

CITY OF SAN JOSÉ, CALIFORNIA
Department of Planning, Building and Code Enforcement
801 North First Street, Room 400
San José, California 95110-1795

Hearing Date/Agenda Number
P.C. 5/22/02 Item 3.d..

File Number
PDCSH 01-09-093

Application Type
Planned Development Rezoning

Council District
2

Planning Area
Edenvale

Assessor's Parcel Number(s)
Numerous

STAFF REPORT

PROJECT DESCRIPTION

Completed by: Jeff Roche

Location: Northerly terminus of Great Oaks Boulevard, westerly of Monterey Highway and northerly of State Route 85

Gross Acreage: ~79 acres

Net Acreage: ~70 acres

Net Density: n/a

Existing Zoning: IP-Industrial Park

Existing Use: Agriculture / vacant

Proposed Zoning: A(PD) Planned Development

Proposed Use: ~ 1,494,700 square feet of industrial/research and development uses, including communication service exchange facilities, a private electrical substation and commercial support uses.

GENERAL PLAN

Completed by: JR

Land Use/Transportation Diagram Designation
Industrial Park

Project Conformance:
 Yes No
 See Analysis and Recommendations

SURROUNDING LAND USES AND ZONING

Completed by: JR

North: Vacant

IP-Industrial Park

East: Single-family detached residential (across Monterey Highway)

A(PD) Planned Development

South: Vacant, Communications Service Exchange, State Route 85

IP-Industrial Park

West: Industrial Park

IP-Industrial Park

ENVIRONMENTAL STATUS

Completed by: JR

Environmental Impact Report found complete 11/21/00, and addended on 4/23/02.
 Negative Declaration circulated on
 Negative Declaration adopted on

Exempt
 Environmental Review Incomplete

FILE HISTORY

Completed by: JR

Annexation Title: Oak Grove No. 58

Date: March 20, 1979

PLANNING DEPARTMENT RECOMMENDATIONS AND ACTION

Approval
 Approval with Conditions
 Denial
 Uphold Director's Decision

Date: _____

Approved by: _____
 Action
 Recommendation

APPLICANT/OWNER

Renee Lanam, General Counsel / VP
Corporate Finance
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DEVELOPER

Todd Regonini
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PUBLIC AGENCY COMMENTS RECEIVED

Completed by: Jeff Roche

Department of Public Works

See attached memorandum.

Other Departments and Agencies

See attached memoranda from Fire and Environmental Services Department.

GENERAL CORRESPONDENCE

See attached letters from the Santa Clara Valley Transportation Authority, County of Santa Clara, Roads and Airports Department, State of California, Department of Transportation

ANALYSIS AND RECOMMENDATIONS**BACKGROUND**

The applicant, Equinix, has applied for this Planned Development Rezoning from IP Industrial Park to A (PD) Planned Development to allow the construction of approximately 1,494,700 square feet of industrial/research and development uses, including communication service exchange facilities, a private electrical substation facility, commercial support uses and sixteen (16) 2MW emergency standby/backup generators. Included in the total project square footage and total number of generators are a 173,853 square foot communications service exchange facility, and a stand-by/backup electrical power generation facility (consisting of (8) eight generators and associated equipment) approved with a previous Conditional Use Permit (File No. CP 01-12-079). The developer operates an existing communication service exchange facility located to the south of this site that was approved in the late 1990's.

A portion of the site contains the remnants of the Christopher Ranch Complex and associated trees and orchards. As part of the review of this project, studies were prepared to address both the issues of trees and historic resources. The project was referred to the May 1, 2002, meeting of the Historic Landmarks Commission to allow the Commission to review the Historic Report prepared for the project.

Surrounding land uses include vacant (future industrial park) to the north; single-family detached residential to the east (across Monterey Highway); vacant (future industrial park), a communications service exchange and State Route 85 to the south; and vacant (future industrial park uses) to the west.

The proposed project site is located within 2,000 feet of the Light Rail Station at Santa Teresa Boulevard. The area is served by Santa Clara County Transportation Authority Bus Route Nos. 67, 68, 72, and 501, with stops in the neighborhood that are within walking distance of the project site.

