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APPENDIX A

NOTICE OF PREPARATION AND COMMENT LETTERS

LSA ASSOCIATES, INC.
MAY 19 2003
Berkeley

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.

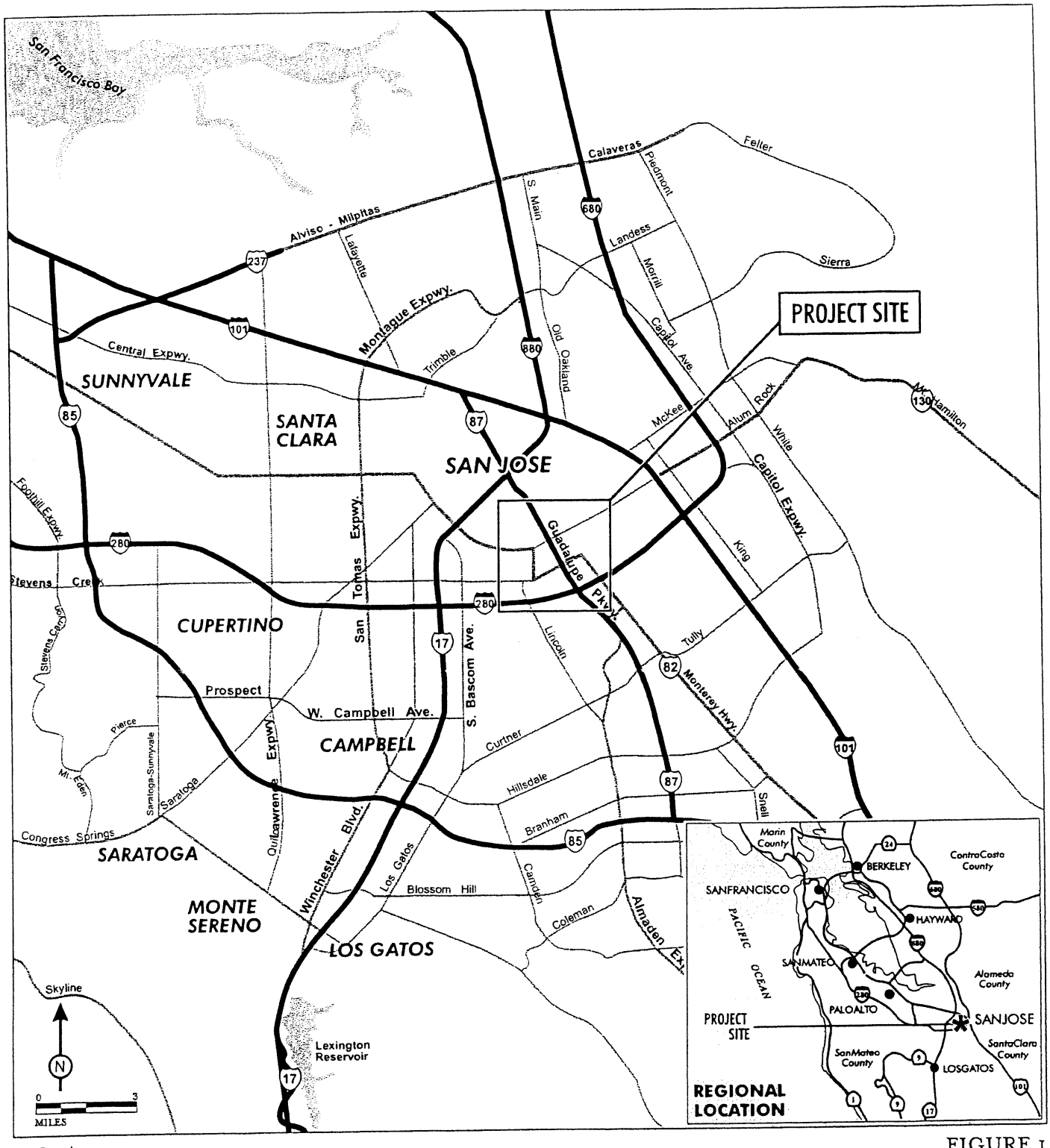
The Greater Downtown Strategy for Development Environmental Impact Report (EIR) will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended, and the *CEQA Guidelines*. In accordance with CEQA requirements, the Downtown Strategy EIR will include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



LSA

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:

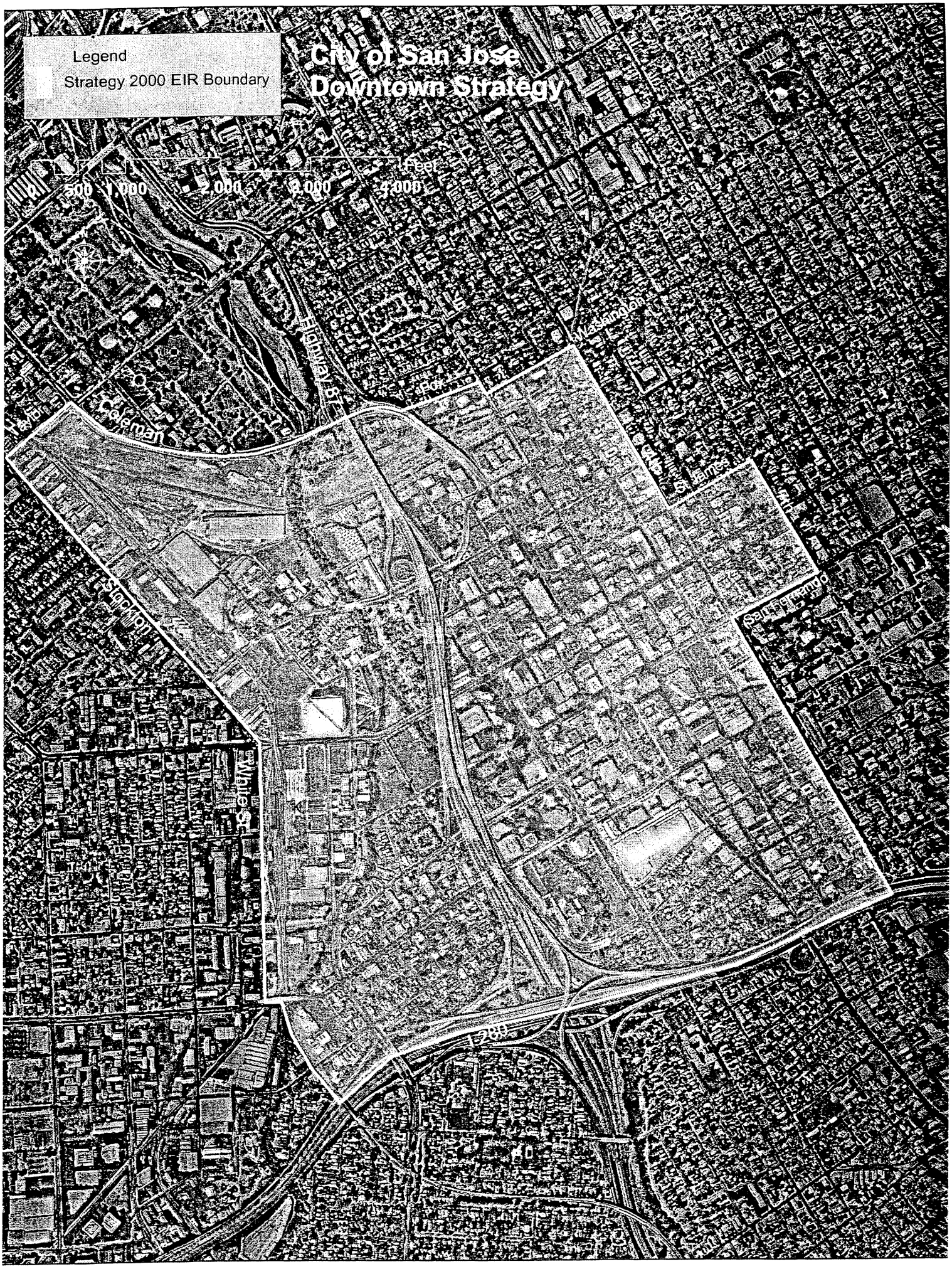
- 8,000,000 to 10,000,000 square feet of office space;
- 8,000 to 10,000 residential dwelling units;
- 900,000 to 1,200,000 square feet of retail space; and
- 2,000 to 2,500 guest rooms of hotel space, in four to five hotel projects.

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
500 1,000 2,000 3,000 4,000
Highway 87
Coleman
Stockton
White St
Washington
St James
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

- [x] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  Suzi Betzler
- [ ] **California Coastal Commission**
  Elizabeth A. Fuchs
- [x] **Dept. of Conservation**
  Roseanne Taylor
- [ ] **Dept. of Forestry & Fire Protection**
  Allen Robertson
- [x] **Office of Historic Preservation**
  Hans Kreutzberg
- [x] **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

- [x] **Health & Welfare**
  Wayne Hubbard
  Dept. of Health/Drinking Water

Food & Agriculture

- [ ] **Food & Agriculture**
  Steve Shaffer
  Dept. of Food and Agriculture

Fish and Game

- [ ] **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
- [x] **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
- [x] **Native American Heritage Comm.**
  Debbie Treadway
- [ ] **Public Utilities Commission**
  Ken Lewis
- [x] **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

Dept. of Transportation

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  Mike Eagan
  District 1
- [ ] **Dept. of Transportation 2**
  Don Anderson
  District 2
- [ ] **Dept. of Transportation 3**
  Jeff Pulverman
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  Linda Grimes,
  District 8
- [ ] **Dept. of Transportation 9**
  Gayle Rosander
  District 9
- [ ] **Dept. of Transportation 10**
  Tom Dumas
  District 10
- [ ] **Dept. of Transportation 11**
  Bill Figge
  District 11
- [ ] **Dept. of Transportation 12**
  Bob Joseph
  District 12

Business, Trans & Housing

- [x] **Housing & Community Development**
  Cathy Creswell
  Housing Policy Division
- [ ] **Caltrans - Division of Aeronautics**
  Sandy Hesnard
- [x] **California Highway Patrol**
  Lt. Julie Page
  Office of Special Projects
- [ ] **Dept. of Transportation**
  Ron Helgeson
  Caltrans - Planning
- [ ] **Dept. of General Services**
  Robert Sleppy
  Environmental Services Section

Air Resources Board

- [ ] Airport Projects
  Jim Lerner
- [ ] Transportation Projects
  Kurt Karperos
- [ ] Industrial Projects
  Mike Tollstrup

- [x] **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
- [x] **Dept. of Toxic Substances Control**
  CEQA Tracking Center

Regional Water Quality Control Board (RWQCB)

- [ ] **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- [x] **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

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
(916)445-0613 FAX(916)323-3018 www.opr.ca.gov

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.

NOP Distribution List

County: Santa Cruz

Resources Agency

- [x] **Resources Agency**
  Nadell Gayou
- [ ] **Dept. of Boating & Waterways**
  Suzi Betzler
- [ ] **California Coastal Commission**
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  Environmental Stewardship Section
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  Steve McAdam
- [ ] **Dept. of Water Resources**
  Resources Agency
  Nadell Gayou

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- [x] **Health & Welfare**
  Wayne Hubbard
  Dept. of Health/Drinking Water

Food & Agriculture

- [ ] **Food & Agriculture**
  Steve Shaffer
  Dept. of Food and Agriculture

Fish and Game

- [ ] **Dept. of Fish & Game**
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  Region 1
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  Debbie Treadway
- [ ] **Public Utilities Commission**
  Ken Lewis
- [x] **State Lands Commission**
  Jean Sarino
- [ ] **Governor's Office of Planning & Research**
  State Clearinghouse Planner
- [ ] **Colorado River Board**
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- [ ] **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

Dept. of Transportation

- [ ] **Dept. of Transportation 1**
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  David Murray
  District 5
- [ ] **Dept. of Transportation 6**
  Marc Birnbaum
  District 6
- [ ] **Dept. of Transportation 7**
  Stephen J. Buswell
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- [ ] **Dept. of Transportation 8**
  Linda Grimes,
  District 8
- [ ] **Dept. of Transportation 9**
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- [ ] **Dept. of Transportation 11**
  Bill Figge
  District 11
- [ ] **Dept. of Transportation 12**
  Bob Joseph
  District 12

Business, Trans & Housing

- [x] **Housing & Community Development**
  Cathy Creswell
  Housing Policy Division
- [ ] **Caltrans - Division of Aeronautics**
  Sandy Hesnard
- [x] **California Highway Patrol**
  Lt. Julie Page
  Office of Special Projects
- [ ] **Dept. of Transportation**
  Ron Helgeson
  Caltrans - Planning
- [ ] **Dept. of General Services**
  Robert Sleppy
  Environmental Services Section

Air Resources Board

- [ ] Airport Projects
  Jim Lerner
- [ ] Transportation Projects
  Kurt Karperos
- [ ] Industrial Projects
  Mike Tollstrup

- [x] **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
- [x] **Dept. of Toxic Substances Control**
  CEQA Tracking Center

Regional Water Quality Control Board (RWQCB)

- [ ] **RWQCB 1**
  Cathleen Hudson
  North Coast Region (1)
- [x] **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)

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: 8 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.

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Web-site at www.dtsc.ca.gov.

Printed on Recycled Paper

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, [illegible]ions, real estate developers, other private parties, and local and state agencies entering into [illegible] 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**

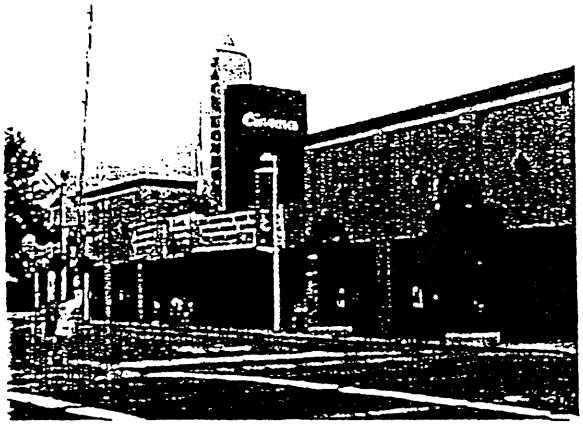
The rest of this fact sheet describes those steps and gives DTSC contacts.

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)

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

cify

_____

_____

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

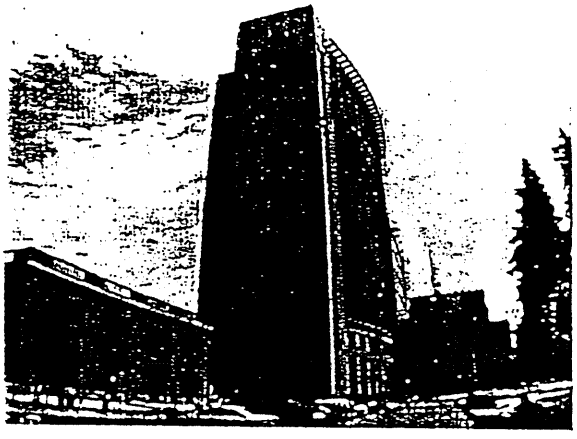
The signatories below are authorized representatives of the Project Proponent and certify that the preceding information is true to the best of their knowledge.

_____	_____	_____
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.

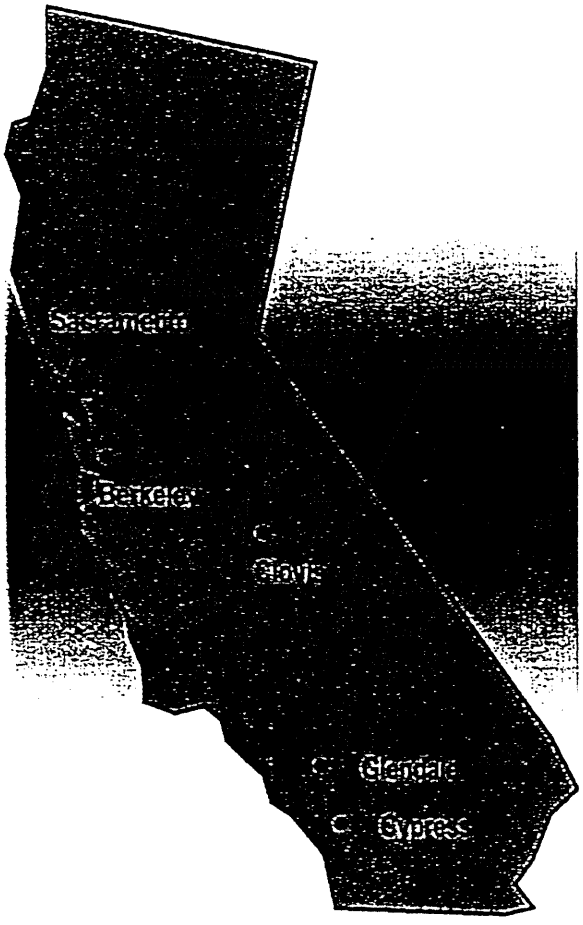
Once the proponent and DTSC have entered into a Voluntary Cleanup Program agreement, initial site assessment, site investigation or cleanup activities may begin. The proponent will find that DTSC's staff includes experts in every vital area. The assigned project manager is either a highly qualified Hazardous 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.

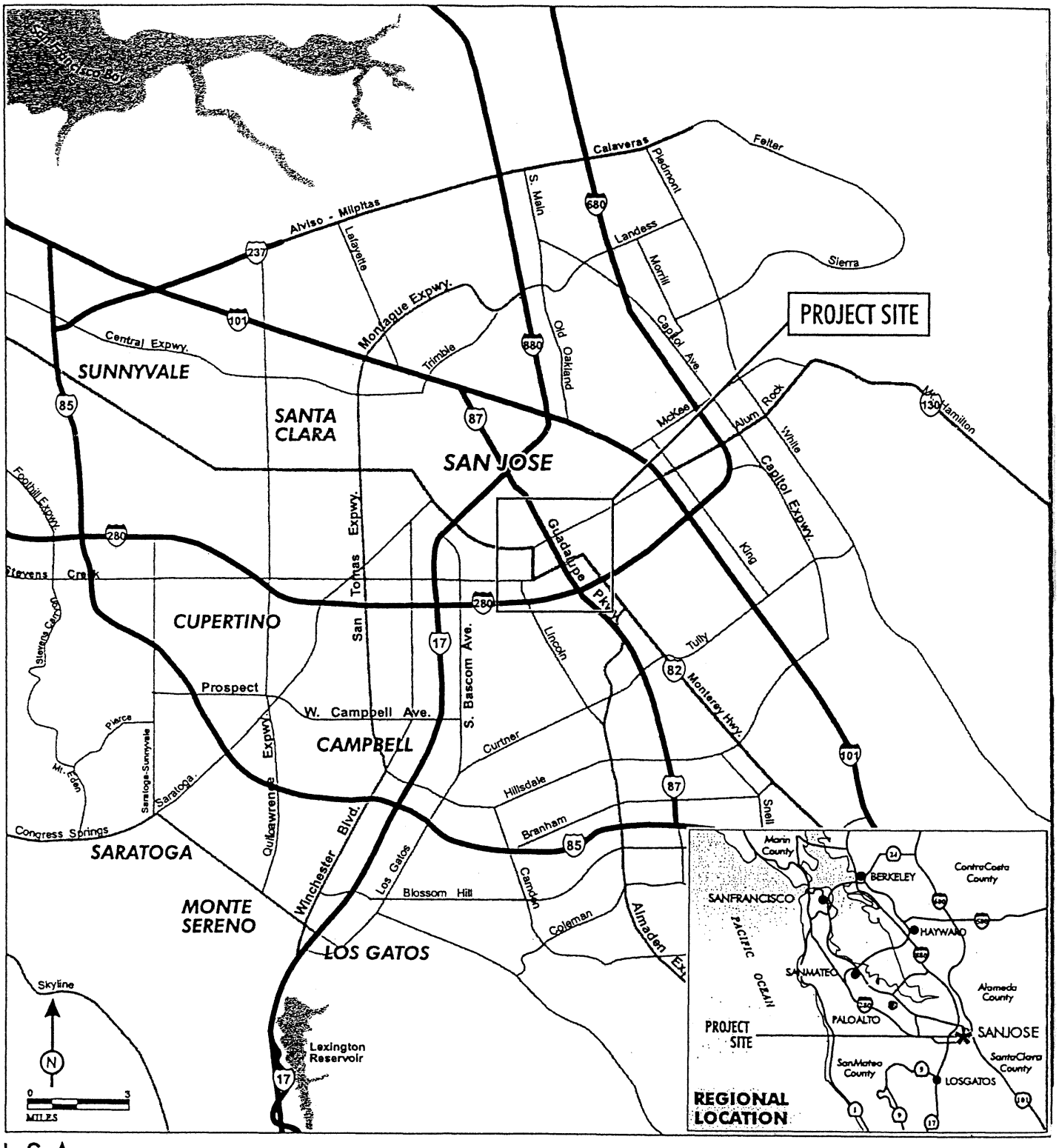
Should you require any additional information or have any questions, please call me at (408) 282-7401.

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\SJO231 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,

Patrice Mu 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.

3331 North First Street · San Jose, CA 95134-1906 · Administration 408.321.5555 · Customer Service 408.321.2300

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: _____ o _____ ' _____ . _____ "

