SECTION 3.0 ENVIRONMENTAL SETTING, IMPACTS, AND MITIGATION

INTRODUCTION

This introduction explains why the analysis in a General Plan PEIR may be different than a similar discussion in an EIR prepared for a development project. It also discusses how the "existing conditions" were determined for this PEIR and how impacts and mitigations are described.

Why Long-term Comprehensive Plan-level Impacts Are Not Described as Existing + Project

This PEIR includes a description of existing conditions in the City of San José, currently an urban city of almost one million people encompassing 143 square miles and over 500 miles of roadway. In each of the impact discussions where it is possible to do so, the impact of the project (under future conditions) is compared to existing conditions.

The transportation section, for example, identifies the conditions that are anticipated to exist in 2035, when the proposed General Plan (the "project") is assumed to be fully implemented. Wherever possible, the future conditions are analyzed using typical professional criteria (such as screenlines or average speeds) at strategic locations, and the findings are compared to existing conditions in order to put the plan into a current perspective. The differences between those two conditions are not always due to the impacts of the proposed project; that is, the proposed General Plan is not the only factor acting on traffic conditions between now and the year 2035, and (as discussed below) it may not even be the primary factor when compared to the effects of factors such as regional growth and demographics changes. Nevertheless, where possible the "project" condition is compared to the existing condition.

CEQA BASELINE

There has been substantial discussion recently among planning and transportation professionals about the implications of a 2010 court case involving the baseline for CEQA analyses of transportation improvements. The case in question [*Sunnyvale West Neighborhood Association v. Sunnyvale Council* [(2010) Cal. App. 4th,1351] involved a transportation improvement that would not be built right away; the EIR was not about adoption of a General Plan or other long term plan, but the analysis did include future traffic projections for the estimated imple- mentation period. As a result, recent discussion involves the question of whether an environmental impact must be determined by comparing the "project" conditions (the conditions that will exist when the proposed project is completed, no matter how far in the future that might be) to existing conditions. The argument revolves, in part, around the difficulty the public would have understanding a discussion of future conditions that is not compared to ground level current conditions.

The existing environmental setting includes the land uses and transportation network within the city and the surrounding region. Roadway volumes, vehicular emissions, and roadway noise levels are quantified elements of the existing conditions and reflect the city's existence within a regional urban environment and economy. Existing traffic conditions, associated air quality, and noise levels especially reflect this interconnected regional relationship between jurisdictions. Some of the existing traffic, air pollution, and noise in the City of San José and adjacent jurisdictions are generated by workers who routinely travel to jobs, students who travel to schools, and shoppers who travel to stores located in cities and counties other than where they reside,

and some are generated by the transport of goods and materials from origin to destination across jurisdictional lines.

The regional modeling methodology, which identifies trip origins ***and*** destinations based on planned land uses, makes this long-range analysis quite different from a standard near-term analysis for a single development project, where the 'environment' is much more locally focused on the project site (whatever the "project" might be), and the other trip end is neither known nor assumed. In a regional transportation model, every trip must have a starting point and ending point, however, the long-term land use and behavioral assumptions that support that information can be adjusted.

The proposed General Plan was modeled for build out in horizon year 2035, including planned land uses and land use intensities, and physical and operational modifications to the transportation system within the City's boundaries (as described in the Project Description) as well as within the region. The model does not assume that the rest of the region will remain in stasis (*i.e.*, maintain "existing conditions") as San José grows. The City's transportation model is nested in regional and subregional models that were developed by MTC and VTA, and it reflects anticipated conditions outside the City's General Plan boundaries that are based on ABAG forecasts and/or individual jurisdictions' plans through horizon year 2035.

The analysis in this PEIR compares specific aspects of the future project conditions to existing conditions, but the differences between the two conditions represent the combined impacts of the proposed General Plan and various other forces, many of which are not within the control of the City of San José. Specifically, the region is expected to experience significant growth and demographic changes independent of actions taken by the City of San José. The future conditions reflected in 2035 projections analyzed in this PEIR therefore represent regional projections based upon the professional judgment of staff of the relevant regional planning agencies (ABAG, MTC, VTA, etc.), as well as neighboring jurisdictions.

The CEQA Guidelines advise only that the impacts of a project are to be compared to either (a) the conditions that exist at the time a Notice of Preparation (NOP) is circulated or, (b) if no NOP is circulated, at the time environmental analysis begins. This is a reasonable requirement for specific development projects, where EIRs are completed in a one- to two-year timeframe and a snapshot of existing conditions can generally capture conditions that existed on a particular day or at least during a month.

For a General Plan update for a major city, the situation is quite different. The City of San José discovered, in compiling the substantial quantity of information necessary to prepare this PEIR, that it was impossible to compile a complete and accurate picture of existing conditions on a single day, month, or year. In this case, the City's transportation model was updated well in advance of the General Plan update process making use of the best available data to provide adequate time to complete the analysis; the model was updated and validated as a first step in the environmental assessment, using traffic counts, land use data, and the roadway network from April and May, 2008. The process of developing the transportation model began before the proposed *Envision San José 2040 General Plan* had been drafted – in 2008, it was still in initial formulation stages. Once the major elements of the proposed General Plan were identified, the rest of the CEQA process began and an NOP was prepared and circulated in July, 2009. The CEQA Guidelines specifically refer to only two conditions – circulation of an NOP ***or*** the commencement of the environmental analysis – which implies that if an NOP is circulated then *that* date must benchmark the "existing condition." For San José's General Plan, it was not possible to circulate an NOP at the time work began on

updating the transportation model because the project description had not yet been formulated. If the City had delayed validation of the model until after the Draft General Plan was further developed, it would have delayed the analytic process by at least another year, undermining the City's ability to complete the General Plan update process without providing any real benefit to the quality of analysis in this PEIR.

There are many other complications in setting a baseline for a General Plan EIR for a major city at an arbitrary point in time. The air quality of the region is tracked by the Bay Area Air Quality Management District (BAAQMD), which publishes the results of the District's monitoring programs. The most recent data available at the time the air quality analysis was prepared for this PEIR (using the information produced by the Transportation Impact Analysis from the transportation model) was for the year 2009. It is accepted practice in the Bay Area to use the most current information available in preparing air quality impact analyses, so air quality data from 2009 is the information used to identify "existing conditions" in this PEIR. The conditions identified in Table 3.4-4 of this PEIR indicate that air quality improved slightly from 2008 to 2009, with conditions in 2009 being very similar in many respects to those that prevailed in 2007.

Identifying "existing conditions" for the biology discussion was more difficult. San José includes 280 square miles in its sphere of influence, which range from the Santa Cruz Mountains and the Diablo Range to the shores of San Francisco Bay. The habitat mapping reflected in this PEIR was based primarily on mapping from the Draft Santa Clara Valley Habitat Plan, obtained in 2008 but generally completed prior to that time (2006, 2007, and/or 2008, primarily). This mapping work was used because it was the most comprehensive dataset on existing habitats that has ever been available to the City of San José and was the most complete compilation of this type of information available in 2010 when the biological resources report was completed. Information on those few areas that were outside those covered by the Draft Habitat Plan was based on the biological consultant's own year 2008 mapping field work and aerial photo interpretation. In sum, the habitat mapping was technically based on 2008 (and earlier) data, which was the most up-to-date comprehensive mapping available and is the database upon which the City's decision process on the Draft Habitat Conservation Plan will rely.

The environmental analysis for this PEIR began in 2008 and by necessity incorporated new traffic counts made at that time to validate the new transportation model (a time-consuming practice and for that reason, not done frequently). In the interests of accuracy and good professional practice, the City of San José chose to use the conditions established by the validated model as its baseline for this PEIR. It is also relevant, although not a primary consideration, that a slowdown in the regional economy and associated layoffs and reduced economic activity during this period (2008-2009) resulted in both a slowdown in new construction and reductions in traffic. There would not, therefore, have been as great a change in the physical environment during this time period (2008-2009) as might have occurred during some years in the past.

The "existing conditions" as described and referenced throughout this PEIR are therefore based on the best information available for conditions that existed during the time period 2008-2009 as explained in each subsection.

The future scenario reflected in the regional transportation model is a prediction, but it is based upon a reasonable set of assumptions to which all of the relevant jurisdictions in the region have contributed.

The City of San José cannot grow in isolation, nor will the rest of the region remain static. Just as how in current conditions San José provides housing for the workforces of many neighboring cities, future job growth in San José will be partially dependent on additional housing developing elsewhere. Because San José's General Plan cannot be implemented in isolation it is not valuable or meaningful to describe the Plan's impacts in isolation. The General Plan as it is finally approved will recognize and rely on development occurring elsewhere in the region as well as on planned regional transportation improvements such as the extension of BART. The future traffic conditions and secondary effects (such as air quality and noise), forecast based on the transportation model results, represent the anticipated results of intercity and interregional actions on a daily and regular basis. These future conditions are compared in this PEIR to existing conditions in order to give them a meaningful scale and context. The environmental impacts are determined using the recommended thresholds in the CEQA Guidelines and adopted local and regional criteria, plans, and policies for each category of impact.

