

Addendum to the Envision San José 2040 General Plan
Final Program Environmental Impact Report
and Supplemental Program Environmental Impact Report

Envision San José 2040 General Plan Four - Year Review

State Clearinghouse No. 2009072096
File Number: GPT16-009



November 2016

**ADDENDUM TO
THE ENVISION SAN JOSÉ 2040 GENERAL PLAN FINAL PROGRAM
ENVIRONMENTAL IMPACT REPORT AND GREENHOUSE GAS
REDUCTION STRATEGY FINAL SUPPLEMENTAL PROGRAM
ENVIRONMENTAL IMPACT REPORT (SCH# 2009072096)**

Pursuant to Section 15164 of the CEQA Guidelines, the City of San Jose has prepared an Addendum to the Envision San José 2040 General Plan Final Program Environmental Impact Report (General Plan FPEIR) and Greenhouse Gas Reduction Strategy Final Supplemental Program Environmental Impact Report (FSPEIR) because minor changes made to the project, as described below, do not raise important new issues about the significant impacts on the environment.

File Number and Project Name: GPT16-009 General Plan 4-year Review

Text Amendments to the Envision 2040 General Plan, including revision of General Plan Appendix 5: *Growth Areas Planned Capacity by Horizon*. The major changes proposed as a part of the General Plan Four-Year Review process would modify the planned job capacity of the Envision General Plan to 751,650 jobs, which represents a reduction of 87,800 jobs, while maintaining the existing residential household capacity. A number of text changes are proposed primarily related to the reduced job growth capacity and to incorporate revised affordable housing policies.

Location: Citywide. **Assessor's Parcel Number:** N/A. **Council District:** Citywide.

The environmental impacts of this project were addressed by a Final Program EIR entitled, "Envision San José 2040 General Plan Final Environmental Impact Report", and findings were adopted by City Council Resolution No. 76041 on November 1, 2011, and by a Final Supplemental Program EIR entitled "Greenhouse Gas Reduction Strategy", and findings were adopted by the City Council Resolution No. 77617 on December 15, 2015. Specifically, the following impacts were reviewed and found to be adequately considered by the EIRs:

- | | | |
|--|--|---|
| <input checked="" type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Soils and Geology | <input checked="" type="checkbox"/> Noise & Vibration |
| <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Hazardous Materials | <input checked="" type="checkbox"/> Land Use |
| <input checked="" type="checkbox"/> Urban Services | <input checked="" type="checkbox"/> Biotics | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Airport Considerations | <input checked="" type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Energy | <input checked="" type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Agricultural & Forestry |
| <input checked="" type="checkbox"/> Water Quality | <input checked="" type="checkbox"/> Utilities | <input checked="" type="checkbox"/> Facilities and Services |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Population & Housing | |

ANALYSIS:

The proposed project was analyzed for environmental impacts resulting from a set of text amendments to the Envision San José 2040 General Plan to incorporate the recommendations of the Envision Four-year Review Task Force primarily related to:

1. Reduced city-wide jobs development capacity,
2. Jobs to employed resident ratio (J/ER),
3. Urban Villages,
4. Affordable housing, and
5. Modify the horizon year to 2040.

The project was found to be adequately analyzed in all resource areas by the Envision San José 2040 General Plan Final Program Environmental Impact Report and Greenhouse Gas Reduction Strategy Final Supplemental Program Environmental Impact Report.

No new or more significant environmental impacts beyond those identified in the General Plan FPEIR and FSPEIR have been identified, nor have any new mitigation measures or alternatives which are considerably different from those analyzed in the General Plan FPEIR and FSPEIR been identified.

This Addendum will not be circulated for public review, but will be attached to the Envision San José 2040 General Plan Final Program Environmental Impact Report and the Greenhouse Gas Reduction Strategy Final Supplemental Program Environmental Impact Report, pursuant to CEQA Guidelines §15164(c).

Harry Freitas, Director
Planning, Building and Code Enforcement

11/1/2016
Date

Meenaxi R. P.
Deputy

Project Manager: Darryl Boyd

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ACRONYMS AND ABBREVIATIONS

ABAG	Association of Bay Area Governments
CAP	Clean Air Plan
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
GHG	Greenhouse Gas
MMT	Million metric tons
MOE	Measure of Effectiveness
MTC	Metropolitan Transportation Commission
RWQCB	Regional Water Quality Control Board
SR	State Route
TAC	Toxic Air Contaminant
UGB	Urban Growth Boundary
US 101	U.S. Highway 101
USA	Urban Service Area
USFWS	United States Fish and Wildlife
VTA	Valley Transportation Authority

SECTION 1.0 INTRODUCTION AND PURPOSE

1.1 PURPOSE OF THE ADDENDUM

This Addendum has been prepared by the City of San José as the Lead Agency, in conformance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (Title 14, California Code of Regulations §15000 et seq.), and the regulations and policies of the City of San José. The purpose of this Addendum is to provide objective information regarding the environmental consequences of the proposed project to the decision makers who will be reviewing and considering the project.

In November 2011, the City of San José approved the *Envision San José 2040 General Plan* (Envision General Plan), which is a long-range program for the future growth of the City. The Envision San José 2040 General Plan Final Program Environmental Impact Report (General Plan FPEIR) was a broad range analysis of planned growth and did not analyze specific development projects. The intent was for the General Plan FPEIR to be a program-level document from which subsequent development consistent with the General Plan could tier. The General Plan FPEIR evaluated additional growth of up to 470,000 additional jobs and 120,000 new dwelling units through 2035. In combination with existing development the Envision 2040 General Plan provided capacity for a population of approximately 1,313,811 people, including 839,450 jobs and 429,350 dwelling units in San José which would result at full development of that capacity in a jobs to employed resident ratio (J/ER) of 1.3 to 1. The City of San José also subsequently approved a Supplemental Program EIR for the Envision San José 2040 General Plan in 2015 that specifically addressed and updated the greenhouse gas emissions analysis. This document is an Addendum to the Envision San José 2040 General Plan FPEIR and the Envision San José 2040 General Plan Supplemental Program EIR.

The Envision General Plan established a four-year review cycle (Goal IP-2 and Policies IP-2.4, 2.5 & 2.12), which provides an opportunity for a community stakeholder Task Force and the City Council to evaluate significant changes in the planning context and the City's achievement of:

- Planned job and J/ER goals
- Implementation of the Urban Village concept
- Environmental indicators, including greenhouse gas reduction and the Green Vision
- Affordable housing needs

The original Envision San José 2040 Task Force was created in 2007 to assist staff with the update of the City's General Plan which resulted in the adoption of the Envision General Plan. In November 2015, the Envision San José 2040 Task Force reconvened many of the same key community stakeholders and organizations. The Task Force evaluated the City's achievement of planned job goals, implementation of the Urban Village concept, environmental indicators, and affordable housing needs; and made recommendations to City Council on mid-course adjustments to the Envision General Plan. At the conclusion of the final Four-Year Review Task Force meeting in April 2016, the Task Force approved a set of recommendations for the City Council to consider regarding changes to the Envision San José 2040 General Plan.

The changes proposed as a part of the Four-Year Review of the Envision General Plan process would modify the planned job capacity of the Envision General Plan to 751,650 jobs which represents a reduction of 87,800 jobs while maintaining the existing household capacity. In addition, a number of text changes are proposed primarily related to the reduced job growth capacity of the Envision General Plan and to incorporate affordable housing policies as discussed in Section 3.1.6.

1.1.1 CEQA Environmental Review Process

The City of San José is proposing modifications to the Envision San José 2040 General Plan for which an EIR and SEIR were prepared. The mechanism for assessing the significance of these changes is found in CEQA Guidelines Sections 15162 – 15164 and Public Resources Code Section 21166. Key considerations are whether one or more of the following would occur:

- 1) Substantial changes are proposed in the project that will require major revisions to the EIR;
- 2) Substantial changes occur in the circumstances under which the project is being undertaken that will require major revisions to the EIR; or
- 3) New information of substantial importance to the project that was not known and could not have been known at the time the EIR was certified as complete becomes available.

If the changes would involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects, further environmental review (in the form of a Subsequent or Supplemental Environmental Impact Report) would be warranted per CEQA Guidelines Section 15162 and 15163. If the changes do not meet these criteria, then an Addendum, per CEQA Guidelines Section 15164, is prepared to document any resulting changes to environmental impacts or mitigation measures.

This Addendum evaluates and documents the environmental impacts that might reasonably be anticipated to result from the amendment of the Envision General Plan as described in *Section 3.0 Project Description*. On the basis of the analysis provided in the following sections, the City of San José has determined that the proposed changes would not result in new significant environmental impacts or a substantial increase in the severity of previously identified significant effects and an Addendum is appropriate.

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

Envision San José 2040 General Plan Four – Year Review

2.2 LEAD AGENCY CONTACT

Jared Hart, AICP, CPSWQ, Supervising Planner
City of San José
Department of Planning, Building, and Code Enforcement
200 East Santa Clara Street, 3rd Floor
San José, CA 95113
(408) 535-7896

2.3 PROJECT LOCATION

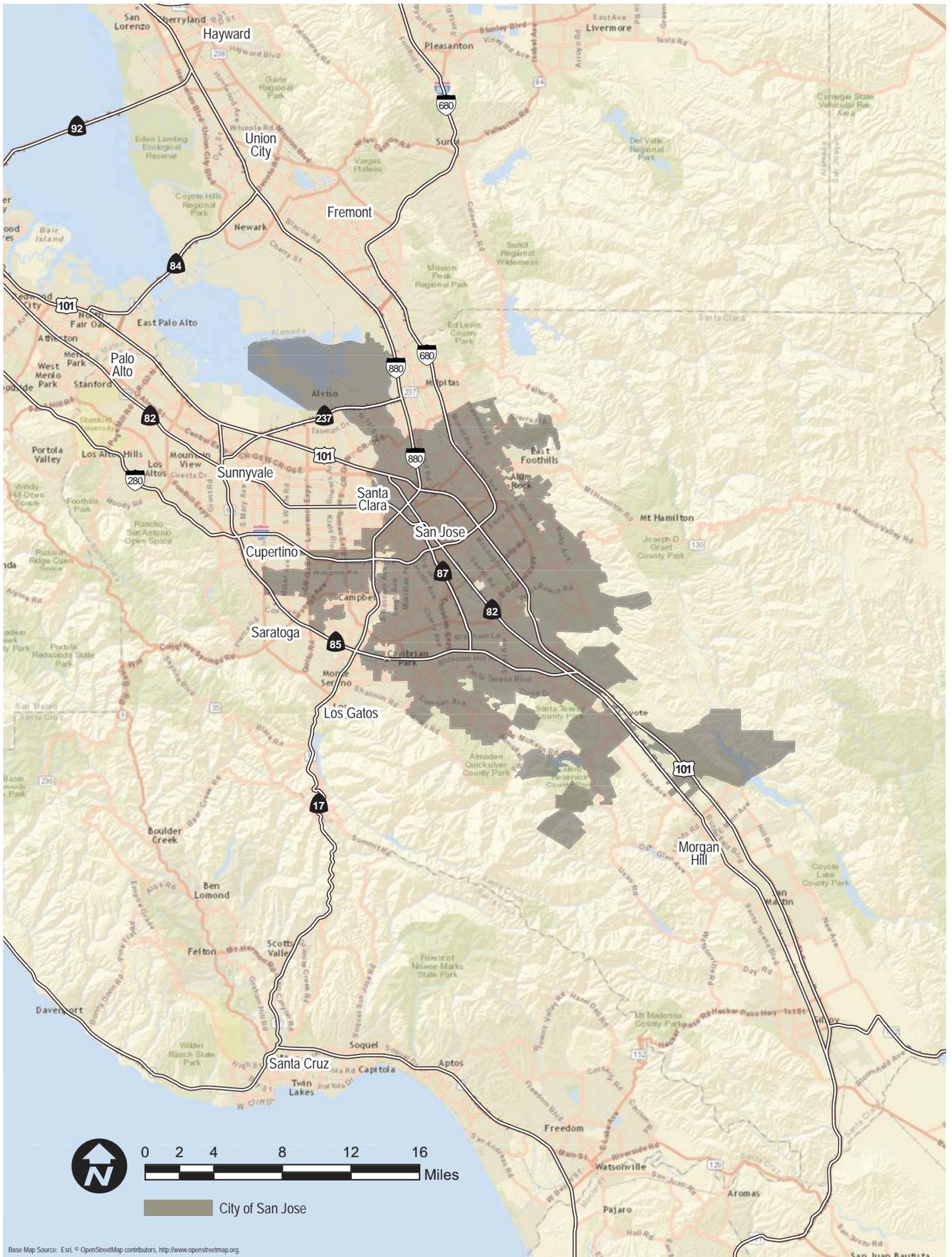
The City of San José is located in the easterly half of the Santa Clara Valley at the southern tip of San Francisco Bay. The proposed Envision San José 2040 General Plan provides a vision for future growth and development within the City’s existing Greenline/Urban Growth Boundary (approximately 143 square miles) and also plans for all areas within the City’s Sphere of Influence (approximately 280 square miles).¹ The Envision San José 2040 General Plan also includes those urban, unincorporated areas of Santa Clara County that are within San José’s Urban Growth Boundary and Urban Service Area. San José is the largest city in Santa Clara County and the Bay region, both in terms of population and land area. The city’s location within the San Francisco Bay and South Bay region is shown on Figures 2.3-1 and 2.3-2.

The City’s Urban Service Area (USA) is located entirely within the Urban Growth Boundary (UGB) and includes approximately 138 square miles (approximately 88,406 acres), most of which is developed. As of July 2015, the city had approximately 4,700 acres of vacant land within the Urban Service Area (USA). Approximately one-third (1,616 acres) of the city’s vacant land is located in the North Coyote Campus Industrial Area, which has pre-existing entitlements.

2.4 DISCRETIONARY ACTIONS

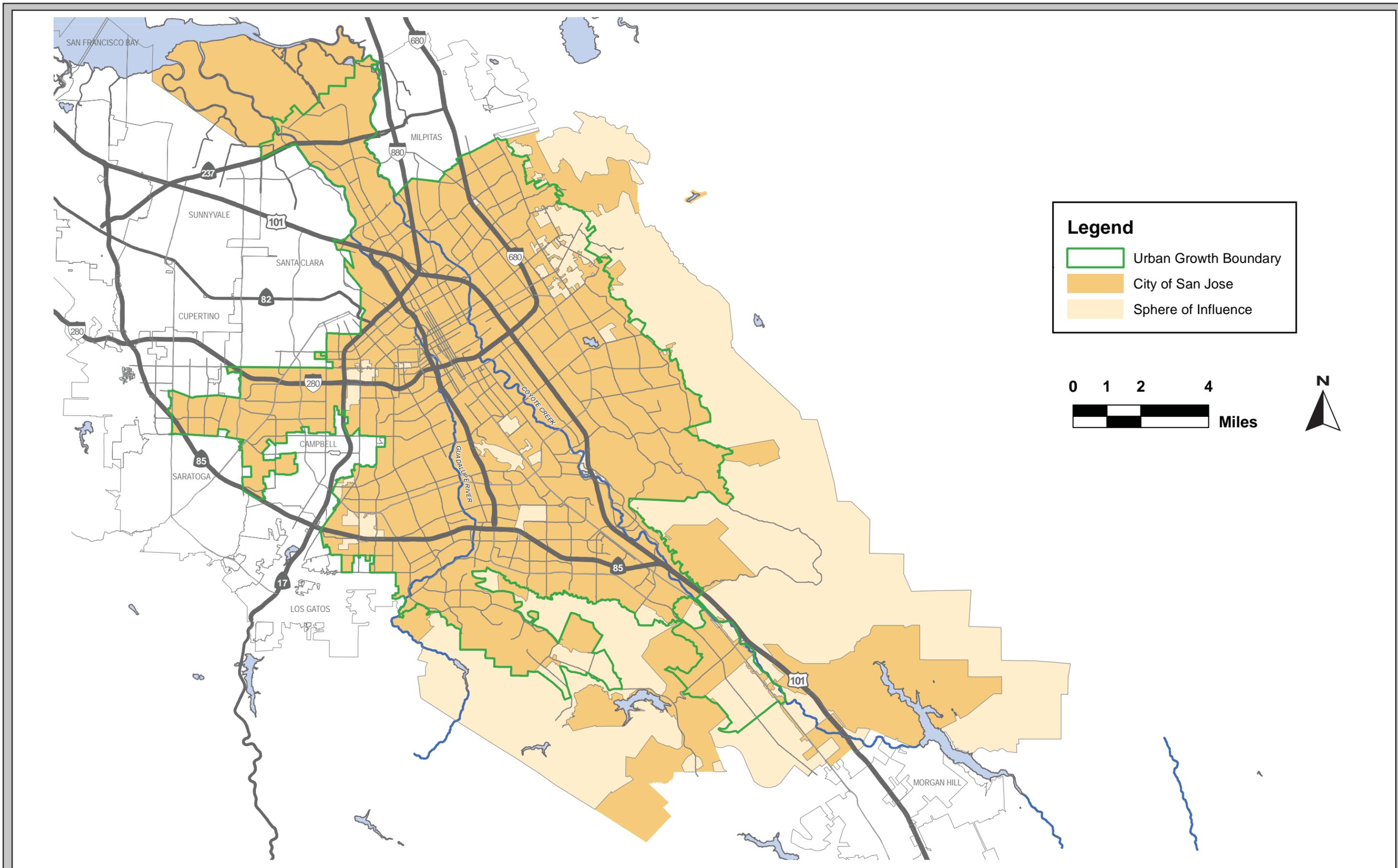
- General Plan Text Amendments, including revision of General Plan Appendix 5: Growth Areas Planned Capacity by Horizon

¹ The City’s legal jurisdiction, i.e. “city limits”, where it controls land use decisions is 178 square miles; however, its sphere of influence includes adjacent unincorporated lands that are within its future service area. The Greenline/Urban Growth Boundary represents the limits of planned urbanization for the City beyond which lands within the City’s jurisdiction and/or future service area are intended to remain rural in character.



REGIONAL MAP

FIGURE 2.3-1



Legend

- Urban Growth Boundary
- City of San Jose
- Sphere of Influence

0 1 2 4
 Miles

N


VICINITY MAP

FIGURE 2.3-2

SECTION 3.0 PROJECT DESCRIPTION

The proposed project is a set of amendments to the Envision San José 2040 General Plan (Envision General Plan) to incorporate the recommendations of the Envision Task Force related to development capacity, the jobs to employed resident ratio (J/ER), Urban Villages, and affordable housing. The proposed project would also modify the horizon year for the Envision General Plan to 2040 consistent with its title and the current traffic model that incorporates planned growth throughout San José and the larger Bay Area region.

3.1 GROWTH CAPACITY

3.1.1 Citywide Growth Capacity

The proposed General Plan Amendment would reduce the job growth capacity of the Envision General Plan from 839,450 jobs to 751,650 jobs while maintaining housing capacity at 429,350 dwelling units. The proposed modifications would result in a reduction in the job growth capacity of the Envision General Plan by 87,800 jobs. The resulting jobs to employed resident ratio (J/ER) would be 1.1 based on 429,350 households and 1.55 employed residents per household as summarized below in Table 3.1-1.

Planned Jobs	Planned Housing	Jobs/Employed Resident	Total Population
751,650	429,350	1.1	1,313,811

3.1.2 Growth Locations

The modified growth capacity scenario for the Envision General Plan would continue to focus growth in the same areas of the City previously planned for increased employment and housing capacity (refer to Figure 3.1-1). The City's planned growth areas are identified below.

- Urban Villages – Urban Villages are planned to provide a more urban, pedestrian-friendly, mixed-use living and working environment (urban village environment) that will be attractive to and better meet the needs of current and future San José residents, while reducing the potential environmental and fiscal concerns related to new job and housing growth.
- Employment Land Areas – Employment Land Areas are defined as non-residentially designated lands supporting private sector employment. These areas were identified as the key employment areas of San José through the “Fiscal Impact Study” (*Towards the Future: Jobs, Land Use and Fiscal Issues In San José’s Key Employment Areas 2000-2020*)² and planning efforts for the City Council’s Preservation of Employment Lands Policy.³

² Strategic Economics, et. al. 2004. *Towards the Future: Jobs, Land Use and Fiscal Issues in San José’s Key Employment Areas 2000-2020*. Available at: <https://www.sanjoseca.gov/DocumentCenter/View/423>

³ Information on the City’s Framework for Employment Lands Preservation is available on the City’s website at: <https://www.sanjoseca.gov/index.aspx?nid=1733>.

- Specific Plan Areas – The Envision San José 2040 General Plan and Land Use / Transportation Diagram incorporates seven adopted Specific Plan or Planned Residential Communities at key locations selected to foster transit-oriented development, historic preservation, or mixed uses, to be sensitive to surrounding neighborhoods, or in support of other strategic goals.
- Downtown – The Downtown Growth Area is planned for intense job and housing growth to reinforce its role as San Jose’s civic, cultural and symbolic center and as an important employment and residential neighborhood. Job and housing growth in Downtown is also planned to support key infrastructure investments, including the planned BART and High-Speed Rail systems.
- Other Areas – Includes approximately 560 acres of vacant land located within the City’s Urban Service Area but outside of the Envision General Plan’s designated Growth Areas. Also included are approximately 510 acres of property with existing, not yet built, entitlements outside of the Envision General Plan’s designated Growth Areas.

Revised growth assumptions for the Urban Villages, Employment Land Areas, and other areas are provided in Appendix A. The revised table of growth areas by horizon would replace Appendix 5 of the General Plan.

3.1.3 Planning Areas

Planned Growth Areas in the Envision General Plan are distributed throughout the City of San José at locations with existing or planned infrastructure which will support future intensification. The City of San José contains 15 planning areas that have been used in San José for planning purposes for approximately 40 years.⁴ Two of these Planning Areas, Calero and San Felipe, which are located entirely outside of the City’s Urban Growth Boundary are not planned for additional growth in the Envision General Plan. All other planning areas are planned for additional growth. Planning areas are shown in Figure 3.1-2. Revisions to the growth assumptions for each planning area are included in Appendix B.

3.1.4 Transportation Network

The proposed amendments to the Envision General Plan do not include any modifications to the planned roadway network shown on the Transportation Network Diagram. None of the planned roadway networks are tied specifically to the horizon phasing, described below and identified in the Envision General Plan Appendix 5.