10. Longitude: _____ o _____ ' _____ . _____ "

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

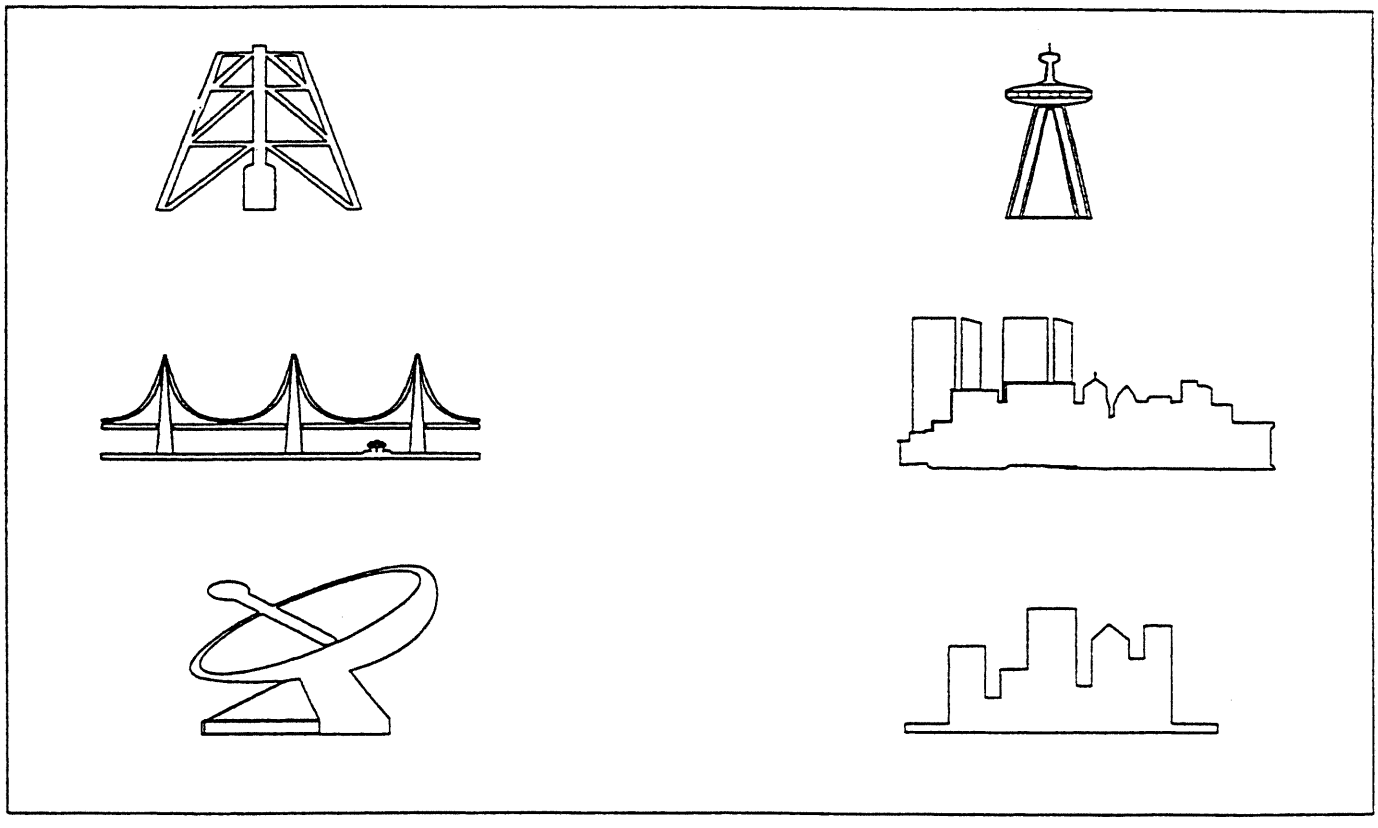
U.S. Department
of Transportation

**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]

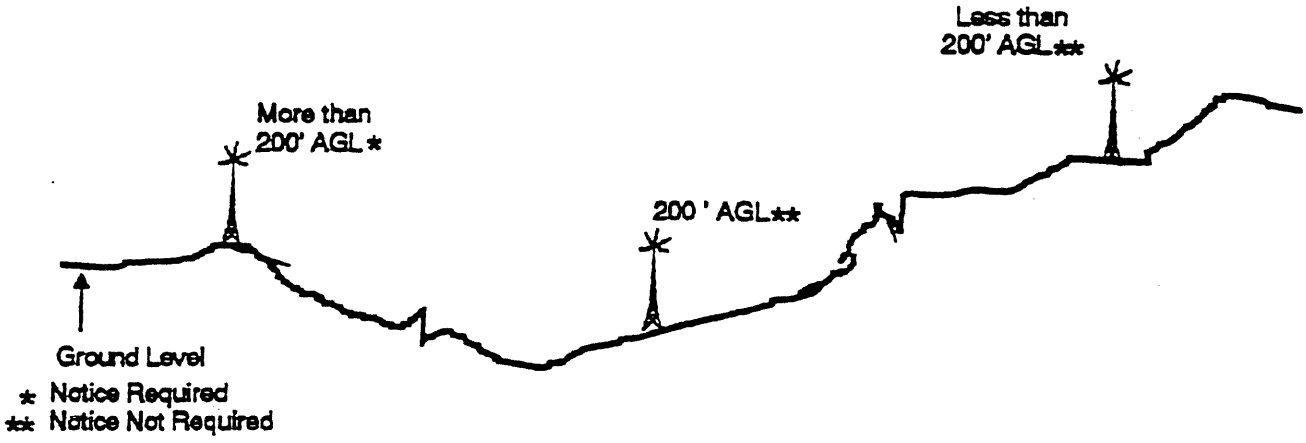


FIG 1

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

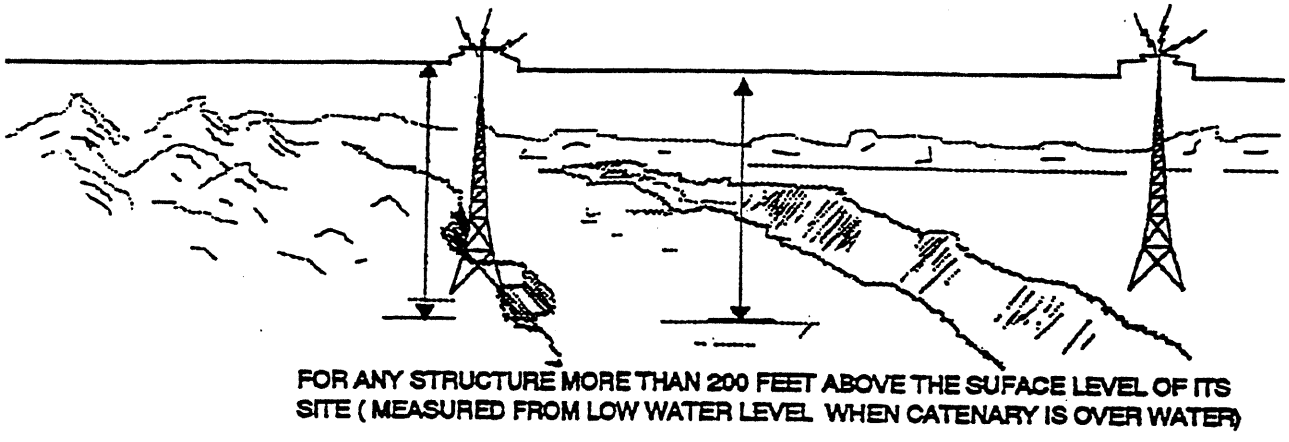


FIG 2

(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

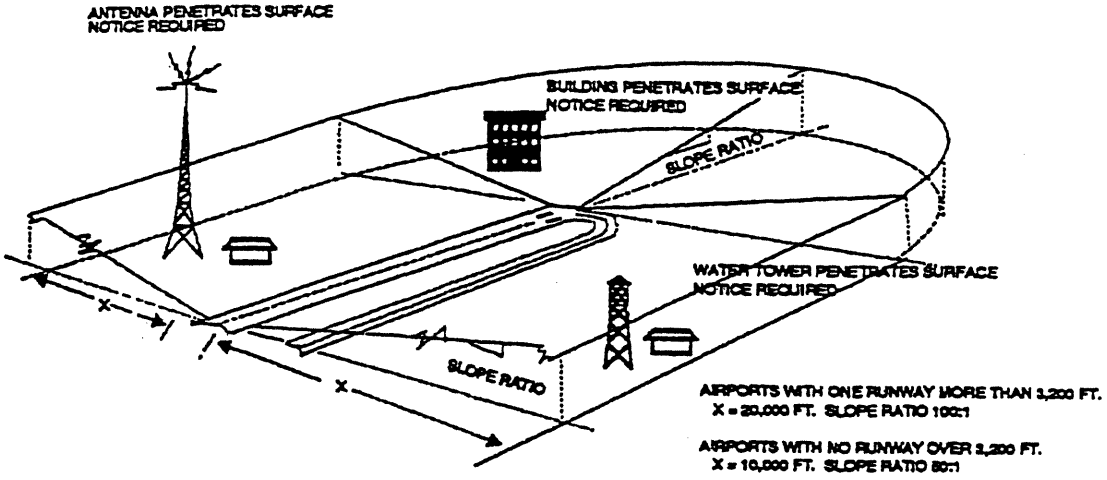


FIG 3

(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

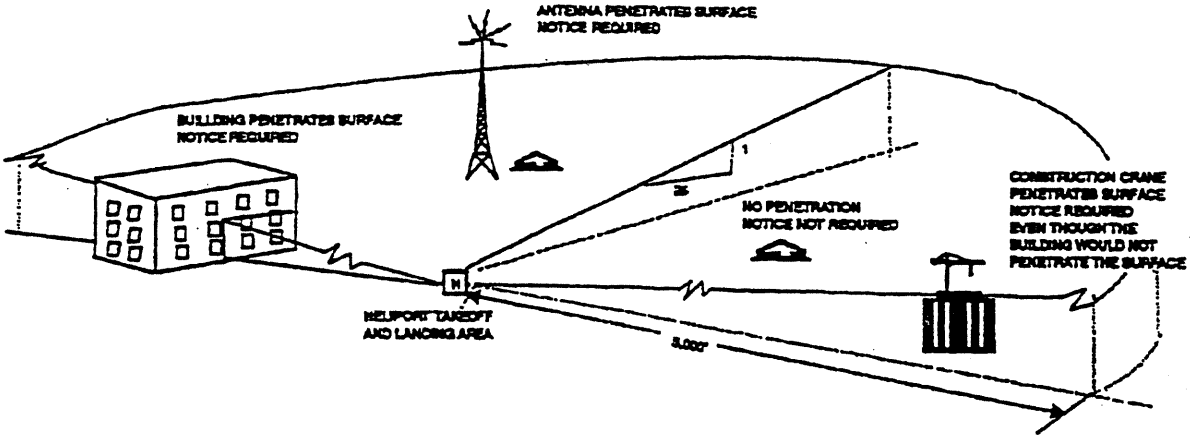


FIG 4

(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

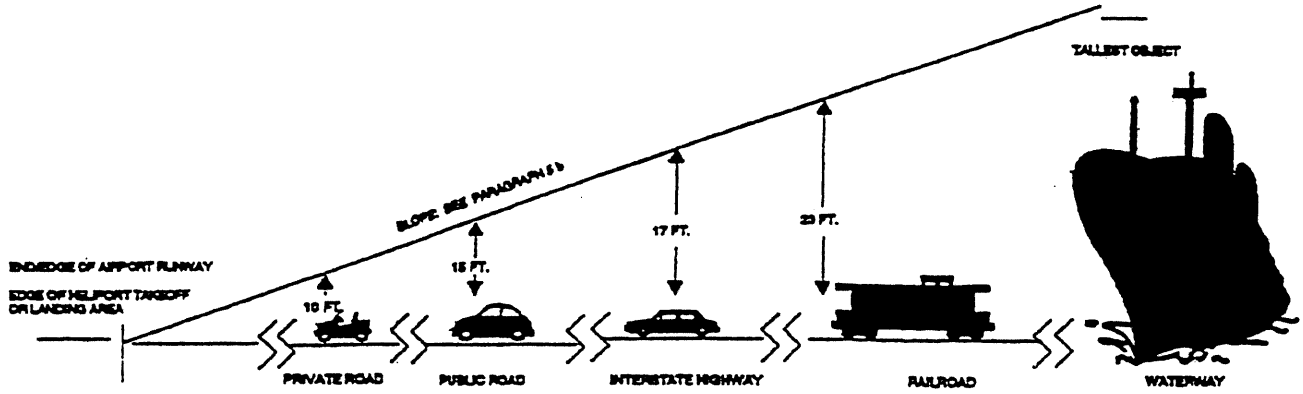


FIG 5

(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

Board of Supervisors: Donald F. Gage, Blanca Alvarado, Pete McHugh, James T. Beall, Jr., Liz Kniss
Acting County Executive: Peter Kutras, Jr.

7-1005

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

ALAMEDA COUNTY
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(Chairperson)
Nate Miley
Shelia Young

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Jake McGoldrick

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Jerry Hill
Marland Townsend
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(Vacant)

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SONOMA COUNTY
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Pamela Torliatt

William C. Norton
EXECUTIVE OFFICER/APCO

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,

Peter Hess for

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 II]

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	.1	.0	.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	.2	.0	.0	.1	.0	.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	.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 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	.5	.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 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

* * 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

* * 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

* * 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

* * 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

* * 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

* * 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

* * 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

* * 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

* * 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

* * 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

* * 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

* * 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

* * 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

* * 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

* * 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

* * 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

* * 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

* * 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

* * 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

* * 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

* * 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

---

* * 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 * *

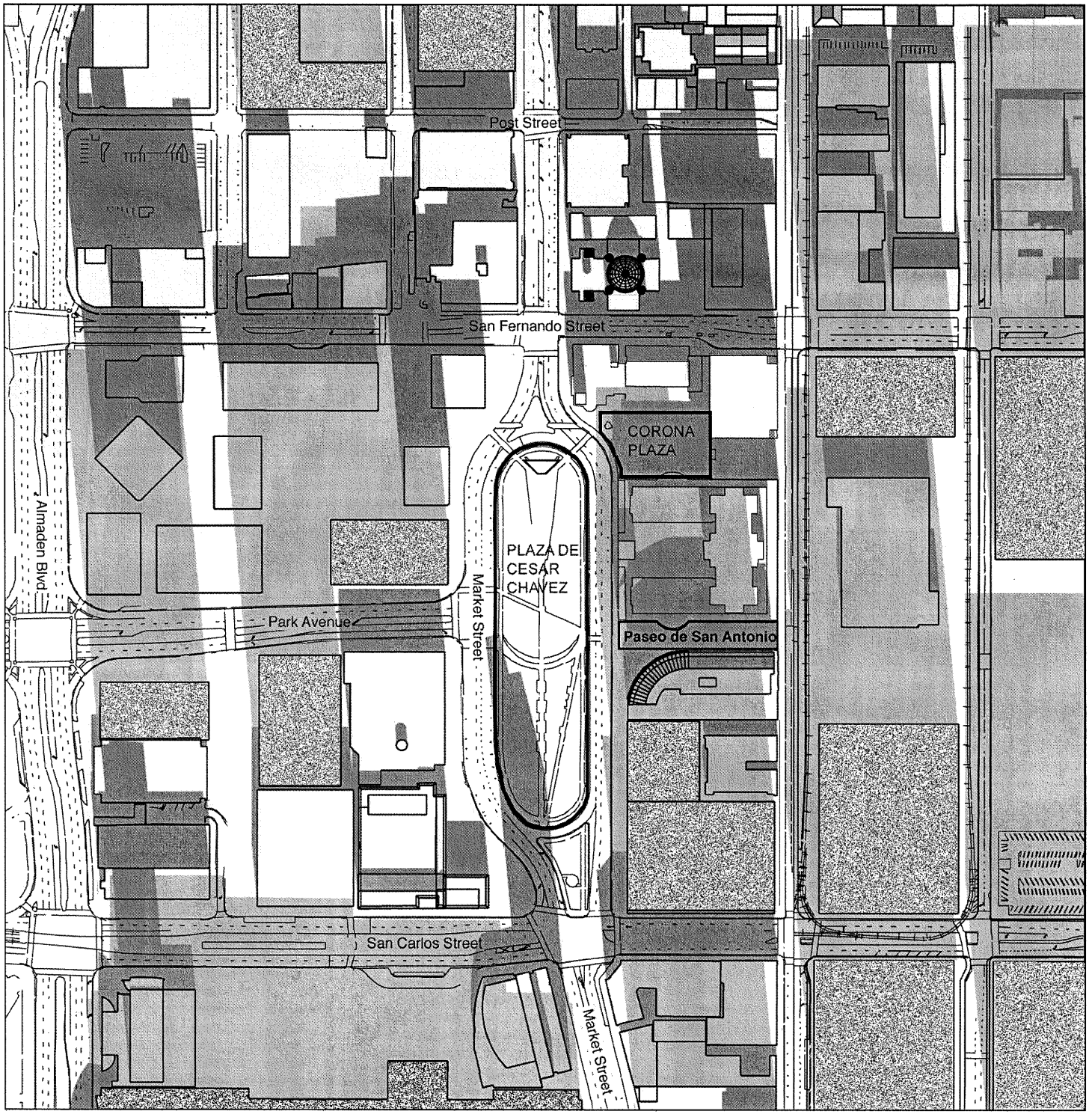
CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.02

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

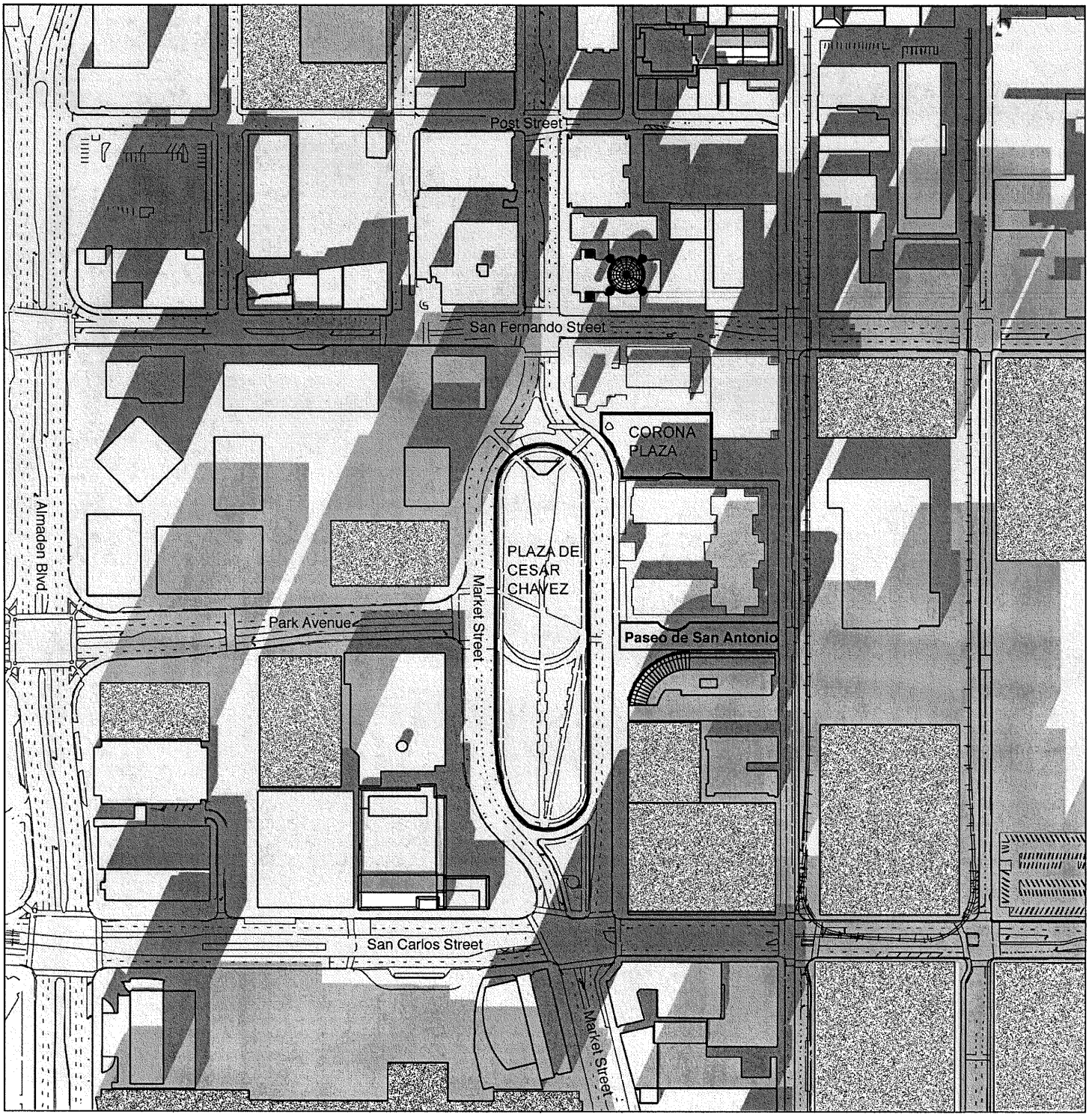
FIGURE 1a

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 (12/23/03)



LSA

FIGURE 1b

LEGEND

PROPOSED DEVELOPMENT

EXISTING SHADOW

FUTURE SHADOW

San Jose Downtown Strategy 2000 EIR

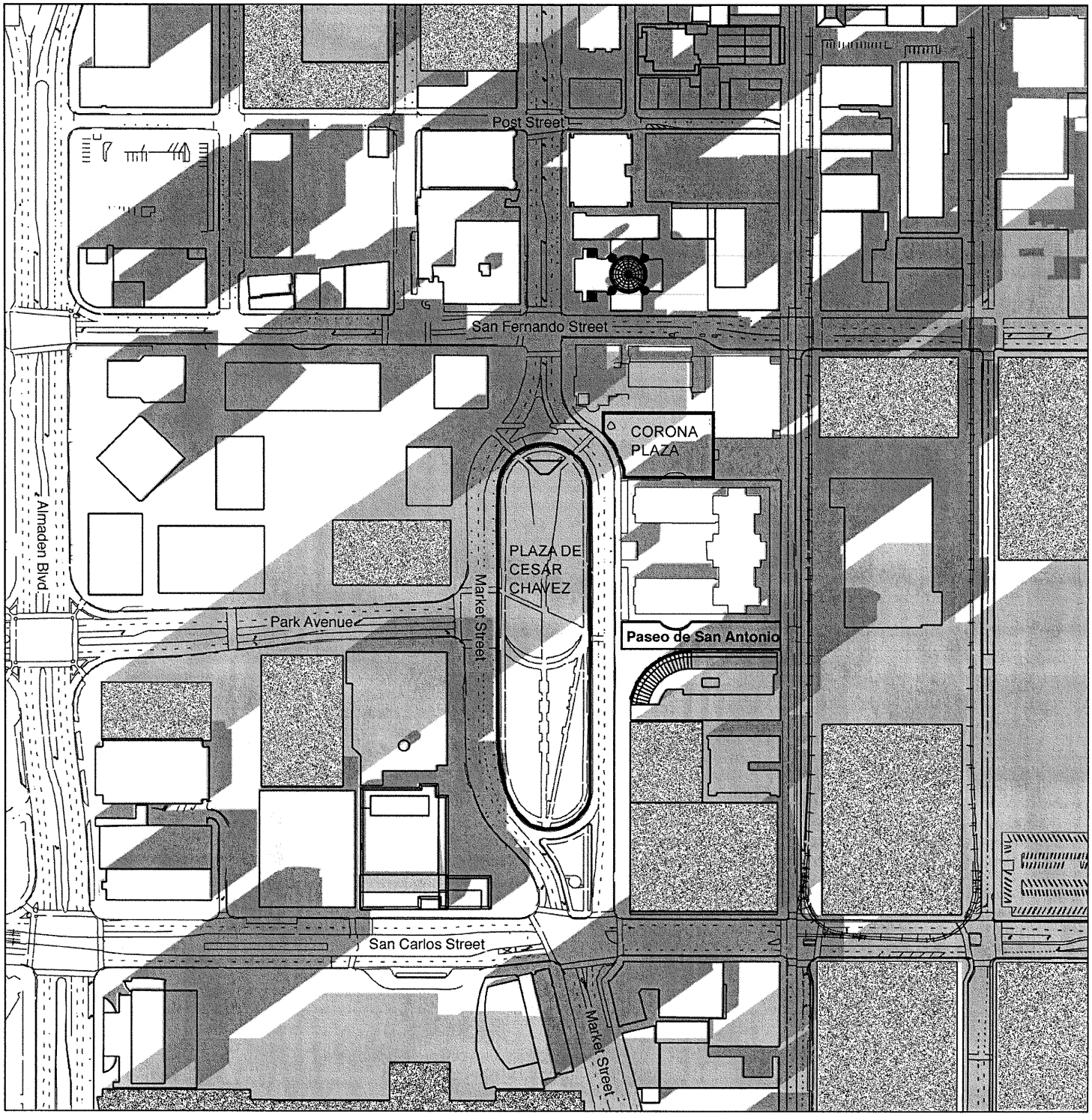
Shadow Study

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 (12/23/03)



LSA

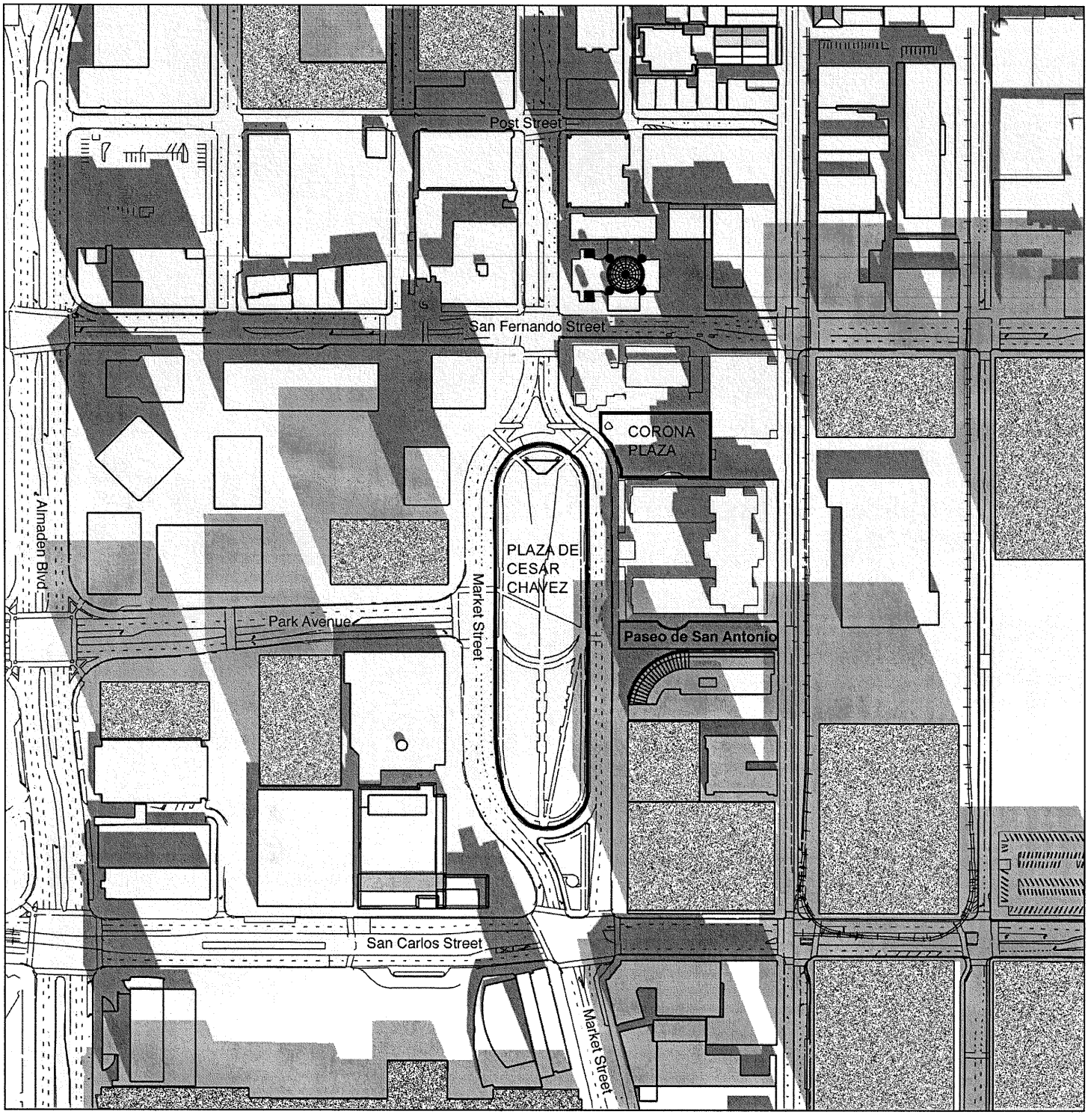
FIGURE 1c

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 (12/23/03)



LSA

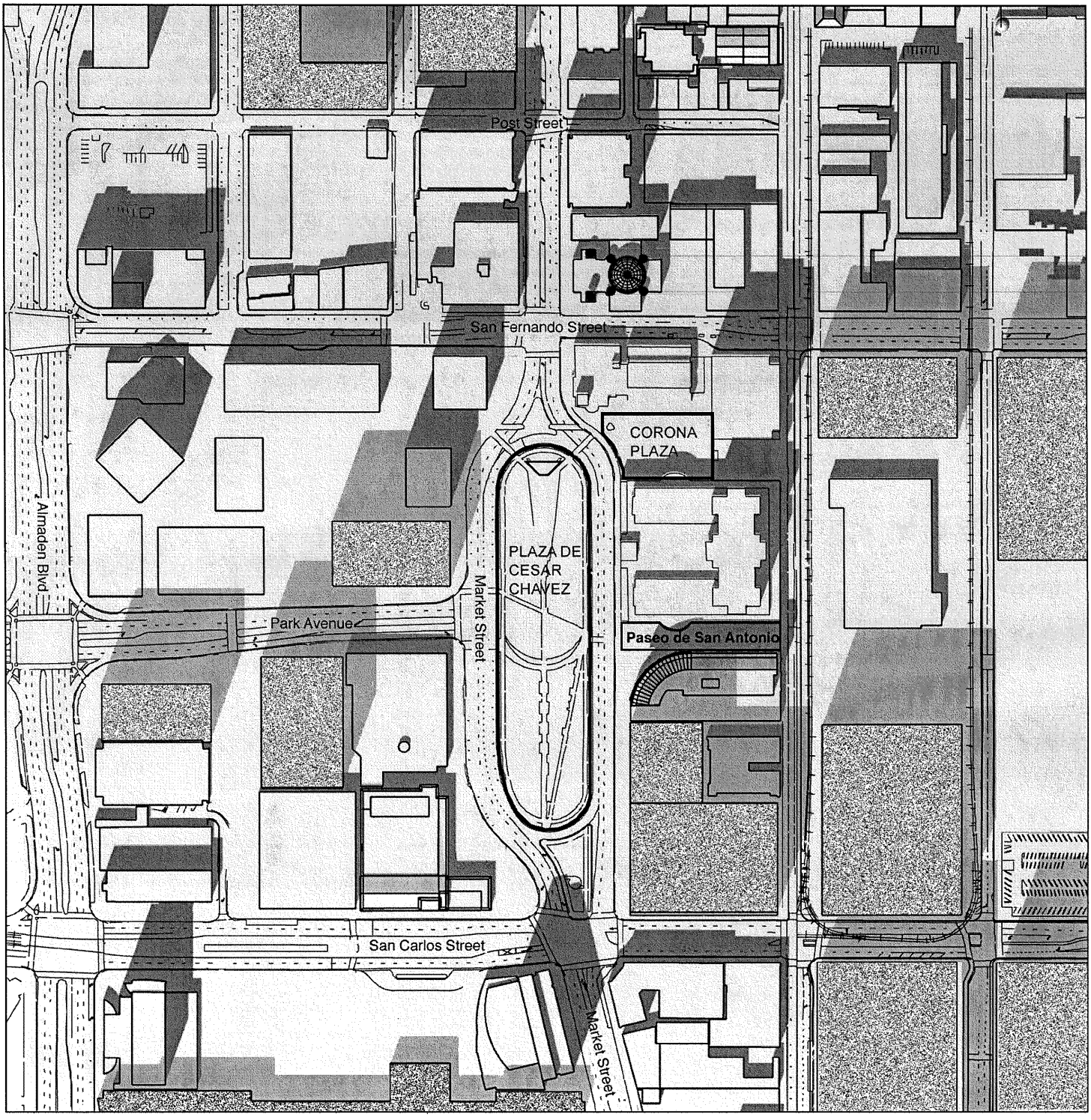
FIGURE 1d

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 (12/23/03)