The traffic impacts of the Plan, for example, are evaluated using measures of effectiveness and efficiency that relate specifically to the transportation goals the City has set for itself within the proposed General Plan and using the City's established practices for long-term transportation analysis. Since the City of San José's approach to long range transportation analysis recognizes that it is not possible to accurately estimate how many cars can or might move through any particular intersection in a particular direction in 2035, which is a measure of impact used for evaluating current intersection operations (i.e., transportation level of service), that discussion of future intersection LOS is not found in this PEIR.

Program Level Mitigation Measures

This Draft PEIR identifies significant and potentially significant impacts in this next section; it also identifies measures which are incorporated into the proposed General Plan for the purpose of avoiding or reducing those impacts and briefly evaluates the effectiveness/feasibility of these measures. "Mitigation Measures" that are relevant to the effects of a long term General Plan are laws, regulations, policies, and adopted procedures that will minimize, avoid, rectify, reduce, or eliminate a significant impact (CEQA Guidelines §15370). The proposed *Envision San José 2040 General Plan* will largely be "self-mitigating" since it incorporates policies and actions to implement the identified mitigation and avoidance measures for future projects that are consistent with the General Plan. For those circumstances in which existing and proposed laws, regulations and policies are not sufficient to reduce an impact to less than significant, there may be other impact-reducing means or methods that can be evaluated and perhaps implemented or required when a project is proposed. Likewise, if there is still uncertainty about the availability of resources to create a new program, it may not be appropriate for the City to commit to immediate implementation. For the purposes of this program-level EIR, therefore, these impacts are identified as significant and unavoidable.

The discussion is organized using the following notation system, including abbreviations.

Table 3.0-1
Letter Codes for Environmental Issues

Letter Code	Environmental Issue
AES	Aesthetics
AQ	Air Quality
BIO	Biological Resources
C	Cumulative Impacts
CULT	Cultural Resources
ENER	Energy
GEO	Geology and Soils
GHG	Greenhouse Gas Emissions
HM	Hazards and Hazardous Materials
HYD	Hydrology and Water Quality
LU	Land Use
NV	Noise and Vibration
PH	Population and Housing
PS	Public Facilities and Services
TRANS	Transportation
UTIL	Utilities and Service Systems

Each impact identified in this section of the Draft PEIR is numbered using an alpha-numerical system that also identifies the environmental issue. For example, **Impact BIO-1** denotes the first impact in the biological resources subsection. Mitigation measures and conclusions are also numbered to correspond to the impacts they address. For example, **MM TRANS-2.1** refers to the first mitigation measure for the second impact in the transportation subsection. The letter codes used to identify environmental issues are listed as shown above.

Monitoring the Future

The City of San José has over 35 years of experience in setting aggressive goals for its planning and environmental programs and has established the importance of monitoring its progress in achieving these goals, and of publicly reporting on what has worked and how well it has worked. Sharing the information on the specific efficacy of such programs with the City Council that sets the goals and with the members of the public that support them is critical to reinforcing shared victories, and responsibility for their ongoing implementation.

The following discussion of impacts and mitigations include some very specific actions and requirements that will mitigate identified impacts, but also identifies cooperative efforts and initiatives that are equally critical. San José does not stand alone but must create alliances and depend on its citizens to achieve many of these goals. The regular reviews of the General Plan will give all participants the opportunity to publicly evaluate what works and what more can be attempted. These reviews will function as the Mitigation Monitoring and Reporting program required by CEQA.

3.1 LAND USE

3.1.1 Existing Setting

The existing conditions reflected in this and subsequent subsections of this PEIR are those present in San José and the surrounding areas during the years 2008-2009, utilizing the best and most current information available in each of the subject areas.

There has been human occupation in this part of the Santa Clara Valley for approximately 4,000 years. Natural habitats ranging from the southerly end of San Francisco Bay and the adjacent wetlands, a number of creeks that drain to the Bay and their riparian corridors, grasslands, oak woodlands, and the hillsides to the east and southwest have long since been altered by human activity. Sections 3.11 Cultural Resources and 3.5. Biological Resources summarize historic and prehistoric conditions and address the remaining resources in appropriate detail.

Section 3.12 Aesthetics, characterizes the existing scenic conditions, including the built environment.

Land Use is best understood in the context of this PEIR as human use of the land. There may be, and usually is, some physical modification of the actual ground surface. Other characteristics of human use are usually "development" including buildings, other structures, and/or pavement; there is also frequently introduced or casual vegetation, relocated or introduced animals (including wildlife), and other physical changes in the natural state (including new or relocated water bodies and altered drainage). It is highly unlikely that there is any land within the City of San José's Urban Service Area (USA) and/or its Urban Growth Boundary (UGB) that has not in some way been altered by human activity during the last thousand years.

3.1.1.1 *Existing Land Use and Planning*

Background

San José is a mature urban community. The built environment presently includes approximately 68 percent of the land within the City limits, and approximately 88 percent of the land within the City's Urban Service Area (USA).[9] Much of the more recent construction in the city has been redevelopment – new development on previously developed land.

The city grew substantially in the post-World War II years, spreading outward from the current Downtown, eventually connecting and filling in the open spaces between sprawling suburbs and ambitious annexations and absorbing smaller semi-rural communities such as Alviso, Willow Glen and Almaden. After the annexation "wars" of the 1960's and early 1970's, San José adopted a different planning philosophy. *GP '75* established an Urban Service Area limit line and policies that prioritized infill development. The 15 percent slope line was identified in the General Plan as a logical and suitable limit for urban development in the hills. These policies resulted in an extraordinary circumstance – land that had been annexed to San José was classified as outside the USA and unsuitable for development within the General Plan time horizon. The Baylands in Alviso and agricultural lands in Coyote Valley were protected and precluded from near term development. Lawsuits filed against San José argued (among other things) "inverse condemnation" because, property owners argued, they were precluded from developing their property for the "highest and

[9] *Envision San José 2040 General Plan Update Biological Resources Report*, H.T. Harvey & Associates, August 18, 2010.

best use". San José won most of the legal battles and also saw Santa Clara County adopt General Plan policies that reflected those in the San José General Plan – recognizing that urban development belongs in the cities and that not all of the land in the County was suitable for urban development.

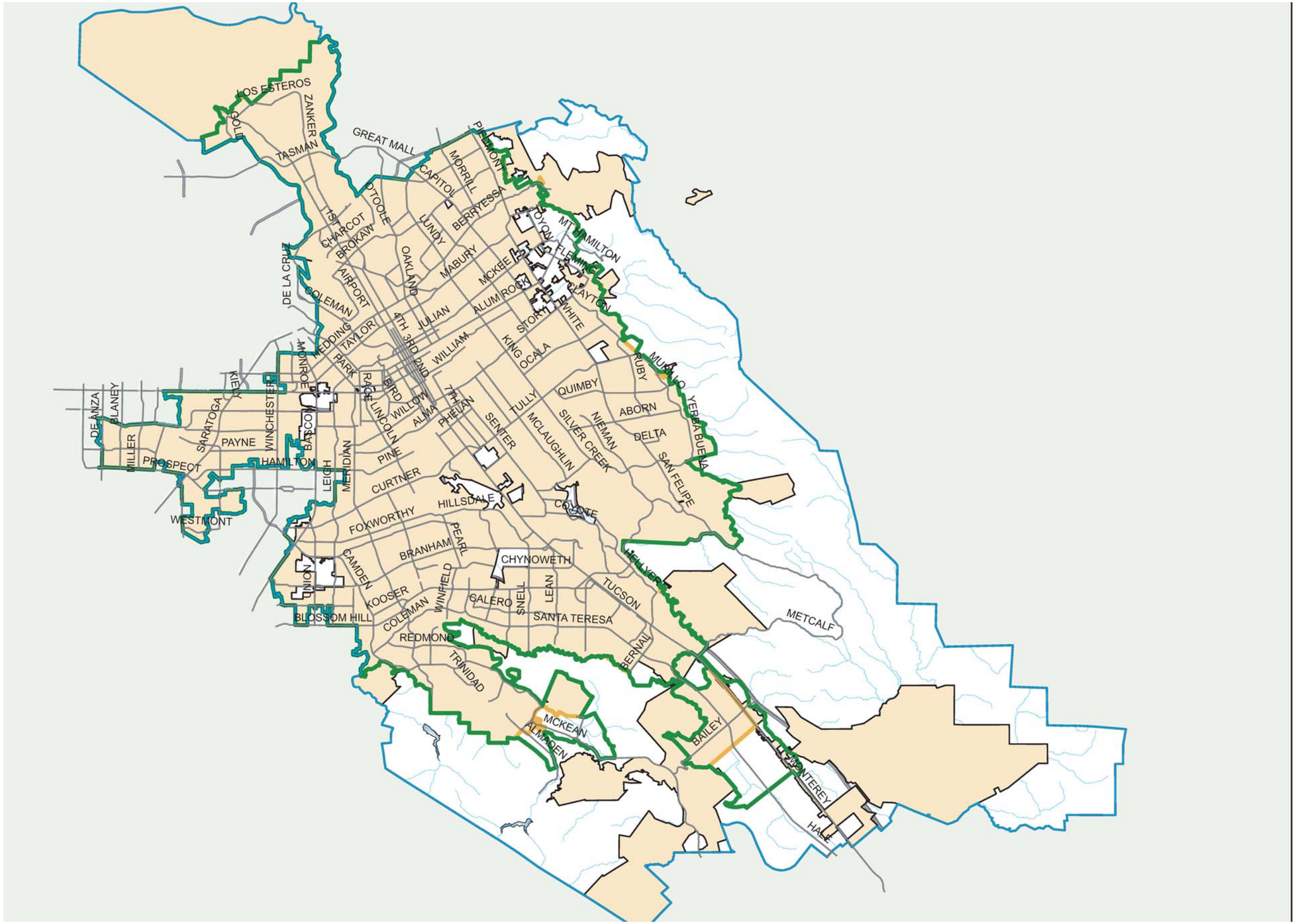
Figure 3.1-1 illustrates the limits of San José's influence and of its planned growth. The City's Urban Service Area (USA) is the mostly tan area marked by an orange line. The USA line is approved by the Santa Clara County Local Agency Formation Commission (LAFCO) and includes all of the property to which the City is able and willing to provide urban services within the immediate future (near term). It excludes lands that are categorized by the General Plan as unsuitable for development for reasons such as steep slope, the presence of earthquake faults, unstable soils and landslides, and it does not include specific areas such as the Urban Reserves that are not needed for development at this time and to which the City is not currently able or willing to extend urban services. It also limits development on lands where sensitive habitats (such as wetlands) or precious resources (such as the water supply) would be adversely impacted. The Urban Growth Boundary (UGB) is marked with a dark green line and identifies those limited additional lands that the City believes to be physically suitable for some amount of urban development, but not during the horizon of this General Plan. The map also shows, marked by a black line and the tan coloring, fairly large areas of incorporated land that are inside the corporate limits of the City of San José, but outside both the USA and the UGB. Those areas are not planned for urban development in the foreseeable future. Land uses that are allowed in those areas include non-urban uses such as landfills for waste disposal, low-intensity recreation, resource management (such as reservoirs), and agriculture. The blue line is the City's Sphere of Influence and includes both incorporated and unincorporated (County) lands. It is San José's zone of influence within which no other city can incorporate property. The small white enclaves within the tan area are unincorporated County pockets.