3.1.5 Horizon Phasing

Development under the General Plan is planned to occur in phases, referred to as Horizons or Plan Horizons, in order to carefully manage the city’s expected growth through 2040 (see Envision General Plan Appendix 5). The General Plan Land Use/Transportation Diagram identifies the locations of all focused Growth Areas available citywide from the present through the 2040

⁴ The City of San José’s North Planning Area, Central Planning Area, and South Planning Area are identified throughout this document as the North San José Planning Area, Central/Downtown Planning Area, and South San José Planning Area, respectively, to associate these areas with recent plans and policy documents and to assist the reader with the locations of these individual planning areas.

timeframe of this General Plan. The proposed project would amend the Plan Horizons for the Urban Villages as follows:

- Move Berryessa BART Urban Village from Horizon 2 to Horizon 1. This 250-acre Urban Village area is planned to provide for an additional 22,100 jobs and 4,814 dwelling units, including 930 dwelling units not currently entitled.

The Task Force also recommended that the City Council direct staff to prioritize their future Urban Village planning efforts on Horizon 2 Light Rail Urban Villages.

3.1.6 General Plan Text Amendments

The amendments to the text of the Envision General Plan are proposed in various chapters and sections to incorporate the planned changes to the job growth assumptions and associated revisions to jobs per employed resident ratio.

Also proposed by the Task Force are several new policies to facilitate the provision of affordable housing within the City. Proposed text revisions are shown as indicated below and following Figures 3.1-1 to 3.1-2 with strikeouts and underlines.⁵

Major Strategy #4 – Innovation/Regional Employment Center

The Envision San Jose 2040 General Plan establishes achievement of a J/ER ratio of ~~1.3~~ 1.1 to 1 by the year 2040 as a core objective of the Plan, informing its policies and Land Use/Transportation Diagram designations. In the near term, the Plan strives to achieve a J/ER ratio of 1.0 by the year 2025.

The Land Use/Transportation Diagram and General Plan policies support the development of up to ~~470,000~~ 382,000⁶ new jobs within San José and a jobs to employed residents ratio of ~~1.3~~ 1.1 Jobs per Employed Resident.

The Envision San José 2040 General Plan supports and promotes San José's growth as a regional center for employment and innovation, by:

- Planning for ~~470,000~~ 382,000⁷ new jobs and a Jobs/Employed Resident Ratio of ~~1.3~~ 1.1/1

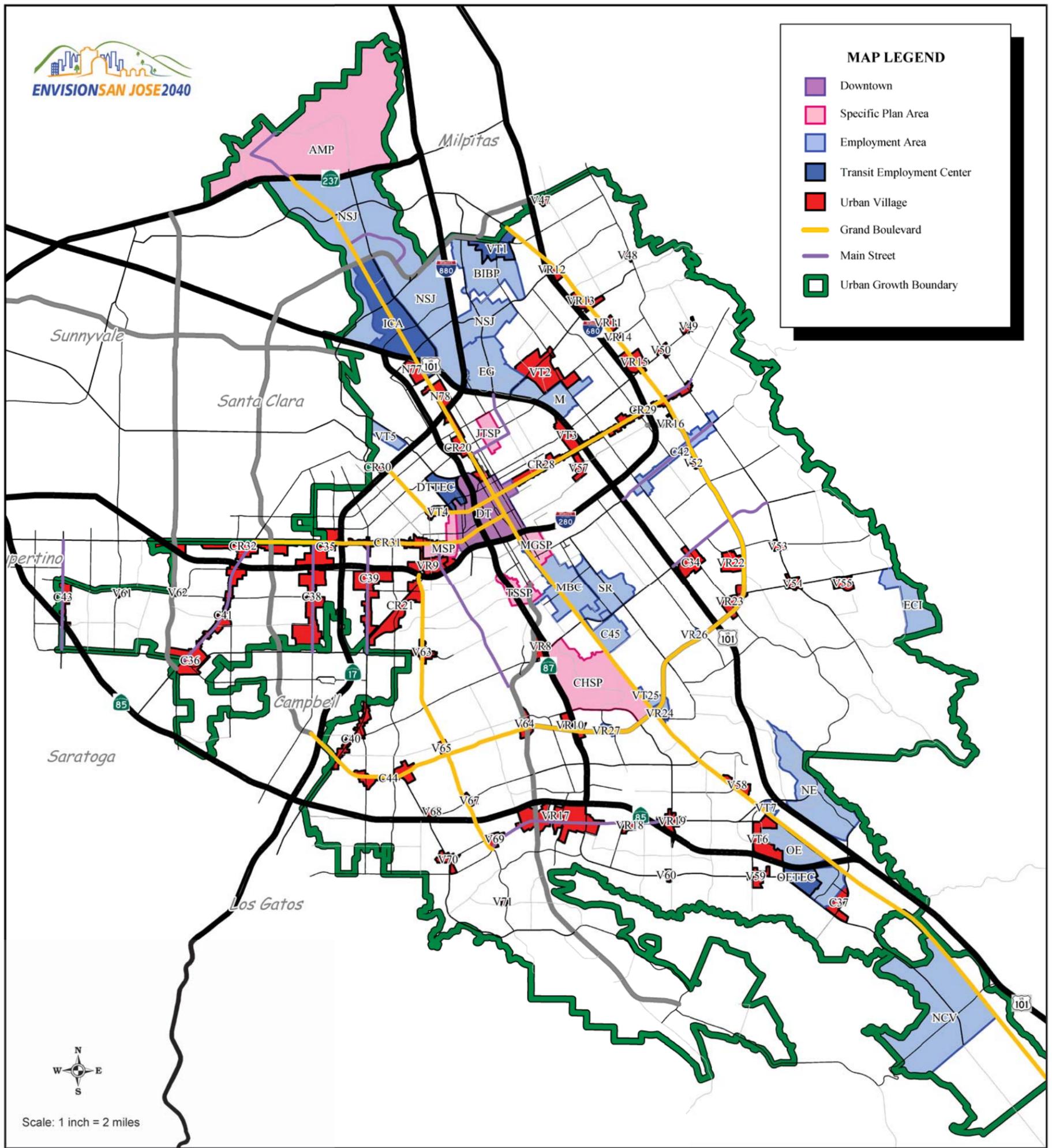
⁵ The proposed General Plan text amendments are based on input from the Envision Task Force, City Council and City staff.

⁶ The total number of new jobs allowed was rounded to the nearest thousand for clarity; however, a total job reduction of 87,800 jobs is analyzed in this Addendum which provides a conservative analysis of the Four-Year Review amendments to the Envision General Plan.

⁷ Ibid.

MAP LEGEND

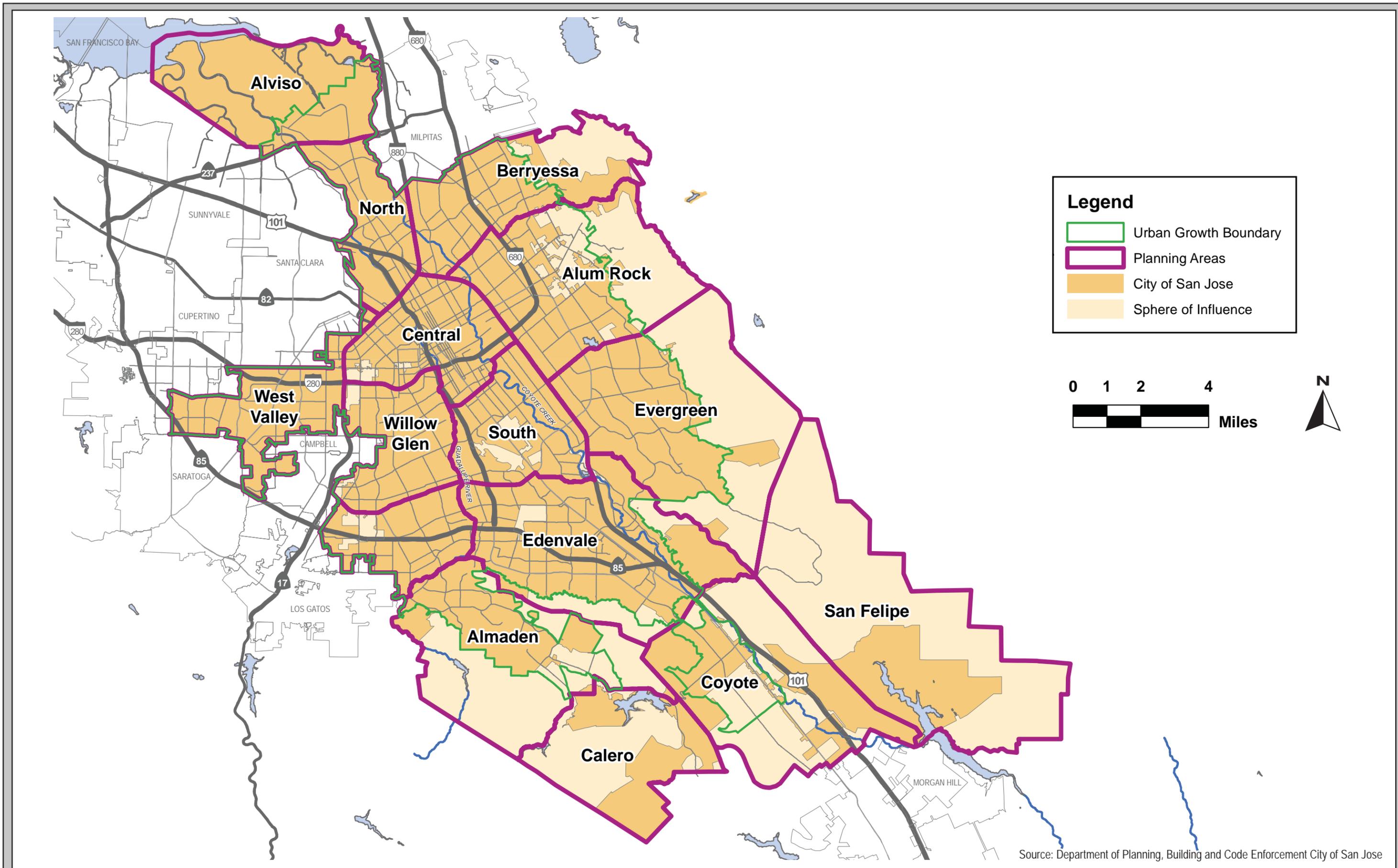
- Downtown
- Specific Plan Area
- Employment Area
- Transit Employment Center
- Urban Village
- Grand Boulevard
- Main Street
- Urban Growth Boundary



Scale: 1 inch = 2 miles

KEY			
<p>Downtown</p> <p>DT = Downtown DTTEC = Downtown Transit Employment Center</p> <p>Specific Plan Areas</p> <p>AMP = Alviso (Master Plan) CHSP = Communications Hill JTSP = Jackson-Taylor (Residential Strategy) MGSP = Martha Gardens MSP = Midtown TSSP = Tamien Station Area</p> <p>Employment Areas</p> <p>BIBP = Berryessa International Business Park ECI = Evergreen Campus Industrial EG = East Gish ICA = Industrial Core Area M = Mabury MBC = Monterey Business Corridor NCV = North Coyote Valley NE = New Edenvale NSJ = North San Jose OE = Old Edenvale OETEC = Old Edenvale Transit Employment Center SR = Senter Road</p>	<p>Employment Areas (continued)</p> <p>C42 = Story Rd C45 = County Fairgrounds</p> <p>VR16 = S. Capitol Av/Capitol Ex VR24 = Monterey Hy/Senter Rd VR26 = E. Capitol Ex/McLaughlin Av VR27 = W. Capitol Ex/Vistapark Dr</p> <p>VT1 = Lundy/Milpitas BART VT5 = Santa Clara/Airport West (FMC) VT7 = Blossom Hill Rd/Monterey Rd VT25 = W. Capitol Ex/Monterey Rd</p> <p>Urban Villages</p> <p>C34 = Tully Rd/S. King Rd C35 = Valley Fair/Santana Row C36 = Paseo de Saratoga C37 = Santa Teresa Bl/Bernal Rd C38 = Winchester Bl C39 = S. Bascom Av (North) C40 = S. Bascom Av (South) C41 = Saratoga Av C43 = S. De Anza Bl C44 = Camden Av/Hillsdale Av</p>	<p>Urban Villages (continued)</p> <p>CR20 = N. 1st St CR21 = Southwest Ex CR28 = E. Santa Clara St CR29 = Alum Rock Av CR30 = The Alameda (West) CR31 = W. San Carlos St CR32 = Stevens Creek Bl</p> <p>N77 = Rincon South 1 N78 = Rincon South 2</p> <p>V47 = Landess Av/Morrill Av V48 = Piedmont Rd/Sierra Rd V49 = McKee Rd/Toyon Av V50 = McKee Rd/White Rd V52 = E. Capitol Ex/Foxdale Dr V53 = Quimby Rd/S. White Rd V54 = Aborn Rd/San Felipe Rd V55 = Evergreen Village V57 = S. 24th St/William Ct V58 = Monterey Rd/Chynoweth Av V59 = Santa Teresa Bl/Cottle Rd V60 = Santa Teresa Bl/Snell Av V61 = Bollinger Rd/Miller Av V62 = Bollinger Rd/Lawrence Ex V63 = Hamilton Av/Meridian Av</p>	<p>Urban Villages (continued)</p> <p>V64 = Almaden Ex/Hillsdale Av V65 = Foxworthy Av/Meridian Av V67 = Branham Ln/Meridian Av V68 = Camden Av/Branham Ln V69 = Kooser Rd/Meridian Av V70 = Camden Av/Kooser Rd V71 = Meridian Av/Redmond Av</p> <p>VR8 = Curtner Light Rail/Caltrain VR9 = Race St Light Rail VR10 = Capitol Ex/Hy 87 Light Rail VR11 = Penitencia Creek Light Rail VR12 = N. Capitol Av/Hostetter Rd VR13 = N. Capitol Av/Berryessa Rd VR14 = N. Capitol Av/Mabury Rd VR15 = N. Capitol Av/McKee Rd VR17 = Oakridge Mall and Vicinity VR18 = Blossom Hill Rd/Cahalan Av VR19 = Blossom Hill Rd/Snell Av VR22 = Arcadia/Eastridge VR23 = E. Capitol Ex/Silver Creek Rd</p> <p>VT2 = Berryessa BART VT3 = Five Wounds BART VT4 = The Alameda (East) VT6 = Blossom Hill Rd/Hitachi</p>

Source: City of San Jose, Planning Division, March 2012.



Legend

- Urban Growth Boundary
- Planning Areas
- City of San Jose
- Sphere of Influence

0 1 2 4
 Miles

N

Source: Department of Planning, Building and Code Enforcement City of San Jose

PLANNING AREAS

FIGURE 3.1-2

Envision San José 2040 Key Issues

While the *Envision San José 2040 General Plan* builds upon the City's land use planning history and core community values that have been addressed in previous General Plan documents, it also establishes a new direction in some key areas. Key decisions made by the City through the Envision process and subsequent Major Reviews have resulted in a General Plan that:

1. Includes growth capacity for the development of up to ~~470,000~~ 382,000⁸ new jobs and up to 120,000 new dwelling units through 2040: With its current development and this amount of growth capacity, San José could grow to ~~840,000~~ 751,000⁹ jobs and 430,000 dwelling units in total, supporting a residential population of approximately 1.3 million people and a Jobs / Employed Resident Ratio (J/ER) of ~~1.3~~ 1.1/1.

Jobs / Employed Resident (“Jobs-Housing Balance”)

The Task Force regularly debated whether housing and job capacities proposed in the various growth scenarios could be achieved, asking about recent jobs and housing development trends for comparison purposes. Task Force members also debated whether job growth could be achieved without comparable housing growth. The Task Force supported a vision of San José as a fiscally sustainable and world-class city, and agreed that San José should try to improve its J/ER ratio to at least 1.0, ultimately targeting a J/ER ratio of 1.3 to help accomplish that vision.

During the 2015 Major Review process, the Task Force was directed by City Council to set a more achievable J/ER ratio. As part of this Major Review process, the Task Force recommended a J/ER ratio of 1.1 jobs per employed resident in order to establish a more attainable jobs goal while also maintaining the General Plan's jobs-first principle, thereby changing the General Plan's J/ER ratio goal from 1.3/1 to 1.1/1.

Planning Horizons

The Envision General Plan supports the potential development of up to ~~470,000~~ 382,000¹⁰ new jobs and 120,000 new housing units for the timeframe 2011 through 2040, as amended in 2016. The 2015 Envision Task Force expressed considerable concern that this large amount of growth might proceed in an imbalanced or poorly implemented fashion, undermining the overall goals of the Envision General Plan.

Policies – Land Use and Employment

- IE-1.4 Manage land uses to enhance employment lands to improve the balance between jobs and workers residing in San José. To attain fiscal sustainability for the City, strive to achieve a minimum ratio of ~~1.3~~ 1.1 jobs/employed resident by 2040 to attain fiscal sustainability for the City. In the near term, strive to achieve a minimum ratio of 1 job per employed resident by 2025.

⁸ Ibid.

⁹ Ibid.

¹⁰ Ibid.

Actions – Land Use and Employment

IE-1.14 To monitor the City’s balance of land uses and resulting tax base as well as its progress towards reaching the goal of ~~1-3~~ 1.1 jobs per employed resident in San José, periodically review residential construction activity and supply versus industrial and commercial job growth rates. Report results of this review to the City Council as part of the annual General Plan reviews.

Actions – Housing – Social Equity and Diversity

H-1.15 Identify, assess, and implement potential tools, policies, or programs to prevent or to mitigate the displacement of existing low-income residents due to market forces or to infrastructure investment.

H-1.16 Identify, assess, and implement potential tools, policies, or programs to facilitate new supply of housing that is affordable to lower-income workers and residents in key growth areas, such as in Urban Villages, priority development areas, and in transit locations.

H-1.17 Develop tools to assess and to identify neighborhoods and planning areas that are experiencing or that may experience gentrification in order to identify where anti-displacement and preservation resources should be directed.

H-1.18 Explore and facilitate opportunities to incorporate innovative design and program features into affordable housing developments, such as neighborhood hubs, community gardens, car-sharing, bike facilities to increase access to health and transportation resources.

Policies – Affordable Housing

~~H-2.6 Evaluate and incorporate, if feasible, an affordable housing implementation plan component in the preparation of each Urban Village plan, specific plans, master plans, or strategy plans that include plans for housing.~~

H-2.9 To increase the supply of affordable housing, one hundred percent deed restricted affordable housing developments would be allowed on sites outside of the existing Growth Areas on properties with a Mixed-Use Commercial or Neighborhood/Community Commercial land use designation if the development meets the following criteria:

1. The site is 1.5 acres or less.
2. The site is vacant or underutilized.
3. The site has adjacent properties with a residential General Plan Land Use / Transportation Diagram designation on at least one side and the development would be compatible with the surrounding neighborhood.
4. The development would not impact the viability of surrounding commercial or industrial properties or businesses.
5. The site is located within a ½-mile of an existing transit line.
6. The development integrates commercial uses that support the affordable housing project and/or the surrounding neighborhood.

7. Development on properties that contain structures that are on, or are eligible for inclusion on the City of San José’s Historic Resources Inventory should adaptively reuse these structures.

H-2.10 Work with existing and new partners to develop a regional mechanism to advance the shared responsibility of meeting the region’s affordable housing needs.

Actions – Affordable Housing

~~H-2.14~~ H-2.16 Support local, State and federal regulations that preserve “at-risk” subsidized and rent-stabilized ~~and~~ units subject to potential conversion to market rate housing rents and that will encourage equitable and fair policies that protect tenant and owner rights.

H-2.19 Explore, analyze, and implement innovative programs, policies, and partnerships that bring new housing solutions and products to San José.

Land Use Diagram Concepts: Support for Employment Growth

The Envision San José 2040 General Plan strongly identifies and promotes job growth as critical for fiscal sustainability in San José’s future. Economic Development Policies include a Jobs / Employed Resident (J/ER) ratio goal of ~~1-3~~ 1.1 by 2040, and a near term J/ER ratio goal of 1.0 by 2025. In order to achieve ~~this goal~~ these goals, employment lands from the San José 2020 General Plan are retained and additional employment land capacity is added in select locations. The most notable addition to employment capacity (compared to the San José 2020 General Plan) is within the Alviso planning area, on the Water Pollution Control Plant lands. To support growth in employment and commercial activity, the Envision San José 2040 General Plan provides flexibility for mixing of land uses with a particular emphasis upon allowing more flexibility for commercial uses to develop within predominantly residential areas of the city. The resulting land use designations and various Land Use Policies accordingly provide significant support for new mixed-use development. In most instances, these mixed-use designations and policies provide additional flexibility for accommodating commercial uses beyond what was allowed in the San José 2020 General Plan.

Introduction, Chapter 7

San José recognizes the economic and fiscal importance of promoting an appropriate balance of both housing and job growth. All economic and housing development directly influences attainment of the General Plan Policy objective of ~~1-3~~ 1.1 jobs for each employed resident. Implementation Goals and Policies in this section address efficient and effective ways of facilitating job and housing growth at appropriate densities and locations.

Policies – General Plan Phasing / Planning Horizons / Major Review

IP-2.5 During each Major Review of the Envision General Plan evaluate input provided by the reconvened Task Force and achievement of the following key General Plan goals to inform the City Council’s decision, regarding needed changes, to begin the next General Plan Horizon, or to increase the number of residential units available for non-specific Urban Village areas:

a. Jobs/Housing Balance – Demonstrate improvement of the City’s jobs to employed resident ratio (J/ER) consistent with achievement of 1.0 job per employed resident by 2025–1.3, and 1.1 jobs per employed resident by the year 2040.

IP-2.6 When the City assesses its jobs-housing balance on a periodic basis, include an analysis of the jobs-housing fit in order to provide a more detailed analysis of San José’s workforce by jobs and incomes and housing stock by types of housing costs. This will provide additional information as to whether the City’s housing stock fits the affordability needs of its workforce.

IP-2.8 Focus new residential development into specified Growth Areas to foster the cohesive transformation of these areas into complete Urban Villages. Allow immediate development of all residential capacity planned for the Growth Areas included in the current Plan Horizons.