LSA

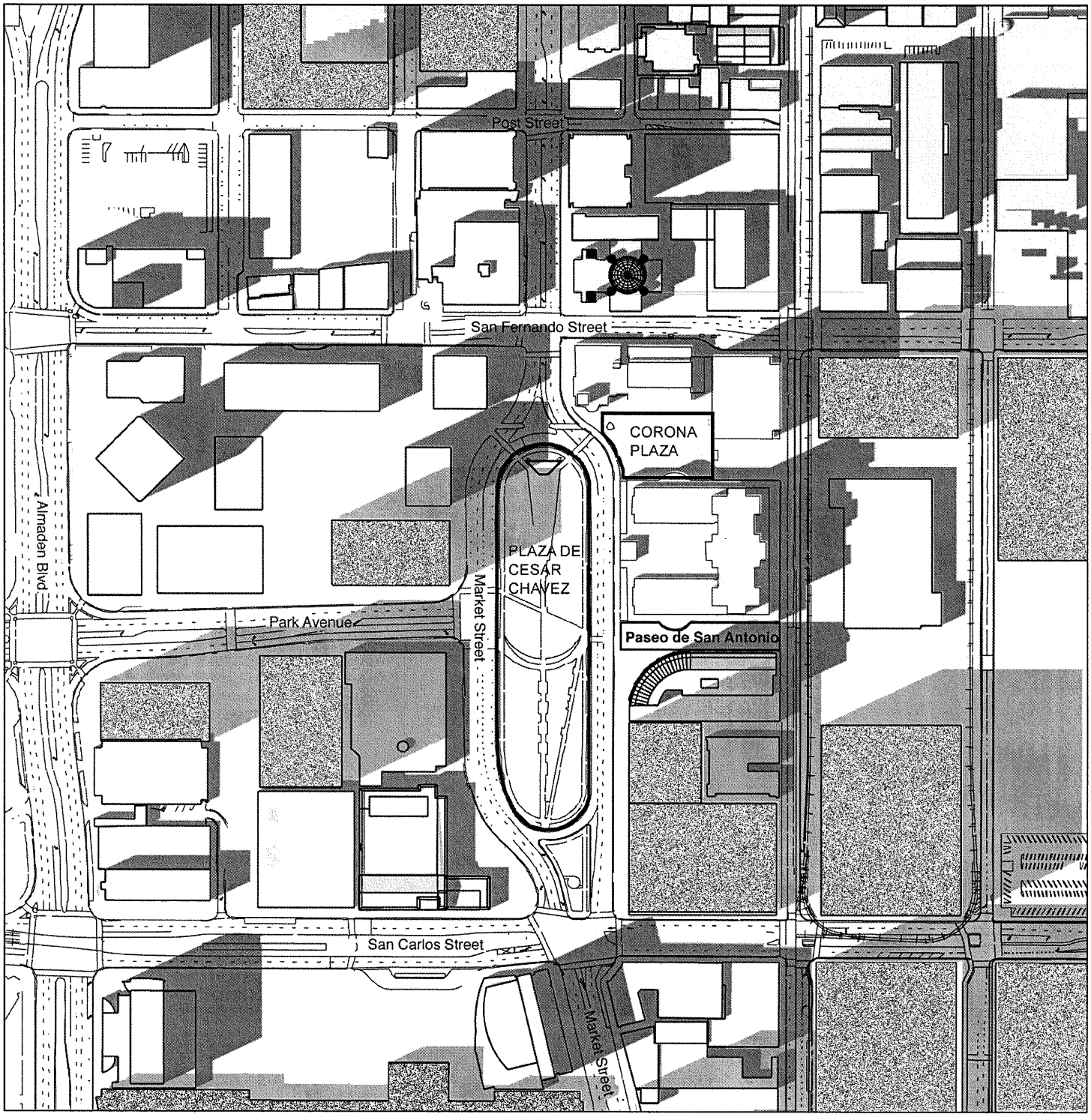
FIGURE 1e

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 (12/23/03)



LSA

FIGURE 1f

LEGEND

PROPOSED DEVELOPMENT

EXISTING SHADOW

FUTURE SHADOW

San Jose Downtown Strategy 2000 EIR
Shadow Study
Plaza de Cesar Chavez, Paseo de San Antonio & Corona Plaza
March 21: 2:00pm

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_1F.AI (12/23/03)

LSA

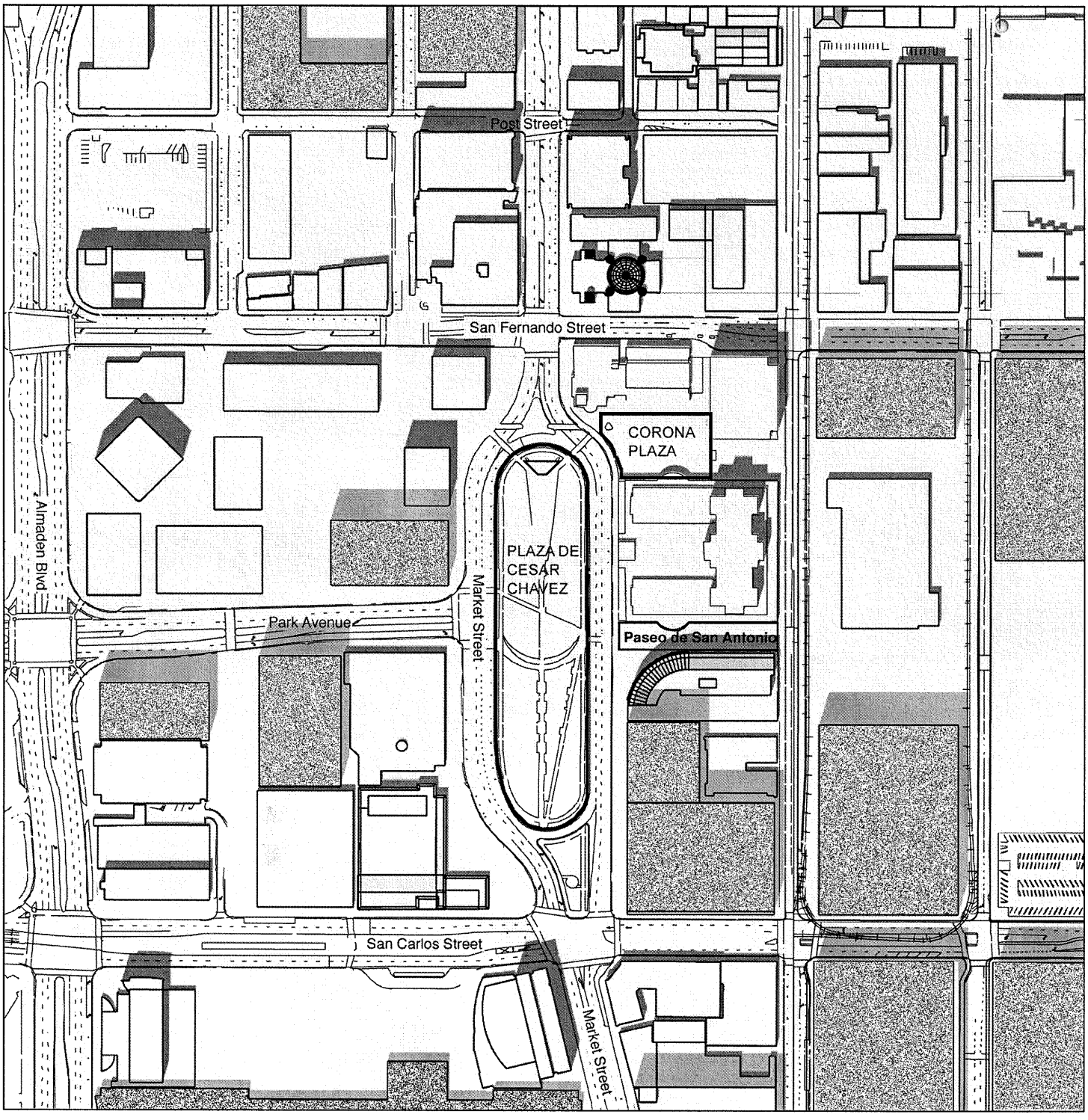
FIGURE 1g

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 (12/23/03)



LSA

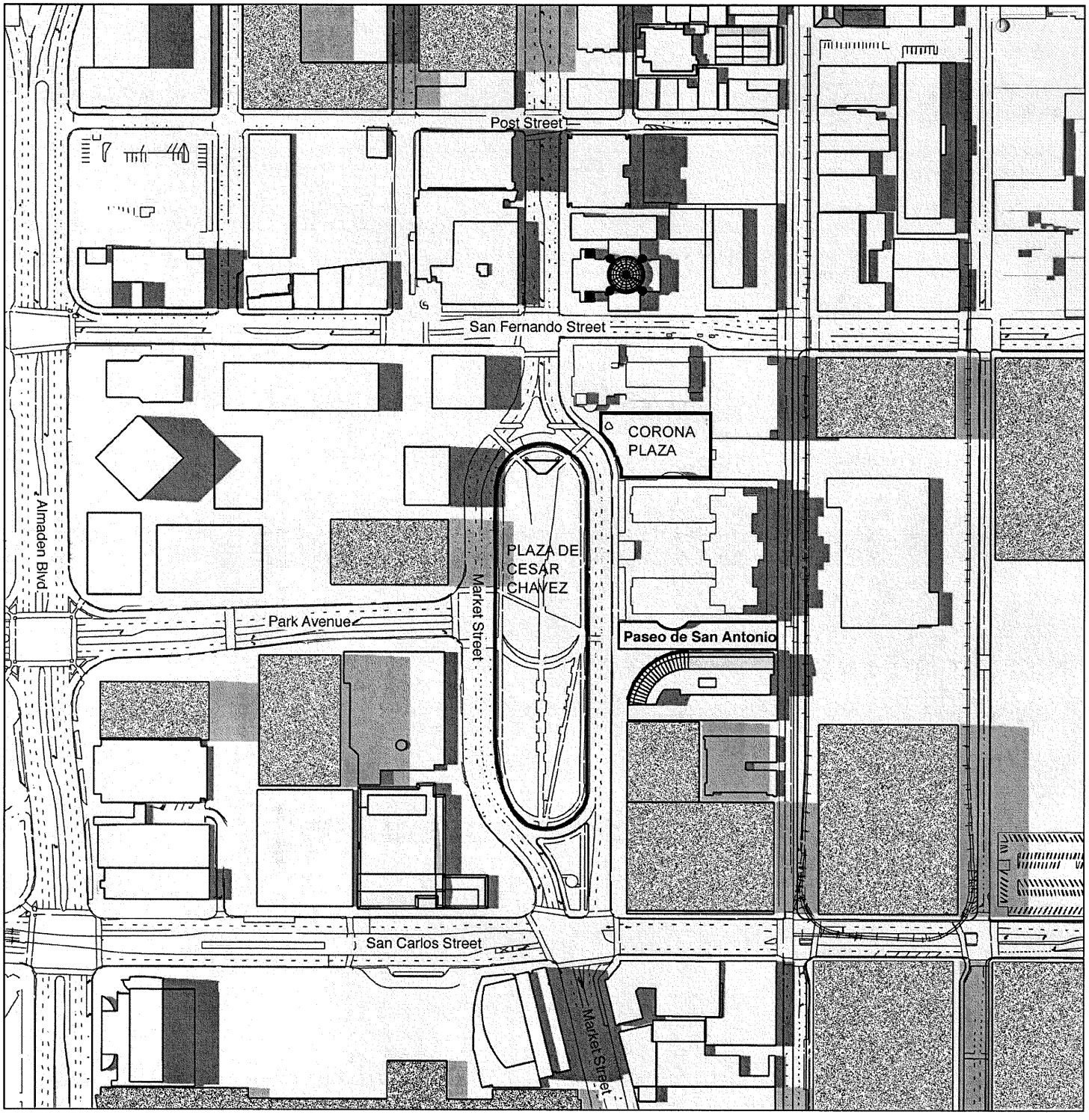
FIGURE 1h

San Jose Downtown Strategy 2000 EIR
Shadow Study
Plaza de Cesar Chavez, Paseo de San Antonio & Corona Plaza
June 21: 12:00pm

LEGEND
- PROPOSED DEVELOPMENT
- EXISTING SHADOW
- FUTURE SHADOW

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_1H.AI (12/23/03)



LSA

FIGURE 1i

LEGEND

PROPOSED DEVELOPMENT

EXISTING SHADOW

FUTURE SHADOW

San Jose Downtown Strategy 2000 EIR

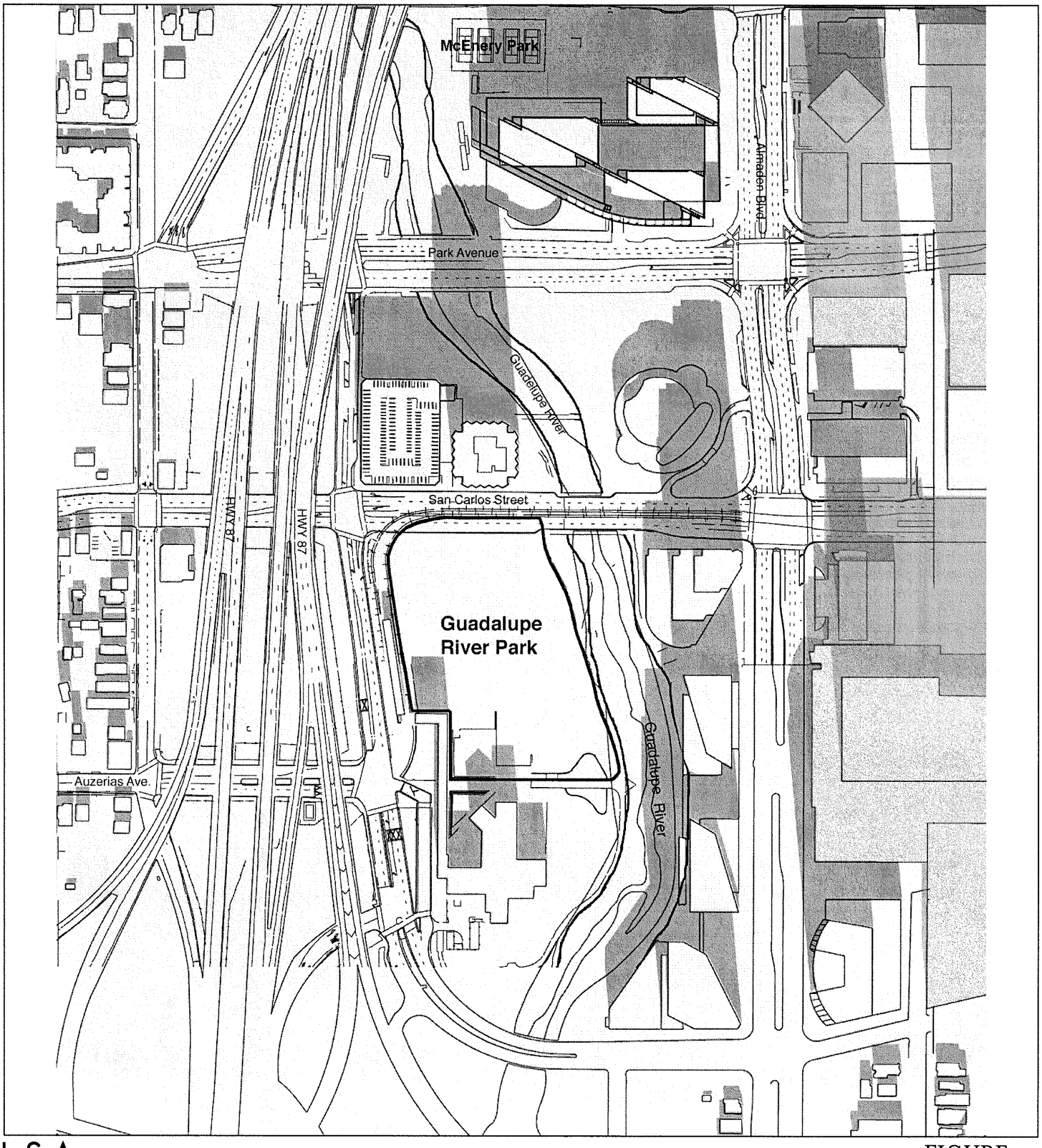
Shadow Study

Plaza de Cesar Chavez, Paseo de San Antonio & Corona Plaza

June 21: 2:00pm

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_1I.AI (01/15/04)



LSA

FIGURE 2a

LEGEND

PROPOSED DEVELOPMENT

EXISTING SHADOW

FUTURE SHADOW

San Jose Downtown Strategy 2000 EIR

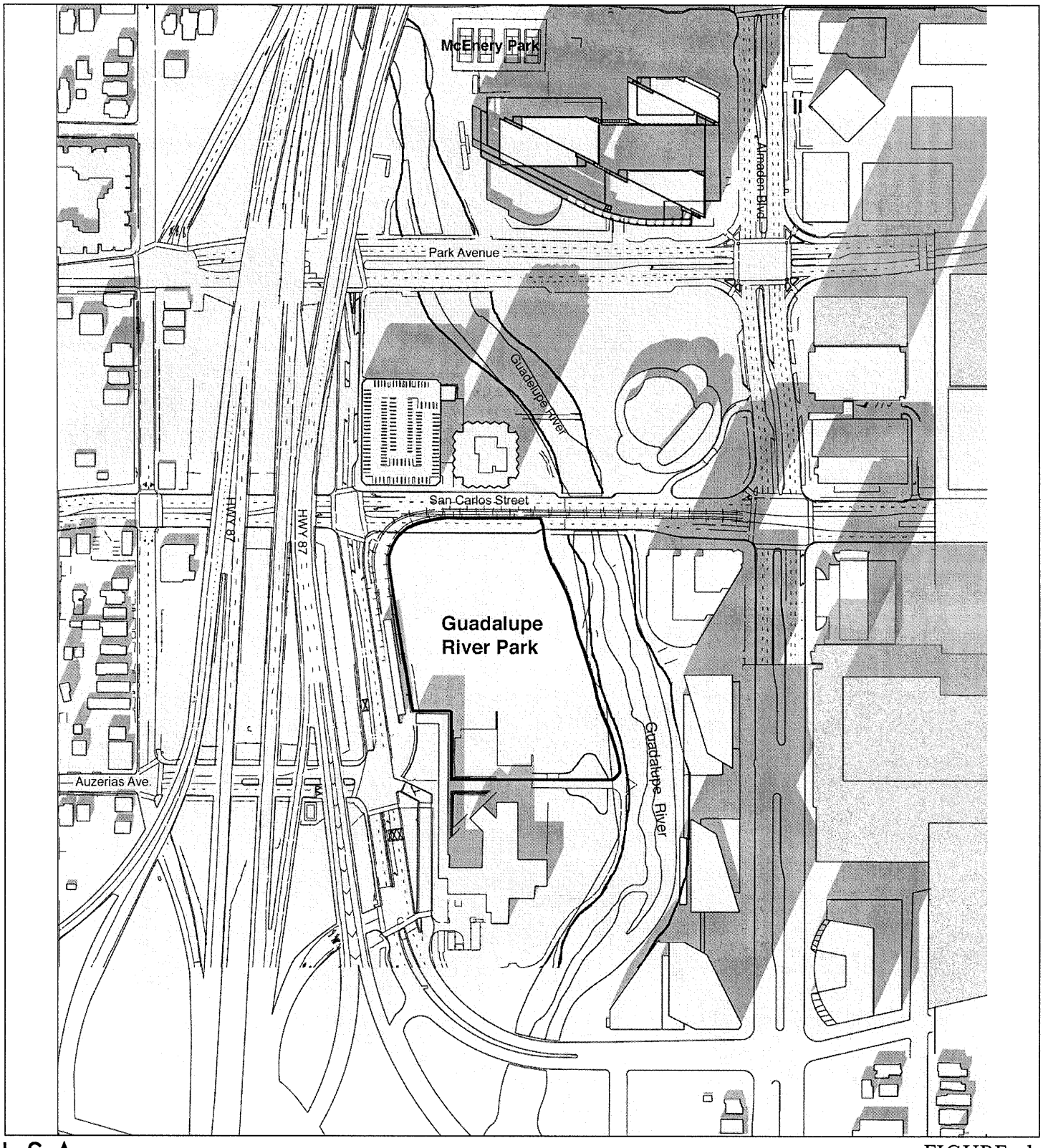
Shadow Study

Guadalupe River Park & McEnery Park

December 21: 10:00am

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_2A.AI (12/24/03)



LSA

FIGURE 2b

LEGEND

PROPOSED DEVELOPMENT

EXISTING SHADOW

FUTURE SHADOW

San Jose Downtown Strategy 2000 EIR

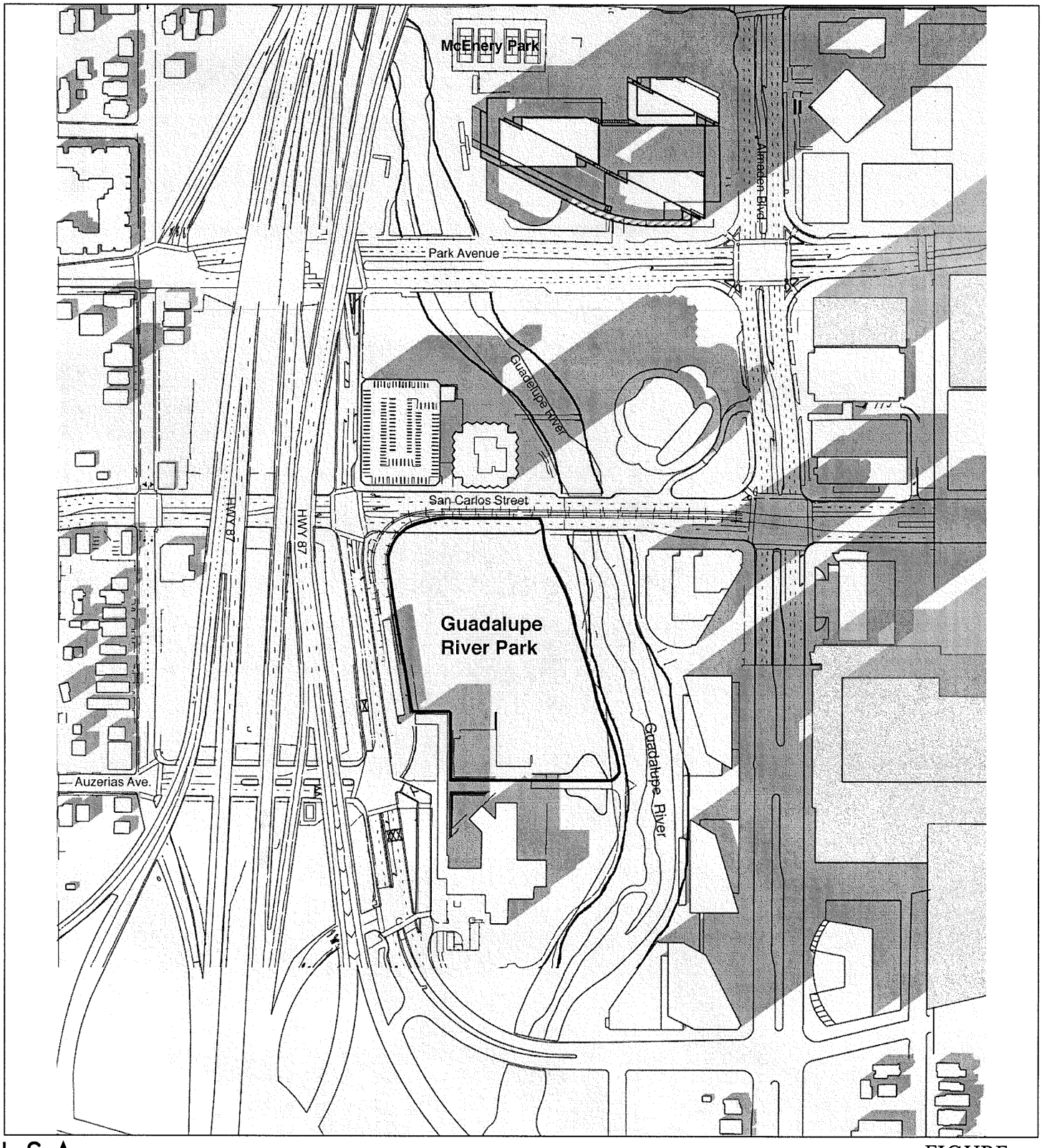
Shadow Study

Guadalupe River Park & McEnery Park

December 21: 12:00pm

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_2B.AI (12/24/03)