Of great importance on a regional scale was the concept of a Sphere of Influence and an Urban Service Area that set San José's future footprint and limits on near term annexation relative to other communities in the County, ending the annexation wars.

The most significant changes in General Plan policies since the adoption of *GP '75* (in 1976) included development and adoption of a Greenbelt and an Urban Growth Boundary to better define and institutionalize the concept of urban limits, refinements to the 15 percent slope line as better information became available; inclusion of the concept of Area Development Policies for managing traffic congestion in subareas of the city; use of a Planned Community designation[10] to allow more detail in the planning of complex or controversial locations, such as enclaves of land above the 15 percent slope line within the urban envelope; and the "opening" of North Coyote Valley to development.[11]

[10] Planned Communities or Planned Residential Communities in the *Focus on the Future San José 2020 General Plan* are based upon previously approved Specific Plans for the Alviso, Communications Hill, Evergreen, Jackson-Taylor, Martha Gardens, Midtown, Rincon South, Silver Creek, and Tamien Station areas.

[11] The IBM development in North Coyote Valley was approved prior to *GP '75*. Land use entitlements for other property in the area have existed since 1985, but no additional improvements other than some infrastructure have been built.



CITY OF SAN JOSE PLANNING BOUNDARIES

FIGURE 3.1-1

Existing development within the San José Sphere of Influence is, therefore, highly reflective of two very different planning philosophies:

- Growth controlled only by private market forces and driven by the principle that more development, especially residential development, would lead to greater economic prosperity and importance;[12] and

- Controlled growth within a defined urban limit that excluded steeper hillsides, baylands, and the agricultural lands of Coyote Valley, and respected the planning boundaries of neighboring communities.

This duality is true of both the existing physical footprint of the city and, to a lesser extent, of its General Plan. While urban planning in San José and elsewhere is incorporating new strategies and reflecting changing priorities, an existing environment that includes the geographic separation of jobs and housing and an established commitment of substantial land to lower density residential neighborhoods are realities that must also be included in the planning program.

3.1.1.2 *General Plan and Zoning*

General Plan

Since *GP '75,* San José's General Plan has included an integrated "Land Use/Transportation Diagram". This single plan was, in part, a logical response to state mandates that the planned land uses and planned transportation system of a community be consistent with each other. It has also been a convenient and useful tool in the planning process for 35 years. Figure 3.1-2 is the current "Land Use/Transportation Diagram". As San José has grown, planning for a large, highly diverse community has become more complex. Legal mandates that include regulation of air and water quality and stricter standards for delivery of urban services, a more sophisticated population, physical constraints, economic uncertainties, and a greater understanding of human-driven stresses on the global environment have all influenced the need for community planning to be both more flexible and more restrictive. The existing General Plan, especially the existing "Land Use/Transportation Diagram" has responded to these forces with increasing complexity. There are now 34 land use designations, 14 overlays, three boundary designations, and seven roadway designations in San José's General Plan, including some (such as *High Density Residential*) that are different within some Planned Community boundaries. Graphics have become increasingly sophisticated, but there are limits to what the human eye can perceive and some of the distinctions in the current plan are extremely subtle.

To respond to all of the demands and restrictions, the needs and opportunities, much of the information that pertains to land use designations and the transportation system can no longer be included on the single plan or even two plans. To fully understand the Planned Communities and the configuration, limitations, and capacity of the transportation system, for two examples, one must consult other documents – General Plan text and diagrams, and technical appendices.

[12] *San José General Plan: A Physical Development Policy Statement*. City of San José, Feb. 14, 1961.

Map Legend

- Rural Residential (0.2 DU/AC)
- Estate Residential (1.0 DU/AC)
- Very Low Density Residential (2.0 DU/AC)
- Low Density Residential (5.0 DU/AC)
- Medium Low Density Residential (8.0 DU/AC)
- Medium Density Residential (8-16 DU/AC)
- Medium High Density Residential (12-25 DU/AC)
- High Density Residential (25-50 DU/AC)
- Transit Corridor Residential (30+ DU/AC)
- Residential Support for the Core Area (30+ DU/AC)
- Transit/Employment Residential District: 55+ DU/AC
- SW Solid Waste Disposal Site
- CSW Candidate Solid Waste Disposal Site
- C Contingent Designation
- Office
- Neighborhood/Community Commercial
- Regional Commercial
- General Commercial
- Core Area
- Transit Corridor Commercial
- Combined Residential/ Commercial
- Planned Community *
- Neighborhood Business District
- Transit-Oriented Development Corridor
- State Transportation Corridor
- Expressway
- Interchange
- Separation
- Industrial Park
- Administrative Office/ Research & Development
- Research/Development
- Campus Industrial
- Light Industrial
- Heavy Industrial
- Combined Industrial/ Commercial
- Industrial Core Area
- Public/Quasi-Public
- Airport Approach Zone
- Arterial (115-130 ft.)
- Arterial (80-106 ft.)
- Major Collector (60-90 ft.)
- Pedestrian Corridor
- Public Park and Open Space
- Private Open Space
- Private Recreation
- Non-Urban Hillside
- Urban Hillside
- Agriculture
- Urban Reserve
- Coyote Greenbelt
- Mixed Use Overlay
- Mixed Industrial Overlay
- P Floating Park
- Urban Service Area Boundary
- Greenline / Urban Growth Boundary
- Urban Service Area Boundary - Greenline / Urban Growth Boundary (Coterminous)

NOTE: The City's Sphere of Influence, or maximum potential area of expansion, is represented by the colored area.

Downtown Core Area

- Core Area
- Public/Quasi-Public
- Public Park and Open Space
- General Commercial
- Office
- Neighborhood/Community Commercial
- Combined Industrial/ Commercial
- Light Industrial
- Residential Support for the Core Area (25+ DU/AC)
- High Density Residential (25-50 DU/AC)
- Medium High Density Residential (12-25 DU/AC)
- Medium Density Residential (8-16 DU/AC)
- Medium Low Density Residential (8.0 DU/AC)
- Transit-Oriented Development Corridor
- LRT Light Rail Station
- Transit Mall
- Pedestrian Corridor
- Area of Historic Sensitivity
- State Transportation Corridor
- Arterial (115-130 ft.)
- Arterial (80-106 ft.)
- Major Collector (60-90 ft.)
- Interchange
- Separation

This is one of a series of diagrams which, when combined with the text of the San Jose 2020 General Plan, constitute the physical development policy of the City of San Jose. Allowable land uses for specific parcels of land cannot be determined solely by reference to the Diagram.