PUBLIC OUTREACH

A notice of the public hearing was distributed to the owners and tenants of all properties located within 1,000 feet of the project site. Staff has been available to discuss the proposal with members

of the public. All correspondence regarding the project has been included with this report.

ENVIRONMENTAL REVIEW

The environmental impacts of this project were addressed by a Final EIR entitled, "Edenvale Redevelopment Project," and certified on November 21, 2000, by the City of San Jose City Council as amended on April 23, 2002. Supplemental environmental reports were prepared for this project to address potential impacts relative to historic resources, archaeology, air quality, biotics/burrowing owls, trees, and noise. Mitigation measures identified in these reports are included in the conditions of approval for the project. See further discussion below regarding air quality, noise and historic resources.

Pursuant to Section 15168 and 15180 of the State of California, California Environmental Quality Act (CEQA), a subsequent EIR will not be prepared for this project because the project will not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

GENERAL PLAN CONFORMANCE

The proposed use is consistent with the San Jose 2020 General Plan Land Use/Transportation Diagram designation of Industrial Park.

ANALYSIS

The main issues associated with this project are air quality, noise, site design, transportation demand management, and historic resources.

Air Quality. The project includes (16) sixteen Caterpillar 3512 B Generators, (or their equivalent), and associated equipment. These generators use diesel fuel, which is proposed to be stored on the site near the generators. The air quality analysis prepared for this project concludes that the proposal conforms to the Bay Area Air Quality Management District Standards and will not result in a significant air quality impact. The project proposes The Best Available Control Technology (TBACT), including the use of low sulfur fuel, limitations on the hours of operation and exhaust stacks with particulate filters and a minimum height of 43 feet. Based on this analysis and mitigation, staff concludes that the project conforms to the standards for emergency generators and will not result in new significant air quality impacts.

Noise. A noise analysis was prepared to address the potential noise impacts of the project, including both construction and operational noise impacts. Based on this analysis, mitigation has been included in the project to reduce potential noise impacts to a less than significant level. This mitigation includes exhaust and intake silencers, noise barriers northerly and easterly of the intake silencers and restrictions on the number of generators that can be operated at one time. Based on this mitigation, staff has concluded that the project would not result in a significant noise impact. The project will be required to obtain all necessary permits from the Bay Area Air Quality Management District (BAAQMD).

Site Design. The proposed project will extend a new public street northwesterly from the existing Great Oaks Court, under State Route 85 and connecting with the new public street system on the project site. Buildings that front along the new public street “A” are allowed to have no front setback in order to facilitate pedestrian circulation and provide a strong building presence at the street. A “village green” is also proposed at the southerly end of the site as a place for workers to gather as well as a visual focal point for the project. Gateway elements are proposed to anchor both ends of the new street.

The proposed project includes parking requirements in conformance with Zoning Code standards and allows for parking garages throughout the project. As part of this PD Rezoning, the applicant has also proposed to convert the existing private street “White Plains Road” to a public street. The Public Works Department has indicated that they will review this matter in greater detail at the Street Improvement Plan Stage and that any necessary pavement restoration will be included as part of the Final Street Improvement Plans.

Landscaped setbacks are proposed throughout the site consistent with City standards. Maximum building heights are consistent with those specified in the General Plan. The proposed generators, condensers, and associated fuel tanks are located in the central portion of the site (Area 8), to minimize potential visual impacts from the south and west. The project includes walls and barriers to screen the facility from adjoining streets and properties. Given the nature of the use, the project developer has a strong need for a secure facility. Staff has worked with the developer to ensure that the proposed security measures (walls, barriers, fencing, and berms) are integrated into the project design and visually screened. The communications service exchange portion of the project has been designed to accommodate loading doors and docks to provide maximum flexibility for future research and development or manufacturing uses.

For all of these reasons, Staff has concluded that the proposed site design is acceptable and in keeping with City standards.

Transportation Demand Management (TDM). The size of the proposed project and its location proximate to existing transit facilities affords a significant opportunity for trip reduction. In order to encourage transit use and ensure that other measures to reduce vehicle trips are incorporated into the project, staff has included a condition in the Planned Development Zoning requiring the preparation of a TDM Plan prior to approval of a Planned Development Permit. The TDM Plan will include a shuttle service to transit stops and other TDM measures, including but not limited to preferential car pool parking, vanpools, and ride-matching programs. This Plan will also include triggers for implementation of the proposed measures.

