S	CS	HPD, SJ
229 N 6th Street	Name Unknown	nd			IS	SJ
230 N 6th Street	Name Unknown	1890		5S	CS	HPD, SJ
248 N 6th Street	Name Unknown	nd			IS	SJ
318 N 6th Street	Name Unknown	1893		1D	CLD, CS	HPD, SJ
328 N 6th Street	Name Unknown	1894		1D	CLD, CS	HPD, SJ
330 N 6th Street	Name Unknown	1898		1D	CLD, CS	HPD, SJ
334 N 6th Street	Name Unknown	1898		1D	CLD, CS	HPD, SJ
336 N 6th Street	Name Unknown	1908		1D	CLD, CS	HPD, SJ
342 N 6th Street	Name Unknown	1905		1D	CLD, CS	HPD, SJ
346 N 6th Street	Name Unknown	1896		1D	CLD, CS	HPD, SJ
362 N 6th Street	Name Unknown	1915		1D	CLD, CS	HPD, SJ
364 N 6th Street	Name Unknown	1915		1D	CLD, CS	HPD, SJ
365 N 6th Street	Name Unknown	1920			IS	SJ
367 N 6th Street	Name Unknown	1918			IS	SJ
368 N 6th Street	Name Unknown	1873		1D	CLD, CS	HPD
370 N 6th Street	Name Unknown	1890		1D	CLD, CS	HPD, SJ
375 N 6th Street	Name Unknown	1890		1D	CLD, CS	HPD, SJ
378 N 6th Street	Name Unknown	1890			CLD, NCS	SJ
379 N 6th Street	Name Unknown	1888		1D	CLD, CS	HPD, SJ
384 N 6th Street	Name Unknown	1890		1D	CLD, CS	HPD, SJ
391 N 6th Street	Name Unknown	1889			CLD, NCS	SJ
393 N 6th Street	Name Unknown	1948			CLD, NCS	SJ
395 N 6th Street	Name Unknown	1925			CLD, NCS	SJ
397 N 6th Street	Name Unknown	1920			CLD, NCS	SJ
404 N 6th Street	Name Unknown	nd			IS	SJ
411 N 6th Street	Name Unknown	1908		1D	CLD, CS	HPD, SJ
415 N 6th Street	Name Unknown	1908		1D	CLD, CS	HPD, SJ
420 N 6th Street	Name Unknown	1892		1D	CLD, CS	HPD, SJ
423 N 6th Street	Name Unknown	1910		1D	CLD, CS	HPD, SJ
425 N 6th Street	Name Unknown	1885		1D	CLD, CS	HPD, SJ
426 N 6th Street	Name Unknown	1892		1D	CLD, CS	HPD, SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
429 N 6th Street	Green House	1884		1D	CLD, CS	HPD, SJ
436 N 6th Street	Name Unknown	1910		1D	CLD, CS	HPD, SJ
438 N 6th Street	Name Unknown	1910		1D	CLD, CS	HPD, SJ
439 N 6th Street	Name Unknown	1888		1D	CLD, CS	HPD, SJ
440 N 6th Street	Name Unknown	1910		1D	CLD, CS	HPD, SJ
445 N 6th Street	Name Unknown	nd			CLD, NCS	SJ
446 N 6th Street	Name Unknown	1900		1D	CLD, CS	HPD, SJ
452 N 6th Street	Name Unknown	1900		1D	CLD, CS	HPD, SJ
455 N 6th Street	Name Unknown	1888		1D	CLD, CS	HPD, SJ
461 N 6th Street	Name Unknown	1888		1D	CLD, CS	HPD, SJ
481 N 6th Street	Name Unknown	1957			CLD, NCS	SJ
483 N 6th Street	Name Unknown	1889		1D	CLD, NCS	HPD, SJ
485 N 6th Street	Name Unknown	1960			CLD, NCS	SJ
587 N 6th Street	Aikido Hall	1906		2S2	CS	HPD, SJ
587 N 6th Street	Japanese Theatre, Aikido of San Jose	1906		7		HPD, 5V
601-611 N 6th Street	Name Unknown	1899			SM	SJ
615 N 6th Street	Name Unknown	nd		6Y2		HPD
617 N 6th Street	Name Unknown	nd		6Y2		HPD
625 N 6th Street	Ken Ying Low Restaurant	1887		3S		HPD, SJ, 5V
625 N 6th Street	Name Unknown	1889		2S2		HPD
635 N 6th Street	Name Unknown	nd		6Y2		HPD
639 N 6th Street	Assembly of God Church	nd			CS	SJ
647 N 6th Street	Nishmura Meat Market	nd			CS	SJ
665 N 6th Street	Ideal Laundry Company	1929			SM	SJ
234 N 7th Street	Name Unknown	1875		3S	CS	HPD, SJ
N 7th Street	Name Unknown	1880		4S	CS	HPD, SJ
80 N 8th Street	Name Unknown	1890			CS	SJ
151 N 8th Street	Name Unknown	nd			IS	SJ
157 N 8th Street	Name Unknown	nd			IS	SJ
178 N 8th Street	Name Unknown	nd			IS	SJ
255 N 8th Street	Empire Firehouse	1913		4S	SM	HPD, SJ
262 N 8th Street	Name Unknown	nd			IS	SJ
332 N 8th Street	Name Unknown	nd			IS	SJ
374 N 8th Street	Name Unknown	nd			IS	SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
621 N 8th Street	Pickle Factory Plant No. 39	nd			CLS	SJ
51 N 9th Street	St. Patrick's School	1899, 1925			CLS	SJ
158 N 9th Street	Name Unknown	nd			IS	SJ
179-263 N 9th Street	N 9th Street	1880		4S	IS	HPD, SJ
185 N 9th Street	Name Unknown	nd			IS	SJ
191 N 9th Street	Name Unknown	nd			IS	SJ
197 N 9th Street	Name Unknown	nd			IS	SJ
201 N 9th Street	Name Unknown	nd			IS	SJ
207 N 9th Street	Name Unknown	nd			IS	SJ
213 N 9th Street	Name Unknown	nd			IS	SJ
221 N 9th Street	Name Unknown	nd			IS	SJ
229 N 9th Street	Name Unknown	nd			IS	SJ
235 N 9th Street	Name Unknown	nd			IS	SJ
243 N 9th Street	Name Unknown	nd			IS	SJ
259 N 9th Street	Name Unknown	nd			IS	SJ
263 N 9th Street	Name Unknown	nd			IS	SJ
278 N 9th Street	Name Unknown	nd			IS	SJ
279 N 9th Street	Name Unknown	nd			IS	SJ
452 N 9th Street	Name Unknown	nd			IS	SJ
474 N 9th Street	Name Unknown	nd			IS	SJ
485 N 9th Street	Name Unknown	nd			IS	SJ
533 N 9th Street	Mariani Building	nd			CLS	SJ
639 N 9th Street	CalPak Vinegar Factory	nd			SM	SJ
753 N 9th Street	Continental Can Com pany	nd			SM	SJ
347 N 10th Street	Name Unknown	nd			IS	SJ
410 N 10th Street	Name Unknown	nd			IS	SJ
479-481 N 10th Street	Name Unknown	nd			IS	SJ
32 N 11th Street	Name Unknown	1885		5S	CS	HPD, SJ
54 N 11th Street	Name Unknown	nd			IS	SJ
65 N 11th Street	Name Unknown	nd			IS	SJ
148 N 11th Street	Name Unknown	nd			IS	SJ
154 N 11th Street	Name Unknown	nd			IS	SJ
160 N 11th Street	Name Unknown	nd			IS	SJ
305 N 11th Street	Name Unknown	nd			IS	SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
429 N 11th Street	Name Unknown	nd			IS	SJ
276 N 20th Street	Name Unknown	1930		5S	IS	HPD, SJ
83 N Almaden Avenue	Alice McNeeley House	1885			CCL	SJ
99 N Almaden Avenue	The Alameda Franch Bakery	1925			CCL	SJ
141 N Almaden Avenue	Sandino Selva House	1885			CLD, CS	SJ
143 N Almaden Avenue	John S. Cano House	1885			CS	SJ
139 N Autumn Street	Vernacular	nd			IS	SJ
143 N Autumn Street	Queen Anne	nd			IS	SJ
195 N Autumn Street	Queen Anne	nd			IS	SJ
199 N Autumn Street	Queen Anne	nd			IS	SJ
203 N Autumn Street	Queen Anne	nd			IS	SJ
211 N Autumn Street	Neo Classical	nd			IS	SJ
237 N Autumn Street	Greek Revival	nd			CCL	SJ
255 N Autumn Street	Holeman's Auto Repair	nd			SM	SJ
263 N Autumn Street	Vernacular	nd			IS	SJ
60 N Keeble Avenue	Leib Carriage House	1899		7K		HPD, SJ
N. Montgomery Street	Residence		P-43-000743			NWIC
N. Montgomery Street	Residence		P-43-000744			NWIC
N. Montgomery Street	Residence		P-43-000745			NWIC
N. Montgomery Street	Residence		P-43-000746			NWIC
N. Montgomery Street	Residence		P-43-000747			NWIC
N. Montgomery Street	Residence		P-43-000748			NWIC
N. Montgomery Street	Residence		P-43-000749			NWIC
N. Montgomery Street	Residence		P-43-000750			NWIC
N. Montgomery Street	Residence		P-43-000751			NWIC
N. Montgomery Street	Residence		P-43-000752			NWIC
N. Montgomery Street	Residence		P-43-000753			NWIC
160 N Montgomery Street	Name Unknown	nd			IS	SJ
210 N Montgomery Street	Name Unknown	nd			IS	SJ
270 N Montgomery Street	Name Unknown	nd			IS	SJ
230 N Morrison Avenue	Jacob's Center Rehab	nd		6Y		HPD
N River Street	St. Joseph's Youth Center	1920		5S		HPD
35 N River Street	G.L. Meade Electric Motors	nd		6Y		HPD
39 N River Street	Robert Loader House	nd		2		HPD

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
40 N River Street	Pietro Bava House	nd		2		HPD
44 N River Street	Felix Savio House	nd		2		HPD
45 N River Street	Walter Nelson House	nd		2		HPD
47 N River Street	Name Unknown	nd		6Y		HPD
48 N River Street	Taylor Machines	nd		6Y		HPD
51 N River Street	Felix Savio House	nd		6Y		HPD
54 N River Street	Harriet Prindiville House	nd		2		HPD
55 N River Street	Name Unknown	nd		6Y		HPD
65 N River Street	Wissman House	1875		2		HPD
70 N River Street	Frank Pozzo House	1900		2		HPD
71 N River Street	Rudolph House	1875		2		HPD
78 N River Street	Louis Estrabou House	nd		2		HPD
78 N River Street	Estrabou Carriage House	1880		7J		HPD
79 N River Street	F.W. Corey House	nd		2		HPD
80 N River Street	Angelo Pedemonte House	nd		2		HPD
81 N River Street	Judd Lawson House	nd		2		HPD
82 N River Street	Antonio Rossi House	nd		2		HPD
83 N River Street	Josepha Apra House	1884		2		HPD
85 N River Street	John McKean House	1885		2		HPD
146 N River Street	Name Unknown	nd		6Y		HPD
148 N River Street	Antone Prola House	nd		2		HPD
196 N River Street	Name Unknown	nd		6Y		HPD
51 N San Pedro Street	Ravenna Pasta Company/Old Spaghetti	1901		7R	ECR, SM	HPD, SJ
55 N San Pedro Street	Coronado Livery Stables	1901		7R	CS	HPD, SJ
73 N San Pedro Street	Salvich Building	1902		7R	ECR, SM	HPD, SJ
87 N San Pedro Street	Garden City Modern Bakery	1904		7R	ECR, SM	HPD, SJ
274 N San Pedro Street	Keystone Company	nd			SM	SJ
448 N San Pedro Street	Name Unknown	nd			IS	SJ
452 N San Pedro Street	Name Unknown	nd			IS	SJ
47 Notre Dame Avenue	Palamar Ballroom, Tiffanys New York	1946		7R	ECR, CCL	HPD, SJ
99 Notre Dame Avenue	IBM (1955-1968)	1949		7R	EDR, CLS	HPD, SJ
428 Old Julian	Name Unknown	1940		6Y1		HPD
Park Avenue	De Quevado Adobe site	nd				CI
241 Park Avenue	Center for the Perfoming Arts	1972		7R	CCL	HPD, SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
346 Park Avenue	Rosicrucian Museum	1920		3S		HPD
491 Park Avenue	Name Unknown	nd			IS	SJ
645 Park Avenue	KNTV Broadcast Facility	nd			SM	SJ
890 Park Avenue	Name Unknown	nd			IS	SJ
898 Park Avenue	Name Unknown	nd			IS	SJ
60 Pierce Avenue	Salvation Army Warehouse	1945		6Y2		HPD
64 Pierce Avenue	CTW Hermann Builder	1897		7R	SM	HPD, SJ
68 Pierce Avenue	CTW Hermann Builder	1889		7R	SM	HPD, SJ
74 Pierce Avenue	CTW Hermann Builder	1930		7R	SM	HPD, SJ
82 Pierce Avenue	CTW Hermann Builder	1889		7R	SM	HPD, SJ
83 Pierce Avenue	Name Unknown	1880		5S		HPD
89 Pierce Avenue	Bird House	1894			CLS	SJ, E92
93 Pierce Avenue	Johnson House	1880		5S	IS	HPD, SJ
105 Pierce Avenue	M. Bradley House	1880		5S	IS	HPD, SJ
107 Pierce Avenue	Fuller House	1888		7R	SM	HPD, SJ
109 Pierce Avenue	Weber House	1892		7R	ECR, SM	HPD, SJ
128 Pierce Avenue	Rank House	1888		7R	ECR, SM	HPD, SJ
132 Pierce Avenue	Stern/Fischer House	1892		7R	ECR, CLS	HPD, SJ
135 Pierce Avenue	Koenig House	1898		7R	SM	HPD, SJ
140 Pierce Avenue	Shepard House	1908		7R	SM	HPD, SJ
83 Pleasant Street	Name Unknown	nd		2		HPD
141 Pleasant Street	Soltino Silva Houae	nd		2		HPD
143 Pleasant Street	Name Unknown	nd		2		HPD
149 Pleasant Street	Name Unknown	nd		2		HPD
27 Post Street	Name Unknown	ca. 1859			CS	SJ
39-41 Post Street	Name Unknown	1886			CS	SJ
43 Post Street	Name Unknown	1860			CS	SJ
45-49 Post Street	Name Unknown	1884			CS	SJ
59-69 Post Street	Glein-Fenerin Building/Ace Loan Com	1873		7J	CLS	HPD, SJ, E92
127-145 Post Street	Sunol Building	1895		7R	CLS	HPD, SJ
12 S 1st Street	Bank of America Building	1926		1D	CLS, CS	HPD, SJ, E92
15 S 1st Street	Name Unknown	1870			CS	SJ
19 S 1st Street	A. Hirsh and Sons Building	1880			SM	SJ
26 S 1st Street	Name Unknown	nd			IS	SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
27 S 1st Street	Woolworth	1926		7R	SM	HPD, SJ
30 S 1st Street	O'Brien's Candy Store/Grant's Jewelry	1890		7R	IS	HPD, SJ
33 S 1st Street	F. Stock Building/ Fischer Pellerano D	1857		1D	SM	HPD, SJ
34 S 1st Street	Knox-Goodrich Building	1889		1D	CLS, CS	HPD, SJ, E92
41 S 1st Street	Holman Building	1925		7R	CS	HPD, SJ
42 S 1st Street	El Paseo Ct	1920		1D	CS	HPD, SJ, E92
50 S 1st Street	Guadalajara Jewelers	1890		1D	CS	HPD, SJ
51 S 1st Street	Name Unknown	1900		6	CS	HPD, SJ
52 S 1st Street	Waterman Buiding, Bergs Clothing	1890		1D	CS	HPD, SJ, E92
53 S 1st Street	Name Unknown	1900		6	IS	HPD, SJ
56-60 S 1st Street	Rea Block	c1868			CL	E92
58 S 1st Street	Pomeroy Building, La Rosa Pharmacy	1870		1D	CLS, CS	HPD, SJ
65 S 1st Street	Name Unknown	1900		6		HPD
68 S 1st Street	Letitia Building	1890		1D,2D3	CLS, CS	HPD, SJ, E92
71 S 1st Street	John Stock & Sons Building	1867		7R,6	SM	HPD, SJ, E92
83 S 1st Street	Porter Stock Building	1867		5S,7R	CLS	HPD, SJ
84 S 1st Street	Ryland Block, Security Building	1890		1D	CLS, CS	HPD, SJ, E92
93-99 S 1st Street	Lean Jewelers	1867			SM	SJ
136 S 1st Street	Bread & Roses Bookstore	1900		6		HPD
160 S 1st Street	Name Unknown	1920		5S		HPD
210 S 1st Street	Twohy Building/ WI Paseo Building	1917		2S1	ECR, CLS	HPD, SJ, E92
211 S 1st Street	Montgomery Hotel	1911		2S1	CLS	HPD, SJ, E92
262 S 1st Street	Masonic Temple	nd		2S1		HPD
300 S 1st Street	Hales Department Store	1931		7R	SM	HPD, SJ
301 S 1st Street	Sainte Claire Building	1915		2S2	CLS	HPD, SJ, E92
311 S 1st Street	Sainte Claire Building	nd		2S1		HPD
325 S 1st Street	Dohrmann Building, Dohrman Place	1925		1S	CLS, CS	HPD, SJ, E92
331 S 1st Street	Felix Furjniture Site	nd		62S1		HPD
345 S 1st Street	Fox Theater	nd		3	CLS	HPD, SJ, E92
345 S 1st Street	Fox Theater, Fox/California Theater	1925		2S2		HPD, SJ
347 S 1st Street	Boschken Building	1918		6	SM	HPD, SJ
371 S 1st Street	Name Unknown	1925		5S	CLS, CS	HPD, SJ
374 S 1st Street	Eulipia Restaurant	nd			CS	SJ
389 S 1st Street	Sex Shop Arcade	1910		5S		HPD

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
399 S 1st Street	Wesnitzer Apartments	1910		5S	CS	HPD, SJ, E92
400 S 1st Street	Boschken Garage/ The Usual	1913		7R	SM	HPD
401 S 1st Street	Name Unknown	1887		5S		HPD, E93
431 S 1st Street	Conrotto Building	1923		7R	SM	HPD
434 S 1st Street	Bonner Stables	1895			CS	SJ
439 S 1st Street	Wright-Curtner Building/Scheib Pa	1920		7R	SM	HPD, SJ
445-447 S 1st Street	L'Amour Shop	1899			CS	SJ
451 S 1st Street	Garden City Glass	1815			SM	SJ
455 S 1st Street	Red Front Surplus	1918			SM	SJ
465 S 1st Street	Herrold College	1918			CLS	SJ, E92
500 S 1st Street	Sloan Building/Center for Latino	1921		7R	ECR, SM	HPD, SJ
520 S 1st Street	Costa & Miller Building/Community	1923		7R	CLS	HPD, SJ
550 S 1st Street	Western Mountaineering	1895		5S	CS	HPD, SJ
573 S 1st Street	Herrmann Building	1891		7R		HPD
581 S 1st Street	Rothermel Building	1910		7R		HPD
599 S 1st Street	Name Unknown	nd			SM	SJ
601 S 1st Street	Rothermel Block	1888			SM	HPD, SJ
618 S 1st Street	Palleson Building/Garden City con	1938			SM	HPD, SJ
630 S 1st Street	Levin & Son Plumber Supply/Marmon	1920			SM	HPD, SJ
S 2nd Street	Parking Lot	1870		5S		HPD
S 2nd Street	Winton Hotel, Paul's Sub Sandwiches	1860		4S		HPD
12 S 2nd Street	Name Unknown	1930		1D		HPD
14 S 2nd Street	Voo Doo Lounge	nd			CS	SJ
17-19 S 2nd Street	Name Unknown	nd			IS	SJ
28 S 2nd Street	San Carlos Hotel	nd		6	NCS	HPD, SJ
35 S 2nd Street	Name Unknown	nd			IS	SJ
40 S 2nd Street	Allens Home Furnishings	1920		1D	CS	HPD, SJ
56-60 S 2nd Street	Name Unknown	nd			IS	SJ
62-64 S 2nd Street	San Jose Theater	1904		1D	CLS, CS	HPD, SJ, E92
79 S 2nd Street	Alcoa Bldg	nd		6		HPD
82 S 2nd Street	San Jose Book Shop	1926		1D		HPD
83 S 2nd Street	Dougherty Bldg,Desimones Bike Shop	1890		1D	CS	HPD, SJ
86-90 S 2nd Street	Primo Furniture	1920			CS	SJ, E92
87 S 2nd Street	Mackensey Bldg, Landmark Square	1907		1D	CS	HPD, SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
90 S 2nd Street	Casa de Senor Furniture	1920		1D		HPD
92 S 2nd Street	Triton Bldg (AKA Lion & Sons Bldg	1907		1D		HPD, SJ
96 S 2nd Street	Moyer Music	1940		1D		HPD, SJ
409 S 2nd Street	Sambos Restaurant/Bo Town Seafood	1967		7R	SM	HPD, SJ
446 S 2nd Street	Kooser House	1892		7R	ECR, SM	HPD, SJ
476 S 2nd Street	Luther House	1885		7R	ECR, SM	HPD, SJ
482 S 2nd Street	San Jose Art League Building	1885		4S	ECR, SM	HPD, SJ
501-503 S 2nd Street	Name Unknown	1915			CS	SJ
505 S 2nd Street	Jones House	1909		7R	ECR, SM	HPD, SJ
507 S 2nd Street	Name Unknown	1910		5S	CS	HPD, SJ
569 S 2nd Street	Valpey Apartments/ Casa Alta	1927		7R	SM	HPD, SJ
596 S 2nd Street	Notre Dame High School (O'Connor)	nd			IS	SJ
600 S 2nd Street	Mission Chapel	1948		7R	SM	HPD, SJ
623 S 2nd Street	Verdie Rental	1948		7R	ECR, SM	HPD, SJ
640 S 2nd Street	Buckley House	1870		7R	ECR, SM	HPD, SJ
693 S 2nd Street	Ross House	1878		1S		HPD, SJ
S 3rd Street	Parking Lot	nd		6		HPD
S 3rd Street	Parking Lot	nd		6		HPD
S 3rd Street	Parking Lot	nd		6		HPD
10 S 3rd Street	Name Unknown	nd			IS	SJ
19 S 3rd Street	Underground Records	1915		1D		HPD
51 S 3rd Street	Volunteers of America	nd		1D		HPD
66 S 3rd Street	Name Unknown	1895		4S		HPD
72 S 3rd Street	Name Unknown	1895		4S		HPD
65-77 S 3rd Street	Alcoa Building Extension	nd		6	IS	HPD, SJ
79 S 3rd Street	Name Unknown	nd		6		HPD
99 S 3rd Street	Downtown Liquors	1920		1D		HPD
123 S 3rd Street	Name Unknown	1930		4S		HPD
304 S 3rd Street	Tennant Building	1889		7R	IS	HPD, SJ
310 S 3rd Street	Buell House	1902		7R	IS	HPD, SJ
312 S 3rd Street	Wright/ Bailey House	1889		7R	CLS	HPD, SJ
320 S 3rd Street	Belvedere Apartments	1921		7R	IS	HPD, SJ
330 S 3rd Street	Hageman/ Weaver Apartments	1908		7R	IS	HPD, SJ
340 S 3rd Street	Name Unknown	1921		7R	IS	HPD, SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
374 S 3rd Street	First Immanuel Lutheran Church	1949		7R	SM	HPD, SJ
395 S 3rd Street	Richards House	1889		7R	SM	HPD, SJ
408 S 3rd Street	Hanson House	1888		7R		HPD, SJ
418 S 3rd Street	Rucker House	1891		3S	CLS	HPD, SJ, E92
427 S 3rd Street	Fuller House	1884		7R	ECR	HPD, SJ
435 S 3rd Street	Dr. Benjamin Cory House	1864				CI
467 S 3rd Street	Reardon House	1891		7R	ECR, SM	HPD, SJ
469 S 3rd Street	Pratt/ Brackett House	1865		7R	ECR, CLS	HPD, SJ
470 S 3rd Street	Mojmir Apartments	1922		7R	ECR, SM	HPD, SJ
477 S 3rd Street	Castle House	1910		7R	SM	HPD, SJ
502 S 3rd Street	Siefert House	1918		7R	SM	HPD, SJ
509 S 3rd Street	Cuthbert Burrel House Site	ca.1870				CI
520 S 3rd Street	Adams House	1923		3S	CS	HPD, SJ
526 S 3rd Street	Cale House	1913		7R	SM	HPD, SJ
540 S 3rd Street	Armstrong House	1914		7R	SM	HPD, SJ
546 S 3rd Street	Somavia House	1909		7R	ECR, SM	HPD, SJ
620 S 3rd Street	Goodman House	1886		4S	CS	HPD, SJ
627 S 3rd Street	Hale House	1895		7R	SM	HPD, SJ
635 S 3rd Street	Gebler/Collins House	1875		7R	ECR, SM	HPD, SJ
347 S 4th Street	Hughes House	1891		7R		HPD, SJ
365 S 4th Street	Name Unknown	1920				SJ
451 S 4th Street	Hollister House	1864		7R	IS	HPD, SJ
459 S 4th Street	Name Unknown	1880		7R	IS	HPD
467-469 S 4th Street	Doen/Hollister Rental	1920			IS	SJ
529 S 4th Street	Brosius House	1891		7R	IS	HPD, SJ
537 S 4th Street	Name Unknown	1910-20			IS	SJ
545 S 4th Street	Name Unknown	1910-20			IS	SJ
555 S 4th Street	Name Unknown	1891		7R	IS	HPD, SJ
560 S 4th Street	Name Unknown	1908		7R	IS	HPD, SJ
574 S 4th Street	Name Unknown	1907		5N	IS	HPD, SJ
578 S 4th Street	Name Unknown	1930		5N	IS	HPD, SJ
21 S 5th Street	Name Unknown	nd			IS	SJ
26 S 5th Street	Emergency Housing	1904		6Y2		HPD
30 S 5th Street	Name Unknown	1890		4S		HPD

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
38 S 5th Street	Name Unknown	1890		4S		HPD
44 S 5th Street	Name Unknown	1880		4S		HPD
59 S 5th Street	Name Unknown	1922		5N	IS	HPD, SJ
80 S 5th Street	Name Unknown	1925		5N		HPD
84 S 5th Street	Name Unknown	1920		5N	IS	HPD, SJ
92 S 5th Street	Name Unknown	1910		5N	IS	HPD, SJ
301 S 5th Street	Scheller-Martin House	1904		7J		HPD
405 S 5th Street	Name Unknown	1910		5N	IS	HPD, SJ
409 S 5th Street	Name Unknown	1910		5N	IS	HPD, SJ
420 S 5th Street	Name Unknown	1891		5S	IS	HPD, SJ
465 S 5th Street	Name Unknown	1910		5N		HPD
475 S 5th Street	Name Unknown	1909		5S	IS	HPD, SJ
481 S 5th Street	Name Unknown	1909		5S	IS	HPD, SJ
484 S 5th Street	Name Unknown	nd			IS	SJ
485 S 5th Street	Name Unknown	1925		5N		HPD
486 S 5th Street	Name Unknown	1917		4X		HPD
498 S 5th Street	Name Unknown	nd			IS	SJ
499 S 5th Street	Name Unknown	1910		4S	CS	HPD, SJ
502 S 5th Street	Name Unknown	1923		4X		HPD
503 S 5th Street	William T. Bonney Residence	1912		5N		HPD
505 S 5th Street	Name Unknown	nd			IS	SJ
512 S 5th Street	Name Unknown	1912		4X		HPD
521 S 5th Street	Name Unknown	1906		5N	IS	HPD, SJ
522 S 5th Street	Name Unknown	1905		4X	IS	HPD, SJ
526 S 5th Street	Name Unknown	1905		4X	IS	HPD, SJ
530 S 5th Street	Name Unknown	1905		4X	IS	HPD, SJ
535 S 5th Street	Name Unknown	1901		5N	IS	HPD, SJ
540 S 5th Street	Name Unknown	1905		4X	IS	HPD, SJ
553 S 5th Street	Name Unknown	1902		5N		HPD
565 S 5th Street	Name Unknown	1890		5N		HPD
590 S 5th Street	Name Unknown	1880		2S2		HPD
600 S 5th Street	Name Unknown	1904		4X	IS	HPD, SJ
611 S 5th Street	Name Unknown	1905		4X	IS	HPD, SJ
625 S 5th Street	Name Unknown	1910		4X	IS	HPD, SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
633 S 5th Street	Name Unknown	1907		4X	IS	HPD, SJ
638 S 5th Street	Name Unknown	1916		4X	IS	HPD, SJ
645 S 5th Street	Name Unknown	nd			IS	SJ
646 S 5th Street	Name Unknown	1903		4X	IS	HPD, SJ
650 S 5th Street	Name Unknown	1905		4X		HPD
651 S 5th Street	Name Unknown	1906		4X	IS	HPD, SJ
666 S 5th Street	Name Unknown	1910		4X	IS	HPD, SJ
674 S 5th Street	Name Unknown	1910		4X	IS	HPD, SJ
48 S 6th Street	Jessie Williamson Residence	1905		5S	IS	HPD, SJ
55 S 6th Street	Name Unknown	1900		5N	IS	HPD, SJ
58 S 6th Street	Name Unknown	nd			IS	SJ
59 S 6th Street	Name Unknown	1920		5N		HPD
66 S 6th Street	Van Dalsem Residence	1905		5S	IS	HPD, SJ
72 S 6th Street	Name Unknown	nd			IS	SJ
80 S 6th Street	Name Unknown	1900		3S	IS	HPD, SJ
84 S 6th Street	Name Unknown	1900		5N	IS	HPD, SJ
85 S 6th Street	Name Unknown	1930		5N	IS	HPD, SJ
88 S 6th Street	Name Unknown	1924		5N	IS	HPD, SJ
96 S 6th Street	Name Unknown	nd			IS	SJ
97 S 6th Street	Name Unknown	nd			IS	SJ
413 S 6th Street	Name Unknown	1880		3S	CS	HPD, SJ
416 S 6th Street	Name Unknown	1900		4X	IS	HPD, SJ
419 S 6th Street	Name Unknown	1904		4X		HPD
440 S 6th Street	French House	1890	P-43-001447	4X	IS	HPD,NWIC, SJ
441 S 6th Street	Name Unknown	1887		4X	IS	HPD, SJ
444 S 6th Street	Name Unknown	1910		4X	IS	HPD, SJ
445 S 6th Street	Name Unknown	1895		4X	IS	HPD, SJ
460 S 6th Street	Name Unknown	1926		4X		HPD
467 S 6th Street	Name Unknown	1890		4X		HPD
468 S 6th Street	Name Unknown	1900		4X	IS	HPD, SJ
470 S 6th Street	Name Unknown	1900		4X		HPD
480 S 6th Street	Name Unknown	1930		4X	IS	HPD, SJ
483 S 6th Street	Name Unknown	1890		3B	IS	HPD, SJ
497 S 6th Street	Name Unknown	1890		4X		HPD