*Planned Communities: Because of the unique or special characteristics of Planned Communities, a special land use plan and other information concerning potential development in these areas is contained in the text portion of the San Jose 2020 General Plan.

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EXISTING LAND USE / TRANSPORTATION DIAGRAM

FIGURE 3.1-2

Zoning

San José is a Charter City, as opposed to a General Law City. Certain aspects of the City's planning program are, therefore, regulated under the City's Charter, as opposed to being subject to state law. One noteworthy example of that difference is that the zoning of land in San José is not required to be consistent with its General Plan.[13] While not required by state law, it is City policy (and has been since adoption of *GP'75*) that zoning should be consistent with the General Plan. San José first adopted a Zoning Ordinance in 1929. Revisions to the Ordinance in recent years have moved generally toward making zoning more consistent with the General Plan.

Despite extensive revisions to and modernization of the Zoning Ordinance (which is part of the City's Municipal Code), almost all new residential development in San José in the past decade has occurred under Planned Development (PD) zoning designations in which a specific zoning "ordinance" is tailored for each new development site. While this allows design flexibility and responsiveness to localized issues, it tends to be less predictable and less consistent in its implementation since new development and design "standards" are potentially created each time a project is approved, introducing greater uncertainty into the entitlement process for all concerned. Since zoning restrictions (height, density, allowed uses, setbacks, etc.) are defined by the physical plan approved for each PD-zoned development, it is often necessary to rezone a property if the originally proposed project is not built, and/or if the developer, market demands, or other factors change.

Since San José developed and adopted specific Design Guidelines, especially the Residential Design Guidelines, some of the uncertainties about what the City expects of new residential development have been reduced. The existing zoning of all land in the city can be found on the City's website.[14]

3.1.1.3 *Existing Land Use*

Existing land uses in the City of San José are shown on Figures 3.1-3 to 3.1-5.

Agriculture/Farmland

The largest remaining area of farmland within the city is located in the Coyote Planning Area. In the remainder of the city, development covers much of the floor of the Santa Clara Valley, although there are still a few scattered agricultural properties present within the UGB. As listed in Table 3.1-1, all farmland within the UGB, including farmland designated by the State Department of Conservation, is currently planned for urban uses. The two Urban Reserves (Coyote and Almaden) are not, however, proposed for development within this General Plan horizon through 2040.

The California Department of Conservation Farmland Mapping & Monitoring Program (FMMP) was established by the State Legislature in 1982 in response to an identified need to assess the location, quality, and quantity of agricultural lands and conversion of these lands over time. FMMP is a non-regulatory Code and is contained in Section 612 of the Public Resources Code. There are five farmland categories (including grazing) in the program whose purpose is providing a consistent and impartial analysis of agricultural land use and land use changes throughout California as called for under Section 65570(b) of the Government FMMP, Prime Farmland, Farmland of Statewide

[13] The Subdivision Map Act, which requires cities to find any subdivision consistent with its General Plan, does apply to Charter Cities, however.
[14] The City's zoning maps are available at: http://www.san jose ca.gov/planning/zonemap/default.asp.

Importance, Unique Farmland and Farmland of Local Importance. The mapping completed by the FMMP is typically used, in part, in assessments of impacts to agricultural resources under the California Environmental Quality Act (Public Resources Code Section 21060.1).

Approximately 957 acres of Prime Farmland are located in North Coyote Valley within both the City limits and Urban Service Area. Additional Prime Farmland is present south of the existing USA boundary, in the Coyote Valley Urban Reserve. There is also Prime Farmland within the *Coyote Greenbelt* in south Coyote Valley, an area designated for *Agricultural* uses in the *San José 2020* General Plan. In the remainder of the city, there are approximately 275 acres of Prime Farmland, 109 acres of Unique Farmland and 210 acres of Farmland of Local Importance.[15] One 13.6-acre property in the Evergreen Planning Area designated as Prime Farmland has been developed with housing and is no longer available for agricultural production. A summary of existing, undeveloped properties designated as Prime Farmland within the UGB is provided in Table 3.1-1.

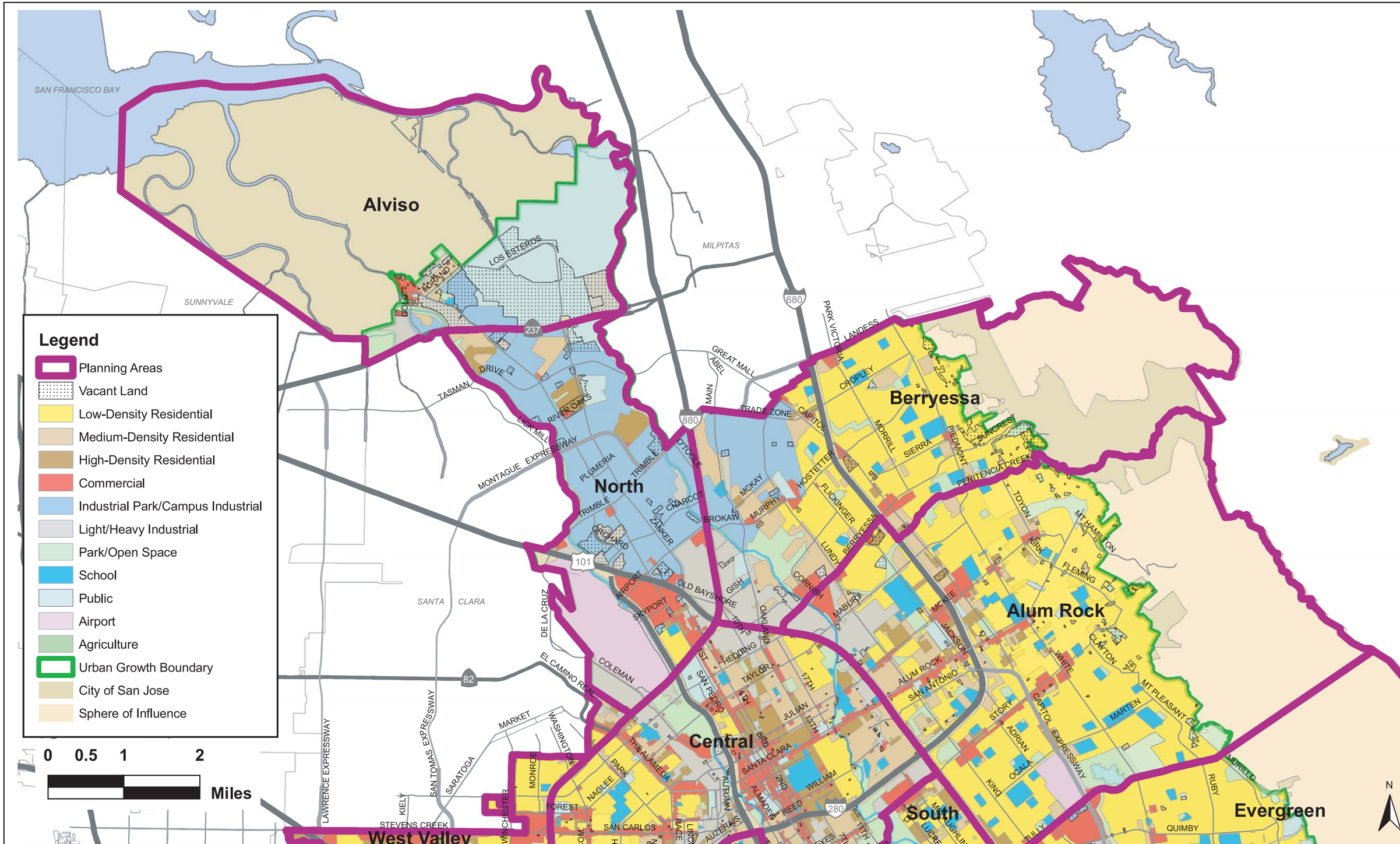
Table 3.1-1
Prime Farmland within the City of San José UGB

Site Location	Planning Area	Area (acres)	Land Use Designation in 2020 GP	Unincorporated Area within the UGB
Cilker - SR 237 and Coyote Creek	Alviso	72.9	*Light Industrial*	
Moitozo – North of River Oaks Parkway between N. 1st Street and Zanker Road[1]	North San José	35.1	*General Commercial and Transit Corridor Residential*	
Lands of Lester – Branham and Snell	Edenvale	97.6	*Public Park and Open Space*	X
Almaden Expressway and SR 85	Cambrian/ Pioneer	12.2	*General Commercial*	
iStar - SR 85 and Great Oaks Boulevard[1]	Edenvale	35.2	*Mixed Use Overlay*	
Fortini and San Vicente	Almaden	22.3	*South Almaden Valley Urban Reserve*	X
North Coyote Valley[1]	Coyote	957	*Campus Industrial*	
Mid Coyote Valley	Coyote	882	*Coyote Valley Urban Reserve*	X
	Total	2,114.3		

[1]Loss of this farmland previously identified as a significant unavoidable impact in one of the following Final EIRs:

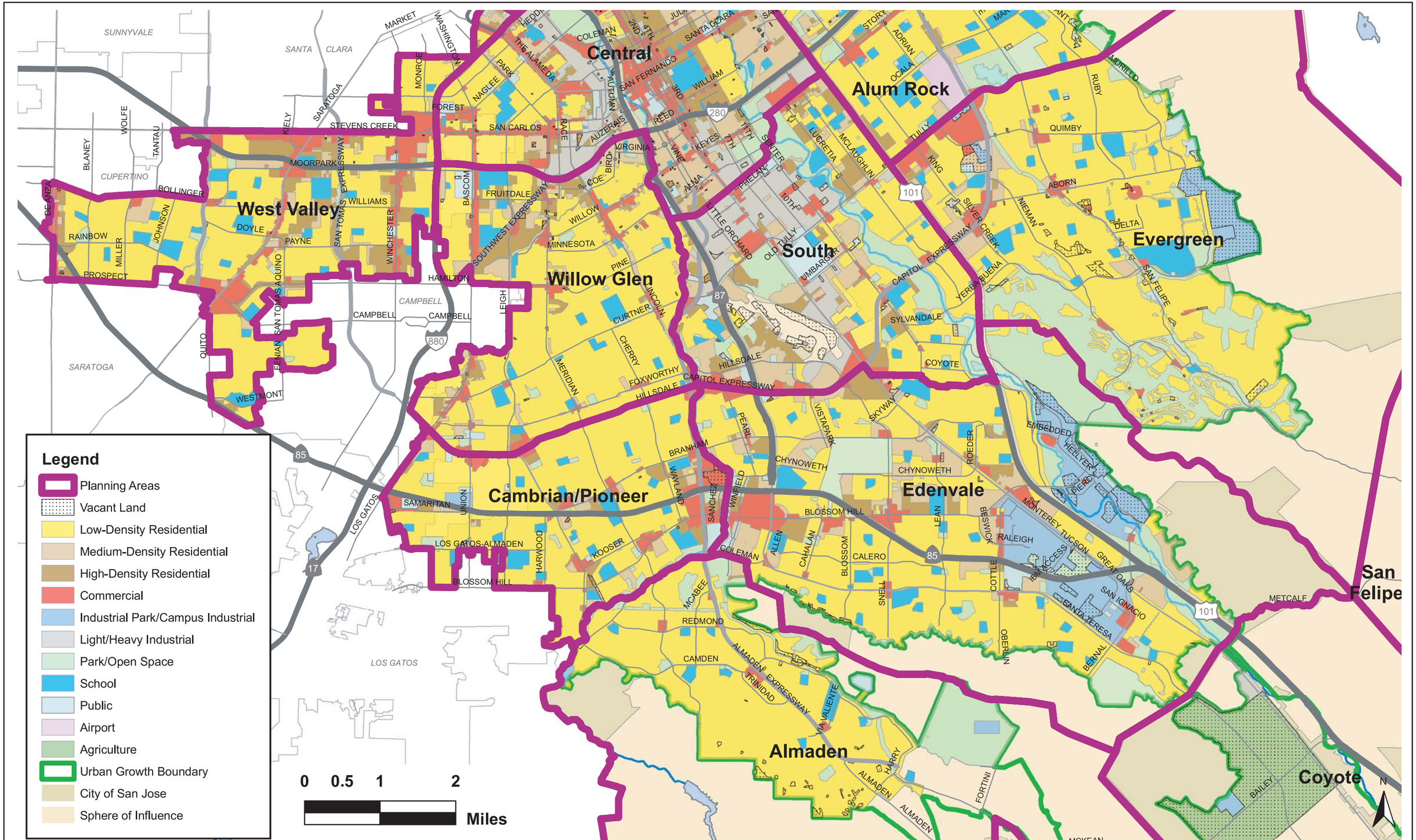
- City of San José. *San José 2020 General Plan Final EIR.*1995
- City of San José. *Coyote Valley Research Park Final EIR.* 2000. (SCH No. 990923031)
- City of San José, *Moitozo Ranch Residential Project Final EIR* 1998.
- City of San José, *Airport West Stadium and Great Oaks Place Project Final EIR*, 2009.

[15] California Department of Conservation. *2008 Important Farmland Map for Santa Clara County*.



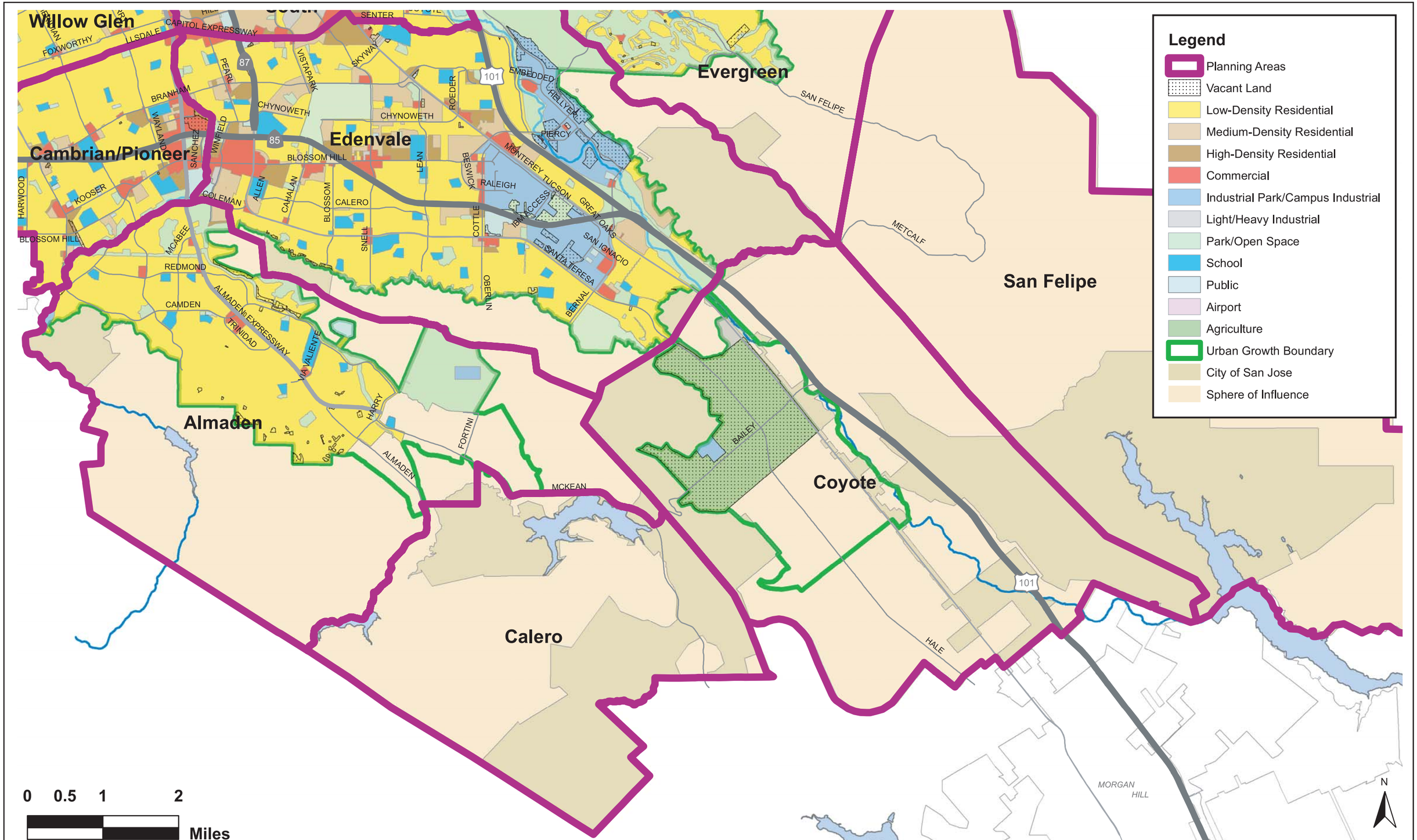
EXISTING LAND USES (NORTH)

FIGURE 3.1-3



EXISTING LAND USES (CENTRAL)

FIGURE 3.1-4



EXISTING LAND USES (SOUTH)

FIGURE 3.1-5

3.1.1.4 *Existing Land Uses in Surrounding Areas*

The City of San José occupies the central portion of Santa Clara County. The City's Sphere of Influence reaches from San Francisco Bay, where ground elevations are below sea level in Alviso, to a point south of the Coyote Narrows, and into the Santa Cruz Mountains above Almaden Quicksilver County Park. To the southeast, the Sphere of Influence reaches its highest elevation, 2,970 feet above sea level, along Pine Ridge in the Diablo Range. San José city boundaries are located within the historic San Francisco Bay and a number of former salt ponds; within the Diablo Range (which includes Mt. Hamilton and the Lick Observatory), and due south, within the Santa Cruz Mountains.

While San José's City limits extend into the foothills and the baylands at a few locations, most of the city and all of the planned growth locations are located on the floor or within the confines of the Santa Clara Valley.