LSA

FIGURE 2c

LEGEND

PROPOSED DEVELOPMENT

EXISTING SHADOW

FUTURE SHADOW

San Jose Downtown Strategy 2000 EIR

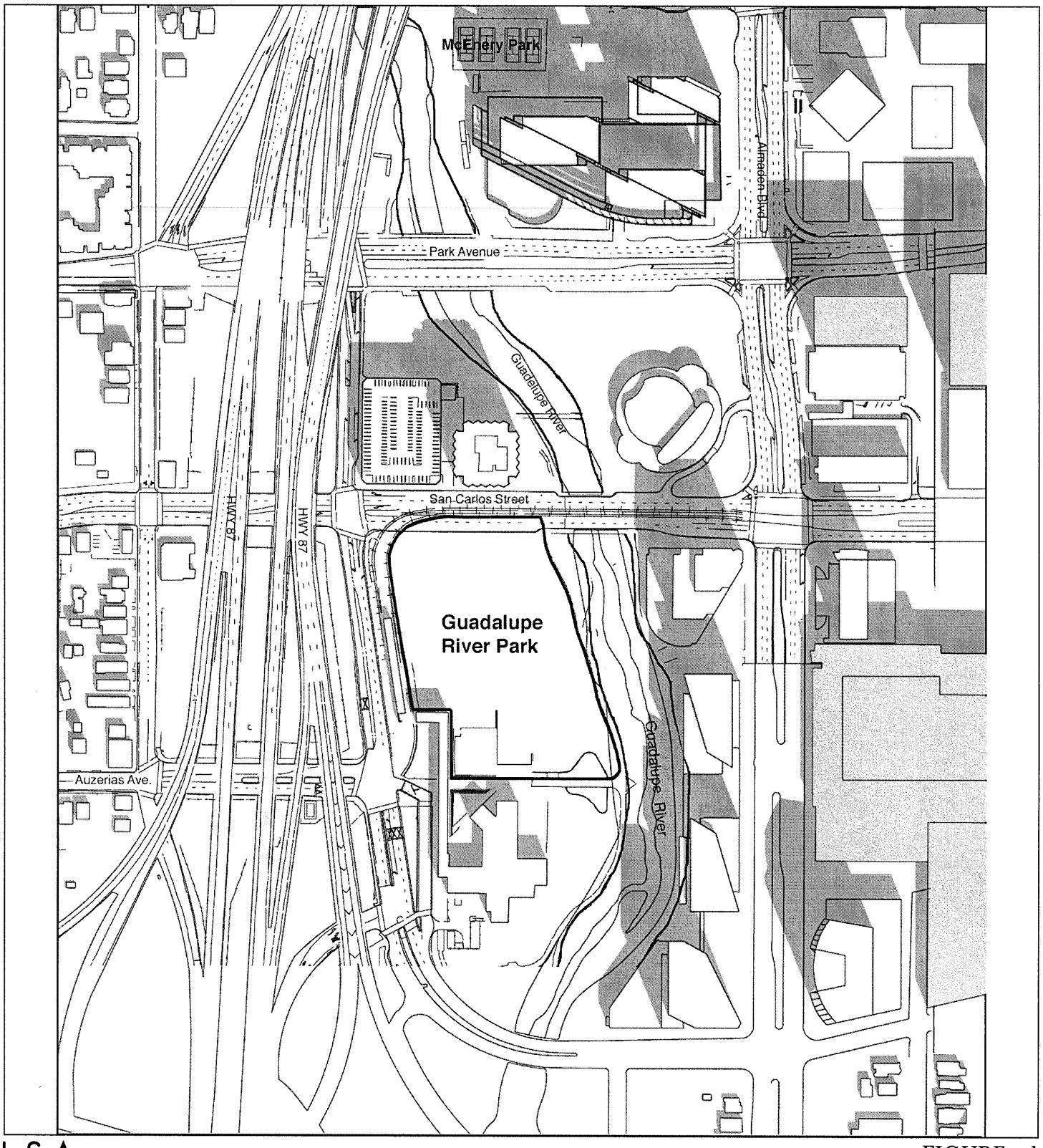
Shadow Study

Guadalupe River Park & McEnery Park

December 21: 2:00pm

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_2C.AI (01/07/04)



LSA

FIGURE 2d

LEGEND

PROPOSED DEVELOPMENT

EXISTING SHADOW

FUTURE SHADOW

San Jose Downtown Strategy 2000 EIR

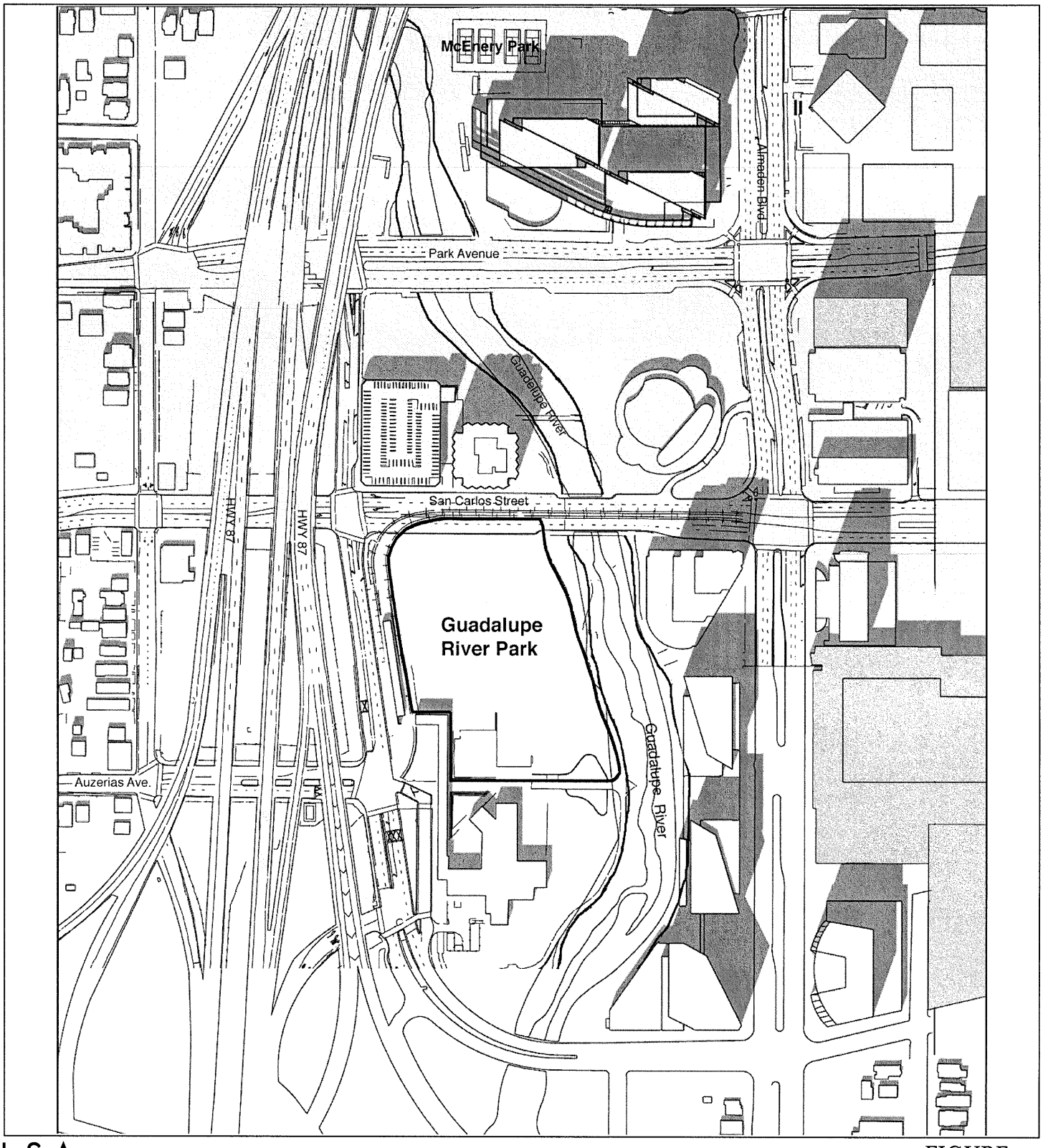
Shadow Study

Guadalupe River Park & McEnery Park

March 21: 10:00am

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_2D.AI (01/07/04)



LSA

FIGURE 2e

LEGEND

PROPOSED DEVELOPMENT

EXISTING SHADOW

FUTURE SHADOW

San Jose Downtown Strategy 2000 EIR

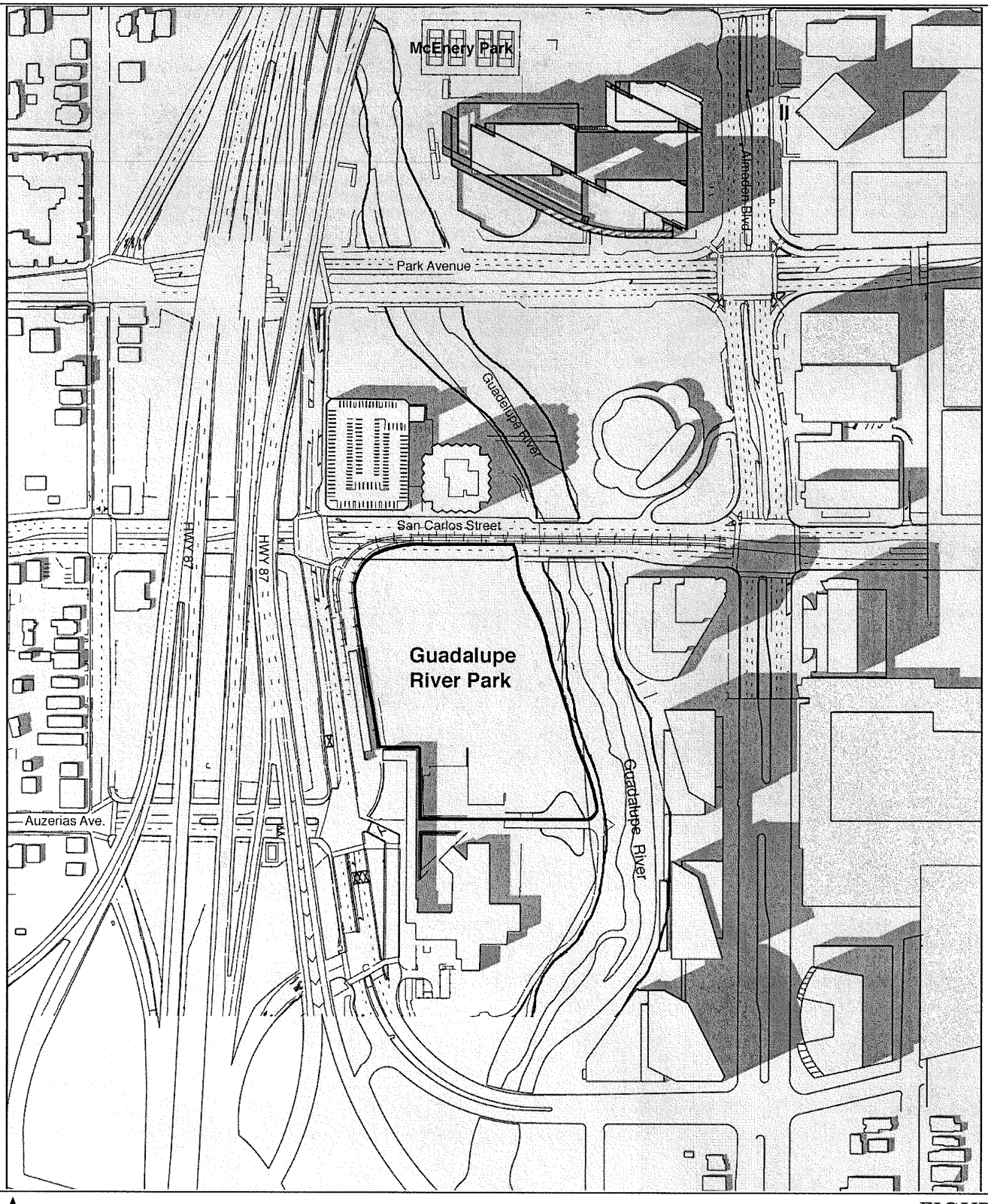
Shadow Study

Guadalupe River Park & McEnery Park

March 21: 12:00pm

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_2E.AI (01/07/04)



LSA

FIGURE 2f

LEGEND

PROPOSED DEVELOPMENT

EXISTING SHADOW

FUTURE SHADOW

San Jose Downtown Strategy 2000 EIR

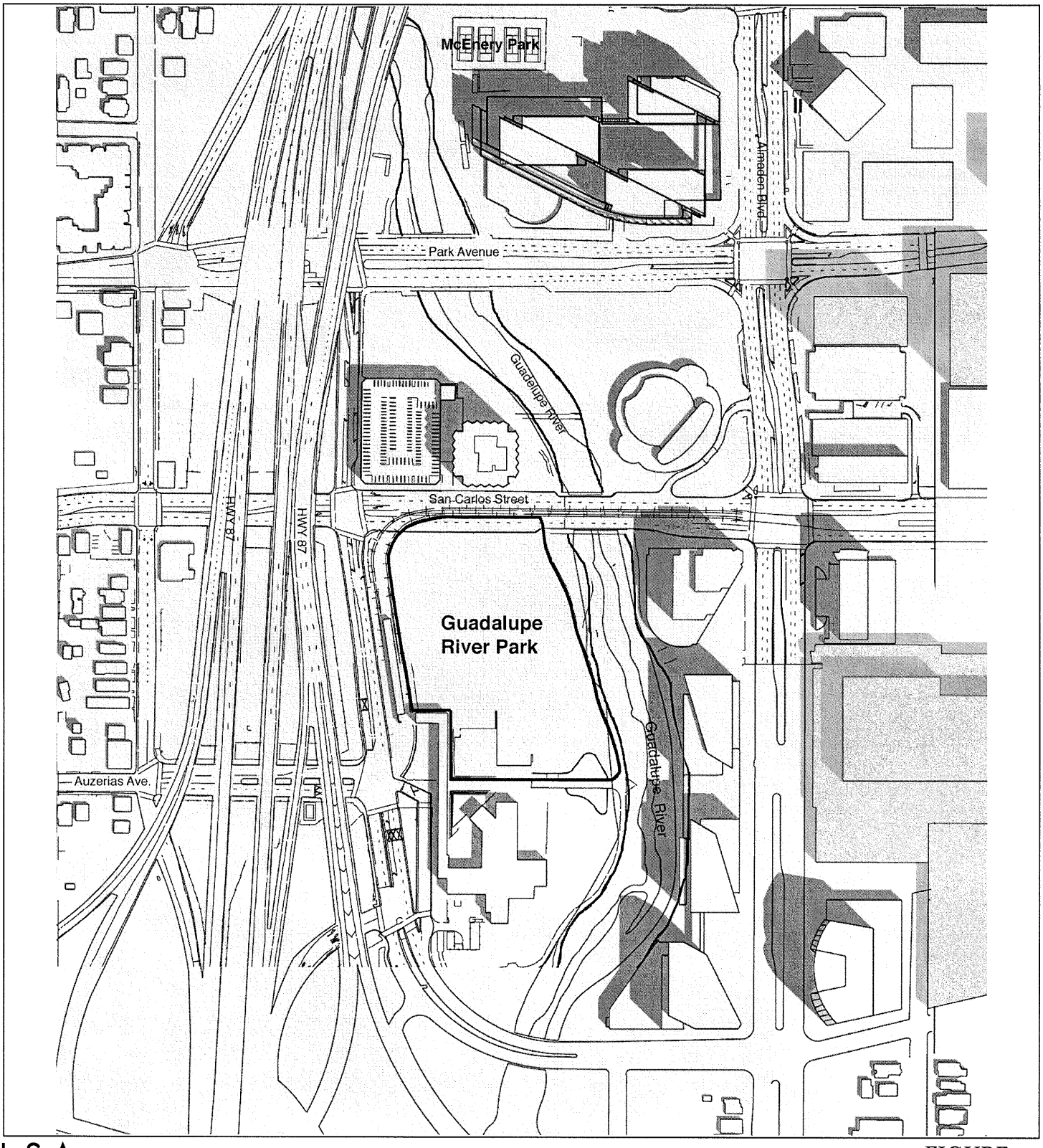
Shadow Study

Guadalupe River Park & McEnery Park

March 21: 2:00pm

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_2F.AI (01/07/04)



LSA

FIGURE 2g

LEGEND

PROPOSED DEVELOPMENT

EXISTING SHADOW

FUTURE SHADOW

San Jose Downtown Strategy 2000 EIR

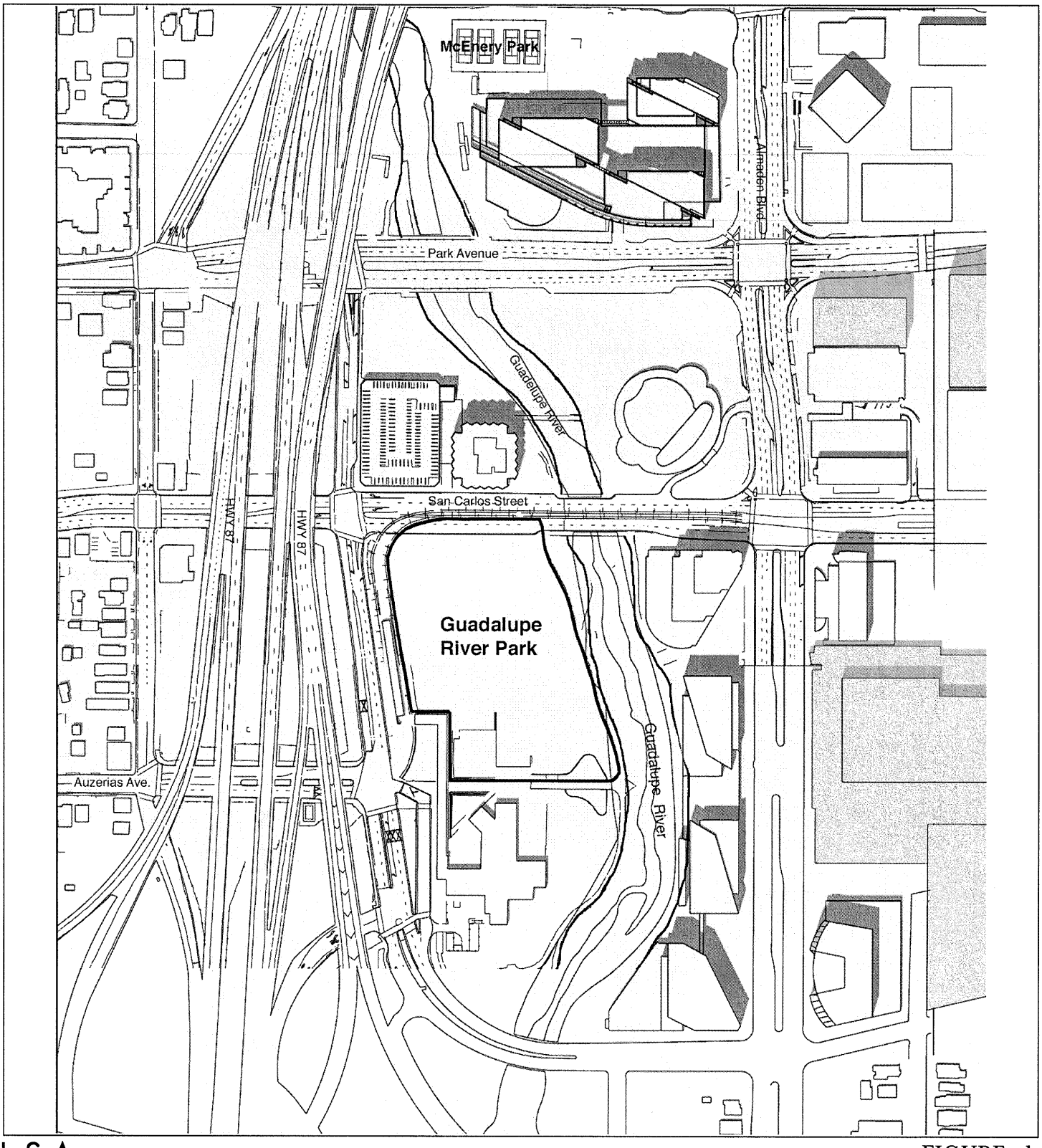
Shadow Study

Guadalupe River Park & McEnery Park

June 21: 10:00am

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_2G.AI (01/07/04)



LSA

FIGURE 2h

LEGEND

PROPOSED DEVELOPMENT

EXISTING SHADOW

FUTURE SHADOW

San Jose Downtown Strategy 2000 EIR

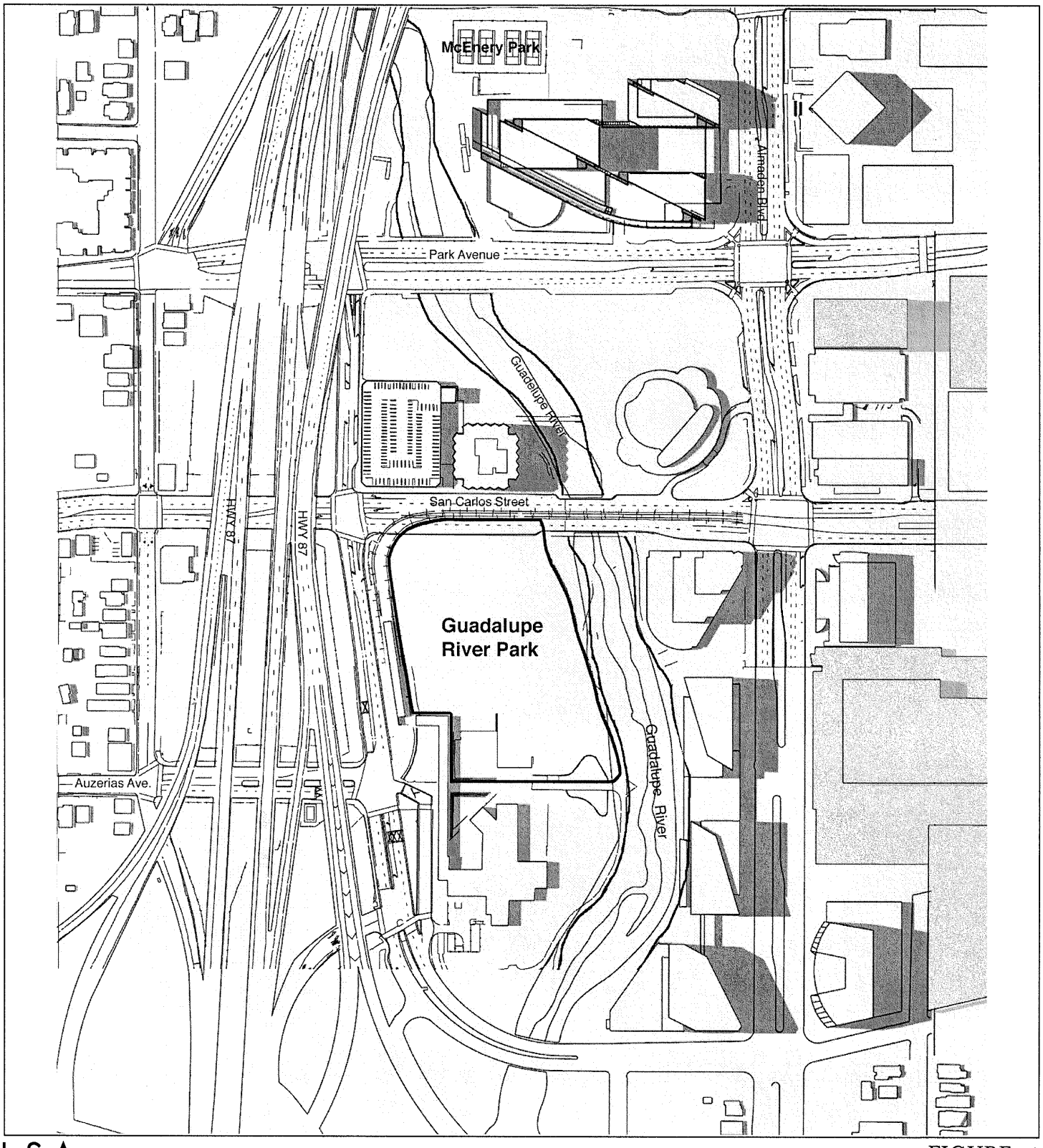
Shadow Study

Guadalupe River Park & McEnery Park

June 21: 12:00pm

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_2H.AI (01/07/04)



LSA

FIGURE 2i

LEGEND

PROPOSED DEVELOPMENT

EXISTING SHADOW

FUTURE SHADOW

San Jose Downtown Strategy 2000 EIR

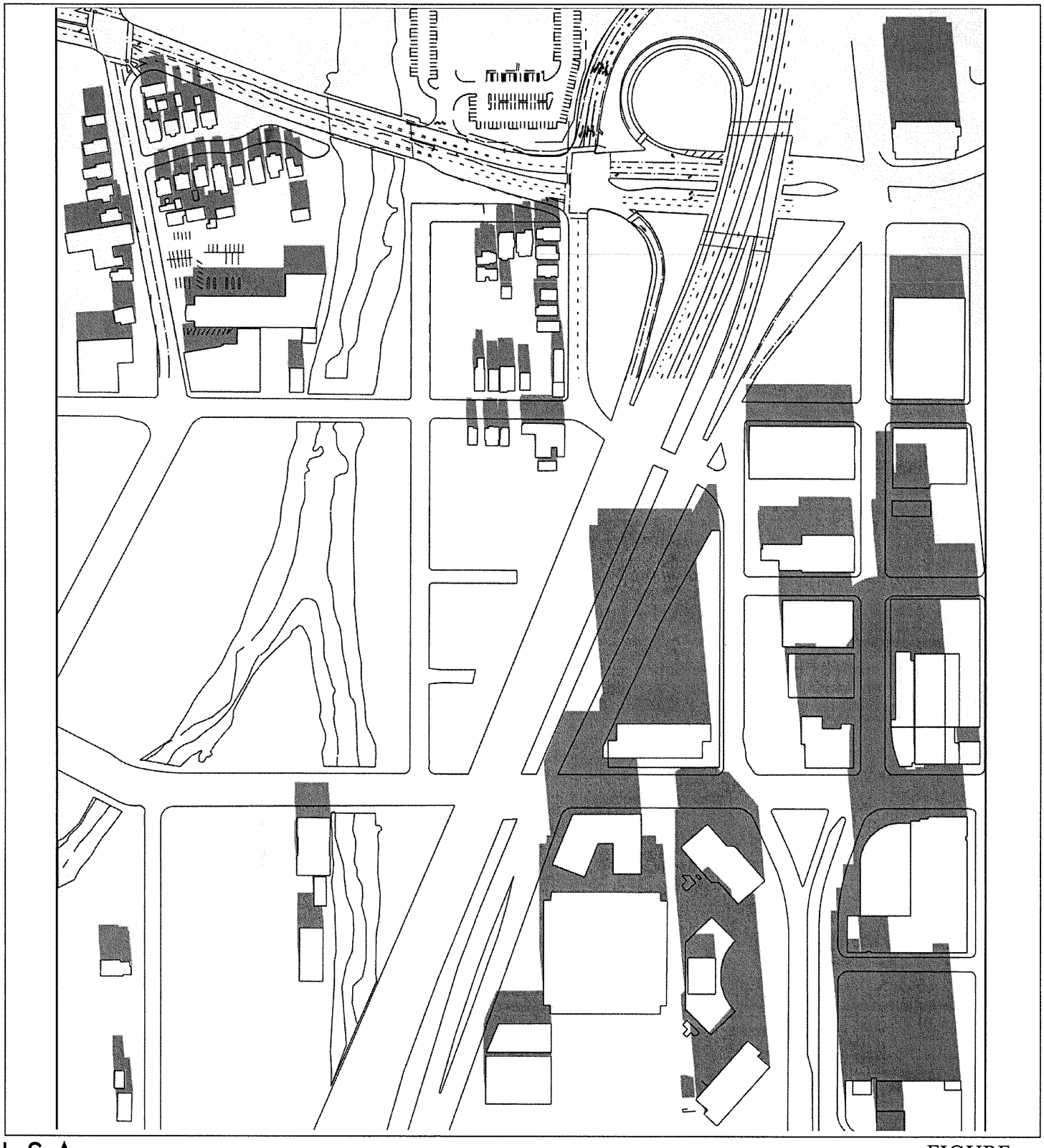
Shadow Study

Guadalupe River Park & McEnery Park

June 21: 2:00pm

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_2I.AI (01/07/04)