Plan Horizon	Growth Area
“Base” Capacity for new housing development not regulated by Plan Horizons	<ul style="list-style-type: none"> • Downtown • Specific Plan Areas • North San José Area Development Policy • Vacant / Underutilized Lands • Residential Neighborhoods • Existing Entitlements
Horizon 1 Residential Growth Areas	<ul style="list-style-type: none"> • Downtown Urban Village Corridors (East Santa Clara Street, Alum Rock Avenue, West San Carlos Street, and The Alameda) and <u>Berryessa BART Urban Village</u>
Horizon 2 Residential Growth Areas	<ul style="list-style-type: none"> • <u>BART Station, Light Rail Station, and Light Rail Corridor Five Wounds BART and Local Transit (Existing) Urban Villages</u>
Horizon 3 Residential Growth Areas	<ul style="list-style-type: none"> • <u>Planned Light Rail Stations and Corridors Local Transit (Planned)</u>, Commercial Corridors and Centers, and Neighborhood Urban Villages

Policies – General Plan Annual Review and Measurable Sustainability

IP-3.7 Monitor, evaluate and annually report on the success of the programs and actions contained within the Reduction City Council Policy to demonstrate progress toward achieving required State of California Greenhouse Gas reduction targets (at or below 1990-equivalent levels) by 2020, 2030, 2040~~35~~ and 2050. Refine existing programs and/or identify new programs and actions to ensure compliance and update the Council Policy as necessary.

Action – General Plan Annual Review and Measurable Sustainability

IP-3.9 Update the Greenhouse Gas Reduction Strategy targets and policies to ensure compliance with State Senate Bill 32 2030 targets within two years of completion of the Second Update to the California Climate Scoping Plan.

IP-3.9~~10~~ To facilitate implementation of greenhouse gas reduction measures as part of development review, adopt a City Council Policy that guides analyses and

determinations regarding the conformance of proposed development with the City's adopted Greenhouse Gas Emission Reduction Strategy. Adopt a City Council Policy within two years of completion of the Second Update to the California Climate Scoping Plan.

Policies – Urban Village Planning

IP-5.1 Prepare a comprehensive Urban Village Plan prior to the issuance of entitlements for residential development within any of the Urban Village areas identified on the Land Use / Transportation Diagram. Commercial projects, including those with ancillary residential uses, and "Signature Projects", as defined in Policy IP-5.10, may proceed in advance of the preparation of a Village Plan. Use the Village Plan to clearly address:

7. As part of the preparation of an Urban Village Plan, establish an Urban Village wide goal that, with full build out of the planned housing capacity of the given Village, 25% or more of the units built would be deed restricted affordable housing, with 15% of the units targeting households with income below 30% of Area Median Income (AMI). This is a goal, not a requirement to be imposed on individual projects.

~~7.8.~~ Financing: Consider financing mechanisms which may be needed to deliver public improvements, affordable housing, amenities, and the like envisioned within the Urban Village Plan.

IP-5.2 Develop and use an Urban Village Planning process so that each Urban Village Plan can be successfully completed within ~~an approximately nine month planning period,~~ approximately one year, with the possibility of a longer process in order to conduct sufficient community engagement. The completion of an Urban Village Plan will be followed by completion of environmental review as required for adoption of the Plan. Engage Urban Village area property owners to the fullest extent possible, along with representatives of adjacent neighborhood areas, potential developers and other stakeholders in the Urban Village Planning process.

IP-5.12 Residential projects that are 100% affordable to low (up to 60% AMI), very low (30-50% AMI) and extremely low income (up to 30% AMI), can proceed within an Urban Village ahead of a Growth Horizon, or in a Village in a current Horizon that does not have a Council approved Plan, if the project meets the following criteria:

1. The project does not result in more than 25% of the total residential capacity of a given Urban Village being developed with affordable housing ahead of that Village's Growth Horizon. For Villages with less than a total housing capacity of 500 units, up to 125 affordable units could be developed, however the total number of affordable units cannot exceed the total planned housing capacity of the given Village.
2. The development is consistent with the Urban Village Plan for a given Village, if one has been approved by the City Council.
3. Development that demolishes and does not adaptively reuse existing commercial buildings should substantially replace the existing commercial square footage.

4. The project is not located on identified key employment opportunity sites, which are sites generally 2 acres or larger, located at major intersections and for which there is anticipated market demand for commercial uses within the next 10 to 15 years.
5. Affordable housing projects built in Villages under this policy would not pull from the residential Pool capacity.

Appendix 5: Growth Areas Planned Capacity by Horizon

The Envision San José 2040 General Plan supports significant amounts of planned job and housing growth capacity. Based upon the land uses designated on the General Plan Land Use/Transportation Diagram and accompanying policies contained within the text of General Plan document, the General Plan is intended to support the addition of ~~470,000~~ 382,000¹¹ new jobs and 120,000 new housing units within San José.

Appendix 6: Job and Housing Growth Capacity

The Urban Village Plan is required to support the full amounts of planned job and housing growth capacity. A variety of elements should be included within the Urban Village Plan to meet this requirement.

A central goal of this General Plan is to achieve a jobs to employed resident ratio of ~~1.3~~ 1.1 for San José. Experience indicates that there are inherently a wide variety of obstacles that make it difficult to realize the planned amounts of job growth. In contrast, experience indicates that planned amounts of housing growth will be readily accomplished and that if allowed, residential development will take place on land proactively planned for employment uses. Therefore it is necessary to insure that Urban Village Plans in particular incorporate provisions to protect job growth sites and the overall planned amount of job growth capacity.

¹¹ Ibid.

SECTION 4.0 ENVIRONMENTAL SETTING, CHECKLIST, AND IMPACT DISCUSSION

This section updates relevant existing setting information and describes changes in environmental impacts between the currently proposed project compared to the previously approved Envision San José 2040 General Plan project. The Environmental Checklist which follows compares the environmental impacts of the currently proposed project with those addressed in the General Plan FPEIR, certified in 2011 and presents the discussion of impacts related to the following environmental subjects in their respective subsections:

4.1	Aesthetics	4.11	Land Use and Planning
4.2	Agricultural and Forestry Resources	4.12	Mineral Resources
4.3	Air Quality	4.13	Noise and Vibration
4.4	Biological Resources	4.14	Population and Housing
4.5	Cultural Resources	4.15	Public Services
4.6	Energy	4.16	Recreation
4.7	Geology and Soils	4.17	Transportation/Traffic
4.8	Greenhouse Gas Emissions	4.18	Utilities and Service Systems
4.9	Hazards and Hazardous Materials	4.19	Mandatory Findings of Significance
4.10	Hydrology and Water Quality		

The discussion for each environmental subject includes the following subsections:

- **Environmental Setting** – This subsection 1) provides a brief overview of changes to relevant plans, policies, and regulations that compose the Changes to the Regulatory Framework for land use and development within the City and 2) describes changes to the existing, physical environmental conditions within the City and in the surrounding area, as relevant. An overview of changes to the built environment Citywide is also presented below.
- **Checklist and Discussion of Impacts** – This subsection includes a checklist used to compare the environmental impacts of the “Currently Proposed Project” with those of the “Approved Project” and to identify whether the project as currently proposed would likely result in new or substantially more severe significant environmental impacts. The right-hand column in the checklist lists the source(s) for the answer to each question.
- **Conclusion** – This subsection provides a summary of the project’s impacts on the resource.

BASELINE CONDITIONS – 2040 GENERAL PLAN FPEIR

At the start of the environmental review of the 2040 General Plan FPEIR in calendar year 2008, the population of San José was 985,307 and there were 369,450 jobs and 309,350 residences. The jobs to employed residents ratio was about 0.8 and during working hours the number of people in the City was reduced as many residents traveled outside the City for work.

This Addendum treats all development assumed in the Envision General Plan as part of the project description, even though the Envision General Plan has been partially implemented. Where comparisons to existing conditions or the environmental baseline are made, the population, employment, built environment, and vehicle miles traveled presented in the Envision San José 2040 General Plan FPEIR (e.g., calendar year 2008 for greenhouse gas emissions) are used.

For the purposes of the traffic impact analysis, the citywide travel demand forecasting (TDF) model that was prepared as part of the Envision San José 2040 GP is used to evaluate the effects of the proposed reduction in planned job capacity. The TDF model relies on the adopted GP land uses and transportation network that were approved in the Envision San José 2040 GP EIR. For the purpose of this evaluation several adjustments were made to the land use data utilized in the TDF model. The adjustments included the projection of regional growth to the Year 2040 rather than the Year 2035 used in the Envision San José 2040 GP EIR. However, the projection to Year 2040 does not include any change to the land uses within the City of San José as adopted in the GP. In addition, for the purpose of establishing current (Year 2015) land use conditions, development that has been completed since 2008, which was used as the Base Year in the Envision San José 2040 GP EIR, was added to the original 2008 Base Year land use. The adjustments along with land use adjustments to reflect the proposed reduction in job growth within the City, constituted the updated land use for use in the TDF model and evaluation of the proposed (Four-Year Review) GP land uses. It is important to note that the modifications in planned growth in the Bay Area region as described above may cause differences in the model that would make a comparison of the results presented in the Four-Year Review traffic analysis and the traffic study prepared for the adopted GP appear inconsistent. However, the overall determination of impacts due to the proposed 2040 GP Four-Year Review can be compared to the Year 2015 condition and adopted 2040 General Plan condition to determine if those impacts are new or of greater severity than those impacts identified in the Envision San José 2040 GP EIR.

OVERVIEW OF CHANGES TO THE ENVIRONMENTAL SETTING SUBSEQUENT TO CERTIFICATION OF THE FPEIR

Urban Village Planning Since 2011

There are over 60 Urban Village areas designated on the Planned Growth Diagram in the 2040 General Plan. Since 2011, a total of five Urban Village Plans have been approved by the City Council and additional Urban Village Plans are being developed, as summarized below.

Approved Urban Village Plans

An Urban Village Plan for Alum Rock from King Road to Interstate 680 was established as part of a rezoning (File No. C13-035) on October 22, 2013. CEQA review for the zoning changes consisted of adoption of a mitigated negative declaration (Resolution No. 76833). Four Urban Village Plans (Roosevelt Park Village, Little Portugal Village, Five Wounds Village and 24th Street Village, were approved by the San José City Council on November 19, 2013. The plans included some minor boundary adjustments and modifications to the locations of the Urban Village land use designation on the Land Use/Transportation Diagram. The environmental (CEQA) review for the plans were considered to be addressed in the General Plan FPEIR (Resolution No. 76041). The Roosevelt Park Village (Coyote Creek to US 101 along East Santa Clara Street) and the Little Portugal Village

(Alum Rock from US 101 to King Road) are expected to redevelop in the near term. The Five Wounds and 24th Street Villages (from Julian Street down to William Street) are anticipated to develop once BART is extended to the area and a station is constructed. The location of a BART Station near these two villages is currently pending.

Urban Village Plans Under Preparation

Urban Village study sessions and workshops have been conducted for a number of other planned urban village locations. There are seven Urban Village planning processes currently underway, and include:

Urban Village Plan	Anticipated Completion
The Alameda (East)	Fall 2016
West San Carlos	Winter 2017
East Santa Clara	Spring 2017
South Bascom	Spring 2017
Stevens Creek	Spring 2017
Santana Row/Valley Fair	Spring 2017
Winchester Boulevard	Spring 2017

The CEQA process for the Urban Villages under preparation will be determined on a village by village basis.

Important Note to the Reader

The California Supreme Court in a December 2015 opinion [*California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal. 4th 369 (No. S 213478)] confirmed that CEQA, with several specific exceptions, is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. Therefore, the evaluation of the significance of project impacts under CEQA in the following sections focuses on impacts of the project on the environment, including whether a project may exacerbate existing environmental hazards.

The Envision General Plan currently has policies that address existing conditions (e.g., air quality, noise, and hazards) affecting a proposed project, which are also addressed in this section. This is consistent with one of the primary objectives of CEQA and this document, which is to provide objective information to decision-makers and the public regarding a project as a whole. The CEQA Guidelines and the courts are clear that a CEQA document (e.g., EIR or Initial Study) can include information of interest even if such information is not an “environmental impact” as defined by CEQA.

Therefore, where applicable, in addition to describing the impacts of the proposed changes to the Envision General Plan project on the environment, this chapter will discuss other considerations that relate to policies pertaining to existing conditions. Such examples include, but are not limited to, locating a project near sources of air emissions that can pose a health risk, in a floodplain, in a geologic hazard zone, in a high noise environment, or on/adjacent to sites involving hazardous substances.

4.1 AESTHETICS

4.1.1 Environmental Setting

4.1.1.1 *Changes to the Regulatory Framework*

Municipal Code

The City’s Sign Code (Municipal Code Title 23) provides for adequate opportunities for signage and the regulations are intended to prevent visual clutter. The sign regulations affect the development standards such as sign dimensions, type, quantity, use, and location to accommodate the City’s diverse business community and also to provide opportunities for distinctive and aesthetic designs. Sign Code Amendments have been made since adoption of the General Plan related to advertising signs at large shopping centers, large stadium signs, freeway signs, and residential signs. Sign Code amendments for signs visible from freeways were written to conform and be consistent with other applicable sign regulations including the Federal Highway Beautification Act and the California Department of Transportation (Caltrans) Outdoor Advertising Act.

4.1.1.2 *Changes to Environmental Conditions*

Development consistent with the Envision General Plan has continued to occur within the urban areas of San José. Within the Edenvale Planning Area, a General Plan Amendment (GPA) was approved for the iStar site which allowed for increased housing on the site (File No. GP12-001). An EIR was prepared for the project and the GPA was found to have a significant unavoidable impact on the site due to the proposed significant changes to the existing visual character and quality of the site, as compared to existing conditions on-site and the development’s potential to limit and obscure views of the eastern foothills from State Route (SR) 85 (a City designated scenic urban throughway) and areas to the west, as well as obscure views of the western foothills from Monterey Road and areas to the south.

No other major changes to the aesthetic conditions of San José have occurred since the Envision General Plan FPEIR was certified in 2011.

4.1.2 Checklist and Discussion of Impacts

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as “Approved Project”	Less Impact than “Approved Project”	Checklist Source(s)
Would the project:						
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-3
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-3

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:						
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-3
d) Create a new source of substantial light or glare which will adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

4.1.2.1 *Significant Impacts Identified in the General Plan FPEIR*

Build out of the Communications Hill Specific Plan area and the North Coyote Planning Area (in conformance with previously approved entitlements) would alter or block views of grassy or wooded hillsides through the construction of new, multiple-storied development. There were no feasible mitigation measures identified for this impact to scenic views and implementation of the General Plan would result in a significant unavoidable impact at these locations.

4.1.2.2 *Discussion*

New development and redevelopment allowed under the General Plan would alter views from key roadways that serve as gateways to the city or currently provide substantial views of the natural environment within or adjacent to the city. Implementation of General Plan policies generally would avoid or substantially reduce impacts to natural scenic views from key gateways and roadways within the city.

4.1.3 Conclusion

The proposed General Plan Amendment would not result in any new or substantially more severe aesthetic impacts than previously identified in the Envision General Plan FPEIR. **(Same Impact as Approved Project)**

4.2 AGRICULTURAL AND FORESTRY RESOURCES

4.2.1 Environmental Setting

4.2.1.1 *Changes to the Regulatory Framework*

There have been no substantive changes to the regulatory framework for the California Department of Conservation Farmland Mapping & Monitoring Program, California Land Conservation Act of 1965 (Williamson Act) or California Public Resources Code (Section 12220) related to the definition of forest land since certification of the Envision General Plan FPEIR.

In 2014, the state of California passed AB 551, the Urban Agriculture Incentive Zones Act, which allows towns and cities to offer tax incentives to property owners that turn vacant land into urban farm space. In September 2015, Santa Clara County passed a resolution that allows unincorporated parcels in the urban service areas of cities in Santa Clara County to be eligible for Urban Agriculture Incentives. In November 2015, the City adopted a resolution in support that would allow certain sites that meet State-defined criteria within unincorporated County areas that are also in the City of San José's Urban Growth Boundary and Urban Service Area to be eligible for property tax reductions if the site is actively used for urban agriculture.

The City of San José is proposing an ordinance to create a temporary urban agriculture tax incentive zone (UAIZ) consisting of small vacant or unimproved parcels. The draft ordinance is expected to be considered by the City Council in November 2016. The proposed ordinance is intended to be consistent with State law (AB 551) governing the adoption of such tax incentive zones. The City granted its consent for the County of Santa Clara's UAIZ Ordinance in September 2016.

4.2.1.2 *Changes to Environmental Conditions*

Currently, there are approximately 1,845 acres of Prime Farmland within the City's Urban Growth Boundary. Of the 2,114 acres of Prime Farmland identified in the City of San José's Urban Growth Boundary at the time of preparation of the Envision General Plan FPEIR, approximately 37 acres have been developed or are being developed on the iStar property and on Almaden Expressway at SR 85 (Almaden Ranch commercial development). The approximately 98-acre Lands of Lester property is now a County Park with an agricultural theme (Martial Cottle County Park) and a portion of the park is still designated as Prime Farmland. An industrial development project is on-file (pending) on the 72.9 acres of Prime Farmland on the Cilker property in the Alviso area, north of SR 237 and west of Coyote Creek. The 35 acres of the Moitozo property in North San José is now designated by the State of California as Unique Farmland. Designations were also changed in the South Almaden Valley Urban Reserve where areas were no longer actively farmed or irrigated. No development is currently planned for the Prime Farmland in the Coyote Valley Urban Reserve.

4.2.2

Checklist and Discussion of Impacts

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:						
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	4
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,5
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,5
d) Result in a loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,6
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,6

4.2.2.1 Significant Impacts Identified in the General Plan FPEIR

The FPEIR identified that implementation of the General Plan will allow new development on several sites designated as Prime Farmland. Of the specific sites identified, two have been developed. Several areas have been reclassified and are no longer designated as Prime Farmland. The Cilker site (west of Coyote Creek and north of SR 237) in the Alviso Planning Area remains undeveloped Prime Farmland.

4.2.2.2 Discussion

New development allowed under the General Plan would impact some remaining areas of Prime Farmland within the City Limits of San José. The proposed modifications to the jobs assumptions within the City under the General Plan Amendment would not directly or indirectly affect additional Prime Farmland within the City or surrounding areas of Santa Clara County.

While fewer acres of land designated as Prime Farmland would be impacted than previously identified in the General Plan FPEIR, this is due to reclassification and is not related to the proposed General Plan Amendment.

There is no land within the City of San José's Urban Service Area that meets the State of California definition of forest land or that is zoned for forestry uses.

4.2.3 Conclusion

The proposed General Plan Amendment would not result in any new or substantially more severe agricultural and forestry resources impacts than previously identified in the Envision General Plan FPEIR. **(Same Impact as Approved Project)**

4.3 AIR QUALITY

4.3.1 Environmental Setting

4.3.1.1 *Changes to the Regulatory Framework*

Clean Air Act Attainment Status – Federal and State Standards

On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm. An area will meet the standard if the fourth-highest maximum daily 8-hour ozone concentration per year, averaged over three years, is equal to or less than 0.070 parts per million (ppm). The U.S. EPA will make recommendations on attainment designations by October 1, 2016, and issue final designations October 1, 2017. The Bay Area is not in attainment for ozone.¹²

At the time of preparation of the General Plan FPEIR, the region was unclassified (insufficient data to classify) for particulate matter. Currently the San Francisco Bay Air Basin remains in attainment of the State and federal ambient air quality standards for CO, NO₂, and SO₂ and the federal standards for PM_{2.5}. The Air District is not in attainment with the State PM₁₀ and PM_{2.5} standards.

Clean Air Plan Update (in Progress)

BAAQMD is updating the 2010 Bay Area Clean Air Plan in partnership with the Association of Bay Area Governments, the Bay Conservation and Development Commission, and the Metropolitan Transportation Commission.

The 2016 Clean Air Plan/Regional Climate Protection Strategy will be a roadmap for the Air District's efforts over the next few years to reduce air pollution and protect public health and the global climate. The 2016 Plan is required by the California Clean Air Act to identify potential rules, control measures, and strategies for the Air District to implement in order to meet state ambient air quality standards for ozone or "smog."

The 2016 Plan will also include measures and programs to reduce emissions of fine particulates and toxic air contaminants. In addition, the Bay Area's first-ever comprehensive Regional Climate Protection Strategy will be included in the 2016 Plan - which will identify potential rules, control measures, and strategies that the Air District can pursue to reduce greenhouse gases throughout the Bay Area. Environmental review is in progress for the 2016 CAP.¹³

BAAQMD CEQA Air Quality Guidelines

As noted in the 2011 General Plan FPEIR, the California Building Industry Association (CBIA) filed a lawsuit in Alameda County Superior Court in December 2010 challenging toxic air contaminant (TAC) and PM_{2.5} thresholds adopted by BAAQMD in its CEQA Air Quality Guidelines (California Building Industry Association v. Bay Area Air Quality Management District, Alameda County Superior Court Case No. RG10548693). One of the identified concerns was inhibiting infill and smart growth in the urbanized Bay Area. On March 5, 2012, the Alameda County Superior Court

¹² BAAQMD. Air Quality Standards and Attainment Status. Accessed: September 12, 2016. Available at: <http://www.baaqmd.gov/research-and-data/air-quality-standards-and-attainment-status>.

¹³ BAAQMD. 2016 Clean Air Plan and Climate Protection Strategy. Accessed September 16, 2016. Available at: <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/plans-under-development>.

issued a judgment that BAAQMD had failed to comply with CEQA when it adopted its thresholds. The trial court issued a writ of mandate ordering the District to set aside the thresholds and cease disseminating them until the District fully complies with CEQA, which BAAQMD did in 2012. The BAAQMD appealed this ruling, and the First District Court of Appeal overturned the trial court's decision, finding that adopting the thresholds did not amount to a project under CEQA (*California Building Industry Association v. Bay Area Air Quality Management District* (2013) 218 Cal.App.4th 1171). The Court of Appeal also found that the challenged thresholds were supported by substantial evidence.

On December 17, 2015, the California Supreme Court issued an opinion in *CBIA vs. BAAQMD* holding that CEQA is primarily concerned with the impacts of a project on the environment and generally does not require agencies to analyze the impact of existing conditions on a project's future users or residents unless the project risks exacerbating those environmental hazards or risks that already exist. It also returned the case to the trial court for further action, consistent with the Supreme Court and Court of Appeals opinions. The BAAQMD's Board of Directors has not readopted their CEQA thresholds to date.

4.3.1.2 Changes to Environmental Conditions

BAAQMD continues to monitor trends in air pollution through measurements at regional air monitoring locations. Ozone and particulate matter remain criteria pollutants of concern along with community risks associated with toxic air contaminant emissions.

4.3.2 Checklist and Discussion of Impacts

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:						
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,7
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,8
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:						
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

4.3.2.1 *Significant Impacts Identified in the General Plan FPEIR*

The General Plan FPEIR identified two significant air quality impacts.

Implementation of the General Plan would result in rates of both Vehicle Miles Traveled (VMT) and vehicle trip growth greater than the rate of population growth. This is not consistent with the Bay Area 2010 Clean Air Plan (CAP). While policies and actions would reduce emissions associated with vehicle trips through planned multi-modal improvements, trip reduction, and local land use strategies, consistent with the CAP, there is no assurance that these measures would reduce the VMT per capita to a level at or below the baseline (2008) rate. This impact, therefore, was significant and unavoidable.

