CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Memorandum

TO: PLANNING COMMISSION **FROM:** Rosalynn Hughey

SUBJECT: GP18-010 **DATE:** November 6, 2019

COUNCIL DISTRICT: 2

Type of Permit	General Plan Amendment
Project Planner	Kieulan Pham
CEQA Clearance	Negative Declaration
CEQA Planner	Kara Hawkins

PROPERTY INFORMATION

Location	West of Diamond Heights Drive, approximately 200 feet south of Senter Road
Assessor Parcel No.	684-43-030, -031, and -032
Existing General Plan	Rural Residential
Proposed General Plan	Residential Neighborhood
Existing Zoning	Planned Development Zoning (File No. PDC99-037)
Historic Resource	No
Annexation Date	August 26, 1980 (Monterey Park No. 90)
Council District	2
Acreage	2.6
Owner/ Applicant:	Valley Christian Schools (Contact: Robert Valiton) 100 Skyway Drive San Jose, ca 95111
Applicant's Representative	Gerry De Young/Ruth and Going 2216 The Alameda Santa Clara, CA 95050

RECOMMENDATION

Staff recommends that the Planning Commission recommend that the City Council take all of the following actions:

1. Consider the Negative Declaration in accordance with CEQA; and
2. Adopt a resolution (Attachment A) approving the Envision San José 2040 General Plan Land Use/Transportation Diagram amendment to change the land use designation from Rural Residential to Residential Neighborhood on an approximately 2.6-gross acre site, located on the west side of Diamond Heights Drive, approximately 200 feet south of Senter Road.

PROJECT BACKGROUND

On October 23, 2018, Valley Christian Schools applied for a General Plan Amendment to change the Land Use/Transportation Diagram land use designation from Rural Residential to Residential Neighborhood on a 2.6-gross acre site located on the west side of Diamond Heights Drive, approximately 200 feet south of Senter Road. Changing the General Plan land use designation to Residential Neighborhood would allow single-family residential development up to 8 DU/AC or to the prevailing neighborhood density, whichever is lower. Any future development, would have to conform to the existing land use pattern, lot size, and massing along the north side of River View Drive between Diamond Heights Drive and Bolero Drive. The prevailing neighborhood, as defined by the area outlined in dark blue in Figure 1, has an average density of 7.5 DU/AC. A formal density calculation would be conducted when a future development permit application is submitted.

Figure 1 - Boundary of Average Density Calculation
Oriented westward

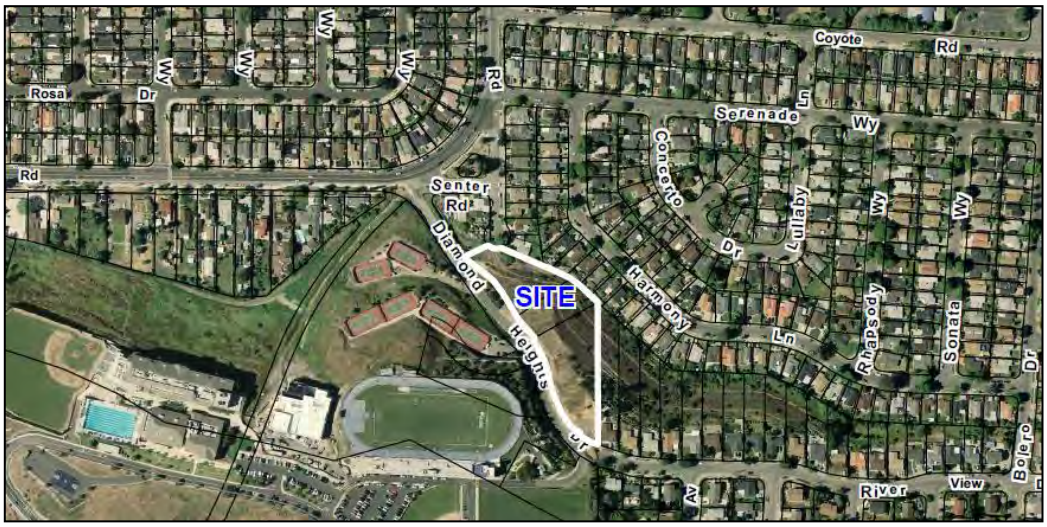
Site Location

The site is located on the west side of Diamond Heights Drive, approximately 200 feet south of Senter Road. As shown in Figures 1 and 2, the subject 2.6 gross-acre site is comprised of three parcels and includes a fenced maintenance storage area of 5,500 square feet on the southernmost parcel.

The subject site is bordered by single-family homes to the north, east, and southeast, and recreation fields and tennis courts of Valley Christian High School to the south, west and southwest across from Diamond Heights Drive.

SURROUNDING USES			
	General Plan	**Zoning District**	**Existing Use**
North	Residential Neighborhood	R-1-8 Single-Family Residence	Single-family homes
East	Residential Neighborhood	R-1-8 Single-Family Residence	Single-family homes
South	Public/Quasi-Public	A(PD) Planned Development	Valley Christian High School (recreation fields)
West	Public/Quasi-Public	A(PD) Planned Development	Valley Christian High School (tennis courts and recreation fields)

Figure 2: Site Location - Aerial



Previous Project Approvals

The project site is located in an *Agriculture Base Zoning District* with an approve *Planned Development Zoning* (File No. PDC99-037) that allows for up to six single-family residences. The *Planned Development Zoning* has not been effectuated.

ANALYSIS

The proposed General Plan Amendment application is analyzed with respect to conformance with:

1. Envision San José 2040 General Plan
2. California Environmental Quality Act (CEQA)

Existing General Plan Land Use Designation: Rural Residential

This designation is applied to areas already largely developed for residential use with a low density or rural character. Any new infill development should be limited to densities that match the established density, lot size, and character of surrounding properties. Properties with this designation that have existing zoning entitlements or traffic allocations in place may proceed with development of those entitlements, even if at a higher density than 2 DU/AC or existing land use pattern. Densities permitted by this land use designation are up to 2 dwelling units per acre for residential development, and a FAR up to 0.35 for commercial/office development. New development in this designation may also be limited to densities lower than 2 DU/AC due to issues such as geologic conditions, grading limitations, proximity to creeks, or higher costs for provision of services.

Proposed General Plan Land Use Designation: Residential Neighborhood

This designation is applied broadly throughout the City to encompass most of the established, single-family residential neighborhoods, including both the suburban and traditional residential neighborhood areas which comprise the majority of its developed land. The intent of this designation is to preserve the existing character of these neighborhoods and to strictly limit new development to infill projects which closely conform to the prevailing existing neighborhood character as defined by density, lot size and shape, massing and neighborhood form and pattern. New infill development should improve and/or enhance existing neighborhood conditions by completing the existing neighborhood pattern and bringing infill properties into general conformance with the quality and character of the surrounding neighborhood. New infill development should be integrated into the existing neighborhood pattern, continuing and, where applicable, extending or completing the existing street network. The average lot size, orientation, and form of new structures for any new infill development must therefore generally match the typical lot size and building form of any adjacent development, with particular emphasis given to maintaining consistency with other development that fronts onto a public street to be shared by the proposed new project.

Existing development within this designation will typically have a density of approximately 8 DU/AC, but in some cases this designation may be applied to areas already developed at slightly higher or slightly lower densities. New infill development should conform to the General Plan design guidelines for Residential Neighborhoods and be limited to a density of 8 DU/AC or the prevailing neighborhood density, whichever is lower.

Figure 3: Existing Land Use Designation

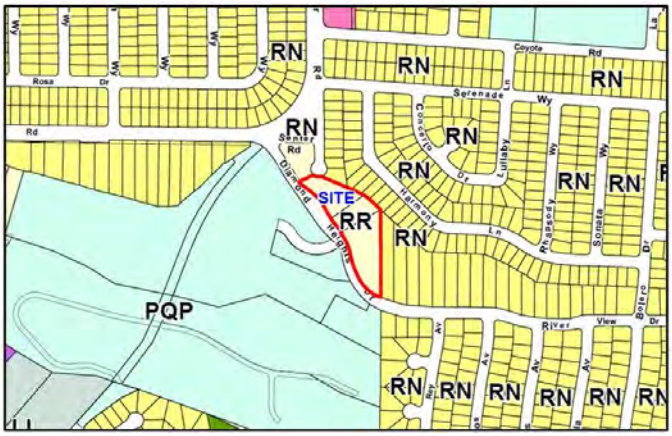


Figure 4: Proposed Land Use Designation

General Plan Conformance

The proposed General Plan amendment was analyzed with respect to conformance with the goals and policies of the *Envision San José 2040 General Plan* and the California Environmental Quality Act (CEQA). The proposed General Plan Amendment is **consistent** with the following General Plan Major Strategies, goals, and policies:

1. Major Strategy #2 - Form Based Plan

   Use the General Plan Land Use / Transportation Diagram designations and Plan Goals and Policies to address the form and character as well as land uses and densities for the future development of San José.

   The *Envision San José 2040 General Plan* uses an innovative form-based approach to address the long-term development of the City. Land Use / Transportation Diagram designations that address the form and character of the built environment, as well as appropriate uses and densities, enable the Plan to:

   a. Clearly articulate a vision for San José's future urban form

   b. Provide greater flexibility for economic activity

   c. Address neighborhood concerns about compatibility of new development

   d. Promote the ongoing development of complete, cohesive neighborhoods

   Analysis: The proposed General Plan amendment to Residential Neighborhood (RN) would be consistent with the predominant land use designation of the surrounding neighborhood. The RN designation, furthermore, would require a compatible new development on the project site to be consistent in density and character of the neighborhood, which is in alignment with the Form Based Plan Major Strategy.

2. Compatibility Policy CD-4.3: Promote consistent development patterns along streets, particularly in how buildings relate to the street, to promote a sense of visual order, and to provide attractive streetscapes.

   Analysis: The proposed General Plan amendment would change the subject site's land use designation to RN, which would be consistent with the surrounding neighborhood. Additionally, consistent with General Plan Policy CD-4.3, a future development under the proposed General Plan amendment to Residential Neighborhood would have to conform to the character of the existing neighborhood in terms of "density, lot size and shape, massing and neighborhood form and pattern."

3. Residential Neighborhoods Goal LU-11: Regulate the urban form, architectural quality and contextual compatibility of new construction and uses within the City's varied residential neighborhoods to promote a residential neighborhood environment conducive to a high quality of life for neighborhood residents and visitors.

   Analysis: Under the proposed General Plan amendment to Residential Neighborhood, future infill and residential development would have to conform to the existing character of the neighborhood. Prior to construction of a development, a rezoning and development permit would be required as part of the entitlement process. The future development would be assessed by multiple City departments including: Public Works, Transportation, Housing, Parks Recreation and Neighborhood Services, and others to comply with State and local regulations and may also be required contribute fees and improvements that would enhance the surrounding neighborhoods. Examples of contributions may be upgrades in the water infrastructure, fees towards maintaining existing parks, and improvement to street frontages.

The proposed project is **inconsistent** with the following goals and policies of the Envision San José 2040 General Plan.

1. Hillside / Rural Preservation Policy LU – 17.1: Allow development in hillside and rural residential areas consistent with or below existing or planned densities in these areas to maximize resource conservation. Support development only when it is compatible with the character and pattern of the surrounding area, even if below the maximum potential residential density as designated on the Land Use/Transportation Diagram.

   Analysis: Although General Plan Policy LU-17.1 supports conservation of natural resources, the subject site has been significantly disturbed due to previous grading of lots associated with the previous Planned Development rezoning and the 5,500 square foot maintenance storage area on the southernmost parcel. Future development on the site under the proposed RN land use designation would have to be compatible with the character and pattern of the surrounding neighborhood.

2. High Quality Living Environments Policy LU – 9.17: Limit residential development in established neighborhoods that are not identified growth areas to projects that conform to the site's Land Use / Transportation Diagram designation and meet Urban Design policies in this Plan.

   Analysis: While the current Rural Residential designation limits development to two dwelling units per acre (du/ac) and the proposed Residential Neighborhood designation allows a typical density of eight du/ac, the proposed designation also limits future residential development to the density of the existing adjacent neighborhood, nearest is along River View Drive to the east of the site. In addition, future residential development would have to comply with the City's Residential Design Standards and other applicable urban design policies in the General Plan.

General Plan and Zoning Consistency

With the passage of SB 1333, the General Plan designation and Zoning District of a property are required to be consistent. Prior to construction of a development, a rezoning and development permit would be required as part of the entitlement process.

Conclusion

Staff recommends approval of the proposed General Plan Amendment to change the site's land use designation from *Rural Residential* to *Residential Neighborhood* as it is consistent with the Form Based Plan Major Strategy, and other goals and policies of the General Plan referenced above, which promote consistent development patterns within existing neighborhoods. While the General Plan limits residential development in neighborhoods that are not within Growth Areas, the proposed land use designation is consistent with the surrounding neighborhood, and a similar residential density and development pattern would be achieved under the amendment.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

An Initial Study (IS) and Negative Declaration (ND) were prepared by the Director of Planning, Building and Code Enforcement for the subject General Plan Amendment. The documents were circulated for public review from September 10, 2019 to September 30, 2019.

The ND states that the proposed General Plan Amendment will have a less than significant effect on the environment. No impacts were identified; therefore, no mitigation is required. The entire ND, Initial Study, technical reports, public comments and responses are available at: http://www.sanjoseca.gov/index.aspx?NID=2165 under File No. GP18-010.

PUBLIC OUTREACH

Staff followed Council Policy 6-30: Public Outreach Policy. Planning staff facilitated a joint community meeting for File Nos. GP18-010 and GP19-001 on July 7, 2017 at City Hall to discuss the proposed General Plan Amendment. A notice for the community meeting was distributed to all land owners and tenants of all properties within 1,000 feet of the subject site. No community members attended who were interested in the subject General Plan Amendment.

A notice for the November 6, 2019, Planning Commission hearing was distributed to the owners and tenants of all properties located within 1,000 feet of the project site and posted on the City's website. The staff report is also posted on the City's website. Staff has been available to respond to questions from the public.

Project Manager: Kieulan Pham
Approved by: Deputy Director for Rosalynn Hughey, Planning Director

ATTACHMENTS:	
Exhibit A:	Draft Resolution
Exhibit B:	Initial Study (IS) and Negative Declaration (ND)

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE AMENDING THE ENVISION SAN JOSE 2040 GENERAL PLAN PURSUANT TO TITLE 18 OF THE SAN JOSE MUNICIPAL CODE TO MODIFY THE LAND USE/TRANSPORTATION DIAGRAM TO RESIDENTIAL NEIGHBORHOOD AT 0 DIAMOND HEIGHTS DRIVE

Fall 2019 General Plan Amendment Cycle (Cycle 2)

GP18-010

WHEREAS, the City Council is authorized by Title 18 of the San José Municipal Code and state law to adopt and, from time to time, amend the General Plan governing the physical development of the City of San Jose; and

WHEREAS, on November 1, 2011, the City Council adopted the General Plan entitled, "Envision San José 2040 General Plan, San José, California" by Resolution No. 76042, which General Plan has been amended from time to time (hereinafter the "General Plan"); and

WHEREAS, in accordance with Title 18 of the San José Municipal Code, all general and specific plan amendment proposals are referred to the Planning Commission of the City of San José for review and recommendation prior to City Council consideration of the amendments; and

WHEREAS, on November 6, 2019, the Planning Commission held a public hearing to consider the proposed amendment to the General Plan, File No. GP18-010, specified in Exhibit "A" hereto ("General Plan Amendment"), at which hearing interested persons were given the opportunity to appear and present their views with respect to said proposed amendments; and

WHEREAS, at the conclusion of the public hearing, the Planning Commission transmitted its recommendations to the City Council on the proposed General Plan Amendment; and

WHEREAS, on December 3, 2019, the Council held a duly noticed public hearing; and

WHEREAS, a copy of the proposed General Plan Amendment is on file in the office of the Director of Planning, Building and Code Enforcement of the City, with copies submitted to the City Council for its consideration; and

WHEREAS, pursuant to Title 18 of the San José Municipal Code, public notice was given that on December 3, 2019 at 6:00 p.m. in the Council Chambers at City Hall, 200 East Santa Clara Street, San José, California, the Council would hold a public hearing where interested persons could appear, be heard, and present their views with respect to the proposed General Plan Amendment (Exhibit "A"); and

WHEREAS, prior to making its determination on the General Plan Amendment, the Council reviewed and adopted the Negative Declaration for File No. GP18-010 (Resolution No. _____) in accordance with the California Environmental Quality Act; and

WHEREAS, the Council is the decision-making body for the proposed General Plan Amendment;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE AS FOLLOWS:

SECTION 1. The Council's determination regarding General Plan Amendment File No. GP18-010 is hereby specified and set forth in Exhibit "A," attached hereto and incorporated herein by reference.

SECTION 2. This Resolution shall take effect upon the effective date of an ordinance of this Council rezoning the property that is the subject of this General Plan amendment No. GP18-010 to a zoning district that is consistent with the General Plan designation as hereby amended.

ADOPTED this _____ day of _____, 20__, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO
Mayor

ATTEST:

TONI J. TABER, CMC
City Clerk

STATE OF CALIFORNIA)
) ss
COUNTY OF SANTA CLARA)

I hereby certify that the amendments to the San José General Plan specified in the attached Exhibit A were adopted by the City Council of the City of San José on _____, as stated in its Resolution No. _____.

Dated: _____

_____
TONI J. TABER, CMC
City Clerk

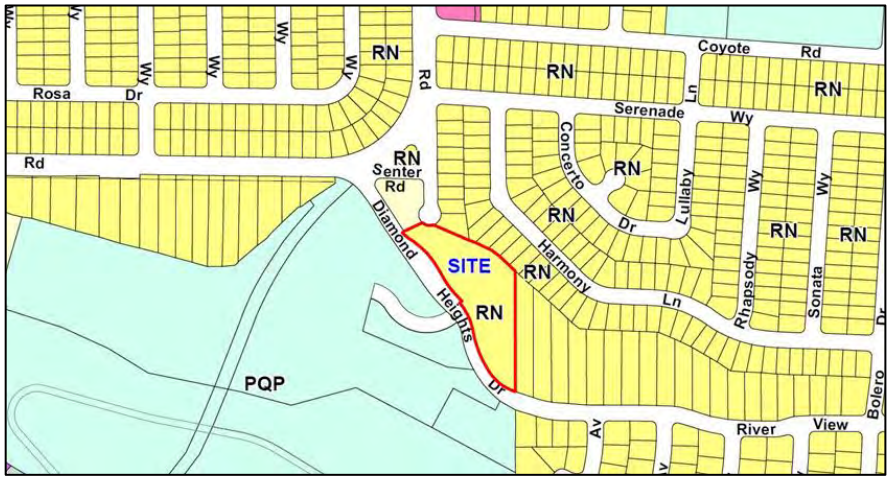
EXHIBIT "A"

File No. GP18-010. A General Plan Amendment to change the Land Use/ Transportation Diagram land use designation from Rural Residential to Residential Neighborhood on a 2.6-gross acre site located on the west side of Diamond Heights Drive, approximately 200 feet south of Senter Road (Valley Christian Schools, Owner).

Council District: 2.

Former Land Use Designation

Revised Land Use Designation



Initial Study/Negative Declaration

Valley Christian Schools
Residential General Plan Amendment Project

File No. GP18-010

Prepared by

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

In Consultation with

DAVID J. POWERS & ASSOCIATES, INC.
ENVIRONMENTAL CONSULTANTS & PLANNERS

September 2019

NEGATIVE DECLARATION

The Director of Planning, Building and Code Enforcement has reviewed the proposed project described below to determine whether it could have a significant effect on the environment as a result of project completion. "Significant effect on the environment" means a substantial or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

NAME OF PROJECT: Diamond Heights Valley Christian General Plan Amendment

PROJECT FILE NUMBER: GP18-010

PROJECT DESCRIPTION: General Plan Amendment to change the Land Use Designation from Rural Residential to Residential Neighborhood for three properties on Diamond Heights Drive on a 4.6-gross acre site zoned A (PD). The proposed Land Use Designation of Residential Neighborhood allows a density of eight du/ac and a FAR of up to 0.7. The project site is predominantly a vacant hillside which slopes down to the north and east.

PROJECT LOCATION: West side of Diamond Heights Drive, approximately 200' southerly of Senter Road
ASSESSORS PARCEL NO.: 684-43-030, -031, -032 **COUNCIL DISTRICT:** 2

APPLICANT CONTACT INFORMATION: Robert Valiton, Valley Christian Schools, 100 Skyway Drive, San Jose, CA 95111, (408)513-2534

FINDING

The Director of Planning, Building & Code Enforcement finds the project described above will not have a significant effect on the environment in that the attached initial study identifies one or more potentially significant effects on the environment for which the project applicant, before public release of this draft Mitigated Negative Declaration, has made or agrees to make project revisions that clearly mitigate the effects to a less than significant level.

NO MITIGATION MEASURES INCLUDED IN THE PROJECT TO REDUCE POTENTIALLY SIGNIFICANT EFFECTS TO A LESS THAN SIGNIFICANT LEVEL

A. **AESTHETICS** – The project will not have a significant impact on this resource, therefore no mitigation is required.

B. **AGRICULTURE AND FOREST RESOURCES** – The project will not have a significant impact on this resource, therefore no mitigation is required.

C. **AIR QUALITY** – The project will not have a significant impact on this resource, therefore no mitigation is required.

D. **BIOLOGICAL RESOURCES** – The project will not have a significant impact on this resource, therefore no mitigation is required.

E. **CULTURAL RESOURCES** – The project will not have a significant impact on this resource,

therefore no mitigation is required.

F. **ENERGY** - The project will not have a significant impact on this resource, therefore no mitigation is required.

G. **GEOLOGY AND SOILS** – The project will not have a significant impact on this resource, therefore no mitigation is required.

H. **GREENHOUSE GAS EMISSIONS** – The project will not have a significant impact on this resource, therefore no mitigation is required.

I. **HAZARDS AND HAZARDOUS MATERIALS** – The project will not have a significant impact on this resource, therefore no mitigation is required.

J. **HYDROLOGY AND WATER QUALITY** – The project will not have a significant impact on this resource, therefore no mitigation is required.

K. **LAND USE AND PLANNING** – The project will not have a significant impact on this resource, therefore no mitigation is required.

L. **MINERAL RESOURCES** – The project will not have a significant impact on this resource, therefore no mitigation is required.

M. **NOISE** – The project will not have a significant impact on this resource, therefore no mitigation is required.

N. **POPULATION AND HOUSING** – The project will not have a significant impact on this resource, therefore no mitigation is required.

O. **PUBLIC SERVICES** – The project will not have a significant impact on this resource, therefore no mitigation is required.

P. **RECREATION** – The project will not have a significant impact on this resource, therefore no mitigation is required.

Q. **TRANSPORTATION / TRAFFIC** – The project will not have a significant impact on this resource, therefore no mitigation is required.

R. **UTILITIES AND SERVICE SYSTEMS** – The project will not have a significant impact on this resource, therefore no mitigation is required.

S. **WILDFIRE** - The project will not have a significant impact on this resource, therefore no mitigation is required.

T. **MANDATORY FINDINGS OF SIGNIFICANCE**

The project will not substantially reduce the habitat of a fish or wildlife species, be cumulatively considerable, or have a substantial adverse effect on human beings, therefore no mitigation is required.

PUBLIC REVIEW PERIOD

Before 5:00 p.m. on **Monday, September 30, 2019** any person may:

1. Review the Draft Negative Declaration (ND) as an informational document only; or
2. Submit written comments regarding the information and analysis in the Draft ND. Before the ND is adopted, Planning staff will prepare written responses to any comments, and revise the Draft ND, if necessary, to reflect any concerns raised during the public review period. All written comments will be included as part of the Final ND.

Kara Hawkins
Environmental Project Manager

9/9/19
Date

Rosalynn Hughey, Director
Planning, Building and Code Enforcement

Deputy

Circulation period: **September 10, 2019 to September 30, 2019**

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SECTION 1.0 INTRODUCTION AND PURPOSE

1.1 PURPOSE OF THE INITIAL STUDY

The City of San José, as the Lead Agency, has prepared this Initial Study for the Valley Christian Schools Residential General Plan Amendment (GPA) Project in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations and policies of the City of San José, California.

The project proposes to change the General Plan land use designation of the project site from *Rural Residential* to *Residential Neighborhood*. This Initial Study evaluates the environmental impacts that might reasonably be anticipated to result from implementation of the proposed project.

1.2 PUBLIC REVIEW PERIOD

Publication of this Initial Study marks the beginning of a 20-day public review and comment period. During this period, the Initial Study will be available to local, state, and federal agencies and to interested organizations and individuals for review. Written comments concerning the environmental review contained in this Initial Study during the 20-day public review period should be sent to:

Kara Hawkins
City of San José
Department of Planning, Building & Code Enforcement
200 East Santa Clara Street
San José, CA 95113
Kara.hawkins@sanjoseca.gov

1.3 CONSIDERATION OF THE INITIAL STUDY AND PROJECT

Following the conclusion of the public review period, City of San José will consider the adoption of the Initial Study/ Negative Declaration (ND) for the project at a regularly scheduled meeting. The City shall consider the Initial Study/ND together with any comments received during the public review process. Upon adoption of the ND, the City may proceed with project approval actions.

1.4 NOTICE OF DETERMINATION

If the project is approved, the City of San José will file a Notice of Determination (NOD), which will be available for public inspection and posted within 24 hours of receipt at the County Clerk's Office for 30 days. The filing of the NOD starts a 30-day statute of limitations on court challenges to the approval under CEQA (CEQA Guidelines Section 15075(g)).

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

Valley Christian School Residential General Plan Amendment Project (GP18-010)

2.2 LEAD AGENCY CONTACT

City of San José
Department of Planning, Building and Code Enforcement
Kara Hawkins
200 East Santa Clara Street, Third Floor
San José, CA 95113
Email: kara.hawkins@sanjoseca.gov
Phone: 408-535-7852

2.3 PROJECT APPLICANT

Robert Valiton
Valley Christian Schools
100 Skyway Drive
San José, CA 95111
Email: rvaliton@vcs.net

2.4 PROJECT LOCATION

The project site is located on the east side of Diamond Heights Drive, approximately 300 feet south of Senter Road, and east of the Valley Christian Junior High and High School Campus in San José. Regional and vicinity maps are shown on Figure 2.4-1 and Figure 2.4-2 on the following page. An aerial photograph of the project site and surrounding land uses is shown on Figure 2.4-3.

2.5 ASSESSOR'S PARCEL NUMBER

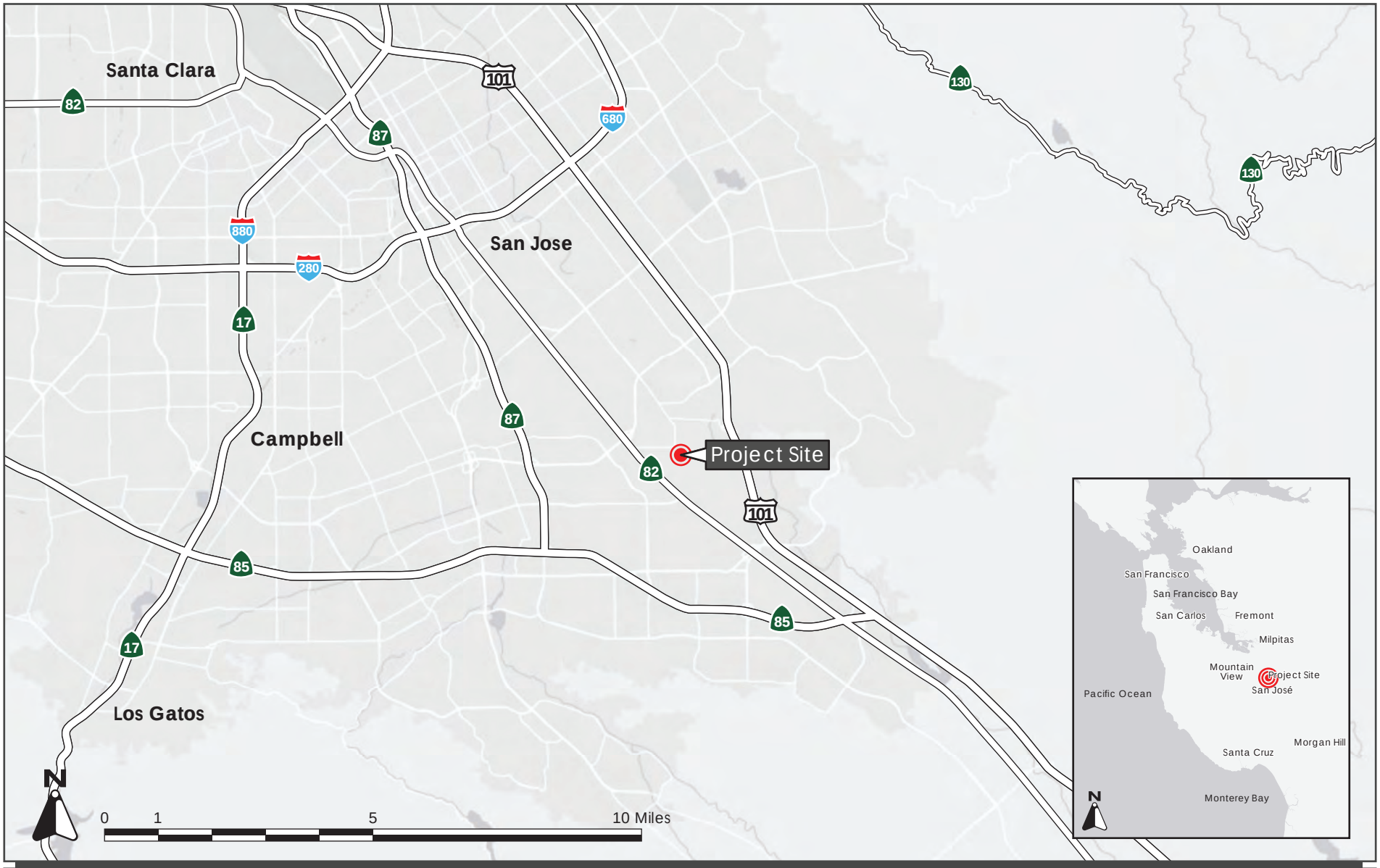
684-43-030, 684-43-031, and 684-43-032

2.6 GENERAL PLAN DESIGNATION AND ZONING DISTRICT

Current General Plan Designation:	*Rural Residential*
Proposed General Plan Designation:	*Residential Neighborhood*
Zoning District:	*A(Planned Development)*

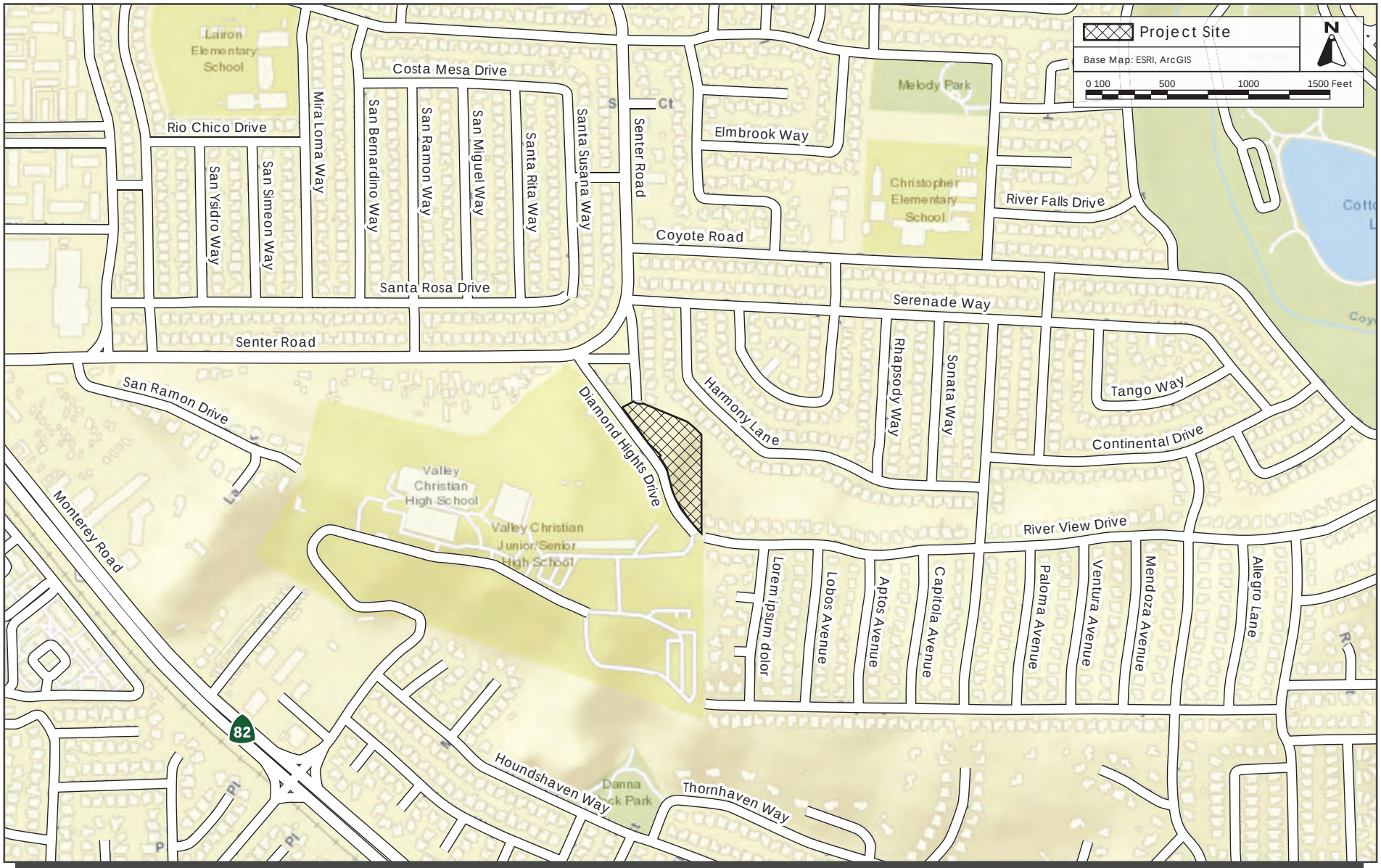
2.7 HABITAT PLAN DESIGNATION

Land Cover Type:	Golf Courses/Urban Parks
Development Zone:	Area 4: Urban Development Equal to or Greater Than 2 Acres Covered
Fee Zone:	Fee Zone B (Agricultural and Valley Floor Lands), Serpentine Fee Zone
Plant Survey Area:	Plant Survey Zone



REGIONAL MAP

FIGURE 2.4-1



VICINITY MAP

FIGURE 2.4-2

AERIAL PHOTOGRAPH AND SURROUNDING LAND USES | FIGURE 2.4-3

2.8 PROJECT-RELATED APPROVALS, AGREEMENTS, AND PERMITS

- General Plan Amendment

SECTION 3.0 PROJECT DESCRIPTION

The approximately 4.6-acre project site is located on the east side of Diamond Heights Drive, to the east of Valley Christian Junior High and High School campus, and approximately 300 feet south of Senter Road in San José, California. The project proposes a General Plan Amendment to change the land use designation from *Rural Residential* to *Residential Neighborhood.* A specific development project is not proposed at this time. Future development under the *Residential Neighborhood* General Plan land use designation would require project-level environmental review prior to issuance of appropriate land development permits.

The existing use, surrounding uses, and existing and proposed General Plan designations are described below.

3.1 EXISTING USE AND GENERAL PLAN LAND USE DESIGNATION

The project site is predominantly a vacant hillside which slopes down to the north and east. There is a fenced area at the southern portion of the site that provides space for storage containers and vehicles.

The project site is designated *Rural Residential* in the Envision San José 2040 General Plan (General Plan). This land use designation allows a density of up to two dwelling units per acre (du/ac) with a Floor Area Ratio (FAR) of up to 0.35 (one to 2.5 stories)[1]. The site is zoned *A(Planned Development).*

The existing General Plan land use designation and zoning district are defined as follows:

Existing General Plan Designation

> *The Rural Residential General Plan land use designation is applied to areas already largely developed for residential use with a low density or rural character. Any new infill development should be limited to densities that match the established density, lot size, and character of surrounding properties. Properties with this designation that have existing zoning entitlements or traffic allocations in place may proceed with development of those entitlements, even if at a higher density than two DU/AC or existing land use pattern. New development in this designation may also be limited to densities lower than two du/ac due to issues such as geologic conditions, grading limitations, proximity to creeks, or higher costs for provision of services. Since this designation is planned on the fringes of the City, the type and level of services required to support future developments in this category is expected to be less than that required for more urban land uses. Projects should minimize the demand for urban services and provide their own major funding for construction of service facilities necessitated for the project. Discretionary development permits should be required for new development and subdivisions in these areas as a mechanism to address public service levels, grading, geologic, environmental, aesthetics, and other issues.*[2]

[1] The FAR of a building is the total square footage of that building divided by the total square footage of the lot on which the building is located.
[2] City of San José. *Envision San José 2040 General Plan*. Adopted November 1, 2011. Amended February 27, 2018. Chapter 5, Page 14.

Existing Zoning District

A (Planned Development): The site is zoned A (Planned Development) for residential use.[3] *The existing A(PD) zoning allows for up to six single-family detached residences and has a base district of A-Agriculture. Section 20.60.030 of the Municipal Code states that unless and until a Planned Development Permit has been issued and been effectuated, property in such territory may be used only as if it were in the base district alone. Section 20.60.040 A of the Municipal Code states that except where a Planned Development Permit has been implemented, the regulations for the development applicable to its base district zoning shall apply to all property located in territory in the Planned Development District.*

3.2 SURROUNDING USES

The project site is surrounded by single-family residences to the north, single-family residences with long undeveloped backyards to the east, and Diamond Heights Drive and the Valley Christian School campus to the south. The project site is located in a developed suburban area of San José. The project site is surrounded by residential and school uses, as described in Table 3.2-1.

Table 3.2-1: Land Uses Surrounding the Project Site

Direction	General Plan Designation	Zoning District	Existing Use
North	*Residential Neighborhood*	R-1-2 and R-1-8	Single family residences
South	*Public Quasi Public*	A(PD) [for Public Quasi Public use]	Junior high and high school campus
East	*Residential Neighborhood*	R-1-8	Single family residences
West	*Public Quasi Public*	A(PD) [for Public Quasi Public use]	Junior high and high school campus

3.3 PROPOSED GENERAL PLAN DESIGNATION

The project proposes a General Plan Amendment to change the land use designation to *Residential Neighborhood*. This land use designation allows a density of eight du/ac and a FAR of up to 0.7 (one to 2.5 stories).

The proposed General Plan land use designation is defined as follows:

The Residential Neighborhood designation is applied broadly throughout the City to encompass most of the established, single-family residential neighborhoods, including both the suburban and traditional residential neighborhood areas which comprise the majority of its developed land. The intent of this designation is to preserve the existing character of these neighborhoods and to strictly limit new development to infill projects which closely conform to the prevailing existing neighborhood character as defined by density, lot size and shape, massing and neighborhood form and pattern. New infill development should improve and/or enhance existing neighborhood conditions by completing the existing neighborhood pattern and bringing infill properties into general conformance with the quality and character of the

[3] City of San José. Zoning Map. http://www.sanjoseca.gov/index.aspx?NID=2037. Accessed February 8, 2019. .

surrounding neighborhood. New infill development should be integrated into the existing neighborhood pattern, continuing and, where applicable, extending or completing the existing street network. The average lot size, orientation, and form of new structures for any new infill development must therefore generally match the typical lot size and building form of any adjacent development, with particular emphasis given to maintaining consistency with other development that fronts onto a public street to be shared by the proposed new project.[4] [5]

3.4 DEVELOPMENT ASSUMPTIONS FOR ENVIRONMENTAL REVIEW

Under the proposed *Residential Neighborhood* designation, the maximum number of residential units allowed on-site would be 37 (4.6-acre site multiplied by 8 du/ac). The RN land use designation allows a density of 8 du/ac or the prevailing neighborhood density, whichever is lower. In this case, the prevailing neighborhood density is approximately 6 du/ac and therefore, 27 units will be used. For the purposes of this Initial Study, this analysis uses an assumption of 27 units to derive the reasonably foreseeable development potential of the project site.

No specific development is proposed for the project site at this time and, therefore, the analysis in this Initial Study is programmatic in nature given the lack of detail about how the property would be developed. Future development of specific projects on the proposed site would require subsequent environmental review to provide project-level analysis of any proposed development(s) that would occur based on the proposed General Plan Amendment.

[4] City of San José. *Envision San José 2040 General Plan*. Adopted November 1, 2011. Amended February 27, 2018. Chapter 5, Page 14.
[5] City of San José. *Envision San José 2040 General Plan*. Adopted November 1, 2011. Amended February 27, 2018. Chapter 5, Page 12.

SECTION 4.0 ENVIRONMENTAL SETTING, CHECKLIST, AND IMPACT DISCUSSION

This section presents the discussion of impacts related to the following environmental subjects in their respective subsections:

4.1	Aesthetics	4.12	Mineral Resources
4.2	Agriculture and Forestry Resources	4.13	Noise
4.3	Air Quality	4.14	Population and Housing
4.4	Biological Resources	4.15	Public Services
4.5	Cultural Resources	4.16	Recreation
4.6	Energy	4.17	Transportation
4.7	Geology and Soils	4.18	Tribal Cultural Resources
4.8	Greenhouse Gas Emissions	4.19	Utilities and Service Systems
4.9	Hazards and Hazardous Materials	4.20	Wildfire
4.10	Hydrology and Water Quality	4.21	Mandatory Findings of Significance
4.11	Land Use and Planning		

The discussion for each environmental subject includes the following subsections:

- **Environmental Setting** – This subsection 1) provides a brief overview of relevant plans, policies, and regulations that compose the regulatory framework for the project and 2) describes the existing, physical environmental conditions at the project site and in the surrounding area, as relevant.
- **Impact Discussion** – This subsection 1) includes the recommended checklist questions from Appendix G of the CEQA Guidelines to assess impacts and 2) discusses the project's impact on the environmental subject as related to the checklist questions. For significant impacts, feasible mitigation measures are identified. "Mitigation measures" are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines Section 15370). If an impact is identified, the impact is numbered to correspond to the checklist question being answered. For example, Impact BIO-1 answers the first checklist question in the Biological Resources section. If a mitigation measure is identified it would be numbered to correspond to the impact it addresses. For example, MM BIO-1.3 refers to the third mitigation measure for the first impact in the Biological Resources section.

4.1 AESTHETICS

4.1.1 Environmental Setting

4.1.1.1 *Regulatory Framework*

Local

Envision San José 2040 General Plan

Various policies in the General Plan have been adopted for the purpose of avoiding or mitigating visual and aesthetic impacts resulting from development within the City. Future development allowed under the proposed land use designation would be subject to the following visual and aesthetic policies from the City's General Plan.

Policy	Description
Policy CD-1.1	Require the highest standards of architecture and site design, and apply strong design controls for all development projects, both public and private, for the enhancement and development of community character and for the proper transition between areas with different types of land uses.
Policy CD-1.12	Use building design to reflect both the unique character of a specific site and the context of surrounding development and to support pedestrian movement throughout the building site by providing convenient means of entry from public streets and transit facilities where applicable, and by designing ground level building frontages to create an attractive pedestrian environment along building frontages. Unless it is appropriate to the site and context, franchise-style architecture is strongly discouraged.
Policy CD-1.13	Use design review to encourage creative, high-quality, innovative, and distinctive architecture that helps to create unique, vibrant places that are both desirable urban places to live, work, and play and that lead to competitive advantages over other regions.
Policy CD-1.17	Minimize the footprint and visibility of parking areas. Where parking areas are necessary, provide aesthetically pleasing and visually interesting parking garages with clearly identified pedestrian entrances and walkways. Encourage designs that encapsulate parking facilities behind active building space or screen parked vehicles from view from the public realm. Ensure that garage lighting does not impact adjacent uses, and to the extent feasible, avoid impacts of headlights on adjacent land uses.
Policy CD-1.23	Further the Community Forest Goals and Policies in this Plan by requiring new development to plant and maintain trees at appropriate locations on private property and along public street frontages. Use trees to help soften the appearance of the built environment, help provide transitions between land uses, and shade pedestrian and bicycle areas.
Policy CD-1.25	Within new development projects, include preservation of ordinance-sized and other significant trees, particularly natives. Avoid any adverse effect on the health and longevity of such trees through design measures, construction, and best maintenance practices. When tree preservation is not feasible, include replacements or alternative mitigation measures in the project to maintain and enhance our Community Forest.
Policy CD-4.9	For development subject to design review, ensure the design of new or remodeled structures is consistent or complementary with the surrounding neighborhood fabric (including but not limited to prevalent building scale, building materials, and orientation of structures to the street)
Policy LU-17.2	Apply strong architectural, site, and grading design controls through a discretionary development review process to all types of hillside and rural residential development that require significant grading activities in order to protect the hillsides and to minimize potential adverse visual and environmental impacts.

Policy	Description
Policy LU-17.3	Minimize grading on hillsides and design any necessary grading or recontouring to preserve the natural character of the hills and to minimize the removal of significant vegetation, especially native trees such as Valley Oaks.
Policy LU-17.4	Apply the following guidelines for development in hillside and rural residential areas in order to preserve and enhance the scenic and aesthetic qualities of the natural terrain: a. Design development in a sensitive manner to highlight and complement the natural environment. b. Use large lot sizes and varying setbacks in order to respect and preserve natural features of the land. c. Adapt construction techniques and housing types to variable terrains. Use split pads and stepped foundations where appropriate, especially to minimize required grading, and discourage conventional, single flat-pad housing designs. d. Consider privacy, livability, solar orientation and wind conditions when siting residential dwellings. Dwelling unit sites should take advantage of scenic views but should be located below hilltops to protect the aesthetics and ridgeline silhouette viewed from below, from public places, and from the valley floor. e. Encourage preservation of existing trees, rock outcroppings and other significant features. f. When grading or recontouring of the terrain is proposed, preserve the natural character of the hills and blend the alterations into the natural terrain. g. Design streets to provide access and connectivity for area residents, and consider potential viewshed opportunities in siting development. Provide adequate access to safely accommodate potential traffic without significantly impacting local transportation routes. Consistent with accessibility requirements for emergency vehicles, consider and encourage reduced width and modified street sections to design streets for utility and to minimize grading. h. Limit new structures or use of non-native vegetation in all new development projects to prevent adverse biological impacts and adverse visual impacts as viewed from the Valley floor or from adjacent public recreational areas. Design new structures to blend harmoniously with the natural setting. Agricultural crop production may be visible.
Policy LU-17.5	Apply the following guidelines to the design and construction of public and private right-of-way improvements in order to preserve and enhance the scenic and aesthetic qualities of hillside and rural areas: a. Design streets in consideration of the natural topography and the landscape. Consider use of divided streets and grade separations. b. Encourage use of crushed gravel walks and vegetation lined swales, and only construct concrete sidewalks, curbs, and gutters when required by the topography or other regulations. c. Limit street lighting to intersections, and use low-intensity lighting appropriate for these areas. d. Use finishes or colors that blend man-made materials within the public right-of-way with the natural surroundings.
Policy LU-17.6	Avoid new development along ridges and other major hillside areas (typically all properties that exceed 30% slope) that surround the valley floor to minimize visibility of development on these aesthetic resources.
Policy LU-17.9	Maintain design guidelines and policies adopted by the City to guide hillside development to promote aesthetics and enhance the rural character of hillside areas.

In addition to applicable General Plan policies, future development on the project site under the proposed land use designation would be required to comply with the following City policies and guidelines, as applicable:

San José Outdoor Lighting Policy (City Council Policy 4-3, as revised 6/20/00)

The purpose of this policy is to promote energy-efficient outdoor lighting on private development in the City of San José that provides adequate light for nighttime activities while benefitting the continued enjoyment of the night sky and continuing operation of the Lick Observatory by reducing light pollution and sky glow.

San José Residential Design Guidelines

The City's Design Guidelines were adopted to assist with the design, construction, review and approval of development in San José. These guidelines provide the minimum design standards to be applied to various land uses, development types, and locations, and facilitate and efficient review process.

4.1.1.2 *Existing Conditions*

Project Site

The approximately 4.6-acre project site is located on the east side of Diamond Heights Drive, to the east of Valley Christian Junior High and High School campus, and approximately 300 feet south of Senter Road in the City of San José. The site is largely vacant and consists predominantly of grasses, ruderal vegetation, and intermittent trees and shrubs. There is a small fenced area of the site at its southernmost boundary that consists of paved areas with construction vehicles, equipment, and storage containers. The site slopes downward to the north and east from Diamond Heights Drive. Views of the project site are shown in photo exhibits (Photos 1 through 6) on the following pages.

Surrounding Areas

The project site is located in a suburban area developed with single-family residences and Valley Christian school facilities and private roadways. One and two-story single-family residences are located downslope of the project site to the north and east and are separated from the project site by wooden and chain-link fencing. The backyards of single-family residences on Senter Road, Harmony Lane, and River View Drive abut the project site. Residences surrounding the site have gable-styled roofs and have facades that consist of varying combinations of stucco, brick and wood. The residences include paved driveways and enclosed garages and have landscaping in the front yards. Valley Christian athletic facilities, including tennis courts, a football field, and a soccer field are located to the south and west of the project site. The football field is located upslope of the project site to the west and is separated from the site by retaining walls, mature trees, ruderal vegetation and grassland. Six tennis courts are located upslope of the project site to the west, just south of the football field.