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
502 S 6th Street	Name Unknown	1906		5N		HPD
508 S 6th Street	Name Unknown	1908		4X		HPD
510 S 6th Street	Name Unknown	nd			IS	SJ
520 S 6th Street	Name.Unknown	1900		4X	IS	HPD, SJ
523 S 6th Street	Name Unknown	1900		3B	CS	HPD, SJ
525 S 6th Street	Name Unknown	1885		3B	CS	HPD, SJ
530 S 6th Street	Name Unknown	1900		3B	CS	HPD, SJ
540 S 6th Street	Name Unknown	1900		4X	IS	HPD, SJ
553 S 6th Street	Name Unknown	1908		4X	IS	HPD, SJ
562 S 6th Street	Name Unknown	1900		4X	IS	HPD, SJ
565 S 6th Street	Name Unknown	1880		4X	IS	HPD, SJ
567 S 6th Street	Name Unknown	1908		4X	IS	HPD, SJ
570 S 6th Street	Name Unknown	1901		4X	IS	HPD, SJ
577 S 6th Street	Name Unknown	1900		4X	IS	HPD, SJ
580 S 6th Street	Name Unknown	1925		4X	IS	HPD, SJ
583 S 6th Street	Name Unknown	1900			IS	HPD, SJ
593 S 6th Street	Name Unknown	1880		3S		HPD, SJ
601 S 6th Street	Eberhart Residence	1900		3B	CS	HPD, SJ
617 S 6th Street	Name Unknown	nd			CS	SJ
621 S 6th Street	Name Unknown	1905		4X	CS	HPD, SJ
641 S 6th Street	Name Unknown	1903		4X	CS	HPD, SJ
643 S 6th Street	Name Unknown	1905		4X		HPD
645 S 6th Street	Name Unknown	nd			CS	SJ
647 S 6th Street	Name Unknown	1901		4X	CS	HPD, SJ
655 S 6th Street	Name Unknown	1903		4X	CS	HPD, SJ
659 S 6th Street	Name Unknown	1902		4X	CS	HPD, SJ
675 S 6th Street	Name Unknown	1904		4X	CS	HPD, SJ
681 S 6th Street	Name Unknown	1903		4X	CS	HPD, SJ
689 S 6th Street	Name Unknown	1903		4X	CS	HPD, SJ
S 7th Street	Name Unknown	1880		4S		HPD
24 S 7th Street	Name Unknown	1880		5N	IS	HPD, SJ
34 S 7th Street	Name Unknown	1905		3S	CS	HPD, SJ
40 S 7th Street	Name Unknown	1880		3S	CCL	HPD, SJ
44 S 7th Street	Name Unknown	1944		5N		HPD

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
48 S 7th Street	Name Unknown	1908		5N	IS	HPD, SJ
65 S 7th Street	Name Unknown	nd			IS	SJ
73 S 7th Street	Name Unknown	1900		5N	CS	HPD, SJ
74 S 7th Street	Name Unknown	1910		5N		HPD
75-79 S 7th Street	Name Unknown	1919		5N	CS	HPD, SJ
85 S 7th Street	Name Unknown	1915		4S		HPD
97 S 7th Street	Name Unknown	1890		4S		HPD
125 S 7th Street	San Jose Normal School, San Jose S	1870		4S		HPD
125 S 7th Street	San Jose State Normal School, Towe	1910		3B		HPD
400 S 7th Street	Name Unknown	1895		4S	CS	HPD, SJ
406 S 7th Street	Name Unknown	1900		5N		HPD
414 S 7th Street	Name Unknown	1918		5N		HPD
424 S 7th Street	Name Unknown	nd			IS	SJ
426 S 7th Street	Name Unknown	1908		5N		HPD
435 S 7th Street	Name Unknown	1900		5N	IS	HPD, SJ
444 S 7th Street	Name Unknown	1903		5N	IS	HPD, SJ
454 S 7th Street	Name Unknown	1903		5N	IS	HPD, SJ
455 S 7th Street	Name Unknown	1925		5N	IS	HPD, SJ
464 S 7th Street	Name Unknown	1906		5N	IS	HPD, SJ
469 S 7th Street	Name Unknown	1880		5N	CS	HPD, SJ
479 S 7th Street	Name Unknown	1920		5N	IS	HPD, SJ
491 S 7th Street	Name Unknown	1918		5N		HPD
498 S 7th Street	Name Unknown	1910		5N		HPD
499 S 7th Street	Name Unknown	1921		5N	IS	HPD, SJ
505 S 7th Street	Name Unknown	1900		5N	IS	HPD, SJ
511 S 7th Street	Name Unknown	1900		5N	IS	HPD, SJ
523 S 7th Street	Name Unknown	nd			IS	SJ
528 S 7th Street	Name Unknown	1936		5N		HPD
553 S 7th Street	Name Unknown	1901		5S		HPD
560 S 7th Street	Las Flores Ct.	1924		3S	CS	HPD, SJ
648 S 7th Street	Name Unknown	1901		5S		HPD
656 S 7th Street	Name Unknown	1901		5S		HPD
678 S 7th Street	Name Unknown	1910		5N	CS	HPD, SJ
682 S 7th Street	Name Unknown	1905		5S	CS	HPD, SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
686 S 7th Street	Name Unknown	1905		5S	CS	HPD, SJ
692 S 7th Street	Name Unknown	1905		5S	CS	HPD, SJ
698 S 7th Street	Name Unknown	1905		5S	CS	HPD, SJ
960 S 7th Street	Name Unknown	1870		5S	CS	HPD, SJ
25 S 8th Street	Name Unknown	nd			IS	SJ
26 S 8th Street	Name Unknown	1890		4S	CS	HPD, SJ
30 S 8th Street	Name Unknown	1890		4S	CS	HPD, SJ
36 S 8th Street	Name Unknown	1895		4S	CS	HPD, SJ
37 S 8th Street	Name Unknown	1920		3S	IS	HPD, SJ
41 S 8th Street	Name Unknown	1903		5N	IS	HPD, SJ
44 S 8th Street	Name Unknown	1890		3S	IS	HPD, SJ
46 S 8th Street	Name Unknown	1910		5N	IS	HPD, SJ
47 S 8th Street	Name Unknown	1903		3S	IS	HPD, SJ
54 S 8th Street	Name Unknown	1920		4S	IS	HPD, SJ
57 S 8th Street	Name Unknown	1885		5N	IS	HPD, SJ
63 S 8th Street	Name Unknown	1890		5N	IS	HPD, SJ
67 S 8th Street	Name Unknown	1908		5N		HPD
69-71 S 8th Street	Name Unknown	nd			IS	SJ
73 S 8th Street	Name Unknown	1900		5N	IS	HPD, SJ
77 S 8th Street	Name Unknown	nd			IS	SJ
83 S 8th Street	Name Unknown	nd			IS	SJ
405 S 8th Street	Name Unknown	1900		5N	IS	HPD, SJ
417 S 8th Street	Name Unknown	1918		5N	CS	HPD, SJ
418 S 8th Street	Name Unknown	1925		5N		HPD
432 S 8th Street	Edwin Markham Home; Markham Hou	1875		4S		HPD, CI
443 S 8th Street	Name Unknown	1903		5N	IS	HPD, SJ
445 S 8th Street	Name Unknown	1903		5N	IS	HPD, SJ
506 S 8th Street	Name Unknown	1910		5N	IS	HPD, SJ
510 S 8th Street	Name Unknown	1922		5N	IS	HPD, SJ
521 S 8th Street	Name Unknown	1910		5N	IS	HPD, SJ
532 S 8th Street	Name Unknown	1901		5N	IS	HPD, SJ
535 S 8th Street	Name Unknown	1907		3S	IS	HPD, SJ
538 S 8th Street	Name Unknown	1905		5N	IS	HPD, SJ
540 S 8th Street	Name Unknown	1905		5N	IS	HPD, SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
542 S 8th Street	Name Unknown	1905		5N	IS	HPD, SJ
544 S 8th Street	Name Unknown	1906		5N	IS	HPD, SJ
545 S 8th Street	Name Unknown	1917		5N	IS	HPD, SJ
567 S 8th Street	Name Unknown	1900		5N	CS	HPD, SJ
601 S 8th Street	Name Unknown	1935		5N	CS	HPD, SJ
611 S 8th Street	Name Unknown	1930		5N	IS	HPD, SJ
630 S 8th Street	Name Unknown	1922		5N		HPD, SJ
664 S 8th Street	Name Unknown	1908		5S		HPD, SJ
687 S 8th Street	Name Unknown	1901		5N	IS	HPD, SJ
695 S 8th Street	Name Unknown	1904		3S	CS	HPD, SJ
698 S 8th Street	Name Unknown	1900		3S	IS	HPD, SJ
18 S 9th Street	Name Unknown	1901		5N		HPD
20 S 9th Street	Name Unknown	1901		5N		HPD
31-33 S 9th Street	Name Unknown	1898		5N	IS	HPD, SJ
37-39 S 9th Street	Name Unknown	1920		5N	IS	HPD, SJ
43 S 9th Street	Name Unknown	1890		5N	IS	HPD, SJ
53 S 9th Street	Name Unknown	1885		5N	IS	HPD, SJ
57 S 9th Street	Name Unknown	1919		5N	IS	HPD, SJ
65 S 9th Street	Name Unknown	1890		3S	CS	HPD, SJ
83 S 9th Street	Name Unknown	1907		5N	IS	HPD, SJ
99 S 9th Street	Name Unknown	1930		5N	IS	HPD, SJ
442 S 9th Street	Name Unknown	1915		6Z		HPD
448 S 9th Street	Name Unknown	1908		5N		HPD
452 S 9th Street	Name Unknown	1901		5N		HPD
456 S 9th Street	Name Unknown	1929		5N		HPD
464 S 9th Street	Name Unknown	1905		5N		HPD
468 S 9th Street	Name Unknown	1904		5N		HPD
472 S 9th Street	Name Unknown	1924		5N		HPD
484 S 9th Street	Name Unknown	1923		5N		HPD
496 S 9th Street	Name Unknown	1920		5N		HPD
525 S 9th Street	Name Unknown	nd		6Y	IS	HPD, SJ
532 S 9th Street	Name Unknown	1900		5N	IS	HPD, SJ
540 S 9th Street	Name Unknown	1900		3S	IS	HPD, SJ
547 S 9th Street	Name Unknown	1903		5S	IS	HPD, SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
548 S 9th Street	Name Unknown	1900		3S	IS	HPD, SJ
549 S 9th Street	Name Unknown	nd			IS	SJ
550 S 9th Street	Name Unknown	1917		5N	IS	HPD, SJ
554 S 9th Street	Name Unknown	1905		5N	IS	HPD, SJ
561 S 9th Street	Name Unknown	1870		5N	CS	HPD, SJ
563 S 9th Street	Name Unknown	1901		5N	IS	HPD, SJ
572 S 9th Street	Name Unknown	1910		5S	CS	HPD, SJ
577 S 9th Street	Name Unknown	1912		5N	IS	HPD, SJ
580 S 9th Street	Name Unknown	1900		5N	IS	HPD, SJ
595 S 9th Street	Name Unknown	1890		5S	IS	HPD, SJ
600 S 9th Street	Name Unknown	1902		5N	IS	HPD, SJ
601 S 9th Street	Name Unknown	1925		5N		HPD
637 S 9th Street	Name Unknown	1904		5N		HPD
656 S 9th Street	Name Unknown	nd		5N		HPD
661 S 9th Street	Name Unknown	1913		5N		HPD
663 S 9th Street	Name Unknown	1901		5N		HPD, SJ
666 S 9th Street	Name Unknown	1945		5N		HPD
680 S 9th Street	Name Unknown	1910		5N		HPD
685 S 9th Street	Name Unknown	1908		5N	IS	HPD, SJ
699 S 9th Street	Name Unknown	1908		5N		HPD
S 10th Street	Name Unknown	1885		7		HPD
22 S 10th Street	Name Unknown	1890		5S		HPD
25 S 10th Street	Name Unknown	1918		5N		HPD
36 S 10th Street	Name Unknown	1875		5N		HPD
52 S 10th Street	Name Unknown	1905		5S		HPD
60 S 10th Street	Name Unknown	nd		5N		HPD
64 S 10th Street	Name Unknown	1895		5N		HPD
68 S 10th Street	Name Unknown	1895		5N		HPD
78 S 10th Street	Name Unknown	1908		5S		HPD
82 S 10th Street	Name Unknown	1900		5N		HPD
84 S 10th Street	Name Unknown	1913		5N		HPD
96 S 10th Street	Name Unknown	1940		5N		HPD
110 S 10th Street	Name Unknown	1935		5N		HPD
132 S 10th Street	Name Unknown	1880		5S		HPD

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
146 S 10th Street	Name Unknown	1900		3S		HPD
170 S 10th Street	Name Unknown	1920		5N		HPD
182 S 10th Street	Name Unknown	1900		5S		HPD
210 S 10th Street	Name Unknown	1960		6Z		HPD
230 S 10th Street	Name Unknown	1916		5N		HPD
232 S 10th Street	Name Unknown	1905		5N		HPD
282 S 10th Street	Name Unknown	1912		5N		HPD
284 S 10th Street	Name Unknown	1905		5S		HPD
296 S 10th Street	Name Unknown	1950		5N		HPD
340 S 10th Street	Name Unknown	1937		5N		HPD
354 S 10th Street	Name Unknown	1890		5N		HPD
366 S 10th Street	Name Unknown	1901		5N		HPD
374 S 10th Street	Name Unknown	1910		5N		HPD
382 S 10th Street	Name Unknown	1900		5N		HPD
390 S 10th Street	Name Unknown	1925		5N		HPD
406 S 10th Street	Name Unknown	1955		5N		HPD
434 S 10th Street	Name Unknown	1910		5N		HPD
435 S 10th Street	Name Unknown	1895		5N		HPD
440 S 10th Street	Name Unknown	1895		5N		HPD
441 S 10th Street	Name Unknown	1920		5N		HPD
448 S 10th Street	Name Unknown	1895		5N		HPD
479 S 10th Street	Name Unknown	1880		5N		HPD
520 S 10th Street	Name Unknown	1949		5N		HPD
528 S 10th Street	Name Unknown	1920		5N		HPD
535 S 10th Street	Name Unknown	1940		5N		HPD
540 S 10th Street	Name Unknown	1890		5S		HPD
550 S 10th Street	Name Unknown	1935		5N		HPD
576 S 10th Street	Name Unknown	1926		5N		HPD
579 S 10th Street	Name Unknown	1925		5N		HPD
589 S 10th Street	Name Unknown	1953		5N		HPD
596 S 10th Street	Name Unknown	1895		5N		HPD
12 S 11th Street	Name Unknown	nd			CNS, IS	SJ
16-18 S 11th Street	Name Unknown	nd			CNS, IS	SJ
22 S 11th Street	Name Unknown	nd			CNS, IS	SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
23 S 11th Street	Name Unknown	1904		5N		HPD
38 S 11th Street	Name Unknown	nd			CNS, IS	SJ
41 S 11th Street	Name Unknown	1904		5N		HPD
44 S 11th Street	Name Unknown	nd			CNS, IS	SJ
52 S 11th Street	Name Unknown	nd			CNS, IS	SJ
55 S 11th Street	Name Unknown	1901		3S		HPD
59 S 11th Street	Name Unknown	1901		5N		HPD
60 S 11th Street	Name Unknown	nd			CNS, IS	SJ
68 S 11th Street	Name Unknown	nd			CNS, IS	SJ
75 S 11th Street	San Jose Women's Club	1929		3S	CLS	HPD, SJ
76 S 11th Street	Name Unknown	nd			CNS, IS	HPD, SJ
80 S 11th Street	Name Unknown	1903		6Y2	CNS, IS	HPD, SJ
85 S 11th Street	Name Unknown	1910		5N		HPD
90 S 11th Street	Name Unknown	nd			CNS, IS	SJ
102 S 11th Street	Name Unknown	nd			CNS, IS	SJ
124 S 11th Street	Name Unknown	nd			CNS, IS	SJ
148 S 11th Street	Name Unknown	nd			CNS, IS	SJ
168 S 11th Street	Name Unknown	nd			CNS, IS	SJ
184 S 11th Street	Name Unknown	nd			CNS, IS	SJ
202 S 11th Street	Name Unknown	nd			CNS, IS	SJ
234 S 11th Street	Name Unknown	nd			CNS, IS	SJ
260 S 11th Street	Name Unknown	nd			CNS, IS	SJ
270-272 S 11th Street	Name Unknown	nd			CNS, IS	SJ
276 S 11th Street	Name Unknown	nd			CNS, IS	SJ
284 S 11th Street	Name Unknown	nd			CNS, IS	SJ
300 S 11th Street	Name Unknown	nd			CNS, IS	SJ
305 S 11th Street	Knapp House (The Corner House)	1895		3S	CS	HPD, SJ
315 S 11th Street	Name Unknown	1895		5N		HPD
316 S 11th Street	Name Unknown	nd			CNS, IS	SJ
324 S 11th Street	Name Unknown	nd			CNS, IS	SJ
332 S 11th Street	Name Unknown	nd			CNS, IS	SJ
333 S 11th Street	Name Unknown	1900		5N		HPD
335 S 11th Street	Name Unknown	1900		5N		HPD
337 S 11th Street	Name Unknown	1890		5N		HPD

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
342 S 11th Street	Name Unknown	nd			CNS, IS	SJ
345 S 11th Street	Name Unknown	1910		5N	CNS, IS	HPD
348 S 11th Street	Name Unknown	nd			CNS, IS	SJ
360 S 11th Street	Name Unknown	nd			CNS, IS	SJ
363 S 11th Street	Name Unknown	1905		5N		HPD
383 S 11th Street	Name Unknown	1905		5N		HPD
388 S 11th Street	Name Unknown	nd			CNS, IS	SJ
397 S 11th Street	Name Unknown	1915		5N		HPD
403 S 11th Street	Name Unknown	1918		5N		HPD
406 S 11th Street	Name Unknown	1880		4S	CNS, CS	HPD, SJ
411 S 11th Street	Name Unknown	1895		4S	CS	HPD, SJ
421 S 11th Street	Name Unknown	1901		5N		HPD
428 S 11th Street	Name Unknown	nd			CNS, IS	SJ
440 S 11th Street	Name Unknown	nd			CNS, IS	SJ
446 S 11th Street	Name Unknown	nd			CNS, IS	SJ
447 S 11th Street	Name Unknown	1901		5N		HPD
453 S 11th Street	Name Unknown	1901		5N		HPD
469 S 11th Street	Name Unknown	1905		5N		HPD
470 S 11th Street	Name Unknown	nd			CNS, IS	SJ
475 S 11th Street	Name Unknown	1920		5N		HPD
516 S 11th Street	Name Unknown	1925		5S		HPD
14-16 S Almaden Avenue	Hatman/ Normandin Block	1891		7R	SM	HPD, SJ
44 S Almaden Avenue	Berger Building	1936		7R	SM	HPD, SJ
486 S Almaden Avenue	Huber Catering/ Dower Chiropractic	1919		7R	SM	HPD, SJ
494 S Almaden Avenue	Greeninger House	1903		7R	ECR, CCL	HPD, SJ
500-508 S Almaden Avenue	Gerhard House	1911		7R	SM	HPD, SJ
507 S Almaden Avenue	Dittus House	1880		7R	ECR, SM	HPD, SJ
516 S Almaden Avenue	Gerard/ Hill House	1870		7R	SM	HPD, SJ
518 S Almaden Avenue	Name Unknown	1888		7R	SM	HPD, SJ
520 S Almaden Avenue	Name Unknown	1907		7R	SM	HPD, SJ
522 S Almaden Avenue	Name Unknown	1880		7R	SM	HPD, SJ
524 S Almaden Avenue	Name Unknown	1888		7R	ECR, CLS	HPD, SJ
565 S Almaden Avenue	Barre Rental	1888		7R	SM	HPD, SJ
582 S Almaden Avenue	Bein House	1878		7R	SM	HPD, SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
586 S Almaden Avenue	S. Sunseri House	1905		7R	SM	HPD, SJ
589 S Almaden Avenue	B. Lenz House	1882		7R	SM	HPD, SJ
598 S Almaden Avenue	Dr. A. Sunseri House	1926		7R	ECR, SM	HPD, SJ
655 S Almaden Avenue	Roma Bakery	1911	HRI# 82002267	1S	ECR, CCL	HPD, SJ,NWIC
722 S Almaden Avenue	Troy Laundry	1895		1S		HPD
729 S Almaden Avenue	Name Unknown	1870		4S	IS	HPD, SJ
848 S Almaden Avenue	Name Unknown	1880		4S	IS	HPD, SJ
70 S Autumn Street	Name Unknown	nd			IS	SJ
75 S Autumn Street	Name Unknown	nd			IS	SJ
91 S Autumn Street	Victor Buron Residence	nd			IS	SJ
S Market Street	Site of Calif First State Capitol	1849		7L		HPD, CI
33-35 S Market Street	Hotel Metropole	1890			CLS	SJ, E92
34 S Market Street	Goldeens	1925		6		HPD
36 S Market Street	Murphy Bldg	1862		4S		HPD, CI
41 S Market Street	Juzgada Public School Site, California	1797		7		HPD
55 S Market Street	Market-Post Tower	1985		7R	CCL	HPD, SJ
80 S Market Street	St. Joseph's Catholic Church	1877		1S	CLS	HPD, SJ, E92
110 S Market Street	Old Post Office; Civic Art Gallery	1893		1S	SL, CLS	HPD, SJ, CI, E92
302 S Market Street	Hotel Sainte Claire	1926		1S	CLS	HPD, SJ, E92
418 S Market Street	Prindeville Building	1927		7R	ECR, SM	HPD, SJ
493 S Market Street	Penniman & Richards	1925		7R	SM	HPD, SJ
499 S Market Street	Bowden Building	1922		7R	SM	HPD, SJ
505 S Market Street	Eagle Body Manufacturing Company	1921		7R	SM	HPD, SJ
575 S Market Street	Herrmann Building	1891			SM	SJ
577 S Market Street	Rothermal Building	1910			SM	SJ
92-98 S Montgomery Street	Name Unknown	nd			IS	SJ
102 S Montgomery Street	Patty's Inn	nd			IS	SJ
145 S Montgomery Street	Sunlite Bakey company	nd			SM	SJ
150 S Montgomery Street	Harold Hellwig Ironworks	1935			SM	SJ
176 S Morrison Street	Name Unknown	1880		5S	CS	HPD, SJ
204 S Morrison Street	Name Unknown	1910		5S	IS	HPD, SJ
Santa Clara Street	Old YMCA	1913		1D		HPD
Santa Clara Street	Oddfellows Building	1883		1D		HPD
Santa Clara Street	Santa Clara St. Separation, Bridge	1947		6		HPD

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
738 Schiele Avenue	Name Unknown	1925		5S	CS	HPD, SJ
871 Schiele Avenue	Name Unknown	1925		5S	IS	HPD, SJ
899 Schiele Avenue	Name Unknown	1885		3S	CS	HPD, SJ
909 Schiele Avenue	Name Unknown	1875		3S	CS	HPD, SJ
1025 Schiele Avenue	Name Unknown	1885		4S	CS	HPD, SJ
115 Terraine Street	Levi Strauss Factory	1949			SM	SJ
152 Terraine Street	Vogliazzo Rental	1908			IS	SJ
The Alameda	Gates at Hester Park	1904		3S		HPD
The Alameda	Alameda/Hester Pedestrian Subway	1928			SM	SJ
The Alameda	Calpak San Jose Plants	ca.1916	P-43-001300			NWIC
734 The Alameda	Calpak District Manager's Office	1930	P-43-001308			NWIC
807 The Alameda	Name Unknown	nd			CS	SJ
808 The Alameda	Babe's Muffler Service	nd			CLS	SJ
848 The Alameda	Schurra's Candles	1880			CLS	SJ
938 The Alameda	Name Unknown	1910		6Y2		HPD
982-998 The Alameda	The Alameda Apartments	nd			IS	SJ
1062-1068 The Alameda	Auditorium Skating Rink	1927			SM	SJ
1081 The Alameda	Greenlee's Bakery	1929			SM	SJ
1085-1095 The Alameda	Star Grocery	nd			CS	SJ
126 Viola Avenue	Jones House	1909		7R	ECR, SM	HPD, SJ
132 Viola Avenue	Kayser House	1907		7R	SM	HPD, SJ
162 Viola Avenue	James House	1905		7R	SM	HPD, SJ
198 W Julian Street	Name Unknown	nd			IS	SJ
350 W Julian Street	River Street Historic District	1875		7J		HPD
350 W Julian Street #1	Prindiville Store	1871			CLD, CS	SJ
350 W Julian Street #2	Prindiville Residence	1890			CLD, CS	SJ
350 W Julian Street #3	John A. McKeon Residence	1880			CLD, CS	SJ
350 W Julian Street #4	Name Unknown	1880			CLD, CS	SJ
350 W Julian Street #5	Vinessa Residence	1921			CLD, CS	SJ
350 W Julian Street #6	Frank Pozzo Residence	1900			CLD, CS	SJ
350 W Julian Street #7	Outbuilding	1885			CLD, CS	SJ
350 W Julian Street #8	J.A Rudolph Residence	1880			CLD, CS	SJ
350 W Julian Street #9	F. Wissman Residence	1870			CLD, CS	SJ
541 W Julian Street	Name Unknown	nd			IS	SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
551-555 W Julian Street	Name Unknown	nd			IS	SJ
99 W Pleasant Street	Alameda French Bakery	nd		2		HPD
26-34 W Reed Street	Rothermal Rental	1888			SM	SJ
44 W Reed Street	Kottenger/McWhorter House	ca.1887			ECR, SM	SJ
86 W Reed Street	Irvine House	1888			SM	SJ
W San Carlos Street	San Carlos Street Viaduct	1933			SM	SJ
145 W San Carlos Street	Civic Auditorium	1934			CLS	SJ, E92
800 W San Carlos Street	Chiem Lumber	nd			IS	SJ
W San Fernando Street	Los Gatos Creek Bridges	nd			IS	SJ
55 W San Fernando Street	St. Joseph's Church	1876			SL, CLS	SJ
396 W San Fernando Street	Name Unknown	1885		5S	IS	HPD, SJ
416 W San Fernando Street	Residence	1887		2S2	IS	HPD, SJ
454 W San Fernando Street	Name Unknown	nd			IS	SJ
530 W San Fernando Street	Name Unknown	nd			IS	SJ
725 W San Fernando Street	Calpak East and West Warehouses	1945, 54	P-43-001345		SM	SJ, NWIC
804 W San Fernando Street	Union Ice Company- Ice Plant	1928	P-43-001218			NWIC
1048 W San Fernando Street	Name Unknown	1880		4S	CS	HPD, SJ
W Santa Clara Street	Los Gatos Creek Bridge	1923		5S	IS	HPD
W Santa Clara Street	Santa Clara Street RR Overpass	1932			SM	SJ
20 W Santa Clara Street	First National Bank Building	1910		7R	SM	HPD, SJ
34 W Santa Clara Street	James Clayton Building	1910		5S	CLS	HPD, SJ, E92
64-66 W Santa Clara Street	Bank of Italy	1885			SM	SJ
81 W Santa Clara Street	San Jose Building and Loan Assoc	1900		4S	CLS	HPD, SJ, E92
101 W Santa Clara Street	Anglo-Calif National Bank	1942		7R	ECR, CLS	HPD, SJ
141 W Santa Clara Street	Lamolle House	1870		7R	SM	HPD, SJ
151 W Santa Clara Street	Farmer's Union Building	1930		7J	CLS, IS	HPD, SJ, E92
161 W Santa Clara Street	Le Franc Block/ Mason Building	1883		6Y2	CLS, IS	HPD, SJ
177 W Santa Clara Street	Lyndon Building	1884			CLS	SJ, E92
189 W Santa Clara Street	Notre Dame College Building Site	1906				CI
233 W Santa Clara Street	De Anza Hotel	1931		1S	CLS	HPD, SJ, E92
374 W Santa Clara Street	San Jose Water Works Building	nd		2	CLS	HPD, SJ, E92
404 W Santa Clara Street	Florist	nd				SJ
151 W St James Street	Name Unknown	1875		4S	IS	HPD, SJ
183 W St James Street	Site of "City Gardens"—Nursery of	nd		7L	CLS	HPD, SJ, E92