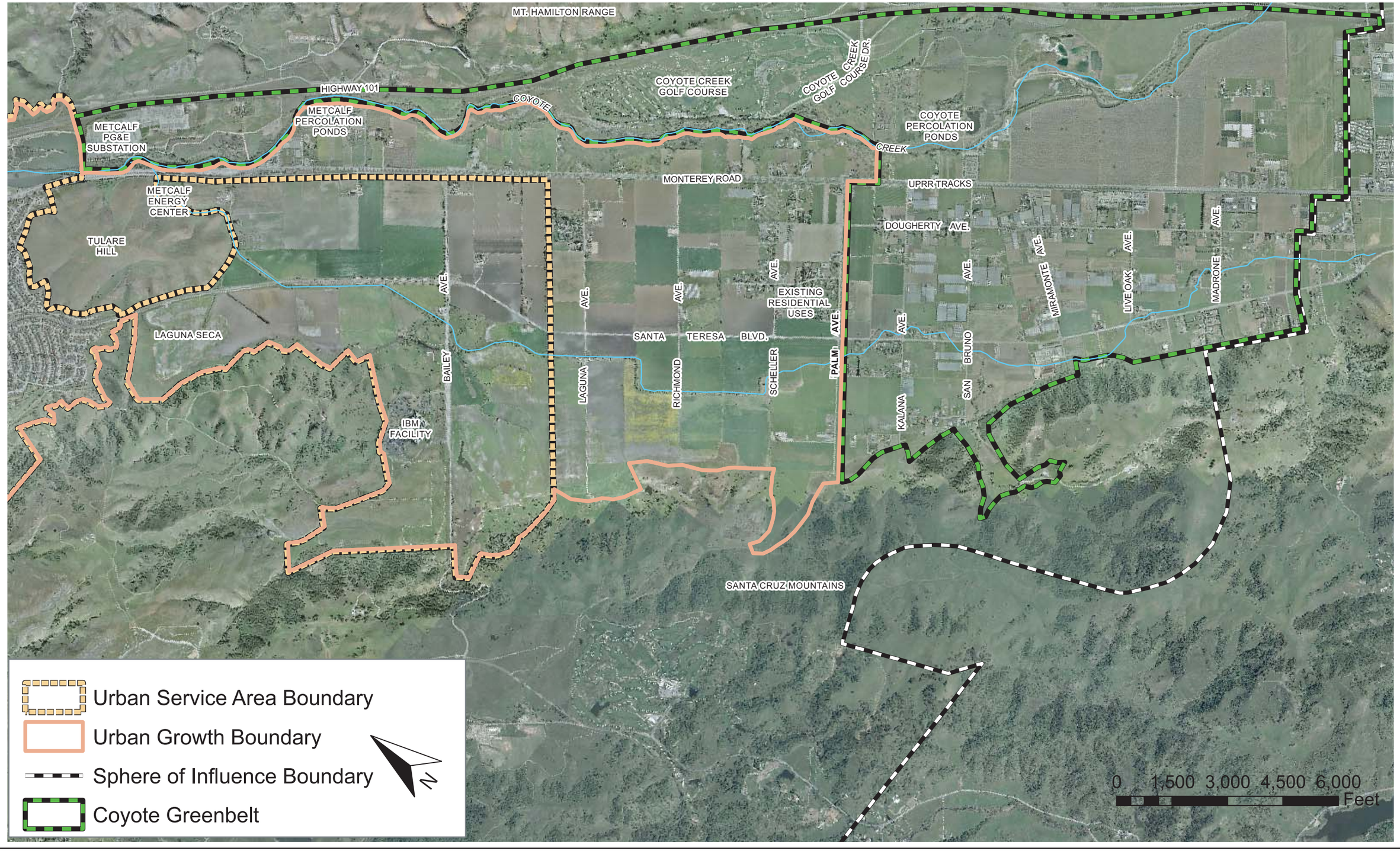
All of the non-urban areas that border San José to the east, south and southeast are primarily un-annexed lands that are still in Santa Clara County, albeit within San José's Sphere of Influence. Development is limited by City policies to agriculture and agricultural support uses that may include farmhouses and farm worker housing, very low density residential subdivisions, parks, and rural support uses (including some commercial and agricultural-related industry). A few fairly large pockets of urban development are still in the County, including neighborhoods in Alum Rock, and southwest of Downtown. As shown in the aerial photograph in Figure 3.1-6, South Coyote Valley (the *Coyote Greenbelt* on San José's General Plan) is also heavily developed with extensive agriculture-support businesses, greenhouses, large-lot residential subdivisions, and intensive recreational uses (trailer parks, motorcycle racing, etc.).

While County policies currently preclude "urban" development in the County, the City and County policies that relate to development in urban areas have differed over the years. There are a number of very large houses with outbuildings that are located in the hills east of Alum Rock, Evergreen, and the Silver Creek Planned Community, and between Almaden and Coyote Valley, within the City's Sphere of Influence but not annexed into the city.

In addition to Santa Clara County, San José shares common boundaries with the cities of Milpitas, Sunnyvale, Santa Clara, Cupertino, Campbell, Saratoga, Los Gatos and Morgan Hill. The city also has a border that is shared by the City of Fremont/Alameda County.

The following section summarizes the proximate land uses within these cities that border San José.

Fremont/Alameda County: The border between the cities of San José and Fremont is also part of the border between Santa Clara and Alameda Counties. It runs along the northern boundary of Newby Island from the terminus of Dixon Landing Road. At the end of Newby Island, it runs north/northwest along Coyote Creek into the Baylands. On the Fremont side of the border are wetlands and nearby properties planned or recently developed with industrial uses. Other than roadway improvements, no development has yet occurred closer than approximately one-quarter mile from the City/County boundary. The boundary between San José and Fremont runs north in the Coyote Slough channel until it reaches the northerly extension of the Guadalupe Slough channel, which is north of Sunnyvale. San José's legal boundary ends at that point.



AERIAL PHOTOGRAPH OF COYOTE VALLEY

FIGURE 3.1-6

Milpitas: The border between San José and Milpitas from Montague Expressway north to Dixon Landing Road is Coyote Creek, whose riparian corridor in this stretch ranges from approximately 150 to 800 feet wide. The San José boundary is in the center of Coyote Slough which runs adjacent to and south of Dixon Landing Road (in the City of Milpitas) to Newby Island. Newby Island is wholly within the City of San José. East of Coyote Creek, Montague Expressway and Landess Avenue mark the border between the two cities except for a relatively small area south of Montague between Trade Zone Boulevard and on- and off- ramps west of I-680.

Existing land uses in Milpitas east of Coyote Creek and north of Montague Expressway are primarily industrial, ranging from large campus R&D uses to "incubator" buildings intended to accommodate multiple tenants. North of State Route (SR) 237 and east of Coyote Creek, there are commercial uses including a major shopping center in addition to industrial/R&D/office uses. Just north of Montague Expressway east of I-880 is a residential neighborhood, and lands north of Landess Avenue and east of I-680 are also residential.

Sunnyvale: San José's boundary with the City of Sunnyvale is at the farthest northwest point of the City, which is located in the baylands and shallow wetlands of San Francisco Bay. Guadalupe Slough forms part of the boundary. On Sunnyvale's side of Guadalupe Slough is a part of Sunnyvale Baylands Park.

Santa Clara: In North San José, the boundary with Santa Clara is SR 237, the Guadalupe River, and short segments of Trimble Road/De La Cruz Boulevard/Coleman Avenue. Land uses in Santa Clara along these borders include industrial and industrial park, recreation, a park, high and mixed density housing (including the Rivermark mixed use development), single-family residential, and big box retail commercial stores.

The boundary between the two cities cuts diagonally through an older residential neighborhood near Santa Clara University, and then generally follows the alignments of Newhall Street, Winchester Boulevard, and Stevens Creek Boulevard (with minor deviations). Land uses in Santa Clara along this section are single-family and multi-family residential developments, two cemeteries, and strip commercial. On the Santa Clara (north) side of Stevens Creek Boulevard, development is virtually all low intensity commercial, except for the western end of Valley Fair (a large regional shopping center) at the southeastern Santa Clara border, and an industrial campus facility in the northwest quadrant of Lawrence Expressway and Stevens Creek Boulevard, near the southwestern Santa Clara border.

Cupertino: The boundary between San José and Cupertino runs mostly just west of Lawrence Expressway starting at a point near Stevens Creek Boulevard, until Moorpark Avenue/Bollinger Road. Bollinger Road forms the boundary from Lawrence Expressway to a point just west of De Anza Boulevard. Most of the land uses immediately west of Lawrence Expressway and north of Bollinger Road in Cupertino are single-family residential, with some interspersed commercial developments and churches.

The border then runs approximately parallel to De Anza Boulevard from Bollinger Road south to Prospect Road. A boundary adjustment between the two cities resulted in the current configuration in which San José includes the commercial development on both sides of De Anza Boulevard from Bollinger Road to SR 85. Lands immediately to the west in Cupertino are developed with single-family housing. From SR 85 to Prospect Road, the commercial development on the west side of De Anza Boulevard is in Cupertino.