Scenic Vistas and Resources

The General Plan defines scenic vistas or resources in the City of San José as broad views of the Santa Clara Valley, the hills and mountains surrounding the valley, the urban skyline, and the baylands. Panoramic views of hillside areas, including the foothills of the Diablo Range, Silver Creek Hills, Santa Teresa Hills, and foothills of the Santa Cruz Mountains, are identified as key scenic features in the City. Currently, the project site is visible from various vantage points along adjacent

roadways, including Senter Road, Harmony Lane and River View Drive. The site is visible from residences on River View Drive and Harmony Lane.

Scenic Corridors

The City's General Plan identifies Gateways and Urban Throughways (urban corridors) where preservation and enhancement of views of the natural and man-made environment are crucial.[6] The nearest Gateway segment to the project site is Capitol Expressway from McLaughlin Avenue to Silver Creek Road, approximately 1.9 miles north of the site. The City has designated State Route 87, from the Highway 101 interchange to State Route 85, and Interstate 280 from the Interstate 880 intersection to Fair Oaks Avenue in Sunnyvale, as Urban Throughways. The nearest Urban Throughway segment to the project site is State Route 87, approximately two miles west of the project site. Although the project site is located in an elevated area, the extent of development on the valley floor obstructs any views of the project site from Urban Throughways. The site is not located near the eastern part of the City; therefore, it is not visible from any Rural Scenic Corridor. [7] There are no state-designated scenic highways in San José. The nearest officially designated state scenic highway to the project site is State Route 9, located approximately 8.8 miles west of the site[8]. Interstate 280 from the San Mateo County line to State Route (SR) 17,[9] which includes segments of San José, is an eligible, but not officially designated, State Scenic Highway. The project site is 6.6 miles east of that segment.

[6] City of San José. *Envision San José 2040 General Plan FPEIR.* September 2011. Page 739.
[7] City of San José. "Scenic Corridors Diagram". Accessed: March 1, 2019. http://www.sanjoseca.gov/index.aspx?NID=3368
[8] California Department of Transportation. *California Scenic Highway Mapping System*. Accessed: March 1, 2019. http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm.
[9] The segment at SR 17 is the same segment identified as the City's Urban Throughways.

Photo 1: View of the project site looking southeast on Diamond Heights Drive.

Photo 2: View of the project site looking east towards residences on Harmony Lane.

PHOTOS 1 & 2

Photo 3: View of the project site looking north from Diamond Heights Drive.

Photo 4: View of the project site looking north towards residences on Harmony Lane.

PHOTOS 3 & 4

Photo 5: View of the project site looking south towards fenced storage/parking area.

Photo 6: View of the storage/parking area and residences beyond on River View Drive.

PHOTOS 5 & 6

4.1.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
3) In non-urbanized areas, substantially degrade the existing visual character or quality of public views[10] of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Aesthetic values are, by their nature, subjective. Opinions as to what constitutes a degradation of visual character will differ among individuals. One of the best available means for assessing what constitutes a visually acceptable standard for new buildings are the City's design standards and implementation of those standards through the City's design review process.

Impact AES-1: The project would not have a substantial adverse effect on a scenic vista. (Less than Significant Impact)

The project site is located in an elevated area that overlooks the adjacent roadways and residential neighborhoods. Due to the extent of development in the areas surrounding the project site, views of the site are limited to the surrounding residential neighborhoods on Senter Road, Harmony Lane, Serenade Way, Concerto Drive, and River View Drive. As mentioned, the General Plan describes scenic vistas or resources in the City of San José as broad views of the Santa Clara Valley, the hills and mountains surrounding the valley, the urban skyline, and the baylands. While future development of the project site would occur on a hillside area that is visible from surrounding neighborhoods and roadways, the project site is surrounded on all sides by development and is not part of a contiguous series of hills or mountains that are recognized for their scenic qualities. Views of the site are limited to the neighborhoods immediately adjacent and future development under the proposed General Plan Amendment would not significantly impact a scenic vista in the City. **(Less than Significant Impact)**

[10] Public views are those that are experienced from publicly accessible vantage points.

Impact AES-2:	**The project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. (Less than Significant Impact)**

The project site is not located along a state scenic highway and there are no historic buildings on-site. Future development of the project site could potentially result in the loss of several mature trees, which could be considered scenic resources. Tree removal would be required to adhere to City procedures for tree preservation and/or replacement (refer to *Section 4.4, Biological Resources*) which would maintain an acceptable ratio of trees in future development on the site and in the City as a whole. Therefore, the possible future removal of trees on-site would not result in a significant impact on scenic resources in the City. **(Less than Significant Impact)**

Impact AES-3:	**The project is an urbanized area and would not conflict with applicable zoning and other regulations governing scenic quality. (Less than Significant Impact)**

The project site is zoned *A (PD) Planned Development* for residential uses. This zoning designation does not prescribe standards or set limitations on development of the site in regards to preservation of its scenic quality. The City has adopted Residential Design Guidelines to ensure residential development in the City is architecturally and visually compatible with surrounding land uses. Future residential development accommodated by the proposed General Plan Amendment would be reviewed for conformance with these guidelines during the development review process, thereby reducing the potential for visual conflict with surrounding uses. The General Plan contains numerous policies that govern development in hillside areas (Policies LU-17.2, -17.3, -17.4,-17.5, -17.6, -17.9) and protect the scenic quality of these areas. By ensuring future development of the project site conforms to the applicable General Plan policies and aligns with the Residential Design Guidelines, residential development of the project site would not result in a significant impact to the scenic quality of the area. **(Less than Significant Impact)**

Impact AES-4:	**The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. (Less than Significant Impact)**

The project site is located in a developed suburban area with existing sources of light and glare from street lighting, vehicles traveling on the existing roadways, and lighting from the football stadium and from the surrounding developments. While there is no specific development proposed at this time, any future development would be subject to the City's Residential Design Guidelines and Outdoor Lighting Policy, and would have comparable exterior lighting sources (i.e., security and landscaping lighting) and building materials (i.e., building surfaces and windows) to the existing school campus facilities south and west of the site and the single-family residential neighborhoods to the north and east of the site. **(Less than Significant Impact)**

4.2 AGRICULTURE AND FORESTRY RESOURCES

4.2.1 Environmental Setting

4.2.1.1 *Regulatory Framework*

California Department of Conservation's Division of Land Resource Protection generates maps depicting Important Farmlands, which are categorized according to specific criteria, including soil quality and irrigation conditions. The California Department of Conservation manages the Farmland Mapping and Monitoring Program to assess and record how suitable a particular tract of land is for agricultural purposes. In each county, the land is analyzed for soil and irrigation quality and the highest quality land is designated as Prime Farmland.

4.2.1.2 *Existing Conditions*

Agricultural Resources

The project site is not designated as farmland nor is it under a Williamson Act Contract.[11] According to the *Santa Clara County Important Farmland 2016* map, the project site is designated as Urban and Built-Up Land, meaning that the land contains a building density of at least one unit to 1.5 acres, or approximately six units per 10-acre parcel. Common examples include residential, industrial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, or water control structures.[12]

Forestry Resources

The project site does not contain forest land and no forest or timberland is located in the vicinity of the project.

4.2.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) 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?	☐	☐	☐	☒
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

[11] California Department of Conservation, Division of Land Resources Protection. *Santa Clara County Williamson Act FY 2015/2016*. 2016.
[12] California Department of Conservation, Division of Land Resource Protection. *Santa Clara County Important Farmland 2016*. September 2018.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
3) 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))?	☐	☐	☐	☒
4) Result in a loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
5) 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?	☐	☐	☐	☒

Impact AG-1:	**The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. (No Impact)**

The project site is not designated as important farmland by the California Natural Resources Agency. As a result, approval of the proposed General Plan Amendment would have no impact on agricultural resources. Any future development of the site under the proposed General Plan land use designation would not result in impacts to agricultural resources. **(No Impact)**

Impact AG-2:	**The project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. (No Impact)**

The project site is not under a Williamson Act contract; therefore, approval of the General Plan Amendment and any future development under the proposed General Plan land use designation would not conflict with an existing contract. **(No Impact)**

Impact AG-3:	**The project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. (No Impact)**

The project site does not contain forest land, there are no forest lands in the vicinity, and the site is not zoned for forest-related or timberland-related uses. As a result, there would be no use conflict or conversion of forest lands or timberland uses as a result of the project. **(No Impact)**

Impact AG-4:	The project would not result in a loss of forest land or conversion of forest land to non-forest use. (No Impact)

The project site does not contain forest land, there are no forest lands in the vicinity, and the site is not zoned for forest-related uses. As a result, there would be no use conflict or conversion of forest lands to a non-forest use as a result of the project. **(No Impact)**

Impact AG-5:	The project would not 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. (No Impact)

The project site is surrounded by suburban development and there is no land zoned for forestry-related uses within the City of San José. Therefore, the proposed General Plan Amendment or any future development on the project site would not result in the conversion of agricultural or forest lands to other uses. **(No Impact)**

4.3 AIR QUALITY

4.3.1 Environmental Setting

4.3.1.1 *Regulatory Framework*

Federal, state, and regional agencies regulate air quality in the San Francisco Bay Area Air Basin, within which the proposed project is located. At the federal level, the United States Environmental Protection Agency (EPA) is responsible for overseeing implementation of the Federal Clean Air Act and its subsequent amendments. The California Air Resources Board (CARB) is the state agency that regulates mobile sources throughout the state and oversees implementation of the state air quality laws and regulations, including the California Clean Air Act.

The Bay Area Air Quality Management District (BAAQMD) is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area Air Basin. BAAQMD has permit authority over stationary sources, acts as the primary reviewing agency for environmental documents, and develops regulations that must be consistent with or more stringent than, federal and state air quality laws and regulations. For all proposed projects, BAAQMD recommends implementation of the updated Basic Construction Mitigation Measures whether or not construction-related emissions exceed applicable thresholds.

Regional air quality management districts, such as BAAQMD, must prepare air quality plans specifying how state air quality standards would be met. BAAQMD's most recent adopted plan is the 2017 Bay Area Clean Air Plan (2017 CAP), which was approved on April 17, 2017. The 2017 CAP aims to lead the region to a post-carbon economy, to continue progress toward attaining state and federal air quality standards, and to eliminate health risk disparities from exposure to air pollution among Bay Area communities.

Local

Envision San José 2040 General Plan

Various policies in the General Plan have been adopted for the purpose of avoiding or mitigating air quality impacts from development projects. All future development under the proposed land use designation would be subject to the air quality policies listed in the General Plan, including the following:

Policy	Description
MS-10.1	Assess projected air emissions from new development in conformance with the BAAQMD CEQA Guidelines and relative to state and federal standards. Identify and implement air emissions reduction measures.
MS-10.2	Consider the cumulative air quality impacts from proposed developments for proposed land use designation changes and new development, consistent with the region's Clean Air Plan and state law.
MS-11.1	Require completion of air quality modeling for sensitive land uses such as new residential developments that are located near sources of pollution such as freeways and industrial uses. Require new residential development projects and projects categorized as sensitive receptors to incorporate effective mitigation into project designs or be located an adequate distance from sources of toxic air contaminants (TACs) to avoid significant risks to health and safety.

MS-11.2	For projects that emit toxic air contaminants, require project proponents to prepare health risk assessments in accordance with BAAQMD-recommended procedures as part of environmental review and employ effective mitigation to reduce possible health risks to a less than significant level. Alternatively, require new projects (such as, but not limited to, industrial, manufacturing, and processing facilities) that are sources of TACs to be located an adequate distance from residential areas and other sensitive receptors.
MS-11.5	Encourage the use of pollution absorbing trees and vegetation in buffer areas between substantial sources of TACs and sensitive land uses.
MS-13.1	Include dust, particulate matter, and construction equipment exhaust control measures as conditions of approval for subdivision maps, site development and planned development permits, grading permits, and demolition permits. At minimum, conditions shall conform to construction mitigation measures recommended in the current BAAQMD CEQA Guidelines for the relevant project size and type.
MS-13.3	Construction and/or demolition projects that have the potential to disturb asbestos (from soil or building material) shall comply with all the requirements of the California Air Resources Board's air toxic control measures for Construction, Grading, Quarrying, and Surface Mining Operations.
CD-3.3	Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets.
TR-9.1	Enhance, expand and maintain facilities for walking and bicycling, particularly to connect with and ensure access to transit and to provide a safe and complete alternative transportation network that facilitates non-automobile trips.

4.3.1.2 *Existing Conditions*

Regional and Local Criteria Pollutants

Major criteria pollutants, listed in "criteria" documents by the EPA and CARB, include ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and suspended particulate matter (PM). These pollutants can have health effects such as respiratory impairment and heart/lung disease symptoms.

Violations of ambient air quality standards are based on air pollutant monitoring data and are judged for each air pollutant. The Bay Area, as a whole, does not meet state or federal ambient air quality standards for ground level ozone and fine particulate matter ($PM_{2.5}$) and state standards for particulate matter (PM_{10}). The area is considered in attainment or unclassified for all other pollutants.

Local Community Risks/Toxic Air Contaminants and Fine Particulate Matter

Besides criteria air pollutants, there is another group of substances found in ambient air referred to as Toxic Air Contaminants (TACs). TACs tend to be localized and are found in relatively low concentrations in ambient air. Exposure to low concentrations over long periods, however, can result in adverse chronic health effects. Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average).

Fine Particulate Matter ($PM_{2.5}$) is a complex mixture of substances that includes elements such as carbon and metals; compounds such as nitrates, organics, and sulfates; and complex mixtures such as diesel exhaust and wood smoke. Long-term and short-term exposure to $PM_{2.5}$ can cause a wide range

of health effects. Common stationary sources of TACs and $PM_{2.5}$ include gas stations, dry cleaners, and diesel backup generators. The other, more significant, common source is motor vehicles on roadways and freeways.

There is one stationary TAC source identified associated with an auto repair facility within a 1,000-foot radius of the site.[13] New Sunrise Auto Repair & Gas Inc. is located at 4298 Senter Road, approximately 980 feet north of the project site. The project site is located within 1,000 feet of Senter Road, which is a substantial mobile source of TACs (roadways with 10,000 average daily trips or more).[14]

Sensitive Receptors

BAAQMD defines sensitive receptors as facilities where sensitive receptor population groups (children, the elderly, the acutely ill and the chronically ill) are likely to be located. These land uses include residences, school playgrounds, child-care centers, retirement homes, convalescent homes, hospitals, and medical clinics. Sensitive receptors near the project site include the adjacent residences to the north and east, and the existing junior high and high school campus to the south and west.

4.3.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
2) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
3) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
4) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Impact AIR-1: The project would not conflict with or obstruct implementation of the applicable air quality plan. (Less than Significant Impact)

Determining consistency with the 2017 CAP involves assessing whether the project would conflict with the primary goals of the 2017 CAP (i.e., protecting public health and protecting the climate) or prevent implementation of the Control Measures contained in the 2017 CAP. The 2017 CAP defines

[13] Bay Area Air Quality Management District. "Stationary Source Screening Analysis Tool." Accessed February 12, 2019. http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools.
[14] City of San José. "Average Daily Traffic Volume 2005-2015". Accessed March 1, 2019. https://data.world/sanjoseca

an integrated, multipollutant control strategy to reduce emissions of particulate matter, toxic air contaminants, ozone precursors, and greenhouse gasses. The 2017 CAP includes control measures that are intended to reduce air pollutant emissions in the Bay Area either directly or indirectly. The control measures are divided into five categories that include:

- Measures to reduce emissions from stationary and area sources;
- Mobile source measures;
- Transportation control measures;
- Land use and local impact measures; and
- Energy and climate measures

The project is a General Plan Amendment that would allow for an increase in residential density (from two du/ac to eight du/ac) at the currently vacant 4.6-acre project site. While the proposed General Plan Amendment would diverge from the General Plan policies intended to focus development in specified Growth Areas, the project is proposed to potentially facilitate the provision of greater housing opportunities for teachers employed at Valley Christian Schools, the property owner. The increase in residential density allowed by the proposed General Plan Amendment would reduce emissions generated by employee commutes to and from the school site, should the project site be used to provide housing for Valley Christian teachers and/or staff.

The project does not include a specific development that could be compared to control measures for stationary, area, or mobile sources or energy control measures. Project design and conditions for vehicle, bicycle and pedestrian access and access to public transit would be reviewed for consistency with City General Plan policies and Residential Design Guidelines by the City (e.g., building energy efficiency, energy use, provision for pedestrian and bicycle modes, appropriate TDM measures) that correspond with Control Measures in the 2017 CAP. This review would be undertaken during the development environmental and permit application phase.

The General Plan Amendment itself would not affect population forecasts used for the 2017 CAP projections. While any future redevelopment on-site would be above population assumptions in the 2017 CAP, the incremental increase would be negligible because the proposed GPA would only allow for up to 27 residential units. For these reasons, the project would not obstruct or be in conflict with implementation of the 2017 CAP. **(Less than Significant Impact)**

Impact AIR-2:	**The project would not violate any air quality standard or result in a cumulatively considerable net increase in an existing or projected air quality violation. (Less than Significant Impact)**

Table 3-1 in the 2017 BAAQMD *CEQA Air Quality Guidelines* contains screening level sizes for various land use types/development. The screening levels were developed to provide a conservative indication of whether a proposed project could result in potentially significant air quality impacts. If all of the screening criteria are met by a proposed project, then a detailed air quality assessment of a project's air pollutant emissions is not required to be prepared and the project's air quality impacts are considered less than significant. As noted previously, there is not a specific project application filed that would allow for a comparison against Table 3-1 screening levels; however the maximum number of residential units allowed on-site would be 27, based on the prevailing neighborhood

density, which is below the "Apartment, low-rise" screening threshold of 451 dwelling units for operational-related criteria air pollutants and 240 dwelling units for construction-related criteria air pollutants.

Any future development on-site would also be reviewed for compliance with air quality regulations and policies, including Policies MS.10-1 and MS-13.1 that require the implementation of air emissions reduction measures to reduce the potential for air quality impacts as part of the overall development review process. Therefore, the project would not exceed a BAAQMD threshold or standard and the impact would be less than significant. **(Less than Significant Impact)**

Impact AIR-3:	**The project would not expose sensitive receptors to substantial pollutant concentrations. (Less than Significant Impact)**

The proposed General Plan Amendment, by itself, would not result in any increase in pollutants. While there are sensitive receptors (residences) adjacent to the project site, any future residential development under the proposed General Plan Amendment would not result in any localized emissions that could expose sensitive receptors in the surrounding environment to unhealthy air pollutant levels. Single-family or multi-family residential uses are not stationary sources of TACs, and do not involve significant diesel-powered trucks that generate mobile TAC emissions.

Any future construction activities under the proposed General Plan Amendment would result in localized emissions of dust and diesel exhaust that could temporarily impact adjacent sensitive receptors; however, those activities would be required to comply with state and local regulations and implement local conditions for dust and diesel exhaust control. Future development of the site would be required to conform to policies MS-11.1 and MS-13.3 at the time of construction, which would further reduce impacts. Furthermore, depending on the size of any future project, a Health Risk Assessment may be performed to determine potential risks to nearby sensitive receptors during construction. Thus, impacts to sensitive receptors would be less than significant. **(Less than Significant Impact)**

Impact AIR-4:	**The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. (Less than Significant Impact)**

The proposed General Plan Amendment, by itself, would not result in emissions that could lead to a substantial number of people being exposed to odors. Future development of the project site, which would be facilitated by the proposed General Plan Amendment, is likely to result in minor emissions of diesel exhaust during construction activities. These odors would be minimized upon implementation of required conditions for noise (which prohibit unnecessary idling of equipment), would be temporary in nature, and would cease upon project completion. The General Plan Amendment would allow for greater residential density at the project site, which would not result in the generation of substantial odors during the operation of the future residential development. **(Less than Significant Impact)**

4.3.3 Non-CEQA Effects

Per *California Building Industry Association v. Bay Area Air Quality Management District,* 62 Cal. 4th 369 *(BIA v. BAAQMD)*, effects of the environment on the project are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of San José has policies that address existing air quality conditions affecting a proposed project.

Nearby sources of TACs were identified using the BAAQMD *Stationary Source Screening Tool*[15] and City data for the average daily trips of local roadways[16] and were reviewed to determine the potential for local sources of TACs to impact future residential development on the site. As mentioned previously, there is one existing stationary source of TACs within 1,000 feet of the project site (New Sunrise Auto Repair & Gas Inc. at 4298 Senter Road) and one roadway within 1,000 feet of the site that is a substantial mobile sources of TACs. Since the project site is within 1,000 feet of existing stationary and mobile sources, any future residential development at the site would be required to comply with City's General Plan Policy MS-11.1 by preparing a site-specific air quality analysis at the time development is proposed for the site, and have measures included in the design of the project to reduce health risks to future occupants.

[15] Bay Area Air Quality Management District. "Stationary Source Screening Analysis Tool." Accessed February 12, 2019. http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools.
[16] City of San José. "Average Daily Traffic Volume 2005-2015". Accessed March 1, 2019. https://data.world/sanjoseca

4.4 BIOLOGICAL RESOURCES

4.4.1 Environmental Setting

4.4.1.1 *Regulatory Framework*

Federal and State

Special-Status Species

Individual plant and animal species listed as rare, threatened or endangered under state and federal Endangered Species Acts are considered 'special-status species.' Federal and state "endangered species" legislation has provided the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Permits may be required from both the USFWS and CDFW if activities associated with a proposed project would result in the take of a species listed as threatened or endangered. To "take" a listed species, as defined by the State of California, is "to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture or kill" said species. "Take" is more broadly defined by the federal Endangered Species Act to include "harm" of a listed species.

In addition to species listed under state and federal Endangered Species Acts, Section 15380(b) and (c) of the CEQA Guidelines provide that all potential rare or sensitive species, or habitats capable of supporting rare species, are considered for environmental review per the CEQA Guidelines. These may include plant species of concern in California listed by the California Native Plant Society and CDFW listed "Species of Special Concern".

Migratory Bird and Birds of Prey Protections

The federal Migratory Bird Treaty Act (MBTA) prohibits killing, possessing, or trading in migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. This act encompasses whole birds, parts of birds, and bird nests and eggs. Construction disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment, a violation of the MBTA. Additionally, nesting birds are considered special-status species and are protected by the United States Fish and Wildlife Service (USFWS). The California Department of Fish and Wildlife (CDFW) also protects migratory and nesting birds under California Fish and Game Code Sections 3503, 3503.5, and 3800. The CDFW defines taking as causing abandonment and/or loss of reproductive efforts through disturbance.

Sensitive Habitats

Wetland and riparian habitats are considered sensitive habitats under CEQA. They are also afforded protection under applicable federal, state, and local regulations, and are generally subject to regulation, protection, or consideration by the US Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), CDFW, and/or the USFWS under provisions of the federal Clean Water Act (e.g., Sections 303, 304, 404) and State of California Porter-Cologne Water Quality Control Act.

Regional and Local

Santa Clara Valley Habitat Plan/Natural Community Conservation Plan

The Santa Clara Valley Habitat Plan/Natural Community Conservation Plan (Habitat Plan) covers an area of 519,506 acres, or approximately 62 percent of Santa Clara County. It was developed and adopted 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. The Santa Clara Valley Habitat Agency is responsible for implementing the plan.

Envision San José General Plan

The General Plan includes the following policies, which are specific to biological resources and are applicable to development projects in San José.

Policy	Description
ER-5.1	Avoid implementing activities that result in the loss of active native birds' nests, including both direct loss and indirect loss through abandonment, of native birds. Avoidance of activities that could result in impacts to nests during the breeding season or maintenance of buffers between such activities and active nests would avoid such impacts.
ER-5.2	Require that development projects incorporate measures to avoid impacts to nesting migratory birds.
MS-21.4	Encourage the maintenance of mature trees, especially natives, on public and private property as an integral part of the community. Prior to allowing the removal of any mature tree, pursue all reasonable measures to preserve it.
MS-21.5	As part of the development review process, preserve protected trees (as defined by the Municipal Code), and other significant trees. Avoid any adverse effect on the health and longevity of protected or other significant trees through appropriate design measures and construction practices. Special priority should be given to the preservation of native oaks and native sycamores. When tree preservation is not feasible, include appropriate tree replacement, both in number and spread of canopy.
MS-21.6	As a condition of new development, require, where appropriate, the planting and maintenance of both street trees and trees on private property to achieve a level of tree coverage in compliance with and that implements City laws, policies or guidelines.
CD-1.24	Within new development projects, include preservation of ordinance-sized and other significant trees, particularly natives. Any adverse effect on the health and longevity of such trees should be avoided through design measures, construction, and best maintenance practices. When tree preservation is not feasible include replacements or alternative mitigation measures in the project to maintain and enhance our Community.

City of San José Tree Ordinance

Ordinance-sized trees, heritage trees, and street trees make up the urban forest and are protected under the City of San José Tree Ordinance. The City of San José Tree Removal Controls (San José City Code, Sections 13.31.010 to 13.32.100) protect all trees having a trunk that measures 38 inches or more in circumference (12.1 inches in diameter) at the height of 4.5 feet above the natural grade.

The ordinance protects both native and non-native species. A tree removal permit is required from the City for the removal of ordinance-size trees. In addition, any tree found by the City Council to have special significance due to history, girth, height, species, or unique quality can be designated as a Heritage Tree due to its size, history, unusual species, or unique quality. It is illegal to prune or remove a heritage tree without first consulting the City Arborist and obtaining a permit.

4.4.1.2 *Existing Conditions*

The project site is largely vacant and consists predominantly of grasslands, ruderal vegetation, and intermittent trees and shrubs. There is a small fenced area at the southern boundary of the site that is occupied by several storage containers and vehicles. The project site is located in an elevated area, upslope of residential neighborhoods to the north and east and downslope of Valley Christian athletic facilities to the south and west.

The project site is located within the Habitat Plan study area and has a land cover designation of *Golf Courses/Urban Parks.*[17] The site is located within a Fee Zone B (Agricultural and Valley Floor Lands) and a Serpentine Fee Zone, meaning that appropriate fees would be applied to any future development proposed on the site per the guidelines of the Habitat Plan. Additionally, the site is located within a Plant Survey Zone, meaning that Condition 19 (plant salvage when impacts are unavoidable) and Condition 20 (avoid and minimize impacts to covered plant occurrences) of the Habitat Plan may apply to future development at the project site.

Prior environmental analyses[18] of the Valley Christian school campus identified the presence of Santa Clara Valley dudleya[19] and Metcalf Canyon jewelflower[20] plant populations in various locations throughout the school campus. Both of these plant species are federally-listed endangered plant species. The serpentine soil and rock substrates present throughout the school campus provide suitable habitat for these plants to survive in; therefore, three Plant Preserves were established on-campus as mitigation for potential disturbances to these plants or their habitats during previous development of the school campus. The closest Plant Preserve to the project site is located between the existing tennis courts and football stadium, approximately 300 feet west of the site. The project site is comprised of vegetative cover that is similar to areas of campus where sensitive species and/or habitat were identified. While the project site itself was not examined during previous plant surveys, there is the possibility that sensitive plants or suitable habitat are present due to its proximity to sensitive areas and comparable land cover and topography.

[17] Santa Clara Valley Habitat Agency. "Geobrowser." Accessed February 12, 2019. http://www.hcpmaps.com/habitat/.
[18] City of San José. *Valley Christian Schools PD Rezoning Project EIR.* January 2013.
[19] The scientific name of the Santa Clara Valley dudleya at the time of federal listing in 1995 was *Dudleya setchelii.* The current scientific name is *Dudleya abramsii* spp. *setchellii.* Unless otherwise noted, this federally listed subspecies will be referred to in this document by its common name.
[20] The scientific name of this jewelflower at the time of federal listing in 1995 was *Streptanthus albidus spp. albidus.* The current Jepson Manual lists the scientific name of the Metcalf Canyon jewelflower as *Streptanthus glandulosus* subsp. *albidus*. Unless otherwise noted, this federally listed subspecies will be referred to in this document by its common name.

4.4.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) 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)?	☐	☐	☒	☐
2) 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?	☐	☐	☒	☐
3) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
4) 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?	☐	☐	☒	☐
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Impact BIO-1: The project would not 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 CDFW or USFWS. (Less than Significant Impact)

The 4.6-acre project site is located within a suburban area of San José and consists predominantly of grassland, ruderal vegetation, and sparse trees and shrubs. The project site is currently undeveloped and is located upslope of residential neighborhoods to the north and east and downslope of Valley Christian school facilities to the south and west. The project site is largely undisturbed, aside from

small portions at the southern end of the site that have been graded and provide vehicle parking and space for storage containers.

Special-Status Plant Species

The project site has not been surveyed for sensitive plant species or habitat; however, as mentioned, several portions of the school campus were previously identified as providing suitable habitat for, or containing, sensitive plant species. Additionally, the project site is located within a designated Plant Survey Zone in the Habitat Plan, which requires plant surveys in suitable habitat within a 0.25 mile (1,320 feet) radius of a known occurrence of a covered plant. The project site is located approximately 300 feet east of an area where covered plant species (Santa Clara dudleya and Metcalf jewelflower) have been known to occur. Future development of the project site would be required to survey the area for the potential occurrence of Santa Clara dudleya, Metcalf Canyon jewelflower, most beautiful jewelflower, smooth lessingia, Tiburon paintbrush, and other covered plant species that typically occur in serpentine land cover types. Plant surveys will be performed according to the current applicable guidelines of the CDFW and/or USFWS for plant surveys and conducted during the appropriate survey period for each covered plant species. If it is determined that future development of the site would result in the removal of any candidate, sensitive, or special status species, appropriate mitigation measures will be applied to the project to preserve, relocate, or offset the removal of the species, in accordance with Conditions 19 and 20 of the Habitat Plan.

The project site is located in a Serpentine Fee Zone as designated by the Habitat Plan. Appropriate fees would be levied prior to the issuance of building permits for any future proposed development.[21]

Migratory Birds and Raptors

The trees on and adjacent to the project site could provide nesting habitat for birds, including migratory birds and raptors. Nesting birds are among the species protected under provisions of the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 2800. Any future construction activities on-site under the proposed General Plan Amendment during the nesting season (i.e., February 1 to August 31) could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes abandonment and/or loss of reproductive effort is considered a taking by the CDFW. Any loss of fertile eggs, nesting raptors, or any activities resulting in nest abandonment would constitute an impact. Future construction activities such as tree removal and site grading that disturb a nesting bird or raptor on-site or immediately adjacent to the construction zone would also constitute an impact.

In conformance with the California State Fish and Game Code, the provisions of the Migratory Bird Treaty Act, and General Plan policies ER-5.1 and ER-5.2, future residential development under the proposed land use designation would be required to implement measures to avoid and/or reduce impacts to nesting birds (if present on or adjacent to the site) to a less than significant level. Standard measures may include the following:

- Requirements for pre-construction nesting bird surveys would be implemented prior to the start of construction activities, if construction activities are proposed to commence during the

[21] As set forth in the Habitat Plan, development in a Serpentine Fee Zone is required to pay a fee of $55,410 per acre.

nesting season (February 1 to August 31) in order to avoid impacts to nesting birds. These surveys shall be completed by a qualified biologist no more than 14 days before construction begins. During this survey, the biologist or ornithologist shall inspect all trees and other possible nesting habitats in and immediately adjacent to the construction areas for nests.

- If an active nest is found in an area that will be disturbed by construction, the ornithologist shall designate an adequate buffer zone to be established around the nest, in consultation with the CDFW. The buffer would ensure that nests shall not be disturbed during project construction.
- The applicant shall submit a report to the City's Supervising Environmental Planner indicating the results of the pre-construction survey and any designated buffer zones to the satisfaction of the Director of Planning, prior to the issuance of a Grading Permit.

Implementation of General Plan policies and conformance to state and federal laws protecting nesting birds would reduce potential impacts to special-status migratory birds and raptors to a less than significant level. Adherence to Conditions 19 and 20 of the Habitat Plan would reduce impacts to sensitive plant species that are known to occur in the site vicinity. **(Less than Significant Impact)**

Impact BIO-2:	**The project would not 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. (No Impact)**

There are no riparian habitat or sensitive communities on or adjacent to the project site. Neither the proposed General Plan Amendment nor any future development at the project site would impact riparian habitat or sensitive communities. **(No Impact)**

Impact BIO-3:	**The project would not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. (No Impact)**

The project site does not support wetlands, marshes, or vernal pools. The project would not impact any federally protected wetlands under the Clean Water Act; therefore, there would be no impact as a result of the proposed General Plan Amendment. **(No Impact)**

Impact BIO-4:	**The project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. (Less than Significant Impact)**

The project site is surrounded on all sides by suburban development and does not support any watercourse or river, or provide habitat that facilitates the movement of any native resident or migratory fish or wildlife species. Therefore, the site has limited potential to serve as a migratory corridor for wildlife and any impact as a result of future development at the site would be less than significant. **(Less than Significant Impact)**

Impact BIO-5: The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. (Less than Significant Impact)

While no specific development is proposed as part of the General Plan Amendment, future development of the project site would likely result in the removal of the trees currently located on the project site. In accordance with existing City policy and the Municipal Code, trees removed during future development of the site under the proposed General Plan Amendment would be replaced at the ratios shown in Table 4.4-1. The species of trees to be planted shall be determined in consultation with the City Arborist and the Department of Planning, Building and Code Enforcement at the development permit phase. Tree replacement would occur on-site or the applicant would pay off-site tree replacement fees to the City, prior to the issuance of a grading permit. The City will use the off-site tree replacement fee(s) to plant trees at alternative sites.

Table 4.4-1: City of San José Tree Replacement Ratios

Circumference of Tree to be Removed[1]	Type of Tree to be Removed[2]			Minimum Size of Replacement Tree
	Native	Non-Native	Orchard	
38 inches or more[3]	5:1	4:1	3:1	15-gallon
19 to 38 inches	3:1	2:1	none	15-gallon
Less than 19 inches	1:1	1:1	none	15-gallon

[1]As measured 4.5 feet above ground level

[2]X:X = tree replacement to tree loss ratio

[3]Ordinance-sized tree

Notes: Trees greater than or equal to 38 inches in circumference shall not be removed unless a Tree Removal Permit, or equivalent, has been approved for the removal of such trees.

For multi-family residential, commercial, and industrial properties, a Tree Removal Permit is required for removal of trees of any size.

A 38-inch tree equals 12.1 inches in diameter.

A 24-inch box tree = two 15-gallon trees

Single-family and two-dwelling properties may be mitigated at a 1:1 ratio

Future development of the project site would be required to conform to the City's tree preservation ordinance including preparation of a tree survey to document the location, size, species, and condition of all trees, and provide replacement trees in conformance with City policy. The project would also be required to implement General Plan Policies MS-21.6, MS-21.8, and CD-1.24 to protect street trees and add new trees and landscaping overall. Compliance with local regulations and policies would reduce impacts resulting from the loss of trees to a less than significant level. **(Less than Significant Impact)**

Impact BIO-6: The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. (Less than Significant Impact)

The proposed project is a covered activity under the Habitat Plan (urban development equal to or greater than 2 acres covered).[22] The project site is designated as *Golf Courses/Urban Parks* and is located in a Fee Zone B (Agricultural and Valley Floor Lands) and a Serpentine Fee Zone. Additionally, the project site is located in a Plant Survey Zone.

The Habitat Plan considers covered activities to result in a certain amount of indirect impacts from urban development mostly in the form of increased impervious surface and from the effects of nitrogen deposition. Urban development that increases the intensity of land use results in increased air pollutant emissions from passenger and commercial vehicles and other industrial and nonindustrial sources. Emissions from these sources are known to increase airborne nitrogen, of which a certain amount is converted into forms that can fall to earth as depositional nitrogen. It has been shown that increased nitrogen in serpentine soils can favor the growth of nonnative annual grasses over native serpentine species and these nonnative species, if left unmanaged, can overtake the native serpentine species, which are host plants for larval Bay Checkerspot butterfly. As such, covered projects within the Habitat Plan area are subject to paying a "Nitrogen Deposition Impact Fee" which is calculated based on the number of daily vehicle trips attributed to the activity and collected prior to the commencement of the use. The proposed project is a covered activity and is located within a Serpentine Fee Zone; therefore applicable fees would be levied prior to the issuance of building permits for any future proposed development. Future development that would occur as a result of the General Plan Amendment would be required to comply with all HCP conditions and fees (including the nitrogen deposition fee and serpentine zone fee).

Implementation of General Plan policies, HCP requirements, and state and federal laws would ensure that future development would not conflict with provisions of the Habitat Plan. **(Less than Significant Impact)**

[22] Santa Clara Valle Habitat Agency. "Geobrowser". Accessed February 12, 2019. http://www.hcpmaps.com/habitat/.

4.5 CULTURAL RESOURCES

4.5.1 Environmental Setting

4.5.1.1 *Regulatory Framework*

Federal

National Historic Preservation Act

The National Historic Preservation Act (NHPA) of 1966 (as amended) is the primary federal law dealing with historic preservation. Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to consult with the Advisory Council on Historic Preservation to consider the effects of their undertakings on historic properties.

National Register of Historic Places

The National Historic Preservation Act is the primary federal law dealing with historic preservation. The historic significance of a building, structure, object, site, or district for listing is assessed based upon the criteria in the National Register of Historic Places (NRHP). A resource is considered eligible for the NRHP if the quality of significance in American history, architecture, archaeology, engineering, and culture is present and if the resource includes integrity of location, design, setting, materials, workmanship, feeling, and association and:

- Is associated with events that have made a significant contribution to the broad pattern of our history; or
- Is associated with the lives of persons significant to our past; or
- Embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possessed high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

State

California Register of Historical Resources

The CRHR is administered by the State Office of Historic Preservation and encourages public recognition and protection of resources of architectural, historical, archeological, and cultural significance. The CRHR identifies historic resources for state and local planning purposes, determines eligibility for state historic preservation grant funding, and affords protections under CEQA. A historic resource listed in, or formally determined to be eligible for listing in the NRHP is, by definition, included in the CRHR (Public Resources Code Section 5024.1(d)(1)).

For a historical resource to be eligible for listing on the CRHR, it must be significant under one or more of the following criteria:

- It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States;

- It is associated with the lives of persons important to local, California, or national history;
- It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master or possesses high artistic values; or
- It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Archaeological Resources and Human Remains

Archaeological and historical sites are protected by a number of state policies and regulations under the California Public Resources Code, California Code of Regulations (Title 14 Section 1427), and California Health and Safety Code. California Public Resources Code Sections 5097.9-5097.991 require notification of discoveries of Native American remains and provides for the treatment and disposition of human remains and associated grave goods.

Both state law and County of Santa Clara County Code (Sections B6-19 and B6-20) require that the Santa Clara County Coroner be notified if cultural remains are found on a site. If the Coroner determines the remains are those of Native Americans, the Native American Heritage Commission and a "most likely descendant" must also be notified.

Senate Bill 18

The intent of Senate Bill 18 (SB 18) is to aid in the protection of traditional tribal cultural places through local land use planning by requiring city governments to consult with California Native American tribes on projects which include adoption or amendment of general plans (defined in Government Code Section 65300 et seq.) and specific plans (defined in Government Code Section 65450 et seq.). SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process.

Local

Envision San José General Plan

The following General Plan policies are specific to cultural resources and are applicable to the proposed project.

Policy	Description
ER-10.1	For proposed development sites that have been identified as archaeologically or paleontologically sensitive, require investigation during the planning process in order to determine whether potentially significant archaeological or paleontological information may be affected by the project and then require, if needed, that appropriate mitigation measures be incorporated into the project design.
ER-10.2	Recognizing that Native American human remains may be encountered at unexpected locations, impose a requirement on all development permits and tentative subdivision maps that upon discovery during construction, development activity will cease until professional archaeological examination confirms whether the burial is human. If the remains are determined to be Native American, applicable state laws shall be enforced.
ER-10.3	Ensure that City, state, and federal historic preservation laws, regulations, and codes are enforced, including laws related to archaeological and paleontological resources, to ensure the adequate protection of historic and pre-historic resources.

4.5.1.2 *Existing Conditions*

The project site is largely undeveloped and consists of sloping grassland and sparse trees and shrubs. Small portions of the site are paved and provide parking for vehicles and storage for construction equipment and storage containers. According to the City's archaeological sensitivity map, the project site is not located in an archaeologically sensitive area. No historic structures are on-site.

4.5.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☒	☐
2) Cause a substantial adverse change in the significance of an archaeological resource as pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☒	☐
3) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

Impact CUL-1: The project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. (Less than Significant Impact)

There are no known historic resources at the site or in its immediate vicinity.[23] The site does not contain any structures that could be considered of historic value. The proposed General Plan Amendment would not result in a significant impact to historical resources in the City. **(Less than Significant Impact)**

Impact CUL-2: The project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. (Less than Significant Impact)

The project site is not within an area of archaeological sensitivity. However, future construction activities during development of the site could significantly impact cultural resources if they are encountered. Future development would be required to comply with the following condition to reduce or avoid impacts to subsurface cultural resources, in accordance with General Plan Policy ER-10.3.

- In the event that prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped, the Director of Planning, Building and Code Enforcement (PBCE) or the Director's designee and

[23] City of San José. "Historic Resources Inventory". February 2016.

the City's Historic Preservation Officer shall be notified, and a qualified archaeologist will examine the find. The archaeologist will 1) evaluate the find(s) to determine if they meet the definition of a historical or archaeological resource; and (2) make appropriate recommendations regarding the disposition of such finds prior to issuance of building permits. Recommendations could include collection, recordation, and analysis of any significant cultural materials. A report of findings documenting any data recovery would be submitted to Supervising Environmental Planner and Historic Preservation Officer of the Department of Planning, Building and Code Enforcement and the Northwest Information Center (if applicable). Project personnel should not collect or move any cultural materials.

Adherence to the condition described above would ensure any future development of the site would not significantly impact archaeological resources. **(Less than Significant Impact)**

Impact CUL-3:	**The project would not disturb any human remains, including those interred outside of dedicated cemeteries. (Less than Significant Impact)**

The project site is currently undeveloped. Future development of the project site could disturb human remains during construction activities, such as grading and excavating. Consistent with General Plan policy ER-10.2, future development would be required to comply with the following conditions to ensure human remains would not be disturbed:

- If any human remains are found during any field investigations, grading, or other construction activities, all provisions of California Health and Safety Code Sections 7054 and 7050.5 and Public Resources Code Sections 5097.9 through 5097.99, as amended per Assembly Bill 2641, shall be followed. In the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The project applicant shall immediately notify the Director of Planning, Building and Code Enforcement (PBCE) or the Director's designee and the qualified archaeologist, who will then notify the Santa Clara County Coroner. The Coroner will make a determination as to whether the remains are Native American.

- If the remains are believed to be Native American, the Coroner will contact the NAHC within 24 hours. The NAHC will then designate a Most Likely Descendant (MLD). The MLD will inspect the remains and make a recommendation on the treatment of the remains and associated artifacts.

- If one of the following conditions occurs, the landowner or his authorized representative shall work with the Coroner to reinter the Native American human remains and associated grave goods with appropriate dignity in a location not subject to further subsurface disturbance:

    - The NAHC is unable to identify a MLD or the MLD failed to make a recommendation within 48 hours after being given access to the site.
    - The MLD identified fails to make a recommendation; or

- The landowner or his authorized representative rejects the recommendation of the MLD, and the mediation by the NAHC fails to provide measures acceptable to the landowner.

Implementation of the conditions identified above would ensure that future development of the site would not disturb any human remains. **(Less than Significant Impact)**

Tribal Cultural Places

SB 18 requires local governments to consult with tribal representatives during the preparation of amendments of general plans. Notification was conducted by the City with applicable Santa Clara County tribal representatives identified by the NAHC for all General Plan Amendments filed with the City on May 31, 2019. At the time of preparation of this Initial Study, the City of San José did not receive any requests for consultation from tribes under SB 18 regarding the proposed General Plan Amendment and any potential effects on tribal cultural places. **(No Impact)**

4.6 ENERGY

4.6.1 Environmental Setting

4.6.1.1 *Regulatory Framework*

Federal

At the federal level, energy standards set by the U.S. Environmental Protection Agency (EPA) apply to numerous consumer products and appliances (e.g., the EnergyStar™ program). The EPA also sets fuel efficiency standards for automobiles and other modes of transportation.

State

Renewables Portfolio Standard Program

In 2002, California established its Renewables Portfolio Standard (RPS) Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2010. In 2008, Executive Order S-14-08 was signed into law requiring retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. In October 2015, Governor Brown signed SB 350 to codify California's climate and clean energy goals. A key provision of SB 350 requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from renewable sources by 2030. SB 100, passed in 2018, requires 100 percent of electricity in California to be provided by 100 percent renewable and carbon-free sources by 2045.

Pacific Gas and Electric Company (PG&E's) is the electricity provider to the project site. PG&E's 2017 electricity mix was 33 percent renewable; thus, they have already met the requirements of Executive Order S-14-08.[24]

Building Codes

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6, of the California Code of Regulations (Title 24), was established in 1978 in response to a legislative mandate to reduce California's energy consumption. Title 24 is updated approximately every three years, and the 2016 Title 24 updates went into effect on January 1, 2017.[25] Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments.[26]

The California Green Building Standards Code (CALGreen) establishes mandatory green building standards for buildings in California. CALGreen was developed to reduce GHG emissions from buildings, promote environmentally responsible and healthier places to live and work, reduce energy and water consumption, and respond to state environmental directives. The most recent update to CALGreen went in to effect on January 1, 2017, and covers five categories: planning and design,

[24] PG&E. "Exploring Clean Energy Solutions". Accessed March 1, 2019. https://www.pge.com/en_US/about-pge/environment/what-we-are-doing/clean-energy-solutions/clean-energy-solutions.page.
[25] California Department of General Services. "Building Standards Commission". Accessed March 1, 2019. http://www.bsc.ca.gov/.
[26] California Energy Commission (CEC). "2016 Building Energy Efficiency Standards". Accessed March 1, 2019. http://www.energy.ca.gov/title24/2016standards/index.html.

energy efficiency, water efficiency and conservation, material and resource efficiency, and indoor environmental quality.

Local

City of San José Green Building Standards

At the local level, the City of San José sets green building standards for municipal development. All projects are required to submit a Leadership in Energy and Environmental Design (LEED)[27], GreenPoint[28], or Build It Green checklist with the development proposal. Private developments are required to implement green building practices if they meet the Applicable Projects criteria defined by Council Policy 6-32 and shown in Table 4.6-1 below.

Table 4.6-1: Private Sector Green Building Policy Applicable Projects

Applicable Project*	Minimum Green Building Rating
Residential – Tier 1 (Less than 10 units)	GreenPoint or LEED Checklist
Residential – Tier 2 (10 units or greater)	GreenPoint Rated 50 points or LEED Certified
High Rise Residential (75 feet or higher)	LEED Certified

Notes: *For mixed-use projects – only that component of the project triggering compliance with the policy shall be required to achieve the applicable green building standard.
Source: City of San José. "Private Sector Green Building." Accessed: February 19, 2019. Available at: http://www.sanjoseca.gov/index.aspx?NID=3284.

Envision San José 2040 General Plan and Greenhouse Gas Reduction Strategy

The General Plan includes strategies, policies, and action items that are incorporated into the City's GHG Reduction Strategy to help reduce GHG emissions. Multiple policies and actions in the General Plan have GHG implications, including land use, housing, transportation, water usage, solid waste generation and recycling, and reuse of historic buildings.

The City's GHG Reduction Strategy identifies GHG emissions reduction measures to be implemented by development projects as part of three categories: built environment and energy, land use and transportation, and recycling and waste reduction. Some measures are mandatory for all proposed development projects and others are voluntary and could be incorporated as mitigation measures for proposed projects, at the City's discretion. GHG reduction measures serve the dual purpose of reducing GHG emissions and reducing wasteful and inefficient use of energy in new developments.

[27] Created by the non-profit organization United States Green Building Council, LEED is a certification system that assigns points for green building measures based on a 110-point rating scale.
[28] Created by the California based non-profit organization Build It Green, GreenPoint is a certification system for residential development that assigns points for green building measures based on a 381-point rating scale for multi-family development and 341-point rating scale for single-family developments.

The General Plan includes the following policies for the purpose of reducing or avoiding impacts related to energy.

Envision San José 2040 General Plan Relevant Energy Resources Policies

Policy	Description
Policy MS-2.2	Encourage maximized use of on-site generation of renewable energy for all new and existing buildings.
Policy MS-2.3	Utilize solar orientation (i.e., building placement), landscaping, design, and construction techniques for new construction to minimize energy consumption.
Policy MS-2.11	Require new development to incorporate green building practices, including those required by the Green Building Ordinance. Specifically target reduced energy use through construction techniques (e.g., design of building envelopes and systems to maximize energy performance), through architectural design (e.g. design to maximize cross ventilation and interior daylight) and through site design techniques (e.g. orienting buildings on sites to maximize the effectiveness of passive solar design).
Policy MS-3.1	Require water-efficient landscaping, which conforms to the State's Model Water Efficient Landscape Ordinance, for all new commercial, institutional, industrial, and developer-installed residential development unless for recreation or other area functions.
Policy MS-5.5	Maximize recycling and composting from all residents, businesses, and institutions in the City.
Policy MS-6.5	Reduce the amount of waste disposed in landfills through waste prevention, reuse, and recycling of materials at venues, facilities, and special events.
Policy MS-6.8	Maximize reuse, recycling, and composting citywide.
Policy MS-14.3	Consistent with the California Public Utilities Commission's California Long Term Energy Efficiency Strategic Plan, as revised and when technological advances make it feasible, require all new residential and commercial construction to be designed for zero net energy use.
Policy MS-14.4	Implement the City's Green Building Policies (see Green Building Section) so that new construction and rehabilitation of existing buildings fully implements industry best practices, including the use of optimized energy systems, selection of materials and resources, water efficiency, sustainable site selection, and passive solar building design and planting of trees and other landscape materials to reduce energy consumption.
Policy MS-14.5	Consistent with State and Federal policies and best practices, require energy efficiency audits and retrofits prior to or at the same time as consideration of solar electric improvements.