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
338 W St James Street	Manuel Cano House	nd		2		HPD
352 W St James Street	Eugene Parro House	nd		2		HPD
366 W St James Street	Frank Porro House	nd		2		HPD
175 W St John Street	Thomas Fallon House, Manny's Cellar	1854		3	CLS	HPD, SJ, CI, E92
184 W St John Street	Peralta Adobe	1797		3	SL, CLS	HPD, SJ, CI, E92
301 W St John Street	Hotel Torino	nd		2	CLD, CS	HPD, SJ
317 W St John Street	Name Unknown	nd		6Y2		HPD
323 W St John Street	Lencio Beltramo House	nd		2	CCL	HPD, SJ
324 W St John Street	Michael Zoppi House	nd		2	CS	HPD, SJ
325 W St John Street	Name Unknown	nd		2	CS	HPD, SJ
328 W St John Street	Joseph Casalegno House	nd		2	CS	HPD, SJ
331 W St John Street	Name Unknown	nd		2	CS	HPD, SJ
338 W St John Street	Name Unknown	nd		2	CLD, CS	HPD, SJ
339 W St John Street	Name Unknown	nd		2		HPD
340 W St John Street	Hanna Prindiville House	1890		2		HPD
343 W St John Street	Bartolomeo Vanessa House	1921		7J		HPD
347 W St John Street	Name Unknown	nd		2		HPD
350 W St John Street	Prindiville Store	1881		7J		HPD
352 W St John Street	Abraham Franklin House	nd		2		HPD
335 W Virginia Street	Name Unknown	1934		6Y2		HPD
337 W Virginia Street	Name Unknown	1955		6Y2		HPD
339 W Virginia Street	Name Unknown	nd		6Y2		HPD
75 W William Street	Name Unknown	1880			IS	SJ
76 W William Street	Hamil/ Pascoe House	1894		6Y2	IS	HPD, SJ
77 W William Street	Currier House	1907		7R	SM	HPD, SJ
84 W William Street	Barrett House	1907		6Y2	SM	HPD, SJ
98 W William Street	Benjamin House	1889		6Y2	SM	HPD, SJ
102 W William Street	Atkinson House	1912		6Y2	SM	HPD, SJ
108 W William Street	Name Unknown	1912		6Y2		HPD
119 W William Street	Name Unknown	1900		7R	SM	HPD, SJ
120 W William Street	Sedlack Rental	1900		7R	SM	HPD, SJ
124 W William Street	Sedlack Pender House	1890		7R	SM	HPD, SJ
125 W William Street	Campbell House	1893		7R	SM	HPD, SJ
129 W William Street	Dietz Ct./Chargin House	1916		7R	SM	HPD, SJ

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
131 W William Street	Dietz Ct./Miller House	1916		7R	SM	HPD, SJ
133 W William Street	C. Dietz/L. Dietz House	1917		7R	SM	HPD, SJ
135 W William Street	Dietz Ct./C.H. Dietz House	1918		7R	SM	HPD, SJ
136 W William Street	Weber House	1895		7R	SM	HPD, SJ
155 Washington Street	Name Unknown	1912		1D	CLD, CNS	HPD, SJ
159 Washington Street	Name Unknown	1910		1D	CLD, CNS	HPD, SJ
165 Washington Street	Auto Repair	nd			CLD, NCS	SJ
175 Washington Street	Name Unknown	1915		1D	CLD, CNS	HPD, SJ
185 Washington Street	Name Unknown	1912		1D	CLD, CNS	HPD, SJ
187 Washington Street	Name Unknown	1914		1D	CLD, CNS	HPD, SJ
221 Washington Street	Name Unknown	1915		1D	CLD, CNS	HPD, SJ
225 Washington Street	Name Unknown	1885		1D	CLD, CNS	HPD, SJ
230 Washington Street	Name Unknown	1935			CLD, NCS	SJ
232 Washington Street	Name Unknown	1910			CLD, NCS	SJ
235 Washington Street	Name Unknown	1910			CLD, NCS	SJ
241 Washington Street	Name Unknown	1890		1D	CLD, CS	HPD, SJ
249 Washington Street	Name Unknown	1890		1D	CLD, CS	HPD, SJ
252 Washington Street	Name Unknown	1873		1D	CLD, NCS	HPD, SJ
272 Washington Street	Name Unknown	1900		1D	CLD, CS	HPD, SJ
280 Washington Street	Name Unknown	1940			CLD, NCS	SJ
282 Washington Street	Name Unknown	1865		1D	CLD, CS	HPD, SJ
284 Washington Street	Name Unknown	1865		1D	CLD, CS	HPD, SJ
College Park area	Prehistoric archaeological site		P-43-000951			NWIC
College Park area	Prehistoric archaeological site		P-43-000952			NWIC
College Park area	Prehistoric archaeological site		P-43-000953			NWIC
College Park area	Prehistoric archaeological site		P-43-000954			NWIC
College Park area	Prehistoric archaeological site		P-43-000955			NWIC
Downtown	Prehistoric archaeological site		P-43-000141			NWIC
Downtown	Prehistoric archaeological site		CA-SCL-419			NWIC
	Historic archaeological site		CA-SCL-39H			NWIC, E92
	Historic archaeological site		CA-SCL-331H			NWIC, E92
	Historic archaeological site		CA-SCL-363H			NWIC, E92
	Historic archaeological site		CA-SCL-376H			NWIC, E92
	Historic archaeological site		CA-SCL-377H			NWIC, E92

Table F2-2: Cultural Resources within the Project Area

Street Address	Names	Date Construction	Reference Number	NRS	Historic Designation Classifications	Source
	Historic archaeological site		CA-SCL-390H			NWIC, E92
	Historic archaeological site		CA-SCL-392H			NWIC, E92
	Historic archaeological site		CA-SCL-442H			NWIC
	Historic archaeological site		CA-SCL-443H			NWIC, E92
	Historic archaeological site		CA-SCL-461H			NWIC
	Historic archaeological site		CA-SCL-469H			NWIC, E92
	Historic archaeological site		CA-SCL-471H			NWIC
	Historic archaeological site		CA-SCL-475H			NWIC, E92
	Historic archaeological site		CA-SCL-476H			NWIC, E92
	Historic archaeological site		CA-SCL-551H			NWIC, E92
	Historic archaeological site		CA-SCL-563H			NWIC, E92
	Historic archaeological site		CA-SCL-570H			NWIC, E92
	Historic archaeological site		CA-SCL-588H			NWIC, E92
	Historic archaeological site		CA-SCL-672H			NWIC, E92
	Historic archaeological site		CA-SCL-693H			NWIC, E92
	Historic archaeological site		P-43-001452			NWIC
	Historic archaeological site		P-43-001453			NWIC

APPENDIX F.3

CITY OF SAN JOSE, CALIFORNIA, CITY COUNCIL POLICY, PRESERVATION OF HISTORIC LANDMARKS

City of San José, California

CITY COUNCIL POLICY

TITLE	PAGE
PRESERVATION OF HISTORIC LANDMARKS	1 of 2

APPROVED BY
Council Action - Adopted December 8, 1998

PURPOSE/INTENT STATEMENT

Historically and architecturally significant buildings provide an irreplaceable link to the City's past and enrich the present and future with their rich tradition and diversity.

It is the policy of the City of San Jose to strongly encourage preservation and adaptive reuse of designated landmark structures. Proposals to alter such structures must include a thorough and comprehensive evaluation of the historic and architectural significance of the structure and the economic and structural feasibility of preservation and/or adaptive reuse. Every effort should be made to incorporate existing landmark structures into the future plans for their site and the surrounding area.

APPLICABILITY

This policy affects any designated City Landmark structure, Contributing Structure in a City Landmark Historic District, a structure designated on the State of California Register of Historic Places, the National Register of Historic Places, a Contributing Structure in a National Register Historic District, or a structure that qualifies for any of the above, based on the applicable City, State, or National qualification criteria. (hereafter "landmark structure"). This policy does not apply to single-family residential structures.

REQUIREMENTS

1. **Early Public Notification of proposals to alter or demolish a landmark structure.** In order to allow greater public input into decisions affecting historic landmarks, early public notification should be initiated in response to either of the following: 1) receipt by either the City or Redevelopment Agency of a development application for a project proposing to alter the original character of a landmark structure, or 2) prior to action by the City Council or Redevelopment Agency Board of Directors to commit public funding or other assistance to such a project or for acquisition of property containing a landmark structure. Such notification shall be provided to the City Council, Historic Landmarks Commission and representatives of the historic preservation community.

2. **Public Input and City Council Review.** As soon after the public notification as possible, public meetings on the proposed project shall be scheduled, as follows. In the case of a private development project with no City or Redevelopment Agency funding involved, the Historic Landmarks Commission shall hold a public meeting on the proposed project, to receive public comment and provide recommendations regarding information to be included in the analysis of the proposed project. In the case of a project incorporating City or Redevelopment Agency funding or other assistance, or acquisition of property containing a landmark structure, the City Council shall agendize discussion of the project to receive public comment and provide early direction to the appropriate staff that either: 1) the project should continue forward through the appropriate review process, or 2) the Council does not support the proposed project and further staff work shall be discontinued.

3. **Preparation of Complete information regarding Opportunities for Preservation of the Landmark Structure.** The analysis of a proposed project which will alter the original character of a landmark structure shall include complete historic and architectural documentation of the significance of the building, a comprehensive evaluation of the economic and structural feasibility of

preservation and/or adaptive reuse of the structure, and an analysis of potential funding sources for preservation. This information shall be given strong consideration in the decision-making process for a project proposing to alter a landmark structure. Every effort should be made to preserve and incorporate existing landmark structures into the future plans for a site and the surrounding area.

4. **Findings Justifying Alteration or Demolition of a Landmark Structure.** Final decisions to alter or demolish a landmark structure must be accompanied by findings which document that it is not feasible to retain the building or which record the overriding considerations which warrant the loss of the landmark structure.

5. **Financial Resources for Preservation.** The City and Redevelopment Agency should identify funding resources to support and encourage the preservation and adaptive reuse of landmark structures.

APPENDIX G

HAZARDOUS MATERIALS

APPENDIX G
HAZARDOUS MATERIALS

As noted in Section V.J, Hazards, federal, State, regional, and local agencies are involved in the regulation of hazardous materials. A description of agency jurisdiction is summarized below. Because the regulatory framework for hazardous materials developed incrementally over time, some overlap exists in agency jurisdiction and responsibilities listed below. Table G-1 provides a list of reported hazardous materials releases at and adjacent to the Project area.

A. ENVIRONMENTAL PROTECTION AGENCY (USEPA)

The United States Environmental Protection Agency (USEPA) is responsible for enforcement and implementation of federal laws and regulations pertaining to hazardous materials. The federal regulations are primarily codified in Title 40 of the Federal Code of Regulations (40 CFR). The legislation is outlined in the Resource Conservation and Recovery Act of 1976 (RCRA); the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA); and the Superfund Amendments and Reauthorization Act (SARA). These laws and associated regulations include specific requirements for facilities that generate, use, store, treat, and/or dispose of hazardous materials. The USEPA provides oversight and supervision for federal Superfund investigation/remediation projects, evaluates remediation technologies, and develops hazardous materials disposal restrictions and treatment standards.

B. STATE AGENCIES

The roles of five State agencies are described below.

1. Department of Toxic Substances Control (DTSC)

In California, the California EPA (CalEPA), Department of Toxic Substances Control (DTSC) is authorized by the USEPA to enforce and implement federal hazardous materials laws and regulations. Most State hazardous materials regulations are contained in Title 22 of the California Code of Regulations (CCR). DTSC provides cleanup and action levels for subsurface contamination; these levels are equal to or more restrictive than federal levels. DTSC acts as the lead agency for some soil and groundwater cleanup projects, although in San Jose most authority for contaminated sites has been ceded to local agencies. DTSC has also developed land disposal restrictions and treatment standards for hazardous waste disposal in California.

2. Air Resources Board (ARB)

The California Toxic "Hot Spots" Information and Assessment Act of 1987 requires that industry provide information to the public on emissions of toxic air contaminants and their impact on public health. The Act requires that the ARB and local air quality districts inventory sources of over 200 toxic air contaminants, identify high priority emission sources, and prepare a health risk assessment

for each of these priority sources. Industry-wide health risk assessments are in the process of being prepared for three common priority sources: auto body shops, dry cleaners, and gasoline service stations.

3. State Water Resources Control Board (SWRCB)

The SWRCB issues regulations on how to implement Underground Storage Tank (UST) programs. It also allocates monies to eligible parties who request reimbursement of funds to clean up soil and groundwater pollution from UST leaks.

4. California Department of Fish and Game

This agency responds to surface water pollution incidents on waters of the State.

5. California Office Of Emergency Services (OES)

The OES State Warning Point compiles statistics on hazardous materials spills and releases, and acts as the Governor's 911 Dispatch Center, dispatching other regional, State, and federal agencies to the scene, if necessary, for spills and releases. The State Warning Point, under federal SARA Title III requirements must be notified as soon as possible after a spill or release.

C. REGIONAL AGENCIES

Two regional agencies oversee hazardous materials and are described below.

1. Regional Water Quality Control Board (RWQCB)

The City of San Jose is located within the jurisdiction of the San Francisco Bay RWQCB. The RWQCB is authorized by the Porter-Cologne Water Quality Act of 1969 to protect the waters of the State. Although the Santa Clara Valley Water District oversees most groundwater contamination cases in the City, the RWQCB can act as lead agency to provide oversight for sites where the quality of groundwater or surface waters are threatened and can approve site closure. The RWQCB also responds if, in an emergency, surface and groundwater is impacted.

2. Bay Area Air Quality Management District (BAAQMD)

The BAAQMD is the regional enforcement agency for ARB regulations. This regional agency regulates point source air pollutants, including businesses such as metal platers and auto body shops, as well as mobile sources (e.g., automobiles). BAAQMD staff also respond to odor and asbestos complaints from City staff or the general public.

D. LOCAL AGENCIES

Four local agencies play a role in planning for and regulating hazardous materials.

1. Santa Clara County Department Of Environmental Health (SCCDEH)

As a CUPA, the Hazardous Materials Compliance Division of SCCDEH is responsible for enforcing most of the hazardous materials regulations within the City of San Jose. Through its Site

Remediation Program, SCCDEH also acts as an oversight agency for remediation of some sites, typically where contaminants have affected soil only, and not migrated to groundwater.

2. San Jose Fire Department (SJFD)

The SJFD is a Participating Agency under the CUPA program and administers several hazardous material programs within the City of San Jose under a written agreement with the SCCDEH. The SJFD also acts as first responder to hazardous materials incidents within the City.

3. Santa Clara Valley Water District (SCVWD)

The SCVWD is a flood control and water district empowered to manage and protect groundwater resources within Santa Clara County. The SCVWD, through its Leaking Underground Storage Tank Oversight Program, provides regulatory oversight of Leaking Underground Storage Tank (LUST) sites throughout the county.

4. City of San Jose Environmental Services Department

The City Environmental Services Department does not administer any hazardous material programs, but does serve as a source of information to City residents and businesses regarding several hazardous materials topics, such as household hazardous materials and water pollution prevention.

Table G-1: Reported Hazardous Material Releases At and Adjacent to Potential Greater Downtown Development Areas

Area or Plan Development	General Location	Hazmat Site	List	Status
PLAZA DE CESAR CHAVEZ				
A-1 Enlarge Plaza de Cesar Chavez	Bordered by San Fernando St, Almaden Blvd., Market St. San Carlos St.	None Identified		
A-2 Development surrounding the Plaza	Surrounding the Plaza	Greyhound Lines 70 Almaden	LUST	Release of gasoline reported in 1990. Case closed
		Diocese of San Jose 80 S. Market St	LUST	Release of petroleum reported in 1989. Case closed
		90 S. Market St	CHMIRS	Release of flammable liquid reported in 1991.
		Forest City Development 101 San Fernando	LUST	Release of gasoline reported in 1998. Active case.
		Chevron 222 W. San Carlos	LUST	Release of gasoline reported in 1985. Case closed
A-3 Complete Tech Museum expansion	South of Park Street	None identified		
A-4 San Antonio Block 8- NW Corner of San Carlos and 1st Street	NW corner of San Carlos and South 1st Streets	Shell 270 W. San Carlos	LUST	Release of gasoline reported in 1994. Case closed.
		River Park/Lincoln Properties 333 W. San Carlos	LUST	Release of solvents reported in 1994. Active case.
		Dohrman Building 325 S. 1st St	LUST	Release of petroleum reported in 1995. Case closed.
		Fox California Theater 345 S. 1st St	LUST	Release of petroleum reported in 2001. Case closed.
		Valley Title Co. 300 S. 1st St	SLIC	Inactive case.
A-5 San Antonio Block 8- SE Quadrant of Market Street and San Antonio	SE Quadrant of Market Street and Paseo de San Antonio	None identified		
A-6 Park Center Plaza	NW corner of Market Street and Park Avenue	None identified		
ST. JAMES PARK				
B-1 Relocation of existing senior center and reuse of site	The existing center is at the NE corner of the park	First Unitarian Church 160 N. 3rd St	LUST	Release of petroleum reported in 2000. Case closed.
B-2 Development surrounding St. James Park	Surrounding Park	First Unitarian Church160 N. 3rd St	LUST	Release of petroleum reported in 2000. Case closed.

Table G-1 *continued*

Area or Plan Development	General Location	Hazmat Site	List	Status
		Bank of Trade Building 100 E. Santa Clara	LUST	Release of diesel reported in 1989. Case closed.
		Century City Parking Lot 15 S. Third St	SLIC	Active case.
		Thomas Fallon House 175 W. Saint John	LUST	Release of petroleum reported in 1994. Case closed.
		US Postal Service 101 N. 1st St.	LUST	Release of diesel reported in 1989. Case closed.
B-3 North St. James Park Site	NW corner of North Second and St James Streets	None identified		
B-4 Mixed Use project	SE quadrant of North 2nd and St John Streets	First Unitarian Church 160 N. 3rd St	LUST	Release of petroleum reported in 2000. Case closed.
B-5 Julian Street realignment	Julian Street between SR 87 and North First Street	Lorentz and Sons 201 W. Julian St	CERCLIS	Preliminary assessment performed in 1988. No further action proposed.
		Brandenburg Properties 185 W. Julian St.	LUST	Release of oil reported in 2000. Case closed.
		Brandenburg Properties 160 W. Julian St.	LUST	Release of gasoline reported in 2001. Case closed.
		Brandenburg-Butters 330 Terraine St	LUST	Release of oil reported in 2000. Case closed
		Brandenburg Properties 153 W. Julian St.	CERCLIS; SLIC	Release of solvents reported. Active case.
		Brandenburg Properties 345 N. San Pedro	LUST	Release of oil reported in 2001. Case closed.
		FMC 333 W. Julian	CERCLIS; SLIC; LUST	Former military factory. Active SLIC case. Release of solvents reported in 1991. Active LUST case.
1ST & 2ND STREETS				
C-1 San Antonio Block 2	SW Corner of San Fernando and South 2nd Streets	Klesitz Property 101 Monterey Highway	LUST	Release of gasoline reported in 1985. Case closed.
C-2 Fountain Alley	West side of South 2nd Street approximately 200 feet south of Santa Clara Streets	None identified		
C-3 2nd and Santa Clara lot	West Side of south 2nd Street, 200 feet south of Santa Clara Street	None identified		

Table G-1 *continued*

Area or Plan Development	General Location	Hazmat Site	List	Status
C-4 Woolworth Building	27 South First Street	None identified		
C-5 Repertory Plaza	1st Street	Klesitz Property 101 Monterey Highway	LUST	Release of gasoline reported in 1985. Case closed.
		Valley Title Co. 300 S. 1st St	SLIC	Inactive case.
SANTA CLARA STREET				
D-1 Develop a new paseo though the improvement of Post Street and Lightstone Alley	Post Street between Market Street and South First Street	None identified		
D-2 160 W. Santa Clara	SW corner of Santa Clara and San Pedro Streets	None identified		
D-3 180 W. Santa Clara	SE corner of Santa Clara and Notre Dame Streets	None identified		
D-4 Mitchell Block	Block bounded by Santa Clara, Market, St. John and North 1st Streets	S&W Land Company 448-454 Santa Clara St.	LUST	Former LUST site.
		Thomas Fallon House 175 W. Saint John	LUST	Release of petroleum reported in 1994. Case closed.
		US Postal Service 101 N. 1st St.	LUST	Release of diesel reported in 1989. Case closed.
D-5 Hotel	SE quadrant of Santa Clara Street and SR 87	City of San Jose 320 Harron St	LUST	Release of mineral spirits reported in 1987. Case closed.
		City of San Jose 333 W. Santa Clara	LUST	Release of gasoline reported in 1993. Active case.
		SCVWD Property 361 W. Santa Clara	LUST	Release of waste oil reported in 1993. Active case.
D-6 1 South Market	SW corner of Market and Santa Clara Streets	Diocese of San Jose 80 S. Market St	LUST	Release of petroleum reported in 1989. Case closed
		90 S. Market St	CHMIRS	Release of flammable liquid reported in 1991.
D-7 Second and Santa Clara	West side of south 2nd between Santa Clara and San Fernando	None identified		
SAN PEDRO SQUARE				

Table G-1 *continued*

Area or Plan Development	General Location	Hazmat Site	List	Status
E-1 Redevelopment of parking lot with Housing over Retail	San Pedro Street between Santa Clara and St John streets	None identified		
E-2 Develop a new plaza	on the west side of San Pedro street, between Santa Clara and St John Streets,	None identified		
E-3 Develop a new green in front of the Fallon House	North of San Pedro Square	None identified		
E-4 Parking Garage	West of Almaden Boulevard and north of Santa Clara St.	City of San Jose 333 W. Santa Clara	LUST	Release of gasoline reported in 1993. Active case.
		SCVWD Property 361 W. Santa Clara	LUST	Release of waste oil reported in 1993. Active case.
SAN FERNANDO STREET				
F-1 San Antonio Block 3	SW corner of San Fernando and South 3rd Streets	Paseo Villas 130 E. San Fernando	LUST	Release of gasoline reported in 1998. Active case.
		San Jose Gas Light Co 136 S. 3rd St	Coal Gas	Former coal gasification plant.
F-2 Mixed-use Project	North of San Fernando and west of San Pedro	None identified		
SOFA DISTRICT AND CONVENTION CENTER				
G-1 I-280 3h to 7th Street ramps	North side of I-280 between 3rd street and 10th Street	San Jose Commercial Property 130 Margaret Street	LUST	Release of petroleum reported in 1993. Case closed.
G-2 Completion of the Convention Center Expansion	South of the existing Convention Center	Corotto Company 477 S. Market St.	LUST	Release of gasoline reported in 1990. Active case.
G-3 Dimensions Site	West side of Market St. north of San Salvador	None identified		
G-4 Valley Title B part of Block 8	South of San Carlos between 1st and 2nd	Fox California Theater 345 S. 1st St	LUST	Release of petroleum reported in 2001. Case closed.
		Dohrman Building 325 S. 1st St	LUST	Release of petroleum reported in 1995. Case closed.
		Valley Title Co. 300 S. 1st St	SLIC	Inactive case.
		River Park/Lincoln Properties 333 W. San Carlos	LUST	Release of solvents reported in 1994. Active case.

Table G-1 *continued*

Area or Plan Development	General Location	Hazmat Site	List	Status
G-5 San Carlos Street	between South 2nd and South 3rd Street	River Park/Lincoln Properties 333 W. San Carlos	LUST	Release of solvents reported in 1994. Active case.
G-6 Reed and Market Block	at the NW corner of Market and Reed Streets	None identified		
G-7 Balbach and Market Streets	NW corner	None identified		
G-8 Parque de los Pobladores	Confluence of Market and 1st Streets	Firestone Building 599 S. 1st St	LUST	Release of gasoline reported in 1989. Case closed.
		Former Texaco Station 598 S. 1st St	LUST	Release of gasoline reported in 1993. Active case.
		Corotto Company 477 S. Market St.	LUST	Release of gasoline reported in 1990. Active case.
CIVIC CENTER				
H-1 North Santa Clara Development Site	North side of Santa Clara Street between 4th and 6th streets	Chevron 147 E. Santa Clara	LUST	Release of gasoline reported in 1993. Active case.
		Downtown Auto Express 154 E. Santa Clara	LUST	Release of gasoline reported in 1987. Case closed.
		Deluxe Cleaners 224 E. Santa Clara	SLIC	Active site
		Deluxe Cleaners 250 E. Santa Clara	LUST	Release of solvents reported in 1992. Active case.
H-2 Albertsons site	South side of Santa Clara St. between 6th and 7th streets	Deluxe Cleaners 224 E. Santa Clara	SLIC	Active site
		Deluxe Cleaners 250 E. Santa Clara	LUST	Release of solvents reported in 1992. Active case.
H-3 High rise site	NW corner of Santa Clara and 4th Street	Chevron 147 E. Santa Clara	LUST	Release of gasoline reported in 1993. Active case.
		Downtown Auto Express 154 E. Santa Clara	LUST	Release of gasoline reported in 1987. Case closed.
H-4 New Parking garage	Mid-block between Santa Clara and St. James steets and 4th and 5th Streets	Chevron 147 E. Santa Clara	LUST	Release of gasoline reported in 1993. Active case.
		Downtown Auto Express 154 E. Santa Clara	LUST	Release of gasoline reported in 1987. Case closed.

Table G-1 *continued*

Area or Plan Development	General Location	Hazmat Site	List	Status
		Deluxe Cleaners 224 E. Santa Clara	SLIC	Active site
		Deluxe Cleaners 250 E. Santa Clara	LUST	Release of solvents reported in 1992. Active case.
		Richardsons Auto Service 247 E Saint John	LUST	Release of gasoline reported in 1985. Active case
SAN CARLOS				
I-1 Demolish old Library	Southside of San Carlos St. between Market St. and Almaden Blvd.	None identified		
I-2 Move Federal Building	Northside of San Carlos St. between First and Second Streets	Fox California Theater 345 S. 1st St	LUST	Release of petroleum reported in 2001. Case closed.
		Dohrman Building 325 S. 1st St	LUST	Release of petroleum reported in 1995. Case closed.
		Valley Title Co. 300 S. 1st St	SLIC	Inactive case.
		River Park/Lincoln Properties 333 W. San Carlos	LUST	Release of solvents reported in 1994. Active case.
ALMADEN BOULEVARD				
J-1 Sobrato Residential Development	SE Corner of Almaden and Balbach	None identified		
J-2 Housing on Balbach Street	South side of Balbach between Market Street and Almaden Blvd	Corotto Company 477 S. Market St.	LUST	Release of gasoline reported in 1990. Active case.
J-3 Mixed Use on South Market	South Market between Balbach and I-280	Firestone Building 599 S. 1st St	LUST	Release of gasoline reported in 1989. Case closed.
		Former Texaco Station 598 S. 1st St	LUST	Release of gasoline reported in 1993. Active case.
		Corotto Company 477 S. Market St.	LUST	Release of gasoline reported in 1990. Active case.
J-4 200 Park Ave	SW corner of Almaden and Park Ave	None identified		
J-5 Adobe Phase IV	SW corner of San Fernando Street and Almaden Blvd.	355 W. San Fernando St	CHMIRS	Release of 100 gallons of gasoline to the ground reported in 1989.

