
Adopted General Plan

Businesses in San Jose generate a variety of revenues related to their utility use as well as from business taxes and from fees and charges for City services. Based on per capita estimates from the San Jose fiscal model (see Appendix 4) total other revenues for the Campus Industrial development are estimated at \$2.15 million per year.

Evergreen Senior Homes Specific Plan

The proposed ESHSP would also generate other revenues related to their utility and services use and from fees and charges for City services. In addition, the City may expect some increase in revenues from the state and federal governments due to the increased population. Total other revenues for the 910 senior homes are estimated at \$565,300 per year.

Summary of Fiscal Impact

Combining the estimate of major revenues and calculations of the City cost to provide municipal services to the two development scenarios, ADE has estimated the net fiscal impact of both the Adopted General Plan and the Initiative's proposed ESHSP.

Fire/EMS

The citywide fiscal model is limited in its ability to estimate of Fire/EMS service expenses for a particular location, as it assumes standard residential uses and does not take into account the higher rates for calls for service typical of the senior population. However, it does not factor in the higher calls for service associated with the senior population, which would increase the Fire/EMS expenses associated with the ESHSP's senior housing project. Also, the fiscal model does not take into account the proportionality of time on site differences between senior housing residents and employees of the campus Industrial development. Residents of the senior housing development will likely spend the majority of a 24 hr period on the site including weekdays and weekends; whereas employees spend approximately 8-10 hrs or approximately 1/3 of a 24hr period during weekdays but not weekends, on the project site.

As a result, the fiscal model's current estimation of Fire/EMS expenses is likely underestimated for the ESHSP's senior housing project and overestimated for the campus industrial project.

Adopted General Plan

The Campus Industrial uses would require police and fire department services and would also have minor impacts on parks and library services from the workers onsite, estimated at only 10-15% of the impact of a comparable number of residential occupants. The development would affect City street maintenance costs as well as maintenance and operations of other infrastructure. These costs are estimated to total \$3.5 million (Table 21).

Combined with the total annual revenues of \$4.6 million discussed above, the Campus Industrial development would generate net surplus revenues of about \$1.1 million per year (\$4.6 million in revenue less \$3.5 million in municipal costs).

Initiative's Evergreen Senior Homes Specific Plan

The Initiative's proposed ESHSP would require police and fire department services and would also have impacts on parks and

- The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.
- All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
- Site accesses to a distance of 100 feet from the paved road shall be treated with a six to 12 inch compacted layer of wood chips, mulch, or gravel.
- Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.
- Use Low VOC (i.e., reactive organic gases) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).
- All construction equipment, diesel trucks, and generators shall be equipped with Best Available Control Technology for emission reductions of NOx and PM.
- All contractors must use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines.

These measures are recommended by the Bay Area Air Quality District (BAAQMD) to reduce significant construction-related emissions.

The proposed ESHSP also specifies Transportation Demand Management (TDM) measures that would be implemented to reduce single-occupancy vehicle trips. These TDMs include constructing transit amenities, providing pedestrian access to transit stops and adjacent development, providing bicycle lanes/sidewalks/paths, providing bicycle parking, providing transit information kiosks, offering transit incentive programs, and providing a website for residents to organize carpools.⁵⁴ These TDM measures are consistent with standard City practices.

In addition to TDM measures to reduce operational air pollutant emissions, under the standard CEQA review process, the City would also likely require that all buildings include outdoor electrical outlets to encourage the use of electric landscape maintenance equipment to reduce operation-related air pollutant emissions. Refer to Appendix 5 for additional details.