City of San José Municipal Code

The City's Municipal Code includes regulations associated with energy efficiency and energy use. City regulations include a Green Building Ordinance (Chapter 17.84) to foster practices to minimize the use and waste of energy, water and other resources in the City of San José, Water Efficient Landscape Standards for New and Rehabilitated Landscaping (Chapter 15.10), requirements for Transportation Demand Programs for employers with more than 100 employees (Chapter 11.105),

and a Construction and Demolition Diversion Deposit Program that fosters recycling of construction and demolition materials (Chapter 9.10).

4.6.1.2 *Existing Conditions*

Total energy usage in California was approximately 7,830 trillion Btu in the year 2016, the most recent year for which this data was available. Out of the 50 states, California is ranked 2nd in total energy consumption and 48th in energy consumption per capita. The breakdown by sector was approximately 18 percent (1,384 trillion Btu) for residential uses, 19 percent (1,477 trillion Btu) for commercial uses, 24 percent (1,853 trillion Btu) for industrial uses, and 40 percent (3,116 trillion Btu) for transportation.[29] This energy is primarily supplied in the form of natural gas, petroleum, nuclear electric power, and hydroelectric power.

Electricity

Pacific Gas and Electric Company (PG&E) is the City of San José energy utility, providing both natural gas and electricity for residential, commercial, industrial, and municipal uses. PG&E generates or buys electricity from hydroelectric, nuclear, renewable, natural gas, and coal facilities. In 2017, natural gas facilities provided 20 percent of PG&E's electricity delivered to retail customers; nuclear plants provided 27 percent; hydroelectric operations provided 18 percent; renewable energy facilities including solar, geothermal, and biomass provided 33 percent; and two percent was unspecified.[30]

Beginning February 2019, San José Clean Energy will provide over 300,000 residential and commercial electricity customers with carbon-free electricity options at competitive prices, from sources like solar, wind, and hydropower.

Natural Gas

PG&E provides natural gas services within the City of San José. In 2017, approximately 10 percent of California's natural gas supply came from in-state production, while 90 percent was imported from other western states and Canada.[31] In 2016, residential and commercial customers in California used 29 percent, power plants used 32 percent, and the industrial sector used 37 percent. Transportation accounted for one percent of natural gas use in California. In 2016, Santa Clara County used approximately three percent of the state's total consumption of natural gas.[32]

[29] United States Energy Information Administration. *State Profile and Energy Estimates, 2016.* Accessed February 28, 2019. https://www.eia.gov/state/?sid=CA#tabs-2.
[30] PG&E. "Exploring Clean Energy Solutions". Accessed February 28, 2019. https://www.pge.com/en_US/about-pge/environment/what-we-are-doing/clean-energy-solutions/clean-energy-solutions.page
[31] California Gas and Electric Utilities. 2017 California Gas Report. Accessed February 28, 2019. https://www.socalgas.com/regulatory/documents/cgr/2017_California_Gas_Report_Supplement_63017.pdf
[32] CEC. "Natural Gas Consumption by County". Accessed March 1, 2019. http://ecdms.energy.ca.gov/gasbycounty.aspx.

Fuel for Motor Vehicles

In 2017, 15 billion gallons of gasoline were sold in California.[33] The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 13.1 miles-per-gallon (mpg) in the mid-1970's to 22 mpg in 2016.[34] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. That standard, which originally mandated a national fuel economy standard of 35 miles per gallon by the year 2020, was subsequently revised to apply to cars and light trucks Model Years 2011 through 2020.[35,36] In 2012, the federal government raised the fuel economy standard to 54.5 miles per gallon for cars and light-duty trucks by Model Year 2025.[37]

4.6.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	☐	☐	☒	☐
2) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Impact EN-1: The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation. (Less than Significant Impact)

Any future housing development on the project site would be required to be designed for energy efficiency and conservation, in accordance with the City's Private Sector Green Building Policy, Climate Smart San José, and Greenhouse Gas Reduction Strategy. Future residential development would be subject to the Green Building Ordinance, which requires new development to incorporate energy conservation and efficiency through site design, architectural design, and construction techniques. Any proposed buildings would be constructed to meet the latest California Building Energy Efficiency Standards (Title 24 California Code of Regulations). Adherence to General Plan

[33] California Department of Tax and Fee Administration. Net Taxable Gasoline Gallons. Accessed February 28, 2019. http://www.cdtfa.ca.gov/taxes-and-fees/MVF_10_Year_Report.pdf.
[34] U.S. EPA. Table 4-23: Average Fuel Efficiency of U.S. Light Duty Vehicles. Accessed February 28, 2019. https://www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles.
[35] U.S. Department of Energy. Energy Independence & Security Act of 2007. Accessed February 28, 2019. http://www.afdc.energy.gov/laws/eisa.
[36] Public Law 110–140—December 19, 2007. Energy Independence & Security Act of 2007. Accessed March 1, 2019. http://www.gpo.gov/fdsys/pkg/PLAW-110publ140/pdf/PLAW-110publ140.pdf.
[37] National Highway Traffic Safety Administration. *Obama Administration Finalizes Historic 54.5 mpg Fuel Efficiency Standards.* August 28, 2012. Accessed March 1, 2019. http://www.nhtsa.gov/About+NHTSA/Press+Releases/2012/Obama+Administration+Finalizes+Historic+54.5+mpg+Fuel+Efficiency+Standards.

policies, existing regulations, and adopted plans and policies would reduce possible energy consumption and new development at the project site would not consume energy in a manner that is wasteful, inefficient, or unnecessary. **(Less than Significant Impact)**

Impact EN-2:	**The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. (Less than Significant Impact)**

Future development of the project site would be required to conform to General Plan policies and regulations which promote the use and expansion of renewable energy resources, including solar voltaic, solar hot water, wind, and biogas or biofuels. As mentioned in the previous section, the City has adopted policies and plans in accordance with regional and statewide efforts to expand renewable energy resources and improve energy efficiency. By conforming to applicable General Plan policies related to renewable energy and energy efficiency, and the Green Building Ordinance, the project would not preclude the City from meeting regional or statewide renewable energy or energy efficiency goals. **(Less than Significant Impact)**

4.7 GEOLOGY AND SOILS

4.7.1 Environmental Setting

4.7.1.1 *Regulatory Framework*

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed into law following the destructive 1971 San Fernando earthquake. The Act ensures public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep. Local agencies are responsible for regulating most development projects within designated fault zones. Alquist-Priolo maps are distributed to affected cities, counties, and state agencies for their use in planning and controlling new development.

Seismic Hazards Mapping Act

Following the 1989 Loma Prieta earthquake, the Seismic Hazards Mapping Act (SHMA) was passed by the California legislature in 1990. The SHMA (Public Resources Code, Chapter 7.8, Section 2690-2699.6) directs the Department of Conservation, California Geological Survey to identify and map areas prone to liquefaction, earthquake-induced landslides and amplified ground shaking. It also requires that agencies only approve projects in seismic hazard zones following site-specific geotechnical investigations to determine if the identified hazard is present and the inclusion of appropriate mitigation to reduce earthquake-related hazards.

California Building Standards Code

Title 24 of the California Code of Regulations, known as the California Building Standards Code (CBSC) contains the regulations that govern the construction of buildings in California. Through the CBSC, the State provides a minimum standard for building design and construction. The CBSC contains specific requirements for seismic safety, excavation, foundations, retaining walls and site demolition. It also regulates grading activities, including drainage and erosion control.

The California Building Code (CBC) refers to Part 2 of the CBSC in Title 24 of the California Code of Regulations. The CBC covers grading and other geotechnical issues, building specifications, and non-building structures. The CBC requires that a site-specific geotechnical investigation report be prepared by a licensed professional for proposed developments. The purpose of a site-specific geotechnical investigation is to identify seismic and geologic conditions that require project mitigation, such as surface fault ruptures, ground shaking, liquefaction, differential settlement, lateral spreading, expansive soils, and slope stability. The CBC is renewed on a triennial basis (every three years).

Paleontological Resources Regulations

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. They range from mammoth and dinosaur bones to impressions of ancient animals and plants, trace remains, and microfossils. These are valued for the information they yield about the history of the earth and its past ecological settings. The California Public Resources Code (Section 5097.5) specifies that unauthorized removal of a paleontological resource is a misdemeanor.

Under the CEQA Guidelines, a project would have a significant impact on paleontological resources if it would disturb or destroy a unique paleontological resource or site or unique geologic feature.

City of San José Municipal Code

Title 24 of the San José Municipal Code includes the 2016 California Building, Plumbing, Mechanical, Electrical, Existing Building, and Historical Building Codes. The Building Codes include requirements for building foundations, walls, and seismic resistant design. Requirements for building safety and earthquake hazard reduction are also addressed in Chapter 17.40 (Dangerous Buildings) and Chapter 17.10 (Geologic Hazards Regulations) of the City's Municipal Code. Requirements for grading, excavation, and erosion control are included in Chapter 17.04 (Building Code, Part 6 Excavation and Grading). In accordance with the Municipal Code, the Director of Public Works must issue a Certificate of Geologic Hazard Clearance prior to the issuance of grading and building permits within defined geologic hazard zones.

Envision San José 2040 General Plan

The General Plan includes the following geology and soils policies applicable to the proposed project.

Policy	Description
EC-3.1	Design all new or remodeled habitable structures in accordance with the most recent California Building Code and California Fire Code as amended locally and adopted by the City of San José, including provisions regarding lateral forces.
EC-4.1	Design and build all new or remodeled habitable structures in accordance with the most recent California Building Code and municipal code requirements as amended and adopted by the City of San José, including provisions for expansive soil, and grading and storm water controls.
EC-4.2	Development in areas subject to soils and geologic hazards, including unengineered fill and weak soils and landslide-prone areas, only when the severity of hazards have been evaluated and if shown to be required, appropriate mitigation measures are provided. New development proposed within areas of geologic hazards shall not be endangered by, nor contribute to, the hazardous conditions on the site or on adjoining properties. The City of San José Geologist will review and approve geotechnical and geological investigation reports for projects within these areas as part of the project approval process.
EC-4.4	Require all new development to conform to the City of San José's Geologic Hazard Ordinance.
EC-4.5	Ensure that any development activity that requires grading does not impact adjacent properties, local creeks, and storm drainage systems by designing and building the site to drain properly and minimize erosion. An Erosion Control Plan is required for all private development projects that have a soil disturbance of one acre or more, adjacent to a creek/river, and/or are located in hillside areas. Erosion Control Plans are also required for any grading occurring between October 1 and April 30.
Action EC-4.11	Require the preparation of geotechnical and geological investigation reports for projects within areas subject to soils and geologic hazards, and require review and implementation of mitigation measures as part of the project approval process.
Action EC-4.12	Require review and approval of grading plans and erosion control plans (if applicable) prior to issuance of grading permits by the Director of Public Works.
ES-4.9	Permit development only in those areas where potential danger to health, safety, and welfare of the persons in that area can be mitigated to an acceptable level.

4.7.1.2 *Existing Conditions*

Geology and Soils

The City of San José is located within the Santa Clara Valley, a broad alluvial plain with alluvial soils extending several hundred feet below the ground surface. The Santa Clara Valley consists of a large structural basin containing alluvial deposits derived from the Diablo Range to the east and the Santa Cruz Mountains to the west. The valley sediments were deposited as a series of coalescing alluvial fans by streams that drain the adjacent mountains.

Soils underlying the project site are comprised of Urbanland-Montara complex, 15 to 30 percent slopes. The Urbanland-Montara complex consists of shallow, somewhat excessively drained soils that formed from serpentinitic rock. The typical profile of this soil type consists of sandy loam, gravelly sandy loam, cobbly sandy loam, and bedrock. Soils on-site have a low expansion potential and, because of their occurrence on slopes, have a very high runoff class.[38]

Seismicity and Seismic Hazards

The project site is located within the San Francisco Bay Area, the most seismically active region in the U.S. Faults in the region are capable of generating earthquakes of magnitude 6.7 or higher, and strong to very strong ground shaking would be expected to occur at the project site during a major earthquake on one of the nearby faults. Based on a 2015 to 3009 forecast completed by the U.S. Geological Survey, there is a 72 percent probability that one or more major earthquakes will occur in the San Francisco Bay Area by 2044.[39] Active faults near the project site are shown below in Table 4.7-1.

Table 4.7-1: Active Faults Near the Project Site

Fault	Physical Distance from Site
Hayward	15 miles north
San Andreas	11.4 miles west
Calaveras	7.7 miles east

Liquefaction

Liquefaction occurs when water-saturated soils lose structural integrity due to seismic activity. Soils that are most susceptible to liquefaction are loose to moderately dense, saturated granular soils with poor drainage. According to the California Geological Survey maps, the project area is located outside of a potential liquefaction zone.[40]

[38] United States Department of Agriculture, Natural Resources Conservation Service. *Custom Soil Resource Report for Eastern Santa Clara Area, California*. February 20, 2019.
[39] U.S. Geological Survey. "UCERF3: A New Earthquake Forecast for California's Complex Fault System. Fact Sheet 2015-3009." Accessed: March 13, 2018. Available at: http://pubs.usgs.gov/fs/2015/3009/pdf/fs2015-3009.pdf.
[40] California Geological Survey. "Earthquake Zones of Required Investigation". Accessed February 28, 2019. https://maps.conservation.ca.gov/cgs/EQZApp/app/

Landslides

Landslides occur when the stability of a slope changes from a stable to an unstable condition. The site is located within a California Geological Survey Landslide Hazard Zone.[41] Portions of the project area are located on moderately sloped hillsides, therefore, there is the potential for landslides to occur at the project site during a seismic event or during periods of intense rainfall.

Groundwater

The project site is located within the Santa Clara Valley Groundwater Basin. There are no groundwater recharge areas on or adjacent to the project site. Groundwater at the project site is estimated to be encountered at depths greater than 40 feet bgs.[42] Fluctuations in the groundwater level may occur due to seasonal changes, variations in rainfall, and underground drainage patterns.

Paleontological Resources

The City of San José has been mapped to show the varying degrees of paleontological sensitivity throughout the City. The site is located in an area of low paleontological sensitivity.[43]

4.7.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
- Rupture of a known earthquake fault, as delineated 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)?	☐	☐	☒	☐
- Strong seismic ground shaking?	☐	☐	☒	☐
- Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
- Landslides?	☐	☐	☒	☐
2) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

[41] California Geological Survey. "Earthquake Zones of Required Investigation". Accessed February 28, 2019. https://maps.conservation.ca.gov/cgs/EQZApp/app/

[42] State of California. *Seismic Hazard Zone Report for the San José West 7.5-Minute Quadrangle, Santa Clara County, California*. Accessed February 20, 2019. http://gmw.consrv.ca.gov/shmp/download/quad/SAN_JOSÉ_WEST/reports/sjosw_eval.pdf.

[43] City of San José. *Envision San José 2040 General Plan FPEIR*. September 2011. Figure 3.11-1.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
3) 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?	☐	☐	☒	☐
4) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2016), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
5) 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?	☐	☐	☒	☐
6) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☐	☒	☐

Impact GEO-1: The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides. (Less than Significant Impact)

Faults in the area are considered active and have a long history of seismic activity. Earthquake faults in the region, specifically the San Andreas, Hayward, and Calaveras faults, are capable of generating earthquakes larger than 6.7 in magnitude. Although the project site is not located within a fault rupture hazard zone, it would still experience intense ground shaking in the event of a large earthquake. The project site is located within a Landslide Hazard Zone, according to the California Geological Survey maps. In the event of a large earthquake in the Bay Area, future development at the project site could be adversely affected by landslides.

To minimize any impacts, future development would be required to utilize design and construction practices in accordance with seismic building criteria, as described in the current City of San José Building Standards Code and Fire Code. A design-level geotechnical investigation report addressing the potential seismic (and any other) geologic hazards would also be required. The report would be reviewed and approved by the City of San José Geologist and City of San José Building Division prior to issuance of a grading permit or Public Works clearance. Approval would require the issuance of a Certificate of Geologic Hazard Clearance by the Director of Public Works, in accordance with Municipal Code Section 17.10.300. Therefore, future residential development of the site under the proposed land use designation would address seismic hazard risk and would not exacerbate existing

geologic hazards on the project site. Thus, the impact would be less than significant under CEQA. **(Less than Significant Impact)**

Impact GEO-2:	**The project would not result in substantial erosion or the loss of topsoil. (Less than Significant Impact)**

Future residential development of the project site under the proposed land use designation would disturb the ground and expose soils, thereby increasing the potential for wind or water-related erosion and sedimentation at the site until construction is complete. The National Pollutant Discharge Elimination System (NPDES) General Permit for construction, urban runoff policies, and the San José Municipal Code (which are discussed in more detail in *Section 4.10, Hydrology and Water Quality*) are the primary means of enforcing erosion control measures. Additionally, General Plan Action EC-4.5 requires an Erosion Control Plan for private development projects that have a soil disturbance of one acre or more, are adjacent to a creek/river, and/or are located in hillside areas. Portions of the project site are located on hillsides and future development is anticipated to disturb more than one acre of soil; therefore, an Erosion Control Plan would be prepared in conformance with General Plan policies. The Erosion Control Plan will provide a site-specific analysis to determine necessary mitigation measures, design modifications, and/or off-site improvements to reduce the possibility of substantial erosion on-site.

Future construction activities would be subject to the requirements of the aforementioned policies and regulations and, therefore, the future development would have a less than significant soil erosion impact. **(Less than Significant Impact)**

Impact GEO-3:	**The project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. (Less than Significant Impact)**

Portions of the project site are located on a moderately sloped hillside which slopes down to the north and east towards existing neighborhoods. As mentioned, the project site is located in a Landslide Hazard Zone. These factors would be considered during the design process for any future development proposed for the project site. A design-level geotechnical investigation would be prepared for future development at the site that would analyze the potential for liquefaction, landslides, or any other soil conditions to adversely affect any proposed structures or uses. Any buildings constructed at the project site would be required to adhere to the recommendations set forth in the design-level geotechnical investigation. For these reasons, future development at the project site would adequately address potential impacts that could result from unstable geologic units or soil. **(Less than Significant Impact)**

Impact GEO-4:	**The project would not be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2016), creating substantial direct or indirect risks to life or property. (Less than Significant Impact)**

Soils underlying the project site have a low potential for expansion. Site-specific conditions of the site would be addressed during the design review process for any future development of the site

under the proposed land use designation. Soil sampling and analysis, as a component of the geotechnical investigation, would more accurately characterize the soil profile present at the project site and allow for future development of the site to be designed in a manner that addresses site-specific conditions and accounts for potential hazards. For these reasons, future development accommodated by the proposed land use designation would not create substantial risks to life or property due to the soils underlying the site. **(Less than Significant Impact)**

Impact GEO-5:	**The project would not have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water. (No Impact)**

The project site is located within an urbanized area of San José where sewers are available to dispose wastewater from the project site. Therefore, the site will not need to support septic tanks or alternative wastewater disposal systems. **(No Impact)**

Impact GEO-6:	**The project would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature. (Less than Significant Impact)**

As mentioned, the project site is not located within an area of high paleontological sensitivity, making it unlikely that paleontological resources or sites would be disturbed during future development of the site. The proposed General Plan Amendment, by itself, would not impact paleontological resources. If future development of the site involves substantial excavation, it is possible that previously undiscovered paleontological resources could be uncovered and disturbed during site development.

Consistent with General Plan Policy ER-10.3, the following measure would be applied to future development of the project site to reduce and avoid impacts to as of yet unidentified paleontological resources:

- If vertebrate fossils are discovered during construction, all work on the site will stop immediately until a qualified professional paleontologist can assess the nature and importance of the find and recommend appropriate treatment. Treatment may include, but is not limited to, preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds. The City will be responsible for ensuring that the project sponsor implements the recommendations of the paleontological monitor regarding treatment and reporting. A report of all findings shall be submitted to the Director of Planning or Director's designee of the Department of Planning, Building and Code Enforcement.

Implementation of General Plan policies would ensure any future development of the site would not significantly impact paleontological resources. **(Less than Significant Impact)**

4.8 GREENHOUSE GAS EMISSIONS

The following discussion is based, in part, on greenhouse gas modeling completed using the California Emissions Estimator Model (CalEEMod) by *David J. Powers & Associates, Inc.* A memorandum detailing the results of the model, and the CalEEMod outputs, is attached to this Initial Study as Appendix A.

4.8.1 Environmental Setting

4.8.1.1 *Regulatory Framework*

State

Global Warming Solutions Act

Under the California Global Warming Solution Act, also known as Assembly Bill (AB) 32, the California Air Resources Board (CARB) established a statewide GHG emissions cap for 2020, adopted mandatory reporting rules for significant sources of GHG, and adopted a comprehensive plan, known as the Climate Change Scoping Plan, identifying how emission reductions would be achieved from significant GHG sources.

In 2016, Senate Bill (SB) 32 was signed into law, amending the California Global Warming Solution Act. SB 32, and accompanying Executive Order B-30-15, require CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. CARB updated its Climate Change Scoping Plan in December of 2017 to express the 2030 statewide target in terms of million metric tons of carbon dioxide equivalent (MMTCO2e). Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 MMTCO2e.

Senate Bill 375

SB 375, known as the Sustainable Communities Strategy and Climate Protection Act, was signed into law in September 2008. SB 375 builds upon AB 32 by requiring CARB to develop regional GHG reduction targets for automobile and light truck sectors for 2020 and 2035, as compared to 2005 emissions levels. The per-capita GHG emissions reduction targets for passenger vehicles in the San Francisco Bay Area include a seven percent reduction by 2020 and a 15 percent reduction by 2035.

Consistent with the requirements of SB 375, the Metropolitan Transportation Commission partnered with the Association of Bay Area Governments, BAAQMD, and Bay Conservation and Development Commission to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan process. The SCS is referred to as Plan Bay Area. Plan Bay Area establishes a course for reducing per-capita GHG emissions through the promotion of compact, high-density, mixed-use neighborhoods near transit, particularly within identified Priority Development Areas (PDAs). The project site is not located within a PDA.

Regional

Bay Area Air Quality Management District

BAAQMD is the regional, government agency that regulates sources of air pollution within the nine San Francisco Bay Area counties. Several key activities of BAAQMD related to GHG emissions are described below.

- Regional Clean Air Plans: BAAQMD and other agencies prepare clean air plans as required under the state and federal Clean Air Acts. The 2017 CAP focuses on two closely-related BAAQMD goals: protecting public health and protecting the climate. Consistent with the GHG reduction targets adopted by the State of California, the 2017 CAP lays the groundwork for BAAQMD's long-term effort to reduce Bay Area GHG emissions 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050. The 2017 CAP includes a wide range of control measures designed to decrease emissions of methane and other "super-GHGs" that are potent climate pollutants in the near-term, and to decrease emissions of CO_2 by reducing fossil fuel combustion. The 2017 CAP is described in more detail in *Section 4.3, Air Quality.*

- BAAQMD CEQA Air Quality Guidelines: The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. As discussed in the CEQA Guidelines, the determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City of San José and other jurisdictions in the San Francisco Bay Area Air Basin often utilize the thresholds and methodology for GHG emissions developed by BAAQMD. The Guidelines include information on legal requirements, BAAQMD rules, plans and procedures, methods of analyzing GHG emissions, mitigation measures, and background information.

Post 2020-Impact Thresholds

As described previously, BAAQMD adopted GHG emissions thresholds of significance to assist in the review of projects under CEQA. These thresholds were designed to establish the level at which BAAQMD has determined that GHG emissions would cause significant environmental impacts. The GHG emissions thresholds identified by BAAQMD are 1,100 metric tons (MT) of CO_2e per year or 4.6 MT CO_2e per service population per year through 2020. A project that is in compliance with the City's Climate Action Plan (a qualified GHG Reduction Strategy) is considered to have a less than significant GHG impact regardless of its emissions.

The numeric thresholds set by BAAQMD and included within the City's Climate Action Plan (i.e., Greenhouse Gas Reduction Strategy) were calculated to achieve the state's 2020 target for GHG emissions levels (and not the SB 32 specified target of 40 percent below the 1990 GHG emissions level). Any proposed development of the project site would not be fully constructed and occupied until after December 31, 2020. Because the future residential project would begin operations in the post-2020 timeframe, the future project would not be covered under the City's Greenhouse Gas Reduction Strategy.

CARB has completed a Scoping Plan, which will be utilized by BAAQMD to establish the 2030 GHG efficiency threshold. BAAQMD has yet to publish a quantified GHG efficiency threshold for 2030. . Although BAAQMD has not published a quantified threshold for 2030 yet, this Initial Study

uses a "Substantial Progress" efficiency metric of 2.6 MT CO2e/year/service population. This is calculated for 2030 based on the GHG reduction goals of SB 32 and Executive Order B-30-15, taking into account the 1990 inventory and the projected 2030 statewide population and employment levels.[44]

Local

Municipal Code

The City's Municipal Code includes the following regulations that would reduce GHG emissions from future development:

- Green Building Ordinance (Chapter 17.84)
- Water Efficient Landscape Standards for New and Rehabilitated Landscaping (Chapter 15.10)
- Transportation Demand Programs for Employers with More Than 100 Employees (Chapter 11.105)
- Construction and Demolition Diversion Deposit Program (Chapter 9.10)
- Wood Burning Ordinance (Chapter 9.10)

City of San José Private Sector Green Building Policy

In October 2008, the City adopted the Private Sector Green Building Policy (6-32) that establishes baseline green building standards for private sector new construction and provides a framework for the implementation of these standards. This policy requires that applicable projects achieve minimum green building performance levels using the Council adopted standards. Future development under the proposed land use designation would be subject to this policy and would be required to achieve a GreenPoint Rated 50 Points or LEED Certification, at minimum.

Envision San José 2040 General Plan and Greenhouse Gas Reduction Strategy

The General Plan includes strategies, policies, and action items that are incorporated in the City's GHG Reduction Strategy to help reduce GHG emissions. Multiple policies and actions in the General Plan have GHG implications, including land use, housing, transportation, water usage, solid waste generation and recycling, and reuse of historic buildings. The City's Green Vision, as reflected in these policies, also has a monitoring component that allows for adaptation and adjustment of City programs and initiatives related to sustainability and associated reductions in GHG emissions. The GHG Reduction Strategy is intended to meet the mandates outlined in the CEQA Guidelines, as well as the BAAQMD requirements for Qualified GHG Reduction Strategies.

The City's GHG Reduction Strategy identifies GHG emissions reduction measures to be implemented by development projects as part of three categories: built environment and energy, land use and transportation, and recycling and waste reduction. Some measures are mandatory for all

[44] Association of Environmental Professionals. *Beyond 2020 and Newhall: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California*. October 2016. Accessed May 21, 2019. https://www.califaep.org/climate-change.

proposed development projects and others are voluntary. Voluntary measures could be incorporated as mitigation measures for proposed projects, at the City's discretion.

The primary test for consistency with the City's GHG Reduction Strategy is conformance with the General Plan Land Use/Transportation Diagram and supporting policies. CEQA clearance for development proposals are required to address the consistency of individual projects with the goals and policies in the General Plan designed to reduce GHG emissions. Compliance with the mandatory measures and voluntary measures (if required by the City) would ensure an individual project's consistency with the GHG Reduction Strategy. Projects that are consistent with the GHG Reduction Strategy would have a less than significant impact related to GHG emissions through 2020 and would not conflict with targets in the currently adopted state of California Climate Change Scoping Plan through 2020.

The environmental impacts of the GHG Reduction Strategy were analyzed in the General Plan FEIR (as supplemented). Beyond 2020, the emission reductions in the GHG Reduction Strategy are not large enough to meet the City's identified 3.04 metric tons (MT) CO_2e/SP efficiency metric for 2035. An additional reduction of 5,392,000 MT CO_2e per year would be required for the projected service population to meet the City's target for 2035.[45]

Achieving the substantial communitywide GHG emissions reductions needed beyond 2020 cannot be done with the measures identified in the GHG Reduction Strategy adopted by the City Council in 2015 alone. The General Plan FEIR (as supplemented) disclosed that it would require an aggressive multiple-pronged approach that includes policy decisions and additional emission controls at the Federal and State level, new and substantially advanced technologies, and substantial behavioral changes to reduce single occupant vehicle trips - especially to and from work places. Future policy and regulatory decisions by other agencies (such as CARB, California Public Utilities Commission, California Energy Commission, MTC, and BAAQMD) and technological advances are outside the City's control, and therefore could not be relied upon as feasible mitigation strategies at the time of the latest revisions to the GHG Reduction Strategy (e.g., when the Final Supplemental FEIR to the General Plan FEIR (as amended) was certified on December 15, 2015). Thus, the City Council adopted overriding considerations for the identified cumulative impact for the 2035 timeframe.

The General Plan includes an implementation program for monitoring, reporting progress on, and updating the GHG Reduction Strategy over time as new technologies or practical measures are identified. Implementation of future updates is called for in General Plan Policies IP-3.7 and IP-17.2 and embodied in the GHG Reduction Strategy. The City of San José recognizes that additional strategies, policies and programs, to supplement those currently identified, would ultimately be required to meet the mid-term 2030 reduction target of 40 percent below 1990 levels in the GHG Reduction Strategy and the target of 80 percent below 1990 emission levels by 2050.

[45] As described in General Plan FEIR, the 2035 efficiency target above, reflects a straight line 40 percent emissions reduction compared to the projected citywide emissions (10.90 MT CO_2e) for San José in 2020. It was developed prior to issuance of Executive Order S-30-15 in April 2015, which calls for a statewide reduction target of 40 percent by 2030 (five years earlier) to keep on track with the more aggressive target of 80 percent reduction by 2050. The necessary information to estimate a second mid-term or interim efficiency target (e.g., statewide emissions, population and employment in 2030) is being developed by CARB.

The following General Plan policies are related to GHG emissions and are applicable to future residential development at the site:

Policy	Description
Action MS-2.11	Require new development to incorporate green building practices, including those required by the Green Building Ordinance. Specifically, target reduced energy use through construction techniques (e.g., design of building envelopes and systems to maximize energy performance), through architectural design (e.g. design to maximize cross ventilation and interior daylight) and through site design techniques (e.g. orienting buildings on sites to maximize the effectiveness of passive solar design).
Policy MS-14.4	Implement the City's Green Building Policies (see Green Building Section) so that new construction and rehabilitation of existing buildings fully implements industry best practices, including the use of optimized energy systems, selection of materials and resources, water efficiency, sustainable site selection, passive solar building design, and planting of trees and other landscape materials to reduce energy consumption.
Policy CD-3.2	Prioritize pedestrian and bicycle connections to transit, community facilities (including schools), commercial areas, and other areas serving daily needs. Ensure that the design of new facilities can accommodate significant anticipated future increases in bicycle and pedestrian activity.
Policy CD-5.1	Design areas to promote pedestrian and bicycle movements, to facilitate interaction between community members, and to strengthen the sense of community.
Policy LU-5.4	Require new commercial development to facilitate pedestrian and bicycle access through techniques such as minimizing building separation from public sidewalks; providing safe, accessible, convenient, and pleasant pedestrian connections; and including secure and convenient bike storage.

4.8.1.2 *Existing Conditions*

Unlike emissions of criteria and toxic air pollutants, which have regional and local impacts, emissions of GHGs have a broader, global impact. Global warming is a process whereby GHGs accumulating in the upper atmosphere contribute to an increase in the temperature of the earth and changes in weather patterns. The principal GHGs contributing to global warming include CO_2, methane, nitrous oxide, and fluorinated compounds. Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, manufacturing, utility, and agricultural sectors.

The project site is predominantly vacant with the exception of fenced storage areas with storage containers, equipment and vehicles. GHG emissions generated at the project site are attributable to vehicle trips to and from the project site.

4.8.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
2) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?	☐	☐	☒	☐

Impact GHG-1: The project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. (Less than Significant Impact)

Construction Emissions

Future development would result in minor increases in greenhouse gases (GHGs) associated with construction activities including operation of construction equipment and emissions from construction workers' personal vehicles traveling to and from the construction site. Construction-related GHG emissions vary depending on the level of activity, length of construction period, types of equipment, etc. Neither the City nor BAAQMD has established a quantitative threshold or standard for determining whether the project's construction-related GHG emissions are significant. Because project construction would be temporary and would not result in a permanent increase in GHG emissions that would interfere with the implementation of Senate Bill 32 (SB 32), the increase in emissions would be less than significant. **(Less than Significant Impact)**

Operational Emissions

The proposed General Plan Amendment from *Rural Residential* to *Residential Neighborhood* would allow for up to 27 multi-family residential units to be developed on a 4.6-acre site adjacent to the Valley Christian school campus. Since future development of the site under the proposed General Plan designation would be a small-scale housing development, the predominant source of GHG emissions would come from vehicular travel to and from the site. Additionally, the project site is located in an area of San José with high vehicle miles traveled (VMT). For these reasons, the operational GHG emissions for the future residential development were quantified and compared to the Substantial Progress Efficiency metric of 2.6 metric tons of CO_2e per year per service population to determine the operational GHG emissions impact of future development.

Operation of a future project would generate GHG emissions due to energy consumption, vehicular transport to and from the site, solid waste generation, and water use. CalEEMod was used to predict GHG emissions from operation of the future residential development assuming full build-out under the proposed General Plan Amendment. The future land use at maximum buildout and size of the site, 27 standard low-rise apartment units on a 4.6-acre site, were input into CalEEMod.. The estimated population, assuming full occupation of the maximum number of residential units allowed

by the proposed General Plan Amendment, would be 87 residents, which was input into the model.[46] The operational year included in the model was 2021.

The project's operational GHG emissions were calculated based on estimates of emissions from several sources, including energy consumption, vehicle trips, solid waste generation, and water usage. Table 4.8-1 below summarizes the estimated operational GHG emissions of the future residential project.

Table 4.8-1: Annual Project GHG Emissions (CO_2e) in Metric Tons and Per Capita

Source Category	Proposed Project in 2021
Area	2.1
Energy Consumption	30.4
Mobile	156.6
Solid Waste Generation	6.2
Water Usage	4.2
Total Operational GHG Emissions (MT $CO2_e$ per year)	199.5 MT CO_{2e}/year
Service Population Emissions for Year 2021 (MT CO2e/year/service population)	2.3
2030 Significance Threshold	***2.6***
Significant (Exceeds threshold)?	***No***

As shown in Table 4.8-1, operation of the proposed project would not result in GHG emissions above the service population threshold (i.e., Substantial Progress Efficiency metric) of 2.6 MT CO_2e per year. Therefore, the maximum development allowed by the proposed General Plan Amendment would not result in a significant operational GHG emissions impact. **(Less than Significant Impact)**

Impact GHG-2: The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs. (Less than Significant Impact)

City of San José Greenhouse Gas Reduction Strategy

The City of San José's GHG Reduction Strategy is the primary benchmark used for assessing whether the proposed project will contribute significantly to GHGs in the region. The GHG Reduction Strategy was developed in accordance with the BAAQMD CEQA Guidelines, and in accordance with CEQA Guidelines Section 15183.5, where GHG Reduction Plans are specifically addressed.

It is expected that future development accommodated by the proposed General Plan Amendment would contribute marginally to regional GHG emissions. As the project site is largely undeveloped, any future development would result in a net increase in GHG emissions. These GHG emissions would be reduced by adherence to the mandatory criteria for development projects that are listed in

[46] Based on the occupation rate of 3.20 persons per household included in the Envision San José 2040 General Plan.

the GHG Reduction Strategy, consistent with City goals and policies. The mandatory criteria for development projects are listed below.

1. Consistency with the Land Use/Transportation Diagram (General Plan Goals/Policies IP-1, LU-10);
2. Implementation of Green Building Measures (General Plan Goals MS-1, MS-14)
    a. Solar site orientation
    b. Site design
    c. Architectural design
    d. Construction techniques
    e. Consistency with City Green Building Ordinances and Policies
    f. Consistency with GHG Reduction Strategy Policies MS-1.1, MS-1.2, MS-2.3, MS-2.11, and MS-14.4;
3. Pedestrian/Bicycle Site Design Measures
    a. Consistency with Zoning Ordinance
    b. Consistency with GHG Reduction Strategy Policies CD-2.1, CD-3.2, CD-3.3, CD-3.4, CD-3.6, CD-3.8, CD-3.10, CD-5.1, LU-5.4, LU-5.5, LU-9.1, TR-2.8, TR-2.18, TR-3.3, and TR-6.7;
4. Salvage building materials and architectural elements from historic structures to be demolished to allow reuse (General Plan Policy LU-16.4), if applicable;
5. Complete an evaluation of operational energy efficiency and design measures for energy-intensive industries (e.g., data centers; General Plan Policy MS-2.8), if applicable;
6. Preparation and implementation of the Transportation Demand Management Program at large employers (General Plan Policy TR-7.1), if applicable; and
7. Limits on drive-through and vehicle serving uses, if applicable. All new uses that serve the occupants of vehicles (e.g., drive-through windows, car washes, service stations) must not disrupt pedestrian flow (General Plan Policy LU-3.6).

By proposing a General Plan Amendment to allow for greater residential density at the site, the project is inherently inconsistent with Criteria 1 above. The greater residential density allowed by the proposed General Plan Amendment would increase GHG emissions beyond what is expected under the current land use designation; however, as discussed above, the maximum residential development of the site would not exceed the Substantial Progress Efficiency metric of 2.6 metric tons of CO_2e per year per service population and would not result in an operational GHG impact. Furthermore, future site development would be required to implement Green Building Measures and be designed in a manner that would accommodate pedestrian and bicycle transportation, consistent with Criteria 2 and 3, respectively. Criteria 4 through 7 are inapplicable to the proposed project because the site does not contain historic structures, the project does not propose an energy-intensive use, and the project site would be used for residential purposes and would not be occupied by large employers. While the project would be inconsistent with land use designations that formed the basis of the analysis in the GHG Reduction Strategy, the increase in residential density proposed by the General Plan Amendment would not preclude the City from achieving its GHG reduction goals. Therefore, the proposed General Plan Amendment would not conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions. **(Less than Significant Impact)**

4.9 HAZARDS AND HAZARDOUS MATERIALS

4.9.1 Environmental Setting

4.9.1.1 *Regulatory Framework*

Federal and State

Hazardous Materials Overview

The storage, use, generation, transport, and disposal of hazardous materials and waste are highly regulated under federal and state laws. Federal regulations and policies related to development include the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, and the Resource Conservation and Recovery Act (RCRA). In California, the EPA has granted most enforcement authority over federal hazardous materials regulations to the California Environmental Protection Agency (CalEPA). In turn, local agencies including the City of Santa Clara Fire Department have been granted responsibility for implementation and enforcement of many hazardous materials regulations under the Certified Unified Program Agency (CUPA) program.

Worker health and safety and public safety are key issues when dealing with hazardous materials. Proper handling and disposal of hazardous material is vital if it is disturbed during project construction. The California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA) enforces state worker health and safety regulations related to construction activities. Regulations include exposure limits, requirements for protective clothing, and training requirements to prevent exposure to hazardous materials. Cal/OSHA also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement.

Cortese List (Government Code Section 65962.5)

Section 65962.5 of the Government Code requires CalEPA to develop and update a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by the state, local agencies, and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by the Department of Toxic Substances Control (DTSC), State Water Resources Control Board (SWRCB), and Santa Clara County.

Asbestos-Containing Material and Lead Paint Regulations

Friable asbestos is any asbestos containing material (ACM) that, when dry, can easily be crumbled or pulverized to a powder by hand, allowing the asbestos particles to become airborne. Common examples of products that have been found to contain friable asbestos include acoustical ceilings, plaster, wallboard, and thermal insulation for water heaters and pipes. Common examples of non-friable ACMs are asphalt roofing shingles, vinyl asbestos floor tiles, and transite siding made with cement. Use of friable asbestos products was banned in 1978. National Emission Standards for Hazardous Air Pollutants (NESHAP) guidelines require that potentially friable ACMs be removed prior to building demolition or remodel that may disturb the ACMs.

The U.S. Consumer Product Safety Commission banned the use of lead-based paint in 1978. Removal of older structures with lead-based paint is subject to requirements outlined by Cal/OSHA

Lead in Construction Standard, Title 8, California Code of Regulations 1532.1 during demolition activities. Requirements include employee training, employee air monitoring, and dust control. If lead based paint is peeling, flaking, or blistered, it is required to be removed prior to demolition.

California Accidental Release Prevention Program (CalARP)

The California Accidental Release Prevention (CalARP) Program aims to prevent accidental releases of regulated hazardous materials that represent a potential hazard beyond the boundaries of property. Facilities that are required to participate in the CalARP program use or store specified quantities of toxic and flammable substances (hazardous materials) that can have off-site consequences if accidentally released. The County of Santa Clara Department of Environmental Health reviews CalARP risk management plans as the Certified Unified Program Agency (CUPA).

Local

Envision San José 2040 General Plan

The following General Plan policies are specific to hazards and hazardous materials and are applicable to the proposed project.

Policy	Description
EC-6.1	Require all users and producers of hazardous materials and wastes to clearly identify and inventory the hazardous materials that they store, use, or transport in conformance with local, state, and federal laws, regulations, and guidelines.
EC-6.2	Require proper storage and use of hazardous materials and wastes to prevent leakage, potential explosions, fires, or the escape of harmful gases, and to prevent individually innocuous materials from combining to form hazardous substances, especially at the time of disposal by businesses and residences. Require proper disposal of hazardous materials and wastes at licensed facilities.
EC-7.1	For development and redevelopment projects, require evaluation of the proposed site's historical and present uses to determine if any potential environmental conditions exist that could adversely impact the community or environment.
EC-7.2	Identify existing soil, soil vapor, groundwater and indoor air contamination and mitigation for identified human health and environmental hazards to future users and provide as part of the environmental review process for all development and redevelopment projects. Mitigation measures for soil, soil vapor and groundwater contamination shall be designed to avoid adverse human health or environmental risk, in conformance with regional, state and federal laws, regulations, guidelines and standards.
EC-7.4	On redevelopment sites, determine the presence of hazardous building materials during the environmental review process or prior to project approval. Mitigation and remediation of hazardous building materials, such as lead-paint and asbestos-containing materials, shall be implemented in accordance with state and federal laws and regulations.
EC-7.7	Determine for any development or redevelopment site that is within 1,000 feet of a known, suspected, or likely geographic ultramafic rock unit (as identified in maps developed by the Department of Conservation – Division of Mines and Geology) or any other known or suspected locations of serpentine or naturally occurring asbestos, if natural occurring asbestos exists and, if so, comply with the Bay Area Air Quality Management District's Asbestos Air Toxic Control Measure requirements.

Policy	Description
EC 7.8	Where an environmental review process identifies the presence of hazardous materials on a proposed development site, the City will ensure that feasible mitigation measures that will satisfactorily reduce impacts to human health and safety and to the environment are required of or incorporated into the projects. This applies to hazardous materials found in the soil, groundwater, soil vapor, or in existing structures.
EC-7.9	Ensure coordination with the County of Santa Clara Department of Environmental Health, Regional Water Quality Control Board, Department of Toxic Substances Control or other applicable regulatory agencies, as appropriate, on projects with contaminated soil and/or groundwater or where historical or active regulatory oversight exists.
EC-7.10	Require review and approval of grading, erosion control and dust control plans prior to issuance of a grading permit by the Director of Public Works on sites with known soil contamination. Construction operations shall be conducted to limit the creation and dispersion of dust and sediment runoff.
EC-7.11	Require sampling for residual agricultural chemicals, based on the history of land use, on sites to be used for any development or redevelopment to account for worker and community safety during construction. Mitigation to meet appropriate end use such as residential or commercial/industrial shall be provided.
MS-13.2	Construction and/or demolition projects that have the potential to disturb asbestos (from soil or building material) shall comply with all the requirements of the California Air Resources Board's air toxics control measures (ATCMs) for Construction, Grading, Quarrying, and Surface Mining Operations.

4.9.1.2 *Existing Conditions*

The 4.6-acre project site is predominantly vacant with the exception of graded, fenced storage areas with storage containers, equipment and vehicles at the southern end of the site. The vacant areas of the site are covered by ruderal vegetation, grassland, and sparse trees and shrubs. The site is located at the northeastern boundary of the Valley Christian school campus. Residential neighborhoods are located downslope of the site, to the north and east.

Site History

The project site has been undeveloped since at least the late 1990s. The project site was not identified as being historically used for agricultural or industrial purposes during prior environmental review.[47]

On-Site Sources of Contamination

The project site is not on the Cortese List. [48] There are no fuel storage tanks on the school campus. Prior environmental analyses completed for the Valley Christian school campus found that the campus is largely underlain by serpentine rock.[49] Serpentine rock may contain naturally occurring

[47] City of San José. *Draft Negative Declaration – PDC 99-05-037/PT 00-01-015.* June 28, 2000.
[48] CalEPA. "Cortese List Data Resources". Accessed February 21, 2019. https://calepa.ca.gov/sitecleanup/corteselist.
[49] City of San José. *Initial Study/Draft Mitigated Negative Declaration for the Valley Christian High School Stadium Lighting Project.* September 2004.

chrysotile asbestos. Asbestos exposure is known to cause disease in humans if the mineral fibers are reduced to dust and become airborne. No other hazardous conditions are known to exist on the site.

Off-Site Sources of Contamination

The closest Underground Storage Tank (UST) is located at 4298 Senter Road, approximately 980 feet north of the site, and is permitted by the Santa Clara County Department of Environmental Health.[50] The UST is located on the property currently occupied by New Sunrise – 7 Auto Repair and Gas, Inc. No chemical spills have been recorded in relation to the currently permitted UST. One Leaking Underground Storage Tank (LUST) clean-up site is located on Coyote Road, approximately 790 feet north of the site. The environmental concern at the clean-up site was gasoline contaminants leaked into the underlying soils from a UST previously located at 4298 Senter Road. The LUST site was listed as completed and the case was closed in 1995.[51] Due to the topographical gradient of the project site, its distance from the clean-up site, and the regulatory status of the site, the off-site sources of contamination do not pose a hazardous materials concern to the project.

Airports

The project site is not located within the Norman Y. Mineta San José International Airport or Reid-Hillview Airport Influence Areas which are a composite of the areas surrounding the airports that are affected by noise, height, and safety considerations. The project site also is not located within the vicinity of a private airstrip.

Wildfire Hazards

The site is within the city limits and is not within a State of California Very High Fire Hazard Severity Zone at the wildland and urban interface.[52]

4.9.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
2) 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?	☐	☐	☒	☐

[50] California State Water Resources Control Board. *Geotracker*. Accessed February 21, 2019. http://geotracker.waterboards.ca.gov/
[51] Ibid.
[52] California Department of Forestry and Fire Protection. *Fire Hazard Severity Zones Maps*. Accessed February 21, 2019. http://www.fire.ca.gov/fire_prevention/fhsz_maps_santaclara

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
4) 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?	☐	☐	☐	☒
5) 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, result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
6) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
7) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Impact HAZ-1: The project would not create a significant hazard to the public or the environment through routine transport, use, or disposal of hazardous materials. (Less than Significant Impact)

The proposed General Plan amendment, from *Rural Residential* to *Residential Neighborhood*, is unlikely to result in the routine use, transport, or release of hazardous materials. Future residential development at the project site would likely include the on-site use and storage of cleaning supplies and maintenance chemicals in small quantities. The small quantities of cleaning supplies and maintenance chemicals used on-site would not pose a risk to adjacent land uses. **(Less than Significant Impact)**

Impact HAZ-2: The project would not 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. (Less than Significant Impact)

The proposed project site is located in an area underlain by serpentine rock and soils which may contain naturally-occurring asbestos. Future development of the site could potentially expose construction workers and nearby sensitive receptors to asbestos during ground disturbing construction activities. Future development proposed for the site would be required to comply with all the requirements of the California Air Resources Board's air toxic control measures for

Construction, Grading, Quarrying, and Surface Mining Operations, per General Plan Policy MS-13.3. Compliance with the aforementioned regulations would reduce potential impacts from the release of naturally-occurring asbestos into the environment.

There are no other known hazardous materials conditions at the project site that could create a hazard to the public or the environment during future development of the site. There are no buildings or other structures requiring demolition on-site that could potentially release known hazardous materials upon their removal. In accordance with General Plan Policy EC-7.1, future development of the project site may be required to prepare a Phase I Environmental Site Assessment (ESA) which would disclose the historical uses of the project site and the surrounding areas, and provide recommendations for any site-specific soil/groundwater sampling, if necessary. Adherence to the recommendations of the Phase I ESA would ensure that the construction activities of any proposed developments would not expose construction workers or the public to hazardous materials, and that hazardous materials would not be released into the environment as a result of future development. The proposed General Plan Amendment would allow for a greater residential density at the project site, but would not create an undue risk to human or environmental health as a result of the release of hazardous materials. **(Less than Significant Impact)**

Impact HAZ-3:	**The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. (Less than Significant Impact)**

The project site is located on the Valley Christian school campus and is near existing schools, including Christopher Elementary School (approximately 0.3 miles northeast) and Daniel Lairon School (approximately 0.4 miles northwest). Future development of the site would establish residential uses, which are not typically sources of hazardous materials. By preparing a Phase I ESA for the project site at the time any future development is proposed, and adhering to the recommendations of the assessment, the proposed land use designation would not result in significant hazardous materials impacts to schools. **(Less than Significant Impact)**

Impact HAZ-4:	**The project would not 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, create a significant hazard to the public or the environment. (No Impact)**

The project is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.[53] Thus, there would be no impact. **(No Impact)**

Impact HAZ-5:	**The project would not be located within an airport land use plan and would not result in a safety hazard or excessive noise for people residing or working in the project area. (No Impact)**

[53] CalEPA. "Cortese List Data Resources". Accessed February 21, 2019. https://calepa.ca.gov/sitecleanup/corteselist.