New development and redevelopment allowed under the General Plan could increase air pollutant emissions and concentrations within the San Francisco Bay Air Basin. Implementation of General Plan policies and regulations and programs in place at the time of adoption of the General Plan would reduce air pollutant emissions per capita, but not to a less than significant level. This impact, therefore, was significant and unavoidable.

4.3.2.2 *Discussion*

The proposed General Plan Amendment would reduce the assumed number of jobs in San José, which would reduce daily Citywide VMT. As shown in Table 4.3-1 and Figure 4.3-1, the VMT per capita would still increase at a rate greater than population; however, the total VMT and rate of increase of VMT would be less than under the current General Plan land use assumptions.

The proposed General Plan Amendment would not change land use assumptions for the locations of new residential or other sensitive receptor development.

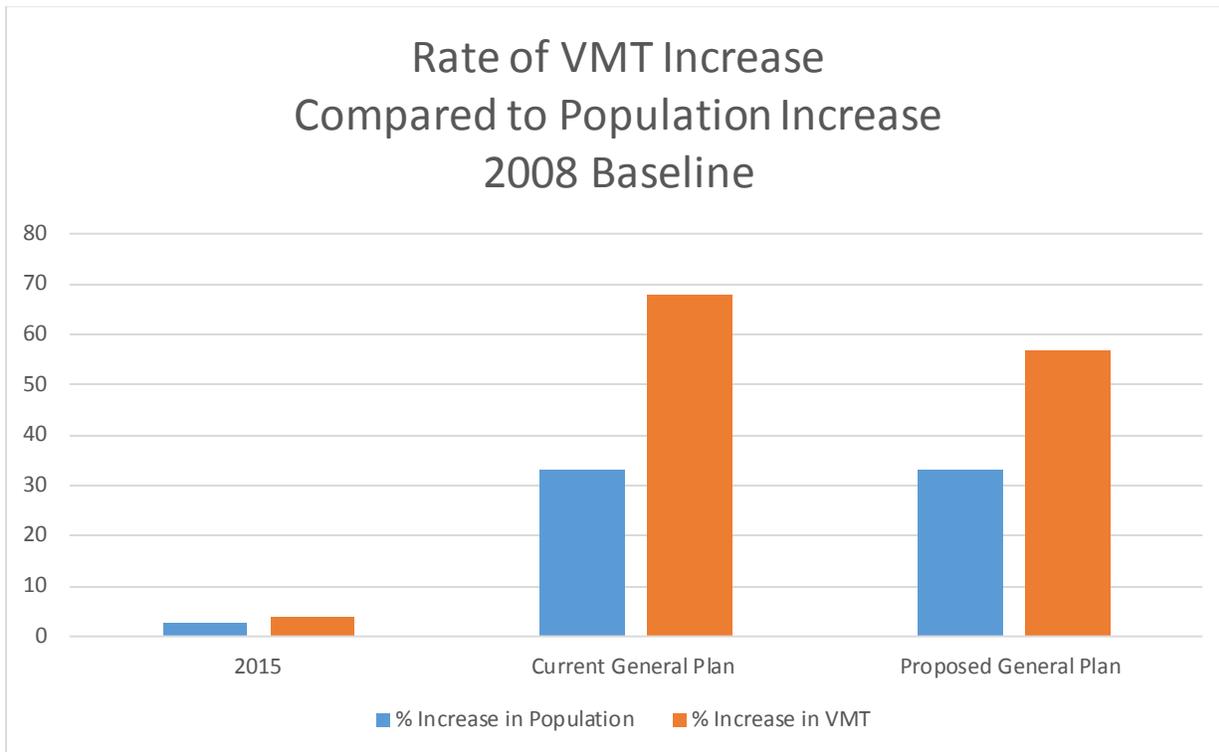


Figure 4.3-1 Comparison of Rate of VMT Increase to Rate of Population Increase

Category	2008 GPFEIR Baseline ¹	2015 ²	Current 2040 General Plan Assumptions ²	Adjusted 2040 General Plan (Project) ²
Citywide Daily VMT	19,806,977	20,588,249	33,271,346	31,152,540
Population	985,307	1,010,805	1,313,811	1,313,811
Jobs	369,450	374,225	839,450	751,650
Daily VMT/capita	20.1	20.3	25.3	23.7
Increase in VMT compared to 2008 (2015)	--(--)	3.9% (--)	68% (62%)	57% (51%)
Increase in Population compared to 2008 (2015)	--(--)	2.6% (--)	33% (30%)	33% (30%)
VMT Increasing Faster than Population?	--(--)	Yes	Yes	Yes

¹General Plan FPEIR
²VMT estimates from Hexagon Transportation Consultants, *General Plan 4-Year Review, Long Range Traffic Analysis*. October 2016 (see Appendix C of this Addendum)

4.3.3 Conclusion

The proposed General Plan Amendment would not result in any new or substantially more severe air quality impacts than previously identified in the Envision General Plan FPEIR. Air emissions associated with vehicle trips and their effects on air emissions within the air basin would be reduced, but not to a less than significant level. **(Same Impact as Approved Project/Less Impact than Approved Project)**

4.4 BIOLOGICAL RESOURCES

4.4.1 Environmental Setting

4.4.1.1 *Changes to the Regulatory Framework*

Santa Clara Valley Habitat Plan

Subsequent to the certification of the General Plan FPEIR, the Santa Clara Valley Habitat Plan/ Natural Community Conservation Plan (Habitat Plan) was adopted and became effective in October 2013. The Habitat Plan was developed through a partnership between Santa Clara County, the Cities of San José, Morgan Hill, and Gilroy, Santa Clara Valley Water District (SCVWD), Santa Clara Valley Transportation Authority (VTA), U.S. Fish and Wildlife Service (USFWS), and California Department of Fish and Wildlife (CDFW). The Habitat Plan is intended to promote the recovery of endangered species and enhance ecological diversity and function, while accommodating planned growth in approximately 500,000 acres of southern Santa Clara County. Conformance with the Habitat Plan is required under Chapter 18.40 of the San José Municipal Code.

Nitrogen Deposition Impacts on Serpentine Habitat

Nitrogen deposition is known to have damaging effects on many of the serpentine plants in the Habitat Plan area, as well as the host plants that support the Bay checkerspot butterfly. All major remaining populations of the butterfly and many of the sensitive serpentine plant populations occur in areas subject to air pollution from vehicle exhaust and other sources throughout the Bay Area including the project area. Because serpentine soils tend to be nutrient poor, and nitrogen deposition artificially fertilizes serpentine soils, nitrogen deposition facilitates the spread of invasive plant species. The displacement of these species, and subsequent decline of the several federally – listed species, including the butterfly and its larval host plants, has been documented on Coyote Ridge in central Santa Clara County.

Nitrogen tends to be efficiently recycled by the plants and microbes in infertile soils such as those derived from serpentine, so that fertilization impacts could persist for years and result in cumulative habitat degradation. Mitigation for the impacts of nitrogen deposition upon serpentine habitat and the Bay checkerspot butterfly can be correlated to the amount of new vehicle trips that a project is expected to generate. Fees collected under the Habitat Plan for new vehicle trips can be used to purchase conservation land for the Bay checkerspot butterfly.

With the implementation of the Habitat Plan, the cumulative impacts of development City-wide and within the areas of Santa Clara County covered by the Habitat Plan would be offset through conservation and management of land for the Bay checkerspot butterfly.

Riparian Corridor and Bird-Safe Building Policy 6-34

The City of San José's Riparian Corridor and Bird Safe Building Policy, adopted in September 2016, provides guidance consistent with the goals, policies, and actions of the General Plan for: 1) protecting, preserving, or restoring riparian habitat; 2) limiting the creation of new impervious surface within Riparian Corridor setbacks to minimize flooding from urban runoff, and control erosion; and 3) encouraging bird-safe design in baylands and riparian habitats of lower Coyote Creek, north of State Route 237. It supplements the regulations for riparian corridor protection in the

Council-adopted Santa Clara Valley Habitat Plan, the Zoning Code (Title 20 of the San José Municipal Code), and other existing City policies that may provide for riparian protection and bird-safe design. The general guidelines for setbacks and lighting apply to development projects within 300 feet of riparian corridors. Bird-Safe design guidance for buildings and structures, including avoiding large areas of reflective glass, transparent building corners, up-lighting and spotlights, applies to projects north of SR 237. Extending or developing bird-safe design guidance for other parts of the City in the future, especially near riparian corridors, is being considered by the City.

4.4.2 Checklist and Discussion of Impacts

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:						
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 9
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2,9
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2,6,9
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2,6,9,10

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:						
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2,5,6
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5,9

4.4.2.1 *Significant Impacts Identified in General Plan FPEIR*

New development and redevelopment allowed under the General Plan would result in emissions of nitrogen compounds that could affect the species composition and viability of sensitive serpentine grasslands. As there was no assurance that the then draft Santa Clara Valley Habitat Plan or other system of managed preserves would be established to offset new nitrogen deposition impacts from vehicular emissions, this impact was identified as significant and unavoidable in the General Plan FPEIR.

4.4.2.2 *Discussion*

New development and development allowed under the General Plan Amendment land use assumptions would not change the areas of the City in which new development or redevelopment would occur or allow development closer to sensitive habitats or habitats occupied by special status plant or wildlife species. It would not change policies or Municipal Code requirements designed to protect riparian habitats or maintain the health of the City's urban forest.

Subsequent to adoption of the 2040 General Plan, the City approved implementation of the Santa Clara Valley Habitat Plan for covered activities within the boundaries of the plan area. The Habitat Plan requires the acquisition of at least 4,000 acres of serpentine bunchgrass grassland, 120 acres of serpentine rock outcrop, and 10 acres of serpentine seep. These areas will be placed into the Habitat Plan reserve system and actively managed via grazing, weeding, and burning to improve/enhance the habitat. Acquisition of serpentine grassland will occur primarily on Coyote Ridge from Silver Creek south to Anderson Reservoir. Large stands of serpentine grassland will also be acquired in the Santa Teresa Hills, near Chesbro Reservoir, and north of Morgan Hill. These geographically specific land acquisition targets for serpentine grassland are intended to ensure that the most valuable stands are acquired to support the covered serpentine species. It is assumed that all projects within the plan area within San José will comply with the provisions of the Habitat Plan, including payment of fees to establish management preserves designed to offset the effects of development in San José on serpentine grasslands and serpentine species. Therefore, compared to the analysis in the General Plan FPEIR, conformance with the Habitat Plan adopted by the City in 2013, would be a new less than significant impact.

4.4.3 Conclusion

The proposed General Plan Amendment would not result in any new or substantially more severe biological resources impacts than previously identified in the Envision General Plan FPEIR. **(Same Impact as Approved Project)**

The proposed General Plan Amendment would not conflict with provisions of the Santa Clara Valley Habitat Plan, adopted by the City subsequent to certification of the General Plan FPEIR and approval of the General Plan in 2011. **(New Less Than Significant Impact)**

4.5 CULTURAL RESOURCES

4.5.1 Environmental Setting

4.5.1.1 *Changes to the Regulatory Framework*

Assembly Bill (AB) 52

Assembly Bill (AB) 52 was approved by the Governor on September 25, 2014. It adds a new category of resources to CEQA that must be considered during project planning – Tribal Cultural Resources. It also establishes a framework and timeline for consultation. AB 52 applies to projects that have a notice of preparation or a notice of negative declaration or mitigated negative declaration filed on or after July 1, 2015.

AB 52 requires lead agencies to conduct formal consultations with California Native American tribes during the CEQA process to identify tribal cultural resources that may be subject to significant impacts by a project. Where a project may have a significant impact on a tribal cultural resource, the lead agency’s environmental document must discuss the impact and whether feasible alternatives or mitigation measures could avoid or substantially lessen the impact.

This consultation requirement applies only if the tribes have sent written requests for notification of projects to the lead agency, however, most lead agencies conduct consultation in appropriate scenarios as a matter of best practice. On September 22, 2016, notification letters were sent to a list of Native American contacts provided by the Native American Heritage Commission. At the time of preparation of this Addendum, the City of San José had yet to receive any requests for notification from tribes.

4.5.1.2 *Changes to Environmental Conditions*

Since adoption of the Envision General Plan, no significant historic resources have been demolished within San José.¹⁴ New historic resources have also been identified within the City such as the Century 21 Theater on Winchester Boulevard.

4.5.2 Checklist and Discussion of Impacts

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:						
a) Cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

¹⁴Source: Martina Davis, City of San José Historic Preservation Officer, September 2016.

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:						
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
c) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

4.5.2.1 Significant Impacts Identified in the General Plan FPEIR

None.

4.5.2.2 Discussion

New development and development allowed under the General Plan Amendment land use assumptions would not change the areas of the City in which new development or redevelopment would occur or change policies or requirements for avoiding and/or reducing impacts to mandatory, presumed, or discretionary historic resources or archaeological resources.

4.5.3 Conclusion

The proposed General Plan Amendment would not result in any new or substantially more severe cultural resources impacts than previously identified in the Envision General Plan FPEIR. (**Same Impact as Approved Project**)

4.6 ENERGY

4.6.1 Existing Setting

4.6.1.1 *Changes in Regulatory Setting*

Renewable Energy Standards

In 2002, California established its Renewables Portfolio Standard (RPS) Program. At the time of preparation of the General Plan FPEIR, Executive Order S-14-08 was in place and required that retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. PG&E is the primary electricity provider to businesses, institutions, and residences in San José. PG&E's 2015 electricity mix was 30 percent renewable.

In October 2015, Governor Brown signed SB 350 to codify California's climate and clean energy goals. A key provision of SB 350 for retail sellers and publicly owned utilities, requires them to procure 50 percent of the state's electricity from renewable sources by 2030.

Community Choice Aggregation

As part of the City's Green Vision program, the City of San José is evaluating establishing San José Clean Energy (SJCE); a Community Choice Aggregation (CCA) program. CCAs allow governments to buy electricity for their businesses and residents.

SJCE would provide the same electricity service but with more renewable energy options at competitive rates. If established, SJCE would be a partnership with PG&E. SJCE would purchase cleaner power, set rates, and retain revenue. PG&E would maintain the grid, deliver the energy, and send bills to customers. Purposes of the program include offering more renewable energy and decreasing greenhouse gas emissions. This program may be considered by the City Council in December 2016.

Building Codes

At the state level, the Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6, of the California Code of Regulations (Title 24), were established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years. The 2016 Standards will continue to improve upon the 2013 Standards for new construction of, and additions and alterations to, residential and non-residential buildings. The effective date of the 2016 Standards is January 1, 2017.¹⁵ Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.¹⁶

¹⁵ California Building Standards Commission. 2015 Triennial Code Adoption Cycle. Accessed September 14, 2016. Available at: <http://www.bsc.ca.gov/>.

¹⁶ CEC. Building Energy Efficiency Program. 2013. Accessed September 12, 2016. Available at: <http://www.energy.ca.gov/title24/>.

Advanced Clean Car Program & Corporate Average Fuel Economy Standards (CAFE) (Federal and State)

In July 2011, federal fuel efficiency standards were extended to include model years 2017-2025. These standards are in-line with those the California Air Resources Board (CARB) has adopted through its Advanced Clean Cars program.

Current CAFE standards for model years 2011 to 2016 include fuel economy requirements of the federal government and California incorporated into one uniform standard, with an overall fleet average for new cars of 25.5 miles per gallon [mpg] by 2016. In addition, automakers are required to cut emissions of GHG from new vehicles by about 25 percent by 2016.

Standards adopted in 2012 for model years 2017-2025 require a fleet average fuel economy of 54.5 mpg in 2025.

Vehicle Efficiency Regulations (Heavy-Duty Aerodynamics)

CARB has adopted regulations for existing truck/trailers that require them to be retrofitted with best available technology and/or CARB-approved technology to increase vehicle aerodynamics and fuel efficiency. Technologies that reduce GHG emissions and improve the fuel efficiency of trucks may include devices that reduce aerodynamic drag and rolling resistance. This measure was identified as a Discrete Early Action in the Climate Change Scoping Plan and became enforceable in 2010.

4.6.1.2 *Changes to Environmental Conditions*

The 2014 GHG Emission Inventory completed as a part of the General Plan Four-year Review (Appendix D) found that electricity and natural gas consumption by residential and non-residential buildings decreased between 2008 and 2014.¹⁷ In contrast, daily VMT from on-road vehicles within the city's boundaries increased by 7.6 percent from 2008 to 2014, a rate higher than the growth in service population (population + jobs) during the same period.

The City of San José 2014 Green Vision Annual Report summarizes achievements and progress made under City programs related to energy use and efficiency. Some key energy related changes since certification of the General Plan FPEIR include:

- During the 2013-14 program cycle, Silicon Valley Energy Watch delivered 850 energy efficiency retrofit projects to Santa Clara County PG&E utility customers, reducing energy use by over 11.5 million kWh – enough to power nearly 1,060 U.S. homes for one year.
- In May 2014, the Property Assessed Clean Energy program launched and completed 195 residential projects valued at \$5.3 million.
- By the end of 2014, 9,055 solar photovoltaic (PV) systems with a total capacity of approximately 80.8 megawatts (MW) had been installed at homes, businesses, and industrial facilities in San José.
- The City has installed 30 solar energy systems with a total generation capacity of 4.8 megawatts (MW) at City sites.

¹⁷ City of San José. *Green Vision 2014 Annual Report*. Available at: <http://www.sanjoseca.gov/DocumentCenter/View/42557>.

- Nearly one million square feet (SF) of certified private sector green building space was added in 2014.
- The City and partner Zero Waste Energy Development Company launched the world’s largest dry fermentation anaerobic digestion facility, converting commercial organic waste into 1.6 MW of renewable energy.
- The City maintained 41 percent of its vehicle fleet to run on alternative fuel, with a total of 991 alternative fuel vehicles.
- San José converted nearly 2,130 streetlights to smart Light Emitting Diode (LED) streetlights in 2014. Approximately 5,530 LED streetlights have been installed as of the date of completion of the 2014 annual report, saving the City more than 1.88 million kWh of electricity annually.
- In 2014, San José bicyclists took 19,562 trips, offsetting vehicular fuel use.

4.6.2 Checklist and Discussion of Impacts

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:						
a) Use fuel or energy in a wasteful manner?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
b) Result in a substantial increase in demand upon energy resources in relation to projected supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
c) Result in longer overall distances between jobs and housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,8

4.6.2.1 Significant Impacts Identified in General Plan FPEIR

None

4.6.2.2 Discussion

Built Environment Energy Use

The proposed General Plan Amendment would reduce the assumed number of jobs in San José, which could incrementally reduce new energy demand in non-residential buildings. There would be no change in the land use assumptions for residential households and population. It would not change the City’s Green Vision, General Plan policies or Municipal Code requirements designed to increase energy efficiency and use of renewable energy in the built environment.

Transportation Energy Use

The proposed General Plan Amendment would reduce the assumed number of jobs in San José, which would reduce daily Citywide VMT compared to the current General Plan land use assumptions. VMT is calculated as the number of vehicle trips multiplied by the length of the trips in

miles. The reduction in VMT is due to a citywide reduction in the number of vehicle trips as a result of the proposed reduction in employment in the City. The reduction in employment numbers will result in a reduction in the number of longer vehicle trips originating from outside the City.

As shown in Table 4.3-1 and Figure 4.3-1 in Section 4.3 Air Quality, the VMT per capita would still increase at a rate greater than population; however, the total VMT and rate of increase of VMT would be less than under the current General Plan land use assumptions.

4.6.3 Conclusion

The proposed General Plan Amendment would not result in any new or substantially more severe energy impacts than previously identified in the Envision General Plan FPEIR. **(Same Impact as Approved Project)**

The proposed General Plan Amendment would decrease the overall distance between jobs and housing compared to the land use assumptions identified in the Envision General Plan FPEIR, because the reduction in employment numbers will result in a reduction in the number of longer vehicle trips originating from outside the City. Although not identified as a significant impact in the General Plan FPEIR, the proposed General Plan Amendment would lessen the overall distance between jobs and housing and would have a reduced effect compared to buildout of the current General Plan. **(Less Impact than Approved Project)**

4.7 GEOLOGY AND SOILS

4.7.1 Environmental Setting

4.7.1.1 *Changes to the Regulatory Framework*

The regulatory framework, in terms of Building Code requirements and required Geologic Hazards Clearance and erosion control, in the City of San José is similar to that at the time of certification of the General Plan FPEIR.

4.7.1.2 *Changes to Environmental Conditions*

Geology and soils conditions have not changed.

4.7.2 Checklist and Discussion of Impacts

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:						
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:						
1. Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
4. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:						
c) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
d) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

4.7.2.2 Significant Impacts Identified in the General Plan FPEIR

None.

4.7.2.3 Discussion

New development and development allowed under the General Plan Amendment land use assumptions would not change the areas of the City in which new development or redevelopment would occur or allow development on steeper slopes prone to landslides or other hazardous areas. It would not change policies or Municipal Code requirements designed to reduce substantial risks to people, structures, or infrastructure from geologic hazards.

4.7.3 Conclusion

The proposed General Plan Amendment would not result in any new or substantially more severe geology and soils impacts than previously identified in the Envision General Plan FPEIR. **(Same Impact as Approved Project)**

4.8 GREENHOUSE GAS EMISSIONS

4.8.1 Environmental Setting

4.8.1.1 *Changes to the Regulatory Framework*

Federal Corporate Average Fuel Economy Standards (CAFE)

Greenhouse gas (GHG) emissions by vehicles are directly related to the amount of fuel consumed. Current CAFE standards for model years 2011 to 2016 include fuel economy requirements of the federal government and California incorporated into one uniform standard, with an overall fleet average for new cars of 25.5 miles per gallon [mpg] by 2016. In addition, automakers are required to cut emissions of GHG from new vehicles by about 25 percent by 2016.

Standards adopted in 2012 for model years 2017-2025 require a fleet average fuel economy of 54.5 mpg in 2025.

State AB 32 Implementation and GHG Executive Orders

The first Climate Change Scoping Plan was approved by the California Air Resources Control Board (CARB) in 2008. Per AB 32, the Climate Change Scoping Plan must be updated every five years to evaluate the mix of AB 32 policies to ensure that California is on track to achieve the 2020 GHG reduction goal. The First Update to the Climate Change Scoping Plan, was approved on May 22, 2014 and builds upon the previous plan with new strategies and recommendations. The First Update defines CARB's priorities over the next five years and lays the groundwork to reach long-term goals set forth in Executive Order S-3-05.¹⁸

Executive Order B-30-15

On April 29, 2015, Governor Brown issued Executive Order B-30-15 establishing a GHG reduction target for California of 40 percent below 1990 levels by 2030. This is considered a mid-term target for implementation of reducing statewide GHG emissions to 80 percent below 1990 levels by 2050. All state agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 targets. CARB was directed to update the AB 32 Climate Change Scoping Plan to reflect the 2030 target and is moving forward with the update process. The mid-term target is critical to help frame the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure needed to continue reducing GHG emissions.