Conclusion: Development of the ESHO site under either the Adopted General Plan or proposed Initiative would result in significant air quality impacts. Development of industrial uses onsite under the Adopted General Plan is estimated to generate 46,000 11,200 daily trips while the development of senior housing onsite under the proposed Initiative is estimated to generate 2,657 daily trips.⁵⁵ Because Based on the national current ITE trip generation rate for senior housing, development of senior housing would generate fewer vehicle trips than development of industrial uses onsite, it is concluded that development of the ESHO site under the proposed Initiative would result in lesser air quality impacts than development under the Adopted General Plan and zoning entitlements for campus industrial uses. However, San Jose has higher cost of housing and incomes than most communities in the nation. Cost of housing and affluence are factors that are associated with higher trip generation. Should the seniors in the ESHSP have driving behaviors different than the national standard assumed, the senior housing trip generation may be underestimated, and thus the air quality impacts from senior housing may be underestimated.

⁵⁴ Initiative Measure to be Submitted Directly to the Voters. Page G-46.

⁵⁵ Hexagon Transportation Consultants, Inc. *Evergreen Senior Homes Initiative Traffic Analysis*. November 28, 2017.

Greenhouse Gas Emissions

A primary source of a development's greenhouse gas emissions is vehicle trips. Development of campus industrial uses on the ESHO site under the Adopted General Plan is estimated to generate ~~11,200~~ 46,000 daily trips and development of senior housing onsite under the proposed Initiative is estimated to generate 2,657 daily trips. Based on the current national ITE trip generation rate for senior housing, development of senior housing on the ESHO site under the proposed Initiative would generate fewer trips and, therefore, lesser greenhouse gas emissions than development under the Adopted General Plan. San Jose has higher cost of housing and incomes than most communities in the nation. Cost of housing and affluence are factors that are associated with higher trip generation. Should the seniors in the ESHSP have driving behaviors different than the national standard assumed, the senior housing trip generation may be underestimated, and thus the GHG impacts from senior housing may be underestimated.

No EDFs specifically pertaining to reduction of greenhouse gas emissions were proposed in the Initiative. The Initiative's ESHSP, however, specifies TDM measures that would be implemented to reduce single-occupancy vehicle trips such as constructing transit amenities, providing pedestrian access to transit stops and adjacent development, providing bicycle lanes/sidewalks/paths, providing bicycle parking, providing transit information kiosks, offering transit incentive programs, and providing a website for residents to organize carpools.⁶¹ The examples of TDM measures provided in the ESHSP are consistent with what the City would typically require to reduce greenhouse gas emissions under the standard CEQA review process. In addition, the ESHSP identifies the following green building requirements:

- Tankless water heaters are required for all single-family homes.
- Rooftop solar panels or similar solar technology, such as solar films, solar glass, or solar roof tiles, are required for all single-family homes.
- Cross-linked polyethylene (PEX) or chlorinated polyvinyl chloride (CPVC) plumbing systems are required.
- Appliances and fans shall meet Energy Star® or equivalent energy-efficiency requirements.
- Air conditioning systems shall use non-HCFC refrigerants and thermostatic expansive valves.
- High-efficiency HVAC filters shall be used on all appropriate HVAC equipment.
- Insulation and simulated wood trim products shall be low emitting for formaldehyde and volatile organic compounds.
- All light switches for interior lights in residences for rooms other than hallways, bedrooms, bathrooms, and unfinished spaces, and in non-residential buildings shall operate with dimmer switches or motion sensors.
- Toilets shall be high efficiency with a maximum of 1.28 gallons per flush.
- All construction and buildings shall comply with applicable state and local green building standards, including the standards related to the recycling of construction waste.⁶²

Refer to Appendix 5 for additional details.

Conclusion: Development of the ESHO site under the proposed Initiative would result in fewer automobile trips and therefore lesser greenhouse gas emissions than development under the Adopted General Plan and Zoning entitlements for campus industrial uses.

⁶¹ Initiative Measure to be Submitted Directly to the Voters. Page G-46.

⁶² Initiative Measure to be Submitted Directly to the Voters. Page G-40.

commercial design guidelines as these could be developed as light industrial, commercial-office or heavy industrial uses.