Saratoga: Prospect Road from South De Anza Boulevard to Saratoga Avenue divides the City of San José from the City of Saratoga. Development in Saratoga along this stretch of Prospect Road includes shopping centers at the corners of De Anza Boulevard and Saratoga Avenue, with single-family residential development, two schools and a church in between. From the triangular intersection with Prospect Road, Lawrence Expressway, Saratoga Avenue and West Hamilton Avenue, Quito Road south to SR 85 is generally the boundary between San José and Saratoga. Along this stretch, the land uses in Saratoga are a small commercial center and single-family residential.

Campbell: The border between San José and Campbell is highly irregular. The City limits run along a jagged line that bisects blocks and cuts back and forth in an unpredictable fashion. There are also several County pockets adjacent to the Campbell boundary, some of which are within San José's Sphere of Influence, some are in Campbell's Sphere of Influence. Most of the land uses in Campbell that are directly adjacent to the City of San José are residential, single-family or multi-family. Some commercial development is also nearby, if not directly adjacent.

Los Gatos: Like Campbell, the Town of Los Gatos has a highly irregular boundary with the City of San José. There are also mid-block divisions and small "fingers" of one city extending into the other. The interfaces between the two jurisdictions are generally south of SR 85, east of Los Gatos Boulevard, and west of Leigh Avenue. The remainder of the shared boundary is located east of Leigh Avenue and south of Blossom Hill. Most of the land use in Los Gatos along the shared boundary is single-family residential.

Morgan Hill: An artifact of the annexation wars of the 1960's is the long extension of San José's border to Morgan Hill. The tip of that extension reaches to Anderson Lake Park, near the mid-point of Anderson Reservoir, close to the end of Cochrane Road in Morgan Hill. Coyote Creek Park and the James Boys Ranch (a County juvenile facility) separate the San José border from a Morgan Hill residential neighborhood.

This lengthy appendage of the City of San José ends at a point approximately six miles south and three miles east of the nearest point of the City's existing Urban Growth Boundary. It is, therefore, not planned for urbanization.

3.1.1.5 *Regulatory Framework*

A summary of key local, state, and federal regulations and policies that affect land use is presented below.

Federal

Federal Aviation Administration Regulations

Federal Aviation Administration (FAA) Regulations (Title 14 of the Code of Federal Aviation Regulations (FAR) Part 77) set standards for obstructions to airspace. In general, the FAA is responsible for administering these regulations. However, as owner/operator of the Norman Y. Mineta San José International Airport, the City is also required to comply with these and other FAA regulations and policies intended to protect the airport and aircraft in flight from incompatible land uses that potentially create hazards or constraints to airport operations.

State of California

Williamson Act

The California Land Conservation Act of 1965, also referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. Local governments have received an annual subvention of foregone property tax revenues from the state via the Open Space Subvention Act of 1971. During fiscal year 2009-2010, subvention payments to local government were suspended by the State of California. Once the economy rebounds, the Department of Conservation is hopeful that subvention payments will be available again.[16]

State Aeronautics Act - Caltrans Division of Aeronautics

The California State Aeronautics Act [Public Utilities Code: Division 9, Part 1, Chapter 4, Article 3.5, Section 21670 *et seq*] requires the implementation and enforcement of the Comprehensive Land Use Plan (CLUP) by the local governmental agencies responsible for land use planning within each airport's Airport Influence Area (AIA). Local implementation of these requirements is described below under *County of Santa Clara Airport Land Use Commission*.

County and Regional Planning

Santa Clara County Local Agency Formation Commission

LAFCO is a county agency mandated by state law. LAFCO's were first formed in 1963 by the Knox-Nesbit Act for all counties except San Francisco, and further refined over the years, most recently by the Cortese Knox Hertzberg Local Government Reorganization Act of 2000.

The following statement is found on LAFCO's website:

> Urban sprawl can best be described as irregular and disorganized growth occurring without apparent design or plan. This pattern of development is characterized by the inefficient delivery of urban services (police, fire, water and sanitation) and the unnecessary loss of agricultural resources. By discouraging sprawl, LAFCO limits the misuse of land resources and promotes a more efficient system of local governmental services.

LAFCO's authority includes approval or denial of spheres of influence, any changes in the boundaries of or creation of cities or special districts, out of agency service agreements, special service review studies.

LAFCO's objectives are: (1) To encourage orderly formation of local agencies, (2) to discourage urban sprawl; and (3) to preserve agricultural and open space resources.

[16] California Department of Conservation. "Williamson Act". 2010. Accessed September 9, 2010. <http://www.conservation.ca.gov/dlrp/lca/Pages/Index.aspx>

County of Santa Clara Airport Land Use Commission

On a local level, the Santa Clara County Airport Land Use Commission (ALUC), under State of California mandate, has adopted comprehensive land use plans (CLUPs) for the immediate vicinity of each airport in the County, including Mineta San José International and Reid-Hillview airports, to provide for the orderly growth of each public airport while minimizing the public's exposure to excessive noise and safety hazards. The CLUPs contain policies applicable to new development or redevelopment of existing land uses in a defined vicinity around each airport ("airport influence areas"). These policies address compatibility between airports and future nearby land uses by focusing on noise, overflight safety, and airspace protection concerns for each airport over a 20-year horizon.

Once the ALUC has adopted a new or revised CLUP and transmitted that CLUP to an affected local agency, that local agency is mandated to incorporate the CLUP's provisions into its general and/or affected specific plan(s) within 180 days [Government Code 65302.3(b)]. The local agency is then required to adopt zoning ordinance(s) that implement the policies of their general/specific plan(s). If a local agency decides not to incorporate the CLUP policies verbatim into its general and/or specific plans, it may override portions of the CLUP if it finds that its general and/or specific plan(s) are consistent with the State Aeronautics Act.

Santa Clara Valley Habitat Conservation Plan (Draft)

Much of the City is within the area covered by the draft Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan (Valley HCP/NCCP), which is a conservation program to promote the recovery of endangered species while accommodating planned development, infrastructure and maintenance activities. The Valley HCP/NCCP is being developed through a partnership between Santa Clara County, the Cities of San José, Morgan Hill, and Gilroy, the Santa Clara Valley Water District, and the Valley Transportation Authority (collectively termed the 'Local Partners'), the U.S. Fish and Wildlife Service and the California Department of Fish and Game. The Valley HCP seeks to protect and enhance ecological diversity and function within more than 500,000 acres of southern Santa Clara County. If adopted, the final Valley HCP/NCCP will provide a framework for the Local Partners and landowners to complete projects while protecting at-risk species and their essential habitats, some of which occur only in Santa Clara County

City of San José

San José 2020 General Plan

Because regulating and influencing land use is a basic purpose of land use planning in San José and elsewhere, *Focus on the Future San José 2020 General Plan* policies that affect land use are extensive and are found throughout the General Plan document. The current General Plan, like the proposed General Plan, includes policies and implementation measures for several major areas: city concept, community development, housing, services and facilities, aesthetic, cultural and recreational resources, natural resources, and hazards. Relevant policies in the existing General Plan adopted for the purpose of avoiding or mitigating environmental effects resulting from development planned within the City include the following:

City Concept

Urban Conservation Goal: Improve the existing quality of life and create a stable, mature community.

- Urban Conservation Policies #1, 2, and 3

Community Identity Goal: Enhance the sense of community identity in San José.

- Community Identity Policies #1, 2, and 3

Neighborhood Identity Goal: Enhance the sense of neighborhood identity in San José.

- Neighborhood Identity Policies #1-5

Balanced Community Goal: Develop a balanced and complete community in terms of land use distribution and densities, housing types and styles, economic development and job opportunities and opportunities for social and cultural expression.

- Balanced Community Policies #1-5

Community Development

Residential Land Use Goals: Provide a high quality living environment in residential neighborhoods; and ensure that lands planned for residential use are fully and efficiently utilized to maximize the City's housing supply.

- Residential Land Use Policies #1-25

Commercial Land Use Goal: Provide a pattern of commercial development which best serves community needs through maximum efficiency and accessibility.

- Commercial Land Use Policies #1-16

Industrial Land Use Goal: Provide sufficient land for a variety of industrial uses that is distributed to provide optimum commute access and to promote a balanced distribution of jobs and housing to reduce traffic congestion and air pollution.

- Industrial Land Use Policies #1-19

Economic Development Goal (Land-use related): Create a stronger municipal tax base by obtaining a greater share of the total industrial and commercial development in the County, protecting the exclusively industrial areas from incompatible development, and by nurturing and encouraging expansion of the existing industrial and commercial development in the City.