The project site is located approximately 7.3 miles southeast of the Norman Y. Mineta San José International Airport and approximately four miles south of the Reid-Hillview Airport. The project site is not located in the Airport Influence Area (AIA) of either airport.[54] [55] Future development allowed under the proposed General Plan land use designation would not result in a safety hazard related to airport activities or expose people residing or working in the project area to excessive noise. **(No Impact)**

Impact HAZ-6:	**The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. (Less than Significant Impact)**

Future residential development allowed under the proposed General Plan land use designation would not physically interfere with an adopted emergency response or evacuation plan. During construction and operation of any future project, roadways would not be permanently blocked such that emergency vehicles would be unable to access the site or surrounding sites. Diamond Heights Drive would provide emergency ingress and egress to the project site during the construction and operation of any residential development proposed for the site. Any improvements to site access would be subject to review and approval by the City. Thus, any impacts would be less than significant. **(Less than Significant Impact)**

Impact HAZ-7:	**The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. (Less than Significant Impact)**

The project site is not located in a Very High Fire Hazard Severity Zone as identified by Cal Fire, nor is it located in a Wildland-Urban Interface Area as identified by the San José Fire Department (SJFD). [56] Future residential development allowed under the proposed General Plan land use designation would not be exposed to wildland fire hazards. **(Less than Significant Impact)**

[54] Santa Clara County. *Norman Y. Mineta San José International Airport Comprehensive Land Use Plan*. Adopted May 25, 2011. Amended November 16, 2016.
[55] Santa Clara County. *Reid-Hillview Airport Comprehensive Land Use Plan.* October 24, 2007. Amended November 16, 2016.
[56] San José Fire Department. *Wildland Urban Interface (WUI) Fire Conformance Policy.* January 2017.

4.10 HYDROLOGY AND WATER QUALITY

4.10.1 Environmental Setting

4.10.1.1 *Regulatory Framework*

Federal and State

Water Quality Overview

The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality. Regulations set forth by the U.S. Environmental Protection Agency (EPA) and the State Water Resources Control Board (SWRCB) have been developed to fulfill the requirements of this legislation. EPA regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the water quality control boards. The project site is within the jurisdiction of the San Francisco Bay RWQCB.

Basin Plan

The San Francisco Bay RWQCB regulates water quality in accordance with the Water Quality Control Plan or "Basin Plan". The Basin Plan lists the beneficial uses that the RWQCB has identified for local aquifers, streams, marshes, rivers, and the San Francisco Bay, as well as the water quality objectives and criteria that must be met to protect these uses. The RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements, including permits for nonpoint sources such as the urban runoff discharged by a City's stormwater drainage system. The Basin Plan also describes watershed management programs and water quality attainment strategies.

Statewide Construction General Permit

The SWRCB has implemented a NPDES General Construction Permit for the State of California. For projects disturbing one acre or more of soil, a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) must be prepared by a qualified professional prior to commencement of construction. The Construction General Permit includes requirements for training, inspections, record keeping, and for projects of certain risk levels, monitoring. The general purpose of the requirements are to minimize the discharge of pollutants and to protect beneficial uses and receiving waters from the adverse effects of construction-related storm water discharges.

Regional

Municipal Regional Stormwater NPDES Permit (MRP)/C.3 Requirement

The San Francisco Bay RWQCB has issued a Municipal Regional Stormwater NPDES Permit[57] (MRP) that covers the project area. Under provisions of the NPDES Municipal Permit, redevelopment projects that disturb more than 10,000 square feet are required to design and construct stormwater treatment controls to treat post-construction stormwater runoff. The MRP requires regulated projects to include Low Impact Development (LID) practices, such as pollutant source

[57] MRP Number CAS612008.

control measures and stormwater treatment features aimed to maintain or restore the site's natural hydrologic functions. The MRP also requires that stormwater treatment measures are properly installed, operated and maintained.

In addition to water quality controls, the MRP requires all new and redevelopment projects that create or replace one acre or more of impervious surface to manage development-related increases in peak runoff flow, volume, and duration, where such hydromodification is likely to cause increased erosion, silt pollutant generation or other impacts to beneficial uses of local rivers, streams, and creeks. Projects may be deemed exempt from the permit requirements if they do not meet the size threshold, drain into tidally influenced areas or directly into the Bay, drain into hardened channels, or are infill projects in subwatersheds or catchments areas that are greater than or equal to 65 percent impervious (per the Santa Clara Valley Permittees Hydromodification Management Applicability Map).

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) established the National Flood Insurance Program (NFIP) in order to reduce impacts of flooding on private and public properties. The program provides subsidized flood insurance to communities that comply with FEMA regulations protecting development in floodplains. As part of the program, FEMA publishes Flood Insurance Rate Maps (FIRM) that identify Special Flood Hazard Areas (SFHA). An SFHA is an area that would be inundated by the one-percent annual chance flood, which is also referred to as the base flood or 100-year flood.

Dam Safety Act

Dam failure is the uncontrolled release of impounded water behind a dam. Flooding, earthquakes, blockages, landslides, lack of maintenance, improper operation, poor construction, vandalism, and terrorism can all cause a dam to fail.[58] Because dam failure that results in downstream flooding may affect life and property, dam safety is regulated at both the federal and state level. In accordance with the state Dam Safety Act, dams are inspected regularly and detailed evacuation procedures have been prepared for each dam.

Local

City of San José Post-Construction Urban Runoff Management (Policy 6-29)

The City of San José's Policy No. 6-29 implements the stormwater treatment requirements of Provision C.3 of the MRP. The City of San José's Policy No. 6-29 requires all new development and redevelopment projects to implement post-construction BMPs and Treatment Control Measures. This policy also established specific design standards for post-construction Treatment Control Measures for projects that create, add, or replace 10,000 square feet or more of impervious surfaces.

[58] California Governor's Office of Emergency Services. 2018. *2018 State Hazards Mitigation Plan*. Accessed March 12, 2019. https://www.caloes.ca.gov/for-individuals-families/hazard-mitigation-planning/state-hazard-mitigation-plan

City of San José Hydromodification Management (Policy 8-14)

The City of San José's Policy No.8-14 implements the stormwater treatment requirements of Provision C.3 of the MRP. Policy No. 8-14 requires all new and redevelopment projects that create or replace one acre or more of impervious surface to manage development-related increases in peak runoff flow, volume, and duration, where such hydromodification is likely to cause increased erosion, silt pollutant generation or other impacts to beneficial uses of local rivers, streams, and creeks. The policy requires these projects to be designed to control project-related hydromodification through a Hydromodification Management Plan (HMP).

The proposed project is exempt from the NPDES hydromodification requirements related to preparation of an HMP because the project site is located in a subwatershed greater than or equal to 65 percent impervious surfaces.[59]

Envision San José 2040 General Plan

Future development allowed by the proposed land use designation would be subject to the hydrology policies of the City's General Plan, including the following:

Policy	Description
IN-3.7	Design new projects to minimize potential damage due to stormwaters and flooding to the site and other properties.
IN-3.9	Require developers to prepare drainage plans for proposed developments that define needed drainage improvements per City standards.
MS-3.4	Promote the use of green roofs (i.e., roofs with vegetated cover), landscape-based treatment measures, pervious materials for hardscape, and other stormwater management practices to reduce water pollution.
ER-8.1	Manage stormwater runoff in compliance with the City's Post-Construction Urban Runoff (6-29) and Hydromodification Management (8-14) Policies.
ER-8.3	Ensure that private development in San José includes adequate measures to treat stormwater runoff.
EC-4.1	Design and build all new or remodeled habitable structures in accordance with the most recent California Building Code and municipal code requirements as amended and adopted by the City of San José, including provisions for expansive soil, and grading and stormwater controls.
EC-5.7	Allow new urban development only when mitigation measures are incorporated into the project design to ensure that new urban runoff does not increase flood risks elsewhere.
EC-5.16	Implement the Post-Construction Urban Runoff Management requirements of the City's Municipal NPDES Permit to reduce urban runoff from project sites.

[59] Santa Clara Valley Urban Runoff Pollution Prevention Program. "Classification of Subwatersheds and Catchment Areas for Determining Applicability of HMP Requirements – San José." July 2011.

4.10.1.2 *Existing Conditions*

Water Quality

The water quality of streams, creeks, ponds, and other surface water bodies can be greatly affected by pollution carried in contaminated surface runoff. Pollutants from unidentified sources, known as "non-point" source pollutants, are washed from streets, construction sites, parking lots, and other exposed surfaces into storm drains. The project site is comprised of mainly pervious surfaces and contributes minimal surface runoff into the City's storm drain system. Surface runoff from adjacent roadways and buildings could contain contaminants such as oil and grease, plant and animal debris, pesticides, litter, and heavy metals that could adversely affect the aquatic habitats to which they drain. Surface runoff from impervious surfaces in the project vicinity is collected by a network of public storm drains in the streets and discharged, ultimately, into Coyote Creek. CWA Section 303(d) lists polluted water bodies which require further attention to support future beneficial uses. San Francisco Bay is on the Section 303(d) list as an impaired water body for several pollutants. Coyote Creek is listed as an impaired water body for diazinon (an organophosphate insecticide) and trash.[60]

Hydrology and Drainage

The approximately 4.6-acre project site is located in the Coyote Creek watershed.[61] The Coyote Creek watershed is a 320-square mile area that drains Coyote Creek and its tributaries from the Diablo Range to the valley floor. Coyote Creek originates in the mountains northeast of the City of Morgan Hill and flows northwest for approximately 42 miles before entering the Lower South San Francisco Bay.[62] The project site is located approximately 0.5 mile west of Coyote Creek.

Flooding and Other Hazards

The project site is not located in a 100-year floodplain.[63] According to the FEMA Flood Insurance Rate Map for the project area, the project site is designated as Zone D, which is defined as areas where flood hazards are undetermined, but possible. There are no City floodplain requirements for Zone D.

The project site is not located within any dam failure inundation zones that were identified in the General Plan FPEIR (as amended). The site would not be subject to inundation following potential failure of any dams in the area.

Due to the project site's inland location and distance from large bodies of water (i.e., the San Francisco Bay), it would not be subject to seiche or tsunami hazards, or sea level rise. Portions of the project site are located on moderately sloped hillsides and could be subject to potential mudflows during periods of intense rainfall.

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[60] California State Water Resources Control Board. "Impaired Water Bodies." Accessed February 21, 2019. http://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml.
[61] City of San José. "Watershed Maps". Accessed February 21, 2019. http://www.sanjoseca.gov/index.aspx?NID=1868
[62] Santa Clara Valley Water District. "Coyote Watershed". Accessed March 1, 2019. http://www.scvurppp-w2k.com/ws_coyote.shtml
[63] Federal Emergency Management Agency. GeoPlatform. Accessed February 21, 2019. http://fema.maps.arcgis.com/home/webmap/viewer.html?webmap=cbe088e7c8704464aa0fc34eb99e7f30&extent=-121.88620702655062,37.367936536613456,-121.86002866656457,37.3791910545685.

4.10.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
2) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
- result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
- substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
- create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
- impede or redirect flood flows?	☐	☐	☒	☐
4) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
5) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Impact HYD-1: The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. (Less than Significant Impact)

Construction-Related Water Quality

Construction activities, such as grading and excavation, have the potential to result in temporary impacts to surface water quality in adjacent waterways. When disturbance to the soil occurs, sediments may be dislodged and discharged into the storm drainage system after surface runoff flows across the site. Assuming the entirety of the 4.6-acre project site would be disturbed during future

development, over one-acre of soil would be disturbed and future projects would be required to conform to the requirements of the Construction General Permit. As such, an NOI would need to be submitted to the RWQCB and a SWPPP must be developed to establish methods for controlling discharge associated with construction activities.

In addition to the Construction General Permit, development projects in San José are required to comply with the City's Grading Ordinance, which requires the use of erosion and sediment controls to protect water quality while a site is under construction. An Erosion Control Plan will be prepared for any proposed development of the site due to its location on a hillside (refer to *Section 4.7, Geology and Soils*). The Erosion Control Plan will detail the BMPs that would be implemented to prevent the release of stormwater pollutants and reduce excessive erosion and siltation.

Construction resulting from future development at the site would be required to comply with the City's Grading Ordinance and NPDES General Permit and would not result in significant construction-related water quality impacts. **(Less than Significant Impact)**

Post-Construction Water Quality

Future development of the project site would likely result in the addition of more than 10,000 square feet of impervious surface areas. The MRP requires projects that would add or replace more than 10,000 square feet of impervious surface area to implement post-construction stormwater treatment controls, using LID techniques to the maximum extent feasible. Future development would be required to comply with the City's Post-Construction Urban Runoff Management Policy, which requires implementation of Best Management Practices (BMPs) that include site design measures, source controls, and stormwater treatment controls to minimize stormwater pollutant discharges.

Details of specific site design, pollutant source control, and stormwater treatment control measures demonstrating compliance with Provision C.3 of the MRP, would be included in the future project design, to the satisfaction of the Director of Planning, Building and Code Enforcement. With the regulatory programs currently in place, stormwater runoff from new residential development would have a less than significant impact on stormwater quality. With implementation of a stormwater control plan consistent with RWQCB requirements and compliance with the City's regulatory policies pertaining to stormwater runoff, future development on the site would have a less than significant water quality impact. **(Less than Significant Impact)**

Impact HYD-2:	**The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede groundwater management of the basin. (Less than Significant Impact)**

The proposed project is located within the Santa Clara subbasin, one of two groundwater basins located within the City of San José Urban Growth Boundary. Future development of the site would rely on existing sources of water and the City's existing water delivery system. Residential uses of the project site would increase the demand for water in the City; however, this increase would be marginal and would not result in the overdraft of any groundwater basins. The project site is not located on or adjacent to one of the SCVWD's 18 major groundwater recharge systems. Therefore,

development on the site would not interfere with groundwater recharge activities or substantially deplete groundwater levels. **(Less than Significant Impact)**

Impact HYD-3:	**The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows. (Less than Significant Impact)**

Future development of the site could alter the existing drainage patterns of the site as a result of increased impervious surfaces. However, future development of the site would be required to comply with the MRP and City of San José Policy 6-29, which would remove pollutants and reduce the rate and volume of runoff from the project site, reducing the potential for erosion, siltation, and flooding on and off the site. Consistent with General Plan Policy EC-4.5, an Erosion Control Plan will be prepared for any future development projects which would address the potential for site development to result in on- or off-site erosion due to the site's gradient. Compliance with existing policies and regulations for the management of surface runoff and erosion would reduce the drainage impacts of any proposed developments to be less than significant. **(Less than Significant Impact)**

Impact HYD-4:	**The project would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. (No Impact)**

The project site is not located in a 100-year flood zone and is not located in proximity to the San Francisco Bay or other large bodies of water which could potentially inundate the site during severe storm events. The project site is not located in an identified dam failure inundation zone for any of the regional reservoirs. Additionally, the site itself is elevated above the valley floor which further reduces its risk of inundation. For these reasons, future development of the site would not risk the release of pollutants due to inundation. **(No Impact)**

Impact HYD-5:	**The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. (Less than Significant Impact)**

The SCVWD prepared a Groundwater Management Plan (GMP) for the Santa Clara and Llagas subbasins in 2016, describing its comprehensive groundwater management framework including objectives and strategies, programs and activities to support those objectives, and outcome measures to gauge performance. The GMP is the guiding document for how the SCVWD will ensure groundwater basins within its jurisdiction are managed sustainably. The Santa Clara subbasin has not been identified as a groundwater basin in a state of overdraft.

Implementation of the proposed project would not interfere with any actions set forth by the SCVWD in its GMP in regards to groundwater recharge, transport of groundwater, and/or groundwater

quality. Therefore, the proposed project would not preclude the implementation of the GMP. **(Less than Significant Impact)**

4.11 LAND USE AND PLANNING

4.11.1 Environmental Setting

4.11.1.1 *Regulatory Framework*

Envision San José 2040 General Plan

The proposed land use change is subject to the land use policies of the City's General Plan, including the following:

Policies	Description
CD-1.12	Use building design to reflect both the unique character of a specific site and the context of surrounding development and to support pedestrian movement throughout the building site by providing convenient means of entry from public streets and transit facilities where applicable, and by designing ground level building frontages to create an attractive pedestrian environment along building frontages. Unless it is appropriate to the site and context, franchise-style architecture is strongly discouraged.
CD-4.9	For development subject to design review, ensure the design of new or remodeled structures is consistent or complementary with the surrounding neighborhood fabric (including but not limited to prevalent building scale, building materials, and orientation of structures to the street).
LU-2.3	To support the intensification of identified Growth Areas, and to achieve the various goals related to their development throughout the City, restrict new development on properties in non-Growth Areas.
LU-9.4	Prohibit residential development in areas with identified hazards to human habitation unless these hazards are adequately mitigated.
LU-9.5	Require that new residential development be designed to protect residents from potential conflicts with adjacent land uses.
LU-9.7	Ensure that new residential development does not impact the viability of adjacent employment uses that are consistent with the General Plan Land Use/Transportation Diagram.
LU-10.5	Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community.
LU-17.2	Apply strong architectural, site, and grading design controls through a discretionary development review process to all types of hillside and rural residential development that require significant grading activities in order to protect the hillsides and to minimize potential adverse visual and environmental impacts.
LU-17.3	Minimize grading on hillsides and design any necessary grading or recontouring to preserve the natural character of the hills and to minimize the removal of significant vegetation, especially native trees such as Valley Oaks.
LU-17.4	Apply the following guidelines for development in hillside and rural residential areas in order to preserve and enhance the scenic and aesthetic qualities of the natural terrain: 1. Design development in a sensitive manner to highlight and complement the natural environment. 2. Use large lot sizes and varying setbacks in order to respect and preserve natural features of the land. 3. Adapt construction techniques and housing types to variable terrains. Use split pads and stepped foundations where appropriate, especially to minimize required grading, and discourage conventional, single flat-pad housing designs.

4. Consider privacy, livability, solar orientation and wind conditions when siting residential dwellings. Dwelling unit sites should take advantage of scenic views but should be located below hilltops to protect the aesthetics and ridgeline silhouette viewed from below, from public places, and from the valley floor.
5. Encourage preservation of existing trees, rock outcroppings and other significant features.
6. When grading or recontouring of the terrain is proposed, preserve the natural character of the hills and blend the alterations into the natural terrain.
7. Design streets to provide access and connectivity for area residents, and consider potential viewshed opportunities in siting development. Provide adequate access to safely accommodate potential traffic without significantly impacting local transportation routes. Consistent with accessibility requirements for emergency vehicles, consider and encourage reduced width and modified street sections to design streets for utility and to minimize grading.
8. Limit new structures or use of non-native vegetation in all new development projects to prevent adverse biological impacts and adverse visual impacts as viewed from the Valley floor or from adjacent public recreational areas. Design new structures to blend harmoniously with the natural setting. Agricultural crop production may be visible.

LU-17.5 Apply the following guidelines to the design and construction of public and private right-of-way improvements in order to preserve and enhance the scenic and aesthetic qualities of hillside and rural areas:

1. Design streets in consideration of the natural topography and the landscape. Consider use of divided streets and grade separations.
2. Encourage use of crushed gravel walks and vegetation lined swales, and only construct concrete sidewalks, curbs, and gutters when required by the topography or other regulations.
3. Limit street lighting to intersections, and use low-intensity lighting appropriate for these areas.
4. Use finishes or colors that blend man-made materials within the public right-of-way with the natural surroundings.

LU-17.6 Avoid any new development along ridges and other major hillside areas (typically all properties that exceed 30 percent slope) that surround the valley floor to minimize visibility of development on these aesthetic resources.

4.11.1.2 *Existing Conditions*

The 4.6-acre project site is predominantly vacant; graded, fenced storage areas with storage containers, equipment and vehicles at the southern end of the site provide the only exception. The vacant areas of the site are covered by ruderal vegetation, grassland, and sparse trees and shrubs.

The current General Plan land use designation of the site is *Rural Residential*. This designation allows for a density of two dwelling units per acre (du/ac) and a Floor Area Ratio (FAR) of up to 0.35 (one to 2.5 stories). The *Rural Residential* designation is applies to areas already largely developed for residential use with a low density or rural character. New infill development in this land use designation should be limited to densities that match the established density, lot size, and character of surrounding properties.

The site is zoned *A (Planned Development)* for residential uses. This zoning establishes site-specific development standards which better conform to General Plan goals and policies than may be practical through implementation of a conventional zoning district. The *A (Planned Development)*

zoning is intended to implement the design standards set forth in the General Plan and design guidelines adopted by the City Council.

Surrounding Land Uses

The project site is located on a vacant lot on the perimeter of an existing school campus within a developed area of San José. The land uses surrounding the project site are shown in Table 4.11-1 below.

Table 4.11-1: Land Uses Surrounding the Project Site

Direction	General Plan Designation	Zoning District	Existing Use
North	*Residential Neighborhood*	R-1-8	Single-family residences
South	*Public/Quasi Public*	A(PD)	Valley Christian campus
East	*Residential Neighborhood*	R-1-8	Single-family residences
West	*Public/Quasi Public*	A(PD)	Valley Christian campus

4.11.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Physically divide an established community?	☐	☐	☒	☐
2) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Impact LU-1: The project would not physically divide an established community. (Less than Significant Impact)

The project proposes a General Plan Amendment which would allow for greater residential density for future development at the project site. Amending the land use designation of the project site from *Rural Residential* to *Residential Neighborhood* would allow for development of the site with up to 27 residential units (in comparison to the 10 units allowed under the current designation), based on prevailing neighborhood density. Future development would not require construction of dividing infrastructure like highways, freeways, or major arterial streets. The project site is undeveloped and abuts existing residential neighborhoods to the south and east. At this time, there are no proposed modifications to the surrounding roadways or roads providing access to the site. Access to nearby neighborhoods would not be restricted or hindered by future development of the project site. For these reasons, the proposed project would not result in a significant impact by physically dividing an established community. **(Less than Significant Impact)**

Impact LU-2:	**The project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant Impact)**

As described in Section 3.0, the current land use designation (*Rural Residential*) is intended for low-density residential development that preserves the rural/low-density residential character of the area and creates minimal demand for urban services. The maximum density is two du/ac with a FAR of up to 0.35 (one to 2.5 stories). The proposed land use designation (*Residential Neighborhood*) is intended for single-family residential neighborhoods, with an emphasis on preservation of the existing residential character of the areas in which new development is proposed. Future residential development under this designation would be required to adhere closely to the form, size, and character of surrounding residential neighborhoods. The maximum number of residential units allowed at the project site would be increased from 10 to 27 units by the proposed General Plan Amendment. While no specific development is proposed, this Initial Study assumes a residential density at the project site of 27 units, based on the prevailing neighborhood density, and prescribes policies and regulations that would apply to a development proposal of this scale.

The potential environmental effects of the proposed General Plan Amendment are analyzed throughout this Initial Study. Future development would comply with City and other applicable land use policies (e.g., the Habitat Plan), and would not conflict with regulations adopted for avoiding or mitigating an environmental effect. **(Less than Significant Impact)**

4.12 MINERAL RESOURCES

4.12.1 Environmental Setting

The Santa Clara Valley was formed when sediments derived from the Santa Cruz Mountains and the Mount Hamilton-Diablo Range were exposed by continuous tectonic uplift and regression of the inland sea that had previously inundated the area. As a result of this process, the topography of the City is relatively flat and there are no significant mineral resources. The project site is not located in an area containing known mineral resources.

Under the Surface Mining and Reclamation Act of 1975 (SMARA), the State Mining and Geology Board has designated only the area of Communications Hill in Central San José, bounded by the Union Pacific Railroad, Curtner Avenue, State Route 87, and Hillsdale Avenue, as a regional source of aggregate mineral materials. Other than the Communications Hill area, San José does not have mineral deposits subject to SMARA. The project site lies outside of the Communications Hill area.

4.12.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) 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?	☐	☐	☐	☒
2) 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?	☐	☐	☐	☒

Impact MIN-1: The project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. (No Impact)

The proposed project is located within an area surrounded by an existing school campus and residential development. The project site is largely vacant and is not located in an area containing known mineral resources. Future development of the site would not result in the loss of availability of any known mineral resources. **(No Impact)**

Impact MIN-2: The project would not result in the loss of availability of locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. (No Impact)

The only mineral resource recovery site that has been identified in San José is located in the Communications Hill area, approximately 1.6 miles west of the project site. Future development of the project site would not result in the loss of a mineral resource recovery site. **(No Impact)**

4.13 NOISE

4.13.1 Environmental Setting

4.13.1.1 *Background Informatin*

Noise

Several factors influence sound as it is perceived by the human ear, including the actual level of sound, the period of exposure to the sound, the frequencies involved, and the fluctuation in the noise level during exposure. Noise is measured on a "decibel" scale which serves as an index of loudness. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Because the human ear cannot hear all pitches or frequencies, sound levels are frequently adjusted or weighted to correspond to human hearing. This adjusted unit is known as the A-weighted decibel, or dBA.

Since excessive noise levels can adversely affect human activities and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. Noise guidelines are almost always expressed using one of several noise averaging methods, such as L_{eq}, DNL, or CNEL.[64] Using one of these descriptors is a way for a location's overall noise exposure to be measured, given that there are specific moments when noise levels are higher (e.g., when a jet is taking off from an airport or when a leaf blower is operating) and specific moments when noise levels are lower (e.g., during lulls in traffic flows on freeways or in the middle of the night). The City's 2040 General Plan applies the DNL descriptor, which represents the average noise level over a 24-hour period and penalizes noise occurring between 10 PM and 7 AM by 10 dB. L_{max} is the maximum A-weighted noise level during a measurement period.

Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Vibration amplitude can be quantified using Peak Particle Velocity (PPV), which is defined as the maximum instantaneous positive or negative peak of the vibration wave. Because of the impulsive nature of construction activities, the use of the PPV descriptor has been routinely used to measure and assess ground-borne vibration. Studies have shown that the threshold of perception for average persons is in the range of 0.008 to 0.012 in/sec PPV.

4.13.1.2 *Regulatory Framework*

State

State Building Standards Code

[64] L_{eq} is a measurement of average energy level intensity of noise over a given period of time. Day-Night Level (DNL) is a 24-hour average of noise levels, with a 10 dB penalty applied to noise occurring between 10:00 p.m. and 7:00 a.m. Community Noise Equivalent Level (CNEL) includes an additional five dB applied to noise occurring between 7:00 p.m. and 10:00 p.m. As a general rule of thumb where traffic noise predominates, the CNEL and DNL are typically within two dBA of the peak-hour L_{eq}.

The California Building Standards Code (CBC) establishes uniform minimum noise insulation performance standards to protect persons within new buildings housing people, including hotels, motels, dormitories, apartments, and dwellings other than single-family residences. Title 24 mandates that interior noise levels attributable to exterior sources not exceed 45 dBA DNL or CNEL in any habitable room. Exterior windows must have a minimum Sound Transmission Class (STC) of 40 or Outdoor-Indoor Transmission Class (OITC) of 30 when the property falls within the 65 dBA DNL noise contour for a freeway or expressway, railroad, industrial source or fixed-guideway noise source.

Local

Envision San José 2040 General Plan

The City's Envision San José 2040 General Plan includes goals and policies pertaining to noise and vibration. Community Noise Levels and Land Use Compatibility (commonly referred to as the Noise Element) of the General Plan utilizes the DNL descriptor and identifies interior and exterior noise standards for residential uses. The Envision San José 2040 General Plan and the San José Municipal Code include the following criteria for land use compatibility and acceptable noise levels in the City. The City's noise and land use compatibility guidelines are shown in Table 4.13-1, below.

Table 4.13-1: Land Use Compatibility Guidelines for Community Noise in San José

Land Use Category	Exterior DNL Value in Decibels					
	55	60	65	70	75	80
1. Residential, Hotels and Motels, Hospitals and Residential Care[1]						
2. Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
3. Schools, Libraries, Museums, Meeting Halls, and Churches						
4. Office Buildings, Business Commercial, and Professional Offices						
5. Sports Arena, Outdoor Spectator Sports						
6. Public and Quasi-Public Auditoriums, Concert Halls, and Amphitheaters						

[1]Noise mitigation to reduce interior noise levels pursuant to Policy EC-1.1 is required.

Normally Acceptable:
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable:
Specified land use may be permitted only after detailed analysis of the noise reduction requirements and noise mitigation features included in the design.

Unacceptable:
New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies. Development would only be considered when technically feasible mitigation is identified that is also compatible with relevant design guidelines.

Policies	Description
EC-1.1	Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state and City noise standards and guidelines as a part of new development review. Applicable standards and guidelines for land uses in San José include: Interior Noise Levels • The City's standard for interior noise levels in residences, hotels, motels, residential care facilities, and hospitals is 45 dBA DNL. Include appropriate site and building design, building construction and noise attenuation techniques in new development to meet this standard. For sites with exterior noise levels of 60 dBA DNL or more, an acoustical analysis following protocols in the City-adopted California Building Code is required to demonstrate that development projects can meet this standard. The acoustical analysis shall base required noise attenuation techniques on expected *Envision General Plan* traffic volumes to ensure land use compatibility and General Plan consistency over the life of this plan. Exterior Noise Levels • The City's acceptable exterior noise level objective is 60 dBA DNL or less for residential and most institutional land uses (refer to Table EC-1 in the General Plan or Table 4.12-1 in this Initial Study). Residential uses are considered "normally acceptable" with exterior noise exposures of up to 60 dBA DNL and "conditionally compatible" where the exterior noise exposure is between 60 and 75 dBA DNL such that the specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features are included in the design.
EC-1.2	Minimize the noise impacts of new development on land uses sensitive to increased noise levels (Land Use Categories 1, 2, 3 and 6 in Table EC-1 in the General Plan or Table 4.12-1 in this Initial Study) by limiting noise generation and by requiring use of noise attenuation measures such as acoustical enclosures and sound barriers, where feasible. The City considers significant noise impacts to occur if a project would: • Cause the DNL at noise sensitive receptors to increase by five dBA DNL or more where the noise levels would remain "Normally Acceptable"; or • Cause the DNL at noise sensitive receptors to increase by three dBA DNL or more where noise levels would equal or exceed the "Normally Acceptable" level.
EC-1.3	Mitigate noise generation of new nonresidential land uses to 55 dBA DNL at the property line when located adjacent to existing or planned noise sensitive residential and public/quasi-public land uses.
EC-1.7	Require construction operations within San José to use best available noise suppression devices and techniques and limit construction hours near residential uses per the City's Municipal Code. The City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would: • Involve substantial noise generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months. For such large or complex projects, a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses.
EC-2.3	Require new development to minimize vibration impacts to adjacent uses during demolition and construction. For sensitive historic structures, a vibration limit of 0.08 in/sec PPV (peak particle velocity) will be used to minimize the potential for cosmetic damage to a building. A vibration limit of 0.20 in/sec PPV will be used to minimize the potential for cosmetic damage at buildings of normal conventional construction.

Municipal Code

Chapter 20.100.450 of the Municipal Code establishes allowable hours of construction within 500 feet of a residential unit between 7:00 AM to 7:00 PM on Monday through Friday, unless otherwise expressly allowed in a Development Permit or other planning approval. Per the San José Municipal Code Title 20 (Zoning Ordinance) Noise Performance Standards, the sound pressure level generated by any use or combination of uses on a property shall not exceed the decibel levels indicated in the table below at any property line, except upon issuance and in compliance with a Special Use permit as provided in Chapter 20.100.

Table 4.13-2: Noise Performance Standards

Land Use Category	Maximum Noise Level in Decibels at Property Line
Any residential or non-residential use	55

4.13.1.3 *Existing Conditions*

The project site is surrounded by single-family residences to the north and east and Valley Christian facilities to the south and west. Traffic from adjacent roadways is primarily responsible for the ambient noise levels at the project site. According to the General Plan FPEIR, noise levels in the project area are approximately 55 to 60 dBA DNL, with Monterey Road and Senter Road generating the majority of the noise in the vicinity of the site. [65] The project site is located approximately 7.3 miles southeast of the Norman Y. Mineta San José International Airport and approximately four miles south of the Reid-Hillview Airport, and is located outside of the 60 dB CNEL noise contours of both airports. [66] [67]

4.13.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
1) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
2) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

[65] City of San José. *Envision San José 2040 General Plan FPEIR.* September 2011. Figure 3.3-1.
[66] Santa Clara County. *Norman Y. Mineta San José International Airport Comprehensive Land Use Plan*. Adopted May 25, 2011. Amended November 16, 2016.
[67] Santa Clara County. *Reid-Hillview Airport Comprehensive Land Use Plan.* October 24, 2007. Amended November 16, 2016.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
3) For a project located within the vicinity of a private airstrip or 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, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Impact NOI-1: The project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. (Less than Significant Impact)

Operational Noise

Future redevelopment of the project site with up to 27 multi-family residential units would not substantially increase permanent ambient noise levels in the project area because it would not include substantial noise sources. Project-generated traffic would be the main contributor to existing noise levels; however, it estimated that the allowable buildout of the site would generate a maximum of 220 new vehicle trips per day.[68] This increase in vehicle trips would not amount to a doubling of traffic on nearby roadways and would not be expected to generate a perceptible increase in traffic noise. **(Less than Significant Impact)**

Construction Noise

Construction noise from future development of the project site would temporarily increase ambient noise impacts on nearby sensitive receptors. Sensitive receptors in proximity to the project site are located to the north and east (residences), as well as to the south and west (Valley Christian High School). It is anticipated that the effects of construction noise levels would be reduced through the implementation of regulations in the City's Municipal Code on construction hours (which limits construction hours near residential land uses) and General Plan Policy EC-1.7 (which identifies requirements for limiting construction noise).

Policies and standards within the City's Municipal Code and General Plan would be required to be implemented for future development of the project site, would avoid potentially significant construction-related noise impacts. Therefore, construction noise during future development of the project site would not result in a significant noise impact. **(Less than Significant Impact)**

Impact NOI-2: The project would not result in generation of, excessive groundborne vibration or groundborne noise levels. (Less than Significant Impact)

[68] Institute of Transportation Engineers. *Trip Generation Manual 10th Edition – Volume 2: Data. Residential (Land Uses 200-299).* Page 36. September 2017.

Future development on the project site could generate temporary construction vibration that could affect adjacent uses. Construction activities such as drilling, the use of jackhammers (approximately 0.035 in/sec PPV at 25 feet), rock drills and other high-power or vibratory tools (approximately 0.09 in/sec PPV at 25 feet), and rolling stock equipment such as tracked vehicles, compactors, etc. (approximately 0.89 in/sec PPV at 25 feet) may generate substantial vibration in the immediate site vicinity.

According to General Plan Policy EC-2.3, a vibration limit of 0.2 in/sec PPV is used to minimize damage at buildings of normal conventional construction. Future development would comply with all applicable City policies set forth to reduce construction vibration impacts. There are no nearby historic structures that would be impacted by groundborne vibration generated by construction of any future development. Additionally, it would be unlikely that any vibratory equipment would impact the nearby sensitive receptors (single-family residences on River View Drive, Harmony Lane, and Senter Road, and the Valley Christian school campus) upon application of City policies. Therefore, any future development of the site would not result in a significant vibration impact. **(Less than Significant Impact)**

Impact NOI-3:	**The project would not be located within the vicinity of a private airstrip or 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. The project would not expose people residing or working in the project area to excessive noise levels. (Less than Significant Impact)**

As mentioned, the project site is located outside of the AIAs of the Norman Y. Mineta San José International Airport and the Reid-Hillview Airport. Noise generated by airport activities would be less than 60 dBA CNEL at the project site. Thus, future development of the site would not expose people residing or working in the project area to excessive airport-related noise levels. **(Less than Significant Impact)**

4.13.3 Non-CEQA Effects

Per *California Building Industry Association v. Bay Area Air Quality Management District,* 62 Cal. 4th 369 *(BIA v. BAAQMD)*, effects of a project on the environment are not considered CEQA impacts. The following discussion is included for informational purposes only because the City of San José has policies that address existing noise conditions affecting a proposed project.

Based on the General Plan noise and land use compatibility guidelines (Table 4.13-1), residential development is allowed in areas with ambient noise levels up to 60 dBA DNL and is conditionally allowed in areas with noise levels up to 75 dBA DNL. The project area has existing noise levels of 55 to 60 dBA DNL, which allows residential use, per the compatibility guidelines. Future development would be subject to the City's General Plan Policy EC-1.1 which would ensure noise reduction and needed noise insulation features are included in the project design as appropriate, given the ambient noise level. For this reason, future development would not expose future residents to noise levels in excess of applicable standards.

There are no heavy rail tracks or other sources of excessive groundborne vibration or noise near the project site. Therefore, future uses on the project site would not be exposed to substantial vibration.

4.14 POPULATION AND HOUSING

4.14.1 Environmental Setting

4.14.1.1 *Existing Conditions*

Based on California Department of Finance estimates for 2018, San José has a population of 1,051,316 persons and 335,164 households, with an average of 3.20 persons per household.[69] According to the City's General Plan, the projected population in 2035 will be 1.3 million persons occupying 429,350 households. To meet the current and projected housing needs in the City, the Envision San José 2040 General Plan identifies areas for mixed-use and residential development to accommodate 120,000 new dwelling units by 2040.

The jobs/housing balance is the relationship between the number of housing units required as a result of local jobs and the number of residential units available in the City. This relationship is quantified by the jobs/employed resident ratio. When the ratio reaches 1.0, a balance is struck between the supply of local housing and local jobs. The jobs/employed resident ratio is determined by dividing the number of local jobs by the number of employed residents that can be housed in local housing. At the time of preparation of the General Plan FPEIR, San José had a higher number of employed residents than jobs (approximately 0.8 jobs per employed resident) but this trend is projected to reverse with full build-out under the current General Plan.

4.14.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Induce substantial unplanned 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)?	☐	☐	☒	☐
2) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Impact POP-1: The project would not induce substantial unplanned 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). (Less than Significant Impact)

The project site is located in an urbanized area in the City of San José. The proposed General Plan Amendment to *Residential Neighborhood* would allow approximately 27 multi-family housing units

[69] State of California Department of Finance. *E-5 City/County Population and Housing Estimates*. May 29, 2018. Available at: http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/. Accessed February 22, 2019.

(approximately 87 residents) at the project site for a future development. This amounts to a total of 57 residents that were not accounted for in the population estimates used in the General Plan.[70] This increase is not substantial given the overall population growth projected within San José. Future development of the project site with up to 27 multi-family housing units would also not result in an expansion of urban services or the pressure to expand beyond the City's existing Sphere of Influence. As a result, impacts would be less than significant. **(Less than Significant Impact)**

Impact POP-2:	**The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. (No Impact)**

The project site is currently undeveloped and is part of an existing school campus. The proposed General Plan Amendment would not reduce the City's housing stock; rather, it would facilitate an increase in available housing by allowing greater residential density at the site. Therefore, the project would not displace people or housing or require the construction of replacement housing. **(No Impact)**

[70] The estimated population (using the average of 3.20 residents per dwelling unit) allowed under the current General Plan designation was subtracted from the maximum estimated residential population under the proposed General Plan designation.

4.15 PUBLIC SERVICES

4.15.1 Environmental Setting

4.15.1.1 *Regulatory Framework*

State

Quimby Act

The Quimby Act (California Government Code Sections 66477) was approved by the California legislature to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees due in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two at the discretion of the City.

School Impact Fees

California Government Code Section 65996 specifies that an acceptable method of offsetting a project's effect on the adequacy of school facilities is the payment of a school impact fee prior to the issuance of a building permit. Sections 65995-65998 sets forth provisions for the payment of school impact fees by new development by "mitigating impacts on school facilities that occur (as a result of the planning, use, or development of real property" (Section 65996[a]). The legislation states that the payment of school impact fees "are hereby deemed to provide full and complete school facilities mitigation" under CEQA (Section 65996[b]).

In accordance with California Government Code Section 65996, developers pay a school impact fee to the school district to offset the increased demands on school facilities caused by their proposed residential development project. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

Local

Parkland Dedication Ordinance and the Park Impact Ordinance

The City of San José has adopted the Parkland Dedication Ordinance (PDO) and Park Impact Ordinance (PIO) requiring new residential development to either dedicate sufficient land to serve new residents, or pay fees to offset the increased costs of providing new park facilities for new development. Under the PDO and PIO, a project can satisfy half of its total parkland obligation by providing private recreational facilities on-site. For projects over 50 units, it is the City's decision whether the project will dedicate land for a new public park site or accept a fee in-lieu of land dedication. Affordable housing including low, very-low, and extremely-low income units are subject to the PDO and PIO at a rate of 50 percent of applicable parkland obligation. The acreage of parkland required is based on the minimum acreage dedication formula outlined in the PDO.

Envision San José 2040 General Plan

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from planned development projects in the City. The following policies are specific to public services and are applicable to the proposed project:

Policy	Description
FS-5.7	Encourage school districts and residential developers to engage in early discussions regarding the nature and scope of proposed projects and possible fiscal impacts and mitigation measures early in the project planning stage, preferably immediately preceding or following land acquisition.
ES-3.1	Provide rapid and timely Level of Service (LOS) response time to all emergencies: 1. For police protection, use as a goal a response time of six minutes or less for 60 percent of all Priority 1 calls, and of eleven minutes or less for 60 percent of all Priority 2 calls. 2. For fire protection, use as a goal a total response time (reflex) of eight minutes and a total travel time of four minutes for 80 percent of emergency incidents.
ES-3.9	Implement urban design techniques that promote public and property safety in new development through safe, durable construction and publically-visible and accessible spaces.
ES-3.11	Ensure that adequate water supplies are available for fire-suppression throughout the City. Require development to construct and include all fire suppression infrastructure and equipment needed for their projects.
PR-1.1	Provide 3.5 acres per 1,000 population of neighborhood/community serving parkland through a combination of 1.5 acres of public park and 2.0 acres of recreational school grounds open to the public per 1,000 San José residents.
PR-1.2	Provide 7.5 acres per 1,000 population of citywide /regional park and open space lands through a combination of facilities provided by the City of San José and other public land agencies.
PR-1.12	Regularly update and utilize San José's Parkland Dedication Ordinance/Parkland Impact Ordinance (PDO/PIO) to implement quality facilities.
PR-2.4	To ensure that residents of a new project and existing residents in the area benefit from new amenities, spend PDO and PIO fees for neighborhood serving elements (such as playgrounds/tot-lots, basketball courts, etc.) within a 0.75-mile radius of the project site that generates the funds.
PR-2.5	Spend, as appropriate, PDO/PIO fees for community serving elements (such as soccer fields, community gardens, community centers, etc.) within a 3-mile radius of the residential development that generates the PDO/PIO funds.

4.15.1.2 *Existing Conditions*

Fire and Police Protection

Fire protection services for the project site are provided by the San José Fire Department (SJFD). The SJFD responds to all fires, hazardous materials spills, and medical emergencies in the City. The closest station to the project site is Station 13, located at 4380 Pearl Avenue, approximately 2.3 miles west of the project site.

Police protection services for the project area are provide by the San José Police Department (SJPD), headquartered at 201 West Mission Street, approximately 6.7 miles northwest of the site. The City has four patrol divisions and 16 patrol districts. Patrols are dispatched from police headquarters and the patrol districts consist of 83 patrol beats, which include 357 patrol beat building blocks.

Schools

The project site is located within the Franklin-McKinley School District. The closest public schools to the project site are Christopher Elementary School (approximately 0.3 miles northeast of the site), Daniel Lairon Elementary School (approximately 0.4 miles northwest of the site), and Los Arboles Elementary School (approximately 0.8 miles northwest of the site).

Parks

The City provides and maintains developed parkland and open space to serve its residents. Residents of San José are served by regional and community park facilities, including regional open space, community and neighborhood parks, playing fields and trails. The City's Department of Parks, Recreation, and Neighborhood Services is responsible for development, operation, and maintenance of all City park facilities. The closest park to the project site is Melody Park, approximately 0.3 miles northeast of the site.

Libraries

The San José Public Library System consists of one main library and 22 branch libraries. Residents of the project area are served by the Edenvale Branch Library, located 0.6 miles south of the project site at 101 Branham Lane East.

Community Centers

The City of San José operates 51 community centers within the City limits. The nearest community center to the site is the Edenvale Community Center, approximately 0.8 miles southeast of the site.

4.15.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project 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:				
1) Fire Protection?	☐	☐	☒	☐
2) Police Protection?	☐	☐	☒	☐
3) Schools?	☐	☐	☒	☐
4) Parks?	☐	☐	☒	☐
5) Other Public Facilities?	☐	☐	☒	☐

Impact PS-1:	**The project would not 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 fire protection services. (Less than Significant Impact)**

The project site is currently served by the SJFD. The proposed General Plan land use designation would facilitate an increase in residential density at the project site beyond what is allowed by the current designation. Future development of the site would introduce a maximum of approximately 87 residents to an unoccupied area of the Valley Christian school campus, thereby incrementally increasing the demand for fire protection services in the area. While there would be increased demand for services on the SJFD, this increase would not be substantial and would not require the construction of new or expanded fire protection facilities. Future development of the site would be constructed in a fire-safe manner in accordance with current building codes. For these reasons, the proposed General Plan Amendment would not result in a significant impact on fire protection services. **(Less than Significant Impact)**

Impact PS-2:	**The project would not 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 police protection services. (Less than Significant Impact)**

The project site is currently served by the SJPD. The addition of residential units at the project site would incrementally increase the demand placed on the SJPD for police protection services. While there would be greater demand on the SJPD, the residential development accommodated by the proposed General Plan Amendment would not warrant the expansion or construction of police facilities. Future development of the project site would be constructed in accordance with building codes and maintained in accordance with City policies, such as General Plan Policy ES-3.9 to promote public and property safety. For these reasons, the proposed General Plan Amendment would not result in a significant impact to police protection services. **(Less than Significant Impact)**

Impact PS-3:	**The project would not 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 schools. (Less than Significant Impact)**

The proposed General Plan Amendment to *Residential Neighborhood* would allow a maximum buildout of 27 residential units, based on the prevailing neighborhood pattern of six du/acre. It can be reasonably expected that future residents of any residential development proposed for the site could include elementary, middle, and high school students. Using SJUSD student generation factors of

0.238 students per dwelling unit, maximum buildout of the project site would increase the student population in the area by approximately seven students.[71] Increasing the student population in the project area by seven students would not require the construction of new schools, however, full buildout of the project site would place a new demand on school facilities in the area.

In accordance with California Government Code Section 65996, the developer of any future project would be required to pay a school impact fee to the School District, to offset the increased demands on school facilities caused by the proposed project. Therefore, the proposed General Plan Amendment would have a less than significant impact on school facilities. **(Less than Significant Impact)**

Impact PS-4:	**The project would not 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 parks. (Less than Significant Impact)**

Future residents of the site would use existing recreational facilities in the area including Melody Park, located 0.3 miles northeast of the site, and Solari Park, located approximately 0.8 miles northwest of the site. The new residents on the site would incrementally increase the use of existing recreational facilities in the project area.

Consistent with City's policies, future redevelopment under the proposed land use designation will be subject to the City's Parkland Dedication Ordinance and Park Impact Ordinance (PDO/PIO), and would be required to pay PDO/PIO fees to offset the increased demand for parks and recreational facilities resulting from future residential development on the site. The PDO/PIO fees generated by new residential development will be used to provide neighborhood-serving facilities within a 0.75 mile radius of the development site and/or community-serving facilities within a three-mile radius (as stated in General Plan policies PR-2.4 and PR-2.5). Thus, the project's impact on parks would be less than significant. **(Less than Significant Impact)**

Impact PS-5:	**The project would not 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 other public facilities. (Less than Significant Impact)**

The maximum buildout of the project site would result in approximately 87 new residents. It can reasonably be assumed that future residents at the project site would use nearby libraries and community centers, such as the Edenvale Branch Library and Edenvale Community Center. These public facilities would not be substantially degraded by the increase in use created by residential development on-site. Development approved under the *Envision San José 2040 General Plan* is

[71] San José Unified School District. *Development Fee Justification Study.* April 2014.

projected to increase the City's residential population to 1,313,811. The existing and planned library facilities in the City will provide approximately 0.68 square feet of library space per capita for the anticipated population under buildout of the Envision San José 2040 General Plan by the year 2035, which is above the City's service goal. Although the proposed General Plan Amendment would incrementally increase the amount of residential development and population growth anticipated in the General Plan, future redevelopment of the project site would not substantially increase use of San José library facilities or otherwise require the construction of new library facilities. **(Less than Significant Impact)**

4.16 RECREATION

4.16.1 Environmental Setting

4.16.1.1 *Regulatory Framework*

State

Quimby Act – California Code Sections 66475-66478

The Quimby Act (California Government Code Sections 66475-66478) was approved by the California legislature to preserve open space and parkland in the State. The Quimby Act authorizes local governments to establish ordinances requiring developers of new subdivisions to dedicate parks, pay an in-lieu fee, or perform a combination of the two. The City of San José has adopted a Parkland Dedication Ordinance and a Park Impact Ordinance in Section 14.25 of the Municipal Code, as discussed in *Section 4.15, Public Services* of this Initial Study. The PDO sets requirements for parkland dedication and/or fees that apply to residential developments involving subdivisions, while the PIO extends the application of parkland dedication and/or fees to all other residential projects. Fees levied through these ordinances are in alignment with General Plan goals and policies for parkland acquisition and preservation.

Local

Envision San José 2040 General Plan

The General Plan includes the following recreational facility policies applicable to the proposed project.

Policies	Description
PR-1.1	Provide 3.5 acres per 1,000 population of neighborhood/community serving parkland through a combination of 1.5 acres of public park and 2.0 acres of recreational school grounds open to the public per 1,000 San José residents.
PR-1.2	Provide 7.5 acres per 1,000 population of citywide /regional park and open space lands through a combination of facilities provided by the City of San José and other public land agencies.
PR-2.4	To ensure that residents of a new project and existing residents in the area benefit from new amenities, spend Park Dedication Ordinance and Park Impact Ordinance fees for neighborhood serving elements (such as playgrounds/tot-lots, basketball courts, etc.) within a ¾ mile radius of the project site that generates the funds.
PR-2.5	Spend, as appropriate, PDO/PIO fees for community serving elements (such as soccer fields, community gardens, community centers, etc.) within a 3-mile radius of the residential development that generates the PDO/PIO funds.