Historic Resources. An historic report and addendum were prepared for this project to address the historical and architectural significance of the Christopher Ranch Complex. The consultants found that the reinforced concrete block fruit dehydrator building (ca 1928) qualifies for City Landmark status due to its association with the fruit packing industry of the Santa Clara Valley and with Ole Christopher and the Christopher family. The Christopher family was of local historical significance in the agricultural industry. Planning staff has encouraged the property owner to consider City Landmark designation of this structure.

The report indicates that there are a number of existing structures on the property, including the fruit dehydrator building, a head workman's cottage (converted for use as an office), a warehouse with a wood floor, a warehouse with a concrete floor, a small shed, and sections of steel rail in concrete used previously for loading and unloading fruit. The fruit dehydrator building was evaluated based on the City of San Jose's Historic Resource Evaluation procedure. The structure attained a score of 79.28, indicating it is a potential City Landmark. The consultant concluded that the other structures on the property were not significant historic resources, but that they did provide some degree of context for the dehydrator itself. The original residences constructed for the Christopher family were previously demolished. The report recommends that the dehydrator building be preserved in place or that it be relocated on the site. The report also recommends Historic American Buildings Survey (HABS) photo documentation and preparation of a display for the project site that focuses on the historic orchard activities of the Christopher ranch.

The project developer has proposed that the fruit dehydrator building be either retained in place and integrated into the design of future development on the property or be relocated to an appropriate and accessible location elsewhere on the property. Both of these options would include HABS photo documentation of the dehydrator and associated buildings suitable for display purposes and made available to interested local organizations or archives.

The proposed project was discussed at the May 1, 2002, meeting of the Historic Landmarks Commission. Concerns were expressed by the Commission about future public access to the historic resource. The applicant's representative indicated that the possibility and design of public access would depend on the future tenants' needs. One Commissioner expressed a desire to save a portion of the existing orchard, and preserve personal writings in concrete that were made by the Christopher children. Following discussion of the PD Rezoning proposal, the Commission requested that the future Planned Development Permit be brought forward for their review of the final preservation plans and recommended the following for the proposed rezoning:

- 1) that priority be given to preservation of the dehydrator in its current location on the site;
- 2) that the Secretary of the Interior Standards for the Treatment of Historic Properties be used to guide the preservation and reuse of the dehydrator;
- 3) that an interpretative exhibit of historic photos, machinery and other materials be prepared for display at the site;
- 4) that the Christopher children's writings in concrete be documented and salvaged for inclusion in the on-site exhibit; and
- 5) that the property owner apply for City Landmark designation of the dehydrator building.

Staff will work with the applicant at the Planned Development Permit stage to develop a detailed mitigation plan. The plan would include preservation "in place" as the first priority, explore salvage and preservation of the Christopher children's writing in concrete, and also explore whether public access can be provided to the fruit dehydrator building. Staff has included a condition in the Planned Development Zoning requiring that an interpretative display of historic photographs, machinery and other materials be included in the project. Based on these on these

measures, staff has concluded that mitigation included in the project is adequate to mitigate potential impacts to existing historic resources on the project site.

CONCLUSION

The proposed rezoning provides a master plan for industrial development of this 79-acre site that is consistent the General Plan Land Use Transportation Diagram, supportive of the City's goals for economic development in the Edenvale Redevelopment Project Area, compatible with adjacent uses and well-connected to Light Rail and bus facilities located proximate to the site.

RECOMMENDATION

The Planning Staff recommends that the Planning Commission forward a recommendation for approval to the City Council for the following reasons:

1. The proposed Planned Development Rezoning from IP Industrial Park to A (PD) Planned Development is consistent with the designation of Industrial Park on the adopted San José 2020 General Plan Land Use/Transportation Diagram.
2. The proposed project furthers the economic development goals of the General Plan by facilitating the development of approximately 1,494,700 square feet of industrial uses in the Edenvale Redevelopment Area.

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