LSA

FIGURE 3a

LEGEND

PROPOSED DEVELOPMENT

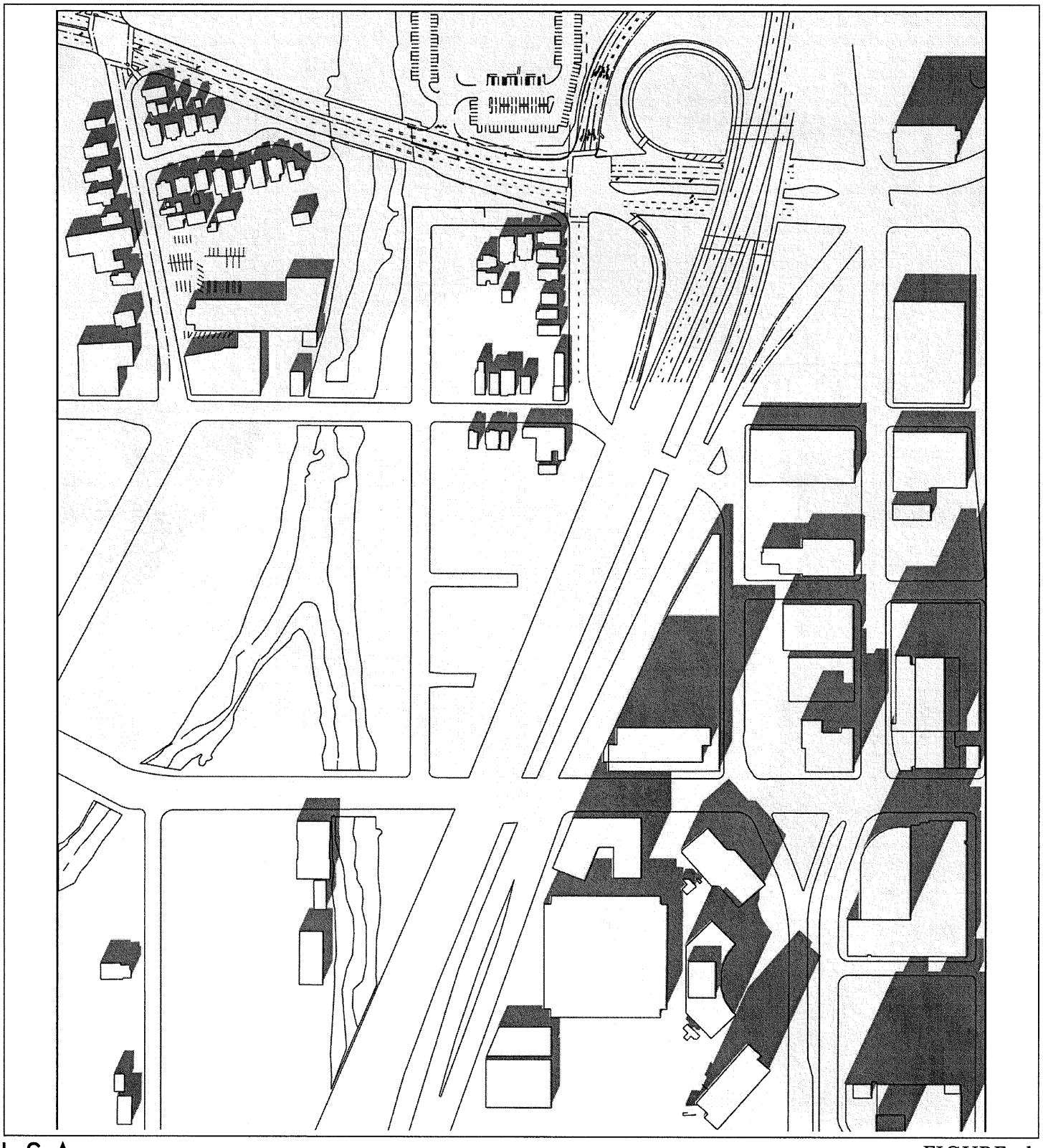
EXISTING SHADOW

FUTURE SHADOW

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 (01/07/04)



LSA

FIGURE 3b

LEGEND

PROPOSED DEVELOPMENT

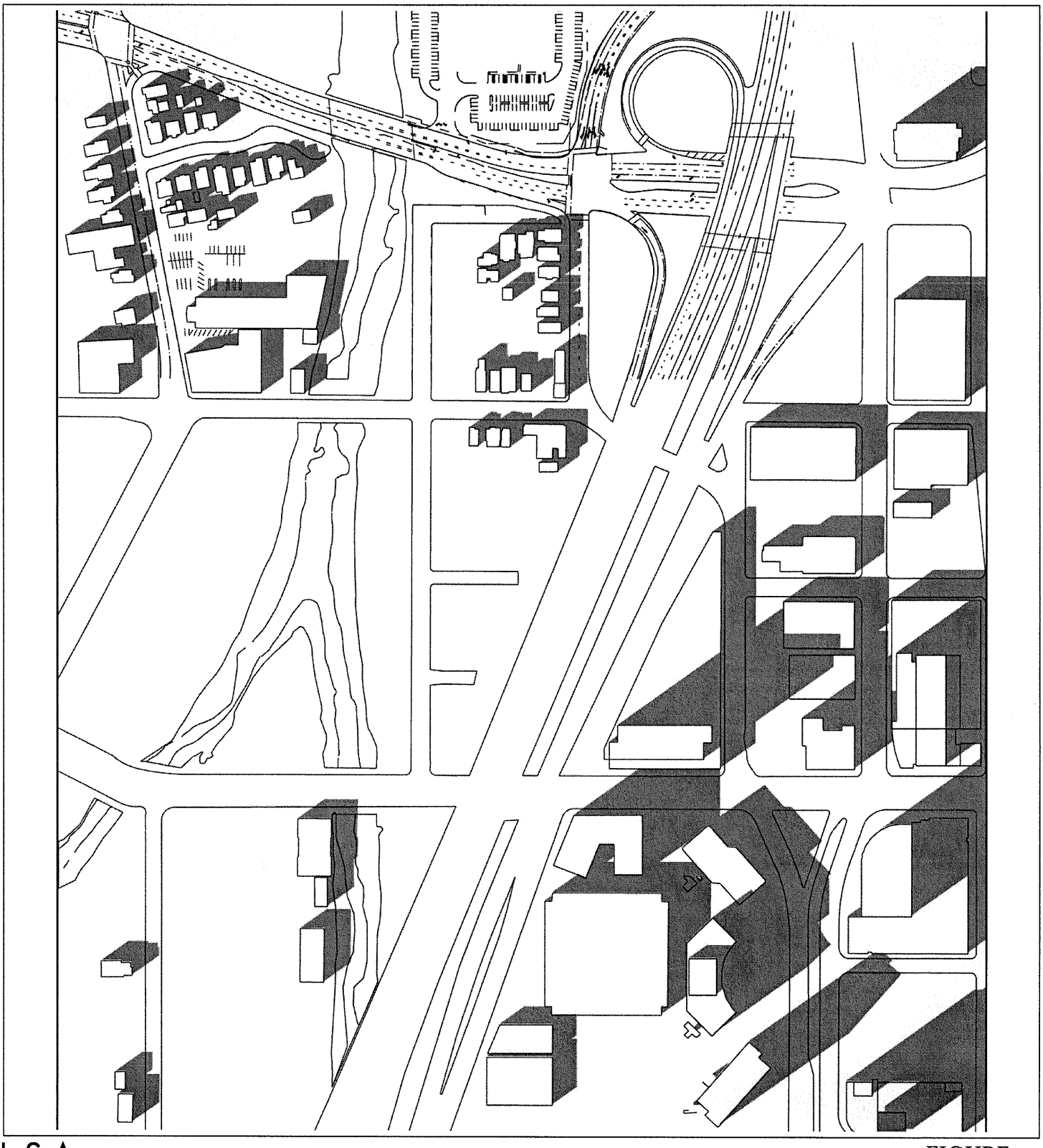
EXISTING SHADOW

FUTURE SHADOW

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 (01/07/04)



LSA

FIGURE 3c

LEGEND

PROPOSED DEVELOPMENT

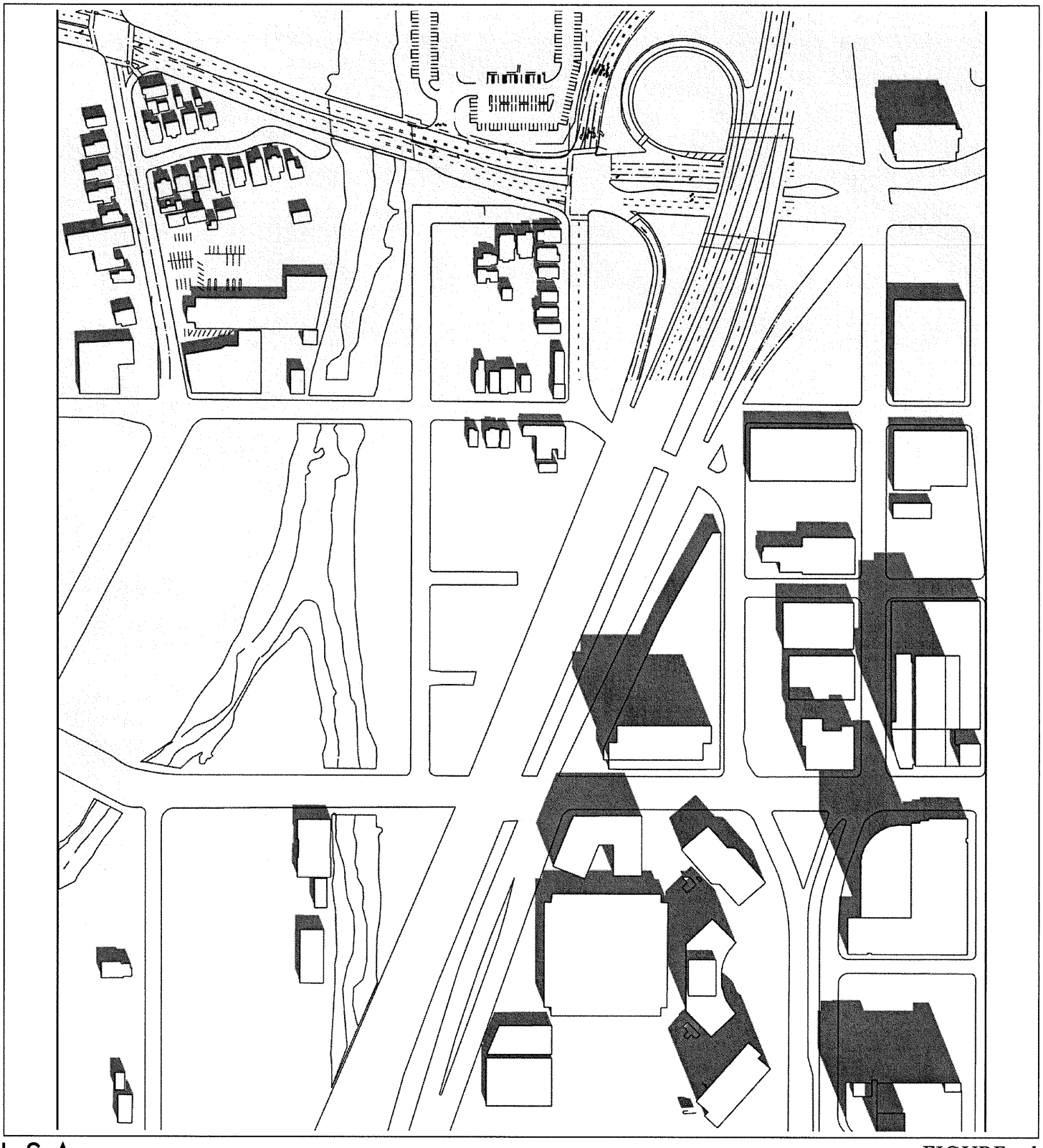
EXISTING SHADOW

FUTURE SHADOW

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 (01/07/04)



LSA

FIGURE 3d

LEGEND

PROPOSED DEVELOPMENT

EXISTING SHADOW

FUTURE SHADOW

San Jose Downtown Strategy 2000 EIR

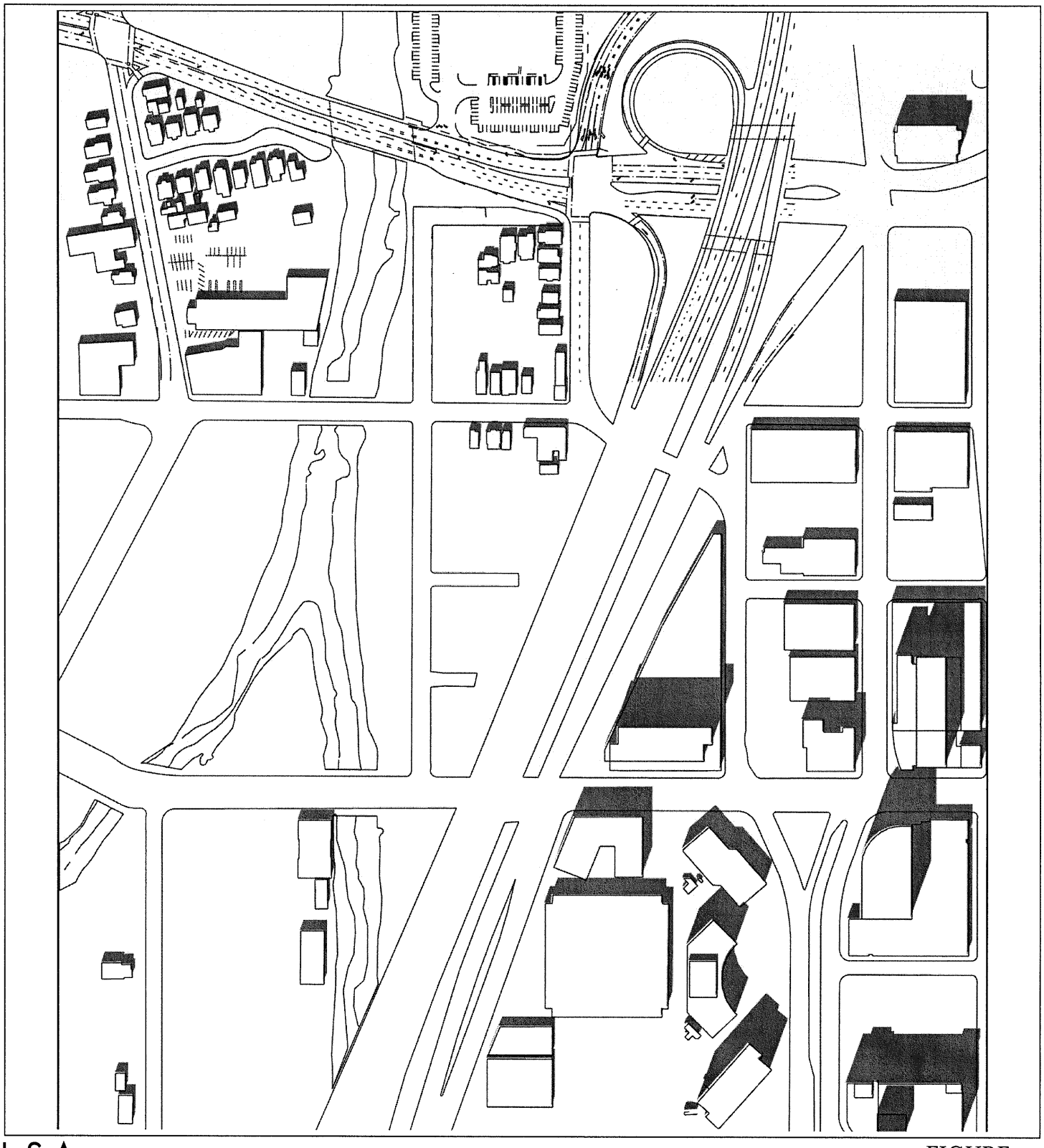
Shadow Study

Confluence Point

March 21: 10:00am

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_3D.AI (01/07/04)



LSA

LEGEND

PROPOSED DEVELOPMENT

EXISTING SHADOW

FUTURE SHADOW

FIGURE 3e

San Jose Downtown Strategy 2000 EIR

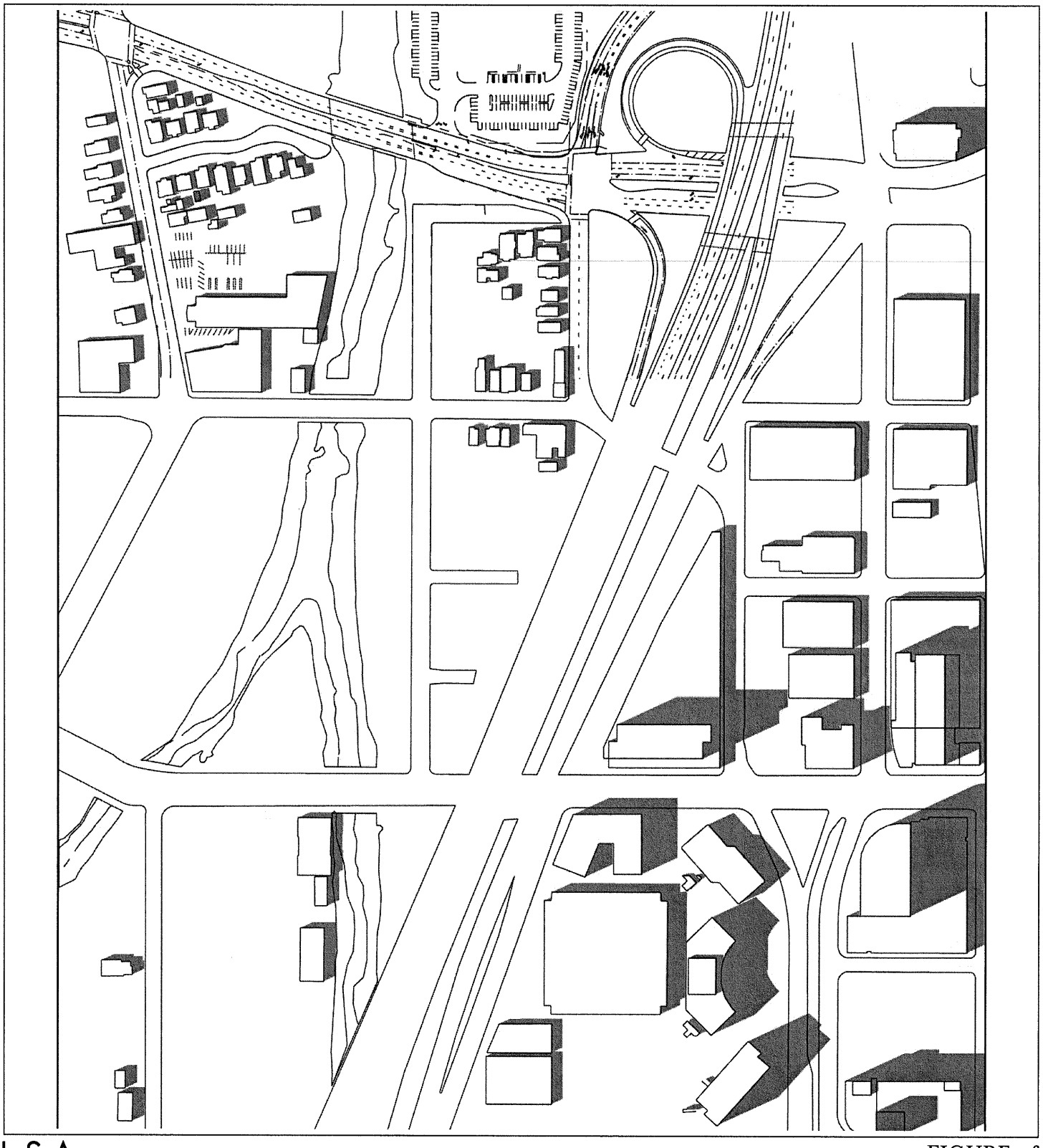
Shadow Study

Confluence Point

March 21: 12:00pm

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_3E.AI (01/07/04)



LSA

FIGURE 3f

LEGEND

PROPOSED DEVELOPMENT

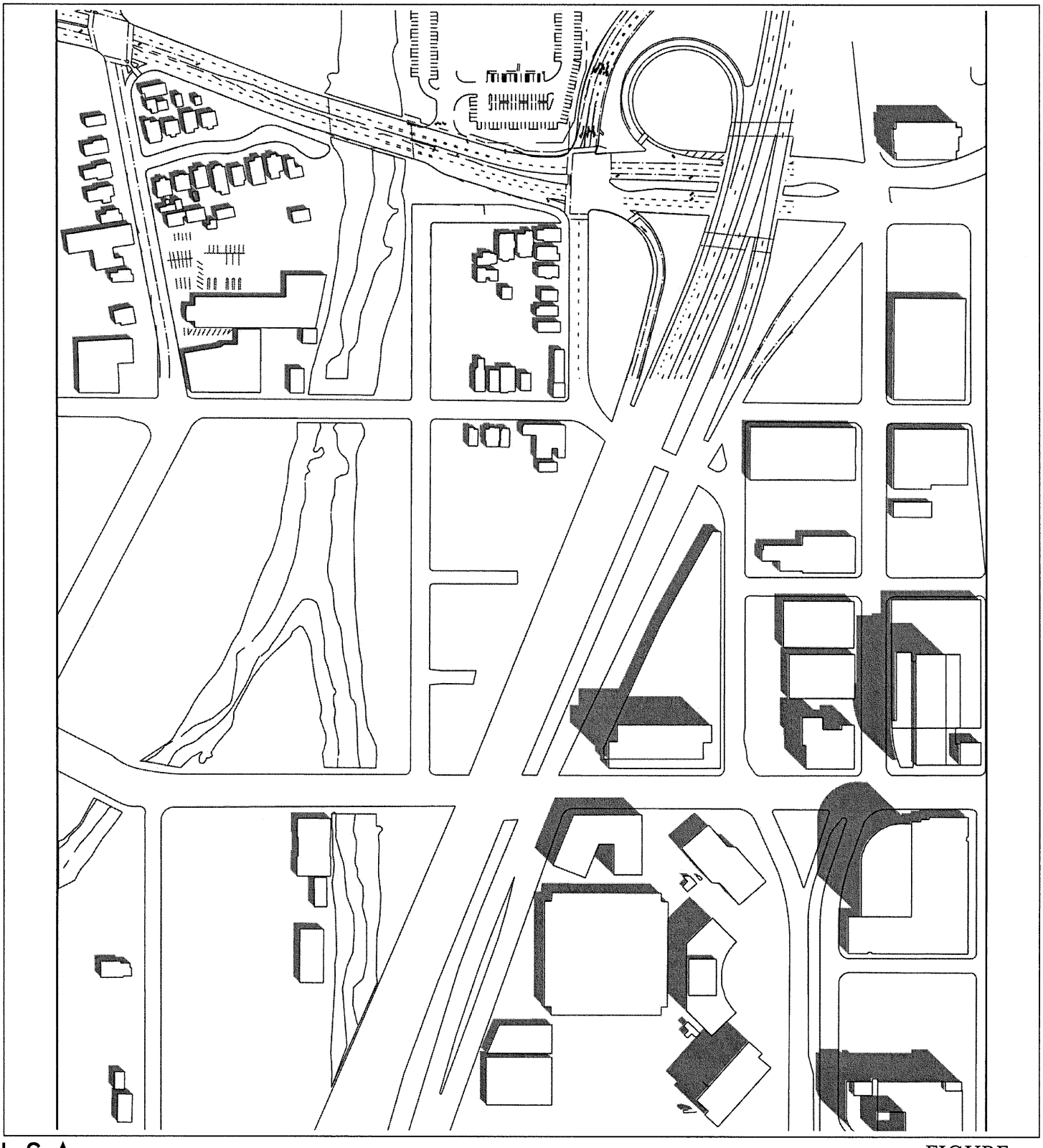
EXISTING SHADOW

FUTURE SHADOW

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 (01/07/04)



LSA

FIGURE 3g

LEGEND

PROPOSED DEVELOPMENT

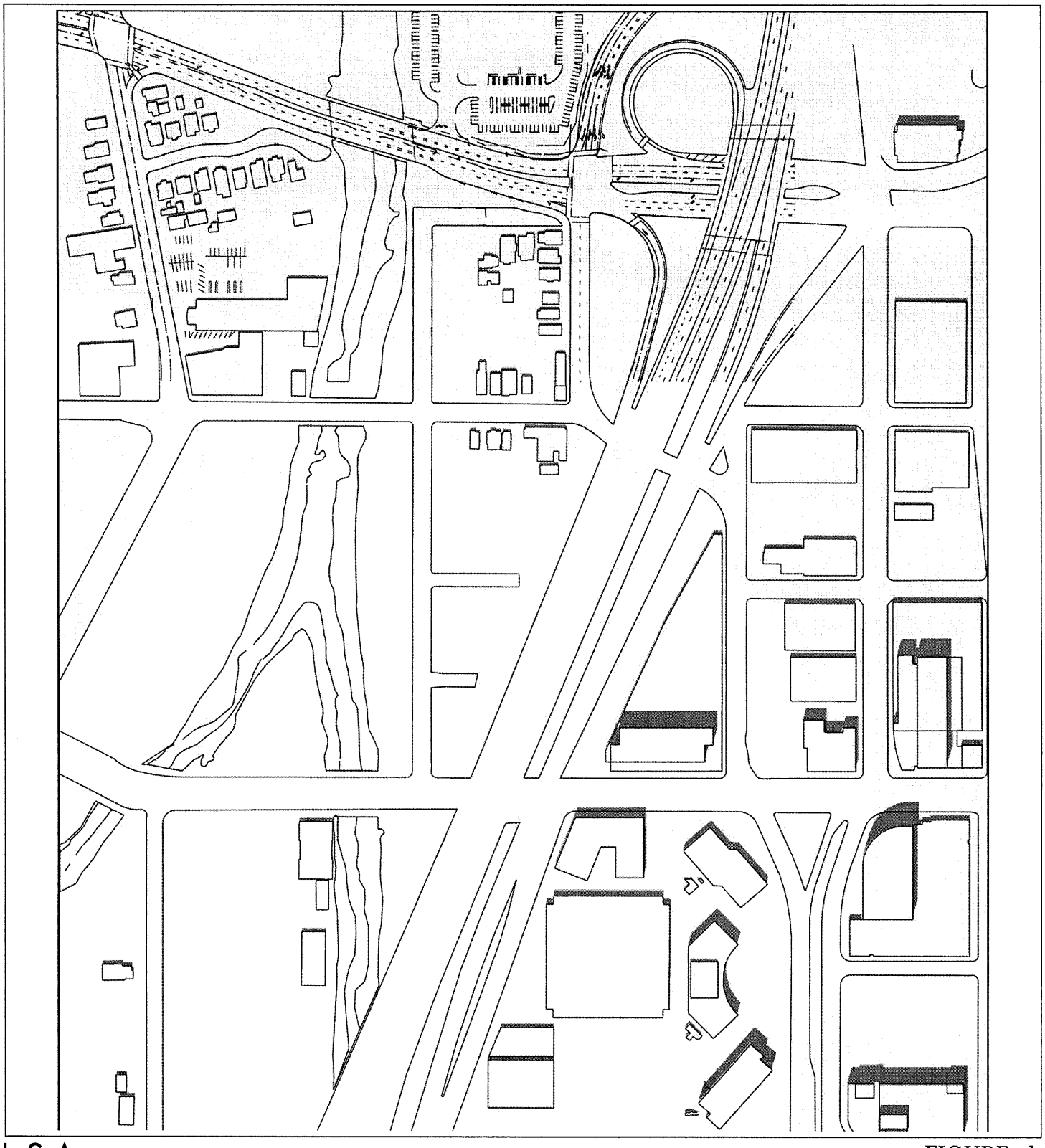
EXISTING SHADOW

FUTURE SHADOW

San Jose Downtown
Strategy 2000 EIR
Shadow Study
Confluence Point
June 21: 10:00am