However, development under the proposed Initiative's CSHO would be subject to residential design guidelines to ensure aesthetic compatibility with the surrounding neighborhood. This would be particularly important if the proposed senior homes are surrounded or adjacent to existing industrial uses. Setback requirements; including setbacks from the riparian corridors, landscaping, and fences and walls are likely to be required. Additionally, City's Outdoor Lighting Policy to reduce light and glare impacts and the City's Tree Preservation Ordinance to reduce aesthetic impacts from tree removal will be applicable to all potential developments.

Site-specific application of the CSHO would be subject to CEQA and site-specific aesthetic impacts would be identified through the CEQA review process.

Conclusion: Development of 3,247 acres of vacant employment lands under either the Adopted General Plan or the proposed Initiative's CSHO would be subject to design guidelines to ensure aesthetic compatibility with the surrounding neighborhood, the City's Outdoor Lighting Policy to reduce light and glare impacts, and the City's Tree Preservation Ordinance to reduce aesthetic impacts from tree removal.

Air Quality

Development under either the Adopted General Plan or proposed Initiative's CSHO would result in significant air quality impacts. One of the primary sources of operational air quality emissions is vehicle trips. Based on the current national ITE trip generation rates for senior housing, since employment uses generate more vehicle trips than senior housing, Thus, it is assumed that build out of the proposed Initiative's CSHO scenario would result in fewer vehicle trips and thereby lesser air quality impacts from automobiles. San Jose has higher cost of housing and incomes than most communities in the nation. Cost of housing and affluence are factors that are associated with higher trip generation. Should the seniors in the ESHSP have driving behaviors different than the national standard assumed, the senior housing trip generation may be underestimated, and thus the air quality impacts from senior housing may be underestimated.

Also However, to the extent the proposed Initiative results in locating future senior homes on existing industrial lands, there are potential issues for dust, localized air quality issues, and odors. Certain types of uses are incompatible with residents, particularly people over 65 years, athletes, children, and people with cardiovascular and chronic respiratory diseases as people most likely to be affected by air pollution (also classified as sensitive receptors).

Site-specific application of the CSHO would be subject to CEQA and site-specific air quality impacts would be identified through the CEQA review process.

Conclusion: Assuming the current national ITE trip generation rates for senior housing, Bbuildout of the proposed Initiative's CSHO would result in lesser air quality impacts than build out under the Adopted General Plan. Should the seniors in the CSHO have driving behaviors different than the national standard assumed, the senior housing trip generation may be underestimated, and thus the air quality impacts from senior housing may be underestimated.

Biological Resources

Development under either the Adopted General Plan or the Initiative's CSHO would be required to comply with existing laws, regulations, and policies protecting biological resources including the Federal Endangered Species Act, Migratory Bird Treaty

Act, California Endangered Species Act, California Native Plant Protection Act, California Fish and Game Code, CEQA, Santa Clara Valley Habitat Plan, General Plan policies (including ER-4.3, ER-5.1, ER-5.2, ER-6.3, ER-6.5, MS-21.4, MS-21.5, and MS-21.6), and Riparian Corridor Protection and Bird Safe Design Policy (Policy 6-34) and the City's Tree Protection Ordinance.

Site-specific application of the CSHO would be subject to CEQA and site-specific biological resources impacts would be identified through the CEQA review process.

Conclusion: Buildout of the Adopted General Plan or proposed Initiative's CSHO would be required to comply with laws and regulations and would have similar impacts.

Cultural Resources

Development under either the Adopted General Plan or proposed Initiative would be required to comply with existing laws, regulations, and policies protecting cultural resources such as SB 18, AB 52, National Historic Preservation Act, Secretary of Interior's Standards for Treatment of Historic Properties, California Public Resources Code, CEQA, General Plan policies (including ER-10.1 through -10.3), and City's Historic Preservation Code will be applicable to all types of developments.

Site-specific application of the Initiative's CSHO would be subject to CEQA and site-specific biological resources impacts would be identified through the CEQA review process.

Conclusion: Build out of the Adopted General Plan or proposed Initiative's CSHO would be required to comply with existing laws and regulations and would have similar impacts.