Table G-1 *continued*

Area or Plan Development	General Location	Hazmat Site	List	Status
DIRIDON ARENA AREA				
K-1 Complete Guadalupe River Park	Between St. John and Julian Street	SCV Paramedics 58 Autumn St	LUST	Release of mineral spirits reported in 1989. Case closed.
K-2 Expand Guadalupe River Park	Adjacent to the new Diridon station area	San Jose Arena Ritchey Parcel 60 Montgomery St	LUST	Release of gasoline reported in 1997. Case closed.
		San Jose Arena Holeman Parcel 443 W. Santa Clara	LUST	Release of mineral spirits reported in 1989. Case closed.
		San Jose Arena Block 5A 522 W. Santa Clara	LUST	Release of gasoline reported in 1988. Active case.
K-3 Parking Structure	West of Arena	Pacific Gas and Electric 514-538 W. St. John	Coal Gas	Former coal gasification plant.
		Mandana Tile 517 W. St. John	LUST	Release of gasoline reported in 1996. Case closed.
		San Jose Foundary 525 W. St. John	LUST	Release of gasoline reported in 1987. Active case.
NORTH GATEWAY				
L-1 Taylor and Coleman site	Corner of Taylor and Coleman	Adolph Gutierrez 455 Coleman Road	LUST	Release of petroleum reported in 1995. Case closed.
		Southern Pacific Co. 483 Coleman Road	LUST	Release of waste oil reported in 1995. Case closed.
		Chevron 702 Coleman Road	LUST	Release of gasoline reported in 1988. Active case.
		Maida Specialty Company 715 Coleman Avenue	LUST	Release of gasoline reported in 1988. Active case.
L-2 Autumn Street realignment and extension	Between St John Street and Coleman Avenue	Pacific Gas and Electric 514-538 W. St. John	Coal Gas	Former coal gasification plant.
		Mandana Tile 517 W. St. John	LUST	Release of gasoline reported in 1996. Case closed.
		San Jose Foundary 525 W. St. John	LUST	Release of gasoline reported in 1987. Active case.
		Milligan News Company 150 N. Autumn		Release of gasoline reported in 1989. Case closed.
L-3 Coleman Road Widening	Coleman from the 87 to Taylor	Adolph Gutierrez 455 Coleman Road	LUST	Release of petroleum reported in 1995. Case closed.

Table G-1 *continued*

Area or Plan Development	General Location	Hazmat Site	List	Status
		Southern Pacific Co. 483 Coleman Road	LUST	Release of waste oil reported in 1995. Case closed.
		Chevron 702 Coleman Road	LUST	Release of gasoline reported in 1988. Active case.
		Maida Specialty Company 715 Coleman Avenue	LUST	Release of gasoline reported in 1988. Active case.
L-4 Brandenburg site	NE Corner of Julian and Hwy 87	Lorentz and Sons 201 W. Julian St	CERCLIS	Preliminary assessment performed in 1988. No further action proposed.
		Brandenburg Properties 185 W. Julian St.	LUST	Release of oil reported in 2000. Case closed.
		Brandenburg Properties 160 W. Julian St.	LUST	Release of gasoline reported in 2001. Case closed.
		Brandenburg-Butters 330 Terraine St	LUST	Release of oil reported in 2000. Case closed
		Brandenburg Properties 153 W. Julian St.	CERCLIS; SLIC	Release of solvents reported. Active case.
		Brandenburg Properties 345 N. San Pedro	LUST	Release of oil reported in 2001. Case closed.
L-5 Interim Parking	East of Autumn Street and north of Julian Street	SCV Paramedics 58 Autumn St	LUST	Release of mineral spirits reported in 1989. Case closed.
		Milligan News Company 150 N. Autumn	LUST	Release of gasoline reported in 1989. Case closed.
L-6 Parking	DK to do B not on map			

Notes: CERCLIS = US EPA list of known and suspected hazardous material sites
CHMIRS = California Hazardous Materials Incident Reporting System
Coal Gas = EDR list of former coal gasification plants.
LUST = RWQCB list of leaking underground storage tanks.
SLIC = RWQCB list of non-UST Spills, Leaks, Investigations, and Cleanups

Source: EDR, 2003, San Jose Strategy 2000 Project, environmental database report, July 28.

APPENDIX H

GUADALUPE RIVER PARK ACQUISITION/DEDICATION PARCELS


JULIAN ST
W. ST JOHN ST

APPENDIX I

GLOSSARY

Access/Egress. The ability to enter a site from a roadway and exit a site onto a roadway by motorized vehicle.

Adaptive Reuse. The conversion of obsolescent or historic buildings from their original or most recent use to a new use. For example, the conversion of former hospital or school buildings to residential use, or the conversion of an historic single-family home to office use.

Alley. A narrow service way, either public or private, which provides a permanently reserved but secondary means of public access not intended for general traffic circulation. Alleys typically are located along rear property lines.

Alluvial. Soils deposited by stream action.

Alquist-Priolo Special Studies Zone Act, Earthquake Fault Zone. A state designated seismic hazard zone along traces of potentially and recently active faults, in which specialized geologic investigations must be prepared prior to approval of certain types of new development.

Ambient. Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Approach Zone. The air space at each end of a landing strip that defines the glide path or approach path of an aircraft and that should be free from obstruction.

Aquifer. An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Archaeological. Relating to the material remains of past human life, culture, or activities.

Arterial. Medium-speed, medium-capacity (16,000 to 50,000 average daily trips) roadway that provides intra-community travel and access to the county-wide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common.

Attainment. Compliance with State and federal ambient air quality standards within an air basin.

Bikeways. A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Biotic Community. A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

Blight. A condition of a site, structure, or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility. The Community Redevelopment Law (Health and Safety Code, Sections 33031 and 33032) contains a definition of blight used to determine eligibility of proposed redevelopment project areas.

Bond. An interest-bearing promise to pay a stipulated sum of money, with the principal amount due on a specific date. Funds raised through the sale of bonds can be used for various public purposes.

Brownfield. An area with abandoned, idle, or under-used industrial and commercial facilities where expansion, redevelopment, or reuse is complicated by real or perceived environmental contamination.

Buffer Zone. An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.

Building Height. The vertical distance from the average contact ground level of a building to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the mean height level between eaves and ridge for a gable, hip, or gambrel roof. The exact definition varies by community. For example, in some communities building height is measured to the highest point of the roof, not including elevator and cooling towers.

Caltrans. California Department of Transportation.

Capital Improvements Program (CIP). A program, administered by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

Carbon Dioxide. A colorless, odorless, non-poisonous gas that is a normal part of the atmosphere.

Carbon Monoxide. A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.

Census. The official decennial enumeration of the population conducted by the federal government.

Channelization. (1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes lining of stream banks with a retaining material such as concrete. (2) At the intersection of roadways, the directional separation of traffic lanes through the use of curbs or raised islands that limit the paths that vehicles may take through the intersection.

Cogeneration. The harnessing of heat energy, that normally would be wasted, to generate electricity--usually through the burning of waste.

Collector. Relatively-low-speed, relatively-low-volume (4,000 to 16,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Commercial. A land use classification that permits facilities for the buying and selling of commodities and services.

Community Noise Equivalent Level (CNEL). A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

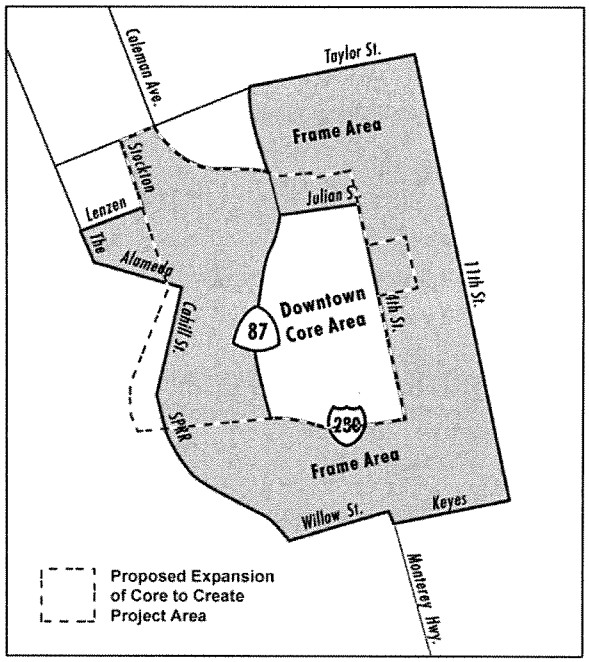
Commute-shed. The area from which people do or might commute from their homes to a specific workplace destination, given specific assumptions about maximum travel time or distance.

Condominium. A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units.

Congregate Care. Apartment housing, usually for seniors, in a group setting that includes independent living and sleeping accommodations in conjunction with shared dining and recreational facilities.

Convenience Goods. Retail items generally necessary or desirable for everyday living, usually purchased at a convenient nearby location. Because these goods cost relatively little compared to income, they are often purchased without comparison shopping.

Core Area. Area of Downtown San Jose subject to special policies due to its location at the heart of the Downtown. For example, intersections in the Core Area are exempt from providing mitigation for the City's traffic level of service (LOS) standards. (See graphic for Downtown Core Area, Expanded Core Area, and Frame Area. See glossary entries for Expanded Core Area and Frame Area as well.) .



Covenants, Conditions, and Restrictions (CC&Rs). A term used to describe restrictive limitations that may be placed on property and its use, and which usually are made a condition of holding title or lease.

Cul-de-sac. A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end..

Cumulative Impact. As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time..

dB. Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA. The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense..

Dedication. The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county.

Density, Residential. The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre.

Density Bonus. The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20 percent of its units for lower income households, or 10 percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus.

Density, Employment. A measure of the number of employed persons per specific area (for example, employees/acre).

Developable Acres, Net. The portion of a site that can be used for density calculations. Some communities calculate density based on gross acreage. Public or private road rights-of-way are not included in the net developable acreage of a site.

Developable Land. Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Developer. An individual who or business that prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development Agreement. A legislatively-approved contract between a jurisdiction and a person having legal or equitable interest in real property within the jurisdiction (California Government Code Section 5865 *et seq.*) that "freezes" certain rules, regulations, and policies applicable to development of a property for a specified period of time, usually in exchange for certain concessions by the owner.

Downtown Core Area. See Core Area.

Duplex. A detached building under single ownership that is designed for occupation as the residence of two families living independently of each other..

Dwelling Unit. A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), which constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Easement. Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Easement, Conservation. A tool for acquiring open space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land), or they may be restrictive rights (limiting the uses to which the land owner may devote the land in the future.)

Eminent Domain. The right of a public entity to acquire private property for public use by condemnation, and the payment of just compensation.

Emission Standard. The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Endangered Species. A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Erosion. (1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of earth.

Exaction. A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Expanded Core Area. Expanded area proposed in *Strategy 2000* for application of all City policies that currently apply within the Core Area including the LOS policy exemption.

Expansive Soils. Soils that swell when they absorb water and shrink as they dry.

Fault. A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Finding(s). The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agents and bodies to justify action taken by the entity.

Flag Lot. A lot that is located behind another lot or lots, has street access only via a long driveway corridor, and does not have a standard street frontage.

Flood, 100-Year. The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Flood Insurance Rate Map (FIRM). For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Flood Plain. The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Floor Area, Gross. The sum of the horizontal areas of the several floors of a building measured from the exterior face of exterior walls, or from the centerline of a wall separating two buildings, but not including any space where the floor-to-ceiling height is less than six feet. Some cities exclude specific kinds of space (*e.g.*, elevator shafts, parking decks) from the calculation of gross floor area.

Floor Area Ratio (FAR). The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 sq. ft. of floor area; an FAR of 2.0 would allow 20,000 sq. ft.; and an FAR of 0.5 would allow only 5,000 sq. ft. Also commonly used in zoning, FARs typically are applied on a parcel- by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

Footprint; Building Footprint. The outline of a building at all of those points where it meets the ground.

Frame Area. Area of Downtown San Jose subject to special policies due to its location surrounding the heart of the Downtown.

Friction Factor. Constraint applied in a traffic model to introduce an approximation of conditions that exist on streets in a city or county. These conditions reduce the speed of traffic and the desirability of specific links in the network upon which the traffic model distributes trips. Examples are frequency of low-speed curves, frequency of driveways, narrowness of lanes, and lack of turning lanes at intersections.

Gateways. Corridors providing access to and from Downtown San Jose. Under the City's current intersection Level of Service Policy, development projects would be required to construct vehicular improvements for many of the intersections on the Gateway Corridors including the couplets. The addition of the "gateway" designation allows these intersections to be absolved from having to meet the LOS D criterion; it would extend the Downtown Core exemption to those corridors. The intent is to protect the intersections and maintain the findings of the Downtown Circulation and Access Study. Any future impacts along Gateway intersections, for projects outside the downtown, would fund livability improvements instead of automobile mitigation per the new Transportation policy.

Greater Downtown. A general term used in this EIR to refer to the area that includes the present Core Area, the Expanded Core Area, and the Frame Area. See Core Area. .

Greenfield. Farmland and open areas where there has been no prior industrial or commercial activity, and therefore where the threat of contamination is much lower than in urbanized areas..

Groundwater. Water under the earth's surface, often confined to aquifers capable of supplying wells and springs..

Groundwater Recharge. The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage ("aquifers")..

Hazardous Material. Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes..

High Occupancy Vehicle (HOV). Any vehicle other than a driver-only automobile (*e.g.*, a vanpool, a bus, or two or more persons to a car).

Historic; Historical. An historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Preservation. The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

Home Occupation. A commercial activity conducted solely by the occupants of a particular dwelling unit in a manner incidental to residential occupancy.

Homeless. Persons and families who lack a fixed, regular, and adequate nighttime residence. Includes those staying in temporary or emergency shelters or who are accommodated with friends or others with the understanding that shelter is being provided as a last resort. California Housing Element law, Section 65583(c)(1) requires all cities and counties to address the housing needs of the homeless.

Hotel. A facility in which guest rooms or suites are offered to the general public for lodging with or without meals and for compensation, and where no provision is made for cooking in any individual guest room or suite.

Household. All those persons--related or unrelated--who occupy a single housing unit.

Householder. The head of a household.

Housing Unit. The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State

law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost.

Hydrocarbons. A family of compounds containing carbon and hydrogen in various combinations. They are emitted into the atmosphere from manufacturing, storage and handling, or combustion of petroleum products and through natural processes. Certain hydrocarbons interact with nitrogen oxides in the presence of intense sunlight to form photochemical air pollution.

Impervious Surface. Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Incineration. The burning of refuse at high temperatures to reduce the volume of waste.

Infill Development. Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

Infrastructure. Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

Intensity, Building. For residential uses, the actual number or the allowable range of dwelling units per net or gross acre. For non-residential uses, the actual or the maximum permitted floor area ratios (FARs).

Intermittent Stream. A stream that normally flows for at least thirty (30) days after the last major rain of the season and is dry a large part of the year.

Landslide. A general term for a falling mass of soil or rocks.

L*dn*. Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

Leapfrog Development. New development separated from existing development by substantial vacant land.

L*eq*. The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The L*eq* is a "dosage" type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.

Liquefaction. The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

Live-work Quarters. Buildings or spaces within buildings that are used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary use as a place of work.

Local Agency Formation Commission (LAFCo). A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. The five LAFCo members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCos include two representatives of special districts.

Manufactured Housing. Residential structures that are constructed entirely in the factory, and that since June 15, 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of the U.S. Department of Housing and Urban Development (HUD).

Mean Sea Level. The average altitude of the sea surface for all tidal stages.

Median Strip. The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Mercalli Intensity Scale. A subjective measure of the observed effects (human reactions, structural damage, geologic effects) of an earthquake. Expressed in Roman numerals from I to XII.

Mixed-use. Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Mobile Home. A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and that (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park.

National Ambient Air Quality Standards. The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Environmental Policy Act (NEPA). An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

National Flood Insurance Program. A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Register of Historic Places. The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Nitrogen Oxide(s). A reddish brown gas that is a byproduct of combustion and ozone formation processes. Often referred to as NOX, this gas gives smog its "dirty air" appearance.

Noise. Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation. Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour. A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Non-attainment. The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality.

Office Use. The use of land by general business offices, medical and professional offices, administrative or headquarters offices for large wholesaling or manufacturing operations, and research and development.

Ordinance. A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Ozone. A tri-atomic form of oxygen (O3) created naturally in the upper atmosphere by a photochemical reaction with solar ultraviolet radiation. In the lower atmosphere, ozone is a recognized air pollutant that is not emitted directly into the environment, but is formed by complex chemical reactions between oxides of nitrogen and reactive organic compounds in the presence of sunlight, and becomes a major agent in the formation of smog.

Para-transit. Refers to transportation services and that operate vehicles, such as buses, jitneys, taxis, and vans for senior citizens, and/or mobility- impaired.

Parking, Shared. A public or private parking area used jointly by two or more uses.

Parking Ratio. The number of parking spaces provided per 1,000 square of floor area, *e.g.*, 2:1 or "two per thousand."

Peak Hour/Peak Period. For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where "F" Levels of Service are encountered, the "peak hour" may stretch into a "peak period" of several hours' duration. The City analyzes both the AM and PM peak.

Performance Standards. Zoning regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Planning and Research, Governor's Office of (OPR). A division of the Governor's Office responsible for coordinating state, regional, and local planning in California, including publishing guidelines for the preparation and content of city and county general plans.

Prime Agricultural Land. (1) Land used actively in the production of food, fiber, or livestock. (2) All land which qualifies for rating as Class I or Class II in the Soil Conservation Service land use compatibility classifications. (3) Land which qualifies for rating 80 through 100 in the Storie Index Rating.

Pro Rata. Refers to the proportionate distribution of the cost of something to something else or to some group, such as the cost of infrastructure improvements associated with new development apportioned to the users of the infrastructure on the basis of projected use.

Rare or Endangered Species. A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

Reclamation. The reuse of resources, usually those present in solid wastes or sewage..

Residential. Land designated in the City or County General Plan and zoning ordinance for buildings consisting only of dwelling units. May be improved, vacant, or unimproved..

Residential Care Facility. A facility that provides 24-hour care and supervision to its residents.

Rezoning. An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Richter Scale. A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.

Rideshare. A travel mode other than driving alone, such as buses, rail transit, carpools, and vanpools.

Ridgeline. A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.

Right-of-way. A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Riparian Lands. Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.

Runoff. That portion of rain or snow that does not percolate into the ground and is discharged into streams instead.

Sanitary Landfill. The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth and other containment material.

Sanitary Sewer. A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leech fields (that hold refuse liquids and waste matter on-site).

Second Unit. A Self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. Sometimes called "Granny Flat."

Seiche. An earthquake-generated wave in an enclosed body of water such as a lake, reservoir, or bay.

Seismic. Caused by or subject to earthquakes or earth vibrations.

Septic System. A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available.

Setback. The horizontal distance between the property line and any structure.

Signal Preemption. A system used by emergency vehicles, public transit vehicles and/or trains to change signal phasing from red to green assigning immediate right-of-way for a specific purpose.

Siltation. (1) The accumulating deposition of eroded material. (2) The gradual filling in of streams and other bodies of water with sand, silt, and clay.

Single Room Occupancy (SRO). A single room, typically 80-250 square feet, with a sink and closet, but that requires the occupant to share a communal bathroom, shower, and kitchen.

Soil. The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

Solid Waste. Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Specific Plan. A legal tool authorized by Article 8 of the Government Code (Section 65450 *et seq.*) for the systematic implementation of the general plan for a defined portion of a community's planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for the conservation, development, and use of natural resources, and a program of implementation measures, including financing measures.

Sphere of Influence. The probable physical boundaries and service area of a local agency, as determined by the Local Agency Formation Commission (LAFCO) of the County.

State Clearinghouse. A division of the Governor's Office of Planning and Research responsible for coordinating review of environmental documents and federal grant applications by State agencies.

Storie Index. A numerical system (0þ100) rating the degree to which a particular soil can grow plants or produce crops, based on four factors: soil profile, surface texture, slope, and soil limitations.

Storm Runoff. Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water.

Street Furniture. Those features associated with a street that are intended to enhance that street's physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, newspaper racks.

Subdivision. The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.

Subdivision Map Act. Division 2 (Sections 66410 *et seq*) of the California Government code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps.

Subsidence. The gradual settling or sinking of an area with little or no horizontal motion.

Taking. A real estate term traditionally used to mean acquisition by eminent domain but broadened by the U.S. Supreme Court to mean any government action that denies economically viable use of property. More recent federal and state legislative proposals would consider any government program causing a "substantial" reduction in property values to be a taking.

Tax Increment. Additional tax revenues that result from increases in property values within are development area. State law permits the tax increment to be earmarked for redevelopment purposes but requires at least 20 percent to be used to increase and improve the community's supply of very low-and low-income housing.

Telecommuting. An arrangement in which a worker is at home or in a location other than the primary place of work, and communicates with the workplace and conducts work via wireless or telephone lines, using modems, fax machines, or other electronic devices in conjunction with computers.

Tourism. The business of providing services for persons traveling for pleasure, tourism contributes to the vitality of the community by providing revenue to local business. Tourism can be measured through changes in the transient occupancy tax, or restaurant sales.

Transit-oriented Development (TOD). A mixed-use community within an average 2,000-foot walking distance of a transit stop and core commercial area. TODs mix residential, retail, office, and public uses in a walkable environment, making it convenient for residents and employees to travel by transit, bicycle, foot, or car.

Transit, Public. A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "Mass Transit."

Transportation Demand Management (TDM). A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below)..

Transportation Systems Management (TSM). A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets..

Trip. A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end," (or origin--often from home, but not always), and one "attraction end," (destination)..

Trip Generation. The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes..

Truck Route. A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas..

Tsunami. A large ocean wave generated by an earthquake in or near the ocean..

Uniform Building Code (UBC). A national, standard building code that sets forth minimum standards for construction, published by the International Conference of Building Officials (ICBO)..

Urban Design. The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture..

Use Permit. The discretionary and conditional review of an activity or function or operation on a site or in a building or facility..

Utility Corridors. Rights-of-way or easements for utility lines on either publicly or privately owned property..

Variance. A departure from any provision of the zoning requirements for a specific parcel, except use, without changing the zoning ordinance or the underlying zoning of the parcel. A variance usually is granted only upon demonstration of hardship based on the peculiarity of the property in relation to other properties in the same zone district..

Vehicle Miles Traveled (VMT). A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

View Corridor. The line of sight identified as to height, width, and distance of an observer looking toward an object of significance to the community (*e.g.*, ridgeline, river, historic building, etc.); the route that directs the viewers attention.

Watershed. The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse that drains into a lake, or reservoir.

Wetlands. Transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. Under a "unified" methodology now used by all federal agencies, wetlands are defined as "those areas meeting certain criteria for hydrology, vegetation, and soils." Wildlife Refuge An area maintained in a natural state for the preservation of both animal and plant life..

Zero Lot Line. A detached single family unit distinguished by the location of one exterior wall on a side property line.

Zoning. The division of a city or county by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Zoning Map. Government Code Section 65851 permits a legislative body to divide a county, a city, or portions thereof, into zones of the number, shape, and area it deems best suited to carry out the purposes of the zoning ordinance. These zones are delineated on a map or maps, called the Zoning Map.

APPENDIX J

CITY COUNCIL RESOLUTION APPROVING THE DOWNTOWN STRATEGY PLAN AND ASSOCIATED PLANS

RESOLUTION NO. 72766

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE APPROVING THE DOWNTOWN STRATEGY PLAN 2000, THE DIRIDON/ARENA STRATEGIC PLAN 2000, AND THE SOFA SOUTH FIRST AREA STRATEGIC DEVELOPMENT PLAN

WHEREAS, the Downtown Strategy Plan 2000 ("Strategy 2000") was developed as an update to the 1992 Downtown Strategy Plan 2010 in order to provide specific recommendations for land use, development types and the amount of development based on environmental, urban design and community needs; and

WHEREAS, the Strategy 2000 contains hundreds of actions and strategies, and the task force identified seven top priorities for immediate implementation: (1) develop retail in the Greater Downtown; (2) develop housing with an emphasis on high-density, mixed-income, and overall 20% affordable rental and for-sale units; (3) complete the Guadalupe River Park and Los Gatos Creek Trail System; (4) develop parking resources and alternatives and develop a Parking Management Plan that inventories current parking assets, develops additional parking locations and proposes parking management strategies; (5) invest in streetscape improvements to improve the walkability and comfort of streets in the Greater Downtown; (6) expand the San Jose Convention Center; and (7) update San Jose's Zoning Code to reflect the Strategy 2000 recommendations; and

WHEREAS, the Diridon/Arena Strategic Development Plan ("Diridon Plan") is intended to enhance the Strategy 2000 by addressing the inter-modal connectivity of the various modes of transportation, land uses, and access and circulation in the area of the Diridon Station and the HP Pavilion; and

WHEREAS, the key elements of the Diridon Plan are: (1) create an integrated transportation hub; (2) encourage transit ridership and pedestrian activity through land

use decisions; (3) provide an appropriate level of parking; (4) protect adjacent neighborhoods from negative impacts; and (5) create new public amenities for residents and workers in the area; and

WHEREAS, the SoFA Strategic Development Plan establishes an action plan for development and redevelopment in the area between Market Street, Fourth Street, San Carlos Street and I-280 and includes designs for specific types of projects that build on the vision for SoFA as presented in the Strategy 2000; and

WHEREAS, the major priorities of the SoFA Strategic Development Plan are: (1) events and promotions to attract people to SoFA; (2) Convention Center expansion; (3) improving Parque de los Pobladores; and (4) improving the parking supply; and

WHEREAS, various City transportation policies are proposed for modification to support the Strategy 2000, including expansion of the Downtown Core Area's exemption from traffic Level of Service standards, the addition of fourteen intersections as "Downtown Gateways" to be exempt from Traffic Level of Service standards, and designation of fourteen locations as Protected Intersections; and

WHEREAS, proposed amendments to the San Jose 2020 General Plan are intended to implement elements of the Strategy 2000 and Diridon Plan by accomplishing the following: (1) bringing the General Plan land use designations into conformance with existing uses, specifically the HP Pavilion/San Jose Arena and Guadalupe River Park; (2) bringing the General Plan land use designations into conformance with the Diridon Plan; (3) expanding the Greater Downtown Core Area boundary in order to expand the Downtown Transportation Level of Service exemption area; and (4) amending the General Plan text to state that building heights and floor area ratios are subject to FAA limitations and amending the text of the Midtown Planned Community to reflect the proposed Strategy 2000.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE THAT:

The Downtown Strategy Plan 2000 (with the revisions described in the June 9, 2005 memorandum from the Executive Director to the Mayor and City Council), the Diridon/Arena Strategic Plan 2000, and the SoFA South First Area Strategic Development Plan are approved.

ADOPTED this 21st day of June, 2005, by the following vote:

AYES:	CAMPOS, CHAVEZ, CHIRCO, CORTESE, LeZOTTE, PYLE, REED, WILLIAMS; GONZALES
NOES:	YEAGER
ABSENT:	NONE
DISQUALIFIED:	NONE
VACANT:	DISTRICT 7

RON GONZALES
Mayor

ATTEST:

LEE PRICE, CMC
City Clerk

APPENDIX K

CEQA RESOLUTION OF FINDINGS

RESOLUTION NO. 72767

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN JOSE MAKING CERTAIN FINDINGS CONCERNING IMPACTS AND MITIGATION MEASURES, ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM, MAKING FINDINGS CONCERNING ALTERNATIVES, AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, ALL ASSOCIATED WITH THE SAN JOSE DOWNTOWN STRATEGY 2000 PLAN, FOR WHICH AN ENVIRONMENTAL IMPACT REPORT HAS BEEN PREPARED, AND ALL IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT OF 1970, AS AMENDED

WHEREAS, the Council intends to adopt the San Jose Downtown Strategy 2000 Plan (*Strategy 2000*) and related plans that implement *Strategy 2000*, including, but not limited to, the South First Area Strategic Development Plan and the Diridon/Arena Strategic Development Plan; and

WHEREAS, on June 6, 2005, the Planning Commission of the City of San Jose certified that the Final Environmental Impact Report ("FEIR") for *Strategy 2000* (also referred to herein as "Project") was completed in accordance with the requirements of the California Environmental Quality Act of 1970, as amended ("CEQA") and state and local guidelines implementing CEQA; and

WHEREAS, no appeal of the certification of the FEIR by the Planning Commission was filed with the City of San Jose; and

WHEREAS, the City proposes to approve San Jose General Plan amendments **GP05-03-01 (a)-(f)** consistent with *Strategy 2000*; and

WHEREAS, the City proposes to modify City Council Policy 5-3, Transportation LOS Policy (the "Policy"), to include the Expanded Core as an area exempt from the Policy, and the Gateway Corridors as Special Strategy Areas under the Policy, and add intersections to the List of Protected Intersections pursuant to the Policy; and

WHEREAS, the City Council of the City of San Jose is the decision-making body for the General Plan Amendments, plans and Policy decisions described hereinabove; and

WHEREAS, the City Council of San Jose intends to approve actions related to the Project as identified in the FEIR attached to this Resolution and incorporated herein by this reference; and

II. TRANSPORTATION AND CIRCULATION

A. Unacceptable LOS at Intersection of Market Street and Julian Street

1. **Impact TRAF-1:** The level of service at the intersection of Market Street and Julian Street (31) would be LOS C during both the AM and PM peak hours under existing conditions and the intersection would degrade to LOS E and F during the AM and PM peak hours, respectively, under 2020 Project conditions.