SB 32 and AB 197

SB 32 and AB 197 were signed into law in September 2016. The recently signed SB 32 legislation amends provisions of AB 32, the California Global Warming Solutions Act of 2006 (Health and Safety Code Division 25.5), to require CARB to ensure that statewide greenhouse gas emissions are

¹⁸Executive Order S-3-05, issued by Governor Schwarzenegger in 2005, established near-term, mid-term, and long-term GHG emission reduction targets for California. The targets include reducing GHG emissions to 1990 levels by 2020 and reducing GHG emission to 80 percent below 1990 levels by 2050. The long-term 2050 target represents the level scientists believed is necessary to reach atmospheric GHG concentrations (below 350 ppm CO₂e) that will stabilize climate change.

reduced to 40 percent below the 1990 level by December 31, 2030. This legislation incorporates the Executive Order B-30-15 target discussed above into state law. CARB is charged with adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to meet this new interim statewide GHG target. The framework for greenhouse gas emissions reductions will be provided through an update to the current Climate Change Scoping Plan.

Changes to the Health and Safety Code under the companion AB 197 legislation call for each scoping plan update to identify each emissions reduction measure and include the range of projected greenhouse gas emissions reductions as well as the range of projected air pollution reductions that result from the emission reduction measure. CARB is currently holding workshops as part of development of a 2030 Target Scoping Plan Update.

CEQA and CEQA Case Law

Under the CEQA Guidelines, public agencies must consider the effects of greenhouse gas emissions and identify mitigation for greenhouse gas emissions or the effects of greenhouse gas emissions, including but not limited to the effects associated with transportation or energy consumption.

In jurisdictions where a qualified Greenhouse Gas Reduction Strategy has been reviewed under CEQA and adopted by decision-makers, compliance with the Greenhouse Gas Reduction Strategy would reduce a project's contribution to cumulative greenhouse gas emission impacts to a less than significant level.¹⁹ These provisions have not substantially changed since certification of the General Plan FEIR.

BAAQMD CEQA Air Quality Guidelines

The BAAQMD CEQA thresholds adopted in 2010 for Plan-level CEQA review employed either a GHG efficiency-based metric or a GHG Reduction Strategy option. If a Plan would result in operational-related greenhouse gas emissions of 6.6 metric tons (MT) per Service Population (population + jobs) per year of carbon dioxide equivalents or more, it would make a cumulatively considerable contribution to greenhouse gas emissions and result in a cumulatively significant impact to global climate change in 2020. In jurisdictions where a qualified Greenhouse Gas Reduction Strategy has been reviewed under CEQA and adopted by decision-makers, compliance with the Greenhouse Gas Reduction Strategy would reduce a project's contribution to cumulative greenhouse gas emission impacts to a less than significant level.

As discussed in Section 4.3.1.1 (Air Quality), in December 2010, the California Building Industry Association (CBIA) filed a lawsuit in Alameda County Superior Court challenging toxic air contaminant (TAC) and PM_{2.5} thresholds adopted by BAAQMD in its CEQA Air Quality Guidelines (*California Building Industry Association v. Bay Area Air Quality Management District*, Alameda County Superior Court Case No. RG10548693). On March 5, 2012, the Alameda County Superior Court issued a writ of mandate ordering the District to set aside the District's thresholds and cease disseminating them until the District fully complies with CEQA. The BAAQMD appealed this

¹⁹ The required components of a "qualified" Greenhouse Gas Reduction Strategy or Plan are described in both Section 15183.5 of the CEQA Guidelines and the BAAQMD CEQA Air Quality Guidelines (amended 2012).

ruling, and the First District Court of Appeal overturned the trial court's decision, finding that adopting the thresholds did not amount to a project under CEQA (*California Building Industry Association v. Bay Area Air Quality Management District* (2013) 218 Cal.App.4th 1171). The Court of Appeal also found that the challenged thresholds were supported by substantial evidence.

On December 17, 2015, the California Supreme Court issued an opinion in *CBIA v. BAAQMD*. It also returned the case to the trial court for further action, consistent with the Supreme Court and Court of Appeals opinions. BAAQMD's Board of Directors has not readopted their CEQA thresholds for greenhouse gas emissions to date.

San José Greenhouse Gas Reduction Strategy - Supplemental PEIR

In 2015, the City of San José prepared a Draft Supplemental PEIR to the Envision San José 2040 General Plan to provide additional analysis and information on greenhouse gas emissions to supplement the General Plan PEIR certified in 2011. The Supplemental PEIR was prepared per a stipulated judgment of dismissal of *California Clean Energy Committee (CCEC) v. City of San José* (Case Number: 1-11-CV-212623) dated April 16, 2015. While the Supplemental PEIR was being prepared, the Greenhouse Gas Reduction Strategy included in the General Plan was not relied upon by the City as a qualified Greenhouse Gas Reduction Strategy.

The Supplemental PEIR included an analysis of the Envision San José 2040 General Plan for consistency with the emission reduction measures applicable to local governments as provided in the December 2008 Climate Change Scoping Plan from the California Air Resources Board, and the 2014 Scoping Plan Update, as relevant. It also included an analysis of greenhouse gas emissions from the planning area by comparing citywide baseline emissions of 7.6 million metric tons (MMT) in 2008 with citywide projected emissions in 2035 and a determination in good faith whether a cumulatively significant contribution to global climate change would result.

The City's projected 2020 GHG emissions, in total and compared to emissions in 2008 would not prevent the State of California from meeting its 2020 targets (under AB 32) for reducing statewide GHG emissions. Significant cumulative greenhouse gas emissions projected for 2035 (in total, compared to 2008, and as an average carbon efficiency) could prevent the State of California from maintaining a statewide trajectory to achieve Executive Order S-3-05 emission levels in 2050. Mitigation measures, in the form of additional policies to be implemented by the City, were identified; however, given the uncertainties of achieving the needed emission reductions, the identified significant impacts were determined to be significant and unavoidable.

The Supplemental PEIR was certified by the City Council in December 2015 and the Greenhouse Gas Reduction Strategy adopted. Since adoption, individual development projects in San José that comply with this qualified Greenhouse Gas Reduction Strategy may be considered to reduce a project's contribution to cumulative greenhouse gas emission impacts to a less than significant level (through 2020).

Given the recent approval of SB 32, the City of San José will need to update its qualified GHG Reduction Strategy by the end of 2020 (or sooner) to address whether projects completed after 2020 and through 2030 could be considered to make a less than significant contribution to cumulative greenhouse gas emissions impacts. The targets and emission reduction requirements in an updated GHG Reduction Strategy likely will be based in part on State of California projections and 2030 targets in the Second Climate Change Scoping Plan currently being prepared by CARB.

4.8.1.2 *Changes to Environmental Conditions*

In accordance with 2040 General Plan Implementation Policy IP-2.4, an inventory of San José community-wide GHG emissions and a comparison to the 2008 inventory prepared for the General Plan FPEIR was completed by AECOM, a consultant to the City, and is provided in Appendix D. A summary of the results of the inventory is provided below. Details on the methodologies used for estimating emissions in the energy, transportation, water and waste sectors are provided in Appendix D.

GHG emissions in 2014 totaled an estimated 6.99 million metric tons (MMT) of carbon dioxide equivalent (CO₂e). In contrast, San José’s community-wide inventory in 2008 totaled 7.61 MMT CO₂e. Total emissions and a breakdown by sector is provided in Table 4.8-1 and shown on Figure 4.8-1.

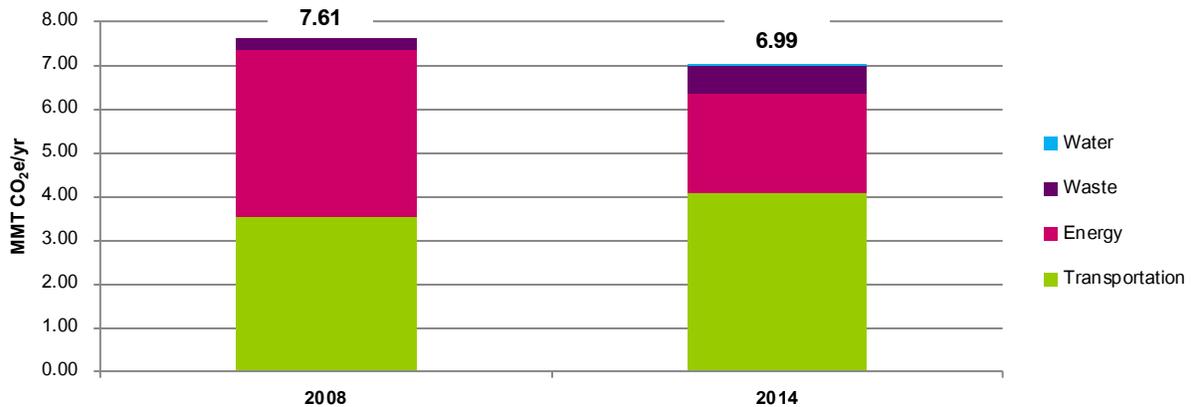
Emission Sector/Subsector	2008 Emissions (MMT CO₂e/yr)	2014 Emissions (MMT CO₂e/yr)
Mobile Sources	3.52	4.07
On-Road Vehicles	3.48	3.75
Off-Road Vehicles (ships, trains, aircraft equipment)	0.04	0.03
Off-Road Equipment	-- ¹	0.29
Energy Consumption	3.83	2.28
Residential	1.47	0.90
Non-residential	2.36	1.38
Waste	0.26	0.62
Solid Waste	-- ¹	0.23
Wastewater Treatment	-- ¹	0.39
Potable Water	-- ²	0.03
TOTAL	7.61	6.99
Emissions per capita (MT CO ₂ e/yr)	7.72	6.94
Emissions per service population (MT CO ₂ e/yr)	5.62	5.12

¹Not identified separately in 2008 inventory.
²Sector not included in 2008 inventory.
³At the start of the environmental review of the 2040 General Plan FPEIR in calendar year 2008, the population of San José was 985,307 and there were 369,450 jobs for a total service population of 1,354,757. In 2014, the population had risen to 1,007,162, there were an estimated 359,128 jobs, and the service population had increased to 1,366,290. (Source: City of San José, General Plan Travel Demand Forecasting Model. 2016; AECOM. 2016. Community-wide Emissions Inventory and Forecasts Memorandum.)

In 2014, more than half of the emissions were associated with transportation and vehicular use. Approximately one-third was from energy use in the built environment (e.g., electricity and natural gas). Together these two sectors, transportation and energy make up 90 percent of total emissions. Compared to 2008, total transportation emissions increased by 15 percent and total energy emissions decreased by 41 percent.

In 2014, waste sector emissions (including those associated with solid waste disposal and wastewater treatment) were approximately nine percent of total emissions, and potable water consumption, at 0.03 MMT CO₂e, provides the remaining approximately 0.4 percent of total GHG emissions. Water supply emissions were not separately estimated in 2008.

The decrease in energy emissions in 2014 compared with 2008 is associated with implementation of energy efficiency programs, such as Title 24 of the Building Code, and use of electricity sources with lower GHG emissions. Transportation emissions increased primarily as the result of population in San José and employment growth regionally. Since 2008, population has increased 4.5 percent and the service population has increased 2.5 percent.



Source: AECOM, 2016

Figure 4.8-1 Comparison of San José Community-wide Emissions in 2008 and 2014

4.8.2 Checklist and Discussion of Impacts

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:						
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,11

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:						
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 11

4.8.2.1 Significant Impacts Identified in the General Plan FPEIR

Both the General Plan FPEIR (2011) and the General Plan Supplemental FPEIR (2015) identified significant greenhouse gas emissions. The City’s projected 2035 GHG emissions, without further reductions, would constitute a cumulatively considerable contribution to global climate change by exceeding the average carbon-efficiency standard and in total emissions compared to emissions in 2008 necessary to maintain a trajectory to meet statewide 2050 goals as established by Executive Order S-3-05. Mitigation measures, in the form of additional policies to be implemented by the City, were identified in the 2015 Supplemental FPEIR; however, given the uncertainties of achieving the needed emission reductions, the identified significant impacts were determined to be significant and unavoidable.

The thresholds of significance utilized an efficiency metric, based upon an approach in the 2011 BAAQMD CEQA Guidelines. The emission thresholds for 2020 and 2035 are listed in Table 4.8-2.

	Units	2020	2035
Emissions Target and Threshold	MT CO ₂ e/SP/year	6.6	3.04
Sources: City of San José. 2011. <i>Envision San José 2040 General Plan Final Program EIR</i> and City of San José. 2015. <i>Envision San José 2040 General Plan Supplemental Final Program EIR</i> .			

4.8.2.2 Discussion

Emission Forecasts for Proposed General Plan Land Use Assumption Changes

Emission forecasts were developed for the proposed General Plan Amendment with reduced jobs land use assumptions for two scenarios; business-as-usual in which no local or statewide actions are taken to reduce GHG emissions and an adjusted business-as-usual scenario. For the Adjusted Business-as-Usual scenario, GHG emissions reductions resulting locally from implementation of statewide policies and programs are considered. Forecasts were developed for the 2020, 2030, and 2040 planning horizon years. The horizon years were selected to correspond to State of California target years as follows:

- 2020 GHG reduction target of a return to 1990 emission levels codified in AB 32

- 2030 GHG reduction target of 40 percent below 1990 levels codified in SB 32 in September 2016
- 2050 GHG reduction goal in Executive Order S-3-05 of 80 percent below 1990 levels.

Community-wide Business-as-Usual and Adjusted Business-as-Usual Emission Forecasts are provided in Table 4.8-3 and Table 4.8-4, respectively.

Total emissions are forecast to increase under both forecast scenarios over time, but at a slower rate when statewide policies and programs, such as on-road vehicle reduction programs, and the Renewable Portfolio Standard for electricity generation are considered in the Adjusted Business-as-Usual forecast.

**Table 4.8-3
Community-wide GHG Emissions Forecasts (Business-as-Usual)**

Emission Sector/Subsector	2014 (MMT CO₂e/yr)	2020 (MMT CO₂e/yr)	2030 Emissions (MMT CO₂e/yr)	2040 Emissions (MMT CO₂e/yr)
Mobile Sources	4,065,263	5,063,066	7,078,860	9,024,725
On-Road Vehicles	3,745,113	4,657,094	6,516,461	8,296,965
Off-Road Vehicles (ships, trains, aircraft equipment)	27,946	35,770	51,608	67,159
Off-Road Equipment	292,204	370,202	510,791	660,602
Energy Consumption	2,277,002	2,502,817	2,879,177	3,255,537
Electricity	1,330,968	1,470,809	1,703,875	1,936,942
Residential	362,447	387,913	430,357	472,801
Non-residential	581,639	650,326	764,803	879,281
Direct Access	386,882	432,570	508,715	584,861
Natural Gas	946,033	1,032,009	1,175,301	1,318,594
Residential	538,218	576,034	639,061	702,088
Non-residential	407,816	455,975	536,241	616,507
Solid Waste	234,620	262,326	308,504	354,681
Wastewater Treatment	386,213	447,821	550,502	653,182
Potable Water	29,530	33,017	38,830	44,642
TOTAL	6,992,628	8,309,048	10,855,873	13,332,812
Change from 2014 Baseline Levels	--	18.8%	55.2%	90.7%
Emissions per capita (MT CO ₂ e/yr)	6.94	7.71	9.08	10.15
Emissions per service population (MT CO ₂ e/yr)	5.12	5.44	6.04	6.46

¹Not identified separately in 2008 inventory.

²Sector not included in 2008 inventory.

³At the start of the environmental review of the 2040 General Plan FPEIR in calendar year 2008, the population of San José was 985,307 and there were 369,450 jobs for a total service population of 1,354,757. In 2014, the population had risen to 1,007,162, there were an estimated 359,128 jobs, and the service population had increased to 1,366,290. (Source: City of San José, General Plan Travel Demand Forecasting Model 2016; AECOM. 2016. Community-wide Emissions Inventory and Forecasts Memorandum.)

**Table 4.8-4
Community-wide GHG Emissions Forecasts (Adjusted)**

Emission Sector/Subsector	2014 (MMT CO₂e/yr)	2020 (MMT CO₂e/yr)	2030 Emissions (MMT CO₂e/yr)	2040 Emissions (MMT CO₂e/yr)
Mobile Sources	4,065,263	4,367,832	4,782,359	5,594,661
On-Road Vehicles	3,745,113	3,961,860	4,199,960	4,866,900
Off-Road Vehicles (ships, trains, aircraft equipment)	27,946	35,770	51,608	67,159
Off-Road Equipment	292,204	370,202	510,791	660,602
Energy Consumption	2,277,002	2,155,231	2,479,056	2,802,881
Electricity	1,330,968	1,123,222	1,303,754	1,484,286
Residential	362,447	258,046	286,280	314,514
Non-residential	581,639	432,607	508,759	584,911
Direct Access	386,882	432,570	508,715	584,861
Natural Gas	946,033	1,032,009	1,175,301	1,318,594
Residential	538,218	576,034	639,061	702,088
Non-residential	407,816	455,975	536,241	616,507
Solid Waste	234,620	262,326	308,504	354,681
Wastewater Treatment	386,213	447,821	550,502	653,182
Potable Water	29,530	32,848	38,377	43,906
TOTAL	6,992,628	7,266,228	8,139,250	9,450,092
Change from 2014 Baseline Levels	--	3.9%	16.4%	35.1%
Emissions per capita (MT CO ₂ e/yr)	6.94	6.74	6.81	7.19
Emissions per service population (MT CO ₂ e/yr)	5.12	4.76	4.53	4.58

¹Not identified separately in 2008 inventory.

²Sector not included in 2008 inventory.

³At the start of the environmental review of the 2040 General Plan FPEIR in calendar year 2008, the population of San José was 985,307 and there were 369,450 jobs for a total service population of 1,354,757. In 2014, the population had risen to 1,007,162, there were an estimated 359,128 jobs, and the service population had increased to 1,366,290. (Source: City of San José, General Plan Travel Demand Forecasting Model. 2016; AECOM. 2016. Community-wide Emissions Inventory and Forecasts Memorandum.)

Comparison to Emissions Under the Current General Plan

Transportation sector emissions make up over 50 percent of existing and forecasted GHG emissions community-wide in San José. The proposed General Plan Amendment would reduce the assumed number of jobs in San José, which would reduce daily Citywide VMT and associated transportation sector GHG emissions compared to the current General Plan land use assumptions. As shown in Table 4.8-5, VMT per capita and VMT per service population would still increase at a rate greater than population compared to 2008; however, the total VMT and rate of increase of VMT would be less than under the current General Plan land use assumptions.

Table 4.8-5				
Comparison of VMT and Efficiency Metrics				
Category	2008 GPFEIR Baseline¹	2015²	Current 2040 General Plan Assumptions²	Adjusted 2040 General Plan (Project)²
Citywide Daily VMT	19,806,977	20,588,249	33,271,346	31,152,540
Service Population	1,354,757	1,385,030	2,153,261	
Population	985,307	1,010,805	1,313,811	1,313,811
Jobs	369,450	374,225	839,450	751,650
Daily VMT/capita	20.1	20.3	25.3	23.7
Increase in VMT/capita compared to 2008	--	0.2	4.9	3.6
Daily VMT/service population	14.6	14.9	15.5	15.1
Increase in VMT/Service Population compared to 2008)	--	0.3	0.9	0.5
Notes:				
¹ General Plan FPEIR				
² VMT estimates from Hexagon Transportation Consultants, <i>General Plan 4-Year Review, Long Range Traffic Analysis</i> . October 2016 (see Appendix C of this Addendum)				

A reduction in the assumed number of jobs would also reduce the building area within the city for employment uses. The reduction in building area and number of jobs as the General Plan is implemented would result in a reduction in total GHG emissions associated with energy use, solid waste disposal, wastewater treatment and potable water use for non-residential buildings and uses.

The proposed General Plan Amendment would not change land use assumptions or GHG emissions forecasts for the energy, waste and water sectors for residential development community-wide.

Given that GHG emissions from transportation, energy consumption (non-residential), waste and water sectors would be reduced while other emissions would remain the same, implementation of the project would not result in new impacts or impacts of substantially greater severity associated with total emissions or an increase in the emissions per service population (efficiency metric) than

disclosed in the General Plan FPEIR and Supplemental General Plan FPEIR. **[Less Impact than Approved Project]**

Significance of Regulatory Changes (SB 32 and AB 197)

Both the General Plan FPEIR and the General Plan Supplemental FPEIR disclosed that due to the uncertainties of the needed emission reductions, buildout of the current General Plan would not be on-track to meet State of California goals for GHG emissions in 2050. Based upon the emissions forecasts for the proposed modifications to the land use assumptions (see Table 4.8-3 and Table 4.8-4, this would still be the case in that emissions per service population for 2030 and 2040 would remain above the City's Greenhouse Gas Reduction Strategy target of 3.0 MT CO₂e/yr for 2035.

The passage of new laws typically is not considered by courts as “new information” that requires subsequent environmental review or changes in the conclusions of impact determinations. Shortly after AB 32 was passed, several CEQA cases upheld the validity of existing CEQA analyses after the California Global Warming Solutions Act became law. In *American Canyon Community United for Responsible Growth v. City of American Canyon et. al* (Napa County Superior Court No. 26-27534) the court noted that CEQA Guideline Section 15162, which supplements Public Resources Code Section 21166, clarifies that new information must show something of the project's particular project's effects – in other words, the project must have one or more significant effects not previously discussed.

While buildout of the General Plan could result in emissions that would not conform with the now passed SB 32 statewide target of reducing GHG emissions by 40 percent compared to 1990 emissions by 2030, this is not a result in a change in environmental conditions or reflect an environmental effect (greenhouse gas emissions and global climate change) that was not discussed and addressed as a part of the previous environmental review. As noted above, the General Plan FPEIR disclosed that implementation of the General Plan would not be on-track to meet State of California goals for GHG emissions in 2050 in 2035. This would also be the case in 2030. **[Same Impact as Approved Project]**

CARB is currently updating the Climate Change Scoping Plan to provide a framework for greenhouse gas emission reductions in conformance with the 2030 GHG emissions reduction target of 40 percent below 1990 levels adopted under SB 32. CARB is also charged with adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to meet this new interim statewide GHG target. The City of San José recognizes that measures and information in the updated Climate Change Scoping Plan will provide an opportunity to incorporate new, feasible measures in the city's GHG Reduction Strategy and update targets in the plan based upon new statewide population, jobs, and emissions forecasts.