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_3G.AI (01/07/04)



LSA

FIGURE 3h

LEGEND

PROPOSED DEVELOPMENT

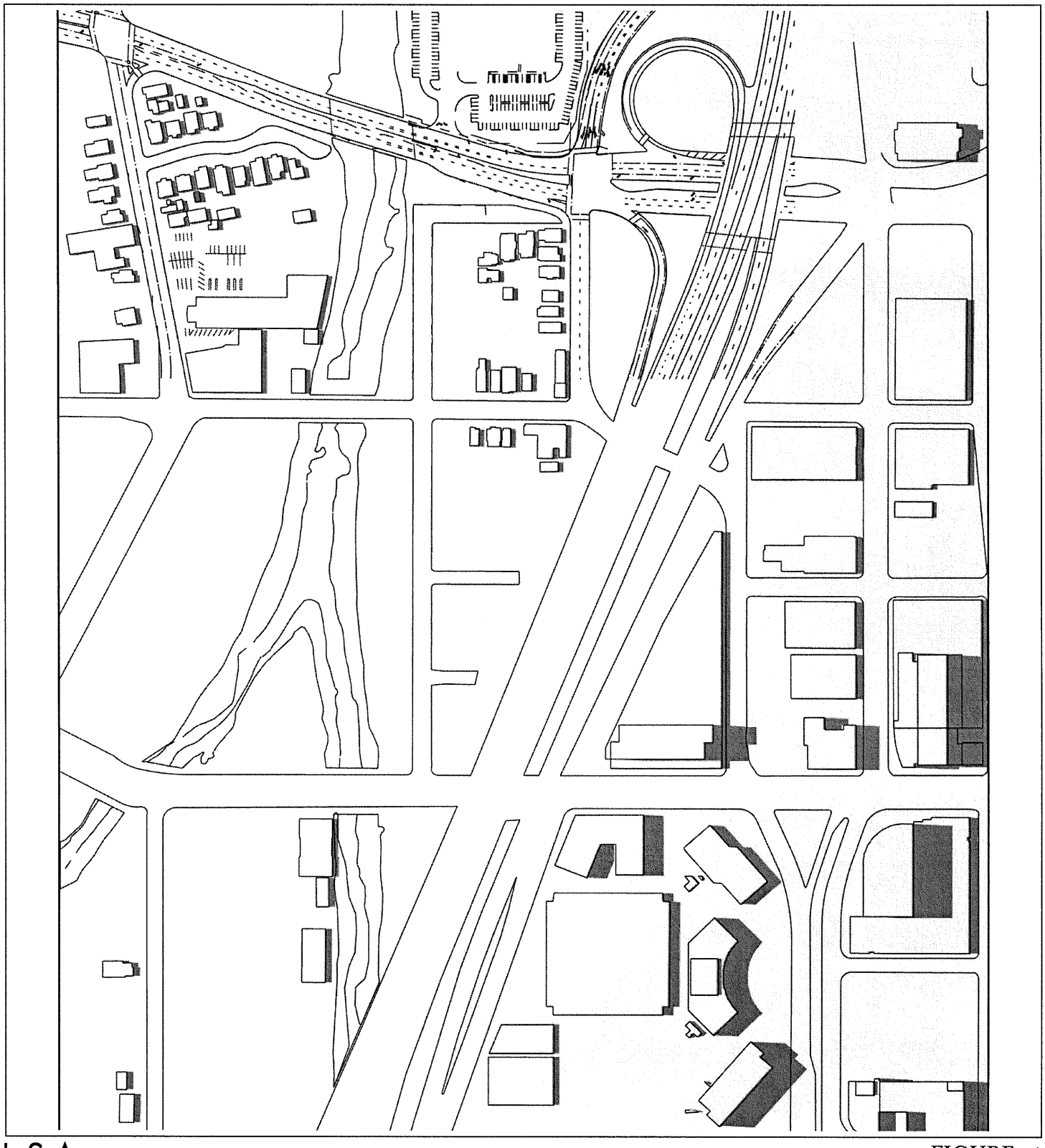
EXISTING SHADOW

FUTURE SHADOW

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 (01/07/04)



LSA

FIGURE 3i

LEGEND

PROPOSED DEVELOPMENT

EXISTING SHADOW

FUTURE SHADOW

San Jose Downtown Strategy 2000 EIR

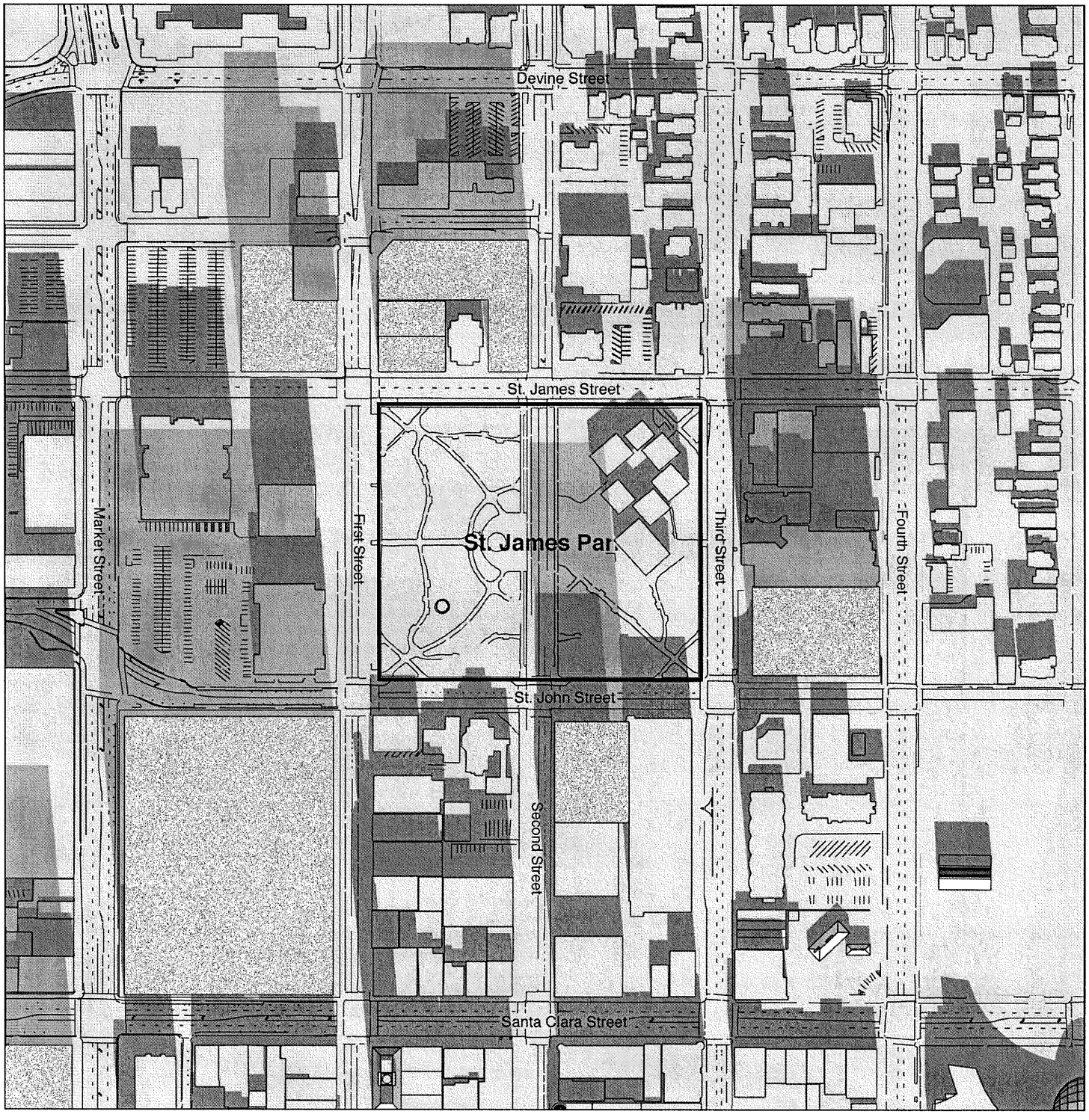
Shadow Study

Confluence Point

June 21: 2:00pm

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_3I.AI (01/07/04)



LSA

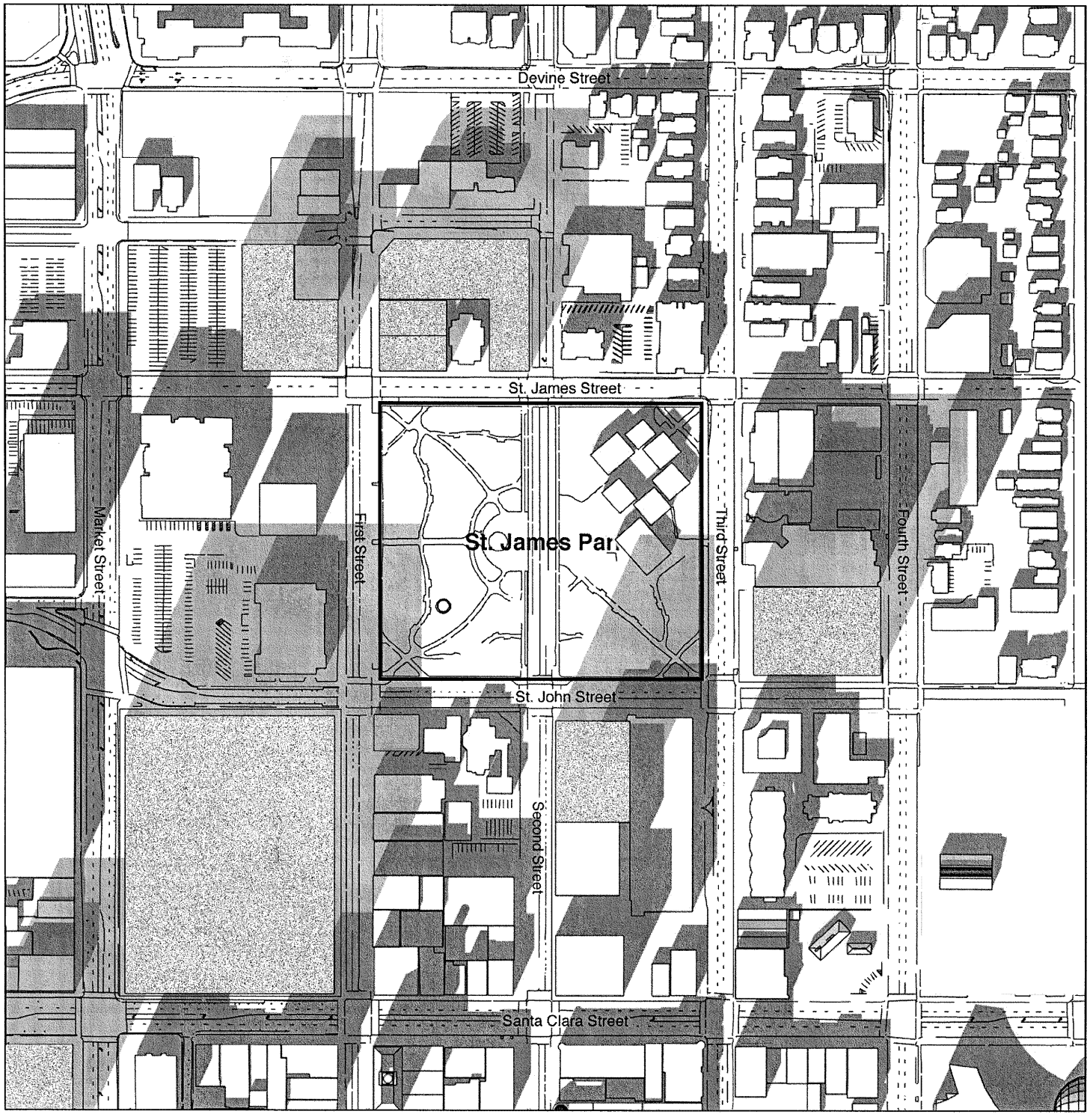
FIGURE 4a

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 (12/19/03)



LSA

FIGURE 4b

LEGEND

PROPOSED DEVELOPMENT

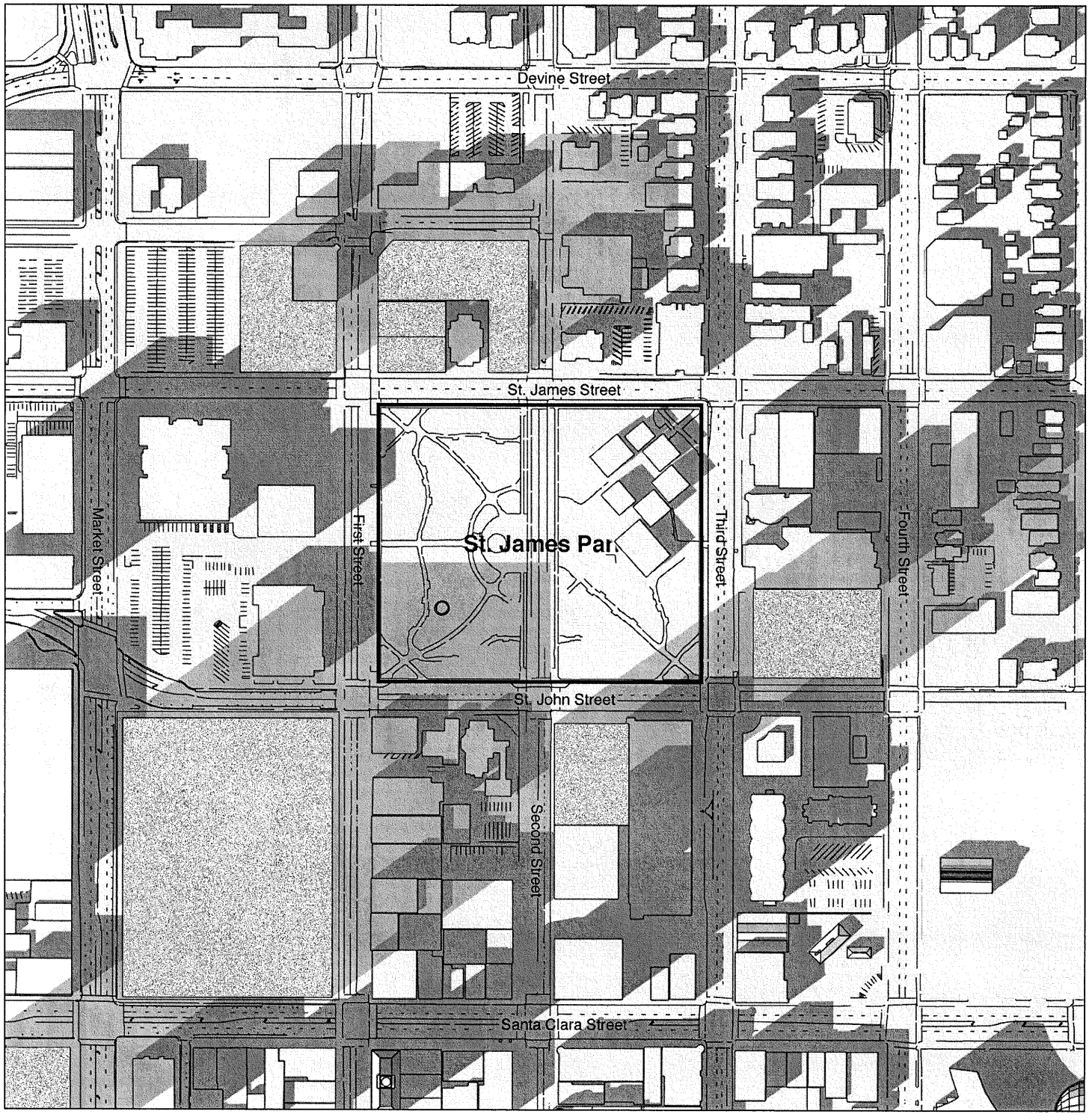
EXISTING SHADOW

FUTURE SHADOW

San Jose Downtown
Strategy 2000 EIR
Shadow Study
St. James Park
December 21: 12:00pm

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_4B.AI (12/23/03)



LSA

FIGURE 4c

LEGEND

PROPOSED DEVELOPMENT

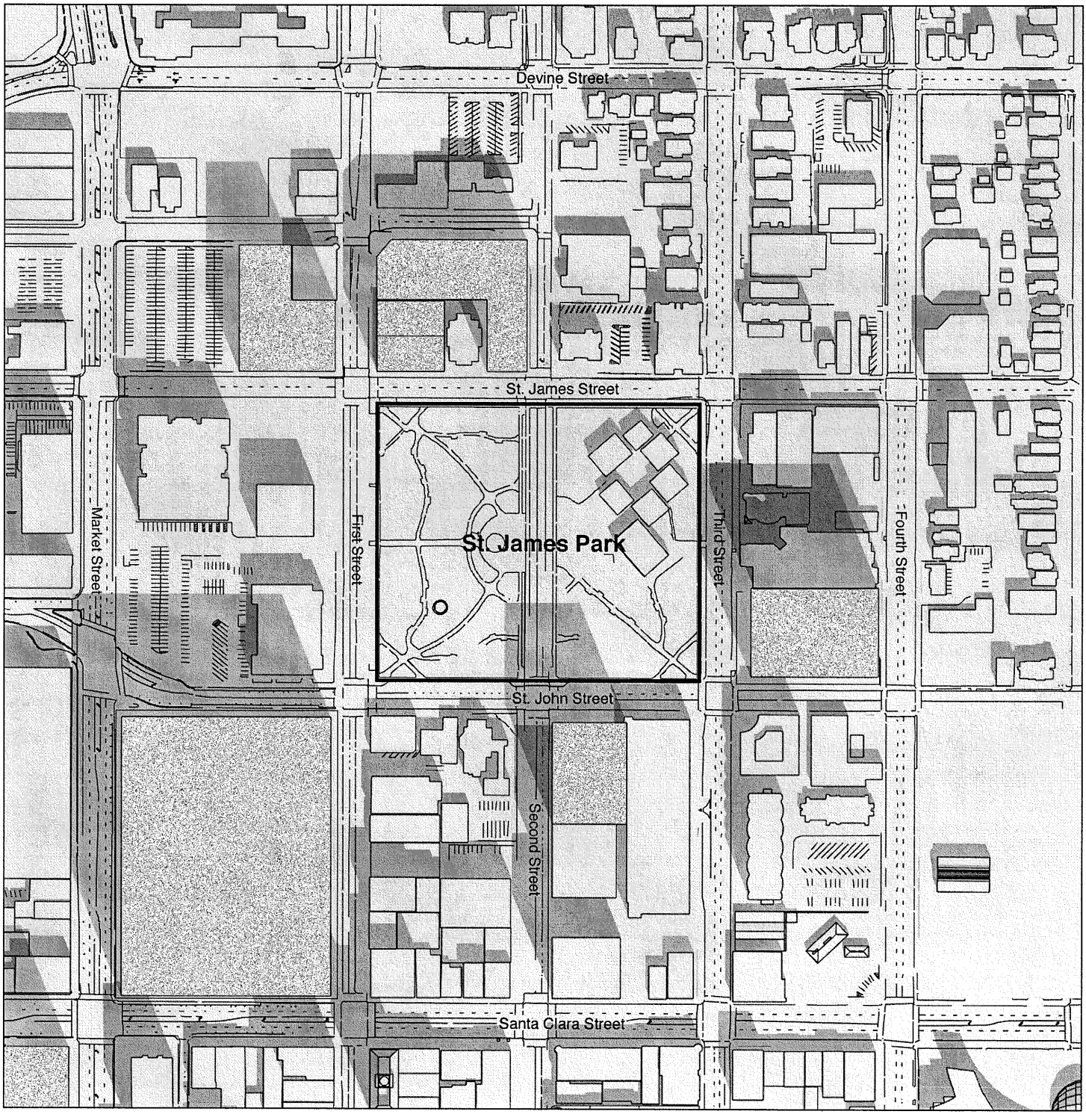
EXISTING SHADOW

FUTURE SHADOW

San Jose Downtown
Strategy 2000 EIR
Shadow Study
St. James Park
December 21: 2:00pm

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_4C.AI (12/23/03)



LSA

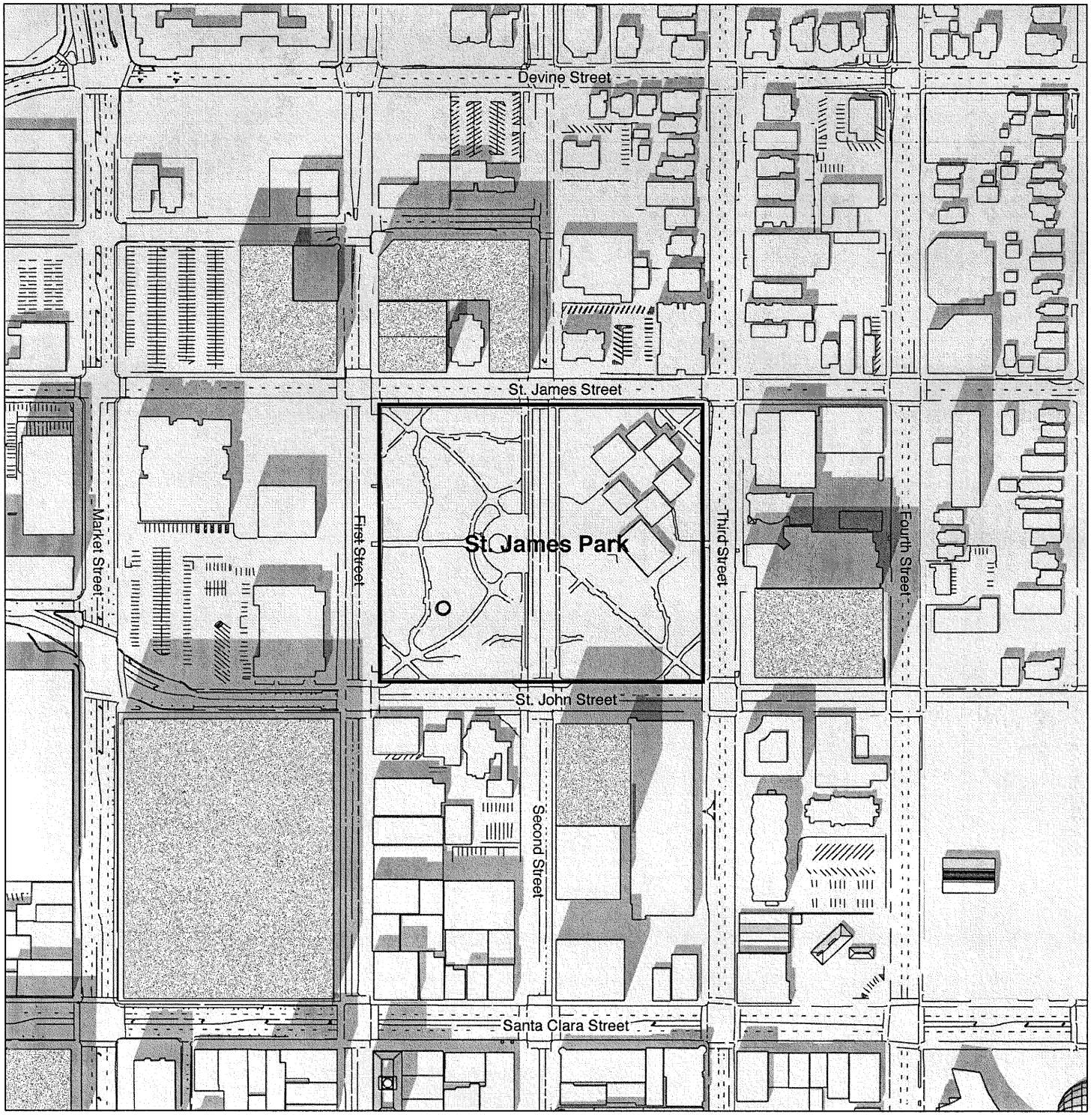
FIGURE 4d

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 (12/23/03)