2. **Mitigation Measure TRAF-1:** This Downtown Core intersection is exempt from the City's level of service standards and this impact is therefore less than significant.

3. **Finding:** Because the intersection of Market Street and Julian Street (in the Downtown Core) is exempt from the City's level of service standards, the Project's impact to this intersection is **less than significant**, as identified in the FEIR.

B. Unacceptable LOS at Intersection of Market Street and San Carlos Street

1. **Impact TRAF-2**: The level of service at the intersection of Market Street and San Carlos Street (36)* would be LOS D during the PM peak hour under existing conditions and the intersection would degrade to LOS E under Project conditions.[1]

2. **Mitigation Measure TRAF-2:** This Downtown Core intersection is exempt from the City's level of service standards and this impact is therefore less than significant.

3. **Finding:** Because the intersection of Market Street and San Carlos Street (in the Downtown Core) is exempt from the City's level of service standards, the Project's impact to this intersection is **less than significant**, as identified in the FEIR.

C. Unacceptable LOS at Intersection of SR 87 and Julian Street

1. **Impact TRAF-3**: The level of service at the intersection of SR 87 and Julian Street (E) (37)* would be LOS D during both the AM and PM peak hours under existing conditions and the intersection would degrade to LOS F during both peak hours under Project conditions. This constitutes a significant impact by CMP standards.

2. **Mitigation Measure TRAF-3**: At this intersection numerous improvements have been identified. These improvements include the Autumn Street extension from Julian Street to Coleman Avenue as identified in the City's General Plan, addition of second exclusive through and left-turn lanes on the SR 87 northbound off-ramp, addition of exclusive through and right-turn lanes from Notre Dame Street, addition of an exclusive westbound right-turn lane from Julian Street, and changes to the signal phasing. The implementation of these improvements would improve intersection level of service to LOS D and E under the AM and PM peak hours, respectively. In accordance with CMP standards, this is an acceptable level of service.

[1] The use of an asterisk (*) indicates that the location is a CMP intersection.

improvements would improve intersection level of service to LOS D under both the AM and PM peak hours.

3. **Finding:** The degradation of LOS at the intersection of Coleman Avenue and Taylor Street would be reduced to a **less-than-significant level** through the implementation of the widening of Coleman Avenue and the construction of the Autumn Street connection to Coleman Avenue, as identified in the San Jose General Plan and described in the FEIR. Mitigation Measure TRAF-6 is incorporated into *Strategy 2000.*

G. Unacceptable LOS at Intersection of Stockton Avenue and The Alameda

1. **Impact TRAF-7**: The level of service at the intersection of Stockton Avenue and The Alameda (53) would be LOS C during both the AM and PM peak hours under existing conditions and the intersection would degrade to LOS F during both peak hours under Project conditions. This constitutes a significant impact by City of San Jose standards.

2. **Mitigation Measure TRAF-7**: The necessary improvement to mitigate the Project impact at this intersection would consist of the Autumn Street connection to Coleman Avenue as identified in the City's General Plan, in addition to restriping the southbound approach to provide one left-turn, one shared left-through, and one right-turn lane. The extension of Autumn Street would provide an alternative north/south route in the area and alleviate congestion along both Stockton Avenue and The Alameda. The implementation of these improvements would improve intersection level of service to LOS D and C under the AM and PM peak hours, respectively.

3. **Finding:** The degradation of LOS at the intersection of Stockton Avenue and The Alameda would be reduced to a **less-than-significant level** through the development of the Autumn Street connection to Coleman Avenue and the restriping of the southbound approach, as described in the FEIR. Mitigation Measure TRAF-7 is incorporated into *Strategy 2000.*

H. Unacceptable LOS at Intersection of Montgomery Street and Santa Clara Street

1. **Impact TRAF-8**: The level of service at the intersection of Montgomery Street and Santa Clara Street* (55) would be LOS C during the PM peak hour under existing conditions and the intersection would degrade to LOS F under Project conditions. This condition constitutes a significant impact by both City of San Jose and CMP standards.

2. **Mitigation Measure TRAF-8**: The necessary improvement to mitigate the Project impact at this intersection would consist of the Autumn Street connection to Coleman Avenue as identified in the City's General Plan. The extension of Autumn Street would provide an alternative north/south route in the area and alleviate congestion along Montgomery Street. The implementation of this improvement would improve intersection level of service to LOS B.

3. **Finding**: The degradation of LOS at the intersection of Montgomery Street and Santa Clara Street would be reduced to a **less-than-significant level** through the development of

on the List of Protected Intersections as part of the revised Transportation Impact Policy 5-3 to maintain the existing intersection geometry, including adjacent land uses, and to protect other multi-modal transportation facilities (i.e., sidewalks, bicycle lanes, etc.) at this intersection, instead of only maintaining stable traffic flow in this area.

3. **Finding:** Implementation of the proposed Project would result in an unacceptable LOS at the intersection of Bird Avenue and San Carlos Street. Even with the implementation of identified improvements, such as the addition of a second northbound turn lane, and signal timing modifications, this impact would remain **significant and unavoidable.** This unavoidable impact is overridden by Project benefits set forth in the statement of overriding considerations. Mitigation Measure TRAF-10 is incorporated into *Strategy 2000.*

K. Unacceptable LOS at Intersection of Bird Avenue and Auzerais Avenue

1. **Impact TRAF-11**: The level of service at the intersection of Bird Avenue and Auzerais Avenue (59) would be LOS C during the PM peak hour under existing conditions and the intersection would degrade to LOS E under Project conditions. This condition constitutes a significant impact by City of San Jose standards.

2. **Mitigation Measure TRAF-11**: One possible improvement to mitigate the Project impact at this intersection would consist of the addition of a second northbound left-turn lane. The implementation of this improvement would improve intersection level of service to LOS C. Operational problems such as blocked intersections and an imbalance of lane usage along Bird Avenue between San Carlos Street and I-280 are due to large volumes and the close spacing of intersections. As such, signal timing modifications along Bird Avenue between I-280 and San Carlos Street should be implemented.

3. **Finding**: The degradation of LOS at the intersection of Bird Avenue and Auzerais Avenue would be reduced to a **less-than-significant level** through the addition of a second northbound left-turn lane and signal timing modifications, as described in the FEIR. Mitigation Measure TRAF-11 is incorporated into *Strategy 2000.*

L. Unacceptable LOS at Intersection of I-280 and Bird Avenue

1. **Impact TRAF-12**: The level of service at the intersection of I-280 and Bird Avenue (N)* (60) would be LOS C during the PM peak hour under existing conditions and the intersection would degrade to LOS E under Project conditions. This condition constitutes a significant impact by City of San Jose standards.

2. **Mitigation Measure TRAF-12**: A possible improvement to mitigate the Project impact at this intersection would consist of the addition of a southbound free-right-turn lane. The addition of the right-turn lane would also require that a fourth southbound through lane be added at the upstream intersection of Bird Avenue with Auzerais Avenue. The implementation of this improvement would improve intersection level of service to LOS C. Operational problems such as blocked intersections and an imbalance of lane usage along Bird Avenue between San Carlos Street and I-280 are due to large volumes and the close spacing of

N. Unacceptable LOS at Intersection of Senter Road and Keyes Street

1. Impact TRAF-14: The level of service at the intersection of Senter Road and Keyes Street (74) would be LOS D during the PM peak hour under existing conditions and the intersection would degrade to LOS E under Project conditions. This constitutes a significant impact by City of San Jose standards.

2. Mitigation Measure TRAF-14: The necessary improvement to mitigate the Project impact at this intersection would consist of the addition of a second westbound left-turn lane. The implementation of this improvement would improve intersection level of service to LOS C. The impact and need for improvement at this intersection would occur upon buildout of Phase 4 of the proposed *Strategy 2000*.

3. Finding: The degradation of LOS at the intersection of Senter Road and Keyes Street would be reduced to a **less-than-significant level** through the addition of a second westbound left-turn lane, as described in the FEIR. Mitigation Measure TRAF-14 is incorporated into *Strategy 2000*.

O. Unacceptable LOS at Intersection of Oakland Road and Commercial Street

1. Impact TRAF-15: The level of service at the intersection of Oakland Road and Commercial Street (75) would be LOS D during both peak hours under existing conditions and the intersection would degrade to LOS F during both peak hours under Project conditions. This condition constitutes a significant impact by City of San Jose standards.

2. Mitigation Measure TRAF-15: The necessary improvement to mitigate the Project impact at this intersection would consist of the reconstruction of the US 101/Oakland Road interchange to include six lanes on the overpass. The Oakland Road interchange operates over capacity with many operational problems due to vehicle queues. The intersection of Commercial Street and Oakland Road serves as a primary gateway to access the interchange and does not have the capacity to meet demands. Necessary improvements at Oakland /Commercial to serve the reconstructed interchange will be determined upon design of the interchange. The reconstruction of the interchange would improve level of service to LOS D during both the AM and PM peak hours at the intersection. The impact and need for improvement at this intersection would occur upon buildout of Phase 2 of the proposed *Strategy 2000*.

3. Finding: The degradation of LOS at the intersection of Oakland Road and Commercial Street would be reduced to a **less-than-significant level** through the reconstruction of the US 101/Oakland Road interchange to include six lanes on the overpass (and the implementation of to-be-determined modifications to the intersection of Oakland Road and Commercial Street), as described in the FEIR. Mitigation Measure TRAF-15 is incorporated into *Strategy 2000*.

P. Unacceptable LOS at Intersection of US 101 and Oakland Road

through lane to a shared through-left-turn lane, as described in the FEIR. Mitigation Measure TRAF-18 is incorporated into *Strategy 2000.*

S. Unacceptable LOS at Intersection of Coleman Avenue and Hedding Street

1. **Impact TRAF-19**: The level of service at the intersection of Coleman Avenue and Hedding Street (153) would be LOS D during the PM peak hour under existing conditions and the intersection would degrade to LOS F under Project conditions. This condition constitutes a significant impact by City of San Jose standards.

2. **Mitigation Measure TRAF-19**: The necessary improvement to mitigate the Project impact at this intersection would consist of the widening of Coleman Avenue from a four-lane roadway to a six-lane roadway and the addition of a second eastbound left-turn lane. The widening of Coleman Avenue has been studied by the City. The study indicated that the widening is feasible, but funding is necessary. The Coleman widening will require that an amendment to the City's General Plan be adopted. The implementation of these improvements would improve intersection level of service to LOS D.

3. **Finding**: The degradation of LOS at the intersection of Coleman Avenue and Hedding Street would be reduced to a **less-than-significant level** through the widening of Coleman Avenue and the addition of a second eastbound left-turn lane (in addition to the procurement of funding and the approval of a General Plan amendment), as described in the FEIR. Mitigation Measure TRAF-19 is incorporated into *Strategy 2000.*

T. Unacceptable LOS at 17 Intersections In and Outside Of Expanded Downtown Core

1. **Impact TRAF-20**: The addition of Project traffic to the following intersections in and outside of the expanded Downtown Core would result in significant unavoidable level of service impacts.

(82) 11th Street and Taylor Street
(85) 11th Street and Julian Street
(86) 11th Street and St. James Street
(87) 11th Street and St. John Street
(88) 11th Street and Santa Clara Street
(90) 11th Street and San Antonio Street
(98) 10th Street and Hedding Street
(99) 10th Street and Taylor Street
(102) 10th Street and Julian Street
(103) 10th Street and St. James Street
(111) 10th Street and Reed Street
(117) Seventh Street and Virginia Street
(122) 4th Street and Jackson Street
(132) First Street and Taylor Street

- Further expansion of LRT lines.
- Enhanced bus service.
- Successful implementation of the parking plan that leads to a mode split composed of a higher percentage of transit users.

These measures would provide options to commuters to the Downtown area. An enhanced transit system, with a major improvement such as the BART extension, would reduce auto usage and thus lessens congestion on freeways. The implementation of a parking plan that controls the amount of parking provided in the Downtown area with policies and pricing, will also encourage the use of transit that would be more efficient and economical than the use of autos. The reduction in auto usage will be most noticeable on freeways since most transit trips would originate from outside the Downtown area. Because widening the freeways is infeasible due to significant right-of-way constraints, this impact is considered significant and unavoidable.

3. **Finding:** Implementation of the proposed Project would cause 33 directional freeway segments to operate at an unacceptable LOS during at least one peak hour. This is a **significant unavoidable impact**. The mitigation measures that could reduce this impact to a less-than-significant level are infeasible. This unavoidable impact is overridden by Project benefits as set forth in the statement of overriding considerations.

V. Unacceptable LOS at 25 HOV Lanes

1. **Impact TRAF-22**: The HOV lanes on 25 of the segments also are projected to operate at LOS F conditions.

2. **Mitigation Measure TRAF-22**: Implementation of Mitigation Measure TRAF-21 would reduce impacts to the HOV lanes; however, this impact would still be significant. There are no further feasible improvements that can be implemented to mitigate this impact to acceptable levels; therefore the impact is significant and unavoidable.

3. **Finding:** Implementation of the proposed Project would cause HOV lanes on 25 freeway segments to operate at an unacceptable LOS. This is a **significant unavoidable impact**. The mitigation measures that could reduce this impact to a less-than-significant level are either infeasible or unfunded. This unavoidable impact is overridden by Project benefits as set forth in the statement of overriding considerations.

W. Transit Orientation

1. **Impact TRAF-23**: Implementation of *Strategy 2000* could result in individual developments that are not oriented to or encourage the use of transit services.

2. **Mitigation Measure TRAF-23**: The City shall forward plans for individual development projects to VTA staff for their review to ensure compatibility with transit services.

(a) The Basic and Enhanced control measures recommended by the BAAQMD and listed in Table IV.C-4 shall be implemented during construction of proposed projects.

(b) Any temporary haul roads to soils stockpiles areas used during construction of projects shall be routed away from existing neighboring land uses. Any temporary haul roads shall be surfaced with gravel and regularly watered to control dust or treated with an appropriate dust suppressant.

(c) Water sprays shall be utilized to control dust when material is being added or removed from soils stockpiles. If a soils stockpile is undisturbed for more than one week, it shall be treated with a dust suppressant or crusting agent to eliminate wind-blown dust generation.

(d) All neighboring properties located within 500 feet of property lines of a construction site shall be provided with the name and phone number of a designated construction dust control coordinator who will respond to complaints within 24 hours by suspending dust-producing activities or providing additional personnel or equipment for dust control as deemed necessary. The phone number of the BAAQMD pollution complaints contact shall also be provided. The dust control coordinator shall be on-call during construction hours. The coordinator shall keep a log of complaints received and remedial actions taken in response. This log shall be made available to City staff upon its request.

(e) In order to address particulate emissions from diesel-powered equipment and vehicles, the following measures shall be implemented: (i) properly maintain vehicle and equipment engines; (ii) minimize the idling time of diesel powered construction equipment; (iii) consider requiring construction equipment that is fueled by alternative energy sources; and (iv) consider requiring add-on control devices such as particulate traps.

3. Finding: The significant dust, exhaust, and organic emissions that would be generated during construction activities will be reduced to a **less-than-significant level** through implementation of the appropriate dust and emissions-control measures, as described in the FEIR. Mitigation Measure AIR-1 is incorporated into *Strategy 2000.*

B. Regional Emissions of Criteria Air Pollutants

1. Impact AIR-2: Regional emissions of criteria air pollutants from new development would exceed BAAQMD thresholds.

2. Mitigation Measure AIR-2: To the extent permitted by law, at the time a specific development application is submitted, development projects within the City shall be required to implement Transportation Control Measures (TCMs) as recommended by the BAAQMD. Each measure listed below includes an estimate by the BAAQMD of its effectiveness at trip reduction.

- *Rideshare Measures*: Implement carpool/vanpool program (e.g., carpool ride matching for employees, assistance with vanpool formation, provision of vanpool vehicles, etc.) (Effectiveness 1 - 4 percent of work trips).
- *Transit Measures:*
  (i) Construct transit facilities such as bus turnouts/bus bulbs, benches, shelters, etc. (Effectiveness 0.5 - 2 percent of all trips);

in the FEIR. Even with the implementation of feasible mitigation measures, including the implementation of carpool programs and the construction of new transit facilities, this impact would remain **significant and unavoidable**. This unavoidable impact is overridden by Project benefits set forth in the statement of overriding considerations. Mitigation Measure AIR-2 is incorporated into *Strategy 2000.*

IV. NOISE

A. Aircraft Noise Levels

1. **Impact NOI-1**: Aircraft noise levels would represent a significant adverse impact on Project residents and park users.

2. **Mitigation Measure NOI-1a**: The following policies contained in the City's 2020 General Plan serve to reduce significant noise impacts:

- Noise Policy 1: The City's acceptable noise level objectives are 55 dBA Ldn as the long-range exterior noise quality level, 60 dBA Ldn as the short-range exterior noise quality level, 45 dBA Ldn as the interior noise quality level, and 76 dBA Ldn as the maximum exterior noise level necessary to avoid significant adverse health effects. These objectives are established for the City, recognizing that the attainment of exterior noise quality levels in the environs of the San Jose International Airport, the Downtown Core Area, and along major roadways may not be achieved. To achieve the noise objectives, the City should require appropriate site and building design, building construction, and noise attenuation techniques in new residential development.

Mitigation Measure NOI-1b: At the time future residential projects are proposed, the following measures shall be required:

- Preparation of a site-specific noise analysis by an acoustical consultant to determine specific design measures to reduce interior noise levels to conform to State Title 24 requirements. An outside-to-inside noise level reduction of at least 20 dBA should be used as a basis for achieving an interior noise level of 45 dBA Ldn. Design features that may be required could include the following: (1) use of sound-rated windows and exterior doors, (2) chimney caps on fireplaces, (3) stucco or cement plaster exterior construction as opposed to wood siding, and (4) air-conditioning or mechanical ventilation so that windows and door may remain closed.
- In order to reduce aircraft-related noise impacts, outdoor activity areas (e.g., patios, balconies, and common recreation areas) shall be situated so that the structures could provide some noise shielding.

Mitigation Measure NOI-1c: Prior to the issuance of building permits for development, the property owner(s) shall grant an avigation easement to the City of San Jose (in compliance with the ALUC Plan and City General Plan Aviation Policy #40), providing for acceptance of aircraft noise impacts.

3. **Finding:** The exposure of Project residents and park users to high levels of aircraft-related noise will be reduced to a **less-than-significant level** through: the continued

Mitigation Measure NOI-3b: The following measure is required for the operations of the proposed Project:

- Loading docks or loading areas and noise-generating equipment associated with the office and retail uses will be located as far as practical from all existing and planned residential properties.

3. **Finding:** The exposure of residents, employees and park users within the Project site to high levels of noise associated with stationary noise sources will be reduced to a **less-than-significant level** through the continued implementation of Noise Policies 8 and 11, and the location of loading docks, loading areas, and other noise-generating equipment as far from existing and planned residential uses as is practical, as described in the FEIR. Mitigation Measures NOI-3a and NOI-3b are incorporated into *Strategy 2000.*

D. Exposure to Rail Noise

1. **Impact NOI-4**: Rail noise could create significant long-term noise impacts.

2. **Mitigation Measure NOI-4a**: The following policies contained in the City's 2020 General Plan serve to reduce significant noise impacts:

- Noise Policy 1: (Detailed above under Mitigation Measure NOI-1a).
- Urban Design Policy 21: To promote safety and minimize noise impacts in residential and working environments, development that is proposed adjacent to railroad lines should be designed to provide the maximum separation between the rail line and dwelling units, yards, or common open space areas; offices and other job locations; facilities for the storage of toxic or explosive materials; and the like. To the extent possible, areas of development closest to an adjacent railroad line should be devoted to parking lots, public streets, peripheral landscaping, the storage of nonhazardous materials, and so forth.

Mitigation Measure NOI-4b: At the time future residential projects or non-residential projects that include sensitive receptors are proposed, the following measures shall be required:

- For sites within 200 feet of an operating rail lane, a site- and Project-specific noise/vibration analysis shall be prepared.
- Train noise impacts shall be reduced by the construction of a sound wall, building orientation, building noise attenuation, and mechanical ventilation systems to reduce interior noise levels to acceptable levels.

3. **Finding**: The exposure of residents, employees and park users within the Project site to high levels of railroad-associated noise will be reduced to a **less-than-significant level** through: the continued implementation of Noise Policy 1 and Urban Design Policy 21; the preparation of site-specific noise/vibration analyses for sites in close proximity to rail lines; and the reduction of train noise impacts through the use of design features, as described in the FEIR. Mitigation Measures NOI-4a and NOI-4b are incorporated into *Strategy 2000.*

E. Exposure to Construction Period Noise

3. **Finding**: The potential for shade and shadow on St. James Park will be reduced to a **less-than-significant level** through the demonstration by individual Project applicants that shadow cast by their buildings would not increase shadow on St. James Park by more than 10 percent on December 21, as described in the FEIR. Mitigation Measure SHADE-1 is incorporated into *Strategy 2000.*

B. Shade and Shadow on Plaza of Palms

1. **Impact SHADE-2**: On December 21, potential development and redevelopment related to implementation of *Strategy 2000* could create a greater than 10 percent increase in the shade and shadow cast on the Plaza of Palms.

2. **Mitigation Measure SHADE-2**: Proposed development applications for the site at the northeast corner of Park Avenue and Market Street shall include Project-specific shade and shadow analyses. These shade and shadow analyses must demonstrate that the proposed development would not result in a 10 percent or greater increase in the shadow cast onto Plaza of the Palms on December 21.

3. **Finding**: The potential for shade and shadow on Plaza of Palms will be reduced to a **less-than-significant level** through the demonstration by individual Project applicants that shadow cast by their buildings would not increase shadow on Plaza of Palms by more than 10 percent on December 21, as described in the FEIR. Mitigation Measure SHADE-2 is incorporated into *Strategy 2000.*

C. Shade and Shadow on Plaza de Cesar Chavez

1. **Impact SHADE-3**: On December 21 and March 21, potential development and redevelopment related to implementation of *Strategy 2000* could create a greater than 10 percent increase in the shadow cast on the Plaza de Cesar Chavez.

2. **Mitigation Measure SHADE-3a**: Proposed development applications for sites southwest of the Plaza de Cesar Chavez shall include Project-specific shade and shadow analyses. These shade and shadow analyses must demonstrate that the proposed development would not result in a 10 percent or greater increase in the shadow cast onto the Plaza de Cesar Chavez on December 21 and March 21.

Mitigation Measure SHADE-3b: Proposed development applications for sites directly southeast of the Plaza de Cesar Chavez shall include a shade and shadow analysis. This shade and shadow analysis must demonstrate that the proposed development would not result in a 10 percent or greater increase in the shadow cast onto the Plaza de Cesar Chavez on December 21 or March 21.

3. **Finding**: The potential for shade and shadow on Plaza de Cesar Chavez will be reduced to a **less-than-significant level** through the demonstration by individual Project applicants that shadow cast by their buildings would not increase shadow on Plaza de Cesar

- If coffer dams are to be used, water pumped out of the dam which may be turbid shall not be allowed to re-enter the channel unless sediment has settled out resulting in no increase in turbidity in any waters.
- Construction sites shall be monitored to insure no salmonids are present (and subject to harm). If salmonids are present, a qualified fishery biologist shall be required to capture and relocate juvenile fish.
- Where column repairs are to be done, materials used shall be non-toxic to aquatic life.
- All equipment refueling and maintenance shall occur outside the creek channel and riparian corridor.
- Water that contacts wet concrete and has a pH greater than 9 shall be pumped out and disposed of outside the creek channel.

3. **Finding**: The potential for adverse effects on important plants, animals, and habitat, including protected species, aquatic species, and riparian habitat, will be reduced to a **less-than-significant level** through the implementation of avoidance and minimization measures associated with construction along Guadalupe River and Los Gatos Creek, as described in the FEIR. Mitigation Measure VEG-1a is incorporated into *Strategy 2000.*

B. Riparian Habitat and Shaded Riverine Aquatic Habitat

1. **Impact VEG-1b**: Intrusions within the creek corridors associated with new development could result in impacts to riparian habitat and shaded riverine aquatic habitat.

2. **Mitigation Measure VEG-1b**: Setbacks established by the Guadalupe River Flood Control Project will minimize disturbance to riparian vegetation and shaded riverine aquatic habitat. However, in the event that temporary disturbance is necessary within the creek corridor, temporarily disturbed areas will be revegetated with ecologically-appropriate native plant species propagated from Guadalupe watershed stock. Projects that result in temporal loss of riparian vegetation and/or shaded riverine aquatic habitat will develop a Revegetation and Monitoring Plan (plan). This plan will require annual monitoring for a minimum of five years to ensure that the replacement plantings have become successfully established by the end of the five year monitoring period. The plan will require that annual monitoring reports be submitted to the City. Corrective recommendations will be provided in the annual reports if it appears the revegetated area is not progressing toward successful establishment.

3. **Finding**: Potential adverse effects to habitat along creek corridors will be reduced to a **less-than-significant level** through construction setbacks adjacent to riparian areas, the revegetation of disturbed areas, and the development of Revegetation and Monitoring Plans (where necessary), as described in the FEIR. Mitigation Measure VEG-1b is incorporated into *Strategy 2000.*

C. Raptor and Special-status Bird Species Nesting Habitat

1. **Impact VEG-1c**: The proposed Project could impact the nesting habitat for raptors or other special-status bird species.

2. **Mitigation Measure VEG-3a**: For construction activity that discharges into the Guadalupe River or Los Gatos Creek between March 1 and October 31, the following measures shall be implemented to minimize potential effects on salmonids:

Applicants shall be required to create a temperature monitoring plan that includes the following components: 1) a description of the anticipated affected reach of river or creek (*e.g.*, linear feet downstream of Project location that may be affected); 2) duration of discharge; 3) temperature of discharge; 4) volume of discharge; and 5) methods for ensuring that instream temperature will not be raised above background level or a discussion of rationale for allowing an increase in instream temperature. An increase in instream temperatures would be acceptable, for example, in cases where in-stream temperatures may be elevated as a result of Project activities, but this increase will only occur for a limited number of days and will only affect a short reach of river. If instream temperatures will be elevated above background levels, the temperature monitoring plan shall be reviewed and approved by CDFG and NOAA Fisheries.

3. **Finding**: Changes to the water quality and temperature of the Guadalupe River associated with construction activities that could alter the behavior and survival rates of steelhead trout and chinook salmon would be reduced to a **less-than-significant level** through the creation of a temperature monitoring plan, and the review and approval of the temperature monitoring plan by CDFG and NOAA Fisheries under specified conditions, as described in the FEIR. Mitigation Measure VEG-3a is incorporated into *Strategy 2000.*

E. Development Effects on Steelhead Trout and Chinook Salmon

1. **Impact VEG-3b**: Future development within the Downtown area could alter the water quality and temperature of the Guadalupe River and impact the behavior and/or survival rates of steelhead trout and chinook salmon.

2. **Mitigation Measure VEG-3b**: Future development proposals for parcels adjacent to the River corridor shall be reviewed for consistency with the Shade Analysis assumptions in Section E. If the proposed activities or building envelope are different from those assumed herein, applicants shall be required to assess the affects of the structures (shading and thermal radiation) on riparian vegetation and creek temperatures. Projects that will result in a 20 or more percent increase in shade or any increase average daily temperature within the river corridor, shall be required to: 1) alter their design to reducing shading; or 2) implement other measures to reduce instream water temperatures. Such measures could include planting of additional shaded riverine aquatic along the Guadalupe River or Guadalupe Creek.

3. **Finding**: Changes to the water quality and temperature of the Guadalupe River associated with development that could alter the behavior and survival rates of steelhead trout and chinook salmon would be reduced to a **less-than-significant level** through the review of the shade-creating effects of individual development projects, and the mitigation of changes in water temperature (if necessary), as described in the FEIR. Mitigation Measure VEG-3b is incorporated into *Strategy 2000.*

3. **Finding**: Exposure of structures and property to settlement or shrinkage and swelling will be reduced to a **less-than-significant level** through implementation of measures to ensure that potential damage related to expansive soils and non-uniformly compacted fill are minimized, as described in the FEIR. Mitigation Measure GEO-2 is incorporated into *Strategy 2000.*

C. Temporary Shoring Systems

1. **Impact GEO-3**: Dewatering-related subsidence and potential earth movements associated with temporary shoring systems could cause settlement and damage to existing structures, roadways, and/or utilities.