To ensure that the GHG Reduction Strategy is updated in a timely manner and to provide continued implementation of a qualified plan for development projects that become operational in the 2020 to 2030 timeframe, adoption of amendments to the following General Plan Implementation policy and action is proposed/recommended:

IP-3.7 Monitor, evaluate and annually report on the success of the programs and actions contained within the Greenhouse Gas Reduction City Council Policy to demonstrate progress

toward achieving required State of California Greenhouse Gas reduction targets (at or below 1990-equivalent levels) by 2020, 2030, 2040~~35~~ and 2050. Refine existing programs and/or identify new programs and actions to ensure compliance and update the Council Policy as necessary.

Action - General Plan Annual Review and Measurable Sustainability

IP-3.9 Update the Greenhouse Gas Reduction Strategy targets and policies to ensure compliance with State Senate Bill 32 2030 targets within two years of completion of the Second Update to the California Climate Scoping Plan.

IP-3.910 To facilitate implementation of greenhouse gas reduction measures as part of development review, adopt a City Council Policy that guides analyses and determinations regarding the conformance of proposed development with the City's adopted Greenhouse Gas Emission Reduction Strategy. Adopt a City Council Policy within two years of completion of the Second Update to the California Climate Scoping Plan.

4.8.3 Conclusion

The proposed General Plan Amendment would not result in any new or substantially more severe greenhouse gas emissions impacts than previously identified in the Envision General Plan FPEIR. **(Less Impact than Approved Project/Same Impact as Approved Project)**

4.9 HAZARDS AND HAZARDOUS MATERIALS

4.9.1 Environmental Setting

4.9.1.1 *Changes to the Regulatory Framework*

The regulatory framework, in terms of federal, state and local requirements related to hazardous materials use and the characterization and clean-up of contaminated sites is similar to that at the time of certification of the General Plan FPEIR.

4.9.1.2 *Changes to Environmental Conditions*

Citywide, hazardous materials use and storage and contaminants of concern to regulatory agencies are similar to that described in the General Plan FEIR.

Identified hazard zones associated with airports and the potential wildland fires in foothill areas have not changed.

4.9.2 Checklist and Discussion of Impacts

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:						
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:						
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
f) For a project within the vicinity of a private airstrip, will the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

4.9.2.1 Significant Impacts Identified in the General Plan FPEIR

None.

4.9.2.2 Discussion

New development and development allowed under the General Plan Amendment land use assumptions would not change the areas of the City in which new development or redevelopment would occur or allow development in hazardous areas not previously identified in the General Plan FPEIR. It would not change policies or Municipal Code requirements designed to reduce substantial risks to people, structures, or infrastructure from hazards and hazardous materials.

4.9.3 Conclusion

The proposed General Plan Amendment would not result in any new or substantially more severe geology and soils impacts than previously identified in the Envision General Plan FPEIR. **(Same Impact as Approved Project)**

4.10 HYDROLOGY AND WATER QUALITY

4.10.1 Environmental Setting

4.10.1.1 *Changes to the Regulatory Framework*

Municipal Regional Stormwater NPDES Permit

Requirements for the regional NPDES Permit were updated in 2015. New requirements in the revised Municipal Regional Permit include green infrastructure planning, reducing trash by 80 percent by 2019, additional trash monitoring along creeks and shorelines, and PCB and mercury reductions.

Riparian Corridor Protection and Bird-Safe Design Policy 6-34

The City of San José's Riparian Corridor and Bird-Safe Design Policy (Council Policy 6-34), adopted in September 2016, provides guidance consistent with the goals, policies, and actions of the General Plan for protecting, preserving, or restoring riparian habitat as well as for limiting the creation of new impervious surface within Riparian Corridor setbacks to minimize flooding from urban runoff. It also calls for the application of measures to avoid soil erosion and to minimize runoff on small development sites not subject to Council Policies 6-29 and 8-14 (Stormwater Policies). On these sites, erosion control measures and basic site-design measures (e.g., protection or planting of riparian-compatible vegetation, minimizing impervious surfaces, directing runoff to areas outside of and away from riparian corridors, locating trash storage away from riparian corridors) would also apply.

4.10.1.2 *Changes to Environmental Conditions*

Watersheds within the City of San José remain the same as described in the General Plan FPEIR. The storage capacity of Anderson Reservoir has been temporarily reduced as seismic repairs are made by SCVWD to the dam structure.

The South Bay Water Recycling Program completed a Silicon Valley Advanced Water Purification Center facility in 2012 to meet future water supply needs and recycled water use has increased to an average of approximately 14.1 million gallons per day as of 2014.²⁰

Projected sea level rise and flooding remain a concern in the Alviso area. Various state and regional agencies have initiated planning efforts to predict the potential extent of sea level rise and storm surge. The South San Francisco Bay Shoreline Phase I Study, undertaken by agencies including the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Coastal Conservancy, in coordination with the Santa Clara Valley Water District, includes a program to provide tidal flood protection to the community of Alviso and infrastructure along Alviso Slough and Coyote Creek. The planned flood protection levee will also allow for restoration of former salt ponds to tidal marsh.²¹

²⁰ City of San José. Green Vision 2014 Annual Report. Available at: <http://www.sanjoseca.gov/DocumentCenter/View/42557>.

²¹ Santa Clara Valley Water District. Board Agenda, March 22, 2016. Available at: <http://www.southbayshoreline.org/documents/032216%20Item%206.1%20SSF%20Bay%20Shoreline%20Phase%201%20Study.pdf>

4.10.2

Checklist and Discussion of Impacts

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:						
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells will drop to a level which will not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,12,13 14
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which will result in substantial erosion or siltation on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which will result in flooding on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
e) Create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:						
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
h) Place within a 100-year flood hazard area structures which will impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

4.10.2.1 *Significant Impacts Identified in the General Plan FPEIR*

None.

4.10.2.2 *Discussion*

New development and development allowed under the General Plan Amendment land use assumptions would not change the areas of the City in which new development or redevelopment would occur or increase employment or development intensity within San José. As residential land use assumptions would remain the same and employment assumptions would decrease, it would not result in an increase in groundwater demand for water supplies. The proposed GPA would not change City policies or Municipal Code requirements designed to: 1) reduce substantial risks to people, structures, or infrastructure from flooding and storm water runoff or 2) minimize and reduce water quality impacts associated with new and existing development.

4.10.3 Conclusion

The proposed General Plan Amendment would not result in any new or substantially more severe hydrology and water quality impacts than previously identified in the Envision General Plan FPEIR. **(Same Impact as Approved Project)**

4.11 LAND USE AND PLANNING

4.11.1 Environmental Setting

4.11.1.1 *Changes to the Regulatory Framework*

Santa Clara Valley Habitat Plan

Subsequent to the certification of the General Plan FPEIR, the Santa Clara Valley Habitat Plan/ Natural Community Conservation Plan (Habitat Plan) was adopted and became effective in October 2013. The Habitat Plan was developed through a partnership between Santa Clara County, the Cities of San José, Morgan Hill, and Gilroy, Santa Clara Valley Water District (SCVWD), Santa Clara Valley Transportation Authority (VTA), U.S. Fish and Wildlife Service (USFWS), and California Department of Fish and Wildlife (CDFW). The Habitat Plan is intended to promote the recovery of endangered species and enhance ecological diversity and function, while accommodating planned growth in approximately 500,000 acres of southern Santa Clara County. Conformance with the Habitat Plan is required under Chapter 18.40 of the San José Municipal Code.

Envision San José 2040 General Plan

As summarized in Appendix 10 of the General Plan (Record of General Plan Amendments), there have been a number of General Plan amendments since adoption of the Envision San José General Plan. Changes made to the Land Use and Transportation Diagram are summarized in Table 4.11-1 on the following page.

In 2013, four Urban Village Plans to implement the Urban Village strategy of the General Plan were adopted by the City Council. They include Five Wounds Urban Village Plans for Roosevelt Park, Five Wounds, Twenty Fourth and William Street, and Little Portugal. The Diridon Station Area Plan was adopted in 2014 and changes to the Jackson-Taylor Residential Strategy text were made in 2015.

There also have been several changes to the text of the General Plan to incorporate required updates to the City's Housing Element, increases in the residential density and floor area ratio (FAR) allowed in the Downtown and Neighborhood Community/Commercial land use designations, shifts in growth capacity allocation within Urban Villages, and modifications to the land use and transportation chapter to be consistent with the California Complete Streets Act.

Two area development policies, the Edenvale Area Development Policy (EADP) and the North San José Area Development Policy, have been updated since adoption of the Envision General Plan. The EADP establishes special traffic level of service standards within the Edenvale area in South San José and identifies development impacts and mitigation measures. In 2014, modifications to the Edenvale Area Development Policy (EADP)²² were made to reflect approved and planned development and address current transportation and other policies in the Envision General Plan. Some shifts in allowed development potential/capacity also were made between subareas for the mix of residential, commercial, and office uses allowed under the EADP. In 2015, an update to the

²² City of San José. 2014. *Edenvale Area Development Area April 2014 Update*. Available at: <https://www.sanjoseca.gov/DocumentCenter/Home/View/357>.

phasing under the North San José Area Development Policy, was adopted by the City Council.²³ The North San José Area Development Policy establishes a specific procedure for the allocation and timing of development capacity within the policy area and has been amended several times since its initial adoption in 2005. The 2015 amendment extended the Near-Term Industrial Development Incentive Program to December 31, 2017, and provided clarification about Low Intensity Uses. The amendment was prepared in accordance with the North San Jose Area Development Policy Final Program Environmental Impact Report certified on June 21, 2005 (SCH#2004102067).

In 2015, as part of re-adoption of the City’s Greenhouse Gas Reduction Strategy, several General Plan policies were amended or added with the purpose of reducing future greenhouse gas emissions.

While amendments to the Downtown and Neighborhood Community/Commercial General Plan land use designations would allow for increased intensity of development at specific locations, the overall amount of development, e.g. jobs or housing units, allowed citywide has not changed since adoption of the General Plan in 2011.

File Number	Location	Acres	Change in Land Use Designation	
			From	To
GP12-001	East side of Perimeter Road, between Great Oaks Boulevard and Miyuki Drive	73	Combined Industrial/Commercial (intensify Edenvale Area 2 from 3.08 million square feet to 5.25 million square feet)	Combined Industrial/Commercial (28 acres), Mixed Use Neighborhood (about 35 acres) and Urban Residential (about 10 acres)
GP13-002	Communications Hill Specific Plan area	109	Urban Residential, Open Space, Parklands & Habitat; Rural Residential, Neighborhood Community/Commercial	Mixed Use Neighborhood (109 acres), Mixed Use Commercial (5 acres); change the location of 55 acres designated Industrial Park
GP13-003	1197 Lick Ave.	1.4	Open Space, Parklands and Habitat	Public/Quasi-Public (for multi-family residential)
GP13-005	250 Grand Avenue	2.4	Change from Mixed-Use Neighborhood to Urban Residential	Urban Residential
GP13-006	West side of Thornton Way, northerly of Maywood Avenue	0.89	Residential Neighborhood	Mixed Use Neighborhood (Up to 30 DU/AC)
GP13-007	Block bounded by E. Taylor St., N. 7th St., Jackson St., and N. 6th St.	5.28	Mixed Use Neighborhood	Transit Residential

²³ City of San José. 2015. *North San José Area Development Policy, Amended December 2015, Resolution 77631*. Available at: <https://www.sanjoseca.gov/DocumentCenter/View/43619>.

**Table 4.11-1
Land Use and Transportation Diagram Changes**

File Number	Location	Acres	Change in Land Use Designation	
			From	To
GP13-008	1900 Aborn Road	3.92	Mixed Use Neighborhood	Neighborhood/Community Commercial
GP13-010	855 Coakley Drive, 925 Vicar Lane, 929 Vicar Lane	0.91	Public/Quasi-Public	Residential Neighborhood
GP13-011	1452/1460 Cote de Rosa, 1472-1489 Corte de Maria	3.05	Open Space, Parklands and Habitat	Residential Neighborhood
GP13-012	10160 Clayton Road	1.7	Lower Hillside	Public/Quasi-Public
GP13-013	3235 Union Avenue	6.4	Residential Neighborhood	Public/Quasi-Public
GP13-014	6087 Great Oaks Parkway	10.5	Industrial Park	Public/Quasi-Public
GP13-015	3100 Ruby Avenue	0.76	Open Space, Parklands and Habitat	Public/Quasi-Public
GP13-016	5647 Gallup Drive & 1171 Mesa Drive	0.38	Public/Quasi-Public	Urban Residential
GP13-019	6082 Almaden Expressway	0.44	Rural Residential	Residential Neighborhood
GP13-020	San Jose/Santa Clara Water Pollution Control Plant immediately north of State Route 237, west of Interstate 880.	308	Public/Quasi-Public	Industrial Park (81 acres), Light Industrial (31 acres), Neighborhood Community Commercial (5 acres), Combined industrial/Commercial (11 acres) and Open Space, Parklands and Habitat (80 acres)
GP14-003	298 North 4th Street	0.43	Residential Neighborhood	Mixed Use Neighborhood
GP14-004	1280, 1284, and 1288 North Capitol Avenue	1.35	Neighborhood Community Commercial	Residential Neighborhood
GP14-006	Southwest corner of West Julian Street and North Almaden Boulevard	0.13	Open Space/ Parklands/Habitat	Downtown
GP14-007	258 and 270 Sunol Street	2.9	Mixed Use Commercial	Urban Residential
GP15-001	725 North 10th Street	11.43	Mixed Use Neighborhood	Urban Residential and Combined Industrial/Commercial

Table 4.11-1 Land Use and Transportation Diagram Changes				
File Number	Location	Acres	Change in Land Use Designation	
			From	To
GP15-002	5880 Hellyer Avenue	4.48	Industrial Park	Light Industrial
GP15-003	12360 Redmond Avenue	0.91	Neighborhood/Community Commercial	Residential Neighborhood
GP15-005	2898 Joseph Avenue	0.19	Neighborhood/Community Commercial	Mixed Use Neighborhood
GP16-001	East side of Evans Lane, approximately 800 feet northerly of Curtner Avenue	5.93	Neighborhood/Community Commercial	Mixed Use Neighborhood
Total Acres		557.37		

4.11.1.2 Changes to Environmental Conditions

Substantial residential, commercial, and office development has occurred in San José since adoption of the Envision San José General Plan in 2011. Much of this development has been focused in West San José in the vicinity of Santana Row, Downtown, North San José, and commercial development near Almaden Expressway (Cambrian/Pioneer). Residential and commercial development, including a number of hotels and mixed-use projects, have been notable in the last several years. A summary of residential and non-residential growth from 2010-2011 through 2015 is provided in Table 4.11-2. Multiple family residential development is substantially greater than single-family residential and new commercial square footage is greater than industrial building area.

Table 4.11-2 New Residential and Non-Residential Development						
Land Use	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	Total
Residential (dwelling units)						
Single Family	66	140	284	341	254	1,085
Multi-Family	2,142	2,833	2,418	4,383	2,987	14,763
Total	2,208	2,973	2,702	4,724	3,241	15,848
Non-Residential (sq. ft. in thousands)						
Commercial	660	800	500	1,400	2,000	5,360
Industrial	98	200	790	1,200	1,000	3,288
Total	758	1,000	1,290	2,600	3,000	8,648
Source: City of San José. <i>Development Activity Highlights and Five-Year Forecast (2017-2012)</i> . Table 2.						

As of July 2015, there were approximately 4,700 acres of vacant land remaining in San José.²⁴

²⁴ City of San José. Vacant Land Inventory (July 2015). Available at: <http://www.sanjoseca.gov/DocumentCenter/View/45379>.

4.11.2 Checklist and Discussion of Impacts

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:						
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,5,6
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,2,9

4.11.2.1 Significant Impacts Identified in the General Plan FPEIR

None.²⁵

4.11.2.2 Discussion

New development and development allowed under the General Plan Amendment land use assumptions would not change land use designations, the areas of the City in which new development or redevelopment would occur, or modify the types of development allowed outside the City’s Urban Service Area. As discussed in the General Plan FPEIR, new industrial and commercial development that occurs pursuant to General Plan policies and land use assumptions for increasing jobs within the city have the potential to result in increased traffic, noise, dust and other effects typical of industrial and commercial businesses. The proposed General Plan Amendment would not change land use and other policies or design guidelines adopted with the purpose of limiting land use compatibility impacts, including those near airports.

As noted in Section 4.4, Biological Resources, the Santa Clara Valley Habitat Plan was adopted in 2013, after certification of the General Plan FPEIR. Under Municipal Code requirements, covered activities with San José are required to conform to the requirements of the adopted Plan. Conformance with the Habitat Plan is considered a new, less than significant impact as the Habitat Plan was not adopted at the time of certification of the General Plan FPEIR. **(New Less Than Significant Impact)**

²⁵ Note: Agricultural and forestry resources impacts addressed in the Land Use section of the General Plan FPEIR are discussed in Section 4.2 of this Addendum.

4.11.3 Conclusion

The proposed General Plan Amendment would not result in any new or substantially more severe land use impacts than previously identified in the Envision General Plan FPEIR. **(Same Impact as Approved Project)**

4.12 MINERAL RESOURCES

4.12.1 Environmental Setting

4.12.1.1 *Changes to the Regulatory Framework*

There have been no substantial changes to the regulatory framework for mineral resources.

4.12.1.2 *Changes to Environmental Conditions*

There have been no substantial changes to environmental conditions regarding mineral resources within the City of San José.

4.12.2 Checklist and Discussion of Impacts

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:						
a) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

4.12.2.1 *Significant Impacts Identified in the General Plan FPEIR*

Mineral resources were addressed in Section 3.6 Geology and Soils of the General Plan FPEIR. No significant impacts to mineral resources of regional or statewide significance were identified.

4.12.3 Conclusion

The proposed General Plan Amendment would not result in any new or substantially more severe impacts to mineral resources than previously identified in the Envision General Plan FPEIR. **(Same Impact as Approved Project)**

4.13 NOISE AND VIBRATION

4.13.1 Environmental Setting

4.13.1.1 *Changes to the Regulatory Framework*

CalGreen Building Code

Subsequent to adoption of the General Plan, the State of California established exterior sound transmission control standards for new non-residential buildings as a part of the 2013 California Green Building Standards Code (Section 5.507.4.1 and 5.507.4.2). Non-residential buildings with exterior noise levels of 65 dBA L_{dn} (Day-Night Level) or more shall be constructed to provide an interior noise environment (attributable to exterior sources) that does not exceed an hourly equivalent noise level (L_{eq} (1-hr)) of 50 dBA in occupied areas during any hour of operation.

4.13.1.2 *Changes to Environmental Conditions*

As overall vehicle miles traveled and vehicle trips have increased along with an increased population and jobs, noise levels on some roadways are expected to have increased, as projected in the General Plan FPEIR.

4.13.2 Checklist and Discussion of Impacts

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project result in:						
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
b) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project result in:						
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
f) For a project within the vicinity of a private airstrip, will the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

4.13.2.1 *Significant Impacts Identified in the General Plan FPEIR*

The anticipated increase in vehicular traffic from implementation of the General Plan would result in a significant increase in traffic noise levels on roadway segments and significant noise impacts to sensitive land uses adjacent to roadways throughout the City.

Adequate mitigation measures for all outdoor areas and existing development near heavily traveled transportation corridors may not be feasible to implement without construction of high walls and this impact was identified as significant and unavoidable.

4.13.2.2 *Discussion*

The proposed General Plan Amendment would reduce the assumed number of jobs in San José, which would reduce daily Citywide VMT. As shown in Table 4.8-2, the VMT per service population would still increase at a rate greater than population plus jobs; however, the total VMT and rate of increase of VMT would be less than under the current General Plan land use assumptions.

The proposed General Plan Amendment would not change land use assumptions for the locations of new residential or other sensitive receptor development.

The Citywide VMT decrease could reduce traffic-generated noise levels along some of the major roadways studied in the General Plan FPEIR. The assumptions for employment within the city would decrease about 19 percent, from an increase of 470,000 jobs to 382,200 jobs. Given that population assumptions would not change and job growth assumptions include an increase of up to 382,200 additional jobs, the decrease is unlikely to reduce all of the identified significant impacts at noise sensitive land uses adjacent to heavily traveled roadways throughout the City.

4.13.3 Conclusion

The proposed General Plan Amendment would not result in any new or substantially more severe noise impacts than previously identified in the Envision General Plan FPEIR. Noise levels associated with new vehicle trips would be reduced, but not to a less than significant level. **(Same Impact as Approved Project/Less Impact than Approved Project)**

4.14 POPULATION AND HOUSING

4.14.1 Environmental Setting

4.14.1.1 *Changes to Environmental Conditions*

At the start of the environmental review of the 2040 General Plan FPEIR in calendar year 2008, the population of San José was 985,307 and there were 369,450 jobs. In 2015, the population had risen to 1,010,085 and there were an estimated 359,128 jobs.²⁶

4.14.2 Checklist and Discussion of Impacts

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:						
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

4.14.2.1 *Significant Impacts Identified in the General Plan FEIR*

Job growth allowed under the General Plan could require substantial residential development elsewhere in the region to provide adequate housing opportunities for future workers. This was identified as a significant unavoidable population and housing and growth inducing impact.

4.14.2.2 *Discussion*

The proposed General Plan Amendment would reduce the assumed number of jobs in San José by about 19 percent, from an increase of 470,000 jobs to 382,200 jobs. Population assumptions would not change. Growth inducement from new jobs would be reduced; however the impact would remain significant and avoidable.

²⁶ City of San José, General Plan Travel Demand Forecasting Model. 2016

4.14.3 Conclusion

The proposed General Plan Amendment would not result in any new or substantially more severe population and housing and growth inducing impacts than previously identified in the Envision General Plan FPEIR. **(Same Impact as Approved Project)**

4.15 PUBLIC SERVICES

4.15.1 Environmental Setting

4.15.1.1 *Changes to Environmental Conditions*

With the exception of a temporary reduction in the number of sworn police officers in San José and an increase in the number of Charter Schools within local districts serving students in San José, there are no substantial changes in the provision of public services.

4.15.2 Checklist and Discussion of Impacts

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project						
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:						
- Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
- Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
- Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
- Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
- Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

4.15.2.1 *Significant Impacts Identified in the General Plan FPEIR*

None.