4.16.1.2 *Existing Conditions*

The City of San José owns and maintains over 3,500 acres of parkland, including neighborhood parks, community parks, and regional parks.[72] The City also manages 51 community centers, 17 community gardens, and six pool facilities. Other recreational facilities include seven public skate

[72] City of San José Parks, Recreation, and Neighborhood Services. *Building Community Through Fun 2016 Annual Report*. Available at: https://www.sanjoseca.gov/index.aspx?NID=204

parks and 57.5 miles of interconnected trails. The City's Department of Parks, Recreation, and Neighborhood Services is responsible for development, operation, and maintenance of all City park facilities.

Nearby public parks to the project site include Melody Park (approximately 0.3 miles northeast of the site), Solari Park (approximately 0.8 miles northwest of the site), Hellyer County Park (approximately 0.6 miles northeast of the site), and Edenvale Gardens Regional Park (approximately 0.75 miles south of the site). The project site is also located adjacent to tennis courts and athletic fields that are a part of the Valley Christian school campus.

4.16.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
1) 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?	☐	☐	☒	☐
2) 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?	☐	☐	☒	☐

Impact REC-1: The project would not increase in the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. (Less than Significant Impact)

The maximum buildout of the project site as allowed by the proposed land use designation would add approximately 87 residents to the area. Residents of future developments at the site could reasonably be expected to use nearby neighborhood parks, such as Melody Park and Solari Park, and regional parks, such as Edenvale Gardens Regional Park. The incremental increase in use created by future development at the site would not result in substantial physical deterioration of any of the aforementioned parks. Additionally, any future residential project would be required to conform to Section 14.25 of the Municipal Code, which describes parkland dedications/in-lieu fees that new residential developments must contribute to the City. Fees collected from the PDO/PIO would serve existing park facilities within a 0.75-mile radius of the proposed project, or community centers within a three-mile radius, and would ensure that existing park facilities would not be degraded by the increased intensity of use. **(Less than Significant Impact)**

Impact REC-2: The project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. (Less than Significant Impact)

The proposed General Plan Amendment, by itself, does not include any recreational facilities. Future residential development facilitated by the proposed General Plan Amendment could include on-site recreational facilities, which would be analyzed during the development review process for any development proposed for the site. No new off-site recreational facilities would be required to be constructed to serve the incremental population increase that would result from future residential development on-site. The proposed project, therefore, would not result in the construction or expansion of recreational facilities with the potential to adversely affect the physical environment. **(Less than Significant Impact)**

4.17 TRANSPORTATION

This discussion is based, in part, on a Long-Range General Plan Amendment Transportation Analysis prepared by *Hexagon Transportation Consultants, Inc.* in August 2019. The report is included in Appendix B of this document.

4.17.1 Environmental Setting

4.17.1.1 *Regulatory Framework*

State

Regional Transportation Planning

The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, including Santa Clara County. MTC is charged with regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. MTC and ABAG adopted Plan Bay Area 2040 in July 2017, which includes the region's Sustainable Communities Strategy (integrating transportation, land use, and housing to meet GHG reduction targets set by CARB) and Regional Transportation Plan (including a regional transportation investment strategy for revenues from federal, state, regional and local sources over the next 24 years).

Congestion Management Program

The Santa Clara Valley Transportation Authority (VTA) oversees the Congestion Management Program (CMP), which is aimed at reducing regional traffic congestion. The relevant state legislation requires that all urbanized counties in California prepare a CMP in order to obtain each county's share of gas tax revenues. State legislation requires that each CMP define traffic LOS standards, transit service standards, a trip reduction and transportation demand management, a land use impact analysis program, and a capital improvement element. VTA has review responsibility for proposed development projects that are expected to affect CMP designated intersections.

Local

Transportation Analysis Policy (City Council Policy 5-1)

As established in City Council Policy 5-1 "Transportation Analysis Policy" (2018), the City of San José uses vehicle miles traveled (VMT) as the metric to assess transportation impacts from new development. According to the policy, an employment (e.g. office, R&D) or residential project's transportation impact would be less than significant if the project VMT is 15 percent or more below the existing average regional per capita VMT. For industrial projects (e.g. warehouse, manufacturing, distribution), the impact would be less than significant if the project VMT is equal to or less than existing average regional per capita VMT. The threshold for a retail project is whether it generates net new regional VMT, as new retail typically redistributes existing trips and miles traveled as opposed to inducing new travel. If a project's VMT does not meet the established thresholds, mitigation measures would be required, where feasible. The policy also requires preparation of a Local Transportation Analysis (LTA) to analyze non-CEQA transportation issues, including local

transportation operations, intersection level of service, site access and circulation, and neighborhood transportation issues such as pedestrian and bicycle access, and recommend needed transportation improvements.

Screening criteria have been established to determine which projects require a detailed VMT analysis. If a project meets the relevant screening criteria, it is considered to a have a less than significant VMT impact.

The VMT policy does not negate Area Development policies (ADPs) and Transportation Development policies (TDPs) approved prior to adoption of Policy 5-1. Policy 5-1 does, however, negate the City's Protected Intersection policy as defined in Policy 5-3.

Envision San José 2040 General Plan

The Circulation Element of the General Plan contains various long-range goals and policies that are intended to:

- provide a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts);
- improve multimodal accessibility to employment, housing, shopping, entertainment, schools, and parks;
- create a city where people are less reliant on driving to meet their daily needs; and
- increase bicycle, pedestrian, and transit travel, while reducing motor vehicle trips.

The General Plan includes policies for the purpose of avoiding or mitigating impacts resulting from planned development projects in the City. All future redevelopment allowed by the proposed land use designations would be subject to the transportation policies of the City's General Plan, including the following:

Policy	Description
TR-1.1	Accommodate and encourage use of non-automobile transportation modes to achieve San José's mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT).
TR-1.2	Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.
TR-1.6	Require that public street improvements provide safe access for motorists and pedestrians along development frontages per current City design standards.
TR-2.8	Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.
TR-8.4	Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use.
TR-8.7	Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments.

Policy	Description
TR-9.1	Enhance, expand and maintain facilities for walking and bicycling, particularly to connect with and ensure access to transit and to provide a safe and complete alternative transportation network that facilitates non-automobile trips.
CD-2.3	Enhance pedestrian activity by incorporating appropriate design techniques and regulating uses in private developments, particularly in Downtown, Urban Villages, Corridors, Main Streets, and other locations where appropriate.

Residential Design Guidelines

In addition to the policies of the *Envision San José 2040 General Plan*, future redevelopment of the project site with residential uses would be required to comply with the San José Residential Design Guidelines, with regards to pedestrian access.

4.17.1.2 *Existing Conditions*

Existing Roadway Network

Regional access to the project site is provided via Capitol Expressway and Monterey Road. Local access to the project site is provided at Diamond Heights Drive via Senter Road and Valley Christian Access.

Pedestrian and Bicycle Facilities

There are currently no sidewalks providing access to the project site. Crosswalks are provided at the intersection of Diamond Heights Drive and Valley Christian Access, south of the site. There are no bicycle facilities adjacent to the project site.

Transit Service

Transit service to the project area is provided by VTA. Local bus routes 70, 72, and 73 travel along Senter Road in proximity to the site. The closest bus stop to the project site is at Senter Road and Coyote Road, approximately 750 feet north of the site. In addition, private bus service to the Valley Christian campus is provided for students, with stops located in various locations throughout San José and adjacent communities such as Morgan Hill and Milpitas.

4.17.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities?	☐	☐	☒	☐
2) Conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
3) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	☐	☐	☒	☐
4) Result in inadequate emergency access?	☐	☐	☒	☐

Impact TRN-1: The project would not conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths. (Less than Significant Impact)

As described above, the City adopted the Transportation Analysis Policy 5-1, which uses VMT as the metric to evaluate transportation impacts. Using the City's VMT Evaluation Tool, the VMT per capita for development of 27 multi-family units on-site is estimated to be 12.88, which is above the residential threshold of 10.12. Residential projects that are estimated to result in fewer than 10.12 VMT per capita can be exempted from a project-specific VMT analysis per City policy.[73] Assuming that the maximum allowable residential build-out of the project site is proposed, future development of the project site would be required to complete a quantitative VMT analysis in accordance with the City's Transportation Analysis Policy. If the project is determined to result in a VMT that is greater than 15 percent less than the average regional per capita VMT, then it would result in a significant impact and require mitigation to lower the project's VMT to below the residential threshold. Mitigation measures could include Transportation Demand Management (TDM) measures, reduced parking, and/or public transit options and incentives for residents of the proposed project.

Since no development is proposed at this time, an LTA was not prepared to analyze non-CEQA transportation issues, including local transportation operations, intersection level of service, site access and circulation, and neighborhood transportation issues such as pedestrian and bicycle access, and recommend needed transportation improvements. The City would review future designs for vehicle, bicycle, pedestrian access, and access to public transportation for consistency with General Plan policies and Residential Design Guidelines at the Planning permit phase. The proposed General Plan Amendment would not conflict with existing or planned multimodal transportation facilities.

General Plan Amendments in the City of San José require a long-range transportation analysis of potential impacts on the citywide transportation system in the horizon year of the General Plan. The General Plan horizon year is when the development anticipated in the General Plan is built out. There are two types of GPA transportation analysis: 1) a site-specific long-range transportation analysis for individual GPAs that exceed 250 peak hour trips; and 2) a cumulative long-range transportation analysis of the combined effect of all GPAs proposed with each annual GPA cycle. The maximum residential development of the site under the proposed *Residential Neighborhood* General Plan designation would allow for approximately 27 new residential units on the project site.

[73] Residential projects screen out of a VMT analysis only if less than 15 units are proposed or if the project is 100% affordable and within a growth area with high quality transit. Source: Del Rio, Robert. Vice President, Principal, Hexagon Transportation Consultants, Inc. Personal Communication. December 20, 2018.

Based on the City of San José's Travel Demand Forecasting (TDF) modeling results, the proposed amendment would not result in a substantial net increase of peak-hour trips generated by GP18-010 and a site-specific GPA traffic analysis is not required.[74] Therefore, future residential development on the project site under the proposed land use designation is not expected to conflict with an adopted plan, ordinance, or policy related to the effectiveness of the circulation system. As part of the City's review of all 2019 General Plan Amendments on file for this cycle, a cumulative long-range transportation analysis was prepared by the City, as described in Section 4.21, Mandatory Findings. **(Less than Significant Impact)**

Impact TRN-2:	**The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)(1). (Less than Significant Impact)**

CEQA Guidelines Section 15064.3 describes specific considerations for evaluating a project's transportation impacts. Included in this section is the requirement for analyzing transportation impacts of projects using the VMT metric. As discussed in the previous impact question, the City of San José has adopted City Council Policy 5.1 which parallels the CEQA Guidelines update for analyzing transportation impacts and specifically sets VMT thresholds to be used when determining impact significance of new land use projects in the City. City Council Policy 5.1 requires a project-specific VMT analysis if the project is above screening levels for residential projects. The City allows for residential projects to be screened out if there are less than 15 units proposed or if the project provides 100 percent affordable housing and is located within a growth area with high quality transit.

The proposed General Plan Amendment would allow for a maximum build-out of 27 units on the project site, based on a prevailing neighborhood density of six du/acre. Assuming that future residential projects would utilize the maximum allowable density, a project-specific VMT analysis would be required to determine level of significance using the VMT metric. The project-specific analysis would include appropriate mitigation measures, if necessary, to reduce the transportation impacts of the project to below the City's acceptable threshold for residential projects of 15 percent or more below the existing average regional per capita VMT (10.12 VMT per capita). Therefore, future projects proposed for the site would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3. **(Less than Significant Impact)**

Impact TRN-3:	**The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). (Less than Significant Impact)**

The City would review future plans for development of the project site for consistency with General Plan policies and Residential Design Guidelines at the Planning permit phase. Pedestrian, bicycle, and vehicular access and circulation and safety would be reviewed during this phase. Future development of the project site, in accordance with City design standards, would not result in a significant impact due to hazards from any features of the project's design. **(Less than Significant Impact)**

[74] Hexagon Transportation Consultants. *City of San José 2019 General Plan Amendments: Long Range Traffic Impact Analysis. Table 3.* August 29, 2019.

Impact TRN-4:	The project would not result in inadequate emergency access. (Less than Significant Impact)

Future redevelopment plans for the project site would be reviewed and approved by the San José Fire Department and Department of Public Works to ensure adequate emergency access. As it exists, the site has major access constraints. Any modifications made to the circulation system to improve site accessibility, such as road widening and/or right-of-way dedications, would be analyzed at the time of a specific development proposal. **(Less than Significant Impact)**

4.17.3 Long-Range Transportation Analysis for General Plan Amendments

General Plan Amendments (GPAs) in the City of San José require a long-range transportation analysis of potential impacts on the citywide transportation system in the horizon year of the General Plan. The General Plan horizon year is when the development anticipated in the General Plan is built out. There are two types of GPA transportation analysis: 1) a site-specific long-range transportation analysis for individual GPAs that exceed 250 peak hour trips; and 2) a cumulative long-range transportation analysis of the combined effect of all GPAs proposed with each annual GPA cycle. Based on the TDF modeling results, the proposed amendment would not result in a substantial net increase of peak-hour trips generated by GP18-010 and a site-specific GPA traffic analysis is not required.

In 2011, the City certified the General Plan FEIR and adopted the 2040 General Plan. The General Plan FEIR and supporting Transportation Impact Analysis (TIA) identified programmatic long-range transportation impacts based on planned land uses and the planned transportation system within the City projected to the horizon of the General Plan in year 2035.

In 2016, a subsequent TIA was prepared for the General Plan Four-Year Review that evaluated minor adjustments to planned job growth in the adopted General Plan and updated the projection of regional growth to the year 2040. The existing conditions for transportation were updated to reflect the actual development that occurred since the adoption of the General Plan and its base year of 2008 to the year 2015. The General Plan Four-Year Review TIA evaluated the effects of the updated existing conditions in 2015 plus future planned growth, and future conditions projected to the Year 2040, that established the baseline for the evaluation of transportation impacts of GPAs considered for approval during and after the Four-Year Review.

In 2017, the VTA published the BART Phase II EIR that included updated regional transportation projects based on 2015 existing roadway conditions. The City acquired this new model to use as the basis for the transportation analysis in the Downtown Strategy 2040 EIR, which evaluated an increase of 4,000 households and 10,000 jobs in Downtown San Jose by transferring General Plan growth capacity from other areas within the City. Once again, the model was validated with current traffic data to update the existing transportation conditions.

The cumulative long-range transportation impacts of the proposed 2018 GPAs were evaluated in a Long-Range Transportation Impact Analysis model forecast prepared by Hexagon Transportation

Consultants dated August 2019. This analysis evaluated both the site-specific long-range transportation impacts for GPAs that exceeded 250 peak hour trips per day and the cumulative impacts of the nine privately initiated GPAs in the 2019 GPA cycle.

Each of the proposed GPAs would result in changes to the assumed number of households and/or jobs on each site when compared to the 2040 General Plan land use and intensity assumptions for each site in the TIA for the General Plan FEIR and the General Plan Four-Year Review TIA. Like the analysis in the General Plan FEIR and subsequent Four-Year Review, the 2018 Long-Range Transportation Analysis assumed development in either the middle range of the density allowed under each proposed General Plan land use designation or assumed a density consistent with the density of surrounding development with a similar land use designation. The City uses the middle range or typical range based on surrounding development densities, as opposed to the maximum intensities potentially allowed under each proposed General Plan land use designations, because build out under the maximum density allowed for all General Plan land designations would exceed the total citywide planned growth capacity allocated in the General Plan. Furthermore, maximum build-out at the highest end of the density range does not represent typical development patterns or the average amount of development built on each site. General Plan land use designations allow a wide range of development intensities and types of land uses to accommodate growth; however, development projects are not typically proposed at the maximum densities due to existing development patterns, site and parking constraints, FAA regulations, maximum allowable height provisions and other development regulations in the San José Municipal Code in Title 20 (Zoning), market conditions, and other factors.

The results of the analysis for the proposed GPAs are then compared to the results of the 2017 updated General Plan Four-Year Review TIA evaluation of the General Plan through 2040 to determine if the proposed 2018 GPAs would result in any new, or substantially more severe transportation impacts than those impacts that were already analyzed for the General Plan, as amended by the City Council in December 2017. None of the proposed GPAs would change the total number of jobs and households citywide that were assumed with build out of the 2040 General Plan.

4.18 TRIBAL CULTURAL RESOURCES

4.18.1 Environmental Setting

4.18.1.1 *Regulatory Framework*

State

Assembly Bill 52

Assembly Bill (AB) 52, effective July of 2015, established a new category of resources for consideration by public agencies when approving discretionary projects under CEQA, called Tribal Cultural Resources (TCRs). AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Where a project may have a significant impact on a tribal cultural resource, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource or when it is concluded that mutual agreement cannot be reached.

Under AB 52, a TCRs are defined as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either:
    - Included or determined to be eligible for inclusion in the California Register of Historic Resources[75]
    - Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)
- A resource determined by the lead agency to be a TCR.

Local

On July 12, 2018, a representative of the Ohlone Indian Tribe requested notification of projects requiring a Negative Declaration, a Mitigated Negative Declaration, or an Environmental Impact Report that would involve ground-disturbing activities within the City of San José. In accordance with AB 52, a monthly list of submitted projects that meet this criteria will be forwarded from the City to representatives of the Ohlone Indian Tribe for additional consultation to determine potential effects the projects may have on a tribal cultural resource.

The City of San José sets forth the following policies pertaining to tribal cultural resources in its General Plan.

Envision San José 2040 Tribal Cultural Resources Policies

Policy	Description

[75] See Public Resources Code section 5024.1. The State Historical Resources Commission oversees the administration of the CRHR and is a nine-member state review board that is appointed by the Governor, with responsibilities for the identification, registration, and preservation of California's cultural heritage. The CRHR "shall include historical resources determined by the commission, according adopted procedures, to be significant and to meet the criteria in subdivision (c) (Public Resources Code, Section 5024.1 (a)(b)).

Policy ER-10.1	For proposed development sites that have been identified as archaeologically or paleontologically sensitive, require investigation during the planning process in order to determine whether potentially significant archaeological or paleontological information may be affected by the project and then require, if needed, that appropriate mitigation measures be incorporated into the project design.
Policy ER-10.2	Recognizing that Native American human remains may be encountered at unexpected locations, impose a requirement on all development permits and tentative subdivision maps that upon their discovery during construction, development activity will cease until professional archaeological examination confirms whether the burial is human. If the remains are determined to be Native American, applicable state laws shall be enforced.
Policy ER-10.3	Ensure that City, State, and Federal historic preservation laws, regulations, and codes are enforced, including laws related to archaeological and paleontological resources, to ensure the adequate protection of historic and pre-historic resources.

4.18.1.2 *Existing Conditions*

The 4.6-acre project site is predominantly vacant with the exception of graded, fenced storage areas with storage containers and equipment and vehicles at the southern end of the site. The vacant areas of the site are covered by ruderal vegetation, grassland, and sparse trees and shrubs. The site is located at the northeastern boundary of the Valley Christian school campus. According to the City's archaeological sensitivity map, the project site is not located in an archaeologically sensitive area.

4.18.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☐	☒	☐
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying this criteria, the significance of the resource to a California Native American tribe shall be considered.	☐	☐	☒	☐

Impact TCR-1:	**The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). (Less than Significant Impact)**

As mentioned, the project site is not listed as sensitive for archaeological resources on the City of San José archaeological sensitivity map. Furthermore, field inspections completed by *Holman & Associates* during the environmental review of the previously proposed Planned Development rezoning of the Valley Christian school campus did not indicate any archaeological materials present adjacent to the project site.[76] While there is no indication that sensitive tribal resources are present at the project site, the site is undeveloped and tribal resources could be unearthed during any future grading, excavation, and construction at the project site. As-yet undiscovered tribal resources at the project site could potentially be eligible for listing in local or statewide registers of historical resources. Accordingly, an appropriate process must be followed during the course of future site development which would ensure that any resources that are uncovered are properly accounted for and preserved for study. Consistent with General Plan Policies ER-10.2 and ER-10.3, Standard Permit Conditions would apply to the project site which would avoid any significant impacts to tribal cultural resources discovered during future development of the site (refer to *Section 4.5, Cultural Resources*).

On July 12, 2018, a representative of the Ohlone Indian Tribe requested notification of projects within the City of San José that would involve ground-disturbing activities and require a Negative Declaration, a Mitigated Negative Declaration, or an Environmental Impact Report. As the proposed General Plan Amendment would not involve the approval of ground-disturbing activity, the Ohlone Tribe was not consulted on for this project as per their prior notification request guidelines. Any future development proposed for the site would require notification of the Ohlone Indian Tribe, as consistent with AB 52 and the Ohlone Indian Tribe's requests. As of the circulation of this Initial Study, no project-specific consultation has been requested.

Any future development of the project site that involves ground-disturbing activities and requires preparation of an IS/MND or an EIR would be subject to additional consultation with tribal representatives as interested stakeholders. At the time future development is proposed, tribal representatives will be notified and allowed opportunity for consultation to identify any significant tribal cultural resources or sites that could be impacted by future development. If any tribal cultural resources are identified, further consultation with affected tribes would identify appropriate mitigation measures to reduce impacts to these resources.

Adherence to discussed General Plan policies, AB 52, and standard permit conditions, would ensure that future development of the site does not cause a substantial adverse change in tribal cultural resources. **(Less than Significant Impact)**

[76] City of San José. *Valley Christian Schools PD Rezoning Project EIR.* January 2013.

Impact TCR-2:	**The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. (Less than Significant Impact)**

As mentioned, the City of San José has not identified any significant tribal cultural resources at the project site or in its vicinity. Implementation of future development projects on the project site could potentially unearth significant tribal cultural resources. Adhering to standard permit conditions, AB 52 requirements, and applicable General Plan policies would ensure that any future development proposed for the project site would not result in a significant impact to tribal cultural resources. **(Less than Significant Impact)**

4.19 UTILITIES AND SERVICE SYSTEMS

4.19.1 Environmental Setting

4.19.1.1 *Regulatory Framework*

State and Regional

Urban Water Management Plan

Pursuant to The State Water Code, water suppliers providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre-feet (approximately 980 million gallons) of water annually must prepare and adopt an urban water management plan (UWMP) and update it every five years. As part of a UWMP, water agencies are required to evaluate and describe their water resource supplies and projected needs over a 20-year planning horizon, water conservation, water service reliability, water recycling, opportunities for water transfers, and contingency plans for drought events. The City of San José adopted its most recent UWMP in June 2016.

Wastewater

The San Francisco Bay Regional Water Quality Board (RWQCB) includes regulatory requirements that each wastewater collection system agency shall, at a minimum, develop goals for the City's Sewer System Management Plan to provide adequate capacity to convey peak flows.

Assembly Bill 939 and Senate Bill 1016

The California Integrated Waste Management Act of 1989, or Assembly Bill 939 (AB 939), established the Integrated Waste Management Board, required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of solid waste generated (from 1990 levels), beginning January 1, 2000, and divert at least 75 percent by 2010. Projects that would have an adverse effect on waste diversion goals are required to include waste diversion mitigation measures.

Assembly Bill 341

Assembly Bill (AB) 341 sets forth the requirements of the statewide mandatory commercial recycling program in the Public Resources Code. All businesses that generate four or more cubic yards of garbage per week and multi-family dwellings with five or more units in California are required to recycle. AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020.

Senate Bill 1383

Senate Bill (SB) 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The bill grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that not less than 20 percent of currently disposed edible food is recovered for human consumption by 2025.

Local

San José Zero Waste Strategic Plan/Green Vision

The Green Vision provides a comprehensive approach to achieve sustainability through new technology and innovation. The Zero Waste Strategic Plan outlines policies to help the City of San José foster a healthier community and achieve its Green Vision goals, including 75 percent diversion by 2013 (which has been accomplished) and zero waste by 2022.

Private Sector Green Building Policy

The City of San José's Green Building Policy for private sector new construction encourages building owners, architects, developers, and contractors to incorporate meaningful sustainable building goals early in the building design process. This policy establishes baseline green building standards for private sector new construction and provides a framework for the implementation of these standards. It is also intended to enhance the public health, safety and welfare of San José residents, workers, and visitors by fostering practices in the design, construction, and maintenance of buildings that would minimize the use and waste of energy, water and other resources in the City of San José.

Envision San José 2040 General Plan

Future development of the project site allowed by the proposed general plan designation would be subject to the utilities and services policies of the City's General Plan, including the following:

Policy	Description
MS-3.1	Require water-efficient landscaping, which conforms to the State's Model Water Efficient Landscape Ordinance, for all new commercial, institutional, industrial, and developer-installed residential development unless for recreation needs or other area functions.
MS-3.2	Promote use of green building technology or techniques that can help to reduce the depletion of the City's potable water supply as building codes permit.
MS-3.3	Promote the use of drought-tolerant plants and landscaping materials for nonresidential and residential uses.
Action EC-5.1	Implement the Post-Construction Urban Runoff Management requirements of the City's Municipal National Pollutant Discharge Elimination System (NPDES) Permit to reduce urban runoff from project sites.
IN-3.3	Meet the water supply, sanitary sewer and storm drainage level of service objectives through an orderly process of ensuring that, before development occurs, there is adequate capacity. Coordinate with water and sewer providers to prioritize service needs for approved affordable housing projects.
IN-3.5	Require development which will have the potential to reduce downstream LOS to lower than "D", or development which would be served by downstream lines already operating at a LOS lower than "D", to provide mitigation measures to improve the LOS to "D" or better, either acting independently or jointly with other developments in the same area or in coordination with the City's Sanitary Sewer Capital Improvement Program.
IN-3.7	Design new projects to minimize potential damage due to stormwaters and flooding to the site and other properties.
IN-3.9	Require developers to prepare drainage plans that define needed drainage improvements for proposed developments per City standards.

IN-3.10	Incorporate appropriate stormwater treatment measures in development projects to achieve stormwater quality and quantity standards and objectives in compliance with the City's NPDES permit.

4.19.1.2 *Existing Conditions*

The 4.6-acre project site is predominantly vacant with the exception of graded, fenced storage areas with storage containers, equipment and vehicles at the southern end of the site. As the site is undeveloped, it is not served by existing utilities. The project site is surrounded by development which is served by the City's water, wastewater, stormwater, and solid waste utilities. The Valley Christian school campus, of which the project site is a part, consists of classrooms and administrative buildings, baseball and softball fields, a football field, swimming pool, tennis courts, and surface parking lots.

Water Service

Water service to the surrounding developments is provided by the San José Water Company. In the project area, water sources include groundwater from wells in the Santa Clara Valley groundwater basin, imported water from the Santa Clara Valley Water District and local water from San José Water Company reservoirs. Water is supplied from an existing water line in Senter Road and pumped uphill to the Valley Christian school campus.

Sanitary Sewer and Wastewater Treatment

The City of San José maintains the wastewater collection system in the project area. Sewer laterals convey flows to sewer mains from individual sites, such as the Valley Christian school campus. Diamond Heights Drive does not contain a sanitary main, and construction of one would be required for future development. A 12-inch line in Skyway Drive at the campus entrance ties into a 18-inch sewer line in Monterey Road. Downstream, the larger sewer interceptors in the City's system include four sewer lines in North San José that convey wastewater flows from the entire South Bay drainage basin to the San José/Santa Clara Regional Wastewater Facility (RWF), formerly known as the San José/Santa Clara Water Pollution Control Plant (WPCP), in Alviso. The RWF has the capacity to treat 167 million gallons per day of sewage during dry weather flow.[77] In 2012, the RWF's average dry weather effluent flow was 85.3 million gallons per day.[78] Fresh water flow from the RWF is discharged to the South San Francisco Bay or delivered to the South Bay Water Recycling Project for distribution.

The City of San José generates approximately 69.8 million gallons per day of dry weather sewage flow. The City's share of the RWF's treatment capacity is 108.6 million gallons per day; therefore, the City has approximately 38.8 million gallons per day of excess treatment capacity.[79]

[77] City of San José. "San José/Santa Clara Regional Wastewater Facility." Accessed December 5, 2018. Available at: http://www.sanjoseca.gov/index.aspx?NID=1663.
[78] City of San José. "Clean Bay Strategy Reports." Accessed December 5, 2018. Available at: http://www.sanjoseca.gov/ArchiveCenter/ViewFile/Item/1629.
[79] City of San José. *Envision San José 2040 General Plan FEIR.* September 2011. Page 648.

Storm Drainage

The project site is located in a developed area served by an existing storm drainage system. Storm drain lines serving the project site are owned and maintained by the City of San José. The City's stormwater drainage system is comprised of a network of inlets, manholes, pipes, outfalls, channels, and pump stations that collect, convey, and discharge runoff to receiving water bodies.

Solid Waste

The City of San José currently generates approximately 1.7 million tons of solid waste annually.[80] The City is served by five landfills, nine recycling and transfer stations, five composting facilities, and eight processing facilities for construction and demolition debris.[81] The landfills include Guadalupe Mines, Kirby Canyon, Newby Island, and Zanker Road facilities. According to Santa Clara County's Integrated Waste Management Plan (IWMP), the County has adequate disposal capacity beyond 2030.[82]

4.19.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
2) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
3) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
4) Generate solid waste in excess of state or local standards or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

[80] City of San José. *Envision San José PEIR*. September 2011.
[81] City of San José. *Assessment of Infrastructure for the Integrated Waste Management Zero Waste Strategic Plan Development*. 2008.
[82] Santa Clara County. *Five-Year CIWMP/RAIWMP Review Report.* June 2016.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
5) Negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
6) Be noncompliant with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Impact UTL-1: The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. (Less than Significant Impact)

Future residential development of the project site would utilize existing water infrastructure, dispose of wastewater at the RWF via the City's sewer system, convey stormwater via the City's existing drainage system, and connect to existing utility lines in the vicinity of the site for electricity, natural gas, and telecommunication services.

Sanitary Sewer and Wastewater Treatment

The proposed project would connect to the City's existing sanitary sewer system. Diamond Heights Drive does not contain a sanitary sewer main, and construction of one would be required for any future development of the site. Any necessary expansions or relocations of sewer mains would be analyzed during the environmental review process for future development projects. The project would comply with all applicable Public Works requirements to ensure sanitary sewer and water mains would have capacity for water and sewer services required by the proposed project. The 2040 General Plan PEIR concluded that implementation of General Plan policies requiring future development to provide adequate sewer system capacity would reduce project-level impacts to a less than significant level.

Any future residential projects proposed for the site would dispose of wastewater at the RWF, a wastewater treatment facility which has adequate capacity to accommodate the increased demand created by a 27-unit residential project. The RWF would not need to be expanded or relocated to accommodate the incremental increase in wastewater created by future residential development under the proposed General Plan land use designation.

Storm Drainage

Runoff from the project site directly enters the storm drainage system untreated and unimpeded. Future redevelopment of the site would comply with the MRP and City of San José Policy 6-29, which would remove pollutants and reduce the rate and volume of runoff from the project site to levels that are at or below existing conditions. Development of the project site would improve the water quality of runoff from the site and would not exceed the capacity of the existing storm drainage

system serving the project site. To accommodate future development of the site, the existing storm drain line in Diamond Heights Drive will require upgrading to a standard 15-inch main. The environmental impacts of this upgrade will be analyzed at the time of a specific development proposal, although significant impacts are not anticipated should the upgrade be built to code and meet Public Works requirements. Therefore, future development of the site would not result in significant environmental impacts due to construction or relocation of storm drain facilities.

Electric Power, Natural Gas, and Telecommunications

Future residential development of the project site would require utility connections for electric power, natural gas, and telecommunications, as the project site is currently undeveloped. Connecting to the City's energy and communications grid could require trenching on the site, which would not require substantial excavation and is unlikely to result in unanticipated impacts. Site specific development proposals would be required to detail the specific locations for any utility connections and would be subject to design review by the City. During the development review stage, modifications to the project's design can be made to avoid any identified impacts from new utility connections. Therefore, the proposed project would not result in significant impacts from construction or relocation of utilities. **(Less than Significant Impact)**

Impact UTL-2:	**The project would not have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. (Less than Significant Impact)**

San José Water Company provides water to the project area. Their most recent Urban Water Management Plan (adopted in July 2016 by City Council) determined that with utilization of conservation measures and recycled water, water supplies would be adequate to supply customers in its service area upon the City's projected General Plan buildout demand.[83]

Maximum build-out allowed by the proposed General Plan Amendment would result in a total of 27 residential units on-site. Future development of the project site under the proposed land use designation would result in a maximum estimated water demand of approximately gallons 4,810 gallons per day for indoor water use and 3,038 gallons per day of outdoor water use, for a total net increase of 7,858 gallons per day.[84] Future development of the project site would not substantially increase water demand above existing conditions. Therefore, the proposed project would not result in a significant impact to water supplies. (**Less than Significant Impact)**

Impact UTL-3:	**The project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. (Less than Significant Impact)**

[83] City of San José. *Envision San José 2040 General Plan Four-Year Review Addendum*. Page 90.
[84] California Air Pollution Control Officers Association. *California Emissions Estimator Model. Appendix D Default Data Tables*. September 2016. Table 9.1 Water Use Rates, Apartments Low Rise.

In 2011, the Envision San José 2040 General Plan FEIR identified an excess treatment capacity of 38.8 million gallons per day from San José wastewater sources. The RWF has millions of gallons of daily wastewater treatment capacity remaining for the City of San José. Future redevelopment of the project site under the proposed land use designation would allow for a maximum of 27 multi-family units, which would result in wastewater generation of 4,097 gallons per day, or 0.004 million gallons per day.[85] This increase in wastewater generation would not increase the demand for wastewater treatment at the RWF beyond its capacity. **(Less than Significant Impact)**

Impact UTL-4:	**The project would not generate solid waste in excess of state or local standards or in excess of the capacity of local infrastructure. (Less than Significant Impact)**

Santa Clara County's IWMP was approved by the California Integrated Waste Management Board in 1996 and reviewed in 2004, 2007, 2011, and 2016. Each jurisdiction in the County has a landfill diversion requirement of 50 percent per year. According to the IWMP, the County has adequate disposal capacity beyond 2030.[86]

Maximum buildout of the project site (27 residential units) would generate approximately 12 tons of solid waste per year.[87] Future development projects would be required to conform to City plans and policies to reduce solid waste generation, and would be served by a landfill with adequate capacity. Therefore, the proposed General Plan Amendment would not exceed the capacity of existing landfills or solid waste disposal infrastructure. **(Less than Significant Impact)**

Impact UTL-5:	**The project would not negatively impact the provision of solid waste services or impair the attainment of solid waste reduction goals. (Less than Significant Impact)**

Any future development proposed for the site would be required to conform to City plans and policies to reduce solid waste generation, including the City's Zero Waste Strategic Plan and 75 percent diversion goal. By ensuring that future development meets the standards set forth by City policies and plans, the proposed General Plan Amendment would not prevent solid waste reduction goals from being reached or interfere with the provision of solid waste services. **(Less than Significant Impact)**

Impact UTL-6:	**The project would not be noncompliant with federal, state, and local management and reduction statutes and regulations related to solid waste. (Less than Significant Impact)**

By including measures in future projects which would divert solid waste from the landfill during construction of any additional buildings and during operation of the residential buildings, the proposed General Plan Amendment would not conflict with applicable statutes and regulations

[85] Based on the general assumption that wastewater generated is approximately 85 percent of indoor water use.
[86] Santa Clara County. *Five-Year CIWMP/RAIWMP Review Report.* June 2016.
[87] California Air Pollution Control Officers Association. *California Emissions Estimator Model. Appendix D Default Data Tables*. September 2016. Table 10.1 Solid Waste Disposal Rates, Apartments Low Rise.

related to solid waste, including CALGreen, AB 939, and City of San José policies on waste diversion. **(Less than Significant Impact)**

4.20 WILDFIRE

4.20.1 Environmental Setting

4.20.1.1 *Regulatory Framework*

4.20.1.2 *Existing Conditions*

The proposed project is located in an urban area of San José, in an area which has not been designated as a very high fire hazard severity zone on CalFire maps.[88]

4.20.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
1) Impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
2) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
3) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
4) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

Impact Discussion 1) – 4): The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; therefore, the project would not result in wildfire impacts. **(No Impact)**

[88] CalFire. "California Fire Hazard Severity Zone Map Update Project". Accessed February 20, 2019. http://www.fire.ca.gov/fire_prevention/fire_prevention_wildland_statewide

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

4.21.1 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
1) Does the project have the potential to substantially 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, substantially 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?	☐	☐	☒	☐
2) 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)?	☐	☐	☒	☐
3) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Impact MFS-1: The project does not have the potential to substantially 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, substantially 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. (Less than Significant Impact)

As discussed in the individual sections, future development resulting from the proposed General Plan Amendment to the *Residential Neighborhood* General Plan designation would not degrade the quality of the environment with the implementation of measures in accordance with the City's General Plan and Municipal Code and other applicable plans, policies, regulations, and ordinances.

As discussed in *Section 4.4, Biological Resources*, the project is located in an area which contains serpentine rock outcrops and soil substrate. These environmental conditions provide suitable habitat for several special-status plant species, including Santa Clara dudleya and Metcalf jewelflower. In accordance with the Habitat Plan, future development proposed for the site would be required to

survey the area to definitively locate any special-status species that are present. Conditions 19 (plant salvage when impacts are unavoidable) and 21 (avoid and minimize impacts to covered species) of the Habitat Plan may then apply to future development, depending on the results of the plant survey. By following the procedures for sensitive species documentation, avoidance, and impact minimization detailed in the Habitat Plan, future development allowed by the proposed General Plan Amendment would not result in the loss of special-status plant species or their habitat. All Habitat Plan fees described in *Section 4.4* would be levied at the time of a development proposal and would contribute to the implementation of off-site remediation and restoration efforts by the Santa Clara Valley Habitat Agency.

As discussed in *Section 4.5, Cultural Resources,* adherence to applicable General Plan policies and implementation of standard permit conditions would reduce any potential impacts resulting from the accidental discovery of archaeological resources or human remains during future site development. These conditions would also reduce impacts to tribal cultural resources, as discussed in *Section 4.18, Tribal Cultural Resources*.

As discussed in *Section 4.9, Hazards and Hazardous Materials,* future site development would require the preparation of a Phase I ESA, at the minimum. The Phase I would characterize the site and provide recommendations for management of any hazardous materials conditions on or off the project site. Preparing a Phase I and adhering to the recommendations contained therein would reduce hazardous materials impacts to a less than significant level. As discussed in *Section 4.10, Hydrology and Water Quality,* construction activities during development of the site could result in temporary impacts to surface water quality. Implementation of measures in accordance with the City's General Plan and Grading Ordinance would reduce the risk of impacts to surface water quality and associated wildlife habitat to a less than significant level. As discussed in *Section 4.7, Geology and Soils,* future development of the site would require Geologic Hazard Clearance from the Department of Public Works due to the site's location in a landslide hazard zone. An Erosion Control Plan would also need to be prepared to address the geologic conditions of the site and reduce potential erosion impacts. **(Less than Significant Impact)**

Impact MFS-2:	**The project does not have impacts that are individually limited, but cumulatively considerable. (Less than Significant Impact)**

Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects "that are individually limited, but cumulatively considerable." As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

With the implementation of measures in accordance with the City's General Plan and Municipal Code and other applicable plans, policies, regulations, and ordinances, future residential development allowed under the proposed land use designation would not result in significant cultural resources, geology and soils, or hydrology and water quality impacts and would not contribute to cumulative impacts to these resources. Future development would not contribute to cumulative impacts to these

resources, since these are specific to the site, and do not have the potential to contribute to or combine with localized, specific conditions on other development sites across the City. Also, the project would have no impact on agricultural and mineral resources and, therefore, the project does not have the potential to combine with other projects to result in cumulative impacts to these resources. As stated in *Section 4.9*, *Hazards and Hazardous Materials*, a Phase I ESA would be prepared at the time a specific development is proposed to determine if there is potential soil or groundwater contamination at the site. The site is not listed in a database of hazardous materials sites pursuant to Government Code Section 65962.5 and is not anticipated to result in a significant cumulative hazardous materials impact.

The project site may contain special-status plant species, such as Santa Clara dudleya and Metcalf jewelflower, and is located in a serpentine fee zone. With the implementation of conditions in the Habitat Plan and payment of applicable fees required, future development at the site would not substantially contribute to a cumulative biological impact. Future development may require the removal of trees. With the implementation of the City's tree replacement policy or payment of an in-lieu fees which would offset impacts to trees, future residential would not result in a significant cumulative impact to trees.

Because criteria air pollutant and GHG emissions would contribute to regional and global emissions of such pollutants, the identified thresholds developed by BAAQMD and used by the City of San José were designed such that a project impact would also be a cumulatively considerable impact. Given that future residential development would be below BAAQMD screening levels, the future residential development under the General Plan Amendment would not result in a significant emissions of criteria air pollutants or GHG emissions and, therefore, would not make a substantial contribution to cumulative air quality or GHG emissions impacts statewide and globally. Cumulative noise and transportation impacts will be evaluated at the time a specific development is proposed. With the implementation of construction noise measures (refer to *Section 4.13*, *Noise*), future residential development would not substantially contribute to cumulative noise impacts. As stated in *Section 4.17*, *Transportation*, a quantitative VMT analysis will be required for future residential development. With the implementation of the recommendations based on the results of this analysis, the project is not anticipated to result in a cumulatively considerable contribution to VMT in the area.

Cumulative Long-Range Transportation Impact Analysis

In addition to an analysis of long-range transportation impacts of individual GPAs, the City also evaluates cumulative long-range transportation impacts of all proposed GPAs in each annual GPA cycle. The purpose of this analysis is to evaluate the combined effect of all proposed GPAs on the three MOE thresholds used to evaluate long-range transportation impacts citywide at build out of the 2040 General Plan. The results of the cumulative Long-Range transportation analysis are discussed below**.**

2019 GPAs Cumulative Effect on Daily Vehicle Miles Traveled per Service Population

Compared to the current General Plan, the proposed GPAs would not result in an increase in VMT per service population. Therefore, cumulatively, the 2019 GPAs would result in a less than significant impact on citywide daily VMT per service population. It is important to note that the

VMT per service population is based on raw model output and does not reflect the implementation of adopted General Plan policies and goals that would further reduce VMT by increased use of non-automobile modes of travel.

2019 GPAs Cumulative Effect on Journey to Work Mode Share

The proposed GPAs would not result in an increase of drive alone journey to work mode share when compared to the current General Plan. Therefore, cumulatively, the 2019 GPAs would result in a less than significant impact on citywide journey-to-work mode share.

2019 GPAs Cumulative Effect on Average Vehicle Speeds in Transit Priority Corridors

The proposed GPAs would not result in a decrease in travel speeds of greater than one mile per hour or 25 percent on any of the 14 transit priority corridors when compared to current General Plan conditions. Therefore, cumulatively, the 2019 GPAs would result in a less than significant impact on the AM peak hour average vehicle speeds on the transit priority corridors.

2019 GPAs Effect on Adjacent Jurisdictions

The current General Plan land use designations and proposed GPA land use adjustments would result in the same impacts to roadway segments within the same 14 adjacent jurisdictions identified in the 2040 General Plan. Therefore, the proposed GPA land use adjustments would not result in further impact on roadways in adjacent jurisdictions than that identified for the current General Plan land uses in the General Plan FEIR.

2019 GPAs Long-Range Transportation Impacts Conclusion

Compared to the Envision San José 2040 General Plan, the 2019 GPAs Long-Range Transportation Analysis found that the proposed GPAs would not 1) result in an increase citywide daily VMT per service population; 2) reduce the percentage of journey to work drive alone trips; or 3) increase average vehicle speeds on the transit priority corridors. Future development on each of the GPA project sites would be required to evaluate near-term transportation for project-level CEQA clearance for each planning permit.

The project site is located in a suburban area and, given its limited size, development under the proposed land use designation would not substantially contribute to a cumulative impact on aesthetics, land use, population and housing, public services, or recreation with the implementation of General Plan policies, Municipal Code requirements, and Residential Design Guidelines. **(Less than Significant Impact)**

Impact MFS-3:	**The project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. (Less than Significant Impact)**

Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project

has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include community risks from air emissions, soil and seismic hazards, hazardous materials, and noise. Implementation of measures in accordance with the City's General Plan and Municipal Code, and other applicable plans, policies, regulations, and ordinances, however, would ensure that these impacts would be less than significant. No other direct or indirect adverse effects on human beings have been identified. **(Less than Significant Impact)**

SECTION 5.0 REFERENCES

The analysis in this Initial Study is based on the professional judgement and expertise of the environmental specialists preparing this document, based upon review of the site, surrounding conditions, site plans, and the following references:

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SECTION 6.0 LEAD AGENCY AND CONSULTANTS

6.1 LEAD AGENCY

City of San José
Department of Planning, Building and Code Enforcement

Rosalynn Hughey, Director
Thai-Chau Le, Supervising Planner – Environmental Review
Kara Hawkins, Planner

6.2 CONSULTANTS

David J. Powers & Associates, Inc.
Environmental Consultants and Planners
Judy Shanley, Principal Project Manager
Amber Sharpe, Project Manager
Danny DeBrito, Assistant Project Manager
Zach Dill, Graphic Artist

Hexagon Transportation Consultants, Inc.
Transportation Consultants

APPENDIX A

Greenhouse Gas Memorandum and Modeling

California Emissions Estimator Model Memorandum
Valley Christian Residential General Plan Amendment Project

The California Emissions Estimator Model (CalEEMod) is a program that calculates energy output, greenhouse gas (GHG) emissions and criteria air pollutant emissions associated with land use projects. CalEEMod was used to predict GHG emissions from operation of the future residential project assuming full build-out under the proposed General Plan Amendment (GPA). The future land use at maximum buildout and size of the site, 27 standard low-rise apartment units on a 4.6-acre site, were input into CalEEMod. The estimated population, assuming full occupation of the maximum number of residential units allowed by the proposed GPA, would be 87 residents, which was input into the model. The operational year included in the model was 2021.

The project's operational GHG emissions were calculated based on estimates of emissions from several sources, including energy consumption, vehicle trips, solid waste generation, and water usage. Table 1 below summarizes the estimated operational GHG emissions of each source shown in Section 4.0 through 8.0 of the CalEEMod output data. The CalEEMod data is included as an attachment to this memorandum.

Table 1: Annual Project GHG Emissions (CO_2e) in Metric Tons

Source Category	Proposed Project in 2021
Area	2.1
Energy Consumption	30.4
Mobile	156.6
Solid Waste Generation	6.2
Water Usage	4.2
Total (MT CO_{2e}/year)	199.5

An analysis of the results provided in the CalEEMod data and Table 1 is included in Section 4.8 of the Valley Christian Residential GPA Initial Study.

Valley Christian Residential Project - Operational

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Low Rise	27.00	Dwelling Unit	4.60	27,000.00	87

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	290	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - CO2 intensity factor is based on PG&E's most recent rates.

Land Use - Lot acreage is based on the size of the project site.