2. **Mitigation Measure GEO-3**: The design-level geotechnical investigation (required by Mitigation Measure GEO-1) shall evaluate the consolidation properties of the underlying sediments to determine the potential for settlements associated with dewatering and other potential earth movements. If it is determined that unacceptable settlements may occur with either active or passive dewatering systems, then alternative groundwater control systems that do not require continuous groundwater removal (e.g., slurry wall) shall be required.

3. **Finding**: Exposure of structures, roadways, and utilities to potential subsidence and other earth movements will be reduced to a **less-than-significant level** through the requirement of alternative groundwater control systems that do not require continuous groundwater removal, as described in the FEIR. Mitigation Measure GEO-3 is incorporated into *Strategy 2000.*

IX. CULTURAL

A. Installation of Street Furnishings and Public Art

1. **Impact CUL-1**: Installation of street furnishings and public art as envisioned by *Strategy 2000* could adversely impact cultural resources.

2. **Mitigation Measure CUL-1**: Once specific development plans are created and prior to being finalized, the City's Director of Planning shall consider the need for further analysis of potential adverse impacts to cultural resources. If it is determined by the Directory of Planning that the potential presence of cultural resources requires further investigation, then a qualified historian or architectural historian shall review the plans to identify any districts, buildings, structures, or objects that meet the definition of a historical resource, and that may be impacted by Project activities. If no such properties that meet the definition of historical resources are identified, then no further review related to historical resources would be necessary prior to the implementation of Project plans. If properties meeting this definition are identified, the City shall ensure that the Project plans follow the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (Secretary's Standards). Pursuant to *CEQA Guidelines* §15064.5(b)(3), if the Project plans conform to the Secretary's Standards, then potential impacts to historical resources will be considered mitigated to a less-than-significant level.

3. **Finding**: Potential damage to cultural resources associated with the installation of street furnishings and public art will be reduced to a **less-than-significant level** through the

activities. If avoidance is not feasible, adverse effects to such resources should be mitigated in accordance with the recommendations of the evaluating archaeologist.

Project personnel should not collect or move any cultural material. Fill soils that may be used for construction purposes should not contain archaeological materials.

Upon completion of the archaeological evaluation, a report documenting the methods, results, and recommendations of the archaeologist should be prepared and submitted to the NWIC.

Mitigation Measure CUL-3d: If human remains are encountered by Project activities, construction activities shall be halted and the County Coroner shall be notified immediately. If the remains are of Native American origin, the Coroner shall notify the NAHC within 24 hours of this identification, and a qualified archaeologist shall be contacted to evaluate the situation. The NAHC will identify a Native American Most Likely Descendent (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. The archaeologist should recover scientifically-valuable information, as appropriate and in accordance with the recommendations of the MLD.

Upon completion of analysis, as appropriate, the archaeologist should prepare a report documenting the methods and results of the investigation. This report should be submitted to the NWIC.

3. **Finding**: Potential adverse impacts to cultural resources associated with the planting of street trees will be reduced to a **less-than-significant level** through: the review of street tree plans for compatibility with historic neighborhoods; the assessment of the potential for subsurface archaeological resources and the recommendation of measures for the protection of existing resources; the redirection of work around identified resources and the evaluation of these resources; and adherence to established protocol for the protection and evaluation of human remains, as described in the FEIR. Mitigation Measures CUL-3a, CUL-3b, CUL-3c, and CUL-3d are incorporated into *Strategy 2000.*

D. Development of New Paseos

1. **Impact CUL-4**: The development of new paseos as proposed in *Strategy 2000* could adversely impact cultural resources.

2. **Mitigation Measure CUL-4a**: Implement Mitigation Measure CUL-1.

Mitigation Measure CUL-4b: If the Project plans for new paseos involve ground-disturbing activities, the following mitigation measures should be implemented: Mitigation Measure CUL-3b, Mitigation Measure CUL-3c, and Mitigation Measure CUL-3d.

3. **Finding**: Potential adverse impacts to cultural resources associated with the ground-disturbing activities undertaken to build new paseos will be reduced to a **less-than-significant level** through: the assessment of the potential for subsurface archaeological resources and the recommendation of measures for the protection of existing resources; the redirection of work

3. **Finding**: Potential adverse impacts to cultural resources within the St. James Square Historic District Zone of Historic Sensitivity resulting from new mixed-use development will be reduced to a **less-than-significant level** through: the review of all development plans to ensure conformity with the *St. James Square Historic District Design Guidelines*; and (if ground-disturbing activities take place) the assessment of the potential for subsurface archaeological resources and the recommendation of measures for the protection of existing resources; the redirection of work around identified resources and the evaluation of these resources; and adherence to established protocol for the protection and evaluation of human remains, as described in the FEIR. Mitigation Measure CUL-6a is incorporated into *Strategy 2000.*

G. Development of New Event Locations

1. **Impact CUL-7**: Improving existing event facilities and introducing new event locations could adversely impact cultural resources.

2. **Mitigation Measure CUL-7a**: Implement Mitigation Measure CUL-1.

Mitigation Measure CUL-7b: If new development is proposed within or adjacent to a significant historic resource which is subject to resource-specific preservation plans or design guidelines (e.g., *St. James Square Historic District Design Guidelines*, *A Plan for the Past*, and *The Alameda*), such new development shall conform to those plans and guidelines, in addition to other applicable preservation laws and guidelines.

If the improvement of existing event facilities and introduction of new event facilities involves ground-disturbing activities, the following mitigation measures should be implemented: Mitigation Measure CUL-3b, Mitigation Measure CUL-3c, and Mitigation Measure CUL-3d.

3. **Finding**: Potential adverse impacts to cultural resources associated with the improvement of new event facilities and the introduction of new event locations will be reduced to a **less-than-significant level** through: review conformance of event location facilities to resource-specific preservation plans or design guidelines; the assessment of the potential for subsurface archaeological resources and the recommendation of measures for the protection of existing resources; the redirection of work around identified resources and the evaluation of these resources; and adherence to established protocol for the protection and evaluation of human remains, as described in the FEIR. Mitigation Measures CUL-7a and CUL-7b are incorporated into *Strategy 2000.*

H. Effects of New Residential, Commercial, Institutional, and Co-location Properties on Cultural Resources

1. **Impact CUL-8**: Development of new residential, commercial, institutional, and co-location properties could adversely impact cultural resources.

2. **Mitigation Measure CUL-8a**: Implement Mitigation Measure CUL-1.

the goal of establishing a fair division of responsibility to fund mitigation to preserve information about the affected resources for future study. Such mitigation shall include the following:

- Documentation. HABS Level III documentation by a qualified consultant; provide three copies including original to City Historic Preservation Officer for distribution to NWIC, History San Jose, and California Room at MLK Jr. Library.
- Relocation. Offer for 30 days in San Jose Mercury News, post sign on-site regarding the structures' availability for relocation, and offer financial assistance in relocation equal to the cost of demolition.
- Salvage. In coordination with City Historic Preservation Officer, provide opportunity for salvage of materials for public information or reuse in other locations.

Even with the planning efforts, documentation and salvage that would result from this mitigation measure, a significant cumulative impact could result from the implementation of Project plans. There is no further feasible mitigation that can be implemented to further reduce this impact; therefore the impact is significant and unavoidable.

3. Finding: The development of new residential, commercial, institutional, and co-location properties could result in significant cumulative impacts to architectural resources, as identified in the FEIR. Even with the implementation of feasible mitigation measures, including: the determination of whether affected buildings are significant historic resources; the preservation and protection of historic structures (where possible); the establishment of a fair division of responsibility to fund mitigation to preserve information about resources to be demolished; these impacts would still be **significant and unavoidable**. These significant unavoidable impacts are overridden by Project benefits as set forth in the statement of overriding considerations. Mitigation Measures CUL-9a and CUL-9b are incorporated into *Strategy 2000.*

J. Effects of New Residential, Commercial, Institutional, and Co-location Properties on Archaeological Deposits

1. Impact CUL-10: Development of new residential, commercial, institutional, and co-location properties could result in a significant cumulative impact to potentially-significant archaeological deposits.

2. Mitigation Measure CUL-10: Prior to Project actions within the area that may affect properties containing historical archaeological deposits, especially pueblo-associated deposits, the City should identify the likelihood that cumulative development would result in impacts to such deposits. The steps listed in Mitigation Measure CUL-3b, Mitigation Measure CUL-3c, and Mitigation Measure CUL-3d should be implemented.

Even with the archaeological data recovery detailed in those mitigations, however, a significant cumulative impact could result from the implementation of Project plans. There are no further feasible measures that can be implemented to further reduce this impact; therefore the impact is significant and unavoidable

resource, any alterations undertaken should follow the Secretary's Standards for the Treatment of Historic Properties and any other applicable guidelines. Pursuant to *CEQA Guidelines* §15064.5(b)(3), if the Project plans conform to the Secretary's Standards, then potential impacts to historical resources will be considered mitigated to a less-than-significant level.

3. **Finding**: Potential adverse impacts to historic buildings resulting from re-use, remodeling, or conversion will be reduced to a **less-than-significant level** through: determining if affected buildings are historic resources; determining if Project activities would affect the historic resources; and compliance with the Secretary's Standards for the Treatment of Historic Properties and other applicable guidelines, as described in the FEIR. Mitigation Measure CUL-12 is incorporated into *Strategy 2000.*

M. Lighting and Signage Plans, and Distinctive Building Design Requirements

1. **Impact CUL-13**: Implementing lighting plans, signage plans, and distinctive building design requirements, could adversely impact cultural resources.

2. **Mitigation Measure CUL-13**: Implement Mitigation Measure CUL-1.

3. **Finding**: Potential adverse impacts to cultural resources associated with implementation of lighting plans, signage plans, and distinctive building design requirements will be reduced to a **less-than-significant level** through the review of lighting and signage plans and distinctive building design requirements, and ensuring that these plans and requirements are consistent with the Secretary's Standards, as described in the FEIR. Mitigation Measure CUL-13 is incorporated into *Strategy 2000.*

N. Clustering Tall Buildings

1. **Impact CUL-14**: Clustering taller buildings near the city center to create an "identifiable urban form" could adversely impact cultural resources.

2. **Mitigation Measure CUL-14**: Implement Mitigation Measure CUL-1.

3. **Finding**: Potential adverse impacts to cultural resources associated with the clustering of tall buildings near the city center will be reduced to a **less-than-significant level** through the review of applications for tall buildings near the city center, and ensuring that these plans are consistent with the Secretary's Standards, as described in the FEIR. Mitigation Measure CUL-14 is incorporated into *Strategy 2000.*

O. Effects of Transit Enhancement Structures

1. **Impact CUL-15**: Creating rider-friendly "enhancement structures" near transit lines could adversely impact cultural resources.

2. **Mitigation Measure CUL-15**: Implement Mitigation Measure CUL-1. If the Project plans involve ground-disturbing activities, the following mitigation measures should be

1. **Impact CUL-18**: Development of a near-term parking facilities could adversely impact cultural resources.

2. **Mitigation Measure CUL-18**: Implement Mitigation Measure CUL-1. If the Project plans involve ground-disturbing activities, the following mitigation measures should be implemented: Mitigation Measure CUL-3b, Mitigation Measure CUL-3c, and Mitigation Measure CUL-3d.

3. **Finding**: Potential adverse impacts to cultural resources associated with the development of near-term parking facilities will be reduced to a **less-than-significant level** through: the review of proposals for near-term parking facilities; ensuring that these facilities are consistent with the Secretary's Standards; and (if ground-disturbing activities would occur) the assessment of the potential for subsurface archaeological resources and the recommendation of measures for the protection of existing resources; the redirection of work around identified resources and the evaluation of these resources; and adherence to established protocol for the protection and evaluation of human remains, as described in the FEIR. Mitigation Measure CUL-18 is incorporated into *Strategy 2000.*

X. HAZARDS

A. Exposure of Persons to Contamination

1. **Impact HAZ-1**: Redevelopment of properties within the *Strategy 2000* Project area could expose construction workers and/or the public to hazardous materials from existing soil and groundwater contamination during and/or following redevelopment. Sensitive receptors located near the development could potentially be affected by releases of hazardous materials.

2. **Mitigation Measure HAZ-1a**: Prior to development or redevelopment of any parcel as part of implementation of *Strategy 2000*, a Phase I site assessment should be conducted by a qualified professional (e.g., a California-registered environmental assessor) to identify current or historical land uses that have or may have included the storage or generation of hazardous materials and the potential for releases of hazardous materials to have occurred that might impact the site. The assessments should be performed in conformance with standards adopted by the American Society for Testing and Materials (ASTM) for Phase I site assessments. The Phase I site assessment should identify any limitations to development due to the presence of any sites associated with hazardous materials in the vicinity of the subject site, and present recommendations for further investigation of the site, if necessary.

Mitigation Measure HAZ-1b: If a Phase I site assessment were to indicate that a release of hazardous materials could have affected the site, additional soil and/or groundwater investigations should be conducted by a qualified environmental professional to assess the presence and extent of contamination at the site. Soil and groundwater investigations should be conducted in conformance with State and local guidelines and regulations.

Mitigation Measure HAZ-1c: If the results of the subsurface investigation(s) indicated the presence of hazardous materials, site remediation may be required by the applicable State or local regulatory agencies. Depending on the nature of contamination, remediation could

be removed by a qualified lead abatement contractor and disposed of in accordance with existing hazardous waste regulations.

3. **Finding**: Potential exposure of construction workers and future site users to demolition and renovation-related airborne lead and asbestos will be reduced to a **less-than-significant level** through compliance with existing lead and asbestos regulations, including the remediation of lead and asbestos where necessary, as described in the FEIR. Mitigation Measures HAZ-2a and HAZ-2b are incorporated into *Strategy 2000.*

C. Use, Storage, and Disposal of Hazardous Materials

1. **Impact HAZ-3**: New businesses developed as part of the *Strategy 2000* may include the use, storage, or disposal of hazardous materials. Improper management of hazardous materials could potentially expose workers and/or the public to health risks.

2. **Mitigation Measure HAZ-3**: Prior to issuance of building permits for development or redevelopment in the Project area that may involve the use, storage, or disposal of hazardous materials, the City shall determine that the proposed use has adhered to current regulations and programs concerning hazardous waste.

3. **Finding**: Health risks associated with the use, storage, and disposal of hazardous materials will be reduced to a **less-than-significant level** through the determination that new uses adhere to current hazardous waste regulations and programs, as described in the FEIR. Mitigation Measure HAZ-3 is incorporated into *Strategy 2000.*

XI. PUBLIC FACILITIES AND SERVICES

No significant public facilities and services impacts are identified.

XII. HYDROLOGY AND FLOODING

A. Storm Water Runoff

1. **Impact HYD-1**: Construction activities and post-construction operation of specific development projects within the Project area could result in degradation of water quality in the Guadalupe River and the Bay by reducing the quality of storm water runoff.

2. **Mitigation Measure HYD-1:** The applicant of a development or redevelopment project shall prepare a Storm Water Pollution Prevention Plan (SWPPP) designed to reduce potential impacts to surface water quality through the construction and life of the project. The SWPPP would act as the overall program document designed to provide measures to mitigate potential water quality impacts associated with implementation of the project. The SWPPP shall include:

- Specific and detailed BMPs designed to mitigate construction-related pollutants. These controls shall include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g., fuels, lubricants, paints, solvents, adhesives) with storm

2. **Mitigation Measure HYD-2:** All structures shall be built so that potential injuries to Project occupants and property damage are minimized in the event of a flood. Specifically, and in accordance with the San Jose Municipal Code, Title 17, Chapter 17.08, any new development projects or substantial redevelopment shall comply with floodplain management regulations. The lowest finished floor of each structure shall be elevated to or above the inundation elevation specified on the Flood Insurance Rate Map. In addition, any below-ground parking structures shall be designed and constructed so that the base flood would not inundate these areas. Flood protection of below-ground parking could be achieved either by grade control and/or berms. Those areas removed from the 100-year flood hazard zone by the Letter of Map Revision process shall not be required to comply with floodplain regulations.

3. **Finding**: Impacts associated with the exposure of structures to 100-year floods will be reduced to a **less-than-significant level** by requiring new development projects and major redevelopment projects to comply with floodplain management regulations, and by requiring below-ground parking structures to be designed and constructed so that they are not inundated by the base flood, as described in the FEIR. Mitigation Measure HYD-2 is incorporated into *Strategy 2000.*

C. Inefficient Use of Water

1. **Impact HYD-3**: Some of the activities proposed by the Project could result in the inefficient use of water supplies.

2. **Mitigation Measure HYD-3**: Each landscaping plan proposed as part of future development in the Project area shall be designed to use the minimum volume of irrigation water necessary to meet the objectives of the landscaping plan. In general, low water-need plants shall be emphasized. In particular, species of trees and shrubs that only require water to become established shall be specified whenever possible. Turf grass, which is among the highest water users of all common landscaping choices, shall be avoided to the extent feasible. In addition, efficient irrigation systems, including but not limited to drip systems, shall be emphasized. Use of reclaimed water should be considered for each project. The City of San Jose Planning Department shall review and approve each of the landscaping plans proposed as part of specific development projects to ensure that they minimize irrigation to the extent feasible.

3. **Finding**: Potential inefficient water use resulting from some Project-related activities will be reduced to a **less-than-significant level** through: the design of landscaping plans to use the minimum volume of irrigation water necessary; and the review of landscaping plans by the City to ensure the plans minimize irrigation to the extent feasible, as described in the FEIR. Mitigation Measure HYD-3 is incorporated into *Strategy 2000.*

D. Dewatering Effluent

1. **Impact HYD-4**: Dewatering effluent may contain contaminants and if not properly managed could cause impacts to construction workers and the environment.

2. **Mitigation Measure UTIL-2**: Consistent with General Plan policies related to wastewater services, the City shall review individual development proposals to ensure that the projects could be adequately served by the Water Pollution Control Plant and not result in a violation of the Board's discharge cap to the Bay prior to the approval of any specific development projects. At the time that specific development projects are proposed, the City shall require that indoor and outdoor water conserving technologies and practices are integrated into the development.

3. **Finding**: Increased wastewater generation, which could exceed the capacity of the Water Pollution Control Plant and the Regional Water Quality Control Board's effluent release limit, will be reduced to a **less-than-significant level** through: the review of individual development proposals; and requiring indoor and outdoor water conserving practices and policies to be incorporated into new development, as described in the FEIR. Mitigation Measure UTIL-2 is incorporated into *Strategy 2000.*

XIV. ENERGY

No significant energy impacts are identified.

XV. CUMULATIVE IMPACTS

A. Cumulative Land Use Impacts

1. **Impact:** Implementation of the proposed *Strategy 2000* Project, in combination with all of the cumulative projects currently proposed, would contribute to the following significant cumulative land use impacts:

- A cumulatively significant loss of visual open space in San José, estimated to be in the range of 2,000 to 3,000 acres; and
- A cumulatively significant loss of unobstructed views of the scenic hillsides and mountains that form the perimeter of the Santa Clara Valley.
- Secondary effects of the cumulative traffic from the Downtown and North San José development, such as dust, litter, odors, and access difficulties, will increase significantly on segments of North Tenth and Eleventh Streets and on Julian, Taylor and Hedding Streets. Because of the quantity of traffic and the presence of the grid street system, the quantity of cut-through traffic into the adjacent residential neighborhoods, and the land use impacts from that traffic on residential neighborhoods, will also be significant.

2. **Mitigation Measure:** As discussed in the Land Use Impacts discussion, available mitigations for the land use impacts associated with significant traffic increases, and available mitigation measures to reduce the visual impacts associated with loss of open space are assumed to be in place and/or included in all of the proposed projects. The significant unavoidable land

facilities), and a financing plan for their funding. The North San José project is also proposing improvements to the transit system.

6. The Downtown *Strategy 2000* Project includes a comprehensive package of roadway improvements (including upgrades to US 101, I-280, and SR 87 freeway ramps, and local street facilities such as the new Autumn Street connection and Coleman Avenue widening).

7. The Evergreen project contains a comprehensive package of highway improvements (including upgrades to US 101, White Road, and local intersections), and a financing plan for their funding.

8. The Coyote Valley project will include improvements to interchanges on US 101, new/widened roadways in Coyote Valley, and the widening of Bailey Avenue between Coyote Valley and Almaden Valley. The Coyote Valley project is also envisioned to include a fixed guideway transit system.

These measures will have the effect of reducing cumulative traffic impacts, compared to that which would occur in the absence of such measures. The measures would not, however, be sufficient to reduce impacts to a less than significant level. Given the practical limitations on future roadway expansions, further reductions in cumulative traffic impacts will be largely dependent upon long term changes in the behavior of commuters. Such changes will be necessary in order to reduce the overwhelming dependence on single occupant automobile transportation that is the basis of both the Project specific and cumulative traffic impact analyses. This FEIR does not assume that such change will occur during the current General Plan horizon.

Changes in commute behavior (*i.e.*, relying less on single occupant automobile transportation) may, over time, reduce the significant traffic congestion identified in this cumulative impacts analysis. Government actions that encourage use of alternative transportation and discourage reliance on single occupant automobiles, consistent with the City's General Plan and the Countywide Congestion Management Plan, are specific actions that also might be taken to reduce the significant traffic impacts. However, a significant reduction in cumulative traffic congestion is unlikely to occur during the current General Plan horizon.

3. Finding: Implementation of the proposed Project, in conjunction with anticipated projects, would increase congestion across the three special subarea screenlines, significantly increase VMT and VHT within the City's Sphere of Influence, and significantly increase peak hour congestion on already congested roadway links and the degradation of additional roadway links. There are no feasible mitigation measures to reduce this significant cumulative impact. However, the mitigation measures listed above are incorporated into *Strategy 2000.* Therefore, this cumulative impact would remain **significant and unavoidable**. This unavoidable cumulative impact is overridden by Project benefits as set forth in the statement of overriding considerations.

C. Cumulative Air Quality Impacts

1. Impact: The proposed Project which is the subject of this FEIR would add 10,000 new dwelling units, 45,000 additional jobs, and 2,500 hotel rooms to the holding capacity of the

2. **Mitigation Measure:** No feasible mitigation measures are available to reduce noise resulting from cumulative Project traffic to a less-than-significant level.

3. **Finding:** Implementation of the proposed Project, in conjunction with anticipated projects, would result in noise increases along major roadways in the greater San Jose area where new roadways would be constructed, roadway widening would move traffic closer to adjacent receptors, and traffic volumes would substantially increase in relation to existing volumes. No feasible mitigation measures are available to reduce this cumulative impact to a less-than-significant level. Therefore, this cumulative impact would remain **significant and unavoidable**. This unavoidable cumulative impact is overridden by Project benefits as set forth in the statement of overriding considerations.

E. Cumulative Cultural Resources Impacts

1. **Impact:** Five of the 22 cumulative projects would result in a significant impact to historic resources. The resources that would be affected by these projects are generally distinct. They are geographically separated and do not represent the same type of development. Two of the projects may result in impacts to resources representing the same period in the City's history. While the individual impacts would not combine to create a cumulative impact of greater severity upon any one historic period or type of resource, the cumulative loss of historic structures would be significant.

The combined impacts to historic resources as a result of full implementation of the proposed projects would result in a cumulatively significant loss of historic resources. *Strategy 2000* would contribute to that cumulatively significant impact.

2. **Mitigation Measure:** While approval and implementation of the proposed Project evaluated in this FEIR will result in a cumulatively considerable contribution to significant cumulative impacts to cultural resources, no additional mitigation measures are available to address these impacts.

3. **Finding:** Implementation of the proposed Project, in conjunction with anticipated projects, would result in a significant cumulative impact to historic resources. No feasible mitigation measures are available to reduce this significant cumulative impact to a less-than-significant level. Therefore, this cumulative impact would remain **significant and unavoidable**. This unavoidable cumulative impact is overridden by Project benefits as set forth in the statement of overriding considerations.

F. Cumulative Energy Impacts

1. **Impact:** As shown in the list of cumulative projects in the FEIR, there is a substantial amount of development that is being considered for approval in San José. To provide information regarding the magnitude of cumulative energy impacts, the estimated annual energy usage of the largest of these projects is quantified in Table VI-6 of the FEIR. To put the data of Table VI-6 into context, the cumulative increase in electricity, 1,433 million kWhr, is equivalent

3. **Finding:** Implementation of the proposed Project, in conjunction with anticipated projects, would result in the use of finite supplies of energy. Because the Project would occur over a long time period, it is not feasible to commit to the implementation of certain energy conservation measures. Therefore, this cumulative impact would remain **significant and unavoidable**. This unavoidable cumulative impact is overridden by Project benefits as set forth in the statement of overriding considerations.

XVI. ALTERNATIVES TO THE PROPOSED PROJECT

A. No Development Alternative: The No Development alternative is the circumstance under which the Project does not proceed, and the comparison involves the effects of the *Strategy 2000* study area remaining in its existing state versus the effects which would occur if the Project were implemented. The *Strategy 2000* area would remain physically as it presently is. No new construction or expansion of housing, retail, office, hotels, or parking resources would occur under this alternative. Neither the general themes nor the specific actions including key priorities and development potential, urban design concepts, design guidelines, and strategies and specific actions would be implemented.

1. **Comparison to the Project.** To maintain the Project site as it is today would avoid each of the 13 significant and unavoidable impacts that would result from the proposed Project. The absence of new residential and retail development in the area would not exacerbate congestion at 31 impacted intersections, and the 21 intersections where mitigation is infeasible, and 33 freeway segments. Related to the avoidance of these traffic impacts, the No Development alternative would also avoid the contribution made by the proposed Project to regional air pollution. The No Development alternative would not result in significant cumulative impacts to potentially-significant historic architectural resources.

2. **Finding:** While this alternative would be environmentally superior in the technical sense that these aforementioned impacts would not occur, it would also fail to achieve any of the Project's objectives summarized in the FEIR (and included in the City's General Plan for Downtown San Jose and the adjacent San Jose International Airport). The development of retail, housing, hotels, parks and trails, and parking, and the implementation of streetscape improvements would be foregone under the No Development alternative. Since this alternative fails to provide any of the benefits of the Project, the City Council finds this alternative infeasible and less desirable than the Project.

B. Increased Housing/Reduced Office Alternative: The Increased Housing/Reduced Office alternative would retain all of the Objectives and Guiding Principals: Key Priorities; Urban Design Concepts; and Strategies and Actions by System and by Sub-Areas; and Design Guidelines. It would, however, involve a shift in the assumptions about the development potential of the Greater Downtown Area. This shift in the types of development that would occur under *Strategy 2000* would involve: (1) a reduction in the level of office development, from a maximum of 10 million square feet in the proposed Project, to a maximum of 7.5 million square feet under this alternative; and (2) an increase in housing from a maximum of 10,000

Housing/Reduced Office alternative may result in the improvement of the intersections to LOS D conditions. The remaining intersections were shown in the analysis of the proposed Project to be degraded so substantially by the combination of existing traffic and new growth, that the reduction in trips of the alternative would have no effect.

The proposed Project would have a significant impact on 33 freeway segments. A reduction of 2,000 peak hour trips over the Greater Downtown area would not cause any of these facilities to drop from the list. Thus, the Increased Housing/Reduced Office alternative would also have a significant impact on the same facilities.

c. Air Quality. The air quality impacts from the Increased Housing/Reduced Office alternative would be the same as those of the proposed Project. The difference in vehicular trips generated under this alternative (roughly 2,000 fewer during the AM and PM peak hours) would not substantially change the local carbon monoxide emissions or the regional criteria pollutant emissions from development in the Greater Downtown, both of which are considered significant impacts. Two less-than-significant impacts – potential odors and toxic air contaminants – could be reduced as a result of this alternative. The construction period dust and vehicular emissions would not differ substantially from the shift from office uses to residential uses under this alternative.

d. Noise. Noise impacts in the Greater Downtown result from impacts of the environment upon residents and employees in the study area, including traffic noise generated from the new growth itself. Noise from three sources – the San Jose International Airport, vehicular traffic, and rail operations – would all lead to significant adverse impacts under the proposed Project as well as under this alternative. In fact, the total number of Downtown residents exposed to unacceptably high noise levels under the Increased Housing/Reduced Office alternative would increase as compared to the proposed Project. As with the proposed Project, each of the significant noise impacts could be successfully reduced to less-than-significant levels through the implementation of the recommended mitigation measures.

e. Shade and Shadow. The shade and shadow simulations of the proposed Project (Section V.E, Shade and Shadow of the FEIR) are based on assumptions about the building envelopes of future development that are conservative (i.e., they are the maximum height and bulk that could occur on specific parcels under *Strategy 2000* and other regulations). Those simulations and the analysis of potential shade and shadow impacts show significant impacts on three of the major public open spaces in the Greater Downtown: St. James Park, Plaza of Palms, and Plaza de Cesar Chavez. The height and bulk of the Increased Housing/Reduced Office alternative would be similar to that of the proposed Project and would lead to the same shade and shadow impacts on these open spaces. As with the proposed Project, each of the significant shade and shadow impacts could be successfully reduced to less-than-significant levels through the implementation of the recommended mitigation measures.

f. Aesthetics. While newly constructed residential buildings (or existing buildings converted to residential uses) would look different from office buildings, there is nothing about these differences that would necessarily lead to significant impacts on the views or aesthetics of the Greater Downtown. The same urban design concepts and guidelines that would ensure that

positive impact to the City's jobs/housing balance. For the foregoing reasons, the City Council finds this alternative infeasible and less desirable.