4.15.2.2 *Discussion*

The proposed General Plan Amendment would reduce the assumed number of jobs in San José by about 19 percent, from an increase of 470,000 jobs to 382,200 jobs. Population assumptions would not change.

Demand for fire protection and police protection for non-residential, jobs generating land uses would be incrementally reduced with the reduction in assumed jobs at General Plan buildout. Demand for schools, parks, and other public facilities would be the same or similar as the population assumptions for the city would remain the same.

4.15.3 Conclusion

The proposed General Plan Amendment would not result in any new or substantially more severe public services impacts than previously identified in the Envision General Plan FPEIR. **(Same Impact as Approved Project)**

4.16 RECREATION

4.16.1 Environmental Setting

4.16.1.1 *Changes to Environmental Conditions*

As of October 2015, the total City managed park land increased to 3,486 from 3,435 acres at the time of preparation of the General Plan FPEIR.²⁷

4.16.2 Checklist and Discussion of Impacts

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

4.16.2.1 *Significant Impacts Identified in the General Plan FPEIR*

None.

4.16.2.2 *Discussion*

Population assumptions would not change under the proposed General Plan Amendment. While the assumed number of jobs in San José would decrease by about 19 percent, from an increase of 470,000 jobs to 382,200 jobs, it is not anticipated that this would result in a substantial change in the use of neighborhood parks or other recreational facilities.

4.16.3 Conclusion

The proposed General Plan Amendment would not result in any new or substantially more severe recreation impacts than previously identified in the Envision General Plan FPEIR. **(Same Impact as Approved Project)**

²⁷ City of San José. Parks, Recreation & Neighborhood Services Fast Facts (verified as of October 1, 2015).

4.17 TRANSPORTATION/TRAFFIC

4.17.1 Environmental Setting

4.17.1.1 *Changes to the Regulatory Framework*

State AB and SB 32 Implementation

SB 32 and AB 197

SB 32 and AB 197 were signed into law in September 2016. The SB 32 legislation amends the provisions of AB 32, the California Global Warming Solutions Act of 2006 (Health and Safety Code Division 25.5), to require CARB to ensure that statewide greenhouse gas emissions are reduced to 40 percent below the 1990 level by December 31, 2030. CARB is charged with adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to meet this new interim statewide GHG target. The framework for greenhouse gas emissions reductions will be provided through an update to the current Climate Change Scoping Plan. Changes to the Health and Safety Code under the companion AB 197 legislation provides required components for each scoping plan update. Transportation is a major source of GHG emissions in California and will likely be a key focus of reduction measures, including reductions in VMT.

California Environmental Quality Act (SB 743)

SB 743, signed into law in 2013, requires the Office of Planning & Research (OPR) to prepare revised California Environmental Quality Act (CEQA) guidelines for adoption by the Secretary of the Resources Agency to establish criteria for determining the transportation impacts of projects within transit priority areas that promote the following:

- Reduction of greenhouse gas emissions
- Development of multimodal transportation networks
- A diversity of land uses

OPR is also required to recommend alternate metrics to measure transportation impacts, that may include, but are not limited to, vehicle miles traveled or auto trip generation rates. Upon certification of the guidelines, auto delay, as described by level of service (LOS) or similar measures of traffic congestion, may not be considered a significant impact.

4.17.1.2 *Changes to Environmental Conditions*

On-road Vehicle Travel

Based on the traffic model analysis developed in support of the 2014 GHG Inventory for the Four-Year Review (Appendix D, page 17), daily VMT from on-road vehicles operated within the city's boundaries increased by 7.6 percent from 2008 to 2014.²⁸ The City's service population (population + jobs) grew 2.5 percent during that same period.

²⁸ Note: The VMT estimates from the City of San Jose's two inventories (2008 and 2014) were developed from different proprietary travel demand models, so an exact comparison from one year to the next cannot be made.

Active Transportation Program

The Active Transportation Program in San José’s Department of Transportation implements projects that support bicycling as a viable means of transportation. Goals of the program are to achieve a five (5) percent of trips by bike by 2020; achieve 15 percent by 2040; build a 400-mile on-street bikeways network; and work with the City’s Parks, Recreation & Neighborhood Services Department’s Trail Program to complete a 100-mile off-street bikeways network. These goals can be found in three City Council-approved plans: Bike Plan 2020, Envision San Jose 2040 General Plan, and the City’s Green Vision.

As of summer 2014, the City has completed approximately 230 miles of on-street bikeways and 55 miles of off-street trails and multi-use paths. San José is also among five Bay Area cities taking part in a 700 bike, 70 station regional bike share pilot project. This system allows check out of a bike for short trips in downtown San José. There currently are 150 bikes at 16 stations in Downtown San José.²⁹

4.17.2 Checklist and Discussion of Impacts

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as “Approved Project”	Less Impact than “Approved Project”	Checklist Source(s)
<hr/>						
Would the project:						
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,8
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,8

However, this type of discrepancy is common in most inventory updates and the quantification methodologies used were the same, resulting in a high level of compatibility among the inventories.

²⁹ City of San José. “Bay Area Bike Share”. Available at: <http://www.sanjoseca.gov/index.aspx?NID=3908>.

Accessed October 7, 2016.

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:						
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,8

4.17.2.1 *Significant Impacts Identified in the General Plan PEIR*

New development and redevelopment allowed under the General Plan was identified to result in four significant transportation impacts. These include:

- Generation of a significant increase in vehicular traffic, resulting in a level of VMT per service population which is a substantial increase over the baseline conditions in 2008.
- Significant increases in congestion on already congested roadways that cross most of the City's 27 identified screenlines.
- Adverse impacts on 12 of 14 Transit Priority Corridors from significant increases in traffic congestion.
- Significant increases in traffic congestion on congested roadways in 13 of 14 neighboring cities and on County and Caltrans facilities.

Measures included in the General Plan would not reduce the identified impacts to a less than significant level. Widening roadways in neighboring cities to the extent required to reduce impacts would not be environmentally preferable or economically or, in some cases, physically feasible. The General Plan FPEIR concluded that these impacts would be significant and unavoidable.

4.17.2.2 *Discussion*

The following discussion is a summary of the long-term traffic analysis prepared by Hexagon Transportation Consultants. A copy of this report is provided in Appendix C.

The traffic analysis consists of a long-term evaluation of the effects of the proposed land use adjustments on the citywide transportation system following standard City of San José procedures for General Plan traffic analysis. The traffic analysis includes the following:

- Update of the projected land use growth adopted in the General Plan to reflect development that has occurred since the completion of the General Plan in 2008.
- Update of the citywide roadway network included in the City of San Jose CUBE travel demand forecasting model (TDF model) to reflect completed and planned adjustments to the roadway system.
- Evaluation of the proposed Four-Year General Plan Review land use adjustments.

The proposed General Plan Amendment primarily consists of land use changes to the General Plan land use growth projections adopted in 2011 that will result in a reduction in the total employment within San José. The modifications to the General Plan assumptions do not include any proposed changes to the citywide transportation system nor transportation and level of service policies that were adopted as part of the Envision San Jose 2040 General Plan. The evaluation of the effects of the land use adjustments are based on the same methodology and metrics utilized in the Envision San José 2040 General Plan Transportation Impact Analysis (TIA) and include an evaluation of the same set of transportation facilities as those evaluated in the General Plan TIA.

Traffic conditions were evaluated for the following traffic scenarios using the City of San José's TDF model:

Projected Year 2015 Conditions: The 2008 base year land use data included in the current City of San Jose General Plan TDF model was updated to reflect development that has occurred since the completion of the original General Plan model in 2008. The updated land use data reflects development that has been completed as of approximately a Mid-2015 time frame. The roadway network also was reviewed and updated as needed to reflect the current roadway network and transportation system.

Adopted 2040 General Plan Conditions: Although the adopted General Plan is titled Envision 2040, the actual horizon year for the projected land use growth is 2035. This horizon was based on the TDF model projections available at the time of preparation of the General Plan Update. New TDF model projections to 2040 were used to update the adopted 2035 GP land uses to include the remaining unconstructed General Plan land uses. The adopted 2040 General Plan conditions also include the citywide roadway network which reflects the current roadway network, as well as all transportation system improvements as identified in the adopted General Plan.

Adjusted 2040 General Plan Conditions: Adjusted 2040 General Plan conditions includes the proposed land use adjustments to the adopted 2040 General Plan land uses. Traffic conditions for the Adjusted 2040 General Plan conditions were evaluated relative to the Projected Year 2015 conditions. Results were then compared to the Adopted 2040 General Plan conditions in order to determine any potential additional long-range traffic impacts.

Methodology and Impact Criteria

The VTA TDF and San José TDF models both include four elements traditionally associated with transportation models of this kind. These elements include trip generation, trip distribution, mode choice, and traffic assignment.

- **Trip Generation.** Trip generation involves estimating the number of trips that would occur with the proposed General Plan land uses. Trip generation is estimated based on the type and amount of specific land uses within each travel analysis zone (TAZ).
- **Trip Distribution.** Trip distribution involves distributing the trips to various internal destinations and external gateways. The model pairs trip origins and trip destinations (starting and ending points) for each person trip based on the type of trip (e.g., home-to-work, home-to-school, etc.) and the distance a person is willing to travel for that purpose.
- **Mode Choice.** Mode choice determines which mode of transport a person will choose for each trip, based on the availability of a vehicle, the trip distance, and the trip purpose.
- **Traffic Assignment.** Traffic assignment involves determining which route to take to travel between the trip origin and destination. The model assigns the trips to the roadway network to minimize travel time between the start and end points.

Subsequent trip distribution, assignment, and mode choice iterations are completed by the model to account for roadway congestion. These iterations continue under equilibrium traffic conditions until the optimal trip assignment is reached.

Transportation Network and Traffic Analysis Zones (TAZs)

The fundamental structure of the model includes a representation of the roadway system (highway network) that defines roadway segments (links) identified by end points (nodes). Each roadway link is further represented by key characteristics (link attributes) that describe the length, travel speeds, and vehicular capacity of the roadway segment. Small geographic areas (i.e., TAZs) are used to quantify the planned land use activity throughout the City's planning area. The boundaries of these small geographic areas are typically defined by the modeled roadway system, as well as natural and man-made barriers that have an effect on traffic access to the modeled network.

Transit systems are represented in the model by transit networks that are also identifiable by links and nodes. Unlike the roadway network, the key link attributes of a transit link are operating speed and headways – elapsed time between successive transit services. Transit stops and “dwelling times” (the time allowed for passengers embarking and disembarking transit vehicles) are described as transit node attributes. Transit networks are further grouped by type of transit (rail versus bus) and operator (VTA bus versus AC Transit bus). Transit accessibility for each TAZ is evaluated by proximity to transit stops or stations, and the connectivity of transit lines to destinations.

The socioeconomic data for each TAZ is included in the model to determine worker per household ratios and auto ownership within a TAZ are calculated based on this data and the types and densities of residences. The model projects trip generation rates and the traffic attributable to residents and resident workers, categorized by trip purposes, using set trip generation formulas that are based on the Metropolitan Transportation Commission (MTC) regional travel demand model.

The City of San José TDF model is capable of estimating up to seven modes of transportation:

- auto drive alone
- auto carpool with two persons
- auto carpool with three+ (plus) persons
- rail transit
- bus transit
- bicycle
- walk

Transit use is modeled for peak and non-peak periods based on computed transit levels of services (speeds and wait times).

In addition to providing projected peak hour and peak period volumes and ratios comparing projected traffic volume to available roadway capacity (V/C ratios) on each roadway segment, the model provides information on vehicle-miles and vehicle-hours of travel by facility type (freeway, expressways, arterial streets, etc.). These informational reports can be used to compare projected conditions under the current General Plan with the impacts of proposed land use amendments. The City's TDF model is intended for use as a "macro analysis tool" to project probable future conditions. Therefore, the TDF model is best used when comparing alternative future scenarios, and is not designed to answer "micro analysis level" operational questions typically addressed in detailed transportation impact analyses (TIAs).

The San Jose TDF model includes all major transportation infrastructure identified in the Envision San Jose 2040 Land Use/Transportation Diagram, including planned infrastructure that is not yet built and/or funded, such as roadway improvements, BART, and High-Speed Rail.

Measures of Effectiveness

Traffic analysis included as Appendix C addresses the long-range impacts of the proposed General Plan land use adjustments on the citywide transportation system through the use of measures of effectiveness (MOEs) developed for the Envision San Jose 2040 General Plan. The long-range analysis includes analysis of the following MOEs:

- **Vehicle Miles Traveled (VMT) per Service Population.** VMT per service population is a measure of the daily vehicle miles traveled divided by the number of residents and employees within the City of San Jose. VMT per service population (population + jobs) is used for the analysis as opposed to VMT per capita (population only), since per service population more accurately captures the effects of land use on VMT. The City not only has residents that travel to and from jobs, but also attracts regional employees. VMT is calculated based on the number of vehicles multiplied by the distance traveled by each vehicle in miles.
- **Journey-to-Work Mode Share (Drive Alone Percentage).** Mode share is the distribution of all daily work trips by travel mode, including the following categories: drive alone, carpool with two persons, carpool with three persons or more, transit (rail and bus), bike, and walk trips.
- **Average Travel Speeds within the City's Transit Priority Corridors.** Average travel speed for all vehicles (transit and non-transit vehicles) in the City's 14 transit corridors is calculated for the AM peak hour based on the segment distance dividing the vehicle travel

time. A transit corridor is a segment of roadway identified as a Grand Boulevard in the Envision San Jose 2040 General Plan Land Use/Transportation Diagram. Grand Boulevards serve as major transportation corridors and, in most cases, are primary routes for VTA light-rail transit (LRT), bus rapid transit (BRT), local buses, and other public transit vehicles. Although transit services are found on other street types throughout the City, transit has the utmost priority on Grand Boulevards.

- **Adjacent Jurisdictions.** Roadway conditions on major streets within adjacent jurisdictions are evaluated for the AM 4-hour peak period based on the volume-to-capacity (V/C)³⁰ ratios of the street segments and the City of San José’s contributions to the total traffic of the street segments. Freeway facilities operated by Caltrans and expressways operated by Santa Clara County are also considered as adjacent jurisdictions.

Thresholds of Significance

The City of San José adopted policies and goals in Envision San Jose 2040 General Plan to reduce the drive alone mode share to no more than 40 percent of all daily commute trips, and to reduce the VMT per service population by 40 percent from existing (year 2008) conditions. To meet these goals by the General Plan horizon year and to satisfy CEQA requirements, the City developed a set of significance thresholds using the above described MOEs to evaluate long-range transportation impacts resulting from land use adjustments. Table 4.17-1 summarizes the significance thresholds associated with vehicular modes of transportation that were adopted as part of General Plan for the evaluation of long-range cumulative transportation impacts.

Table 4.17-1 Thresholds of Significance	
MOE	Citywide Threshold
VMT/Service Population	Any increase over Projected Year 2015 conditions
Mode Share (Drive Alone Percentage)	Any increase in journey-to-work drive alone mode share over Projected Year 2015 conditions
Transit Corridor Travel Speeds	Decrease in average travel speed on a transit corridor below Projected Year 2015 conditions in the AM peak one-hour period when: <ol style="list-style-type: none"> 1. The average speed drops below 15 mph or decreases by 25% or more, or 2. The average speed drops by one mph or more for a transit corridor with average speed below 15 mph under Projected Year 2015 conditions.
Adjacent Jurisdiction	When 25% or more of total deficient lane miles on major streets in an adjacent jurisdiction are attributable to the City of San José during the AM peak 4-hour period. <ol style="list-style-type: none"> 1. Total deficient lane miles are total lane miles of major street segments with V/C ratios of 1.0 or greater. 2. A deficient roadway segment is attributed to San José when trips from the City are 10% or more on the deficient segment.
Source: Envision San José 2040 General Plan TIA, October 2010.	

³⁰ V/C is a performance measure and represents the level of saturation (proportion of roadway capacity that is being used). A lower ratio indicates that roadway capacity is not fully utilized while a larger ratio, or ratio greater than 1.00, represents that roadway capacity is fully utilized or over saturated.

In addition to the MOEs derived from the model runs of San José TDF model, the effects of the proposed General Plan Amendment on transit, bicycle, and pedestrian facilities were evaluated. A significant long-range transportation impact would occur if the adjustments would:

- Disrupt existing, or interfere with planned transit services or facilities;
- Disrupt existing, or interfere with planned bicycle facilities;
- Conflict or create inconsistencies with adopted bicycle plans, guidelines, policies, or standards;
- Not provide secure and safe bicycle parking in adequate proportion to anticipated demand;
- Disrupt existing, or interfere with planned pedestrian facilities;
- Not provide accessible pedestrian facilities that meet current ADA best practices; or
- Create inconsistencies with adopted pedestrian plans, guidelines, policies, or standards.

Overview of Proposed General Plan Amendment Adjustments

The current General Plan includes a buildout projection of 429,350 households and 839,450 jobs within the City by the horizon year. The proposed adjustments to the land use assumptions would reduce the total number of jobs within the City by 87,800 jobs to 751,650 jobs. There is no proposed change to the projected 429,350 households or population. Table 4.17-2 provides a comparison of the existing General Plan assumptions and proposed land use adjustments.

Table 4.17-2 Population and Jobs Assumptions Used in Long-Term Traffic Analysis						
Year/Sources	Housing Units	Employed Residents	Population	Jobs	Jobs/ ER	ER/HU
2008¹	309,350	460,443	985,307	369,450	0.8	1.49
Current 2040 General Plan	429,350	665,493	1,313,811	839,450	1.3	1.55
Adjusted 2040 General Plan	429,350	665,493	1,313,811	751,650	1.1	1.55
Change (Adjusted GP- Current GP)	0	0	0	-87,800	-0.2	0

ER = Employed Resident; HU = Housing Units
¹These totals are consistent with those in the General Plan FPEIR. Minor land use changes were made to include 2015 General Plan Amendments 15-001 and 15-014 that were approved in 2015 (see Table 4.11-1). These General Plan Amendments did not change the total citywide number of housing units or jobs.
²In the adjusted General Plan data set, 200 homes were moved between 14 TAZ's with no net increase and the number of jobs were reduced by 87,800 using land use data provided by the City of San José on July 15, 2016.

Vehicle Miles Traveled Per Service Population

The San José GP TDF model was used to calculate daily vehicle miles traveled (VMT) per service population, where service population is defined as the number of residents plus the number of employees citywide.

Since the City of San José not only has residents that travel to and from jobs within the City, but also attracts regional employees, the daily VMT includes some trips traveling outside of the City limits but with origins or destinations within San Jose. For this reason, the following trip types were included in the VMT calculation:

- Internal-Internal – All daily trips are made entirely within the San José City limits.
- One-half of Internal-External – One-half of the daily trips with an origin located within the San Jose City limits and a destination located outside of San José.
- One-half of External-Internal – One-half of the daily trips with an origin located outside the San Jose City limits and a destination located within San José.

Trips that travel through San José to and from other locations (External-External) are not included in the calculation of VMT.

As shown in Table 4.17-3, the adjusted 2040 GP land uses will result in an increase in VMT per service population when compared to both the 2008 General Plan FPEIR Baseline and 2015. The citywide daily VMT per service population would decrease slightly as a result of the proposed General Plan Amendment land use adjustments when compared to the current General Plan. The reduction in VMT is due to a citywide reduction in the number of vehicle trips as a result of the proposed reduction in employment in the City. The reduction in jobs will result in a reduction in the number of longer vehicle trips originating from outside the City.

Table 4.17-3 Comparison of VMT and Efficiency Metrics				
Category	2008 GPFEIR Baseline¹	2015²	Current 2040 General Plan Assumptions²	Adjusted 2040 General Plan (Project) ²
Citywide Daily VMT	19,806,977	20,588,249	33,271,346	31,152,540
Service Population	1,354,757	1,385,030	2,153,261	
Population	985,307	1,010,805	1,313,811	1,313,811
Jobs	369,450	374,225	839,450	751,650
Daily VMT/capita	20.1	20.3	25.3	23.7
Increase in VMT/capita compared to 2008	--	0.2	4.9	3.6
Daily VMT/service population	14.6	14.9	15.5	15.1

Table 4.17-3 Comparison of VMT and Efficiency Metrics				
Category	2008 GPFEIR Baseline ¹	2015 ²	Current 2040 General Plan Assumptions ²	Adjusted 2040 General Plan (Project) ²
Increase in VMT/Service Population compared to 2008)	--	0.3	0.9	0.5
Notes: ¹ General Plan FPEIR ² VMT estimates from Hexagon Transportation Consultants, <i>General Plan 4-Year Review, Long Range Traffic Analysis</i> . October 2016 (see Appendix C of this Addendum)				

Therefore, the proposed General Plan Amendment land use adjustments would not result in an increase in severity of the impact on citywide daily VMT per service population than that identified in the General Plan FPEIR.

Journey-to-Work Mode Share

Table 4.17-4 summarizes the citywide journey-to-work mode share analysis results. When compared to 2015, the percentage of drive alone trips would decrease slightly and the percentages of three (3) or more-person carpool, transit, bike, and walk trips would increase as a result of the proposed General Plan Amendment land use adjustments. When compared with the current General Plan land uses, the percentages of drive alone and 2-person carpool trips would increase slightly as a result of the proposed General Plan Amendment land use adjustments. The slight increase in drive alone trips is due to a reduction in citywide vehicle trips as a result of the employment reduction that also will result in less traffic congestion on the roadway network. The reduction in traffic congestion, though minimal, may affect the travel-mode choice of residents who may choose to drive rather than utilize transit services as a result of the shorter travel times.

Table 4.17-4 Mode Share Comparison						
Mode	2015		Current 2040 General Plan		Adjusted 2040 General Plan (Project)	
	Trips	%	Trips	%	Trips	%
Drive Alone	724,531	78.3	1,100,103	71.7	1,060,346	72.4%
Carpool 2	112,033	12.1	183,195	11.9	177,778	12.1
Carpool 3+	42,309	4.6	92,351	6.0	79,637	5.4
Transit	26,816	2.9	109,873	7.2	100,436	6.9
Bicycle	7,062	0.8	20,796	1.4	20,391	1.4
Walk	12,126	1.3	27,085	1.8	26,392	1.8
Total	924,877	100	1,533,403	100	1,465,520	100
Increase in Drive Alone Percentage Compared to 2015				-6.6%		-6.0%
Significant Impact?				No		No

The proposed General Plan Amendment land use adjustments will result in a decrease of drive alone trips and increase in the percentages of 3 or more-person carpool, transit, bike, and walk trips when

compared to 2015 conditions. Therefore, the proposed General Plan Amendment would result in a less than significant impact on citywide journey-to-work mode share.