Energy Use -

Mobile Land Use Mitigation -

Table Name	Column Name	Default Value	New Value
tblLandUse	LotAcreage	1.69	4.60
tblLandUse	Population	77.00	87.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	290

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.3041	2.7755	2.3272	3.9500e-003	0.0928	0.1548	0.2477	0.0441	0.1452	0.1893	0.0000	342.2229	342.2229	0.0809	0.0000	344.2454
2021	0.2045	0.1295	0.1487	2.4000e-004	1.8800e-003	7.0300e-003	8.9100e-003	5.0000e-004	6.5700e-003	7.0700e-003	0.0000	20.9684	20.9684	5.3800e-003	0.0000	21.1031
Maximum	**0.3041**	**2.7755**	**2.3272**	**3.9500e-003**	**0.0928**	**0.1548**	**0.2477**	**0.0441**	**0.1452**	**0.1893**	**0.0000**	**342.2229**	**342.2229**	**0.0809**	**0.0000**	**344.2454**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.3041	2.7755	2.3272	3.9500e-003	0.0928	0.1548	0.2477	0.0441	0.1452	0.1893	0.0000	342.2225	342.2225	0.0809	0.0000	344.2451
2021	0.2045	0.1295	0.1487	2.4000e-004	1.8800e-003	7.0300e-003	8.9100e-003	5.0000e-004	6.5700e-003	7.0700e-003	0.0000	20.9684	20.9684	5.3800e-003	0.0000	21.1030
Maximum	**0.3041**	**2.7755**	**2.3272**	**3.9500e-003**	**0.0928**	**0.1548**	**0.2477**	**0.0441**	**0.1452**	**0.1893**	**0.0000**	**342.2225**	**342.2225**	**0.0809**	**0.0000**	**344.2451**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)

1	**1-2-2020**	**4-1-2020**	0.9487	0.9487
2	**4-2-2020**	**7-1-2020**	0.7072	0.7072
3	**7-2-2020**	**10-1-2020**	0.7150	0.7150
4	**10-2-2020**	**1-1-2021**	0.7149	0.7149
5	**1-2-2021**	**4-1-2021**	0.3370	0.3370
		Highest	0.9487	0.9487

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1928	3.7500e-003	0.2867	1.8000e-004		0.0134	0.0134		0.0134	0.0134	1.2309	0.8331	2.0640	2.3000e-003	8.0000e-005	2.1455
Energy	1.4800e-003	0.0127	5.4000e-003	8.0000e-005		1.0300e-003	1.0300e-003		1.0300e-003	1.0300e-003	0.0000	30.1401	30.1401	1.8300e-003	5.9000e-004	30.3612
Mobile	0.0445	0.1860	0.5197	1.7100e-003	0.1530	1.4800e-003	0.1545	0.0410	1.3800e-003	0.0423	0.0000	156.4874	156.4874	5.4700e-003	0.0000	156.6240
Waste						0.0000	0.0000		0.0000	0.0000	2.5212	0.0000	2.5212	0.1490	0.0000	6.2460
Water						0.0000	0.0000		0.0000	0.0000	0.5581	1.7627	2.3208	0.0575	1.3900e-003	4.1725
Total	**0.2389**	**0.2025**	**0.8118**	**1.9700e-003**	**0.1530**	**0.0159**	**0.1689**	**0.0410**	**0.0158**	**0.0567**	**4.3102**	**189.2232**	**193.5334**	**0.2161**	**2.0600e-003**	**199.5492**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Area	0.1928	3.7500e-003	0.2867	1.8000e-004		0.0134	0.0134		0.0134	0.0134	1.2309	0.8331	2.0640	2.3000e-003	8.0000e-005	2.1455
Energy	1.4800e-003	0.0127	5.4000e-003	8.0000e-005		1.0300e-003	1.0300e-003		1.0300e-003	1.0300e-003	0.0000	30.1401	30.1401	1.8300e-003	5.9000e-004	30.3612
Mobile	0.0445	0.1860	0.5197	1.7100e-003	0.1530	1.4800e-003	0.1545	0.0410	1.3800e-003	0.0423	0.0000	156.4874	156.4874	5.4700e-003	0.0000	156.6240
Waste						0.0000	0.0000		0.0000	0.0000	2.5212	0.0000	2.5212	0.1490	0.0000	6.2460
Water						0.0000	0.0000		0.0000	0.0000	0.5581	1.7627	2.3208	0.0575	1.3900e-003	4.1725
Total	**0.2389**	**0.2025**	**0.8118**	**1.9700e-003**	**0.1530**	**0.0159**	**0.1689**	**0.0410**	**0.0158**	**0.0567**	**4.3102**	**189.2232**	**193.5334**	**0.2161**	**2.0600e-003**	**199.5492**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/2/2020	1/29/2020	5	20	
2	Site Preparation	Site Preparation	1/30/2020	2/5/2020	5	5	
3	Grading	Grading	2/6/2020	2/17/2020	5	8	
4	Building Construction	Building Construction	2/18/2020	1/4/2021	5	230	
5	Paving	Paving	1/5/2021	1/28/2021	5	18	
6	Architectural Coating	Architectural Coating	1/29/2021	2/23/2021	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 54,675; Residential Outdoor: 18,225; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor

Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Grading	Excavators	1	8.00	158	0.38
Paving	Pavers	1	8.00	130	0.42
Paving	Rollers	2	6.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Paving	Paving Equipment	2	6.00	132	0.36
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	19.00	3.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2386
Total	**0.0331**	**0.3320**	**0.2175**	**3.9000e-004**		**0.0166**	**0.0166**		**0.0154**	**0.0154**	**0.0000**	**33.9986**	**33.9986**	**9.6000e-003**	**0.0000**	**34.2386**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-004	3.6000e-004	3.7500e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	1.0202	1.0202	3.0000e-005	0.0000	1.0209
Total	**5.0000e-004**	**3.6000e-004**	**3.7500e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**1.0202**	**1.0202**	**3.0000e-005**	**0.0000**	**1.0209**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0331	0.3320	0.2175	3.9000e-004		0.0166	0.0166		0.0154	0.0154	0.0000	33.9986	33.9986	9.6000e-003	0.0000	34.2385
Total	**0.0331**	**0.3320**	**0.2175**	**3.9000e-004**		**0.0166**	**0.0166**		**0.0154**	**0.0154**	**0.0000**	**33.9986**	**33.9986**	**9.6000e-003**	**0.0000**	**34.2385**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.0000e-004	3.6000e-004	3.7500e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.2000e-004	0.0000	1.0202	1.0202	3.0000e-005	0.0000	1.0209
Total	**5.0000e-004**	**3.6000e-004**	**3.7500e-003**	**1.0000e-005**	**1.1900e-003**	**1.0000e-005**	**1.2000e-003**	**3.2000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**1.0202**	**1.0202**	**3.0000e-005**	**0.0000**	**1.0209**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0102	0.1060	0.0538	1.0000e-004		5.4900e-003	5.4900e-003		5.0500e-003	5.0500e-003	0.0000	8.3577	8.3577	2.7000e-003	0.0000	8.4253
Total	**0.0102**	**0.1060**	**0.0538**	**1.0000e-004**	**0.0452**	**5.4900e-003**	**0.0507**	**0.0248**	**5.0500e-003**	**0.0299**	**0.0000**	**8.3577**	**8.3577**	**2.7000e-003**	**0.0000**	**8.4253**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.1000e-004	1.1300e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3061	0.3061	1.0000e-005	0.0000	0.3063
Total	**1.5000e-004**	**1.1000e-004**	**1.1300e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3061**	**0.3061**	**1.0000e-005**	**0.0000**	**0.3063**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0102	0.1060	0.0538	1.0000e-004		5.4900e-003	5.4900e-003		5.0500e-003	5.0500e-003	0.0000	8.3577	8.3577	2.7000e-003	0.0000	8.4252
Total	**0.0102**	**0.1060**	**0.0538**	**1.0000e-004**	**0.0452**	**5.4900e-003**	**0.0507**	**0.0248**	**5.0500e-003**	**0.0299**	**0.0000**	**8.3577**	**8.3577**	**2.7000e-003**	**0.0000**	**8.4252**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.1000e-004	1.1300e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	9.0000e-005	0.0000	1.0000e-004	0.0000	0.3061	0.3061	1.0000e-005	0.0000	0.3063
Total	**1.5000e-004**	**1.1000e-004**	**1.1300e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**9.0000e-005**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3061**	**0.3061**	**1.0000e-005**	**0.0000**	**0.3063**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.7200e-003	0.1055	0.0642	1.2000e-004		5.0900e-003	5.0900e-003		4.6900e-003	4.6900e-003	0.0000	10.4235	10.4235	3.3700e-003	0.0000	10.5078
Total	**9.7200e-003**	**0.1055**	**0.0642**	**1.2000e-004**	**0.0262**	**5.0900e-003**	**0.0313**	**0.0135**	**4.6900e-003**	**0.0182**	**0.0000**	**10.4235**	**10.4235**	**3.3700e-003**	**0.0000**	**10.5078**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.4000e-004	1.5000e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4081	0.4081	1.0000e-005	0.0000	0.4083
Total	**2.0000e-004**	**1.4000e-004**	**1.5000e-003**	**0.0000**	**4.8000e-004**	**0.0000**	**4.8000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4081**	**0.4081**	**1.0000e-005**	**0.0000**	**0.4083**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.7200e-003	0.1055	0.0642	1.2000e-004		5.0900e-003	5.0900e-003		4.6900e-003	4.6900e-003	0.0000	10.4235	10.4235	3.3700e-003	0.0000	10.5078
Total	**9.7200e-003**	**0.1055**	**0.0642**	**1.2000e-004**	**0.0262**	**5.0900e-003**	**0.0313**	**0.0135**	**4.6900e-003**	**0.0182**	**0.0000**	**10.4235**	**10.4235**	**3.3700e-003**	**0.0000**	**10.5078**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.4000e-004	1.5000e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4081	0.4081	1.0000e-005	0.0000	0.4083

Total	**2.0000e-004**	**1.4000e-004**	**1.5000e-003**	**0.0000**	**4.8000e-004**	**0.0000**	**4.8000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4081**	**0.4081**	**1.0000e-005**	**0.0000**	**0.4083**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2417	2.1872	1.9207	3.0700e-003		0.1273	0.1273		0.1197	0.1197	0.0000	264.0354	264.0354	0.0644	0.0000	265.6458
Total	**0.2417**	**2.1872**	**1.9207**	**3.0700e-003**		**0.1273**	**0.1273**		**0.1197**	**0.1197**	**0.0000**	**264.0354**	**264.0354**	**0.0644**	**0.0000**	**265.6458**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.3600e-003	0.0389	0.0104	9.0000e-005	2.2500e-003	1.9000e-004	2.4400e-003	6.5000e-004	1.8000e-004	8.3000e-004	0.0000	8.9413	8.9413	4.1000e-004	0.0000	8.9516
Worker	7.1900e-003	5.1700e-003	0.0542	1.6000e-004	0.0172	1.1000e-004	0.0173	4.5700e-003	1.0000e-004	4.6700e-003	0.0000	14.7320	14.7320	3.6000e-004	0.0000	14.7411
Total	**8.5500e-003**	**0.0441**	**0.0646**	**2.5000e-004**	**0.0194**	**3.0000e-004**	**0.0197**	**5.2200e-003**	**2.8000e-004**	**5.5000e-003**	**0.0000**	**23.6734**	**23.6734**	**7.7000e-004**	**0.0000**	**23.6927**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2417	2.1872	1.9207	3.0700e-003		0.1273	0.1273		0.1197	0.1197	0.0000	264.0351	264.0351	0.0644	0.0000	265.6455
Total	**0.2417**	**2.1872**	**1.9207**	**3.0700e-003**		**0.1273**	**0.1273**		**0.1197**	**0.1197**	**0.0000**	**264.0351**	**264.0351**	**0.0644**	**0.0000**	**265.6455**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.3600e-003	0.0389	0.0104	9.0000e-005	2.2500e-003	1.9000e-004	2.4400e-003	6.5000e-004	1.8000e-004	8.3000e-004	0.0000	8.9413	8.9413	4.1000e-004	0.0000	8.9516
Worker	7.1900e-003	5.1700e-003	0.0542	1.6000e-004	0.0172	1.1000e-004	0.0173	4.5700e-003	1.0000e-004	4.6700e-003	0.0000	14.7320	14.7320	3.6000e-004	0.0000	14.7411
Total	**8.5500e-003**	**0.0441**	**0.0646**	**2.5000e-004**	**0.0194**	**3.0000e-004**	**0.0197**	**5.2200e-003**	**2.8000e-004**	**5.5000e-003**	**0.0000**	**23.6734**	**23.6734**	**7.7000e-004**	**0.0000**	**23.6927**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Off-Road	1.9000e-003	0.0174	0.0166	3.0000e-005		9.6000e-004	9.6000e-004		9.0000e-004	9.0000e-004	0.0000	2.3164	2.3164	5.6000e-004	0.0000	2.3303
Total	**1.9000e-003**	**0.0174**	**0.0166**	**3.0000e-005**		**9.6000e-004**	**9.6000e-004**		**9.0000e-004**	**9.0000e-004**	**0.0000**	**2.3164**	**2.3164**	**5.6000e-004**	**0.0000**	**2.3303**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0000e-005	3.1000e-004	8.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0777	0.0777	0.0000	0.0000	0.0778
Worker	6.0000e-005	4.0000e-005	4.3000e-004	0.0000	1.5000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1247	0.1247	0.0000	0.0000	0.1248
Total	**7.0000e-005**	**3.5000e-004**	**5.1000e-004**	**0.0000**	**1.7000e-004**	**0.0000**	**1.7000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.2025**	**0.2025**	**0.0000**	**0.0000**	**0.2026**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.9000e-003	0.0174	0.0166	3.0000e-005		9.6000e-004	9.6000e-004		9.0000e-004	9.0000e-004	0.0000	2.3164	2.3164	5.6000e-004	0.0000	2.3303
Total	**1.9000e-003**	**0.0174**	**0.0166**	**3.0000e-005**		**9.6000e-004**	**9.6000e-004**		**9.0000e-004**	**9.0000e-004**	**0.0000**	**2.3164**	**2.3164**	**5.6000e-004**	**0.0000**	**2.3303**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0000e-005	3.1000e-004	8.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0777	0.0777	0.0000	0.0000	0.0778
Worker	6.0000e-005	4.0000e-005	4.3000e-004	0.0000	1.5000e-004	0.0000	1.5000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.1247	0.1247	0.0000	0.0000	0.1248
Total	**7.0000e-005**	**3.5000e-004**	**5.1000e-004**	**0.0000**	**1.7000e-004**	**0.0000**	**1.7000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.2025**	**0.2025**	**0.0000**	**0.0000**	**0.2026**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.8500e-003	0.0976	0.1103	1.7000e-004		5.2100e-003	5.2100e-003		4.8100e-003	4.8100e-003	0.0000	14.7336	14.7336	4.6300e-003	0.0000	14.8493
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**9.8500e-003**	**0.0976**	**0.1103**	**1.7000e-004**		**5.2100e-003**	**5.2100e-003**		**4.8100e-003**	**4.8100e-003**	**0.0000**	**14.7336**	**14.7336**	**4.6300e-003**	**0.0000**	**14.8493**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	3.8000e-004	4.1200e-003	1.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1818	1.1818	3.0000e-005	0.0000	1.1825
Total	**5.5000e-004**	**3.8000e-004**	**4.1200e-003**	**1.0000e-005**	**1.4300e-003**	**1.0000e-005**	**1.4400e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.1818**	**1.1818**	**3.0000e-005**	**0.0000**	**1.1825**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.8500e-003	0.0976	0.1103	1.7000e-004		5.2100e-003	5.2100e-003		4.8100e-003	4.8100e-003	0.0000	14.7335	14.7335	4.6300e-003	0.0000	14.8493
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**9.8500e-003**	**0.0976**	**0.1103**	**1.7000e-004**		**5.2100e-003**	**5.2100e-003**		**4.8100e-003**	**4.8100e-003**	**0.0000**	**14.7335**	**14.7335**	**4.6300e-003**	**0.0000**	**14.8493**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	3.8000e-004	4.1200e-003	1.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.1818	1.1818	3.0000e-005	0.0000	1.1825

Total	**5.5000e-004**	**3.8000e-004**	**4.1200e-003**	**1.0000e-005**	**1.4300e-003**	**1.0000e-005**	**1.4400e-003**	**3.8000e-004**	**1.0000e-005**	**3.9000e-004**	**0.0000**	**1.1818**	**1.1818**	**3.0000e-005**	**0.0000**	**1.1825**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1901					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9700e-003	0.0137	0.0164	3.0000e-005		8.5000e-004	8.5000e-004		8.5000e-004	8.5000e-004	0.0000	2.2979	2.2979	1.6000e-004	0.0000	2.3019
Total	**0.1920**	**0.0137**	**0.0164**	**3.0000e-005**		**8.5000e-004**	**8.5000e-004**		**8.5000e-004**	**8.5000e-004**	**0.0000**	**2.2979**	**2.2979**	**1.6000e-004**	**0.0000**	**2.3019**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	8.0000e-005	8.2000e-004	0.0000	2.9000e-004	0.0000	2.9000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2364	0.2364	1.0000e-005	0.0000	0.2365
Total	**1.1000e-004**	**8.0000e-005**	**8.2000e-004**	**0.0000**	**2.9000e-004**	**0.0000**	**2.9000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2364**	**0.2364**	**1.0000e-005**	**0.0000**	**0.2365**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1901					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9700e-003	0.0137	0.0164	3.0000e-005		8.5000e-004	8.5000e-004		8.5000e-004	8.5000e-004	0.0000	2.2979	2.2979	1.6000e-004	0.0000	2.3019
Total	**0.1920**	**0.0137**	**0.0164**	**3.0000e-005**		**8.5000e-004**	**8.5000e-004**		**8.5000e-004**	**8.5000e-004**	**0.0000**	**2.2979**	**2.2979**	**1.6000e-004**	**0.0000**	**2.3019**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	8.0000e-005	8.2000e-004	0.0000	2.9000e-004	0.0000	2.9000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2364	0.2364	1.0000e-005	0.0000	0.2365
Total	**1.1000e-004**	**8.0000e-005**	**8.2000e-004**	**0.0000**	**2.9000e-004**	**0.0000**	**2.9000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2364**	**0.2364**	**1.0000e-005**	**0.0000**	**0.2365**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0445	0.1860	0.5197	1.7100e-003	0.1530	1.4800e-003	0.1545	0.0410	1.3800e-003	0.0423	0.0000	156.4874	156.4874	5.4700e-003	0.0000	156.6240
Unmitigated	0.0445	0.1860	0.5197	1.7100e-003	0.1530	1.4800e-003	0.1545	0.0410	1.3800e-003	0.0423	0.0000	156.4874	156.4874	5.4700e-003	0.0000	156.6240

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	177.93	193.32	163.89	411,394	411,394
Total	177.93	193.32	163.89	411,394	411,394

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	10.80	4.80	5.70	31.00	15.00	54.00	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.607897	0.037434	0.184004	0.107261	0.014919	0.004991	0.012447	0.020659	0.002115	0.001554	0.005334	0.000623	0.000761

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	15.4453	15.4453	1.5400e-003	3.2000e-004	15.5792
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	15.4453	15.4453	1.5400e-003	3.2000e-004	15.5792
NaturalGas Mitigated	1.4800e-003	0.0127	5.4000e-003	8.0000e-005		1.0300e-003	1.0300e-003		1.0300e-003	1.0300e-003	0.0000	14.6947	14.6947	2.8000e-004	2.7000e-004	14.7821
NaturalGas Unmitigated	1.4800e-003	0.0127	5.4000e-003	8.0000e-005		1.0300e-003	1.0300e-003		1.0300e-003	1.0300e-003	0.0000	14.6947	14.6947	2.8000e-004	2.7000e-004	14.7821

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	275369	1.4800e-003	0.0127	5.4000e-003	8.0000e-005		1.0300e-003	1.0300e-003		1.0300e-003	1.0300e-003	0.0000	14.6947	14.6947	2.8000e-004	2.7000e-004	14.7821
Total		**1.4800e-003**	**0.0127**	**5.4000e-003**	**8.0000e-005**		**1.0300e-003**	**1.0300e-003**		**1.0300e-003**	**1.0300e-003**	**0.0000**	**14.6947**	**14.6947**	**2.8000e-004**	**2.7000e-004**	**14.7821**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	275369	1.4800e-003	0.0127	5.4000e-003	8.0000e-005		1.0300e-003	1.0300e-003		1.0300e-003	1.0300e-003	0.0000	14.6947	14.6947	2.8000e-004	2.7000e-004	14.7821
Total		**1.4800e-003**	**0.0127**	**5.4000e-003**	**8.0000e-005**		**1.0300e-003**	**1.0300e-003**		**1.0300e-003**	**1.0300e-003**	**0.0000**	**14.6947**	**14.6947**	**2.8000e-004**	**2.7000e-004**	**14.7821**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	117418	15.4453	1.5400e-003	3.2000e-004	15.5792
Total		**15.4453**	**1.5400e-003**	**3.2000e-004**	**15.5792**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	117418	15.4453	1.5400e-003	3.2000e-004	15.5792
Total		**15.4453**	**1.5400e-003**	**3.2000e-004**	**15.5792**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1928	3.7500e-003	0.2867	1.8000e-004		0.0134	0.0134		0.0134	0.0134	1.2309	0.8331	2.0640	2.3000e-003	8.0000e-005	2.1455
Unmitigated	0.1928	3.7500e-003	0.2867	1.8000e-004		0.0134	0.0134		0.0134	0.0134	1.2309	0.8331	2.0640	2.3000e-003	8.0000e-005	2.1455

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0190					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1055					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0623	1.4300e-003	0.0858	1.7000e-004		0.0123	0.0123		0.0123	0.0123	1.2309	0.5056	1.7365	1.9800e-003	8.0000e-005	1.8100
Landscaping	6.0900e-003	2.3200e-003	0.2009	1.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	0.3275	0.3275	3.2000e-004	0.0000	0.3354
Total	**0.1929**	**3.7500e-003**	**0.2867**	**1.8000e-004**		**0.0134**	**0.0134**		**0.0134**	**0.0134**	**1.2309**	**0.8331**	**2.0640**	**2.3000e-003**	**8.0000e-005**	**2.1454**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0190					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1055					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0623	1.4300e-003	0.0858	1.7000e-004		0.0123	0.0123		0.0123	0.0123	1.2309	0.5056	1.7365	1.9800e-003	8.0000e-005	1.8100
Landscaping	6.0900e-003	2.3200e-003	0.2009	1.0000e-005		1.1100e-003	1.1100e-003		1.1100e-003	1.1100e-003	0.0000	0.3275	0.3275	3.2000e-004	0.0000	0.3354
Total	**0.1929**	**3.7500e-003**	**0.2867**	**1.8000e-004**		**0.0134**	**0.0134**		**0.0134**	**0.0134**	**1.2309**	**0.8331**	**2.0640**	**2.3000e-003**	**8.0000e-005**	**2.1454**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2.3208	0.0575	1.3900e-003	4.1725
Unmitigated	2.3208	0.0575	1.3900e-003	4.1725

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.75916 / 1.10903	2.3208	0.0575	1.3900e-003	4.1725
Total		**2.3208**	**0.0575**	**1.3900e-003**	**4.1725**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	1.75916 / 1.10903	2.3208	0.0575	1.3900e-003	4.1725
Total		**2.3208**	**0.0575**	**1.3900e-003**	**4.1725**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.5212	0.1490	0.0000	6.2460
Unmitigated	2.5212	0.1490	0.0000	6.2460

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	12.42	2.5212	0.1490	0.0000	6.2460
Total		**2.5212**	**0.1490**	**0.0000**	**6.2460**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	12.42	2.5212	0.1490	0.0000	6.2460
Total		**2.5212**	**0.1490**	**0.0000**	**6.2460**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX B

Long-Range General Plan Amendment Transportation Analysis

HEXAGON TRANSPORTATION CONSULTANTS, INC.

City of San José 2019 General Plan Amendments

Long Range Traffic Impact Analysis

Prepared for:

City of San José

August 29, 2019

Hexagon Transportation Consultants, Inc.
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Client Name: City of San José

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1. Introduction

This report presents the results of the long-range traffic impact analysis completed for the proposed City of San José 2019 General Plan Amendments (project). The project consists of amending the current adopted land use designations of the Envision San José 2040 General Plan (GP) for ten sites within the City of San José. The purpose of the General Plan Amendments (GPAs) traffic analysis is to assess the long-range impacts of the amendments on the citywide transportation system. The potential traffic impacts of the project were evaluated in accordance with the guidelines set forth by the City of San José for GPA traffic analysis.

The GPA analysis provides an evaluation of the changed circumstances of future conditions in the currently adopted Envision San José 2040 General Plan due to the proposed 2019 General Plan amendments. The adopted GP identifies long-range planned land uses and transportation system within the City projected to the Year 2040, which is the baseline for the evaluation of transportation impacts of the GPAs. The results of the analysis for the proposed land use adjustments are compared to the results of the adopted GP to determine if the proposed 2019 General Plan amendments would result in any new, or substantially more severe transportation impacts than those impacts that were already analyzed for the adopted GP.

After General Plan amendments to the Land Use/Transportation Diagram become effective, which is generally 30 days after Council approval, these General Plan amendments are incorporated into the updated General Plan Land Use/Transportation Diagram. This process may occur up to four times a year under State law. Therefore, the current General Plan includes all amendments that are currently effective.

The Envision San José 2040 General Plan Land Use / Transportation Diagram designates the type, intensity, and general distribution of planned land uses within San José. Because the 2019 General Plan amendments propose changes to sites' land use designations, this traffic impact analysis (TIA) evaluates the incremental changes from uses and intensities allowed under the sites' current land use designations to the uses and intensities allowed under the proposed General Plan land use designations for each site. The reason the baseline of the current land use designation is used (as opposed to the existing physical condition) is because the General Plan DEIR and subsequent reviews have already evaluated the potential transportation CEQA impacts of building out the General Plan using existing physical condition baseline in 2015. The existing physical condition baseline was reviewed, analyzed, and updated again as part of this TIA, and it was determined based on substantial evidence that the proposed 2019 General Plan amendments would not result in any new, or substantially more severe transportation impacts than those impacts that were already analyzed for the General Plan.

Further, the Build-out of the General Plan and related environmental analysis under CEQA assumes development overall in the City will occur at the middle range of the General Plan land use designations

or consistent with surrounding development intensities. The reason why the middle or typical range is used as opposed to the maximum intensities potentially allowed under various General Plan land use designations is because building out under the maximum intensities for all General Plan land designation would exceed the total planned growth capacity allocated in the General Plan, and this maximum amount of build-out does not represent typical development patterns or the average amount of development built on each site. General Plan land use designations allow a wide range of development intensities and types of land uses to accommodate growth; however, development projects are not typically proposed at the maximum densities due to existing development patterns, site and parking constraints, Federal Aviation Administration regulations, maximum allowable height provisions and other development regulations in the San José Municipal Code in Title 20 (Zoning), market conditions, and other factors.

For example, several General Plan land use designations include a maximum intensity for each use allowed under a land use designation, and also allow a mix of land uses. On a site where development is mixed-use, or there is a height limit, or there is a minimum required setback, achieving the maximum allowable intensities for each land use in the development is often physically infeasible. To evaluate the incremental changes of the proposed General Plan land use amendments, average residential and commercial densities for development under these land use designations and in the planning areas of the proposed General Plan amendments for San José are assumed for the current and proposed land use designations on each site. Individual development projects would be required to complete a near term traffic analysis in conjunction with any future development permit applications.

Proposed 2019 GPA Site Descriptions

The project consists of amending the current adopted land use designations of the Envision San José 2040 General Plan (GP) for ten sites within the City of San José (see Figure 1). The GPA sites, described in detailed in the following chapter, include the following:

Site 1 – GP18-010 (Diamond Heights)
Site 2 – GP18-013 (Stockton Avenue)
Site 3 – GP18-014/PDC18-037 (Winchester)
Site 4 – GP18-015/PDC18-038 (Campbell Avenue)
Site 5 – GP19-001 (Williams Road)
Site 6 – GP19-004 (Capitol Avenue/Alum Rock Avenue)
Site 7 – GPT19-005 (Mountain Springs Mobilehome Park)
Site 8 – GPT19-006 (Westwind Mobilehome Park)
Site 9 – GPT19-007 (Evans Lane)
Site 10 – GP (Berryessa BART Urban Village)

Each of the proposed land use amendments and resulting changes in households, employment for each of the proposed GPA sites are described in detail within the following chapters.

GPA Analysis Exemption

The City of San José Travel Demand Forecasting (TDF) model, which is described in detail in Chapter 3, was developed to help the City project peak-hour traffic impacts attributable to proposed amendments to the City's General Plan. The model is used to estimate the net change in peak-hour trips that are attributable to a proposed amendment. The City has established minimum peak-hour trip thresholds for GP land use amendments that require a site-specific GPA analysis. It is presumed that amendments that result in trips less than the trip thresholds would not create significant long-term impacts by themselves. The City's trip thresholds for requiring a site-specific GPA traffic analysis are presented in the City of San José *Transportation Analysis Handbook*, April 2018 and are shown in

Figure 1
Proposed GPA Site Locations

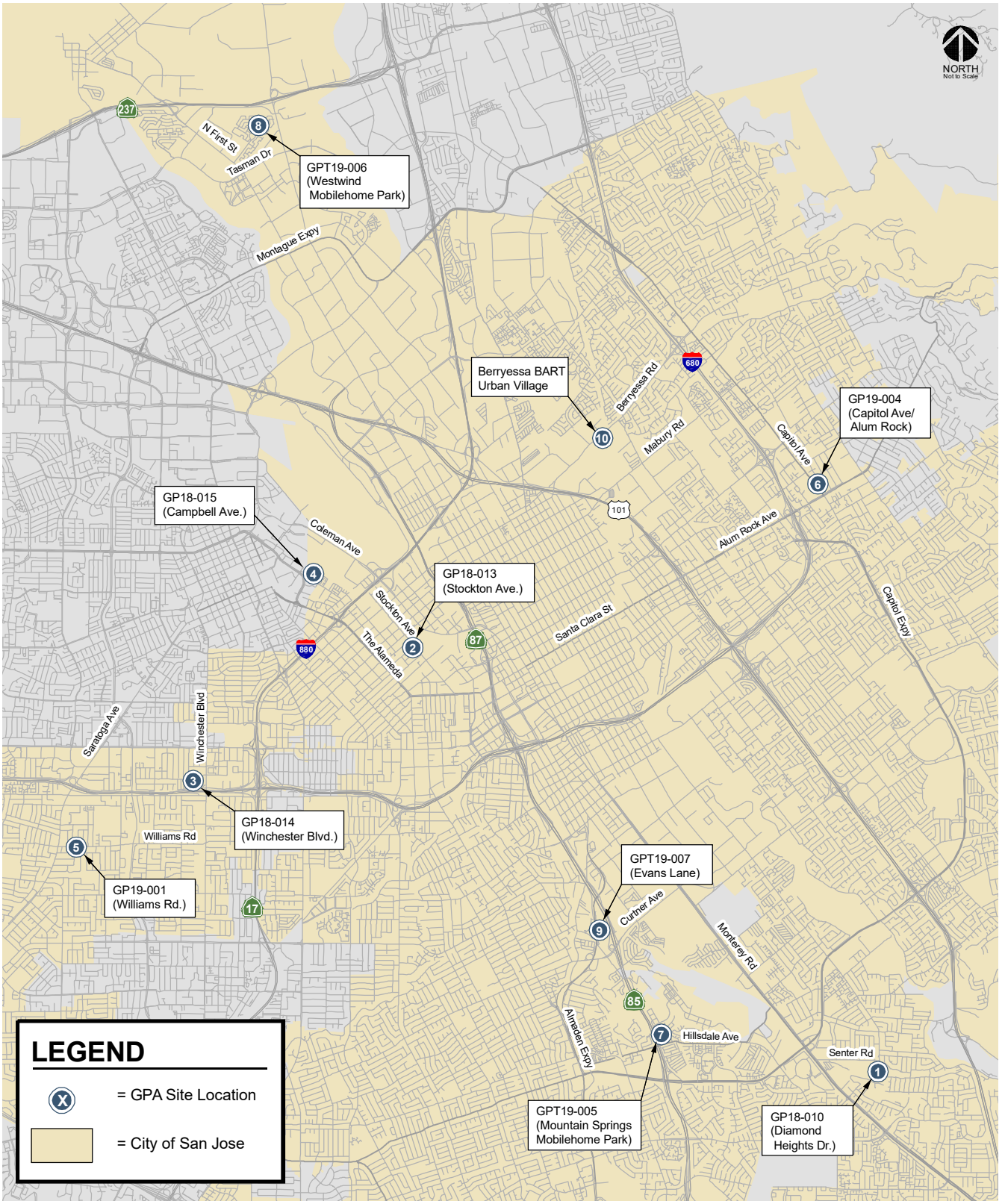


Table 1 below. With the exception of GPA sites located within the identified North San José, Evergreen, and South San José subareas, a proposed land use amendment that would result in an increase of more than 250 peak-hour trips to be generated by the subject site would be required to prepare a site-specific GPA traffic analysis.

Table 1
Site-Specific Long-Range Transportation Analysis Screening Criteria for Land Use Amendments

Location of Amendment	Maximum Allowable PM Peak Hour Vehicle-Trips			
	Expansion of Residential Use[1]	Conversion from Residential to Non-Residential Use[2]	Conversion from Non-Residential to Residential Use[2]	Expansion of Non-Residential Use[1]
North San Jose	1,000	0	500	50
Evergreen	15	600	0	300
South San Jose	50	600	0	300
Remainder of City	250	250	250	250

Notes:
[1] The screening criteria for a proposed expansion of the same land use are measured in net new PM peak hour vehicle trips.
[2] The screening criteria for a proposed land use conversion are measured in total PM peak hour vehicle-trips generated by the proposed use.
Source: City of San Jose *Transportation Analysis Handbook*, April 2018.

Nine of the ten subject GPA sites are located outside the specific subareas, and therefore are subject to the 250 PM peak-hour trip threshold. The proposed land use amendments on one of the nine amendment sites located outside of the specific subareas would result in a net increase of more than 250 peak-hour trips (See Table 3 in the next chapter) and require a site-specific GPA traffic analysis.

The remaining GPA site, GPA Site 8 (Westwind Mobilehome Park), is located within the North San José subarea and is subject to the applicable trip thresholds described in Table 1. However, it is projected that the proposed land use amendment at GPA Site 8 would result in a reduction of peak-hour trips, compared to the adopted GP land use for the site. Therefore, a site-specific GPA traffic analysis for Site 8 is not required.

The following GPA site requires a site-specific GPA traffic analysis:

- GP18-014/PDC18-037 (Winchester)

Scope of Study

The purpose of the GPAs traffic analysis is to assess the long-range impacts of the amendments on the citywide transportation system. This study includes an evaluation of the cumulative impacts of all ten GPA sites with the proposed land use amendments. The study also provides the required site-specific GPA traffic analysis for the above identified GPA site. Individual development projects also will be

required to complete a near-term traffic analysis in conjunction with any future development permit applications consistent with the Envision San José 2040 GP. The potential traffic impacts of the project were evaluated in accordance with the guidelines set forth by the City of San José for GPA traffic analysis.

The project consists of land use changes to the current GP land uses. The project does not propose any changes to the citywide transportation system. The GPA long-range analysis focuses on the potential changes on the citywide transportation system in the horizon year of the GP (2040) when the GP capacities for housing and jobs are fully developed. The analysis includes evaluation of increased vehicle miles traveled, increased traffic volume on specified roadway segments, impacts to travel speeds on transit priority corridors, impacts to pedestrian, bicycle, and transit facilities, and impacts to roadways in adjacent jurisdictions. Impacts are evaluated based on the same Measures of Effectiveness (MOEs) and significance criteria utilized in the Envision San José 2040 GP TIA. Traffic conditions were evaluated for the following traffic scenarios using the City's TDF model:

- **Projected Year 2015 Conditions:** The Projected Year 2015 Conditions represent a projection of transportation conditions in 2015 using the City's GP TDF model. The roadway network also reflects the Year 2015 roadway network and transportation system.
- **Current 2040 General Plan Conditions:** Future traffic due to the current GP land uses (i.e., including the adopted GP Four-Year Review Land Use adjustments) is added to regional growth that can be reasonably expected to occur by 2040. Current 2040 GP conditions include the current roadway network as well as all transportation system improvements as identified in the current GP.
- **Proposed 2040 General Plan Amendment Conditions:** Current 2040 GP conditions with the proposed land use amendments at all ten proposed GPA sites. Transportation conditions for the Proposed 2040 GPA conditions were evaluated relative to the currently adopted 2040 GP Conditions to determine any long-range traffic impacts.

Report Organization

The remainder of this report is divided into the following chapters; Chapter 2 presents a detailed description of each of the proposed GPA sites included in the analysis. Chapter 3 describes analysis methodology, including the City's TDF model, and the MOEs and significance thresholds used in the analysis. Chapter 4 presents the results of the cumulative analysis based on the TDF modeling and citywide MOEs for the proposed GPAs. Chapters 5 presents the analysis for the Winchester GPA site, which was determined to require a site-specific analysis. Chapter 6 presents the conclusions of the long-range cumulative and site-specific GPA analyses.

2. General Plan Amendment Site Descriptions

The proposed project consists of amending land uses currently adopted in the Envision San José 2040 General Plan on ten sites. The amendment sites are described in more detail below along with peak-hour trip generation estimates for each of the proposed sites.

Envision San José 2040 General Plan

The City of San José *Envision San José 2040 General Plan* was adopted in 2011 and was based on planned land uses within the City projected to the Year 2035. Subsequent reviews in 2010, 2011, and 2016 resulted in the currently adopted General Plan, which includes a base year of 2015 and horizon year of the planned land uses to the Year 2040. Thus, the adopted General Plan traffic analysis provides a comprehensive evaluation of the effects of planned land use as identified in the current GP on the citywide transportation system and is used as the baseline from which impacts due to land use amendments such as the proposed project are evaluated.

Land use data consisting of households and employment growth for each of the proposed GPA sites as reflected in the adopted GP and the proposed land use amendments was prepared by the Department of Planning, Building, and Code Enforcement and provided to Hexagon for use in this analysis.

Amendment Sites

The project includes ten proposed GPA sites: GP18-010, GP18-013, GP18-014/PDC18-037, GP18-015/PDC18-038, GP19-001, GP19-004, GPT19-005, GPT19-006, GPT19-007, GP (Berryessa BART Urban Village). Each of the proposed GPAs would result in changes to the number of households and jobs on each site when compared to those adopted per the Envision San José 2040 GP for each site. However, the proposed GPAs will not change the total number of jobs and households citywide. The TDF model is used to rebalance the number of jobs and households citywide to maintain the General Plan Goal of 751,650 jobs and 429,350 households.

Table 2 summarizes the land uses and density for each proposed site under the current 2040 GP and the proposed GPAs. Table 3 summarizes the changes in households and jobs for each site and the resulting increases in peak-hour trips. The peak-hour trips for each site were estimated using the City of San José's TDF model. The TDF modeling is described in Chapter 3.

Proposed land use changes for each of the GPA sites are described below.

- **Site 1 - GP18-010 (Diamond Heights):** The 4.6-acre site is located on the east side of Diamond Heights Drive, approximately 200 feet south of its intersection with Senter Road.

Table 2
Existing General Plan and Proposed GPA Land Uses

Site Number	Project Name	Location	APN	Size (acres)	Existing General Plan		Proposed General Plan Amendment	
					Land Use	Density	Land Use	Density
1	GP18-010 (Diamond Heights)	East side of Diamond Heights Drive, approximately 200 feet south of Senter Road	684-43-030; 031; 032	4.60	Rural Residential	up to 2 DU/AC; FAR up to 0.35	Residential Neighborhood	8 DU/AC (match existing neighborhood character); FAR up to 0.7
2	GP18-013 (Stockton Ave)	623 Stockton Avenue	261-07-068	0.20	Residential Neighborhood	8 DU/AC (match existing neighborhood character); FAR up to 0.7	Neighborhood/Community Commercial	FAR up to 3.5
3	GP18-014/PDC18-037 (Winchester)	555 South Winchester Boulevard	303-38-001	15.70	Residential Neighborhood	8 DU/AC (match existing neighborhood character); FAR up to 0.7	Urban Residential	30-95 DU/AC; FAR 1.0 to 4.0
4	GP18-015/PDC18-038 (Campbell Ave)	1250 Campbell Avenue	230-14-004;009	3.00	Light Industrial	FAR up to 1.5	Transit Residential	50-250 DU/AC; FAR 2.0 to 12.0
5	GP19-001 (Williams Road)	4070 Williams Road	299-15-014	0.20	Residential Neighborhood	8 DU/AC; FAR up to 0.7	Urban Residential	30-95 DU/AC; FAR 1.0 to 4.0
6	GP19-004 (Capitol Ave/Alum Rock)	East of Capitol Avenue and north of Alum Rock Avenue	484-19-094	0.44	Neighborhood/Community Commercial (on 0.44 acres)	FAR up to 3.5	Mixed-Use Neighborhood	up to 30 DU/AC; FAR 0.25 to 2.0
7	GPT19-005 (Mountain Springs Mobilehome Park)	625 Hillsdale Ave.	455-10-032	27.71	Urban Residential Residential Neighborhood	30-95 DU/AC; FAR 1.0 to 4.0 8 DU/AC	Mobilehome Park	FAR N/A
8	GPT19-006 (Westwind Mobilehome Park)	500 Nicholson Lane	097-81-004	83.43	Urban Residential Residential Neighborhood	30-95 DU/AC; FAR 1.0 to 4.0 8 DU/AC	Mobilehome Park	FAR N/A
9	GPT19-007 (Evans Lane)	0 Evans Lane	456-09-016; 456-09-017	5.94	Mixed-Use Neighborhood	up to 30 DU/AC; FAR 0.25 to 2.0	Urban Residential Residential Neighborhood	30-95 DU/AC; FAR 1.0 to 4.0 8 DU/AC
10	GP (Berryessa BART Urban Village)	Generally bounded by Shore Drive to the north, Lundy Avenue to the east, Coyote Creek to the west, and Mabury Road to the south.	Parcels Within Berryessa BART Urban Village	270.00	N/A [1]	N/A [1]	N/A [1]	N/A [1]

Notes: FAR = floor-to-area ratio; DU = dwelling units; AC = acre; APN = assessor's parcel number; N/A = not applicable
Source: City of San Jose Planning Department (June 2019).
1. The proposed GP amendment is associated with capacity shifts proposed as part of the Berryessa BART Urban Village plan.

Table 3
Changes in Households, Jobs, and Peak-Hour Trips Due to Proposed GPAs

Site Number	Site Name	General Plan (Baseline) [1]		General Plan Amendment [2]		Net Land Use Change		Net Peak-Hour Trip Change	
		TOTHH	TEMP	TOTHH	TEMP	TOTHH	TEMP	AM	PM
1	GP18-010 [Diamond Heights]	989	251	1007	251	18	0	13	16
2	GP18-013 [Stockton Ave]	437	982	436	992	-1	10	6	9
3	GP18-014/PDC18-037 [Winchester]	220	131	786	131	566	0	**301**	**348**
4	GP18-015/PDC18-038 [Campbell Ave]	723	803	1,018	944	295	141	213	241
5	GP19-001 [Williams Road]	2,311	2,179	2,322	2,189	11	10	16	21
6	GP19-004 [Capitol Ave/Alum Rock]	370	518	376	518	6	0	4	4
7	GPT19-005 [Mountain Springs Mobilehome Park]	876	45	850	45	-26	0	-14	-16
8	GPT19-006 [Westwind Mobilehome Park]	3,099	3,980	2,678	3,762	-421	-218	-466	-530
9	GPT19-007 [Evans Lane]	2,196	261	2,475	261	279	0	143	168
10	GP [ ] Berryessa [Total]	7,661	24,701	9,486	19,104	1,825	-5,597	**-528**	**-1,074**

Notes: TOTHH = total number of households; TEMP = total number of jobs.
[1] Total number of households and jobs under the adopted Envision San Jose 2040 General Plan (GP).
The buildout of the 2040 GP represents baseline conditions.
[2] Total number of households and jobs as proposed by the GP Amendments.
Outlined indicates GPA that results in an increase in peak hour trips greater than 250 trips and requires site-specific GPA traffic analysis.
Sources: City of San Jose Planning Department, June 2019.
City of San Jose Travel Forecasting Model runs completed July 2019 by Hexagon Transportation Consultants, Inc.

Figure 2 shows the location of the site. The adopted GP land use designation for the site is *Rural Residential* and the proposed amendment involves changing the adopted land use to *Residential Neighborhood*. The proposed amendment would result in 18 additional households on the site. Based on the TDF modeling results, the proposed amendment would not result in a substantial net increase of peak-hour trips generated by GP18-010 and a site-specific GPA traffic analysis is not required.

- **Site 2 - GP18-013 (Stockton Avenue):** The 0.20-acre site is located on the west side of San Stockton Avenue, between Schiele Avenue and Villa Avenue. Figure 3 shows the location of the site. The adopted GP land use designation for the site is *Residential Neighborhood*, and the proposed amendment involves changing the adopted land use to *Neighborhood/ Community Commercial*. The proposed amendment would result in one less household and 10 additional jobs on the site. Based on the TDF modeling results, the proposed amendment would not result in a substantial net increase of peak-hour trips generated by GP18-013 and a site-specific GPA traffic analysis is not required.

- **Site 3 - GP18-014/PDC18-037 (Winchester Boulevard):** The 15.7-acre site is generally located west of Winchester Boulevard and north of I-280, with access provided via Olsen Drive and Charles Cali Drive. Figure 4 shows the location of the site. The adopted GP land use designation for the site is *Residential Neighborhood* and the proposed amendment involves changing the adopted land use to *Urban Residential*. The proposed amendment would result in 566 additional households on the site. Based on the TDF modeling results, the increase in households would result in a net increase of greater than 250 peak-hour trips to the GP18-014/PDC18-037 site. *Therefore, the preparation of a site-specific GPA traffic analysis for the proposed land use amendment on the* GP18-014/PDC18-037 *site is required.*

- **Site 4 - GP18-015/PDC18-038 (Campbell Avenue):** The 3.0-acre site is located north of Campbell Avenue, near the intersection of Campbell Avenue and El Camino Real. Figure 5 shows the location of the site. The adopted GP land use designation for the site is *Light Industrial* and the proposed amendment involves changing the adopted land use to *Transit Residential*. The proposed amendment would result in 295 additional households and 141 additional jobs on the site. Based on the TDF modeling results, the proposed amendment would not result in a net increase of peak-hour trips generated by GP18-015/PDC18-038 exceeding the 250-trip threshold and a site-specific GPA traffic analysis is not required.
- **Site 5 - GP19-001 (Williams Road):** The 0.2-acre site is located on the south side of Williams Road, near its intersection with Orchid Way. Figure 6 shows the location of the site. The adopted GP land use designation for the site is *Residential Neighborhood* and the proposed amendment involves changing the adopted land use to *Urban Residential*. The proposed amendment would result in 11 additional household and 10 additional jobs on the site. Based on the TDF modeling results, the proposed amendment would not result in a substantial net increase of peak-hour trips generated by GP19-001 and a site-specific GPA traffic analysis is not required.
- **Site 6 - GP19-004 (Capitol Avenue/Alum Rock Avenue):** The 0.44-acre site is located on the east side of Capitol Avenue, between Alum Rock Avenue and Avenue A. Figure 7 shows the location of the site. The adopted GP land use designation for the site is *Neighborhood/Community Commercial* and the proposed amendment involves changing the adopted land use to *Mixed use Neighborhood*. The proposed amendment would result in six additional households on the site. Based on the TDF modeling results, the proposed amendment would not result in a substantial net increase of peak-hour trips generated by GP19-004 and a site-specific GPA traffic analysis is not required.
- **Site 7 - GPT19-005 (Mountain Springs Mobilehome Park):** The 27.71-acre site is located at the northeast corner of the Narvaez Avenue and Hillsdale Avenue intersection. Figure 8 shows the location of the site. The adopted GP land use designations for the site include *Urban Residential* and *Residential Neighborhood* and the proposed amendment involves changing the adopted land uses to *Mobile Home Park*. The proposed amendment would result in 26 fewer households on the site. Based on the TDF modeling results, the proposed amendment would not result in a net increase of vehicle trips on local streets near the GPT19-005 site and a site-specific GPA traffic analysis is not required.
- **Site 8 - GPT19-006 (Westwind Mobilehome Park):** The 83.43-acre site is generally located east of North First Street and south of SR-237, with access provided via Nicholson Lane, in the North San José subarea. Figure 9 shows the location of the site. The adopted GP land use designations for the site include *Urban Residential* and *Residential Neighborhood* and the proposed amendment involves changing the adopted land uses to *Mobile Home Park*. The proposed amendment would result in 421 fewer households and 218 fewer jobs on the site. Based on the TDF modeling results, the proposed amendment would not result in a net increase of vehicle trips on local streets near the GPT19-006 site and a site-specific GPA traffic analysis is not required.
- **Site 9 - GPT19-007 (Evans Lane):** The 5.94-acre site is generally located in the area bounded by Almaden Expressway, SR-87, and Curtner Avenue, with access provided via Evans Lane. Figure 10 shows the location of the site. The adopted GP land use designation for the site is *Mixed Use Neighborhood* and the proposed amendment involves changing the adopted land use to *Urban Residential* and *Residential Neighborhood*. The proposed amendment would result in 279 additional households on the site. Based on the TDF modeling results, the proposed amendment would not result in a net increase of peak-hour trips generated by

GPT19-007 exceeding the 250-trip threshold and a site-specific GPA traffic analysis is not required.

- **Site 10 - GP (Berryessa BART Urban Village):** The Berryessa BART Urban Village consists of 270 acres generally located in the area surrounded by US 101, I-680, and I-880. The actual boundaries of the Urban Village are generally Shore Drive to the north, Lundy Avenue to the east, Coyote Creek to the west, and Mabury Road to the south. The Berryessa BART Station is located in the center of the Urban Village. Figure 11 shows the location of the Berryessa BART Urban Village area. The proposed GP amendment is associated with capacity shifts proposed as part of the Berryessa BART Urban Village Plan and would result in 1,825 additional households and 5,598 fewer jobs on the site. Based on the TDF modeling results, the proposed change in households and jobs within the Urban Village would result in a net decrease of peak-hour trips generated by the Berryessa BART Urban Village site and a site-specific GPA traffic analysis is not required.