C. Mitigated Alternative: The Mitigated alternative would retain all of *Strategy 2000's* Objectives and Guiding Principals: Key Priorities; Urban Design Concepts; and Strategies and Actions by System and by Sub-Areas; and Design Guidelines. Similar to the Increased Housing/Reduced Office Alternative discussed above, it would, however, involve a shift in the assumptions about the development potential of the Greater Downtown Area. This shift in the development that would occur under *Strategy 2000* would involve: a reduction in the level of all types of development (office space, housing units, retail space and hotel space) by approximately 25 percent.

This alternative would result in the following development in the Greater Downtown Core Area during the planning horizon of *Strategy 2000*:

- 6,000,000 to 7,500,000 square feet of office space;
- 6,000 to 7,500 residential dwelling units;
- 675,000 to 900,000 square feet of retail space; and
- 1,500 to 1,875 guest rooms of hotel space, in 4 to 5 hotel Projects.

The five General Plan Amendments [GP05-03-01(a)-(e)] that are part of the proposed Project would not change under this alternative. This alternative could be accomplished under the broad parameters that are expressed in *Strategy 2000* as it has been presented; it simply represents a land use and development scale that reduces total development across all four categories by approximately one quarter. For purposes of the following discussion, the upper bound of the range in each land use case (e.g., 1,875 hotel rooms) is assumed.

1. Comparison to the Project.

a. Land Use. The potential land use impacts of the Mitigated alternative would not differ substantially from those of the proposed Project. By definition, the Greater Downtown would experience approximately 25 percent less total development within each of the major land use categories: 2.5 million fewer square feet of office development; 2,500 fewer residential housing units; 300,000 fewer square feet of retail development; and 625 fewer hotel rooms (or roughly one less new hotel out of the 4 to 5 that are envisioned under *Strategy 2000*). Such a reduction in overall development would not cause any new impact related to disruption or division of an established community nor cause any inherent conflict with other existing or proposed uses. Such an adjustment in total development would likely require less acquisition and/or relocation of existing uses, but not to an extent that would be significant. Like the proposed Project, the Mitigated alternative would continue to result in the significant land use impact (Impact LU-1), which relates to building heights exceeding the FAA's surface height restriction of 208 feet AMSL and the safety of operations at San Jose International Airport; reducing the total development by 25 percent would not necessarily have a mitigatory effect on that impact unless this alternative were to specify a reduction in heights or other design features of new development. However, implementation of the same three-part mitigation measure would reduce that impact to a less-than-significant level.

from the new growth itself. Noise from three sources–the San Jose International Airport, vehicular traffic, and rail operations–would all lead to significant adverse impacts under this alternative as well as under the proposed Project. While the total number of Downtown residents and employees exposed to unacceptably high noise levels under the Mitigated alternative would be smaller than the proposed Project, a reduction in the number of people exposed would not result in a less-than-significant impact. As with the proposed Project, each of the significant noise impacts could be successfully reduced to less-than-significant levels through the implementation of the recommended mitigation measures.

e. Shade and Shadow. The shade and shadow simulations of the proposed Project (Section V.E, Shade and Shadow) are based on assumptions about the building envelopes of future development that are conservative (i.e., they are the maximum height and bulk that could occur on specific parcels under *Strategy 2000* and other regulations). Those simulations and the analysis of potential shade and shadow impacts show significant impacts on three of the major public open spaces in the Greater Downtown: St. James Park, Plaza of Palms, and Plaza de Cesar Chavez. The height and bulk of individual buildings under the Mitigated alternative would not necessarily be any different than those of the proposed Project and would lead to the same shade and shadow impacts on these open spaces. It is possible that individual buildings under the Mitigated alternative would be shorter and/or more slender than under the proposed Project, but it is equally possible that the 25 percent reduction would be experienced as a reduction in the number of new buildings. As with the proposed Project, each of the significant shade and shadow impacts could be successfully reduced to less-than-significant levels through the implementation of the recommended mitigation measures.

f. Aesthetics. While a reduced number of new buildings (or existing buildings under renovation) or similar number of shorter or more slender new buildings could present different aesthetic conditions than the proposed Project, there is nothing about these differences that would necessarily lead to either an increase or decrease in adverse impacts on the views or aesthetics of the Greater Downtown. The same urban design concepts and guidelines that would ensure that the proposed Project would not lead to significant aesthetic impacts would be applied to this alternative.

g. Vegetation and Wildlife; Geology; Cultural Resources; Hazards and Hazardous Resources; Hydrology and Flooding; and Energy. The impacts of the Mitigated alternative would be the same as the proposed Project and could–with two exceptions–be reduced to less-than-significant levels through the implementation of the recommended mitigation measures. The potential cumulative impacts to architectural resources and archaeological deposits would remain significant and unavoidable under the Mitigated alternative, just as would be the case under the proposed Project. One of the reasons for the similarity between the impacts of the proposed Project and this alternative is due to the fact that impacts, in each of these topical areas, stem from the new or redeveloped buildings' footprint and not from their height, bulk or density of population and employment. Also, a small reduction in the number of new buildings would not substantially reduce such effects.

h. Public Facilities and Services; and Utilities and Infrastructure. The Mitigated alternative would have impacts in these topical areas that would be similar to the proposed

San Fernando Street. Parcels designated Residential Support for the Core Area are located west of SR 87 and north of San Carlos Street. In order to facilitate the expansion and intensification of the Greater Downtown, a General Plan amendment is proposed as part of the proposed Project, but would not be necessary under the No Project alternative.

This alternative would have adverse impacts of roughly the same type and scale as those determined to result from the proposed Project. The overall scale of development that could occur within the study area under the No Project alternative is still approximately 87 percent of that envisioned by *Strategy 2000.* This alternative would not eliminate any of the significant and unavoidable adverse impacts of the proposed Project. In fact, if the 87 percent of *Strategy 2000* development were to not have the expanded core (with its area and the *Strategy 2000* programs and actions) to grow in, impacts of that development in the existing core could be marginally more adverse than those of the proposed Project.

2. **Finding:** This alternative would have adverse impacts of roughly the same type and scale as those that would result from implementation of the proposed Project. *Strategy 2000* is intended to serve as a catalyst for development in the Project area. It also aims to channel development into certain areas, including an expanded Downtown Core. The No Project alternative would not provide the stimulation, vision or strategies for expanding the Downtown Core that *Strategy 2000* provides. Generally, even though the No Project alternative might achieve new growth in the Greater Downtown area, it would fail to meet all but a few of the goals, objectives and guiding principles of *Strategy 2000.* The goals and objectives that would be foregone under this alternative would include those emphasizing Downtown as a walkable, pedestrian-friendly place, with an identity as the Capital of Silicon Valley, and filled with memorable places and experiences. Beyond the broad goals and objectives that would be foregone, are dozens of urban design concepts and strategies (many backed by specific actions) that would also not be implemented. These strategies and actions are described in Chapter III, Project Description, on pages 46-69 of the FEIR. Therefore, the City finds this alternative infeasible and less desirable than the Project.

XVII. MITIGATION MONITORING AND REPORTING PROGRAM

Attached to this Resolution as Exhibit "A," and incorporated and adopted as part of this Resolution herein, is the Mitigation Monitoring and Reporting Program for the Project. The Program identifies impacts of the Project, corresponding mitigation, designation of responsibility for mitigation implementation and the agency responsible for the monitoring action.

XVIII. STATEMENT OF OVERRIDING CONSIDERATIONS

A. Significant Unavoidable Impacts. With respect to the foregoing findings and in recognition of those facts that are included in the record, the City has determined that the Project will result in certain significant unmitigated impacts as disclosed in the FEIR prepared for this Project. The impacts would not be reduced to a less than significant level by feasible changes or alterations to the Project.

B. Overriding Considerations. The City Council finds that each of the overriding considerations set forth below constitutes a separate and independent ground for finding that the

XVIIII. LOCATION AND CUSTODIAN OF RECORD

The documents and other materials that constitute the record of proceedings on which the City Council based the foregoing findings and approval of the Project are located at the Department of Planning, Building, and Code Enforcement, 801 N. First Street, Room 400, San Jose, CA.

ADOPTED this 21st day of June, 2005, by the following vote:

AYES:	CAMPOS, CHAVEZ, CHIRCO, CORTESE, LeZOTTE, PYLE, REED, WILLIAMS; GONZALES
NOES:	YEAGER
ABSENT:	NONE
DISQUALIFIED;	NONE
VACANT:	DISTRICT 7

RON GONZALES
Mayor

ATTEST:

LEE PRICE, CMC
City Clerk

Table 1: Mitigation Monitoring and Reporting Program

Environmental Impacts	Mitigation Measures	Implementation Responsibility	Oversight Responsibility
A. LAND USE			
LU-1: Construction of buildings at heights that would exceed the FAA's imaginary surface restrictions over the project area, or which would stand at least 200 feet in height above ground, could be potential hazards to the safe operation of the San Jose International Airport. **Less Than Significant Impact with Mitigation**	LU-1: Prior to the issuance of a building permit for any project structures that would exceed the FAA imaginary surface applicable to the project site or which would stand at least 200 feet in height above ground, the following actions should be accomplished: • The applicant shall comply with the notification requirements of Federal Aviation Regulations, Part 77, and receive a "Determination of No Hazard" from the FAA. • Conditions set forth in the required FAA determination of No Hazard regarding roof-top lighting or marking shall be incorporated into the final design of the structure. • Avigation easements (recognizing that the property is subject to aircraft noise impacts and specified height restrictions) shall be dedicated to the City of San Jose.	Individual project proponents shall comply with all applicable FAA regulations and procure a Determination of No Hazard prior to the issuance of building permits. Individual project proponents shall adhere to all FAA conditions, and shall incorporate avigation easements into their site plans where required, prior to the issuance of building permits.	The Director of Planning, Building, and Code Enforcement[1] (PBCE) shall ensure that individual project proponents have contacted the FAA and incorporated FAA and City requirements into their site plans prior to the issuance of building permits.
B. TRANSPORTATION AND CIRCULATION			
TRAF-1: The level of service at the intersection of Market Street and Julian Street (31) would be LOS C during both the AM and PM peak hours under existing conditions and the intersection would degrade to LOS E and F during the AM and PM peak hours, respectively, under 2020 project conditions. **Less Than Significant Impact**	This Downtown Core intersection is exempt from the City's level of service standards and this impact is therefore less than significant.	N/A	N/A

[1] Wherever the Director of Planning, Building and Code Enforcement (PBCE) is charged with oversight responsibility, an officially-designated representative of the Director of PBCE could fulfill this role.

Table 1 *continued*

Environmental Impacts	Mitigation Measures	Implementation Responsibility	Oversight Responsibility
TRAF-6: The level of service at the intersection of Coleman Avenue and Taylor Street (52) would be LOS E and D during the AM and PM peak hours, respectively, under existing conditions, and the intersection would degrade to LOS F and E during the AM and PM peak hours, respectively, under project conditions. This constitutes a significant impact by City of San Jose standards. **Less Than Significant Impact with Mitigation**	TRAF-6: The necessary improvement to mitigate the project impact at this intersection would consist of the widening of Coleman Avenue from a four-lane roadway to a six-lane roadway (including the associated improvements of double-left-turn and separate right-turn lanes on Taylor Street), and construction of the Autumn Street connection to Coleman Avenue as identified in the City's General Plan. The implementation of these improvements would improve intersection level of service to LOS D under both the AM and PM peak hours.	The City shall ensure the development of the following improvements prior to buildout of Phase 1 of the Downtown Strategy Plan: 1) the widening of Coleman Avenue from a four-lane roadway to a six-lane roadway (including the associated improvements of double-left-turn and separate right-turn lanes on Taylor Street); and 2) construction of the Autumn Street connection to Coleman Avenue as identified in the City's General Plan.	The Director of PBCE and the Director of the Department of Transportation shall ensure that all of the roadway improvements listed in Mitigation Measure TRAF-6 are developed prior to buildout of Phase 1 of the Downtown Strategy Plan.
TRAF-7: The level of service at the intersection of Stockton Avenue and The Alameda (53) would be LOS C during both the AM and PM peak hours under existing conditions and the intersection would degrade to LOS F during both peak hours under project conditions. This constitutes a significant impact by City of San Jose standards. **Less Than Significant Impact with Mitigation**	TRAF-7: The necessary improvement to mitigate the project impact at this intersection would consist of the Autumn Street connection to Coleman Avenue as identified in the City's General Plan, in addition to restriping the southbound approach to provide one left-turn, one shared left-through, and one right-turn lane. The extension of Autumn Street would provide an alternative north/south route in the area and alleviate congestion along both Stockton Avenue and The Alameda. The implementation of these improvements would improve intersection level of service to LOS D and C under the AM and PM peak hours, respectively.	The City shall ensure the development of the following improvements prior to buildout of Phase 1 of the Downtown Strategy Plan: 1) the Autumn Street connection to Coleman Avenue, as identified in the City's General Plan; and 2) restriping the southbound approach to provide one left-turn, one shared left-through, and one right-turn lane.	The Director of PBCE and the Director of the Department of Transportation shall ensure that all of the roadway improvements listed in Mitigation Measure TRAF-7 are developed prior to buildout of Phase 1 of the Downtown Strategy Plan.

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Table 1 *continued*

Environmental Impacts	Mitigation Measures	Implementation Responsibility	Oversight Responsibility
TRAF-10: The level of service at the intersection of Bird Avenue and San Carlos Street* (58) would be LOS D during the PM peak hour under existing conditions and the intersection would degrade to LOS F under project conditions. This condition constitutes a significant impact by both City of San Jose and CMP standards. **Significant Unavoidable Impact**	TRAF-10: One possible improvement consists of the addition of a second northbound left-turn lane. The implementation of this improvement would improve intersection level of service to LOS E. In accordance to CMP standards, this is an acceptable level of service. However, based on City of San Jose standards this intersection would continue to operate at an unacceptable level of service during the PM peak hour. The impact at this intersection is significant and unavoidable. Operational problems such as blocked intersections and an imbalance of lane usage along Bird Avenue between San Carlos Street and I-280 are due to large volumes of traffic and the close spacing of intersections. As such, signal timing modifications along Bird Avenue between I-280 and San Carlos Street should also be implemented.	The City shall ensure the development of the following improvements prior to buildout of Phase 2 of the Downtown Strategy Plan: 1) the addition of a second northbound left-turn lane at the intersection of Bird Avenue and San Carlos Street; and 2) signal timing modifications along Bird Avenue between I-280 and San Carlos Street.	The Director of PBCE and the Director of the Department of Transportation shall ensure that all of the roadway improvements listed in Mitigation Measure TRAF-10 are developed prior to buildout of Phase 2 of the Downtown Strategy Plan.
TRAF-11: The level of service at the intersection of Bird Avenue and Auzerais Avenue (59) would be LOS C during the PM peak hour under existing conditions and the intersection would degrade to LOS E under project conditions. This condition constitutes a significant impact by City of San Jose standards. **Less Than Significant with Mitigation**	TRAF-11: One possible improvement to mitigate the project impact at this intersection would consist of the addition of a second northbound left-turn lane. The implementation of this improvement would improve intersection level of service to LOS C. Operational problems such as blocked intersections and an imbalance of lane usage along Bird Avenue between San Carlos Street and I-280 are due to large volumes and the close spacing of intersections. As such, signal timing modifications along Bird Avenue between I-280 and San Carlos Street should be implemented.	The City shall ensure the development of the following improvements prior to buildout of Phase 2 of the Downtown Strategy Plan: 1) the addition of a second northbound left-turn lane at the intersection of Bird Avenue and Auzerais Avenue; and 2) signal timing modifications along Bird Avenue between I-280 and San Carlos Street.	The Director of PBCE and the Director of the Department of Transportation shall ensure that all of the roadway improvements listed in Mitigation Measure TRAF-11 are developed prior to buildout of Phase 2 of the Downtown Strategy Plan.

Table 1 *continued*

Environmental Impacts	Mitigation Measures	Implementation Responsibility	Oversight Responsibility
TRAF-13: The level of service at the intersections of Delmas Avenue and Park Avenue (63) would be LOS C during the PM peak hour under existing conditions and the intersection would degrade to LOS F under project conditions. This condition constitutes a significant impact by City of San Jose standards. **Less Than Significant with Mitigation**	TRAF-13: The necessary improvement to mitigate the project impact at this intersection would consist of the striping of the north leg to provide a shared through-left turn lane and shared through-right-turn lane. The improvement would require that on-street parking in the area of the intersection be eliminated. In order to maintain the existing on-street parking along both sides of Delmas Avenue north of Park Avenue, this improvement would require widening the roadway between San Fernando Street and Park Avenue by 2 feet. Additional right of way would need to be acquired from the properties on the east side of the street in order to maintain the existing sidewalk width. There are no street trees within the public right-of-way along Delmas Avenue. The affected properties from which additional ROW would be acquired include privately owned parcels and a parcel owned by Santa Clara County. If additional right of way can not be acquired from the private property owners, up to seven on-street parking spaces may need to be eliminated in order to accomplish the recommended mitigation measure. Because the intersection would function at acceptable levels with only a single southbound lane during much of the day, the parking restriction could be implemented during the PM peak hours only. Currently, the on-street parking is allowed only by permit and is used by the residents of the adjacent single-family homes and the multi-family residential development on the northwest corner of Delmas Avenue and Park Avenue. The permit parking restriction is in effect 24 hours a day. The planned Vasona LRT Project will widen the segment of Delmas Avenue between Park Avenue and San Carlos Street. The planned width south of Park Avenue is adequate for two travel lanes with on-street parking on both sides. The implementation of these improvements would improve intersection level of service to LOS C.	The City shall ensure striping of the north leg of the intersection of Delmas Avenue and Park Avenue to provide a shared through-left turn lane and shared through-right-turn lane. The improvement shall be made prior to buildout of Phase 3 of the Downtown Strategy Plan through the elimination of on-street parking, restriction of parking, or roadway widening.	The Director of PBCE and the Director of the Department of Transportation shall ensure that the north leg of the intersection of Delmas Avenue and Park Avenue is striped prior to buildout of Phase 3 of the Downtown Strategy Plan.

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Table 1 *continued*

Environmental Impacts	Mitigation Measures	Implementation Responsibility	Oversight Responsibility
TRAF-17: The level of service at the intersection of US 101 and Oakland Road (S)* (77) would be LOS D during the PM peak hour under existing conditions and the intersection would degrade to LOS F under project conditions. This condition constitutes a significant impact by both City of San Jose and CMP standards. **Less Than Significant with Mitigation**	TRAF-17: Implement Mitigation Measure TRAF-16, the implementation of which would improve intersection level of service to LOS C.	Refer to Mitigation Measure TRAF-16.	Refer to Mitigation Measure TRAF-16.
TRAF-18: The level of service at the intersection of Oakland Road and Hedding Street (78) would be LOS D during the AM peak hour under existing conditions and the intersection would degrade to LOS E under project conditions. This condition constitutes a significant impact by City of San Jose standards. **Less Than Significant with Mitigation**	TRAF-18: The necessary improvement to mitigate the Project impact at this intersection would consist of the conversion of an eastbound through lane to a shared through-left-turn lane. The implementation of this improvement would improve intersection level of service to LOS D. The impact and need for improvement at this intersection would occur after buildout of Phase 4 of the proposed *Strategy 2000.*	The City shall ensure the conversion of an eastbound through lane to a shared through-left-turn lane at the intersection of Oakland and Hedding. These measures shall be implemented prior to buildout of Phase 4 of the Downtown Strategy Plan.	The Director of PBCE and the Director of the Department of Transportation shall ensure implementation of this measure prior to buildout of Phase 4 of the Downtown Strategy Plan.
TRAF-19: The level of service at the intersection of Coleman Avenue and Hedding Street (153) would be LOS D during the PM peak hour under existing conditions and the intersection would degrade to LOS F under project conditions. This condition constitutes a significant impact by City of San Jose standards. **Less Than Significant with Mitigation**	TRAF-19: The necessary improvement to mitigate the project impact at this intersection would consist of the widening of Coleman Avenue from a four-lane roadway to a six-lane roadway and the addition of a second eastbound left-turn lane. The widening of Coleman Avenue has been studied by the City. The study indicated that the widening is feasible, but funding is necessary. The Coleman widening will require that an amendment to the City's General Plan be adopted. The General Plan Amendment analysis has been completed by the City and is presented in Appendix B. The implementation of these improvements would improve intersection level of service to LOS D.	The City shall ensure the widening of Coleman Avenue from a four-lane roadway to a six-lane roadway and add a second eastbound left-turn lane. The City shall also consider the adoption of a General Plan amendment to allow for Coleman Avenue to be widened. These measures shall be implemented prior to buildout of Phase 2 of the Downtown Strategy Plan.	The Director of PBCE and the Director of the Department of Transportation shall ensure that Coleman Avenue is widened prior to buildout of Phase 2 of the Downtown Strategy Plan.

Table 1 *continued*

Environmental Impacts	Mitigation Measures	Implementation Responsibility	Oversight Responsibility
	These measures would provide options to commuters to the Downtown area. An enhanced transit system, with a major improvement such as the BART extension, would reduce auto usage and thus lesson congestion on freeways. The implementation of a parking plan that controls the amount of parking provided in the Downtown area with policies and pricing will also encourage the use of transit that would be more efficient and economical than the use of autos. The reduction in auto usage will be most noticeable on freeways since most transit trips would originate from outside the Downtown area. Because widening the freeways is infeasible, and not all these improvements are currently funded, this impact is considered significant and unavoidable.		
TRAF-22: The HOV lanes on 25 of the segments also are projected to operate at LOS F conditions. **Significant and Unavoidable Impact**	TRAF-22: Implementation of Mitigation Measure TRAF-21 would reduce impacts to the HOV lanes; however, this impact would still be significant and unavoidable.	Refer to Mitigation Measure TRAF-21.	Refer to Mitigation Measure TRAF-21.
TRAF-23: Implementation of *Strategy 2000* could result in individual developments that are not oriented to or encourage the use of transit services. **Less Than Significant with Mitigation**	TRAF-23: The City shall forward plans for individual development projects to VTA staff for their review to ensure compatibility with transit services.	The City shall forward plans for individual development projects to VTA staff for review. The City shall collaborate with VTA to recommend changes to specific development projects, as needed to maintain and improve the quality of transit service. Collaboration shall occur prior to the issuance of building permits.	The Director of PBCE shall verify that VTA has a chance to review individual development projects that are proposed as part of the Downtown Strategy Plan prior to the issuance of Planning permits.

Table 1 *continued*

Environmental Impacts	Mitigation Measures	Implementation Responsibility	Oversight Responsibility
C. AIR QUALITY			
AIR-1: Construction period activities could generate significant dust, exhaust, and organic emissions. **Less than Significant with Mitigation**	AIR-1: Implementation of the following mitigation measures would reduce this impact to a less-than-significant level. a) The Basic and Enhanced control measures recommended by the BAAQMD and listed in Table IV.C-4 shall be implemented during construction of proposed projects. b) Any temporary haul roads to soils stockpiles areas used during construction of projects shall be routed away from existing neighboring land uses. Any temporary haul roads shall be surfaced with gravel and regularly watered to control dust or treated with an appropriate dust suppressant. c) Water sprays shall be utilized to control dust when material is being added or removed from soils stockpiles. If a soils stockpile is undisturbed for more than one week, it shall be treated with a dust suppressant or crusting agent to eliminate wind-blown dust generation. d) All neighboring properties located within 500 feet of property lines of a construction site shall be provided with the name and phone number of a designated construction dust control coordinator who will respond to complaints within 24 hours by suspending dust-producing activities or providing additional personnel or equipment for dust control as deemed necessary. The phone number of the BAAQMD pollution complaints contact shall also be provided. The dust control coordinator shall be on-call during construction hours. The coordinator shall keep a log of complaints received and remedial actions taken in response. This log shall be made available to City staff upon its request.	Project proponents and the construction contractors for these projects shall implement the measures described in Mitigation Measure AIR-1 throughout the project construction period. These measures shall be included in a construction work plan for each proposed development project.	The Director of PBCE and the Director of Public Works shall ensure the measures listed in Mitigation Measure AIR-1 are included in construction work plans prior to the issuance of building or grading permits. The Director of PBCE and the Director of Public Works shall periodically monitor development project construction sites to ensure that all required air pollutant control measures are being implemented.

Table 1 *continued*

Environmental Impacts	Mitigation Measures	Implementation Responsibility	Oversight Responsibility
AIR-2 *continued*	• *Shuttle Measures:* (i) Establish mid-day shuttle service from work site to food service establishments/commercial areas (Effectiveness 0.5 – 1.5 percent of work trips); (ii) Provide shuttle service to transit stations/multi-modal centers (Effectiveness 1 – 2 percent of work trips). • *Parking Measures:* (i) Provide preferential parking (e.g., near building entrance, sheltered area, etc.) for carpool and vanpool vehicles (Effectiveness 0.5 - 1.5 percent of work trips); (ii) Implement parking fees for single occupancy vehicle commuters (Effectiveness 2 - 20 percent of work trips); (iii) Implement parking cash-out program for employees (i.e., non-driving employees receive transportation allowance equivalent to value of subsidized parking) (Effectiveness 2 - 20 percent of work trips). • *Bicycle and Pedestrian Measures:* (i) Provide secure, weather-protected bicycle parking for employees (Effectiveness 0.5 - 2 percent of work trips); (ii) Provide safe, direct access for bicyclists to adjacent bicycle routes (Effectiveness 0.5 - 2 percent of work trips); (iii) Provide showers and lockers for employees bicycling or walking to work (Effectiveness 0.5 - 2 percent of work trips); • *Other Measures:* (i) Implement compressed work week schedule (e.g., 4 days/40 hours, 9 days/80 hours) (Effectiveness 2 - 10 percent of work trips); (ii) Implement home-based telecommuting program (Effectiveness 0.5 - 1.5 percent of work trips).		

Table 1 *continued*

Environmental Impacts	Mitigation Measures	Implementation Responsibility	Oversight Responsibility
NOI-1 *continued*	• In order to reduce aircraft-related noise impacts, outdoor activity areas (e.g., patios, balconies, and common recreation areas) shall be situated so that the structures could provide some noise shielding.		
	NOI-1c: Prior to the issuance of building permits for development, the property owner(s) shall grant an avigation easement to the City of San Jose (in compliance with the ALUC Plan and City General Plan Aviation Policy #40), providing for acceptance of aircraft noise impacts.	Individual project proponents shall grant an avigation easement to the City to provide for the acceptance of noise impacts associated with aircraft. The avigation easement shall be granted prior to issuance of a building permit.	The Director of PBCE shall verify that project proponents grant an avigation easement to the City prior to issuance of a building permit.
NOI-2: The effect of existing and future traffic noise on uses within the area could be significant. **Less Than Significant Impact with Mitigation**	NOI-2a: The following policies contained in the City's 2020 General Plan serve to reduce significant noise impacts: • Noise Policy 1: (detailed above under Mitigation Measure NOI-1a). • Urban Design Policy 1: The City should continue to apply strong architectural and site design controls on all types of development for the protection and development of neighborhood character and for the proper transition between areas with different types of land uses.	Refer to Mitigation Measure NOI-1a. The City shall analyze the noise effects of new land uses that are proposed under the Downtown Strategy Plan. Appropriate architectural and site design controls shall be required during the design review phase of projects on the basis of this analysis.	Refer to Mitigation Measure NOI-1a. The Director of PBCE shall ensure that new land uses proposed under the Downtown Strategy Plan do not result in land use conflicts that could lead to significant noise impacts.
	NOI-2b: At the time future residential projects are proposed, implement Mitigation Measure NOI-1b.	Refer to Mitigation Measure NOI-1b.	Refer to Mitigation Measure NOI-1b.