Average Vehicle Speeds in Transit Priority Corridors

The San José General Plan TDF model was used to calculate the average vehicle travel speeds during the AM peak hour for the City's 14 transit corridors that were evaluated in the *Envision San José 2040 General Plan TIA*. The modeling reflects the changed circumstances since preparation of the General Plan FPEIR and the proposed changes to the employment assumptions. The average vehicle speeds on the City's 14 transit priority corridors (i.e., Grand Boulevard segments) during the AM peak hour of traffic is shown in Table 4.17-5. The analysis of transit priority corridor speeds using updated transportation assumptions (2015 TDF) was completed to assist with the assessment of whether changes in the transportation network since adoption of the General Plan and/or the adjustment in employment assumptions would modify the conclusions in the General Plan FPEIR.

The General Plan FPEIR identified significant reductions in average speeds on 12 of 14 Transit Priority Corridors. As detailed in Table 4.17-1, a significant impact in transit corridor travel speeds are defined in the MOEs as when the average speed drops below 15 mph or decreases by 25 percent or more; or if the average speed drops by one mph or more for a transit corridor with an average speed below 15 mph under Project Year 2015 conditions.

When compared to 2015, the average travel speed on 13 of the 14 transit corridors are projected to decrease slightly under both the current General Plan and the proposed General Plan Amendment land use adjustments. The decrease in travel speed will be greater than 25 percent on five of the 14 transit corridors under the adopted 2040 GP land uses and on six of the 14 transit corridors under the Proposed 2040 GP Four-Year Review land use assumptions, which is considered significant under the City's MOEs for transit corridors (see Table 4.17-1). Speed along The Alameda transit priority corridor also would drop below 15 miles per hour for the Proposed 2040 GP Four-Year Review land use assumptions, which is considered significant. However, the current General Plan land uses also were shown in the General Plan FPEIR to result in significant decreases in travel speeds on 12 of the 14 segments, which include the same six segments under the Proposed 2040 GP Four-Year Review land use assumptions, when compared to the 2008 baseline conditions. Therefore, no additional segments are significantly impacted.

Some differences in projected transit travel speeds between the current General Plan and adjusted land use assumptions are shown in Table 4.17-5. The difference in travel speeds between the current General Plan and proposed land use adjustments is due to a reduction in citywide vehicle trips and changes in travel patterns as a result of the employment reduction. On several segments (e.g., Camden Avenue, The Alameda) slightly lower travel speeds are projected under the adjusted General Plan assumptions. While this may seem counterintuitive considering that the total number of trips would be fewer, the reason for the minor variations in travel speeds is a result of projected changes in future travel patterns. With a reduction of planned jobs in San José, San José workers would continue to have to travel to other employment sites in the region, mostly to the north. This would increase the already northbound-oriented commuter flows. The change in travel patterns between the current General Plan and proposed adjustments would affect the traffic volumes on Grand Boulevard roadway segments resulting in lower speeds along some transit corridors and higher speeds on others. Overall, no new segments would be significantly impacted and the magnitude of speed differences is

not considered to represent a substantial increase in the severity of the identified impacts to transit priority corridors in the General Plan FPEIR.

No.	Transit Priority Corridor	2015 (in MPH)	Current 2040 General Plan (in MPH)	% Change (Current GP – 2015)	Adjusted 2040 General Plan (in MPH)	% Change (Adjusted GP – 2015)
1	2 nd St. from San Carlos to St. James St.	11.4	11.4	0%	11.4	0%
2	Alum Rock Ave. from Capitol Ave. to US 101	21.2	14.4	32%	14.7	31%
3	Camden Ave. from SR 17 to Meridian Ave.	22.2	16.7	25%	15.5	30%
4	Capitol Ave. from S. Milpitas Bl. to Capitol Expwy.	23.9	20.8	13%	20.7	13%
5	Capitol Expwy. from Capitol Ave. to Meridian Ave.	25.8	23.7	8%	25.2	3%
6	E. Santa Clara St. from U.S. 101 to Delmas Ave.	20.3	17.2	15%	16.9	17%
7	Meridian Ave. from Park Ave. to Blossom Hill Rd.	22.7	19.8	12%	19.0	16%
8	Monterey Rd. from Keyes St. to Metcalf Rd.	24.2	16.4	32%	17.2	29%
9	N. 1 st St. from SR 237 to Keyes St.	19.8	13.3	33%	13.1	34%
10	San Carlos Street from Bascom Ave. to SR 87	22.1	21.1	4%	20.1	9%
11	Stevens Creek Bl. from Bascom Ave. to Tantau Ave.	21.3	18.1	15%	16.9	21%
12	Tasman Dr. from Lick Mill Bl. to McCarthy Bl.	24.0	13.2	45%	13.3	45%
13	The Alameda from Alameda Wy. to Delmas Av.	19.7	15.4	22%	13.6	30%
14	W. San Carlos St. from SR 87 to 2 nd St.	19.3	18.4	5%	18.0	7%

Notes: Bold and shading indicates significantly impacted segment identified in the Envision San José 2040 General Plan FPEIR
Bold and italicized text in indicates significant impacts compared to 2015 projection.

Adjacent Jurisdictions

The San José GP TDF model was used to calculate the number of lane miles of street segments with V/C ratios of 1.0 or greater during the peak 4-hour AM period within adjacent jurisdictions. The congestion on a deficient roadway segment in an adjacent jurisdiction is attributed to San José when trips originating from residents and jobs within San José equal ten percent or more of the total deficient lane miles. An impact to an adjacent jurisdiction is considered significant when 25 percent or more of total deficient lane miles are attributable to the City of San José. The 25 percent threshold represents what would be a noticeable change in traffic.

Table 4.17-6 summarizes the City of San José's traffic impacts on the roadway segments within adjacent jurisdictions. The City of San José traffic would significantly impact the same jurisdictions under both current and General Plan Amendment scenarios. The percentage of deficient lane miles attributable to the City traffic would be lower in several of the jurisdictions under the proposed General Plan Amendment than the current General Plan and the overall total deficient lane miles would be lower (4,458 miles versus 4,480 miles). The reduction in percentage of deficient lane miles is likely due to the reduction in jobs in San José that attract trips from adjacent jurisdictions and use roadways in those jurisdictions.

The General Plan FPEIR identified that implementation of the Envision General Plan would result in significant increases in traffic congestion on congested roadways in 13 of 14 neighboring cities and on County of Santa Clara and Caltrans facilities. Based on the comparison to projected 2015 conditions, the roadway segments that were shown to be impacted within the City of Palo Alto in the General Plan FPEIR would not be impacted and the percentage of deficient lane miles would not be higher in any of the jurisdictions. Therefore, the proposed project would not result in new significant impacts or impacts of substantially greater severity than those identified in the General Plan FPEIR.

Roadway Segment Evaluation – Effects on the Planned Roadway Network

The effects of the proposed Four-year Review land use adjustments on the City roadway segments of its planned roadway network were evaluated based on average daily volumes (ADT). The San José TDF model was used to calculate the ADT of the same 109 roadway segments evaluated in the traffic study for Envision San Jose 2040 General Plan.

The City of San José does not have a formally adopted roadway segment operating standard. Therefore, the roadway segment evaluation is provided for informational purposes only in Table 7 of Appendix C. The ADT would increase, compared to 2015, under the current General Plan land use assumptions and the proposed adjusted assumptions; however, the ADT increase would be slightly less under the proposed Four-year Review adjustments. Based upon this evaluation, the planned number of lanes on each of the segments as identified in the General Plan FPEIR would be adequate to serve traffic volumes associated with the proposed General Plan Amendment.

**Table 4.17-6
Adjacent Jurisdictions Impact Summary**

City	Base Year (2015)			Current 2040 General Plan			Adjusted 2040 General Plan		
	Total Deficient Lane Miles ¹	Impacted Lane Miles ²	% Lane Miles Affected	Total Deficient Lane Miles ¹	Impacted Lane Miles ²	% Lane Miles Affected	Total Deficient Lane Miles ¹	Impacted Lane Miles ²	% Lane Miles Affected
Campbell	0.14	0.14	100%	0.76	0.76	100%	0.20	0.20	100%
Cupertino	3.76	2.96	79%	3.57	1.50	42%	3.18	1.12	35%
Gilroy	0.00	0.00	0%	1.03	1.03	100%	1.03	1.03	100%
Los Altos	1.21	0.25	21%	1.24	0.67	54%	1.24	0.38	31%
Los Altos Hills	0.65	0.00	0%	1.76	1.11	63%	1.71	0.93	54%
Los Gatos	0.70	0.70	100%	0.29	0.29	100%	0.82	0.82	100%
Milpitas	1.08	0.87	81%	13.11	13.11	100%	10.79	10.79	100%
Monte Sereno	0.00	0.00	0%	0.00	0.00	0%	0.00	0.00	0%
Morgan Hill	0.46	0.46	100%	1.78	1.78	100%	1.24	1.24	100%
Mountain View	1.69	1.51	89%	2.05	1.77	86%	2.12	1.59	75%
Palo Alto	0.64	0.16	25%	3.52	0.20	6%	2.47	0.16	7%
Santa Clara	0.04	0.04	100%	0.99	0.99	100%	1.22	1.15	94%
Saratoga	1.86	1.57	85%	3.22	3.22	100%	2.99	2.99	100%
Sunnyvale	0.95	0.46	49%	1.17	1.17	100%	0.78	0.78	100%
Caltrans Facilities	5,313.11	4,133.95	78%	5,218.84	4,453.12	85%	5,220.91	4,434.87	85%
County Facilities	2.75	2.75	100%	11.07	10.87	98%	13.74	13.43	98%

Notes: ¹Total deficient lane miles are total lane miles of street segments with V/C ratios of 1.0 or greater.

²A deficient roadway segment is attributed to San José when trips from the City are 10 percent or more on the deficient segment.

Bold and shading indicates significantly impacted segment identified in the Envision San José 2040 General Plan FPEIR.

Bold and italicized text in [box] indicates significant impacts compared to 2015 projection.

Transit Services or Facilities

Planned transit services and facilities include additional rail service via the future Bay Area Rapid Transit (BART) extension, LRT extensions, new BRT services, and the proposed California High Speed Rail project. The proposed General Plan Amendment land use adjustments would not result in a change to the existing and planned roadway network that would have an adverse effect on existing or planned transit facilities. Therefore, the proposed General Plan Amendment land use adjustments would not substantially disrupt existing transit services, or interfere with planned transit services or facilities.

Bicycle Facilities

The current Envision San José General Plan supports the goals outlined in the City's Bike Plan 2020 and contains policies to encourage bicycle trips. The proposed General Plan Amendment would not result in a change to the existing and planned roadway network that would affect existing or planned bicycle facilities. Therefore, the adjustments would not substantially disrupt existing, or interfere with planned bicycle facilities; conflict or create inconsistencies with adopted bicycle plans, guidelines, policies, or standards; and provide insecure and unsafe bicycle parking in adequate proportion to anticipated demand.

Pedestrian Facilities

The current Envision San José 2040 General Plan contains goals and policies to improve pedestrian walking environment, increase pedestrian safety, and create a land use context to support non-motorized travel. The proposed General Plan Amendment would not result in a change to the existing and planned roadway network that would affect existing or planned pedestrian facilities. Therefore, the adjustments would not substantially disrupt existing, or interfere with planned pedestrian facilities; create inconsistencies with adopted pedestrian plans, guidelines, policies, or standards; and provide accessible pedestrian facilities that would not meet current Americans with Disabilities (ADA) best practices.

4.17.3 Conclusion

The proposed General Plan Amendment would not result in any new or substantially more severe transportation impacts than previously identified in the Envision General Plan FPEIR. **(Same Impact as Approved Project)**

4.18 UTILITIES AND SERVICE SYSTEMS

4.18.1 Environmental Setting

4.18.1.1 *Changes to the Regulatory Framework*

State Mandatory Commercial Recycling Regulation

The State of California mandatory commercial recycling regulation became effective in 2012. This regulation addresses recycling requirements for businesses that generate four or more cubic yards of commercial solid waste per week and multifamily residential dwellings with five (5) or more units, regardless of the amount of waste generated. Local jurisdictions must meet requirements for recycling education, outreach, monitoring and reporting for the commercial sector.

In San José, businesses receive wet collection service for organic material, such as food waste and food-contaminated paper products and dry collection for recyclables and other materials. All material is sorted at an advanced materials recovery facility at the Newby Island Resource Recovery Park. The business recycling rate has more than doubled from less than 25% to over 70% since the commercial recycling program was implemented in 2012.³¹

Municipal Code – Water Supply

The City has implemented a list of conservation actions in the San Jose Municipal Code Chapter 15.10 that are in force at all times to prohibit water waste. These conservation actions include, but are not limited to:³²

- No irrigating landscapes between 10 am and 8 pm, unless using a bucket, hand-carried container, or a hose with a shut-off nozzle (15.10.290A)
- Sprinklers cannot run more than 15 minutes per station per day (15.10.290B)
- No excessive water runoff is allowed (15.10.220A & B)
- Leaking or broken water pipes, irrigation systems, and faucets must have repairs initiated within five working days and repaired as soon as practical (15.10.210 A & B)
- No cleaning of structures or paved surfaces with a hose without a positive shut-off nozzle (15.10.240)
- No cleaning of vehicles with a hose without a positive shut-off nozzle (15.10.250)
- Commercial car washes must use water recycling equipment, a bucket and handwashing, or a hose with positive shut-off nozzle (15.10.255A,B,C)
- No serving water in food service establishments unless requested by the customer (15.10.230A)

³¹ City of San José. Environment Businesses. Accessed September 14, 2016. Available at: <http://www.sanjoseca.gov/index.aspx?nid=1527>.

³² Source: San Jose Municipal Water System 2015 Urban Water Management Plan (2016)

- Restaurants that use pre-rinse spray valves must use ones that are low-flow (15.10.230B)
- Hotels/motels must provide guests the option to decline daily linen washing (15.10.235)
- Potable water cannot be used for building or construction purposes, such as dust control, without written exception by City (15.10.260)
- Water cannot be used from a hydrant without prior City approval (15.10.270)
- Potable water cannot be used for irrigation purposes where a recycled water service is currently plumbed to the site (15.10.295)

4.18.1.2 Changes to Environmental Conditions

Water Supply

Water Supply Reliability and Changes in Projected Demand

In July 2016, the three water suppliers that serve the City of San José filed updated Urban Water Management Plans with the California Department of Water Resources. These 2015 Urban Water Management Plans have been approved by the City Council or governing boards of the San Jose Municipal Water System, San José Water Company and Great Oaks Water Company. Review by the Department of Water Resources is not yet complete for any of the three plans.

The three water retailers serving the City of San José rely on four sources of water supply including 1) imported water from the San Francisco Public Utilities Commission (SPUC) and imported water treated by SCVWD, 2) local surface water treated by SCVWD, 3) groundwater and 4) recycled water. These four sources would remain the primary sources of water throughout the implementation period of the General Plan (through 2040). Estimates of future water demand and future water supplies are provided in Table 4-18-1. Based upon the conclusions in the three water suppliers 2015 Urban Water Management Plans, with the utilization of conservation measures and recycled water, water supplies should meet projected demand.

Table 4.18-1					
Water Demand and Supply Projections by Retailer (AFY)					
Water Demand Projections					
Water Sources	2020	2025	2030	2035	2040
Great Oaks Water Company					
Potable and Raw Water	3,080	3,293	3,530	3,784	4,067
Recycled Water	0	0	0	0	0
2015 UWMP Total	3,080	3,293	3,530	3,784	4,067
San Jose Municipal Water System					
Potable and Raw Water	23,151	26,156	29,317	32,636	36,116
Recycled Water	5,117	5,638	6,187	6,764	7,368
2015 UWMP Total	28,268	31,794	35,504	39,400	43,484
San José Water Company					
Potable and Raw Water	45,817	47,328	48,927	50,663	52,486
Recycled Water	640	1,327	2,233	2,721	2,727

**Table 4.18-1
Water Demand and Supply Projections by Retailer (AFY)**

Water Demand Projections					
Water Sources	2020	2025	2030	2035	2040
2015 UWMP Total	47,144	49,561	51,648	53,390	55,213
TOTAL	78,492	84,648	90,682	96,574	102,764
Water Supply Projections - Reasonably Available Volume					
Water Sources	2020	2025	2030	2035	2040
Great Oaks Water Company					
Santa Clara Valley Groundwater Basin, Santa Clara Subbasin	11,405	11,405	11,405	11,405	11,405
Recycled Water	0	0	0	0	0
2015 UWMP Total	11,405	11,405	11,405	11,405	11,405
Meets or Exceeds Projected Demand?	Yes	Yes	Yes	Yes	Yes
San Jose Municipal Water System					
Potable and Raw Water	23,151	26,156	29,317	32,636	36,116
Recycled Water	5,117	5,638	6,187	6,764	7,368
2015 UWMP Total	28,268	31,794	35,504	39,400	43,484
Meets or Exceeds Projected Demand?	Yes	Yes	Yes	Yes	Yes
San José Water Company					
Purchased or Imported Water	24,943	25,867	26,803	27,820	28,887
Groundwater	17,648	18,273	18,934	19,651	20,405
Surface Water (potable)	3,130	3,130	3,130	3,130	3,130
Surface Water (raw water)	56	58	60	62	64
Recycled Water	1,327	2,233	2,721	2,727	2,727
2015 UWMP Total	47,144	49,561	51,648	53,390	55,213
Meets or Exceeds Projected Demand?	Yes	Yes	Yes	Yes	Yes
Sources: Great Oaks Water Company, 2015 Urban Water Management Plan, San Jose Municipal Water System, 2015 Urban Water Management Plan, San Jose Water Company, 2015 Urban Water Management Plan.					
Available at: https://wuedata.water.ca.gov/uwmp_plans.asp					

4.18.2 Checklist and Discussion of Impacts

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:						
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,12,13,14
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2,12,13,14
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2

4.18.2.1 Significant Impacts Identified in the General Plan FPEIR

None.

4.18.2.2 *Discussion*

The proposed General Plan Amendment would reduce the assumed number of jobs in San José by about 19 percent, from an increase of 470,000 jobs to 382,200 jobs. Population assumptions would not change.

Demand for wastewater treatment, water supply, and solid waste generation for non-residential, jobs generating land uses would be incrementally reduced with the reduction in assumed jobs at General Plan buildout. The total developed area in the City would be similar, although the development intensity in terms of FAR could be reduced under the proposed reduction in the assumed number of jobs. Storm water runoff and storm water system requirements, therefore, would be the same or similar.

4.18.3 **Conclusion**

The proposed General Plan Amendment would not result in any new or substantially more severe utilities and service system impacts than previously identified in the Envision General Plan FPEIR. **(Same Impact as Approved Project)**

4.19

MANDATORY FINDINGS OF SIGNIFICANCE

	New Potentially Significant Impact	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,9,10
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,8, 11-14
c) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2,8, 11-14

4.19.1 Cumulative Impacts Identified in the General Plan FPEIR

The General Plan FPEIR identified that build out of the General Plan would contribute to five, significant and unavoidable cumulative impacts in the areas of biological resources, land use, noise, population and housing, and transportation. They include:

Cumulative Biological Resources Impact: Cumulative development would result in emissions of nitrogen compounds that could affect the species composition and viability of sensitive grasslands.

Cumulative Land Use Impact: Build-out of the General Plan in the north Coyote Valley area in conjunction with other planned or proposed development would make a cumulatively considerable contribution to cumulative impacts to agricultural resources.

Cumulative Noise: Increased development in the South Bay Area will result in a significant increase in traffic noise levels on roadway segments throughout the region, beyond accepted noise thresholds in various communities.

Cumulative Population and Housing: Build-out of the General Plan in conjunction with other planned development would contribute cumulatively to impacts arising from a regional jobs-housing imbalance.

Cumulative Transportation Impact: Build-out of the General Plan in conjunction with other planned development in the South Bay Area would result in a substantial contribution to cumulatively significant regional transportation impacts on roadways and highways.

4.19.1.1 *Discussion*

Effects of the Proposed General Plan Amendment on Identified Cumulative Effects

Cumulative Biological Resources Impact

Subsequent to the certification of the General Plan FPEIR, the Santa Clara Valley Habitat Plan/Natural Community Conservation Plan (Habitat Plan) was adopted and became effective in October 2013. With the implementation of the Habitat Plan, the cumulative impacts of development City-wide and within the areas of Santa Clara County covered by the Habitat Plan on sensitive serpentine habitats would be offset through conservation and management of land for the Bay checkerspot butterfly. The General Plan's contribution to cumulative nitrogen emissions and impacts on serpentine habitats has been reduced to a less than significant level through implementation of this program. Implementation of the proposed General Plan Amendment would not result in new cumulative biological resources impacts.

Other Cumulative Impacts

Implementation of the proposed General Plan Amendment would result in similar cumulative land use impacts. Based on the evaluation of impacts in Sections 4.13, 4.14, and 4.17, the project's contribution to cumulative noise, population and housing and transportation impacts from the proposed reduction in jobs assumptions, would be reduced, but not to a less than significant level.

Short-Term versus Long-Term Environmental Goals

As discussed in the General Plan FPEIR, development under the General Plan would result in the intensification of underutilized areas and development of a proportionally small number of vacant sites within the City's planned Urban Growth Boundary. The current General Plan includes long-term goals for development and redevelopment in San José and the proposed General Plan

Amendment would not interfere with the environmental goals of the plan, including progress on meeting the San José's Green Vision for sustainable development.

Subsequent to the certification of the General Plan FPEIR, the Santa Clara Valley Habitat Plan/Natural Community Conservation Plan (Habitat Plan) was adopted and became effective in October 2013. With the implementation of the Habitat Plan, the cumulative impacts of development City-wide and within the areas of Santa Clara County covered by the Habitat Plan on sensitive serpentine habitats would be offset through conservation and management of land for the Bay checkerspot butterfly. The General Plan's contribution to cumulative nitrogen emissions and impacts on serpentine habitats has been reduced to a less than significant level through implementation of this program.

Therefore, the proposed General Plan Amendments would not result in any new or substantially more severe effects on either short-term or long-term environmental goals than previously identified in the Envision General Plan FPEIR.

Direct or Indirect Adverse Effects on Human Beings

Based on the analysis in Sections 4.1 through 4.18 of this Addendum, the proposed General Plan Amendment, which involves less intense non-residential development and jobs growth than the current General Plan, would not result in any new or substantially more severe direct or indirect adverse effects on human beings than previously identified in the Envision General Plan FPEIR.

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SECTION 6.0 LEAD AGENCY AND CONSULTANTS

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