Figure 2
Location of GPA Site 1: GP18-010 (Diamond Heights)

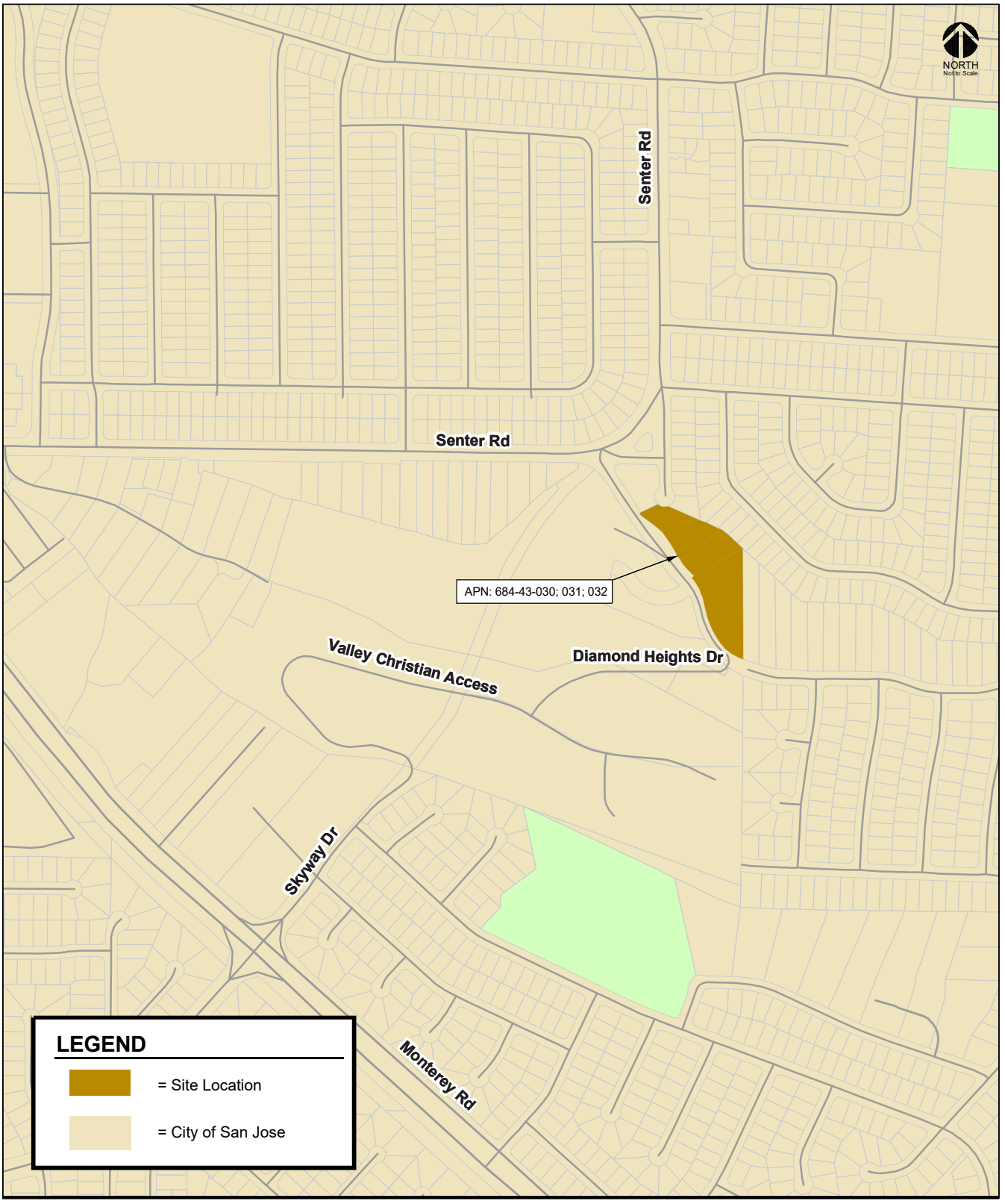


Figure 3
Location of GPA Site 2: GPT18-013 (Stockton Avenue)

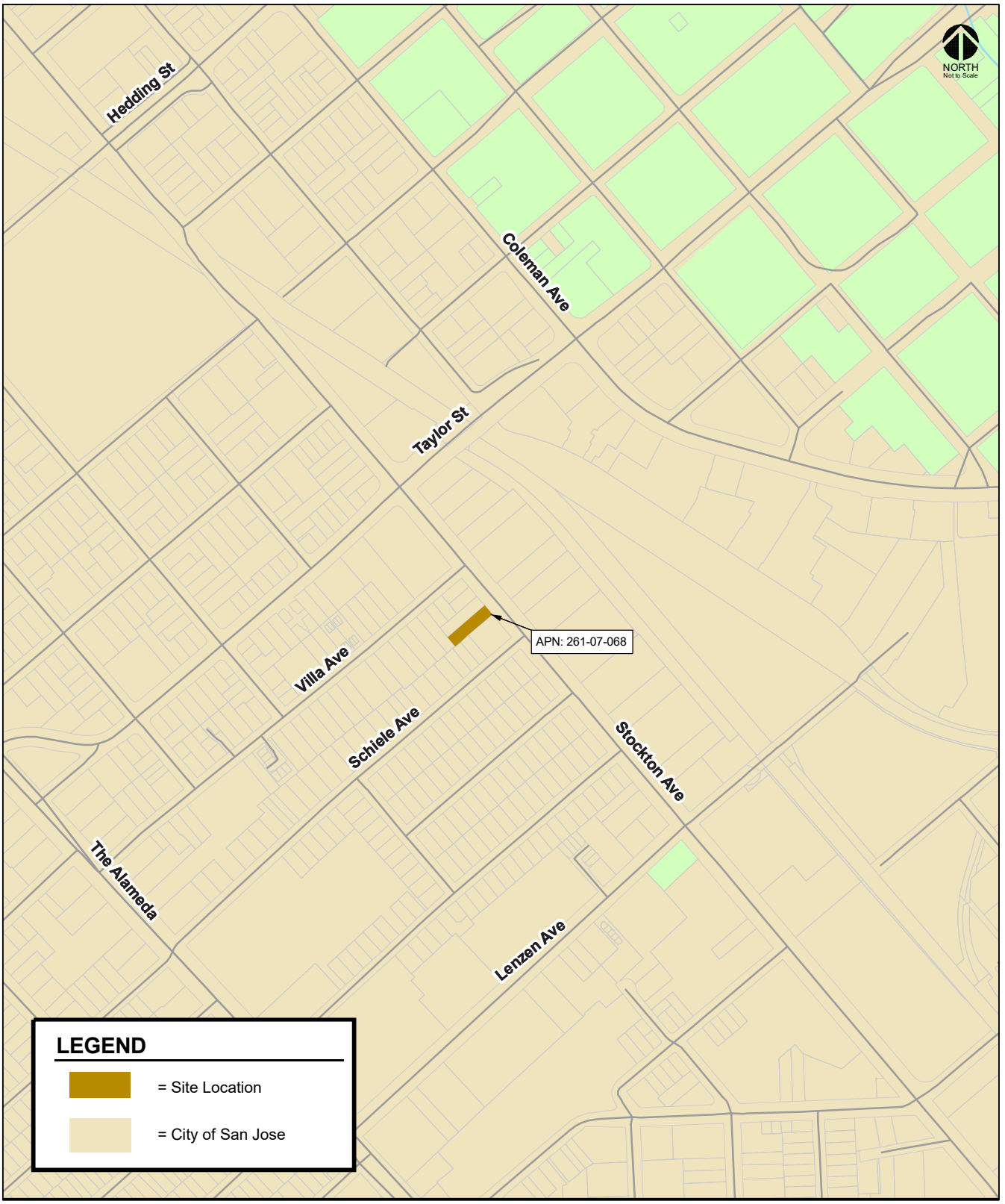


Figure 4
Location of GPA Site 3: GP18-014/PDC18-037 (Winchester)

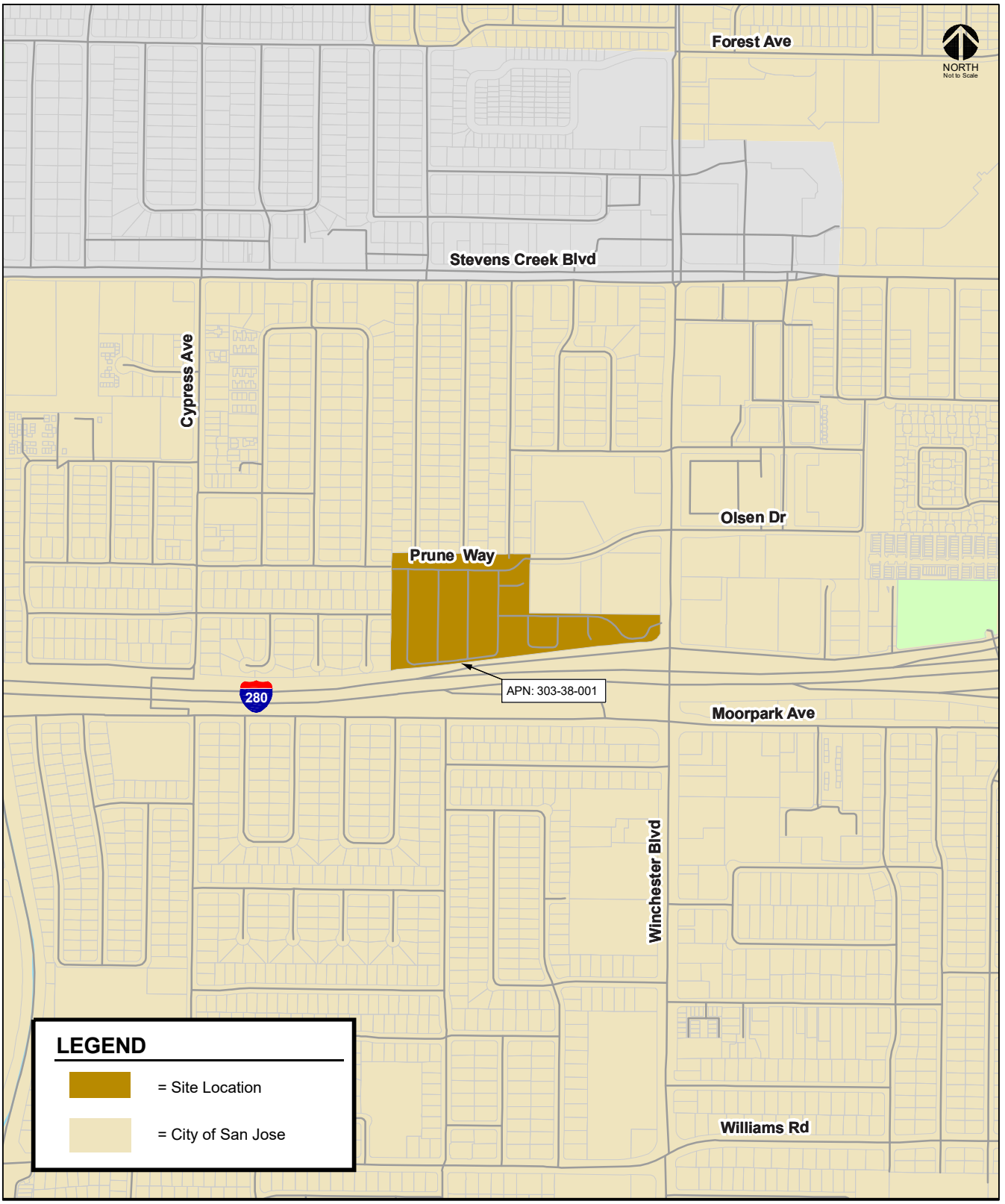


Figure 5
Location of GPA Site 4: GP18-015/PDC18-038 (Campbell Avenue)

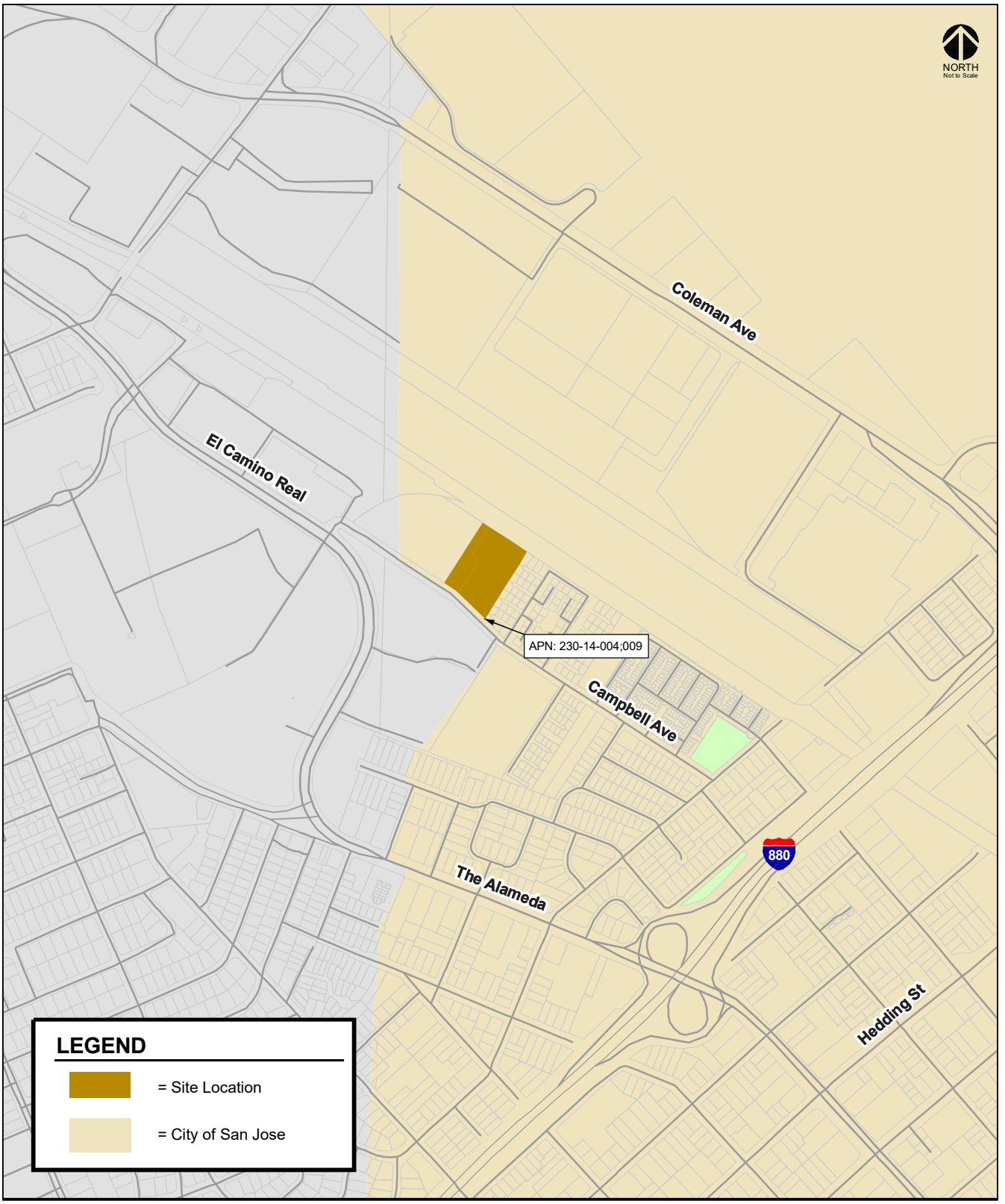


Figure 6
Location of GPA Site 5: GP19-001 (Williams Road)

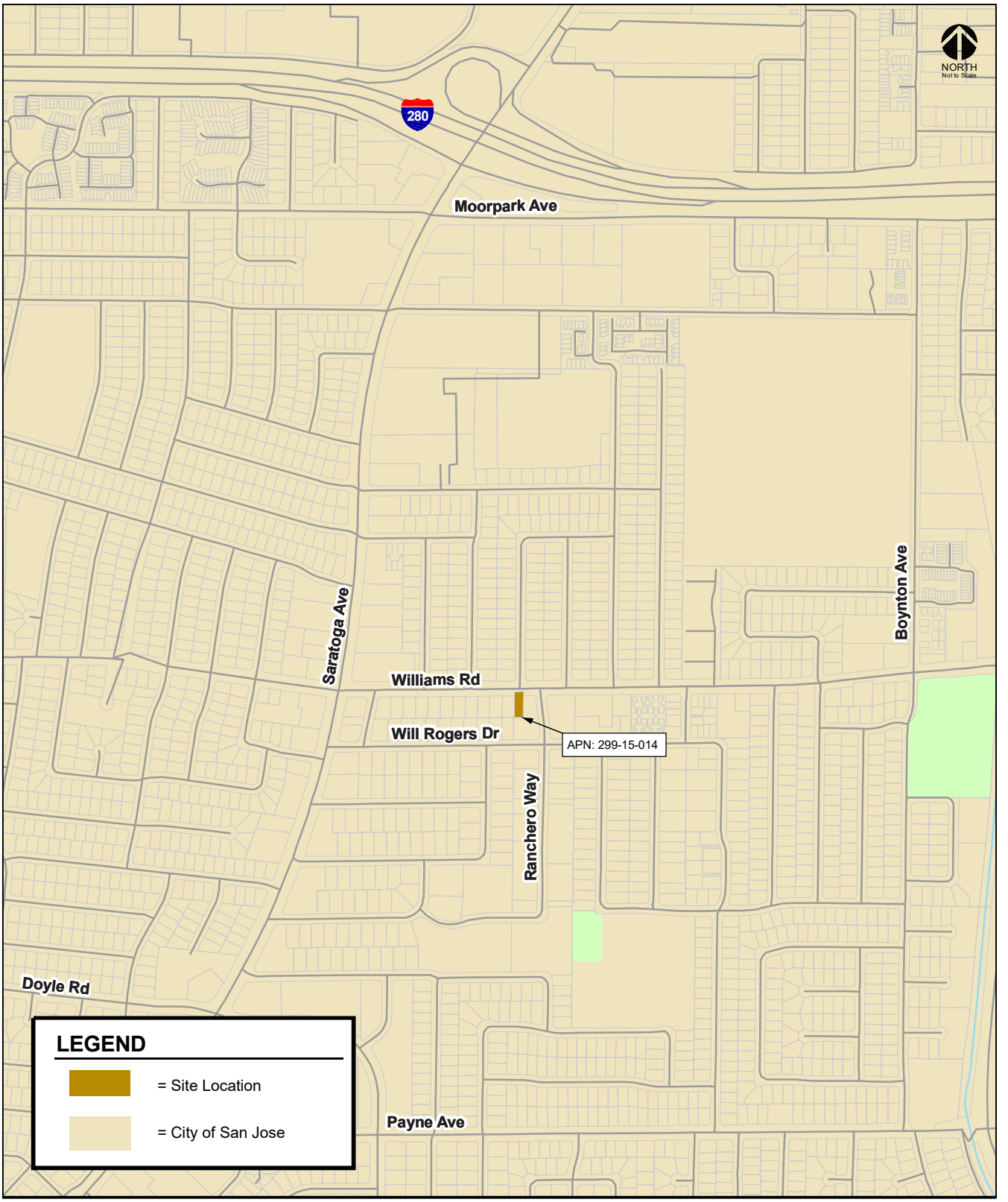


Figure 7
Location of GPA Site 6: GP19-004 (Capitol Avenue/Alum Rock Avenue)

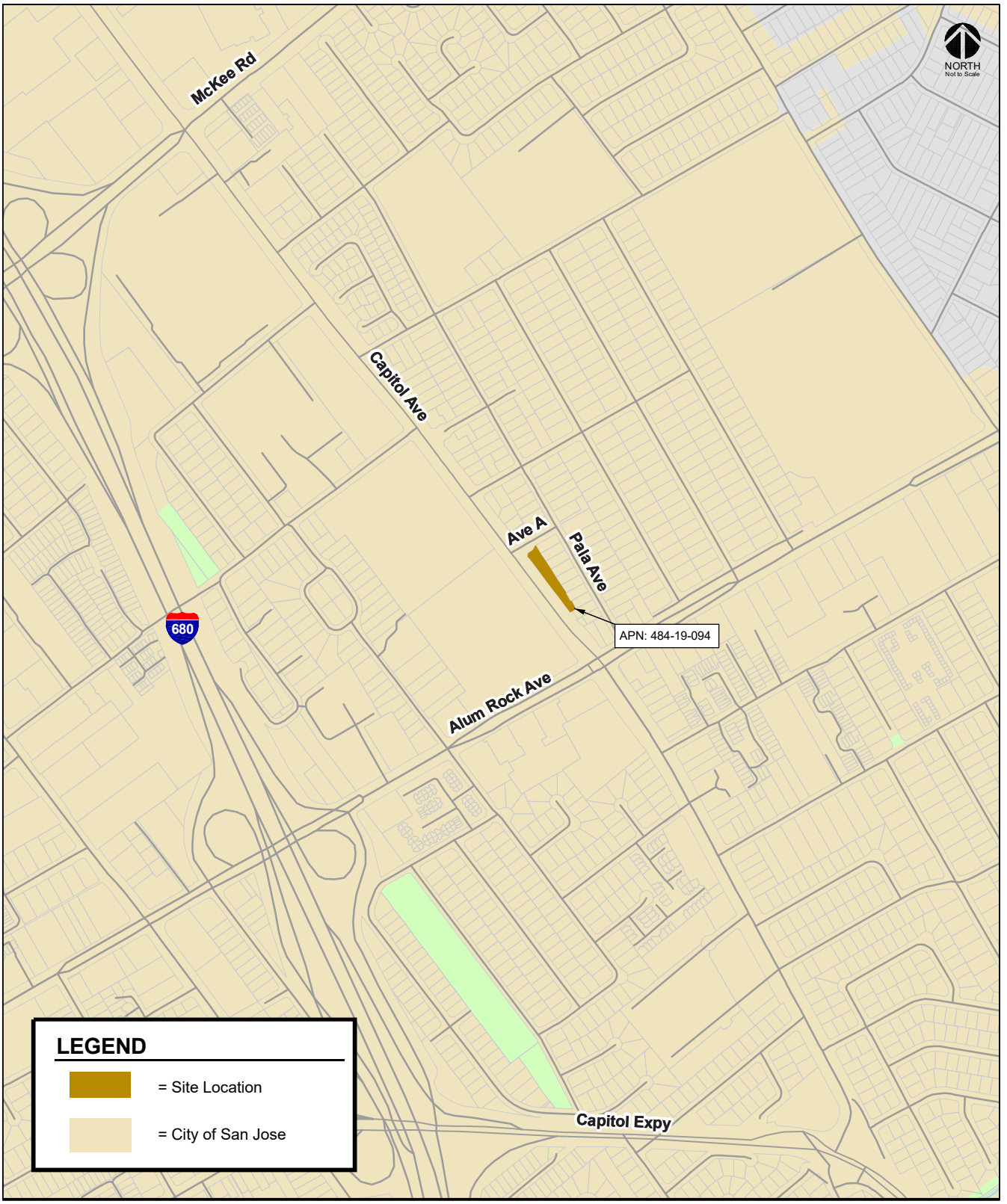


Figure 8
Location of GPA Site 7: GPT19-005 (Mountain Springs Mobilehome Park)

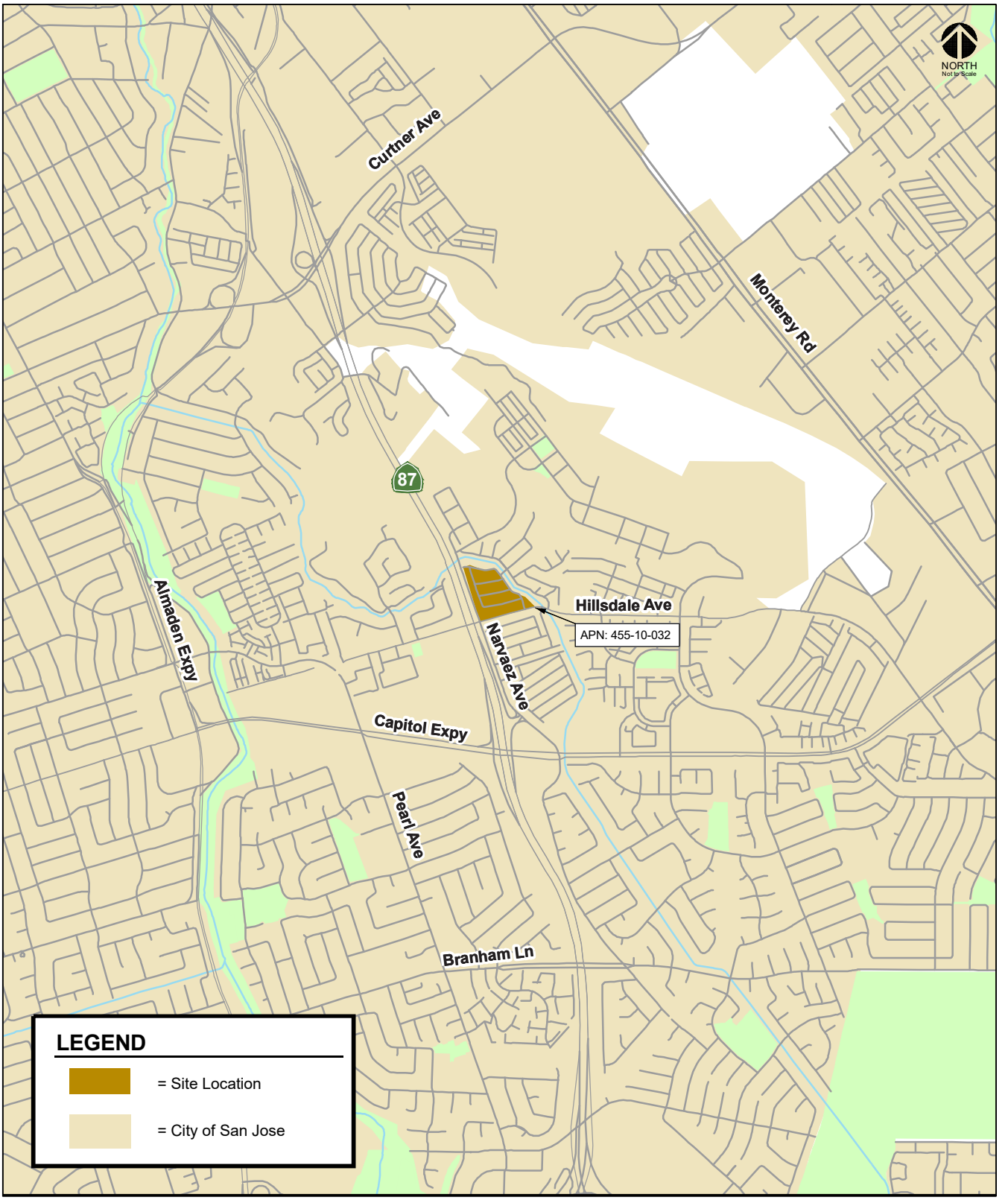


Figure 9
Location of GPA Site 8: GPT19-006 (Westwind Mobilehome Park)

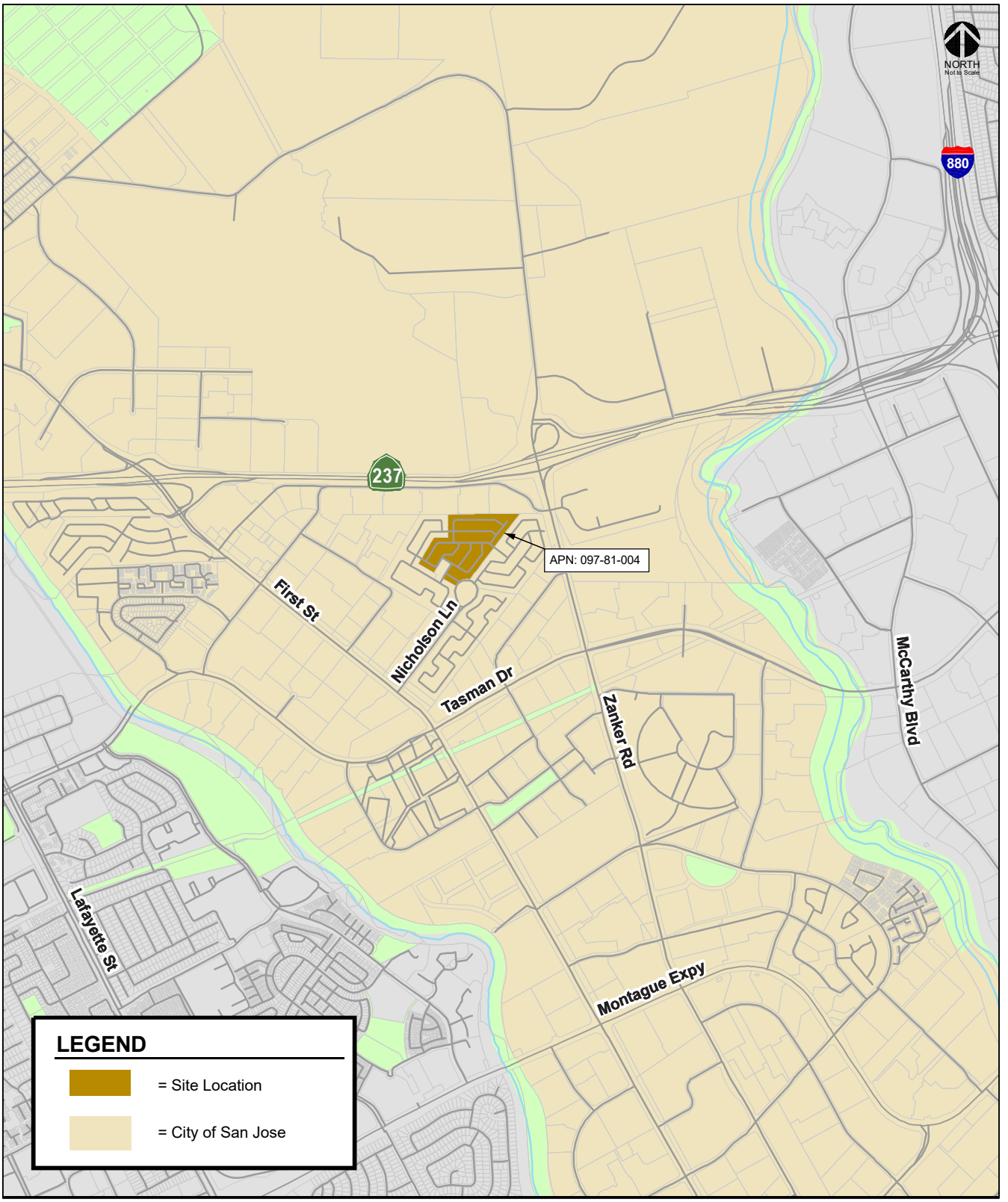


Figure 10
Location of GPA Site 9: GPT19-007 (Evans Lane)

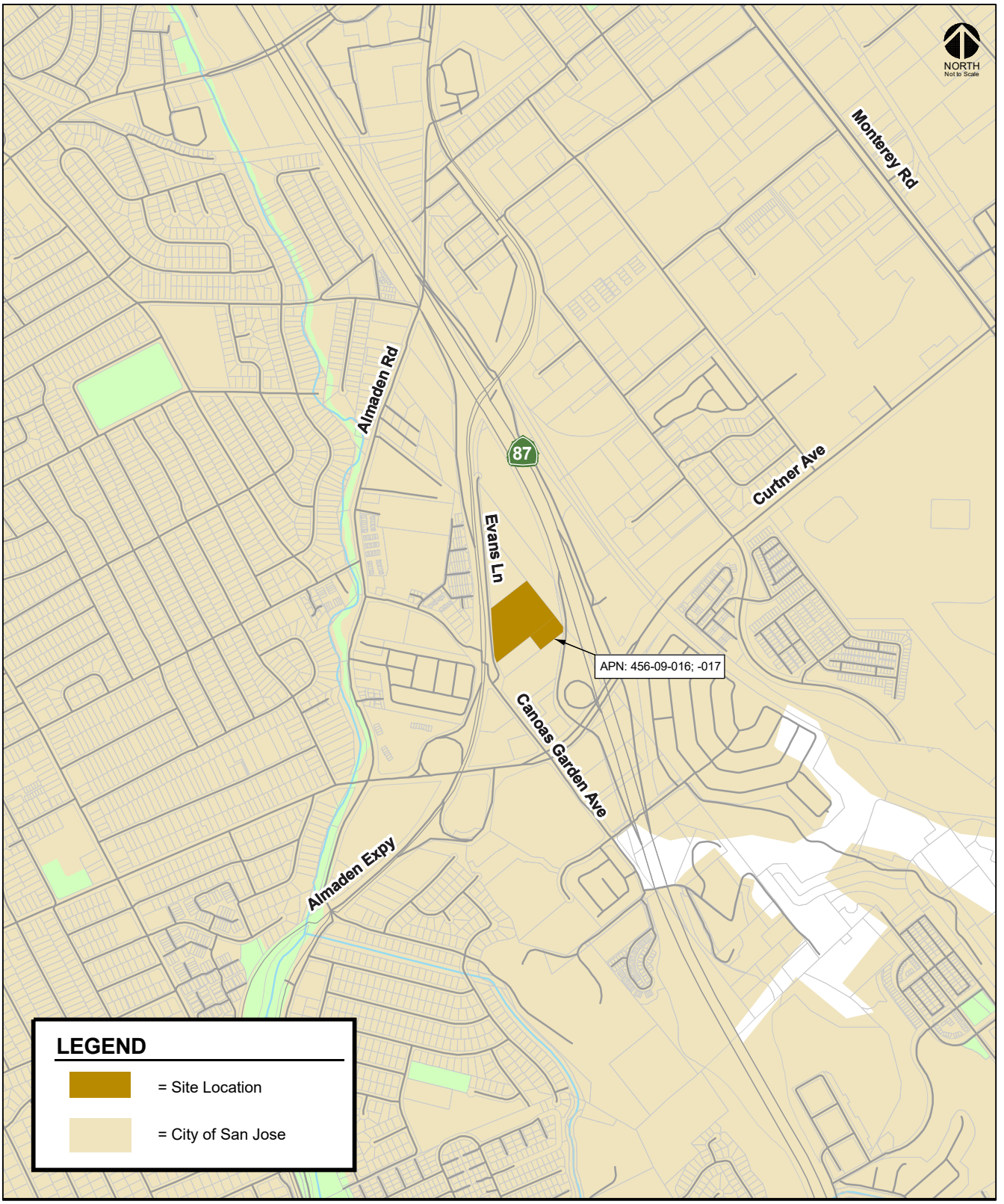
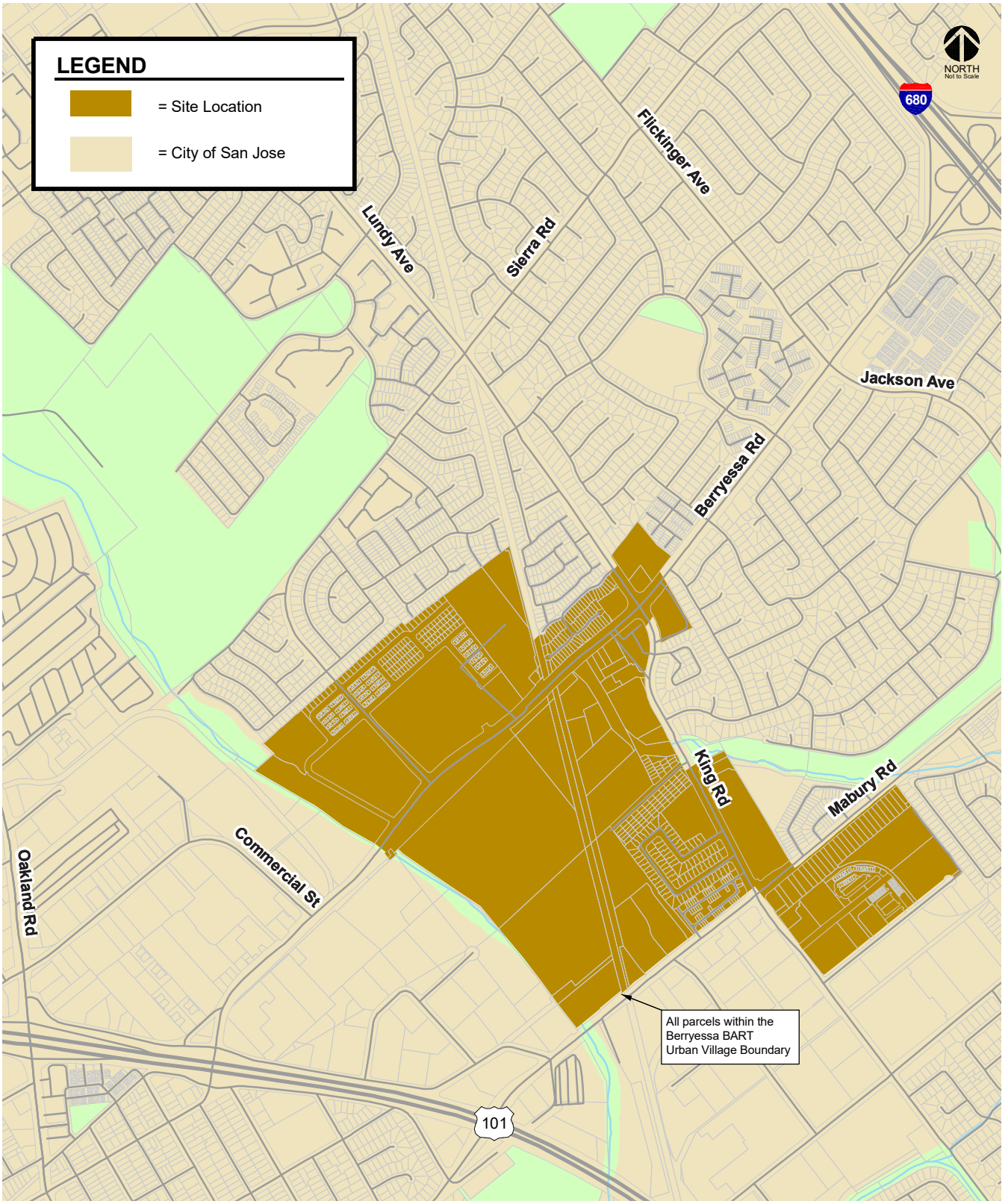


Figure 11
Location of GPA Site 10: GP (Berryessa BART Urban Village)



3. Analysis Methodology and Impact Criteria

This chapter describes the travel demand forecasting modeling methodology used for the analysis and the methods used to determine the traffic conditions for the study scenarios described in the previous chapter. It includes descriptions of the measures of effectiveness (MOE) and the applicable impact criteria for GP traffic analysis.

Travel Demand Forecasting Model

The citywide travel demand forecasting (TDF) model was prepared as part of the Envision San José 2040 GP. The TDF model was developed to provide improved citywide travel demand forecasting as part of continued planning efforts to address transportation infrastructure needs and to assist in the update of the City's GP. The model was developed from the VTA's countywide travel demand model, based on Metropolitan Transportation Commission (MTC's) BAYCAST trip-based regional model. The VTA model contains all cities and counties within the model's extents roughly bounded by southern Monterey County, eastern San Joaquin County, northern Sonoma County, and the Pacific Ocean. The San José model is a sub-area model of the VTA model – it maintains the general inputs (roadway network, land use, trip generation rates, etc.), structure, and process as the VTA model, but with refinement within the City of San José. This allows regional travel patterns and behavior to be accounted for in the focused area of San José, which will become more important with the recent legislative requirements associated with greenhouse gas quantification and impacts.

The VTA and San José models both include four elements traditionally associated with 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 GP land uses. The City's TDF model includes trip generation formulas based on the MTC regional travel demand model. Trip generation is estimated based on the type and amount of specific land uses within each travel analysis zone (TAZ). The TDF model produces trip estimates in person trips (as opposed to vehicle trips, which are typically used in near-term traffic analyses).
- **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. The distance a person is willing to travel is determined by a gravity model, which is analogous to Newton's law of gravity. In a gravity model, estimates are made about how many trips occur between two locations where

the interaction between those two locations diminishes with increasing distance, time, and cost between them.

- **Mode Choice.** Mode choice, as assigned by the model, 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 computer readable 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 (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 in the model includes information about the number of households (stratified by household income and structure type), population, average income, population age distribution, and employment (stratified by groupings of Standard Industrial Codes). The worker per household ratios and auto ownership within a TAZ are calculated based on these factors 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 MTC regional travel demand model. The land use data and roadway network used for the GP base year reflect land use development and roadway projects completed as of approximately mid-2015.

Traffic Assignment

Travel times within and between TAZs (intra-zonal, inter-zonal and terminal times) are developed from the network being modeled. Travel times within zones (intra-zonal travel times) are derived for each zone based on half its average travel time to the nearest three adjacent zones. Time to walk to and from the trip maker's car (terminal times) are also added. The projected daily trips are distributed using a standard gravity model and friction factors calibrated for the modeling region, which presently consists of 13 counties.

The City of San José TDF model can estimate up to 7 modes of transportation:

- auto drive alone

- auto carpool with two persons
- auto carpool with three+ persons
- rail transit
- bus transit
- bicycle
- walk

Before the traffic is assigned to the roadway networks, time-of-day factors and directionality factors are applied to automobile trips occurring during:

- AM peak hour
- AM 4-hour peak
- PM peak hour
- PM 4-hour peak
- mid-day 6-hour
- mid-night 10-hour periods

The assignment of the trip tables to the roadway network uses a route selection procedure based on minimum travel time paths (as opposed to minimum travel distance paths) between TAZs and is done using a capacity-constrained user equilibrium-seeking process. This capacity constrained traffic assignment process enables the model to reflect diversion of traffic around congested areas of the overall street system. High Occupancy Vehicle (HOV) lanes on freeways, expressways, and on-ramps are specifically dealt with in the model network, with access restricted to auto-shared-ride mode trips only, similar to real world operations of roadway facilities with HOV lanes.

Transit Mode Share

Transit use is modeled for peak and non-peak periods based on computed transit levels of services (speeds and wait times). Based on the conditions that influence transit speeds and wait times (such as traffic congestion), transit use numbers are modified to reflect the likelihood of transit use, based on the constraints to the system. This feedback loop is a modern enhancement in the model to address the dynamics of transit ridership related to the expansion or contraction of roadway capacities.

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 adopted GP 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 address in detailed traffic impact analyses (TIAs).

General Plan Transportation Network

The GP TDF model includes all major transportation infrastructure identified in the Envision San José 2040 *Land Use/Transportation Diagram*, including planned infrastructure that is not yet built and/or funded.

Measures of Effectiveness

This analysis addresses the long-range impacts of the proposed GP land use adjustments on the citywide transportation system by applying measures of effectiveness (MOEs) developed for the Envision San José 2040 GP. The results of the analysis for the proposed land use adjustments are compared to the current GP to determine if the proposed adjustments would result in any new or substantially more severe transportation impacts. 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 José. VMT per service population (residents + employees) is used for the analysis as opposed to VMT per capita (residents 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 %).** 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 José 2040 GP Land Use/Transportation Diagram. Grand Boulevards serve as major transportation corridors and, in most cases, are primary routes for Valley Transportation Authority (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) ratios of the street segments and the City of San José's contributions to the total traffic of the street segments. V/C is a performance measure and represents the level of saturation (proportion of roadway capacity that is being used). A lower ratio indicates a roadway's capacity is not fully utilized while a larger ratio, or ratio greater than 1.00, represents a roadway's capacity is fully utilized or over saturated. Freeway facilities operated by Caltrans and expressways operated by the Santa Clara County are also considered as adjacent jurisdictions.

Significance Impact Criteria

The City of San José adopted policies and goals in Envision San José 2040 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 GP horizon year and to satisfy CEQA requirements, the City developed a set of MOEs and associated significance thresholds to evaluate long-range transportation impacts resulting from land use adjustments. Table 4 summarizes the significance thresholds associated with vehicular modes of transportation that were adopted as part of Envision San José 2040 for the evaluation of long-range traffic impacts resulting from proposed land use adjustments and used in this analysis.

Table 4
MOE Significance Thresholds

MOE	Citywide Threshold
VMT/Service Population	Any increase over 2015 baseline conditions
Mode Share (Drive Alone %)	Any increase in journey-to-work drive alone mode share over 2015 baseline conditions
Transit Corridor Travel Speeds	Decrease in average travel speed on a transit corridor below 2015 baseline conditions in the AM peak one-hour period when: 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 2015 baseline conditions.
Adjacent Jurisdiction	When 25% or more of total deficient lane miles on streets in a adjacent jurisdiction are attributable to the City of San Jose during the AM peak-4-hour period. 1. Total deficient lane miles are total lane miles of street segments with V/C ratios of 1.0 or greater. 2. A deficient roadway segment is attributed to San Jose when trips from the City are 10% or more on the deficient segment.

Source: Envision San Jose 2040 General Plan TIA, October 2010.

In addition to the MOEs described above, the effects of the proposed land use adjustments 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.

4. Cumulative General Plan Long Range Analysis

The long-range cumulative traffic impacts resulting from the proposed 2019 GPAs were determined based on the MOEs significance thresholds for vehicle modes of travel and the impact criteria for transit, bicycle and pedestrian described in Chapter 3. The results of the GPA long-range analysis are described below.

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. This approach focuses on the VMT generated by new population and employment growth. VMT is calculated as the number of vehicle trips multiplied by the length of the trips in miles.

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 José. 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 José 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 José 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 defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments, Table 11), any increase in VMT per service population over the current GP conditions due to the proposed land use amendments is considered a significant impact.

As shown in Table 5, the citywide daily VMT and the VMT per service population would decrease due to the proposed land use amendments when compared to the current GP. This is because (1) the total number of jobs and households would not change citywide as a result of the GPAs (only shifting of households and jobs would occur) and (2) the addition of households to areas with more jobs and transit options. Vehicle trips citywide would be reduced due to an increase in trips made via transit at the Berryessa BART Urban Village site as well as a reduction in peak-hour trips projected at other sites. Therefore, cumulatively, the proposed 2019 GPAs would result in a *less than significant* impact on

Table 5
Daily Vehicle Miles Traveled Per Service Population

	Base Year (2015)	2040 General Plan (Baseline)	2040 General Plan Plus GPAs
Citywide Daily VMT	17,505,088	28,006,100	27,983,855
Citywide Service Population	1,392,946	2,054,758	2,054,758
- Total Households	319,870	429,350	429,350
- Total Residents	1,016,043	1,303,108	1,303,108
- Total Jobs	376,903	751,650	751,650
Daily VMT Per Service Population	12.57	13.63	13.62
Increase in VMT/Service Population over General Plan Conditions			***-0.01***
Significant Impact?			**No**

Note:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPAs = General Plan Amendments
Service Population = Residents + Jobs
Source: City of San Jose Travel Forecasting Model runs completed July 2019 by Hexagon Transportation Consultants, Inc.

citywide daily VMT per service population.

Findings: Compared to the current GP, the proposed land use adjustments would not result in an increase in citywide VMT per service population. Therefore, cumulatively, the proposed 2019 GPAs would result in a *less than significant* impact on citywide daily VMT per service population. It is important to note that the VMT per service population is based on raw model output and does not reflect the implementation of adopted GP policies and goals that would further reduce VMT by increased use of non-auto modes of travel.

Journey-to-Work Mode Share

The San José GP TDF model was used to calculate citywide journey-to-work mode share percentages. Mode share is the distribution of all daily work trips by travel mode, including drive alone, carpool with two persons, carpool with three persons or more, transit (rail and bus), bike, and walk trips. Although work trips may occur at any time of the day, most of the work trips occur during typical peak commute periods (6:00 – 10:00 AM and 3:00 – 7:00 PM). As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments, Table 11), any increase in the journey-to-work drive alone mode share percentage over the current GP conditions due to the proposed land use amendments is considered a significant impact.

Table 6 summarizes the citywide journey-to-work mode share analysis results. Compared to the current Envision San José 2040 GP, the percentage of journey-to-work drive alone trips would decrease slightly and the percentage of transit and bike trips would increase slightly as a result of the proposed GPAs. Therefore, cumulatively, the proposed 2019 GPAs would result in a *less than significant* impact on citywide journey-to-work drive alone mode share.

Table 6
Journey-to-Work Mode Share

Mode	Base Year (2015)		2040 General Plan (Baseline)		2040 General Plan Plus GPAs	
	Trips	%	Trips	%	Trips	%
Drive Alone	753,264	79.69%	1,092,115	71.73%	1,091,812	71.66%
Carpool 2	85,496	9.04%	137,524	9.03%	137,584	9.03%
Carpool 3+	28,526	3.02%	54,804	3.60%	54,842	3.60%
Transit	48,181	5.10%	182,677	12.00%	183,635	12.05%
Bicycle	14,120	1.49%	26,041	1.71%	26,255	1.72%
Walk	15,666	1.66%	29,323	1.93%	29,447	1.93%
Increase in Drive Alone Percentage over General Plan Conditions						-0.07%
Significant Impact?						**No**

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPAs = General Plan Amendments
Source: City of San Jose Travel Forecasting Model runs completed July 2019 by Hexagon Transportation Consultants, Inc.

Findings: The proposed land use adjustments will not result in an increase of drive alone trips when compared to the current GP conditions. Therefore, cumulatively, the proposed 2019 GPAs 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 GP 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 GP TIA. A transit corridor is a segment of roadway identified as a Grand Boulevard in the Envision San José 2040 GP Land Use/Transportation Diagram. Grand Boulevards serve as major transportation corridors and, in most cases, are primary routes for VTA's LRT, BRT, local buses, and other public transit vehicles. The travel speeds are calculated by dividing the segment distance by the vehicle travel time. As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments, Table 11), land use amendments that result in a decrease in average travel speed on a transit corridor in the AM peak one-hour period when the average speed drops below 15 miles per hour (mph) or decreases by 25 percent (%) or more, or the average speed drops by one mph or more for a transit corridor with average speed below 15 mph when compared to the current GP conditions is considered a significant impact.

Table 7 presents the average vehicle speeds on the City's 14 transit priority corridors (i.e., Grand Boulevard segments) during the AM peak-hour of traffic. When compared to travel speeds under current GP conditions, the change in traffic resulting from the proposed land use amendments would have minimal effect on the travel speeds in the transit corridors. The TDF model estimates decrease in travel speeds of 0.4 mph or less (or a change of 2.4% or less) on six corridors due to the proposed GPAs. Travel speeds on the remaining corridors would improve slightly or remain unchanged when compared to the current GP. Therefore, cumulatively, the proposed 2019 GPAs would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

Table 7
AM Peak-Hour Vehicle Speeds (mph) for San José Transit Priority Corridors

Transit Priority Corridor	Base Year (2015)	2040 General Plan (Baseline)	2040 General Plan Plus GPAs		
	Speed (mph)	Speed (mph)	Speed (mph)	% Change (GPplusGPAs - GP) / GP	Absolute Change (GPplusGPAs - GP)
2nd St from San Carlos St to St. James St	16.6	15.3	15.4	0.7%	0.1
Alum Rock Av from Capitol Av to US 101	21.3	16.6	16.7	0.0%	0.0
Camden Av from SR 17 to Meridian Av	23.1	16.4	16.4	-0.1%	0.0
Capitol Av from S. Milpitas Bl to Capitol Expwy	27.1	22.5	22.6	0.3%	0.1
Capitol Expwy from Capitol Av to Meridian Av	33.0	26.6	26.6	0.0%	0.0
E. Santa Clara St from US 101 to Delmas Av	20.4	15.8	15.5	-2.4%	-0.4
Meridian Av from Park Av to Blossom Hill Rd	24.9	20.0	20.0	0.2%	0.0
Monterey Rd from Keyes St to Metcalf Rd	27.4	19.3	19.5	1.1%	0.2
N. 1st St from SR 237 to Keyes St	21.3	13.8	13.8	0.3%	0.0
San Carlos St from Bascom Av to SR 87	24.8	20.0	19.9	-0.5%	-0.1
Stevens Creek Bl from Bascom Av to Tantau Av	24.3	18.9	18.7	-0.8%	-0.1
Tasman Dr from Lick Mill Bl to McCarthy Bl	22.7	14.0	14.1	0.4%	0.1
The Alameda from Alameda Wy to Delmas Av	20.5	14.0	13.9	-0.7%	-0.1
W. San Carlos St from SR 87 to 2nd St	20.0	18.8	18.7	-0.6%	-0.1

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPAs = General Plan Amendments
Outlined indicates significant impacts.
Source: City of San Jose Travel Forecasting Model runs completed July 2019 by Hexagon Transportation Consultants, Inc.