Geology and Soils

Development under either the Adopted General Plan or proposed Initiative's CSHO would be required to comply with existing laws, regulations, and policies to protect people and the built environment from geology and soil hazards including California Building Codes, Municipal Code, and General Plan policies (including ES-4.9, EC-4.1, EC-4.2, EC-4.4, EC-4.7, and LU-18.1 through -18.5).

Site-specific application of the Initiative's CSHO would be subject to CEQA and site-specific biological resources impacts would be identified through the CEQA review process.

Conclusion: Build out of the Adopted General Plan or proposed Initiative's CSHO would be required to comply with existing laws and regulations and would have similar impacts.

Greenhouse Gas Emissions

The greenhouse gas emission resulting from development of the 3,247 acres of vacant employment lands under the Adopted General Plan or the proposed Initiative would result in significant impacts. Based on the current national ITE trip generation rates for senior housing, since employment uses generate more vehicle trips than senior housing and it would be, it is assumed that the build out of the proposed Initiative's CSHO scenario would result in lesser greenhouse gas emission impacts than build out under the adopted General Plan. However, should seniors in the CSHO have driving behaviors different than the national standard assumed, the senior housing trip generation may be underestimated, and thus the GHG impacts from senior housing may be underestimated.

Site-specific application of the Initiative's CSHO would be subject to CEQA and site-specific biological resources impacts would be identified through the CEQA review process.

Conclusion: Build out of under the proposed Initiative's CSHO scenario would result in lesser green house gas emission impacts than the build out under the Adopted General Plan. Should seniors in the CSHO have driving behaviors different than the national standard assumed, the senior housing trip generation may be underestimated, and thus the GHG impacts from senior housing may be underestimated.

Hazards and Hazardous Materials

The Adopted General Plan establishes policies for placement of new residential, parks and recreation, schools, and other sensitive users in proximity to sites that have hazardous materials on-site or uses that are likely to have the potential for accidental release of hazardous materials. The aim of these policies is to reduce the level of risk posed to human health.

Development under either the Adopted General Plan or proposed Initiative's CSHO is required to comply with existing laws, regulations, and policies to protect the environment and people from hazards and hazardous materials including those regulated by the California Environmental Protection Agency, Department of Toxic Substances Control, BAAQMD, Regional Water Quality Control Board, Santa Clara County Department of Environmental Health, and the City. The development of industrial uses in proximity to sensitive receptors or vice versa could require additional mitigation measures such as additional setbacks between incompatible land uses and restrictions on industrial operations.

Site-specific application of the Initiative's CSHO would be subject to CEQA and site-specific biological resources impacts would be identified through the CEQA review process.

Conclusion: Development under either the Adopted General Plan or proposed Initiative's CSHO would be subject to the existing laws, regulations, and policies to protect the environment and people from hazards and hazardous materials.

Noise and Vibration

Development under either the Adopted General Plan or proposed Initiative's CSHO would be required to comply with existing laws, regulations, and policies to ensure noise/land use compatibility including the state building code, General Plan policies (including EC-1.1, EC-1.2, EC-1.7, EC-1.9, EC-2.3), and the Municipal Code. Mitigation measures may be required to attenuate noise generated from proposed employment uses if introduced adjacent to a sensitive receptor or, conversely, if a residential development were introduced in an incompatible noise environment, mitigation may be required of the residential development to construct noise attenuating improvements to existing, noise generating sources.

Site-specific application of the CSHO would be subject to CEQA and site-specific biological resources impacts would be identified through the CEQA review process.

Conclusion: Development under either the Adopted General Plan or the proposed Initiative's CSHO would have similar impacts as both are required to comply with existing laws and regulations to ensure noise/land use compatibility.

Hydrology & Water Quality

Impacts to hydrology (including the storm drain system) and water quality from development under either the Adopted General Plan or the proposed Initiative's CSHO would be avoided or mitigated through compliance with existing policies and