LSA

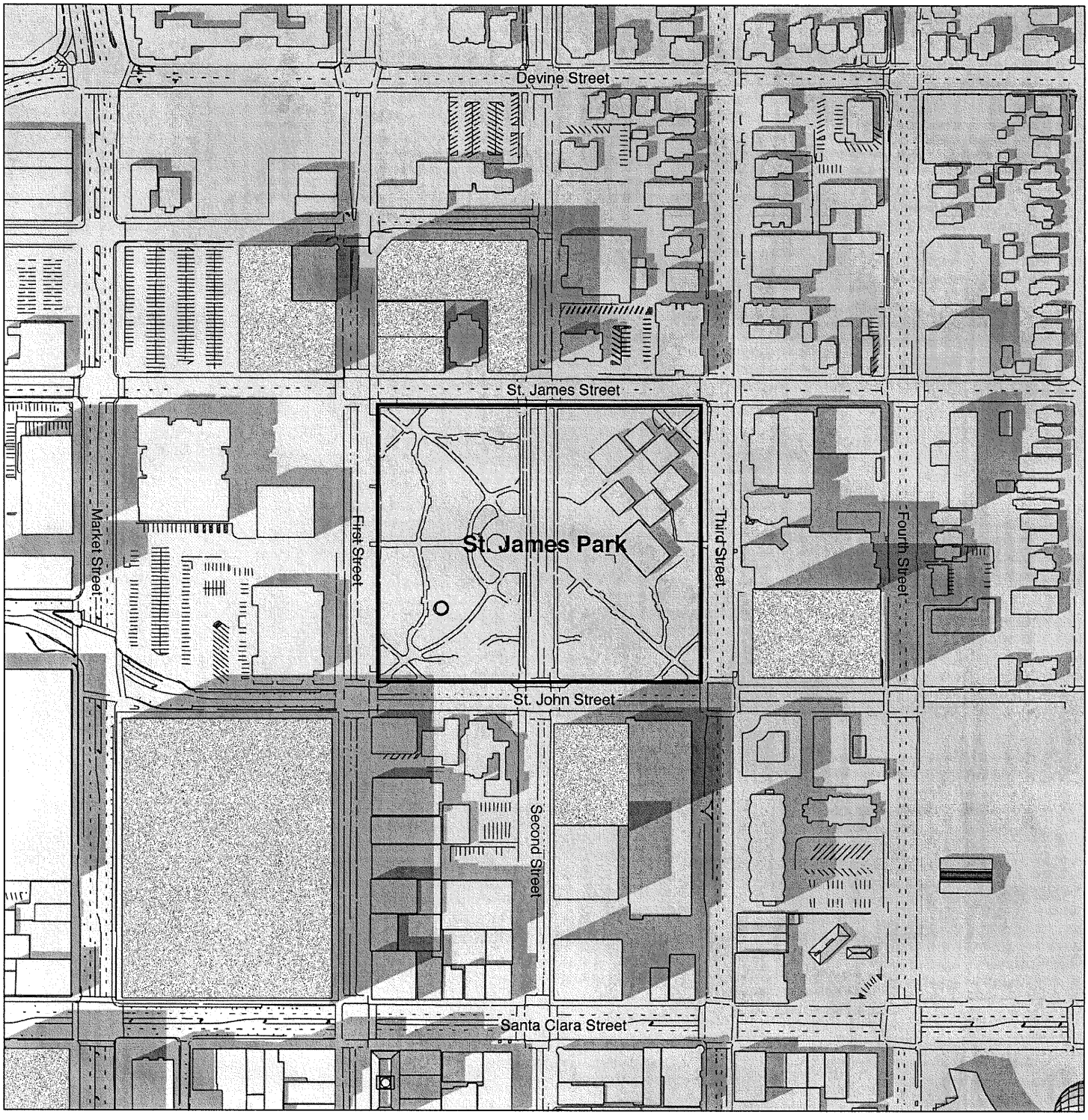
FIGURE 4e

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 (12/23/03)



LSA

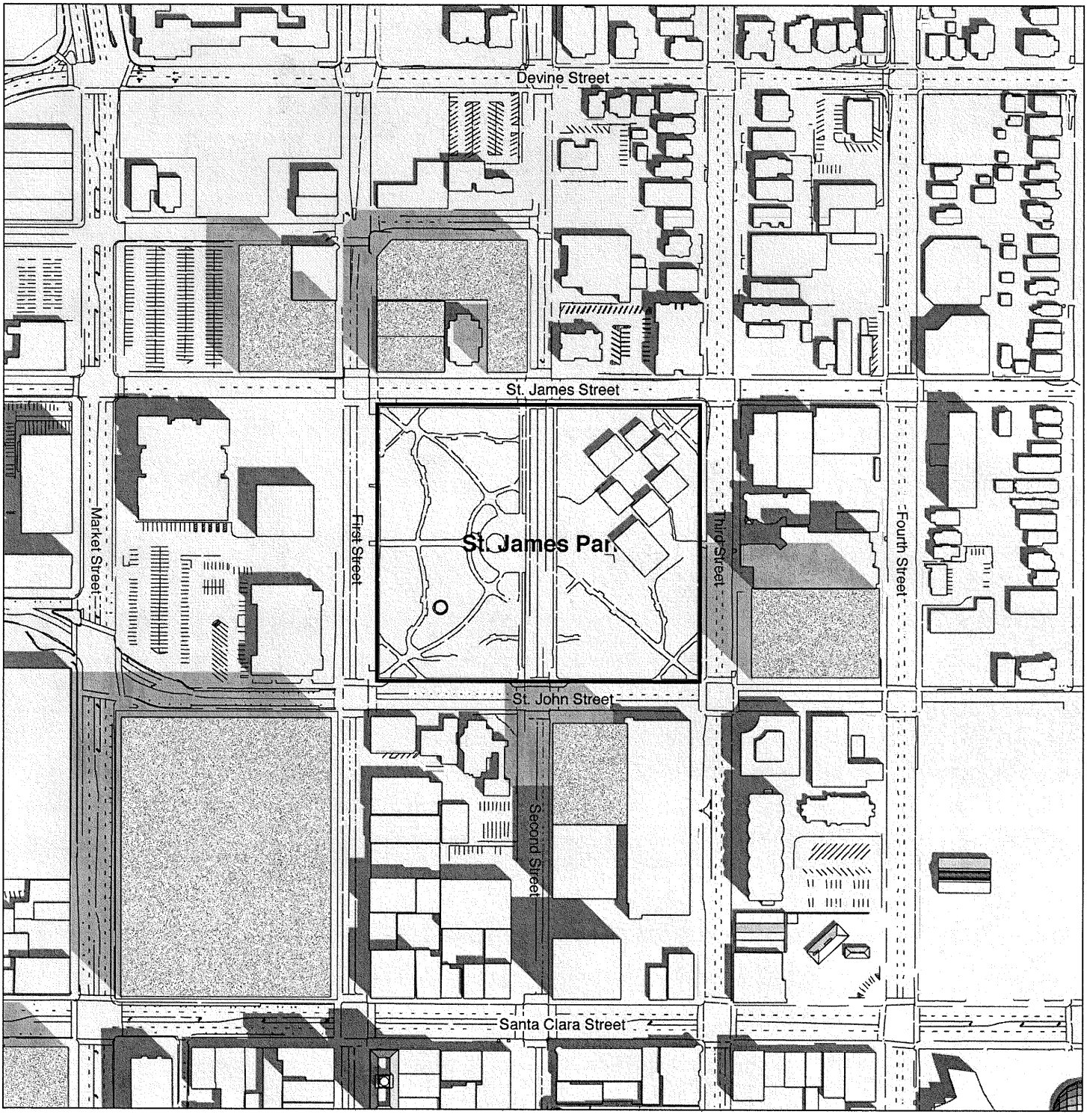
FIGURE 4f

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 (12/23/03)



LSA

FIGURE 4g

LEGEND

PROPOSED DEVELOPMENT

EXISTING SHADOW

FUTURE SHADOW

San Jose Downtown Strategy 2000 EIR

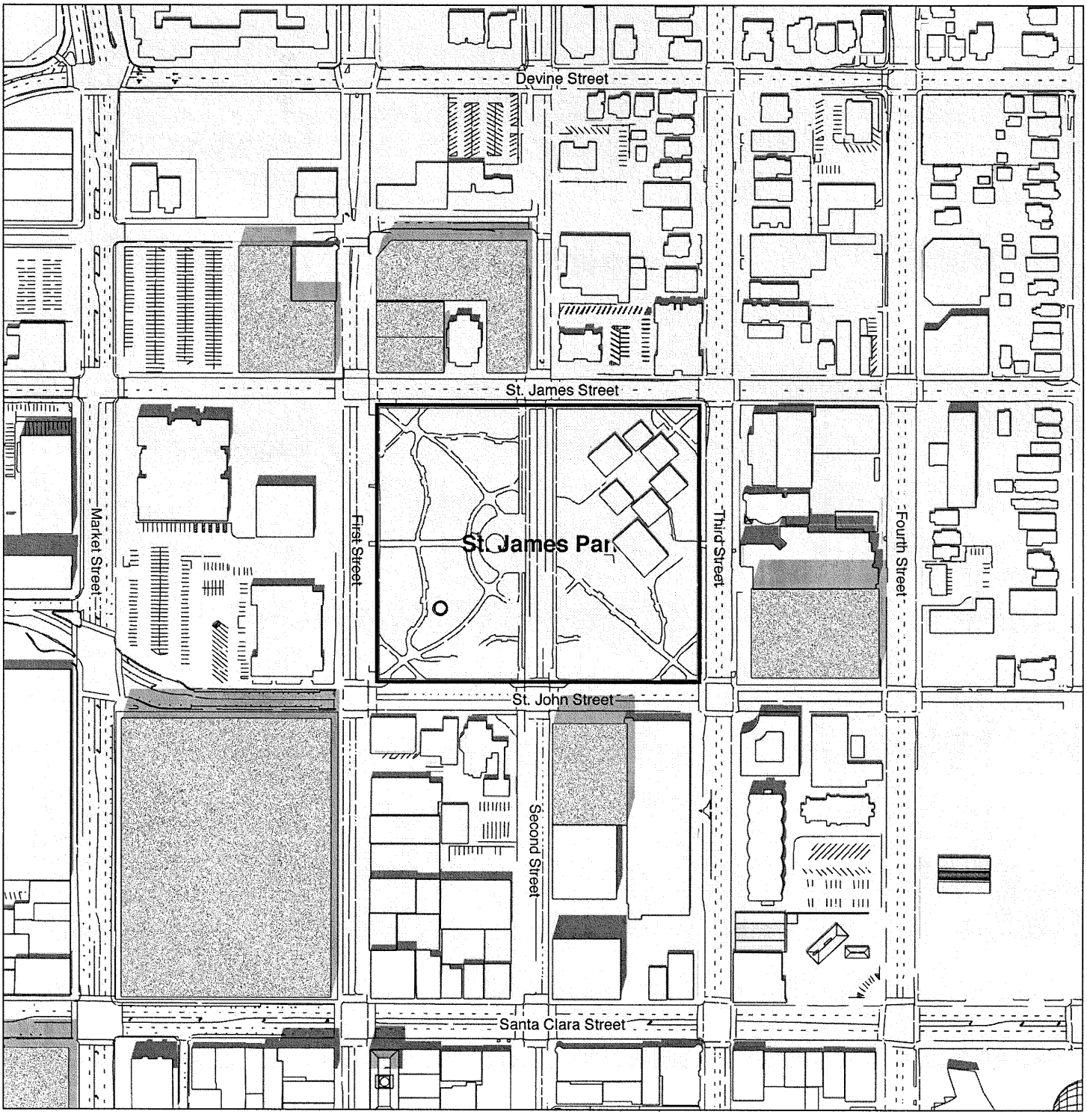
Shadow Study

St. James Park

June 21: 10:00am

SOURCE: VIEW BY VIEW, 2003.

I:\GRAPHICS\JOBS\SJO231 SJ DSP\FIGURES\FIG_4G.AI (12/23/03)



LSA

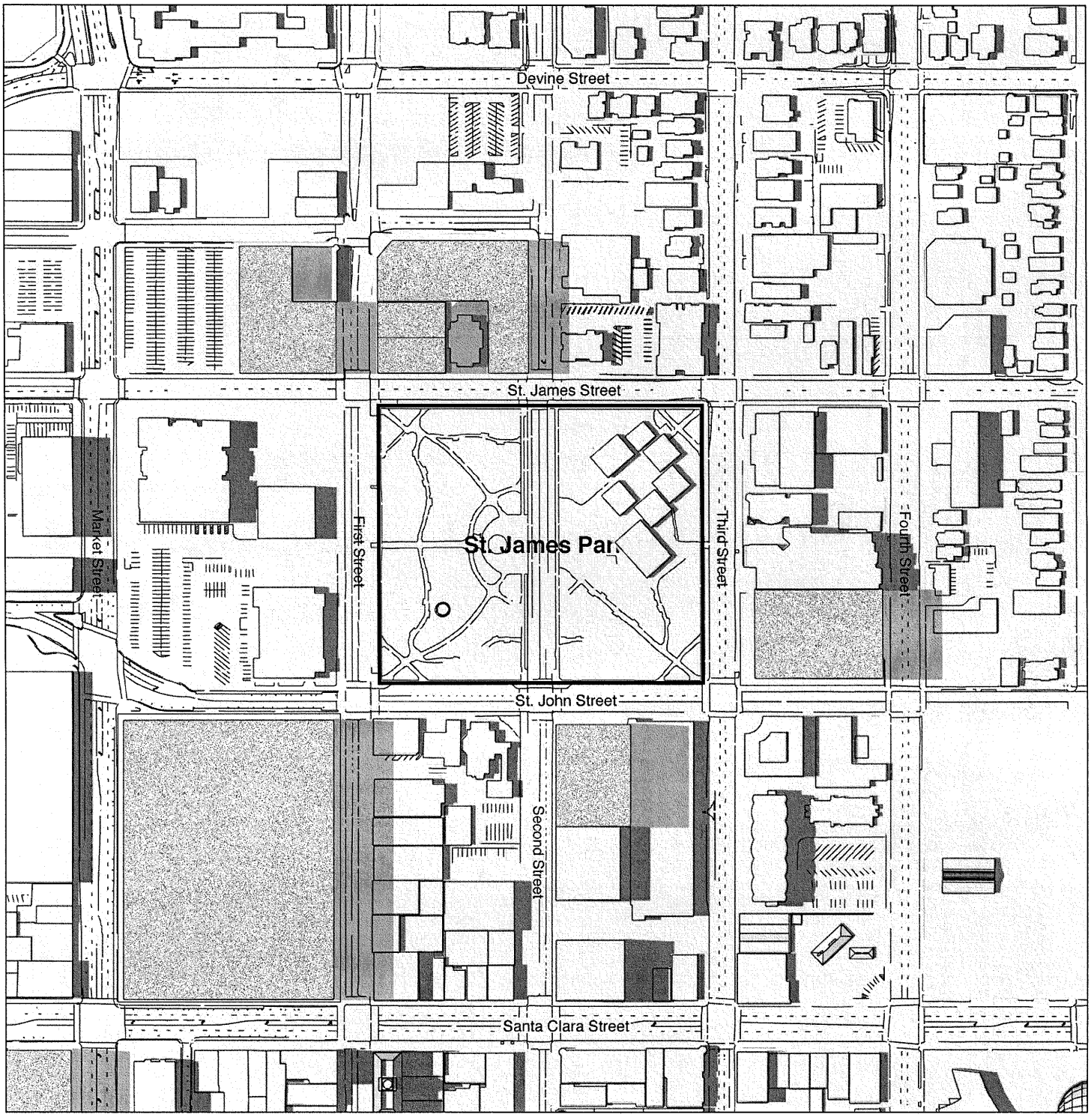
FIGURE 4h

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 (12/23/03)



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 (12/23/03)

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 an overview of the City's history, describes the cultural resources within and immediately adjacent to the Downtown area, and provides mitigation measures for effects to cultural resources which may result from the implementation of *Strategy 2000*. The materials presented here in Chapter V are a summary, based on a technical background report on Cultural Resources that is presented as Appendix F to this EIR.

Background research for this section included a records search 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.

Other cultural resource inventories reviewed include:

- *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 José's Historic Resources Inventory was also reviewed.[6]

The following City planning documents were reviewed to identify pertinent local cultural resource policies and guidelines:

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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 Alameda*[7]
- *Plan for the Past*[8]
- *San José 2020 General Plan*[9]
- *Final Environmental Impact Report on the Downtown Strategy Plan in San José, California*[10]
- *San José Strong Neighborhoods Initiative EIR*[11]
- *St. James Square Historic District Design Guidelines*[12]
- *City of San José 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 José; the San José 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, nor have substantive responses to the Notice of Preparation been received regarding cultural resources.

1. Setting

The section provides: (1) a brief overview of San José's history, from about 12,000 years ago, when Native Americans first entered the area, to modern times, including periods of Spanish, Mexican, and 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

[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, Inc., 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.

of the project area's archaeological sensitivity; and (5) a description of laws, codes, and regulations applicable to cultural resources in San José.

a. Prehistory and Ethnography. The San José area was probably settled between 12,000 and 6,000 years ago. 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.[14] The descendants of the native groups who lived between the Carquinez Strait and the Monterey area prefer to be called Ohlone,[15] although they are often referred to by the name of their linguistic group, Costanoan. San José is located within the ethnographic territory of the Tamyen tribelet of Ohlone, who occupied a large area in the South Bay. The basic Ohlone social unit was the family household, which was made up of about 15 individuals.[16,17] Households grouped together to form villages. In the San José area, many of these villages were located along the Guadalupe River, Coyote Creek, and other waterways. 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. After the secularization of the missions in 1834, native people in the Bay Area moved to ranchos, where they worked as manual laborers.[18]

b. History. San José is California's oldest civil settlement, founded by Lieutenant José Joaquín Moraga in November of 1777 under orders from Governor Felipe de Neve.[19] Moraga's party built Pueblo San José on the banks of the Guadalupe River at the intersection of Hobson and Vendome streets.[20] 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 José 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.[21]

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[14] Ibid.

[15] Margolin, Malcolm, 1978. *The Ohlone Way: Indian Life in the San Francisco-Monterey Bay Area.* Heyday Books, Berkeley, California.

[16] 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.

[17] Broadbent, Sylvia M., 1972. *The Rumson of Monterey: An Ethnography from Historical Sources.* Contributions of the University of California Archaeological Research Facility, Berkeley.

[18] Levy, Richard, op.cit.

[19] Gudde, Erwin G., 1998. *California Place Names.* 4th Edition, Revised and enlarged by William Bright. University of California Press, Berkeley.

[20] 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.

[21] Hoover, et al., op.cit.

In 1849, San José 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 José 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 José'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.

San José was actively involved in an industry that was important to the Santa Clara Valley economy: agriculture. Santa Clara Valley began supplying hardy wheat and other grains to the California gold fields in the 1850s.[22] San José was known for producing a wheat grain so hardy that farmers could let the cut wheat lie in field piles with no worry of infestation by weevils. San José's wheat competed with harvests from Oregon and Washington for a share of the lucrative European market.[23] 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. As standard tools and machinery became more available, commercial agriculture rose to become the dominant agricultural industry in and around San José. When Louis Pellier successfully introduced the French prune to wild plums trees in his San José nursery, a new and vibrantly lucrative crop was created. So important was the newly-created prune that it ". . . was, for over 70 years, the mainstay of the valley's economy."[24] With the growth of the dried fruit industry, fueled greatly by the development of the French prune, fruit cooperatives and canneries sprang up to consolidate and process the valuable crops for export.

San José 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.[25] 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. San José 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 José 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

[22] Beilharz, Edwin A. and Donald O. DeMers, Jr., 1980. *San Jose, California's First City.*

[23] Beilharz, Edwin A. and Donald O. DeMers, Jr., 1980, op. cit.

[24] Beilharz, Edwin A. and Donald O. DeMers, Jr., 1980, op. cit.

[25] Hoover, et al., op.cit.

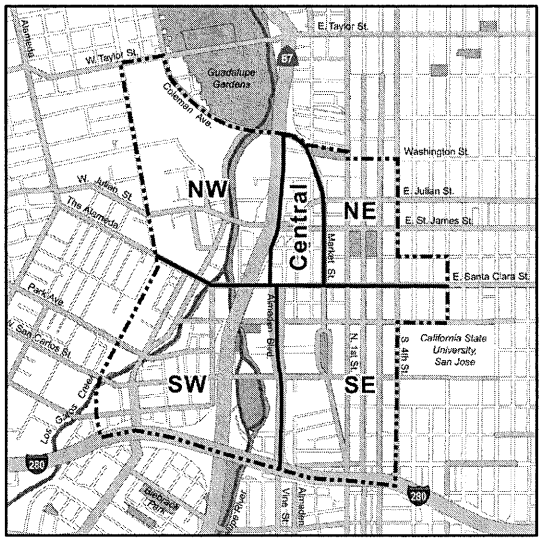
collect and distribute water to farm plots and homes. Homes were built surrounding the market square, along the *acequia*, and at the crossroads of two major thoroughfares.

The rock-lined *acequia* flowed north-south across the *suertes,* or agricultural plots, which ran east-west between the Guadalupe River and the pueblo. Built in the late 1770s or early 1780s, the *acequia* ran three to four feet deep, and between six and ten feet wide. The *acequia* appears to have been maintained as late as the 1850s, and an 1860 survey refers to the "old *acequia*".[26] By the late 1860s, construction of a sewer system began.[27]

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 José de Guadalupe* (in Downtown San José). *El Camino Real,* which is Monterey Road today, connected the Mission and San José with Monterey and San Francisco.[28]

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 José State University.[29]

Following the end of the Mexican-American War in 1848, the importance of land surveying and property boundary definition was recognized. Chester S. Lyman re-surveyed the city of San José in 1848, one year after a survey by James Hutton was determined to be invalid because it was so poorly conducted. Hare's 1872 *Map of the City of San José* shows the location of the railroad depot between North San Pedro and Terraine Streets.[30]



d. Cultural Resources in Downtown Areas. For the purposes of the following description, San José'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

[26] 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.

[27] 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.

[28] Dill Design Group, 2000. *Historic Resources Survey,* [D] *Figure V.I-1: Cultural Resources Study Areas*

[29] Hall, F., 1871. *The History of San Jose and Surroundings.* In Dill Design Group, 2000, op. cit.

[30] 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.

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. Figure V.I-1 illustrates the boundaries of the five areas.

(1) Central Area. The central area contains the Peralta Adobe, which is San José's oldest structure and dates to the *Pueblo de San José 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.[31]

During the American period, large tracts of land within San José continued to be developed for agriculture. Captain Thomas Fallon was a prominent land owner of this period. He built his home on San Pedro Street near St. John Street across from the Peralta Adobe.[32]

In October 1850, Louis Pellier established a nursery called City Gardens, at which many of San José'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."[33]

The property north of Julian Street, between Terraine and Pleasant Streets was owned by Pellier's friend, John Quincy Adams Ballou. The land remained in Ballou's estate until 1909 when it was sold to the John Bean Spray Pump Company.[34]

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 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.[35]

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

[31] Website: www.cr.nps.gov/nr/travel/santaclara.htm.

[32] Hill, Ward, 2001, op. cit., p. 3.

[33] Arbuckle, 1985, in Urban Programmers, 1999, op. cit., p. 5.

[34] Clayton, 1906, in Urban Programmers, 1999, op. cit., p. 5.

[35] Urban Programmers, 1999, op. cit., p. 4.

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.[36]
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.[37]

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 José 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.[38]

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.[39, 40]

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 reinstated 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

[36] State of California Department of Parks and Recreation, Primary Record for P-43-000916. Sacramento.

[37] Urban Programmers, 1999, op. cit., p. 8.

[38] Urban Programmers, 1999, op. cit., p. 7.

[39] Urban Programmers, 1999, op. cit., p. 8.

[40] Ibid.

was redeveloped in the 1960s for a Postal Service vehicle repair facility, then occupied by American Tow Company.[41] 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 José 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.[42] 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.[43]

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.[44] 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.[45]

(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 José Railroad, now Caltrain, was completed in 1864 and remained independent until 1870 when the facilities came under the ownership of the Southern Pacific Railroad.[46]

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[41] Urban Programmers, 1999, in Basin Research Associates, 2000, op. cit., p. 8.

[42] Urban Programmers, 1999, op. cit., p. 9.

[43] Ibid.

[44] Hill, Ward, 2001, op. cit., p. 10

[45] Urban Programmers, 1999, op. cit., p. 10.

[46] State of California Department of Parks and Recreation, Primary Record for P-43-001279. Sacramento; website: www.caltrain.com/caltrain_history.html.

The Alameda has played an important role in the development of San José. 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 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 José and the city of Santa Clara in 1887. Homes surrounding The Alameda were occupied by San José'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 José annexed most of the properties in 1925. On April 10, 1939, street cars ran along The Alameda for the last time.[47] The Alameda right-of-way is a designated City Historic Site (HS84-26).

The Hanchett and Hester Park neighborhoods are also adjacent to the project area. These neighborhoods were designed by John McLaren, are bordered by Mariposa Avenue, The Alameda, Magnolia Street, and Park Avenue, and constitute a City Historic Conservation Area.

(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 José. 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.[48]

More 19th century homes exist in the Hensley Historic District than in any other part of San José. The finest examples can be found on North Third Street, with bungalows and cottages are clustered on North 5th and 6th Streets. Outside the Hensley Historic District on Fox Avenue between San Pedro and 1st Streets are many late 19th century cottages. An early 20th century "tall" building at 22-28 North 1st Street is National Register-eligible, and is a designated City Landmark.[49]

The St. James Park 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 José conducted by Chester Lyman and the park was reportedly designed by landscape architect Frederick Olmstead in 1868. 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. It 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. 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.

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[47] Mundie & Associates, 1992. op. cit., p. 214.

[48] 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.

[49] Mundie & Associates, 1992, op. cit.

The First Unitarian Church was built in 1891 in the Romanesque Revival style. With a circular central chapel, the church displays many unique features.

The Sainte Claire Club, San José'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 Rite 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.

Letcher's Garage was the first automobile garage on the West Coast, and part of one of the first car showrooms in San José. The 1907 structure with large rear window shutters and a wood truss roof design has been remodeled as the Oasis Night Club.

The San José 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.[50]

(4) Southeast Area. The southeast quadrant contains the San José 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 José 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 José.[51]

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 (City Landmark) built circa 1885, and the Knox Goodrich Building (City Landmark) built in 1889. The Spanish Mediterranean Revival style is evident in the Jose Theatre (City Landmark) built in 1904.[52] Additionally, the Bank of Italy at the southeast corner of East Santa Clara Street and South 1st Street is a designated City Landmark.

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[50] 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.

[51] Website: www.preservation.org/invetory/invconsareas.html.

[52] Michael Brandman Associates, 2002, op. cit., p. 215.

The campus of San José 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 José State University) was built on land originally designated as Washington Square, a public open space covering six blocks.[53] 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.[54]

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. These buildings are within the Market Almaden Conservation Area.

(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.[55]

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.[56]

e. 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. A total of 1,443 known cultural resources are listed within or adjacent to the project area. Of these 1,443 listings, seven are prehistoric archaeological sites, 22 are historical archaeological sites, and 1,414 are built environment resources (i.e., buildings, structures, or districts). Information about these resources was compiled from multiple sources, including national, state, and local inventories. Appendix F includes a table that summarizes the cultural resources within the project area and, where applicable, indicates each resource's National Register of Historic Places and/or other historic designation status. A resource's eligibility for the California Register and as a City Landmark also determine its significance for CEQA purposes.

f. Archaeological Sensitivity. Portions of the project area were assessed to determine the likelihood of subsurface archaeological deposits existing below the current built environment. These 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.

[53] Michael Brandman Associates, 2002, op. cit.

[54] Dill Design Group, 2000, op. cit., p. 26.

[55] Mundie & Associates, 1992, op. cit., p. 213, 215.

[56] Mundie & Associates, 1992, op. cit., p. 215.

Portions of the project area are sensitive for the presence of potentially-significant prehistoric and historical archaeological deposits.[57] 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 José 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.[58]

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.[59] 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.[60]

(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* José *de Guadalupe*, is contained within the project area.[61] 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 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.[62]

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[57] Roop, William, 1992. *Appendix 2: A Cultural Resource Evaluation for the Downtown San Jose Strategy Plan Environmental Impact Report.* Petaluma, California.

[58] Basin Research Associates, 2000, op. cit., p. 3.