Findings: The proposed land use adjustments would not result in a decrease in travel speeds greater than one mph or 25 percent on any of the 14 transit priority corridors when compared to current GP conditions. Therefore, cumulatively, the proposed 2019 GPAs would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

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 effect of the proposed land use adjustments is evaluated based on the percentage of traffic that would be added to the deficient roadways. As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments, Table 11), a deficient roadway segment in an adjacent jurisdiction is attributed to San José when trips originating from residents and jobs within San José equal 10% or more on the deficient segment. An impact to an adjacent jurisdiction is considered significant when 25% or more of total deficient lane miles are attributable to the City of San José. The 25% threshold represents what would be a noticeable change in traffic.

Table 8 summarizes the City of San José's traffic impacts on the roadway segments within adjacent jurisdictions. City of San José traffic would significantly impact roadway segments within the same 12 adjacent jurisdictions under both current GP and proposed GPA conditions. With the proposed land use amendments, the percent of deficient lane miles attributable to the City would increase by 2% at one of the 12 impacted jurisdictions, decrease by 1% and 2% at two other impacted jurisdictions, and remain unchanged at all other jurisdictions, compared to the current GP. The proposed land use amendments would not result in further impacts on roadways in adjacent jurisdictions than those identified for the current GP. Therefore, cumulatively, the proposed 2019 GPAs would result in a *less than significant* impact on the roadway segments in adjacent jurisdictions.

Findings: The proposed land use amendments would not result in further impacts on roadways in adjacent jurisdictions than those identified for the current GP. Therefore, cumulatively, the proposed 2019 GPAs would result in a *less than significant* impact on the roadway segments in adjacent jurisdictions.

Impacts on Transit, Bicycle, and Pedestrian Circulation

Transit Services or Facilities

Planned transit services and facilities include additional rail service via the future Bay Area Rapid Transit (BART) extension, light rail transit (LRT) extensions, new bus rapid transit (BRT) services, and the proposed California High Speed Rail (HSR) project. The proposed GPAs land use adjustments would not result in a change to the existing and planned roadway network that would result in an adverse effect on existing or planned transit facilities. Therefore, the proposed 2019 GPAs land use adjustments would not substantially disrupt existing, or interfere with planned transit services or facilities.

Bicycle Facilities

The adopted Envision San José 2040 GP supports the goals outlined in the City's Bike Plan 2020 and contains policies to encourage bicycle trips (Policies TR-1.1, TR-1.2,TR-1.4 through TR-1.9, TR 2.1 through TR 2.11, TR-7.1, TN-1.1 through TN-1.5, TN-2.1 through TN-2.7, and TN-3.1 through 3.6; Implementing Actions TR-1.12 thorughTR-1.15, TR-2.12 through TR-2.21, TR-7.2, TR-7.3, TN-1.6, TN-2.8 through 2.10, and TN-3.7; Performance Measures TN-2.11, TN-2.12). The proposed GPA land use adjustments would not result in a change to the existing and planned roadway network that would affect existing or planned bicycle facilities. Therefore, the proposed 2019 GPA land use 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.

Table 8
AM 4-Hour Traffic Impacts in Adjacent Jurisdictions

City	Base Year (2015)			2040 General Plan (Baseline)			2040 General Plan Plus GPAs		
	Total Deficient Lane Miles[1]	Total Deficient Lane Miles Attributable to San Jose[2]	% of Deficient Lane Miles Attributable to San Jose	Total Deficient Lane Miles[1]	Total Deficient Lane Miles Attributable to San Jose[2]	% of Deficient Lane Miles Attributable to San Jose	Total Deficient Lane Miles[1]	Total Deficient Lane Miles Attributable to San Jose[2]	% of Deficient Lane Miles Attributable to San Jose
Campbell	0.12	0.12	100%	1.15	1.15	100%	1.11	1.11	100%
Cupertino	1.67	1.19	72%	2.60	2.23	86%	2.60	2.23	86%
Gilroy	0.34	0.34	100%	0.00	0.00	0%	0.00	0.00	0%
Los Altos	0.50	0.00	0%	1.49	0.30	20%	1.28	0.25	20%
Los Altos Hills	0.38	0.13	35%	2.51	1.95	78%	2.64	2.12	80%
Los Gatos	0.22	0.22	100%	1.34	1.34	100%	1.34	1.34	100%
Milpitas	0.39	0.39	100%	5.54	5.54	100%	5.43	5.43	100%
Monte Sereno	0.00	0.00	0%	0.00	0.00	0%	0.00	0.00	0%
Morgan Hill	0.00	0.00	0%	0.24	0.24	100%	0.24	0.24	100%
Mountain View	0.39	0.28	71%	1.40	1.31	93%	1.40	1.29	92%
Palo Alto	0.88	0.31	35%	3.08	0.69	22%	2.53	3.08	22%
Santa Clara	0.00	0.00	0%	0.34	0.34	100%	0.34	0.34	100%
Saratoga	0.00	0.00	0%	0.63	0.63	100%	0.63	0.63	100%
Sunnyvale	0.81	0.81	100%	0.53	0.48	90%	0.53	0.48	90%
Caltrans Facilities	5,743.69	4,433.43	77%	5,780.69	4,759.85	82%	5,782.31	4,758.10	82%
Santa Clara County Expressways	0.62	0.51	81%	6.86	6.84	100%	6.00	5.88	98%

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPAs = General Plan Amendments
1. Total deficient lane miles are total lane miles of street segments with V/C ratios of 1.0 or greater.
2. A deficient roadway segment is attributed to San Jose when trips from the City are 10% or more on the deficient segment.
Outlined indicates significant impacts.
Source: City of San Jose Travel Forecasting Model runs completed July 2019 by Hexagon Transportation Consultants, Inc.

Pedestrian Facilities

The adopted Envision San José 2040 GP contains goals and policies (Policies TR-1.1, TR-1.2,TR-1.4 through TR-1.9, TR-2.1 through TR-2.11, TR-7.1, TN-1.1 through TN-1.5, TN-2.1 through TN-2.7, and TN-3.1 through 3.6; Implementing Actions TR-1.12 through TR-1.15, TR-2.12 through TR-2.21, TR-7.2, TR-7.3, TN-1.6, TN-2.8 through 2.10, and TN-3.7; Performance Measures TN-2.11, TN-2.12) to improve pedestrian walking environment, increase pedestrian safety, and create a land use context to support non-motorized travel. The proposed GPAs land use adjustments would not result in a change to the existing and planned roadway network that would affect existing or planned pedestrian facilities. Therefore, the proposed 2019 GPAs land use 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 ADA best practice.

5. Winchester (Site-Specific GPA Traffic Analysis)

This report presents the results of the long-range site-specific traffic impact analysis for the proposed Winchester General Plan Amendment (GP18-014). The purpose of the General Plan Amendment (GPA) traffic analysis is to assess the long-range impacts of the proposed land use amendment to the Winchester General Plan site on the citywide transportation system. The potential traffic impacts of the project were evaluated in accordance with the guidelines and thresholds set forth by the Envision San José 2040 General Plan (GP). In addition, a near term traffic analysis in conjunction with any future development permit applications consistent with the Envision San José 2040 GP will be required once a development application is submitted to the City.

General Plan Amendment Site Description

The project consists of amending the adopted land use designation of the Envision San José 2040 GP for the approximately 15.7-acre site located at 555 South Winchester Boulevard, generally located west of Winchester Boulevard and north of I-280. The site is located within a designated Urban Village (Santana Row/Valley Fair) per the Envision San José 2040 GP. The Winchester GPA site location is presented on Figure 12. The adopted GP land use designation for the site is *Residential Neighborhood,* which includes a density of 8 dwelling units per acre (DU/AC) and a floor area ratio (FAR) of up to 0.7. The proposed amendment involves changing the adopted land use to *Urban Residential*, which includes a density of 30-90 DU/AC and a FAR of 1.0 to 4.0. The site is currently occupied by a mobile home park. The proposed land use change for development of the site would be consistent with the immediate and surrounding land uses.

The GPA traffic analysis guidelines, described in the City of San José Transportation Analysis Handbook, Volume II (dated April 2018), under the *Methodology for Transportation Network Modeling & Analysis* section, provide a trip threshold for GP land use amendments that require a site-specific GPA analysis. With the exception of GPA sites located within the identified North San José, Evergreen, and South San José subareas, a proposed land use amendment that would result in an increase of more than 250 peak-hour trips to be generated by the subject site due to proposed increases in households or employment would be required to prepare a site-specific GPA traffic analysis. The Winchester GPA site is located outside of the specific subareas. According to the TDF modeling results, the proposed amendment at the Winchester GP site would result in 566 additional households on the site. The increase in households would result in an additional 302 AM and 347 PM peak-hour trips at the Winchester GPA site when compared to the current GP land use designation (see Table 9). Therefore, a site-specific GPA traffic analysis is required for the proposed land use amendment. The GPA does not propose any changes to the city's major transportation system and the transportation policies that were adopted in the Envision San José 2040 GP.

Figure 12
Winchester GPA Site Location

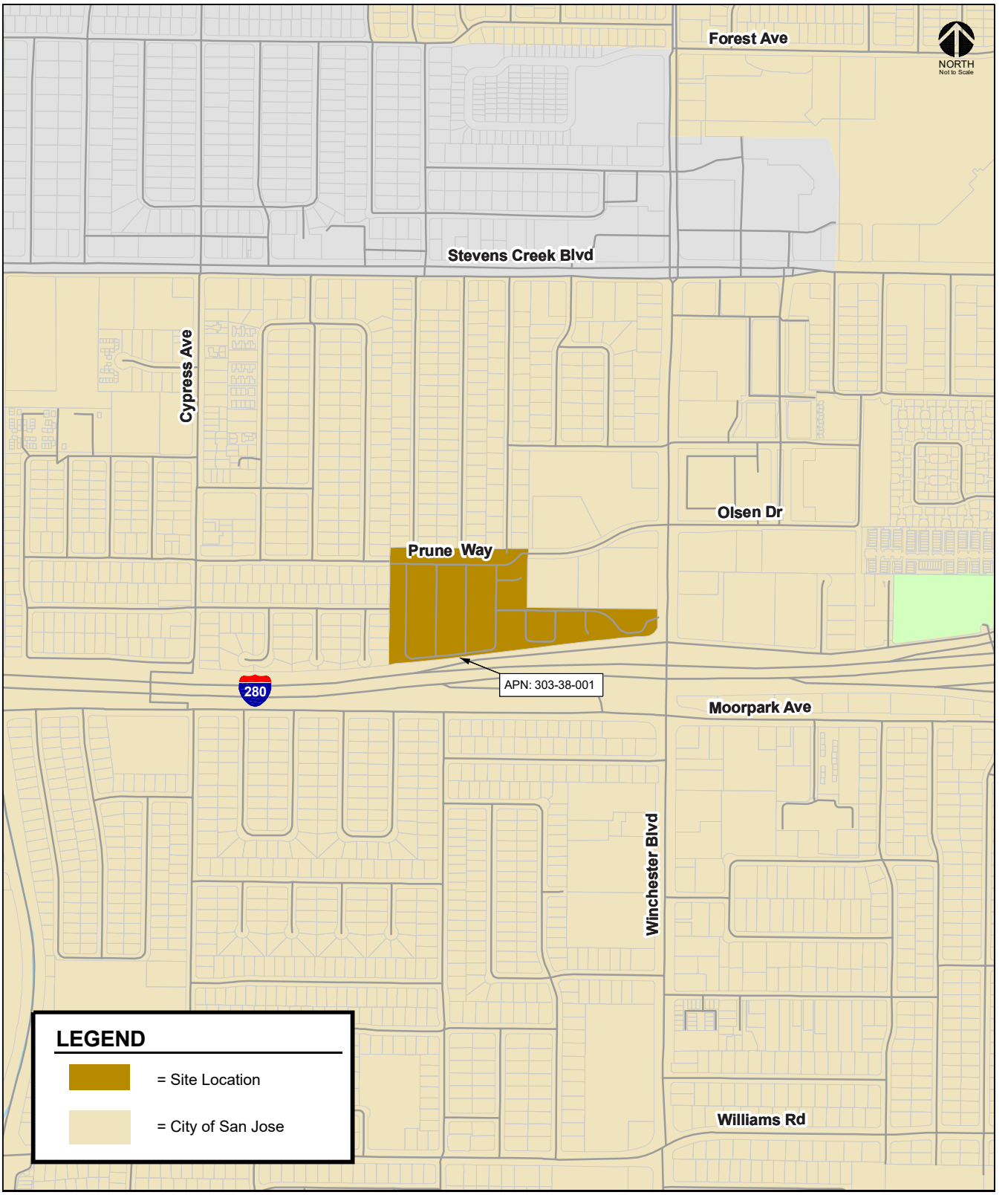


Table 9
Changes in Households, Jobs, and Peak-Hour Trips Due to Proposed GPA at Winchester Site

Site Number	Site Name	General Plan (Baseline) [1]		General Plan Amendment [2]		Net Land Use Change		Net Peak-Hour Trip Change	
		TOTHH	TEMP	TOTHH	TEMP	TOTHH	TEMP	AM	PM
3	GP18-014/PDC18-037 [Winchester]	220	131	786	131	566	0	**302**	**347**

Notes: TOTHH = total number of households; TEMP = total number of jobs.
[1] Total number of households and jobs under the adopted Envision San Jose 2040 General Plan (GP). The buildout of the 2040 GP represents baseline conditions.
[2] Total number of households and jobs as proposed by the GP Amendment.
Outlined indicates GPA that results in an increase in peak hour trips greater than 250 trips and requires site-specific GPA traffic analysis.
Sources: City of San Jose Planning Department, June 2019.
City of San Jose Travel Forecasting Model runs completed July 2019 by Hexagon Transportation Consultants, Inc.

Scope of the Study

The GPA analysis includes the evaluation of the potential for the proposed land use amendment to result in increased vehicle miles traveled, increased traffic volume on specified roadway segments, impacts to travel speeds on transit priority corridors, impacts to roadways in adjacent jurisdictions, and impacts to pedestrian, bicycle, and transit facilities. Impacts are evaluated based on the same measures of effectiveness (MOEs) and significance criteria utilized in the Envision San José 2040 GP TIA and described in Chapter 3 of this report. Traffic conditions were evaluated for the following traffic scenarios using the City of San José's Traffic Demand Forecasting (TDF) model:

- **Projected Year 2015 Conditions:** The Projected Year 2015 Conditions represent a projection of transportation conditions in 2015 using the City's GP TDF model. The roadway network also reflects the Year 2015 roadway network and transportation system.
- **Current 2040 General Plan Conditions:** Future traffic due to the current GP land uses is added to regional growth that can be reasonably expected to occur by 2040. Current 2040 GP conditions include the current roadway network as well as all transportation system improvements as identified in the current GP.
- **Proposed 2040 General Plan Amendment Conditions:** Current 2040 GP conditions with the proposed land use amendment for the Winchester GP site. Transportation conditions for the Proposed 2040 GP Amendment Conditions were evaluated relative to the currently adopted 2040 GP Conditions to determine any long-range traffic impacts.

Existing Conditions

This section describes the existing conditions for all of the major transportation facilities near the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the site is provided via I-880 and I-280. Local access to the site is provided by Stevens Creek Boulevard, Winchester Boulevard, Monroe Street, Tisch Way, Olsen Drive, and Charles Cali Drive. These facilities are described below.

Interstate 880 (I-880) is a six-lane freeway in the vicinity of the site. It extends along the eastern side of the San Francisco Bay from San José to Oakland. South of its interchange with I-280 in west San José, I-880 becomes SR 17 and extends southward to Santa Cruz. Access to the site is provided via its interchange with Stevens Creek Boulevard.

Interstate 280 (I-280) is generally an eight-lane freeway near the project site with auxiliary lanes between some interchanges. It extends northwest to San Francisco and east to King Road in San José, at which point it transitions into I-680 to Oakland. The section of I-280 just north of the Bascom Avenue overcrossing has six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes. I-280 provides access to the site via its interchanges with Winchester Boulevard (access to and from the north only) and Stevens Creek Boulevard via the I-280/I-880 interchange.

Stevens Creek Boulevard is a six-lane east-west divided roadway in the vicinity of the project site. It extends from Cupertino eastward to I-880, at which point it transitions into San Carlos Street to Downtown San José. In the vicinity of the project site, Stevens Creek Boulevard has a posted speed limit of 35 miles per hour (mph) with sidewalks on both sides of the street and no bike lane. Access to the site from Stevens Creek Boulevard is provided via Winchester Boulevard.

Winchester Boulevard is a six-lane north-south divided roadway that extends from Los Gatos to Lincoln Street in Santa Clara. In the vicinity of the project site, Winchester Boulevard has a posted speed limit of 35 mph with sidewalks on both sides of the street and on-street bike lanes between I-280 and Stevens Creek Boulevard. Winchester Boulevard provides access to the project site via its intersection with Olsen Drive and Charles Cali Drive.

Monroe Street is a two-lane north-south roadway that extends northward from Tisch Way to Santa Clara. In the vicinity of the project site, Monroe Street has a posted speed limit of 30 mph with sidewalks on both sides of the street and bike lanes between Stevens Creek Boulevard and Forest Avenue. Access to the site from Monroe Street is provided via Tisch Way and Winchester Boulevard.

Tisch Way is a two-lane east-west roadway that extends between Winchester Boulevard and Monroe Street. Tisch Way has sidewalks only on the north side of the street with no bike lane. Access to the site from Tisch Way is provided via Winchester Boulevard.

Olsen Drive is a two-lane east-west roadway that extends between Santana Row and the eastern project site boundary. At the project site, Olsen Drive terminates in a cul-de-sac where it provides direct access to the project site via the Prune Way driveway. West of the project site, Olsen Drive continues to Coakley Drive where it terminates, however, this segment of Olsen Drive does not provide direct access to the project site. Olsen Drive has sidewalks on both sides of the street with no posted speed limit or bike lane.

Charles Cali Drive is a private access roadway that currently provides inbound access only to the project site via its intersection with southbound Winchester Boulevard. It extends from Winchester Boulevard westward to Water Witch Way where it terminates.

Existing Bicycle and Pedestrian Facilities

There are several bicycle facilities near the Winchester GP site. As defined by the California Department of Transportation (Caltrans), bicycle facilities include Class I bikeways (defined as bike paths off street, which is shared with pedestrians and excludes general motor vehicle traffic), Class II bikeways (defined as striped bike lanes on street), Class III bike routes (defined as roads with bike route signage where bicyclists share the road with motor vehicles), and Class IV cycle tracks (bike lanes physically separated from vehicle traffic by a vertical element. Bicyclists are allowed to ride on any roadway, even if there is no bicycle facility present with the exception of limited access highways.

Class II striped bike lanes are provided on the following roadways near the project site:

- Winchester Boulevard, between Moorpark Avenue and Stevens Creek Boulevard
- Monroe Street, between Tisch Way and El Camino Real
- Forest Avenue, between Winchester Boulevard and Monroe Street; east of Ciro Avenue
- Stevens Creek Boulevard, between Monroe Street and Di Salvo Avenue
- Moorpark Avenue, between Thorton Way and San Tomas Expressway

Class III bike routes are provided on the following roadway near the project site:

- Forest Avenue, between Monroe Street and Ciro Avenue

The existing bicycles facilities are shown on Figure 13.

In addition, the City of San José bicycle master plan, *San José Bike Plan 2020*, provides policies and improvements to bicycle facilities to improve the use of bicycles in the City. It includes an inventory of existing bicycle facilities and identifies locations for enhancement of existing facilities by expansion and establishing potential connections.

Pedestrian facilities near the project site consist primarily of sidewalks along the streets in the study area. Sidewalks are found along both sides of all streets near the project site, including Winchester Boulevard and Olsen Drive. Other pedestrian facilities in the project area include marked crosswalks and pedestrian push buttons at all signalized intersections near the project site.

Existing Transit Services

Existing transit services to the study area are provided by the Santa Clara Valley Transportation Authority (VTA). The VTA transit services are described below and shown on Figure 14.

VTA Bus Services

Local Route 23 runs from De Anza College to the Alum Rock Transit Center via Stevens Creek Boulevard and operates from approximately 5:30 AM and 1:00 AM with 10- to 15-minute headways during the weekday commute periods. The nearest bus stop to the Winchester site served by Route 23 is located at the intersection of Stevens Creek Boulevard and Hanson Avenue.

Local Route 25 runs from De Anza College to the Alum Rock Transit Center via Winchester Boulevard and Moorpark Avenue in the vicinity of the project site. Route 25 operates from approximately 5:00 AM and 12:30 AM with 20- to 25-minute headways during the weekday commute periods. The nearest bus stop to the Winchester site served by Route 25 is located at the intersection of Winchester Boulevard and Moorpark Avenue.

Local Route 60 runs from the Winchester Transit Center to Great America via Winchester Boulevard and operates from approximately 5:00 AM and 11:00 PM with 15- to 20-minute headways during the weekday commute periods. The nearest bus stop to the Winchester site served by Route 60 is located at the intersection of Winchester Boulevard and Olsen Drive/Olin Avenue.

Express Route 323 runs from Downtown San José to De Anza College via Stevens Creek Boulevard and operates from approximately 6:30 AM and 10:30 PM with 15- to 20-minute headways during the weekday commute periods. The nearest bus stop to the Winchester site served by Route 323 is located at the intersection of Stevens Creek Boulevard and Santana Row.

Figure 13
Existing Bicycle Facilities (Winchester)

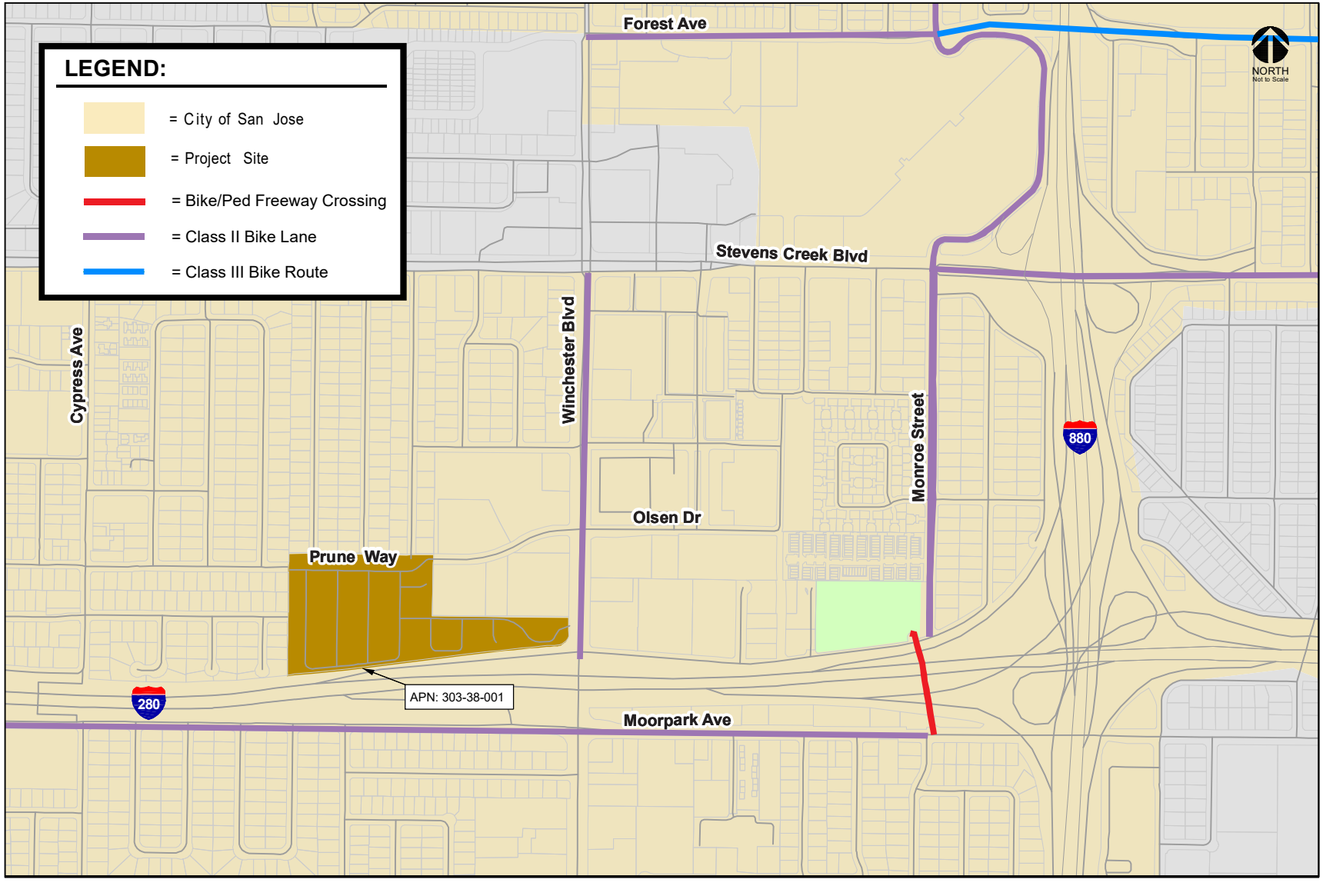
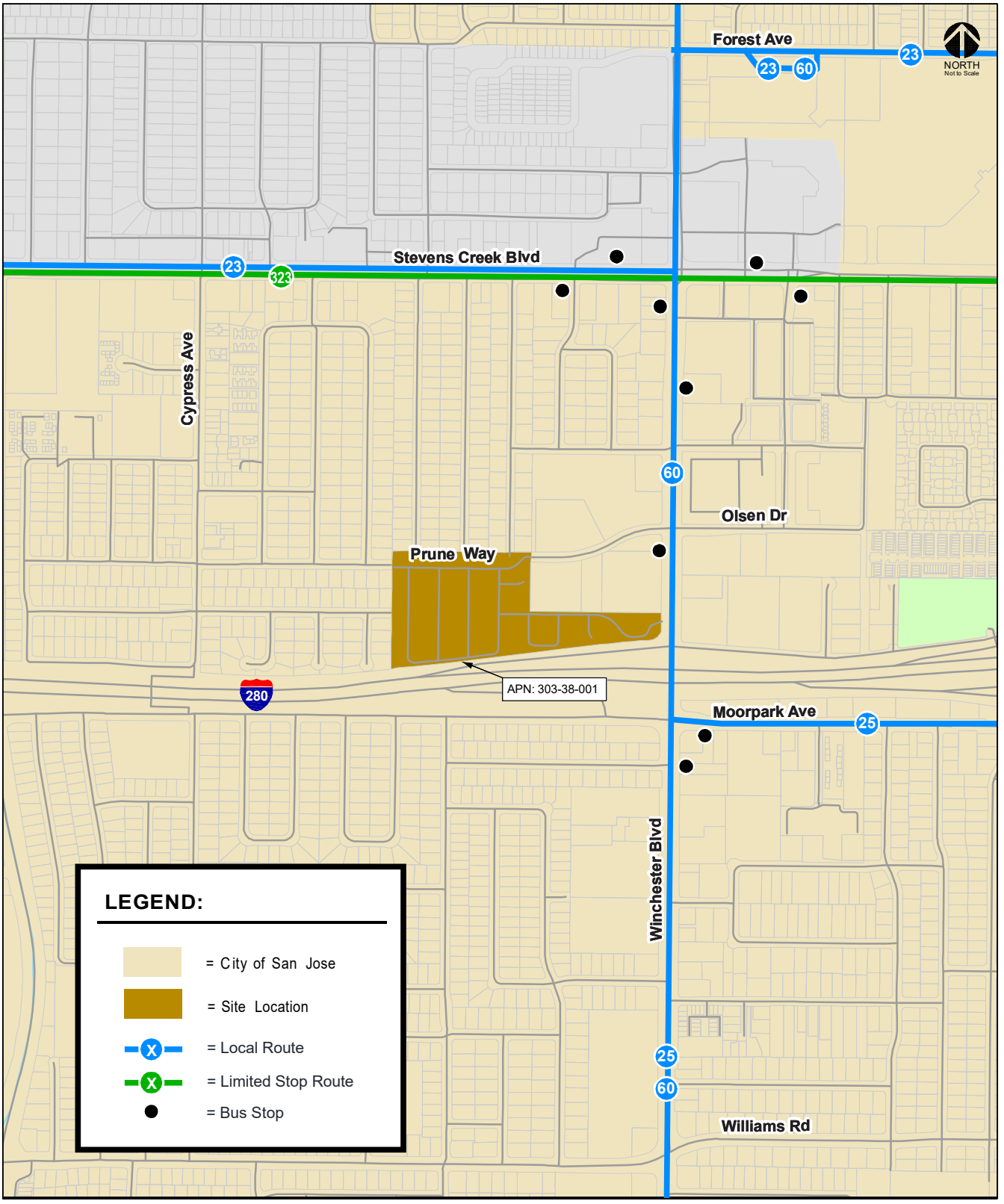


Figure 14
Existing Transit Services (Winchester)



General Plan Amendment Site-Specific Long-Range Analysis

The site-specific long-range traffic impacts resulting from the proposed Winchester site GPA were determined based on the MOEs and associated significance thresholds described in Chapter 3. The results of the site-specific GPA long-range analysis are described below.

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. This approach focuses on the VMT generated by new population and employment growth. VMT is calculated as the number of vehicle trips multiplied by the length of the trips in miles. As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments, Table 11), any increase in VMT per service population over the current GP conditions due to the proposed land use amendment is considered a significant impact.

As shown in Table 10, the citywide daily VMT would decrease slightly and the VMT per service population would remain unchanged with the proposed land use amendment when compared to the current GP. Therefore, the proposed Winchester GPA would result in a *less than significant* impact on the citywide daily VMT per service population.

Table 10
Daily Vehicle Miles Traveled Per Service Population (Winchester)

	Base Year (2015)	2040 General Plan (Baseline)	2040 General Plan Plus GPA
Citywide Daily VMT	17,505,088	28,006,100	28,002,147
Citywide Service Population	1,392,946	2,054,758	2,054,758
- Total Households	319,870	429,350	429,350
- Total Residents	1,016,043	1,303,108	1,303,108
- Total Jobs	376,903	751,650	751,650
Daily VMT Per Service Population	12.57	13.63	13.63
Increase in VMT/Service Population over General Plan Conditions			***-0.002***
Significant Impact?			**No**

Note:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPA = General Plan Amendment
Service Population = Residents + Jobs
Source: City of San Jose Travel Forecasting Model runs completed July 2019 by Hexagon Transportation Consultants, Inc.

Journey-to-Work Mode Share

The San José GP TDF model was used to calculate journey-to-work citywide mode share percentages. Mode share is the distribution of all daily work trips by travel mode. The modes of travel included in the TDF model are drive alone, carpool with two persons, carpool with three persons or more, transit (rail and bus), bike, and walk trips. Although work trips may occur at any time of the day, most of the work

trips occur during typical peak commute periods (6:00 – 10:00 AM and 3:00 – 7:00 PM). As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments, Table 11), any increase in the journey-to-work drive alone mode share percentage over the current GP conditions due to the proposed land use amendment is considered a significant impact.

Table 11 summarizes the citywide journey-to-work mode share analysis results. Compared to the current Envision San José 2040 GP, the percentage of journey-to-work drive alone trips would decrease slightly as a result of the proposed GPA. Therefore, the proposed Winchester GPA would result in a *less than significant* impact on citywide journey-to-work drive alone mode share.

Table 11
Journey-to-Work Mode Share (Winchester)

	Base Year (2015)		2040 General Plan (Baseline)		2040 General Plan Plus GPA	
Mode	**Trips**	**%**	**Trips**	**%**	**Trips**	**%**
Drive Alone	753,264	79.69%	1,092,115	71.73%	1,091,954	71.72%
Carpool 2	85,496	9.04%	137,524	9.03%	137,682	9.04%
Carpool 3+	28,526	3.02%	54,804	3.60%	54,803	3.60%
Transit	48,181	5.10%	182,677	12.00%	182,619	11.99%
Bicycle	14,120	1.49%	26,041	1.71%	26,072	1.71%
Walk	15,666	1.66%	29,323	1.93%	29,346	1.93%
Increase in Drive Alone Percentage over General Plan Conditions						-0.01%
Significant Impact?						**No**

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPA = General Plan Amendment
Source: City of San Jose Travel Forecasting Model runs completed July 2019 by Hexagon Transportation Consultants, Inc.

Average Vehicle Speeds in Transit Priority Corridors

The San José GP 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 GP TIA. The analysis of transit priority corridor speeds was completed to assist with the assessment of whether the proposed land use amendment would cause a significant change in travel speeds on the transit priority corridors compared to the current GP. A transit corridor is a roadway segment identified as a Grand Boulevard in the Envision San José 2040 GP Land Use/Transportation Diagram. Grand Boulevards serve as major transportation corridors and, in most cases, are primary routes for VTA's LRT, BRT, local buses, and other public transit vehicles. The travel speeds are calculated by dividing the segment distance by the vehicle travel time. As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments, Table 11), land use amendments that result in a decrease in average travel speed on a transit corridor in the AM peak one-hour period when the average speed drops below 15 miles per hour (mph) or decreases by 25 percent (%) or more, or the average speed drops by one mph or more for a transit corridor with average speed below 15 mph when compared to the current GP conditions is considered a significant impact.

Table 12 presents the average vehicle speeds on the City's 14 transit priority corridors (i.e., Grand Boulevard segments) during the AM peak-hour of traffic. When compared to the travel speeds under current GP conditions, the change in traffic resulting from the proposed land use amendment would have a minimal effect on the travel speeds in the transit corridors. The TDF model estimates decrease in travel speeds of 0.2 mph or less (or a change of 1.5% or less) on seven corridors due to the proposed Winchester GPA. Travel speeds on the remaining corridors would improve slightly or remain unchanged when compared to the current GP. Therefore, the proposed Winchester GPA would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

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 effect of the proposed land use adjustments is evaluated based on the percentage of traffic that would be added to the deficient roadways. As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments, Table 11), a deficient roadway segment in an adjacent jurisdiction is attributed to San José when trips originating from residents and jobs within San José equal 10% or more on the deficient segment. An impact to an adjacent jurisdiction is considered significant when 25% or more of total deficient lane miles are attributable to the City of San José. The 25% threshold represents what would be a noticeable change in traffic.

Table 13 summarizes the City of San José's traffic impacts on the roadway segments within adjacent jurisdictions. City of San José traffic would significantly impact roadway segments within the same 12 adjacent jurisdictions under both the current GP and the current GP plus proposed land use amendment conditions. With the proposed land use amendment, the percentage of deficient lane miles attributable to the City would increase by 1% at one of the 12 impacted jurisdictions, decrease by 1% at one of the 12 impacted jurisdictions, and would remain unchanged at the remaining 10 impacted jurisdictions, compared to the current GP. The proposed land use amendment would not result in further impacts on roadways in adjacent jurisdictions than those identified for the current GP. Therefore, the proposed Winchester GPA would result in a *less than significant* impact on the roadway segments in adjacent jurisdictions.

Table 12
AM Peak-Hour Vehicle Speeds (mph) for San José Transit Priority Corridors (Winchester)

Transit Priority Corridor	Base Year (2015)	2040 General Plan (Baseline)	2040 General Plan Plus GPA		
	Speed (mph)	Speed (mph)	Speed (mph)	% Change (GPplusGPA - GP) / GP	Absolute Change (GPplusGPA - GP)
2nd St from San Carlos St to St. James St	16.6	15.3	15.2	-0.7%	-0.1
Alum Rock Av from Capitol Av to US 101	21.3	16.6	16.8	1.0%	0.2
Camden Av from SR 17 to Meridian Av	23.1	16.4	16.3	-0.7%	-0.1
Capitol Av from S. Milpitas Bl to Capitol Expwy	27.1	22.5	22.7	0.5%	0.1
Capitol Expwy from Capitol Av to Meridian Av	33.0	26.6	26.6	0.0%	0.0
E. Santa Clara St from US 101 to Delmas Av	20.4	15.8	15.6	-1.5%	-0.2
Meridian Av from Park Av to Blossom Hill Rd	24.9	20.0	19.9	-0.5%	-0.1
Monterey Rd from Keyes St to Metcalf Rd	27.4	19.3	19.3	0.0%	0.0
N. 1st St from SR 237 to Keyes St	21.3	13.8	13.8	0.3%	0.0
San Carlos St from Bascom Av to SR 87	24.8	20.0	19.9	-0.1%	0.0
Stevens Creek Bl from Bascom Av to Tantau Av	24.3	18.9	18.8	-0.5%	-0.1
Tasman Dr from Lick Mill Bl to McCarthy Bl	22.7	14.0	13.9	-0.8%	-0.1
The Alameda from Alameda Wy to Delmas Av	20.5	14.0	13.9	-0.5%	-0.1
W. San Carlos St from SR 87 to 2nd St	20.0	18.8	18.8	0.1%	0.0

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPA = General Plan Amendment
Outlined indicates significant impacts.
Source: City of San Jose Travel Forecasting Model runs completed July 2019 by Hexagon Transportation Consultants, Inc.

Table 13
AM 4-Hour Traffic Impacts in Adjacent Jurisdictions (Winchester)

City	Base Year (2015)			2040 General Plan (Baseline)			2040 General Plan Plus GPA		
	Total Deficient Lane Miles[1]	Total Deficient Lane Miles Attributable to San Jose[2]	% of Deficient Lane Miles Attributable to San Jose	Total Deficient Lane Miles[1]	Total Deficient Lane Miles Attributable to San Jose[2]	% of Deficient Lane Miles Attributable to San Jose	Total Deficient Lane Miles[1]	Total Deficient Lane Miles Attributable to San Jose[2]	% of Deficient Lane Miles Attributable to San Jose
Campbell	0.12	0.12	100%	1.15	1.15	100%	1.11	1.11	100%
Cupertino	1.67	1.19	72%	2.60	2.23	86%	2.60	2.23	86%
Gilroy	0.34	0.34	100%	0.00	0.00	0%	0.00	0.00	0%
Los Altos	0.50	0.00	0%	1.49	0.30	20%	1.31	0.25	19%
Los Altos Hills	0.38	0.13	35%	2.51	1.95	78%	2.51	1.99	79%
Los Gatos	0.22	0.22	100%	1.34	1.34	100%	1.34	1.34	100%
Milpitas	0.39	0.39	100%	5.54	5.54	100%	5.54	5.54	100%
Monte Sereno	0.00	0.00	0%	0.00	0.00	0%	0.00	0.00	0%
Morgan Hill	0.00	0.00	0%	0.24	0.24	100%	0.24	0.24	100%
Mountain View	0.39	0.28	71%	1.40	1.31	93%	1.40	1.29	92%
Palo Alto	0.88	0.31	35%	3.08	0.69	22%	3.08	0.69	22%
Santa Clara	0.00	0.00	0%	0.34	0.34	100%	0.60	0.60	100%
Saratoga	0.00	0.00	0%	0.63	0.63	100%	0.63	0.63	100%
Sunnyvale	0.81	0.81	100%	0.53	0.48	90%	0.53	0.48	90%
Caltrans Facilities	5,743.69	4,433.43	77%	5,780.69	4,759.85	82%	5,783.03	4,758.77	82%
Santa Clara County Expressways	0.62	0.51	81%	6.86	6.84	100%	5.55	5.52	100%

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPA = General Plan Amendment
1. Total deficient lane miles are total lane miles of street segments with V/C ratios of 1.0 or greater.
2. A deficient roadway segment is attributed to San Jose when trips from the City are 10% or more on the deficient segment.
Outlined indicates significant impacts.
Source: City of San Jose Travel Forecasting Model runs completed July 2019 by Hexagon Transportation Consultants, Inc.

Impacts on Transit, Bicycle, and Pedestrian Circulation

The Circulation Element of the Envision San José 2040 GP includes a set of balanced, long-range, multimodal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). In combination with land use goals and policies that focus growth into areas served by transit, these transportation goals and policies are intended to improve multi-model accessibility to employment, housing, shopping, entertainment, schools, and parks and create a city where people are less reliant on driving to meet their daily needs. San José's Transportation Goals, Policies, and Actions aim to:

- Establish circulation policies that increase bicycle, pedestrian, and transit travel, while reducing motor vehicle trips, to increase the City's share of travel by alternative transportation modes.
- Promote San José as a walking- and bicycling-first city by providing and prioritizing funding for projects that enhance and improve bicycle and pedestrian facilities.

Included within the GP are a set of Goals and Policies to support a multimodal transportation system that gives priority to the mobility needs of bicyclists, pedestrians, and public transit users while also providing for the safe and efficient movement of automobiles, buses, and trucks. Policies TR-2.1 through TR-2.11 provide specific policies to guide improvement to walking and bicycling. Such policies include the provision of continuous bicycle system, constructing sidewalks and crosswalks. Similarly, the Envision San José 2040 GP includes specific policies to maximize use of public transit (TR-3.1 through 3.4). As the Winchester GP site develops, the project should ensure that it is consistent with the Envision San José 2040 GP to provide safe, accessible and inter-connected pedestrian and bicycle facilities, and accommodate transit services (i.e., bus dugout) as new roadways are constructed. The impacts to pedestrian, bicycle, and transit facilities *are less-than-significant*.

6. Conclusions

This report presents the results of the long-range traffic impact analysis for the proposed City of San José 2019 General Plan Amendments (project). The project consists of amending the current adopted land use designations of the Envision San José 2040 GP for ten sites within the City of San José. The purpose of the GPAs traffic analysis is to assess the long-range impacts of the amendments on the citywide transportation system. The analysis includes evaluation of increased vehicle miles traveled, increased traffic volume on specified roadway segments, impacts to travel speeds on transit priority corridors, impacts to pedestrian, bicycle, and transit facilities, and impacts to roadways in adjacent jurisdictions. Impacts were evaluated based on the same measures of effectiveness (MOEs) and significance criteria utilized in the Envision San José 2040 GPA TIA.

Per GPA traffic analysis guidelines, described in the City of San José Transportation Analysis Handbook, Volume II (dated April 2018), under the *Methodology for Transportation Network Modeling & Analysis* section, a proposed land use amendment that would result in a net increase of more than 250-peak-hour trips due to increased households or employment is required to prepare a site-specific GPA traffic analysis, with the exception of GPA sites located within the identified North San José, Evergreen, and South San José subareas. The proposed land use amendments on one of the ten amendment sites (Winchester Site) would result in a net increase of more than 250 peak-hour trips.

This study includes an evaluation of the cumulative impacts of all ten GPA sites. The study also includes the required site-specific GPA traffic analysis for the Winchester GPA site. Individual development projects also will be required to complete a near term traffic analysis in conjunction with any future development permit applications consistent with the Envision San José 2040 GP once a development application is submitted to the City.

Cumulative GPA Long-Range Traffic Impacts

Vehicle Miles Traveled Per Service Population

Compared to the current GP, the proposed land use adjustments would not result in an increase in citywide VMT per service population. Therefore, cumulatively, the 2019 GPAs would result in a less than significant impact on citywide daily VMT per service population. It is important to note that the VMT per service population is based on raw model output and does not reflect the implementation of adopted GP policies and goals that would further reduce VMT by increased use of non-auto modes of travel.

Journey-to-Work Mode Share

The proposed land use adjustments will not result in an increase of drive alone trips when compared to the current GP conditions. Therefore, cumulatively, the 2019 GPAs would result in a *less than significant* impact on citywide journey-to-work mode share.

Average Vehicle Speeds in Transit Priority Corridors

The proposed land use adjustments will not result in a decrease in travel speeds of greater than one mph or 25 percent on any of the 14 transit priority corridors when compared to current GP conditions. Therefore, cumulatively, the 2019 GPAs would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

Adjacent Jurisdictions

The proposed land use amendments would not result in further impacts on roadways in adjacent jurisdictions than those identified for the current GP. Therefore, cumulatively, the 2019 GPAs would result in a *less than significant* impact on the roadway segments in adjacent jurisdictions.

Site-Specific GPA Traffic Analysis

The proposed land use amendments on nine of the ten subject GPA sites are located outside the specific subareas, and therefore are subject to the 250 PM peak-hour trip threshold. The proposed land use amendments on one of the nine amendment sites located outside of the specific subareas would result in a net increase of more than 250 peak-hour trips and require a site-specific GPA traffic analysis.

The remaining GPA site, GPA Site 8 (Westwind Mobilehome Park), is located within the North San José subarea and is subject to the applicable trip thresholds described in Table 1. However, it is projected that the proposed land use amendment at GPA Site 8 would result in a reduction of peak-hour trips, compared to the adopted GP land use for the site. Therefore, a site-specific GPA traffic analysis for Site 8 is not required.

The following GPA site requires a site-specific GPA traffic analysis:

- GP18-014/PDC18-037 (Winchester)

The results of the analysis show that the additional traffic generated by the Winchester GPA site would not cause any additional transportation impacts beyond those identified for the adopted Envision San José 2040 GP. Therefore, the Winchester GPA site would result in a *less than significant* impact on the citywide roadway system.

Impacts on Transit, Bicycle, and Pedestrian Circulation

Transit Services or Facilities

The proposed GPAs 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 2019 GPAs land use adjustments would not substantially disrupt existing, or interfere with planned transit services or facilities.

Bicycle Facilities

The proposed GPAs land use adjustments would not result in a change to the existing and planned roadway network that would affect existing or planned bicycle facilities. Therefore, the proposed 2019 GPA land use 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 proposed GPAs land use adjustments would not result in a change to the existing and planned roadway network that would affect existing or planned pedestrian facilities. Therefore, the proposed 2019 GPA land use 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 ADA best practices.

Consistency with General Plan Polices

The City of San José's Transportation Policies contained in the General Plan are intended to do the following:

1. Establish circulation policies that increase bicycle, pedestrian, and transit travel, while reducing motor vehicle trips, to increase the City's share of travel by alternative transportation modes; and
2. Promote San José as a walking- and bicycling-first city by providing and prioritizing funding for projects that enhance and improve bicycle and pedestrian facilities.

Implementation of the General Plan Transportation Policies can help to promote a multi-modal transportation system and stimulate the use of transit, bicycle, and walk as practical modes of transportation in the City, which ultimately will improve operating speeds in the City's 14 transit priority corridors. An enhanced multi-modal transportation system can reduce reliance on the automobile and decreasing the amount of vehicle travel, specifically journey-to-work drive alone trips.

Based on the result of the analysis, the 2019 GPAs are consistent with the City of San José GP transportation policies, as they are projected to increase transit travel, while slightly reducing motor vehicle (drive alone) trips and slightly improving operating speeds along some of the City's 14 transit priority corridors, when compared to the current GP conditions.

The following items were received after packets were distributed.

From: Planning Commission 7
Sent: Wednesday, November 6, 2019 12:09 PM
To: Pham, Kieulan <kieulan.pham@sanjoseca.gov>
Subject: Re: GP18O-010

It does help. Thank you.

Michelle Yesney

Planning Commissioner

From: Pham, Kieulan <kieulan.pham@sanjoseca.gov>
Sent: Wednesday, November 6, 2019 12:06 PM
To: Planning Commission 7 <PlanningCom7@sanjoseca.gov>
Cc: Tu, John <john.tu@sanjoseca.gov>; Do, Sylvia <sylvia.do@sanjoseca.gov>; Brilliot, Michael <Michael.Brilliot@sanjoseca.gov>; Hart, Jared <Jared.Hart@sanjoseca.gov>
Subject: RE: GP18O-010

Hi Commissioner Yesney,

According to the Staff Report for the latest PD Zoning (file no. PDC99-037), the site was part of a previous PD Zoning and PD for a residential project and completed grading.

For PDC99-037, there were no PD permit or grading permits issued.

I hope this helps to clarify the confusion.

Best,
Kieulan Pham

From: Planning Commission 7
Sent: Wednesday, November 6, 2019 11:16 AM
To: Pham, Kieulan <kieulan.pham@sanjoseca.gov>; Tu, John <john.tu@sanjoseca.gov>; Do, Sylvia <sylvia.do@sanjoseca.gov>; Brilliot, Michael <Michael.Brilliot@sanjoseca.gov>
Subject: GP18O-010

Kieulan - I need some clarification about the zoning on this property. It says in the staff report that the PD zoning was not effectuated. Generally that means that a PD Permit was not issued, or that the PD Permit was issued but not implemented (i.e., that no grading or building permits were issued and implemented).

However, on page 6, the staff report says that the site has "been significantly disturbed due to previous grading of lots associated with the previous Planned Development rezoning and the 5,500 square foot maintenance storage area on the southernmost parcel."

Since the City knows about the grading, I assume that the grading permit was issued and implemented.

Can you clarify this discrepancy?

Michelle Yesney

Planning Commissioner