Table 1 *continued*

Environmental Impacts	Mitigation Measures	Implementation Responsibility	Oversight Responsibility
NOI-4: Rail noise could create significant long-term noise impacts. **Less Than Significant Impact with Mitigation**	NOI-4a: The following policies contained in the City's 2020 General Plan serve to reduce significant noise impacts: • Noise Policy 1: (Detailed above under Mitigation Measure NOI-1a). • Urban Design Policy 21: To promote safety and minimize noise impacts in residential and working environments, development that is proposed adjacent to railroad lines should be designed to provide the maximum separation between the rail line and dwelling units, yards, or common open space areas; offices and other job locations; facilities for the storage of toxic or explosive materials; and the like. To the extent possible, areas of development closest to an adjacent railroad line should be devoted to parking lots, public streets, peripheral landscaping, the storage of non-hazardous materials, and so forth.	Refer to Mitigation Measure NOI-1a. Project proponents of individual development projects that are located adjacent to railroad lines shall provide maximum separation between the rail lines and occupied portions of the project, consistent with the overall development program for the site.	Refer to Mitigation Measure NOI-1a. The Director of PBCE shall ensure the implementation of Urban Design Policy 21 during the review of plans for projects located adjacent to railroad lines prior to issuance of Planning Permit(s).
NOI-4 *continued*	NOI-4b: At the time future residential projects or non-residential projects that include sensitive receptors are proposed, the following measures shall be required: • For sites within 200 feet of an operating rail lane, a site- and project-specific noise/vibration analysis shall be prepared. • Train noise impacts shall be reduced by the construction of a sound wall, building orientation, building noise attenuation, and mechanical ventilation systems to reduce interior noise levels to acceptable levels.	Project proponents of individual development projects that are exposed to high levels of railroad noise (and that contain sensitive receptors) shall: 1) prepare a site- and project specific noise/vibration analysis (if w/in 200 feet of an active rail line); and 2) shall design the project to achieve acceptable interior noise levels.	The Director of PBCE shall ensure that proposed development projects near railroad lines undergo noise/vibration analysis, where appropriate, and are designed to reduce interior noise to acceptable levels. This determination shall be made prior to the issuance of Planningpermits.
NOI-5: Construction period activities could create significant short-term noise impacts. **Less Than Significant Impact with Mitigation**	NOI-5a: The following policy contained in the City's 2020 General Plan serve to reduce significant noise impacts: Noise Policy 1: (Detailed above under Mitigation Measure NOI-1a).	Refer to Mitigation Measure NOI-1a.	Refer to Mitigation Measure NOI-1a.

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Table 1 *continued*

Environmental Impacts	Mitigation Measures	Implementation Responsibility	Oversight Responsibility
SHADE-2: On December 21, potential development and redevelopment related to implementation of *Strategy 2000* could create a greater than 10 percent increase in the shade and shadow cast on the Plaza of Palms. **Less Than Significant Impact with Mitigation**	SHADE-2: Proposed development applications for the site at the northwest corner of Park Avenue and Market Street shall include project-specific shade and shadow analyses. These shade and shadow analyses must demonstrate that the proposed development would not result in a 10 percent or greater increase in the shadow cast onto Plaza of the Palms on December 21.	Project proponents for development projects at the northwest corner of Park Avenue and Market Street shall conduct shade and shadow analyses. If the analysis indicates the project will increase the shadow cast onto Plaza of the Palms by 10 percent or more on December 21, the project proponent shall modify the project design to allow for a maximum 10 percent increase in shadow.	The Director of PBCE shall review development applications for projects at the northwest corner of Park Avenue and Market Street to ensure they would not individually increase the shadow cast onto Plaza of the Palms by 10 percent or more on December 21.
SHADE-3: On December 21 and March 21, potential development and redevelopment related to implementation of *Strategy 2000* could create a greater than 10 percent increase in the shadow cast on the Plaza de Cesar Chavez. **Less Than Significant Impact with Mitigation**	SHADE-3a: Proposed development applications for sites southwest of the Plaza de Cesar Chavez shall include project-specific shade and shadow analyses. These shade and shadow analyses must demonstrate that the proposed development would not result in a 10 percent or greater increase in the shadow cast onto the Plaza de Cesar Chavez on December 21 and March 21.	Project proponents for development projects southwest of the Plaza de Cesar Chavez shall conduct shade and shadow analyses. If the analysis indicates the project will increase the shadow cast onto the Plaza de Cesar Chavez by 10 percent or more on December 21 and March 21, the project proponent shall modify the project design to allow for a maximum 10 percent increase in shadow.	The Director of PBCE shall review development applications for projects southwest of the Plaza de Cesar Chavez to ensure they would not individually increase the shadow cast onto the Plaza de Cesar Chavez by 10 percent or more on December 21 and March 21.
	SHADE-3b: Proposed development applications for sites directly southeast of the Plaza de Cesar Chavez shall include a shade and shadow analysis. This shade and shadow analysis must demonstrate that the proposed development would not result in a 10 percent or greater increase in the shadow cast onto the Plaza de Cesar Chavez on December 21 and March 21.	Refer to Implementation Responsibility for SHADE-3a.	Refer to Oversight Responsibility for SHADE-3a.
F. VISUAL RESOURCES			
No significant visual resources impacts are identified.			

Table 1 *continued*

Environmental Impacts	Mitigation Measures	Implementation Responsibility	Oversight Responsibility
	• Construction best management practices (BMPs) and erosion control methods (including re-vegetation of all bare soil prior to the rainy season) shall be implemented to insure no increase in sediment enters any waters. • If coffer dams are to be used, water pumped out of the dam which may be turbid shall not be allowed to re-enter the channel unless sediment has settled out resulting in no increase in turbidity in any waters. • Construction sites shall be monitored to insure no salmonids are present (and subject to harm). If salmonids are present, a qualified fishery biologist shall be required to capture and relocate juvenile fish.		
VEG-1 *continued*	• Where column repairs are to be done, materials used shall be non-toxic to aquatic life. • All equipment refueling and maintenance shall occur outside the creek channel and riparian corridor. • Water that contacts wet concrete and has a pH greater than 9 shall be pumped out and disposed of outside the creek channel.		

Table 1 *continued*

Environmental Impacts	Mitigation Measures	Implementation Responsibility	Oversight Responsibility
VEG-2: Future development envisioned by the proposed project would result in the removal of existing mature trees. **Less Than Significant Impact with Mitigation**	VEG-2: For existing trees meeting the size criterion of the City's ordinance that cannot be incorporated into new landscaping a City of San Jose Tree Removal Permit shall be obtained prior to removal of trees from the site. Loss of ordinance size trees will be mitigated by implementation of landscaping plans approved by the City of San Jose, in conformance with the City of San Jose landscaping guidelines and City of San Jose Planning Department specifications. In addition, ordinance-size trees will be replaced at a ratio of 4:1 (trees planted to trees removed) as required by the City of San Jose Tree Removal Permit. Mitigation Measure VEG-1 requires that a mitigation and monitoring plan be developed for all re-vegetation efforts. Cumulatively, the implementation of mitigation measures VEG-1 and -2 will mitigate potential impacts related to mature tree removal.	Proponents of individual development projects that would remove protected trees shall obtain a City of San Jose Tree Removal Permit prior to the issuance of a grading permit or building permit, should a grading permit not be required. The proposed location, size and species of replacement trees shall be clearly shown in submitted landscaping plans prepared to the satisfaction of the Director of PBCE.	The Director of PBCE shall verify that project proponents proposing to remove protected trees obtain a Tree Removal Permit prior to issuance of a grading permit or building permit, should a grading permit not be required. In addition, the Director of PBCE shall review landscape plans for individual projects to ensure that removed protected trees are being replaced at the appropriate ratio.
VEG-3a: Construction activity related to future development within the Downtown area could temporarily alter the water quality and temperature of the Guadalupe River and impact the behavior and/or survival rates of steelhead trout and chinook salmon. **Less Than Significant Impact with Mitigation**	VEG-3a: For construction activity that discharges into the Guadalupe River or Los Gatos Creek between March 1 and October 31, the following measures shall be implemented to minimize potential effects on salmonids: Applicants shall be required to create a temperature monitoring plan that includes the following components: 1) a description of the anticipated affected reach of river or creek (e.g., linear feet downstream of project location that may be affected); 2) duration of discharge; 3) temperature of discharge; 4) volume of discharge; and 5) methods for ensuring that in stream temperature will not be raised above background level or a discussion of rationale for allowing an increase in in stream temperature. An increase in in-stream temperatures would be acceptable, for example, in cases where in-stream temperatures may be elevated as a result of project activities, but this increase will only occur for a limited number of days and will only affect a short reach of river. If in stream temperatures will be elevated above background levels, the temperature monitoring plan shall be reviewed and approved by CDFG and NOAA Fisheries.	Between March 1 and October 31, the construction contractors for individual development projects shall not discharge water into the Guadalupe River or Los Gatos Creek (or local storm drains that discharge into these waterways) if the temperature of the water exceeds 72° F (unless modeling studies and monitoring demonstrates that the volume of the discharge will not increase the maximum daily stream temperatures above 75.2° F). The construction contractor shall monitor the temperature of water discharges throughout the construction period.	The Director of PBCE shall periodically review the construction contractors' water temperature reports to ensure compliance with Mitigation Measure VEG-3a, in coordination with CDFG and NOAA Fisheries, as appropriate.

Table 1 *continued*

Environmental Impacts	Mitigation Measures	Implementation Responsibility	Oversight Responsibility
	• Analysis presented in the geotechnical report shall conform to the California Division of Mines and Geology recommendations presented in the "Guidelines for Evaluating Seismic Hazards in California." All mitigation measures, design criteria, and specifications set forth in the geotechnical and soils report shall be followed.		
GEO-2: Damage to structures or property related to shrink-swell potential and/or settlements of soils in the Greater Downtown area could occur. **Less Than Significant Impact with Mitigation**	GEO-2: In locations underlain by expansive soils and/or non-engineered fill, the designers of proposed building foundations and improvements (including sidewalks, roads, and utilities) shall consider these conditions. The design-level geotechnical investigation (required by Mitigation Measure GEO-1) shall include measures to ensure that potential damage related to expansive soils and non-uniformly compacted fill are minimized. Options to address these conditions may range from removal of the problematic soils and replacement, as needed, with properly conditioned and compacted fill, to design and construction improvements to withstand the forces exerted during the expected shrink-swell cycles and settlements.	The design-level geotechnical investigations (prepared as part of Mitigation Measure GEO-1) shall include an evaluation of underlying expansive soils and compacted fill conditions to ensure that impacts resulting from these conditions are minimized.	The Director of PBCE and the Director of Public Works shall ensure that the design-level geotechnical investigations prepared for individual development projects include an evaluation of underlying expansive soils and compacted fill conditions. Site and building plans shall be reviewed for conformance with the recommendations of the geotechnical report.
GEO-3: Dewatering-related subsidence and potential earth movements associated with temporary shoring systems could cause settlement and damage to existing structures, roadways, and/or utilities. **Less Than Significant Impact with Mitigation**	GEO-3: The design-level geotechnical investigation (required by Mitigation Measure GEO-1) shall evaluate the consolidation properties of the underlying sediments to determine the potential for settlements associated with dewatering and other potential earth movements. If it is determined that unacceptable settlements may occur with either active or passive dewatering systems, then alternative groundwater control systems that do not require continuous groundwater removal (e.g., slurry wall) shall be required.	The design-level geotechnical investigations (prepared as part of Mitigation Measure GEO-1) shall include an evaluation of the consolidation properties of underlying sediments. Project proponents of individual development projects shall incorporate appropriate groundwater management control systems into their site plans based on the results of this evaluation.	The Director of PBCE and the Director of Public Works shall ensure that the design-level geotechnical investigations include an evaluation of the consolidation properties of underlying sediments. Site and building plans shall be reviewed for conformance with the recommendations of the geotechnical report.

Table 1 *continued*

Environmental Impacts	Mitigation Measures	Implementation Responsibility	Oversight Responsibility
CUL-3: Planting street trees as proposed in *Strategy 2000* could adversely impact cultural resources. **Less Than Significant Impact with Mitigation**	CUL-3a: If it is determined by the Director of Planning that the potential presence of cultural resources requires further investigation, then a qualified historian or architectural historian shall review plans for street tree planting undertaken as part of the project to determine appropriate street trees for neighborhoods which are recognized as City historic districts or on blocks where the majority of buildings and structures are 45 years of age or older. In City historic districts, the City Landmarks Commission shall review street tree planting plans.	The City shall determine whether street tree plantings undertaken as part of the Downtown Strategy Plan in historic neighborhoods require further evaluation for compatibility with the historic character of the neighborhoods. If determined in the affirmative, the City shall retain a qualified historian to identify appropriate street tree species.	The Director of PBCE shall review street tree proposals to ensure they are consistent with neighborhood historic character.
	CUL-3b: Prior to project implementation, a qualified archaeologist shall: (1) assess the potential for subsurface archaeological remains that may meet the definition of a historical or archaeological resource, and may be impacted by project activities; and (2) make project-specific recommendations, as warranted, about the disposition of such resources. The results of this archaeological assessment should be submitted to the NWIC.	Prior to undertaking a street tree planting program as part of the Downtown Strategy Plan, the City shall retain a qualified archaeologist to identify the potential for disturbance of archaeological materials and make recommendations for treatment of resources, if deemed necessary.	The Director of PBCE shall ensure that archaeological resources are adequately protected during implementation of street tree planting programs undertaken as part of the Downtown Strategy Plan.
CUL-3 *continued*	CUL-3c: If unidentified archaeological deposits are encountered during project activities, all work within 50 feet of the find should be redirected. A qualified archaeologist should: (1) evaluate the finds to determine if they meet the definition of a historical or archaeological resource; and (2) make recommendations regarding the disposition of such finds. If the finds do not meet the definition of a historical or archaeological resource, then no further study or protection is necessary prior to project implementation. If the finds do meet the definition of a historical or archaeological resource, then they should be avoided by project activities. If avoidance is not feasible, adverse effects to such resources should be mitigated in accordance with the recommendations of the evaluating archaeologist.	If archaeological resources are identified during implementation of a street tree planting program, the City shall retain a qualified archaeologist to evaluate the archaeological finds, and make recommendations for protection of the resources or mitigation of adverse effects to the resources, as appropriate. The City shall implement these recommendations, and archaeological reports shall be filed with the NWIC.	The Director of PBCE shall ensure that archaeological resources are adequately protected during implementation of street tree planting programs undertaken as part of the Downtown Strategy Plan.

Table 1 *continued*

Environmental Impacts	Mitigation Measures	Implementation Responsibility	Oversight Responsibility
CUL-5: Alterations to and rehabilitation of existing parks, plazas, and river walks greater than 45 years of age could adversely impact cultural resources. **Less Than Significant Impact with Mitigation**	CUL-5: If it is determined by the Director of Planning that the potential presence of cultural resources requires further investigation, then a qualified historian or architectural historian shall review development plans to determine if the subject park, plaza, or river walk meets the definition of a historical resource. If the public space does not meet this definition, then no further review is necessary prior to project implementation. If the public space does meet the definition of a historical resource, the City shall ensure that the plans follow the Secretary's Standards. Pursuant to *CEQA Guidelines* §15064.5(b)(3), if project plans conform to these standards, then potential impacts to historical resources will be considered mitigated to a less-than-significant level.	The City shall determine whether proposed alterations to and rehabilitation of parks, plazas, and river walks (over 45 years old) would adversely affect cultural resources such that additional evaluation would be required. If additional evaluation is determined to be necessary, a qualified historian shall be retained to review the plans for potential impacts to cultural resources. If potential impacts are identified, the alteration and rehabilitation plans shall be modified to conform to the Secretary's Standards.	The Director of PBCE shall ensure that review of the effects of alteration and rehabilitation of parks, plazas and river walks (over 45 years old) on cultural resources is undertaken, and that appropriate measures are taken to prevent impacts to resources.

Table 1 *continued*

Environmental Impacts	Mitigation Measures	Implementation Responsibility	Oversight Responsibility
CUL-7 *continued*	If the improvement of existing event facilities and introduction of new event facilities involves ground-disturbing activities, the following mitigation measures should be implemented: Mitigation Measure CUL-3b, Mitigation Measure CUL-3c, and Mitigation Measure CUL-3d.		
CUL-8: Development of new residential, commercial, institutional, and co-location properties could adversely impact cultural resources. **Less Than Significant Impact with Mitigation**	CUL-8a: Implement Mitigation Measure CUL-1.	Refer to Mitigation Measure CUL-1.	Refer to Mitigation Measure CUL-1.
	CUL-8b: Implement Mitigation Measure CUL-7b. If such new development involves ground-disturbing, the following mitigation measures should be implemented: Mitigation Measure CUL-3b, Mitigation Measure CUL-3c, and Mitigation Measure CUL-3d.	Refer to Mitigation Measure CUL-7b. Individual project proponents shall implement Mitigation Measure CUL-3b, CUL-3c, and CUL-3d if their respective projects require ground disturbance.	Refer to Mitigation Measure CUL-7b, CUL-3b, CUL-3c, and CUL-3d.
CUL-9: Development of new residential, commercial, institutional, and co-location properties could result in a significant cumulative impact to potentially-significant architectural resources. **Significant Unavoidable Impact**	CUL-9a: Once the Planning Department receives information that a development plan will be forthcoming on a site within the area covered in this EIR, which involves the demolition of structures 45 years or older, the City shall consult with a qualified historian or architectural historian, as needed according to the judgment of the Director of Planning, to determine if the property is a significant historic resource and the resulting loss, when combined with other cumulative development, would result in a significant cumulative impact.	The City shall consult with a qualified historian, as needed according to the judgment of the Director of Planning, prior to the demolition of buildings aged 45 years or older to determine if demolition would result in a significant cumulative impact to historic resources. This evaluation shall occur prior to the issuance of demolition permits.	The Director of PBCE shall ensure that over-45-year-old buildings proposed for demolition are evaluated for cumulative impacts to historic resources prior to the issuance of demolition permits.

Table 1 *continued*

Environmental Impacts	Mitigation Measures	Implementation Responsibility	Oversight Responsibility
CUL-9 *continued*	• *Salvage.* In coordination with City Historic Preservation Officer, provide opportunity for salvage of materials for public information or reuse in other locations. Even with the planning efforts, documentation and salvage that would result from this mitigation measure, a significant, unavoidable cumulative impact could result from the implementation of project plans.		
CUL-10: Development of new residential, commercial, institutional, and co-location properties could result in a significant cumulative impact to potentially-significant archaeological deposits. **Significant Unavoidable Impact**	CUL-10: Prior to project actions within the area that may affect properties containing historical archaeological deposits, especially pueblo-associated deposits, the City should identify the likelihood that cumulative development would result in impacts to such deposits. The steps listed in Mitigation Measure CUL-3b, Mitigation Measure CUL-3c, and Mitigation Measure CUL-3d should be implemented. Even with the archaeological data recovery detailed in those mitigations, however, a significant, unavoidable cumulative impact could result from the implementation of project plans.	Project proponents of individual development projects shall retain qualified consultants as required by the Director of Planning to assist in the Director's evaluation of the cumulative effects of their projects on archaeological resources. If this cumulative impact is determined to be significant, the project proponent and City shall implement Mitigation Measures CUL-3b, CUL-3c, and CUL-3d.	Refer to Mitigation Measures CUL-3b, CUL-3c, and CUL-3d.
CUL-11: Alterations to existing buildings, structures or objects of historical value could constitute a significant impact to such resources. **Less Than Significant Impact with Mitigation**	CUL-11a: Alterations to existing districts, buildings, structures, or objects of historical value should be undertaken in accordance with a plan that meets the Secretary's Standards for the Treatment of Historic Properties.	Project proponents of individual development projects that would alter historic buildings shall design these alterations to be consistent with the requirements of the Secretary's Standards. Building design shall be finalized prior to issuance of a Planning permit.	The Director of PBCE shall review development plans submitted by project proponents of individual development projects that would alter historic buildings to ensure that alterations are consistent with the Secretary's Standards. This determination shall be made prior to the issuance of a Planning permit.

Table 1 *continued*

Environmental Impacts	Mitigation Measures	Implementation Responsibility	Oversight Responsibility
CUL-16: Development of transit-related facilities could adversely impact cultural resources. **Less Than Significant Impact with Mitigation**	CUL-16: Implement Mitigation Measure CUL-1. If the project plans involve ground-disturbing activities, the following mitigation measures should be implemented: Mitigation Measure CUL-3b, Mitigation Measure CUL-3c, and Mitigation Measure CUL-3d.	Refer to Mitigation Measures CUL-1, CUL-3b, CUL-3c, and CUL-3d.	Refer to Mitigation Measures CUL-1, CUL-3b, CUL-3c, and CUL-3d.
CUL-17: Incorporation of transit infrastructure in development plans could adversely impact cultural resources. **Less Than Significant Impact with Mitigation**	CUL-17: Implement Mitigation Measure CUL-1.	Refer to Mitigation Measure CUL-1.	Refer to Mitigation Measure CUL-1.
CUL-18: Development of a near-term parking facilities could adversely impact cultural resources. **Less Than Significant Impact with Mitigation**	CUL-18: Implement Mitigation Measure CUL-1. If the project plans involve ground-disturbing activities, the following mitigation measures should be implemented: Mitigation Measure CUL-3b, Mitigation Measure CUL-3c, and Mitigation Measure CUL-3d.	Refer to Mitigation Measures CUL-1, CUL-3b, CUL-3c, and CUL-3d.	Refer to Mitigation Measures CUL-1, CUL-3b, CUL-3c, and CUL-3d.
J. HAZARDS			
HAZ-1: Redevelopment of properties within the *Strategy 2000* project area could expose construction workers and/or the public to hazardous materials from existing soil and groundwater contamination during and/or following redevelopment. Sensitive receptors located near the development could potentially be affected by releases of hazardous materials. **Less Than Significant Impact with Mitigation**	HAZ-1a: Prior to development or redevelopment of any parcel as part of implementation of *Strategy 2000*, a Phase I site assessment should be conducted by a qualified professional (e.g., a California-registered environmental assessor) to identify current or historical land uses that have or may have included the storage or generation of hazardous materials and the potential for releases of hazardous materials to have occurred that might impact the site. The assessments should be performed in conformance with standards adopted by the American Society for Testing and Materials (ASTM) for Phase I site assessments. The Phase I site assessment should identify any limitations to development due to the presence of any sites associated with hazardous materials in the vicinity of the subject site, and present recommendations for further investigation of the site, if necessary.	Individual project proponents shall undertake a Phase I site assessment prior to the issuance of grading, demolition, or building permits. The Phase I report shall conform to the requirements listed in Mitigation Measure HAZ-1a.	The Director of PBCE shall verify that an adequate Phase I report has been prepared for individual development projects prior to the issuance of Planning permits.

Table 1 *continued*

Environmental Impacts	Mitigation Measures	Implementation Responsibility	Oversight Responsibility
	HAZ-2b: For compliance with existing regulations, a lead-based paint survey shall be performed on all structures proposed for demolition that are known or suspected to have been constructed prior to 1980. If lead-based paint is identified, then federal and State construction worker health and safety regulations shall be followed during renovation or demolition activities. If loose or peeling lead-based paint is identified at the building, it shall be removed by a qualified lead abatement contractor and disposed of in accordance with existing hazardous waste regulations.	Individual project proponents shall conduct lead-based paint surveys on all buildings constructed prior to 1980. If lead-based paint is identified, the construction contractor shall follow all applicable hazardous materials regulations during renovation or demolition activities. If loose or peeling lead-based paint is identified, it shall be removed by a qualified lead abatement contractor and evidence of abatement provided to the Director of PBCE prior to the issuance of a demolition or building permit.	The Director of PBCE shall verify that project proponents of individual development projects are following the appropriate protocol in regard to the removal of lead-based paint. This determination shall be made prior to or during demolition/renovation activities, as appropriate.
HAZ-3: New businesses developed as part of the *Strategy 2000* may include the use, storage, or disposal of hazardous materials. Improper management of hazardous materials could potentially expose workers and/or the public to health risks. **Less Than Significant Impact with Mitigation**	HAZ-3: Prior to issuance of building permits for development or redevelopment in the project area that may involve the use, storage, or disposal of hazardous materials, the City shall determine that the proposed use has adhered to current regulations and programs concerning hazardous waste.	The City shall review building permit applications for individual development projects to ensure that proposed uses adhere to current hazardous waste regulations and programs. This review shall occur prior to the issuance of building permits.	The Director of PBCE shall verify that proposed development projects would not result in substantial human health risks associated with the use, storage, or disposal of hazardous materials. This determination shall be made prior to the issuance of building permits.
K. PUBLIC SERVICES AND FACILITIES			
No significant adverse impacts related to aesthetic or visual resources would result from the proposed project.			

Table 1 *continued*

Environmental Impacts	Mitigation Measures	Implementation Responsibility	Oversight Responsibility
HYD-1 *continued*	An important component of the storm water quality protection effort will be the education of the site supervisors and workers. To educate on-site personnel and maintain awareness of the importance of storm water quality protection, site supervisors shall conduct regular tailgate meetings to discuss pollution prevention. The frequency of the meetings and required personnel attendance list shall be specified in the SWPPP. The SWPPP shall specify a monitoring program to be implemented by the construction site supervisor, and must include both dry and wet weather inspections. City of San Jose and RWQCB personnel may make unannounced site inspections and are empowered to levy considerable fines if it is determined that the SWPPP has not been properly prepared and implemented. Best Management Practices (BMPs) designed to reduce erosion of exposed soil may include, but are not limited to: soil stabilization controls, watering for dust control, perimeter silt fences, placement of hay bales, and sediment basins. The potential for erosion is generally increased when grading occurs during the rainy season, as disturbed soil can be exposed to rainfall and storm runoff. If grading must be conducted during the rainy season, the primary BMPs selected shall focus on erosion control, that is, keeping sediment on the site. End-of-pipe sediment control measures (e.g., basins and traps) shall be used only as secondary measures. Access to and egress from the construction site shall be carefully controlled to minimize off-site tracking of sediment. Vehicle and equipment wash down facilities shall be designed to be accessible and functional both during dry and wet conditions.		

Table 1 *continued*

Environmental Impacts	Mitigation Measures	Implementation Responsibility	Oversight Responsibility
HYD-2: Portions of the project site are located in the 100-year flood hazard zone and could be inundated during extreme storm events. **Less Than Significant Impact with Mitigation**	HYD-2: All structures shall be built so that potential injuries to project occupants and property damage are minimized in the event of a flood. Specifically, and in accordance with the San Jose Municipal Code, Title 17, Chapter 17.08, any new development projects or substantial redevelopment shall comply with floodplain management regulations. The lowest finished floor of each structure shall be elevated to or above the inundation elevation specified on the Flood Insurance Rate Map. In addition, any below-ground parking structures shall be designed and constructed so that the base flood would not inundate these areas. Flood protection of below-ground parking could be achieved either by grade control and/or berms. Those areas removed from the 100-year flood hazard zone by the Letter of Map Revision process shall not be required to comply with floodplain regulations.	Individual proponents for development projects located in 100-year flood zones shall design their projects so that potential damage to building occupants and the structure(s) themselves are minimized in the event of a flood. The building plans shall reflect the flood protection requirements in Mitigation Measure HYD-2. These plans shall be submitted to the City prior to issuance of a building permit.	The Director of PBCE and Director of Public Works shall review building plans for individual development projects located in the 100-year flood plain to ensure they include adequate flood-protection features. This review shall occur prior to the issuance of building permits.
HYD-3: Some of the activities proposed by the project could result in the inefficient use of water supplies. **Less Than Significant Impact with Mitigation**	HYD-3: Each landscaping plan proposed as part of future development in the project area shall be designed to use the minimum volume of irrigation water necessary to meet the objectives of the landscaping plan. In general, low water-need plants shall be emphasized. In particular, species of trees and shrubs that only require water to become established shall be specified whenever possible. Turf grass, which is among the highest water users of all common landscaping choices, shall be avoided to the extent feasible. In addition, efficient irrigation systems, including but not limited to drip systems, shall be emphasized. Use of reclaimed water should be considered for each project. The City of San Jose Planning Department shall review and approve each of the landscaping plans proposed as part of specific development projects to ensure that they minimize irrigation to the extent feasible.	The project proponents of individual development projects shall prepare landscape plans that minimize the use of irrigation water. The use of reclaimed water shall be incorporated into the landscape plan where possible.	The Director of PBCE shall review landscape plans of individual development projects to ensure they minimize the use of irrigation water prior to issuance of a Planning permit.

Table 1 *continued*

Environmental Impacts	Mitigation Measures	Implementation Responsibility	Oversight Responsibility
UTIL-2: Implementation of *Strategy 2000* would result in new development that, in combination with other planned development, would increase the volume of wastewater sent to the City's Water Pollution Control Plant and could exceed the Regional Water Quality Control Board's limit of 120 mgd effluent release into San Francisco Bay. **Less Than Significant Impact with Mitigation**	UTIL-2: Consistent with General Plan policies related to wastewater services, the City shall review individual development proposals to ensure that the projects could be adequately served by the Water Pollution Control Plant and not result in a violation of the Board's discharge cap to the Bay prior to the approval of any specific development projects. At the time that specific development projects are proposed, the City shall require that indoor and outdoor water conserving technologies and practices are integrated into the development as a condition of Planning permit(s).	The City shall review individual development projects prior to issuance of Planning permit(s) to ensure that adequate capacity is available at the Water Pollution Control Plant, and would not result in a violation of the Board's discharge cap to the Bay, and that indoor and outdoor water conserving technologies and practices are integrated into the development.	The Director of PBCE and Director of the Environmental Services Department shall verify, prior to issuance of Planning permit(s) that adequate wastewater treatment capacity exists to serve proposed development projects undertaken as part of the Downtown Strategy Plan, and that new development would not result in a violation of the Board's discharge cap to the Bay.
N. ENERGY			
No significant energy impacts are identified.			

Source: LSA Associates, Inc., 2005.