[59] Basin Research Associates, 2000, op. cit.

[60] 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.

[61] Dill Design Group, 2000, op. cit., p. 18.

[62] Ibid.

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 6 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.[63]

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.[64]

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 José's historical development.

g. Regulatory Context. The sections below briefly discuss laws, codes, and regulations applicable to cultural resources within the City of San José.

(1) California Environmental Quality Act. The California Environmental Quality Act (CEQA) states that a substantial adverse change in the significance of a historical resource is a significant effect on the environment. 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)). 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)).

[63] Basin Research Group, 2000, op. cit., p. 4.

[64] Basin Research Group, 2000, op. cit., pp. 4-5.

(2) Local Programs. The City of San José 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, and amended since, authorizes San José 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.[65,66]

The City of San José's historic preservation policies and programs are briefly summarized in the following two categories.

(3) San José 2020 General Plan Policies. San José's General Plan reaffirms the City's commitment to preserve its cultural heritage. Policies in the Historic, Archaeological and Cultural Resources sub-section as well as the Urban Conservation/Preservation sub-section of the General Plan that pertain to Cultural Resources are included in Appendix F.

(4) City Council Policy on the Preservation of Historic Landmarks. In December 1998, the City of San José City Council adopted a formal policy addressing the preservation of historic landmarks. The purpose of the ordinance was to "strongly encourage preservation and adaptive reuse of designated landmark structures." The City's intent was that "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". The policy states that "every effort should be made to incorporate existing landmark structures into the future plans for their site and the surrounding area."

The policy covers 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. The policy does not apply to single-family residential structures, however.

The policy also includes a series of procedural and implementation requirements including steps dealing with the following issues: early public notification of proposals to alter or demolish a landmark structure; public input and City Council review; preparation of complete information regarding opportunities for preservation of landmark structures; findings justifying alteration or demolition of landmark structures; and financial resources for preservation.

2. Impacts and Mitigation Measures

Implementation of the proposed project has the potential to impact cultural resources. Significance criteria, the potential impacts of several components of the proposed project, and recommended mitigation measures are described below.

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[65] San Jose Department of City Planning and Building, 1995. *What is Historic Preservation?* San Jose, California.

[66] San Jose Department of Planning, Building and Code Enforcement, 2000a. *Incentives for Ownership of a Designated City Landmark.* San Jose, California.

a. Criteria of Significance. Significance thresholds based on the *CEQA Guidelines* are presented for cultural resources, followed by a description of the evaluation criteria and process used for potentially significant historic properties.

(1) Cultural Resources Criteria of Significance. The proposed project would have a significant effect on cultural resources if it would

- Result in the physical demolition, destruction, relocation, or alteration of a historical resource that is eligible for listing on the 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 the City of San José (§15064.5(a));
- Directly or indirectly destroy a unique archaeological resource or site or unique geologic feature; or
- Disturb any human remains, including those interred outside of formal cemeteries.

(2) Historic Properties Significance Criteria. Properties in the City of San José are evaluated for historic significance under the National Register of Historic Places (National Register) criteria, the California Register of Historical Places (California Register), and under San José's local process.

i. *National Register of Historic Places Criteria*. The National Register considers the quality of significance in American history, architecture, archeology, engineering, and culture that is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and

Criterion A: that are associated with events that have made a significant contribution to the broad patterns of our history; or

Criterion B: that are associated with the lives of persons significant in our past; or

Criterion C: that embody the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction; or

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

ii. *California Register of Historical Resources Criteria*. Properties in the City of San José that are evaluated for historical significance are also considered under the criteria of the California Register. The significance criteria are parallel to those used by the National Register, but are oriented to document the unique history of California. The California Register consists of resources that are listed automatically (those listed in or eligible for the National Register, or State Historical Landmarks numbered 770 or greater), under the provisions of Public Resources Code §5024.1, and those that may be listed by application and acceptance by the California Historical Resources Commission.

In order for a resource to be eligible for listing in the California Register of Historical Resources, a building, site or object must meet the following standards of review:

A property must be significant at the local, state or national level, under one or more of the following criteria:

Criterion 1: It is associated with events or patterns of events that have made a significant contribution to the broad patterns of California's history and cultural heritage; or

Criterion 2: It is associated with the lives of persons important to the nation or California's past; or

Criterion 3: It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

Criterion 4: It has yielded, or may be likely to yield, information important to the prehistory or history of the State or the nation.

All resources nominated for listing must have integrity, which is the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Resources, therefore, must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling and association. It must also be judged with reference to the particular criteria under which a resource is proposed for nomination.[67]

iii. *City of San José Historic Preservation Ordinance and Evaluation Procedures*. Under the City of San José Historic Preservation Ordinance (Chapter 13.48 of the Municipal Code), preservation of historic landmarks and districts is promoted in order to stabilize neighborhoods and areas of the city; to enhance, preserve and increase property values; carry out the goals and policies of the City's General Plan; increase cultural, economic and aesthetic benefits to the city and its residents; preserve, continue and encourage the development of the city to reflect it's historical, architectural, cultural, and aesthetic value or traditions; protect and enhance the city's cultural and aesthetic heritage; and to promote and encourage continued private ownership and utilization of such structures. Buildings and sites that qualify based on historical, architectural, cultural, aesthetic, or engineering interest. or value are evaluated according to the following criteria:

- Identification or association with persons, eras or events that have contributed to local, regional, state or national history, heritage, or culture in a distinctive, significant, or important way; or
- Identification as, or association with, a distinctive, significant, or important work or vestige:
  - of an architectural style, design, or method of construction; or
  - of a master architect, builder, artist or craftsman; or
  - of high artistic merit; or

[67] California Office of Historic Preservation, 1999. *California Register of Historical Resources: The Listing Process.* Technical Assistance Series #5, Sacramento.

- the totality of which comprises a distinctive, significant, or important work or vestige whose component parts may lack the same attributes; or
- that has yielded, or is substantially likely to yield, information of value about history, architecture, engineering, culture, or aesthetics, or that provides for existing and future generations an example of the physical surrounds in which past generation lived or worked; or
- that the construction materials or engineering methods used in the proposed landmark are unusual or significant or uniquely effective.

The factor of age alone does not necessarily confer a special historical, architectural, cultural, aesthetic, or engineering significance, value or interest upon a structure or site, but it may have such effect if a more distinctive, significant or important example thereof no longer exists.

An historic district may be established if the City Council finds that the following criteria are satisfied that: (1) said proposed historic district is a geographically definable area of urban or rural character, possessing a significant concentration or continuity of site, buildings, structures or objects unified by past events or aesthetically by plan or physical development; and that (2) the district has special historical, architectural, cultural, aesthetic or engineering interest or value of an historical nature.

iv. *Historic Evaluation Procedure.* The San José Historic Landmarks Commission has established a quantitative process, based on the work of Dr. Harold Kalman, by which historical resources are evaluated for significance. These Historic Evaluation Criteria and the related Evaluation Rating Sheets provided the Guidelines for Historic Reports published by the City's Department of Planning, Building and Code Enforcement, last revised on October 19, 1999.

The San José Landmarks numerical evaluation system has the following categories of significance:

- 67-134 points Candidate City Landmark
- 33-66 points Structure of Merit
- 1-32 points Evaluated, but found to be non-significant

As the threshold for determining significant historic resources under CEQA review, the City of San José considers designated City Landmarks and Candidate City Landmarks as those properties that qualify for one or more of the criteria stated in the Historic Preservation Ordinance. The Historic Evaluation sheets are also used, with Landmark Structures scoring 67 points and above. Properties that do not qualify for City Landmark status according to the ordinance and score lower than 67 points may have historical importance, but for purposes of CEQA are not considered historically significant unless they are

- Listed in or eligible for the National Register; or
- Listed in or eligible for the California Register; or
- The City Council determines that the property is historically significant.

The criteria set forth in San José's Historic Preservation Ordinance are targeted at local significance and vary somewhat from those set forth for either the National or California Registers.

b. Less-Than-Significant Cultural Resource Impacts. No less-than-significant impacts were identified during this analysis. Potentially significant impacts are defined, evaluated and the subject of recommended mitigation measures below.

c. Significant Cultural Resource Impacts. The goals and objectives of the Plan are reflected in policy recommendations organized by "urban system." The urban systems containing policies and strategies that may impact cultural resources are: (1) Public Realm; (2) Urban Form and Buildings; and (3) Transportation and Access. General development actions organized by area have been proposed to implement project policies and objectives.

The following impacts analysis is organized by urban system to conform to the project format. Policy-level and programmatic mitigation measures are recommended to reduce potential cultural resource impacts to less than significant levels. In two instances, the impacts would remain significant and unavoidable, even with implementation of the recommended measures.

Mitigation measures have also been developed for impacts to cultural resources that may result from area-specific development actions. Table F1-1 and F1-2 present: (1) a general description of the potential impacts and mitigations; and (2) potential impacts and mitigation measures recommended to minimize such impacts, and the levels of significance of potential impacts after mitigation for specific development actions within the subareas.

This section's analysis considers impacts that may occur as a result of policy-level decisions. Accordingly, further project-specific environmental review may be necessary for specific development activities.

(1) Public Realm. The major components of the public realm system include: (1) Streets and Sidewalks; (2) Paseo Network; (3) Parks, Plazas, and Trails; and (4) Civic Spaces and Events. The project includes policies for each of these components to increase functional movement of visitors and residents, as well as reinforce the character of San José to encourage increased pedestrian usage.

Actions have been developed to implement project policies and to achieve project goals and objectives with respect to the four components of the Public Realm identified above. Actions that may impact cultural resources include the installation of street trees, the creation of citywide signage programs, the increased use of street treatment (i.e., public art and landscaping), and the expansion and rehabilitation of parks/plazas/riverwalks to support the expansion of Downtown.

Development associated with these actions could cause significant adverse impacts to cultural resources in the vicinity. The following potential impacts have been identified:

<u>Impact CUL-1</u>: Installation of street furnishings and public art as envisioned by *Strategy 2000* could adversely impact cultural resources. (S)

Implementation of the following mitigation measure would reduce this potential impact to a less-than-significant level.

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, a review of the José Historic Resources Inventory, and where there is no evaluation within the last five years (using the Department of Parks and Recreation 523A and B forms), evaluation by a qualified historian or architectural historian on the DPR 523 A and B forms is required 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 historian or architectural historian 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 the San José Historic Preservation Officer regarding any concerns the City 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.

Table F1-1 *continued*

Recommended Mitigation	Description
10	DOCUMENTATION FOR RESOURCES CONSIDERED HISTORIC UNDER CEQA. Documentation will be completed in conformance with the *Secretary of the Interior's Standards for Architectural and Engineering Documentation*, Historical American Building Survey (HABS). The property will be recorded at documentation Level III. The documentation will consist of selected large format, black-and-white views of the existing building, to HABS standards. At a minimum the views shall include: building views, exterior facades, interiors, auxiliary structures, related equipment, setting and selected details. Three (3) copies of the documentation, including the original prints and negatives will be submitted to the Historic Preservation Officer for distribution to History San José, the California Room at MLK Jr. Library, and the Northwest Information Center at Sonoma State University.
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 EXHIBIT. With the assistance of qualified professionals experienced in creating historical exhibits, a documentary display shall be developed in consultation with the San José Historic Preservation Officer, 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.
17	RELOCATION. For resources considered historic under CEQA, offer the building for relocation in the San José Mercury News for at least 30 days and post a sign on the site advertising the building for relocation. Financial assistance for relocation equal to at least the cost of demolition shall be offered.
18	SALVAGE: In coordination with the San José Historic Preservation Officer provide opportunities for salvage of materials for public information or reuse in other locations.

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 Scientist 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 (those cleared for removal in the EIR) and develop housing, retail and or office in a mixed use project	A, B	1-6 (A); 7-13, 16 (B), 18	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

Table F1-2 *continued*

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, I	1-6 (A); 7-13, 14, 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, 14, 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 through the improvement of Post Street and Lightstone Alley	General Streetscape Improvements	A, B	1-6 (A); 7-10, 12-13, 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)

Table F1-2 *continued*

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); 7-14, 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); 7-14, 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)

Table F1-2 *continued*

Area or Plan Development	Description/Characteristics	Potential Impacts	Recommended Mitigation	Post-Mitigation Impact Significance
J-4 200 Park Ave	High Rise Housing, Retail, and Parking	A, B	1-6 (A); 7-13, 16 (B)	LTS (A/B)
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)

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,[68] 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. (LTS)

Impact CUL-2: Installation of public art as envisioned by *Strategy 2000* could be inconsistent with *A Plan for the Past.* (S)

Implementation of the following mitigation measure would reduce this potential impact to a less-than-significant level.

Mitigation Measure CUL-2: The City's preservation plan, *A Plan for the Past,*[69] calls for the depiction of historical figures, events, and structures to be included as part of city-wide public art programs. At the time that public art is being considered for design and installation within the Downtown, the City should consider including integration of information regarding historical figures, events, and structures. (LTS).

Impact CUL-3: Planting street trees as proposed in *Strategy 2000* could adversely impact cultural resources. (S)

Implementation of the following multi-part mitigation measure would reduce this potential impact to a less-than-significant level.

Mitigation Measure CUL-3a: 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 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.

[68] As defined in CEQA Guidelines Section 15064.5(a).

[69] 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.

Mitigation Measured CUL-3b: Prior to project implementation, a qualified archaeologist[70] shall: (1) assess the potential for subsurface archaeological remains that may meet the definition of a historical or archaeological resource,[71] 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.

Mitigation Measure CUL-3c: If unidentified archaeological deposits[72] 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[73]; 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.

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. (LTS)

Impact CUL-4: The development of new paseos as proposed in *Strategy 2000* could adversely impact cultural resources. (S)

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[70] "Qualified" is defined as meeting the Professional Qualifications Standards of the *Secretary of the Interior's Standards and Guidelines*. These standards are found online at http://www.cr.nps.gov/local-law/arch_stnds_9.html.

[71] As defined in CEQA Guidelines Section 15064.5(a) and Section 21083.2(g).

[72] Prehistoric archaeological materials can include flaked-stone tools (e.g. projectile points, knives, choppers) or obsidian, chert, or quartzite toolmaking debris; culturally darkened soil (i.e., midden soil often containing heat affected rock, ash and charcoal, shellfish remains, and cultural materials); and stone milling equipment (e.g., mortars, pestles, handstones). Historical materials can include wood, stone, concrete, or adobe footings, walls and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, and other refuse.

[73] As defined in CEQA Guidelines Section 15064.5(a) and Section 21083.2(g).

Implementation of the following multi-part mitigation measure would reduce this potential impact to a less-than-significant level.

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. (LTS)

Impact CUL-5: Alterations to and rehabilitation of existing parks, plazas, and riverwalks greater than 45 years of age could adversely impact cultural resources. (S)

Implementation of the following multi-part mitigation measure would reduce this potential impact to a less-than-significant level.

Mitigation Measure CUL-5: 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 development plans to determine if the subject park, plaza, or riverwalk meets the definition of a historical resource.[74] 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. (LTS)

If alterations to and rehabilitation of parks, plazas, and riverwalks involve ground-disturbing activities, the following mitigation measures should be implemented: Mitigation Measure CUL-3b, Mitigation Measure CUL-3c, and Mitigation Measure CUL-3d.

Impact CUL-6: Mixed-use development within the St. James Square Historic District Zone of Historic Sensitivity could adversely impact cultural resources. (S)

Implementation of the following multi-part mitigation measure would reduce this potential impact to a less-than-significant level.

Mitigation Measure CUL-6: A qualified historian or architectural historian should review all plans for any development within the St. James Square Historic District Zone of Historic Sensitivity to ensure conformity with the *St. James Square Historic District Design Guidelines*,[75] and, if necessary, provide technical assistance to achieve such conformity.

If mixed-use development within the St. James Square Historic District Zone of Historic Sensitivity involves ground disturbing activities, the following mitigation measures should be

[74] As defined in CEQA Guidelines Section 15064.5(a).

[75] City of San Jose Department of City Planning, 1989. *St. James Square Historic District Design Guidelines.*

implemented: Mitigation Measure CUL-3b, Mitigation Measure CUL-3c, and Mitigation Measure CUL-3d. (LTS)

Impact CUL-7: Improving existing event facilities and introducing new event locations could adversely impact cultural resources. (S)

Implementation of the following multi-part mitigation measure would reduce this potential impact to a less-than-significant level.

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*, *Downtown San José Historic District Design Guidelines, Your Old House: A Guide for Preserving San José Homes,* 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. (LTS)

(2) Urban Form and Buildings. Recommendations contained in the Urban Form and Buildings system involve three areas of constraint and opportunity, which include: (1) Skyline and Downtown Form; (2) Land Use; and (3) Buildings and Context. The project includes policies for each of these areas to achieve a coordinated, cohesive design process.

Actions have been developed to implement project policies, take advantage of opportunities, and minimize constraints identified in the above-referenced areas. Actions that may impact cultural resources include: (1) the development of new residential, commercial, institutional, and co-location properties as part of the project's vision, goals, and objectives; (2) the implementation of lighting plans, signage plans, and distinctive design requirements; (3) the clustering of taller buildings closer to the city center to create an "identifiable urban form;" and (4) the creation of rider-friendly "enhancement structures," such as arcades and colonnades, near transit lines.

Impact CUL-8: Development of new residential, commercial, institutional, and co-location properties could adversely impact cultural resources. (S)

Implementation of the following multi-part mitigation measure would reduce this potential impact to a less-than-significant level.

Mitigation Measure CUL-8a: Implement Mitigation Measure CUL-1.

Mitigation Measure 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. (LTS)

Impact CUL-9: Development of new residential, commercial, institutional, and co-location properties could result in a significant cumulative impact to potentially-significant architectural resources. (S)

The development of new residential, commercial, institutional, and co-location properties could result in a significant cumulative impact to potentially-significant architectural resources. The impacts of specific development actions may be less than significant when viewed on a project-by-project basis. However, when considered along with the impacts of other related actions, these specific actions may be cumulatively considerable. For example, several project actions involve the demolition of existing buildings to accommodate mixed-use redevelopment. The impacts of this demolition may be less than significant at the project level but, when combined with other projects involving similar demolition, these impacts may be cumulatively considerable. Should the buildings slated for demolition comprise a group of architecturally-significant properties, the combined impacts of the related projects may result in a significant loss of such resources.

Implementation of the following two-part mitigation measure would reduce this impact, but not below the threshold of significance.

Mitigation Measure CUL-9a: Prior to permitting the demolition of buildings 45 years of age or older, the City shall consult with a qualified historian or architectural historian 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.

Mitigation Measure CUL-9b: Should the City conclude that such a cumulative impact is likely, the following steps shall be taken. The City shall consult with applicants whose projects contribute to the cumulative impact, with 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 José, and California Room at MLK Jr. Library.
- *Relocation.* Offer for 30 days in San José 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 documentation and salvage that would result from this mitigation measure, a significant, unavoidable cumulative impact could result from the implementation of project plans. (SU)

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. (S)

The development of new residential, commercial, institutional, and co-location properties could result in a significant cumulative impact to potentially-significant archaeological deposits. Historical research indicates that: (1) in general, those portions of the project area within historic downtown San José are likely to contain historical archaeological deposits; and (2) archaeological deposits associated with Spanish, Mexican, and American rule in San José may be present in a core area. The impacts of specific development actions may be less than significant when viewed on a project-by-project basis. However, when considered with the impacts of other related actions, these specific actions may be cumulatively considerable. Potentially-significant archaeological deposits representing the Spanish, Mexican, and American periods of San José's history may be present in the area roughly bounded by East Julian Street, Terraine Street, East William Street, and North-South 3rd Street. It is likely these deposits are present in other areas of downtown, including south of San Fernando Street and around Almaden Boulevard. Historical maps show numerous buildings and structures associated with *El Pueblo de San José de Guadalupe*, the first civil settlement in California. Given the limited number of identified archaeological deposits in San José associated with this settlement, project actions that have the potential to damage such deposits may result in a significant, cumulative impact.

> 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, unavoidable cumulative impact could result from the implementation of project plans. (SU)

Impact CUL-11: Alterations to existing buildings, structures or objects of historical value could constitute a significant impact to such resources. (S)

Implementation of the following two-part mitigation measure would reduce this potential impact to a less-than-significant level.

> Mitigation Measure 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.
>
> Mitigation Measure CUL-11b: In combination with CUL-11a, the implementation of Mitigation Measure CUL-7b would reduce this impact to a less-than-significant level. (LTS)

Impact CUL-12: Re-use, remodeling, or conversion of existing buildings and structures over 45 years old could adversely impact cultural resources. (S)

Mitigation Measure CUL-12: If any plans call for the re-use, remodeling, or conversion of existing buildings and structures over 45 years old, a qualified historian or architectural historian shall review the development plans to: (1) determine if buildings or structures meet the definition of a historical resource; and (2) determine if project activities will affect such properties, provided that they meet the definition of historical resources. If the buildings or structures do not meet the definition of a historical resource, or if they will not be impacted by project activities, no further review is necessary prior to project implementation. If the buildings or structures do meet the definition of a historical 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. (LTS)

Impact CUL-13: Implementing lighting plans, signage plans, and distinctive building design requirements, could adversely impact cultural resources. (S)

Mitigation Measure CUL-13: Implement Mitigation Measure CUL-1. (LTS)

Impact CUL-14: Clustering taller buildings near the city center to create an "identifiable urban form" could adversely impact cultural resources. (S)

Mitigation Measure CUL-14: Implement Mitigation Measure CUL-1. (LTS)

Impact CUL-15: Creating rider-friendly "enhancement structures" near transit lines could adversely impact cultural resources. (S)

Mitigation Measure CUL-15: 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. (LTS)

(3) Transportation and Access. The major components of the Transportation and Access system include: (1) Transit Improvements; (2) Pedestrian and Bicycle Access; and (3) Parking Management. For each of these components, the Project includes policies to offer additional transportation choices beyond the private automobile, as well as support transit, walking, and cycling, to ease pressure on city circulation and parking.

Actions have been developed to implement project policies and to achieve project goals and objectives with respect to the three components mentioned above. Actions that may impact cultural resources include: (1) development of new transit-related facilities (including new light rail alignments and transit stop amenities); (2) incorporation of transit infrastructure in development plans; and (3) creation of a near-term parking facility.

Impact CUL-16: Development of transit-related facilities could adversely impact cultural resources. (S)

Mitigation Measure 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. (LTS)

Impact CUL-17: Incorporation of transit infrastructure in development plans could adversely impact cultural resources. (S)

Mitigation Measure CUL-17: Implement Mitigation Measure CUL-1. (LTS)

Impact CUL-18: Development of a near-term parking facilities could adversely impact cultural resources. (S)

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. (LTS)

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/ Wl 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*

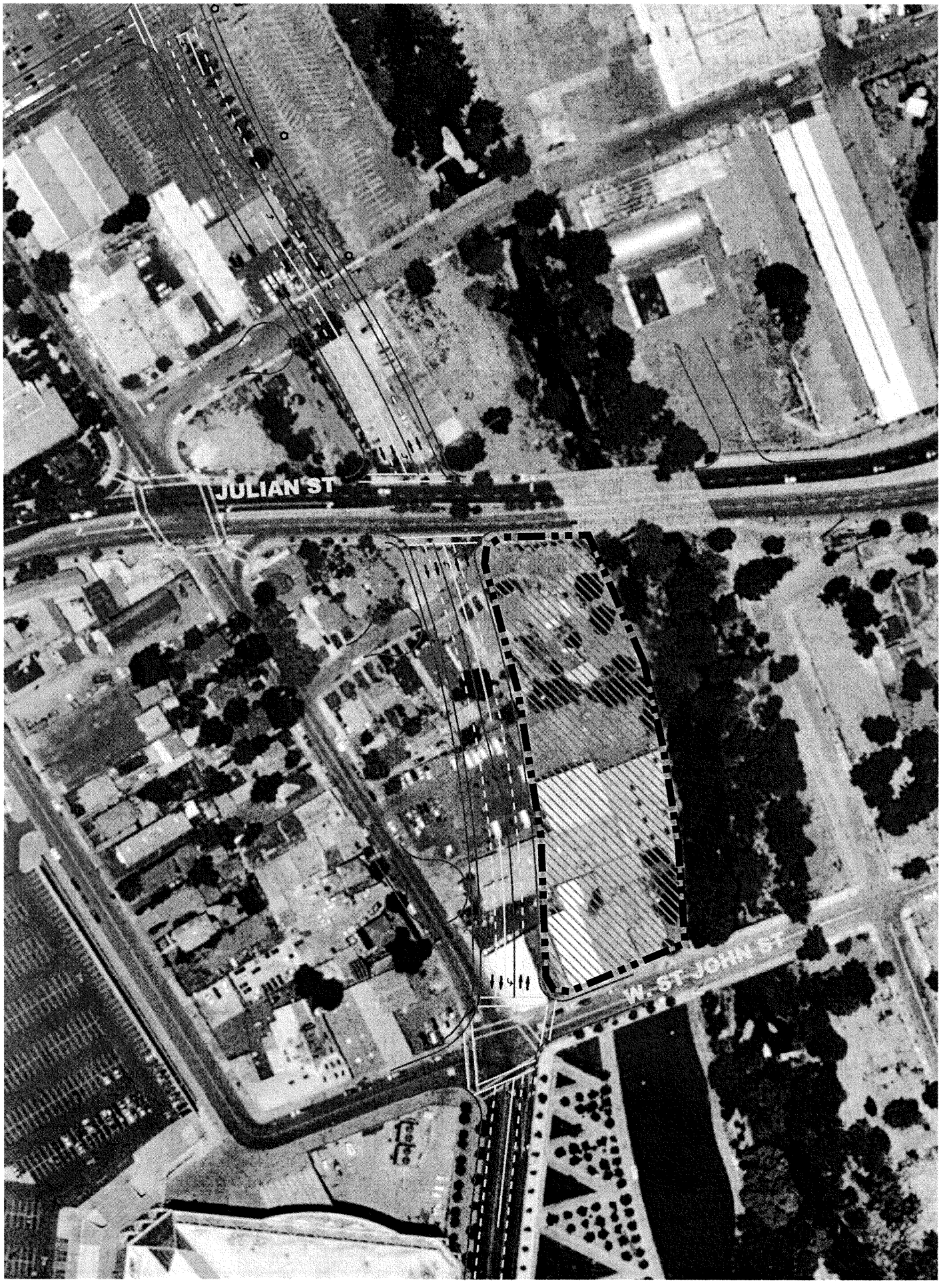
Area or Plan Development	General Location	Hazmat Site	List	Status
		Southern Pacific Co. 483 Coleman Road	LUST	Release of waste oil reported in 1995. Case closed.
		Chevron 702 Coleman Road	LUST	Release of gasoline reported in 1988. Active case.
		Maida Specialty Company 715 Coleman Avenue	LUST	Release 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
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