- Economic Development Policies #4, 7, and 8

Greenline/Urban Growth Boundary Goals: 1. Delineate the extent of future urban expansion and reinforce fundamental policies concerning the appropriate location of urban development in

furtherance of both the City and County General Plans; 2. Promote fiscally and environmentally sustainable development in locations where the City can most efficiently provide urban services; 3. Preserve substantial areas of the surrounding hillsides, baylands, and other lands, as open space both to conserve the valuable natural resources contained on these lands and to protect valley floor viewsheds; 4. Protect public health and safety by preventing urban development in areas subject to natural hazards; 5. Provide greater long-term certainty regarding future land uses outside the Greenline/Urban Growth Boundary than is provided by the Urban Service Area boundary; 6. Preserve options for the optimal utilization of lands reserved for future urban growth, i.e., the City's Urban Reserves; 7. Achieve greater consistency between City and County land use plans and development policies for areas of mutual concern, both within and outside the Greenline/Urban Growth Boundary.

- Greenline/Urban Growth Boundary Policies #1 and 2

Urban Service Area Goal: Insure that San José's future growth will proceed in an orderly, planned manner in order to provide efficient and economical public services, to maximize the utilization of existing and proposed public facilities, and to achieve the equitable sharing of the cost of such services and facilities.

- Urban Service Area Policies #1-7

Hillside Development Goal: Preserve the valuable natural resources of the hillsides and minimize the exposure of the public to potential environmental hazards from development on the hillsides.

- Hillside Development Policies #1, 2, 3, 5, and 12-18

Municipal Code

The City Municipal Code includes all relevant Building, Fire and Safety Codes as well as the Zoning Ordinance.

Adopted Design Guidelines

All new development except single-family detached residences in an R1 zoning district that do not trigger a Single-Family house permit is subject to a design review process that includes discretionary review of architecture and site planning. The process of design review starts with a series of guidelines prepared by the City's Planning staff and planning consultants with extensive input from developers and design professionals, reviewed by the Planning Commission, and adopted by the City Council.

The stated intent of the Residential Design Guidelines is to address "both the quality of housing and the quality of the City itself."[17] This is a comprehensive statement that reflects the purpose of all of the design guidelines. They are not ordinances, but establish a common understanding of what is expected of each type of development in terms of both quality and aesthetics.

The various guidelines are updated whenever necessary and possible, and generally seek to provide a common understanding of the minimum design standards to be applied to various land uses,

[17] *Residential Design Guidelines: Toward Community* as amended through 2010. Page 1.

development types, and sometimes specific locations. The design review process evaluates projects for conformance with City ordinances and the requirements of previous entitlements such as Planned Development zoning approvals, or concurrent processes such as subdivisions. Consistency with adopted design guidelines (which include relevance to physical context) and with the appropriate environmental documents are also considered.

Specific design guidelines adopted by the City Council include: Single-Family, Your Old House, Residential, Industrial, Commercial, Downtown/Historic, Downtown Design Guidelines, Saint James Square Historic District Design Guidelines, and the Riparian Corridor Policy Study.

3.1.2 Thresholds of Significance

For the purposes of this PEIR, a land use impact is significant if implementation of the proposed *Envision San José 2040 General Plan* would:

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect;
- Conflict with any applicable habitat conservation plan or natural community conservation plan;
- 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;
- Conflict with existing zoning for agricultural use or a Williamson Act contract; or
- 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.

3.1.3 Land Use Impacts

The proposed land use modifications in this General Plan include substantial intensification of development at specific locations, particularly along major transportation corridors. The Plan also includes additional job-generating development in areas previously planned as major employment centers, such as the Edenvale and North San José Redevelopment Project Areas. Several of the Planned Communities designated on the existing General Plan are proposed for some additional residential and/or commercial development. All of these are referred to jointly as "growth areas" and are shown on Figure 2.2-1 Growth Areas in the Section 2.2 Project Description. Most of the single-family residentially-developed land in the existing City will not be changed in this General Plan update.

The General Plan is not just a map of planned land uses; it is also a set of policies that reflect the City's guidance for development. The City maintains a well-established process for reviewing, approving, and implementing new development that includes consideration of the community's goals and conforms to the health and safety laws that ensure the quality of new construction.

Land use impacts (such as unpleasant odors or increased cancer risk) can occur when a particular use is placed at a location that is unsuitable for that use because of physical constraints of the site or the surroundings. New development may also *create* a land use impact (such as excessive shade and shadow) due to its own design or its failure to respond to limitations of the site or its surroundings. Two land uses that are independently feasible may be incompatible with each other if they are too close, or if their design does not minimize conflicts (like a "good neighbor" fence). Because the City is essentially fully developed, meaning that it is mostly urbanized to its existing UGB, there is a deep and complex history of land use relationships and a much broader range of experience than may be true of a smaller city or of a jurisdiction with much less diversity in land use types. Some of this knowledge and experience is incorporated into the Design Guidelines, but that background also shapes the land use designations themselves as each successive General Plan builds on the experience of the previous one.

3.1.3.1 *Land Use Impacts from Revised Land Use Designations*

The proposed General Plan updates and redefines land use designations in the existing Plan. There were a great many changes involved in reducing the overall number of land use designations from 91 to 29 (plus overlays, street typologies, and site features such as BART stations). The new designations are much broader and allow a wide range of mixes of different land uses to be built on individual sites across the City. The Growth Areas, in particular, will be designated for mixed uses that can be implemented in various ratios and at much greater intensities than in the past. Many of the urban designations, such as *Mixed Use Neighborhood, Mixed Use Commercial, Urban Residential* and *Urban Village*, allow higher residential densities than previous designations in the current Plan, and they are generally intended to be parts of much larger development complexes that will be located on *Grand Boulevards, Main Streets,* and *Connector Streets* all over the City. Most of these designations also allow taller buildings in more locations than allowed in the past. There will, therefore, be less certainty about the exact nature of future development to be built on these sites, which are generally located on many of the major streets in San José.

Most of the properties that are proposed for *Village* designations are currently designated for commercial or high density residential uses. Under current processes, new development must complete a CEQA analysis and then receive a land use entitlement at a public hearing after neighboring property owners are noticed. The new process would include intensive land planning with plentiful public involvement in order to prepare an Urban Village Plan for each Urban Village location that will include residential uses. Most Urban Village Overlay Areas are larger than the land designated for the Urban Village itself in order to ensure that the interface with neighboring properties and proximate land uses is adequately addressed. The Urban Village Plan will then guide the land use entitlement process. For development projects that are clearly consistent with this General Plan, the CEQA process for the project can tier from this PEIR, allowing the process to move forward more efficiently.

The design interface between new high density development and the lower density residential neighborhoods that abut some of the Growth Areas will need to be sensitive to the need to protect the quality and integrity of the neighborhoods, consistent with the City's adopted Design Policies and with the policies in the proposed General Plan. Late night noise, misdirected and overly bright lighting, litter, substantial privacy conflicts, spillover parking – all of the effects that are so frequently feared by existing residents who see a new high density project being proposed – can be adequately addressed if taken into account in the design of the new project. Mitigation of possible effects can be accomplished by avoidance as well as a reduction of impacts that might otherwise occur.

In the past, the sources of land use conflicts between residential neighborhoods and non-residential development have only infrequently been problems from building height or intensity; complaints are more often about spillover impacts from relatively low-intensity land uses (such as impacts from a small late-night grocery store, from a neighborhood bar, or from a drive-up kiosk in a parking lot). These impacts often resulted from poorly understood design conflicts that did not adequately account for the interface with adjacent land uses. Decades of experience with such issues are currently reflected in the City's adopted Design Guidelines.

The sections below identify elements of the proposed General Plan intended to mitigate land use impacts[18], followed by discussion of the likely land use impacts from the Villages and Corridors and from proposed modifications to the existing Specific Plans and Planned Communities.

Proposed General Plan Policies and Actions
That Reduce or Avoid Possible Adverse Land Use Compatibility Impacts
From Revised or New Land Use Designations

Urban Village Planning Policies and Actions	
Policy IP-5.4	Prepare and implement Urban Village Plans carefully, with sensitivity to concerns of the surrounding community, and property owners and developers who propose redevelopment of properties within the Urban Village areas. Proceed generally in the order of the following timeline, although some steps may be taken concurrently: 1. City Council approves commencement of the Plan growth Horizon which includes the Urban Village Area during a Major General Plan Review. Completing Urban Village Plans for Urban Villages within the current Horizon is of greatest priority, but it is possible to prepare an Urban Village Plan for an Urban Village in an upcoming Horizon. 2. The City completes preparation of and Council reviews an Urban Village Plan. 3. The City or private property owners initiate rezoning for specific properties within the Urban Village as needed to implement the Urban Village Plan. Because most Urban Village sites initially have commercial zoning, rezoning will be necessary to provide for redevelopment and intensification with residential or residential mixed use projects on those sites. 4. Private property owners or developers propose individual site designs and building architecture to be reviewed and determined through a Development Permit application and review process.
Attractive City Policies	
Policy CD-1.14	Use the Urban Village Planning process to establish standards for their architecture, height, and massing.
Policy CD-1.15	Consider the relationship between street design, use of the public right-of-way, and the form and uses of adjoining development. Address this relationship in the Urban Village Planning process, development of new zoning ordinances, and the review of new development proposals in order to promote a well-designed, active, and complete visual street environment.
Compatibility Policies	
Policy CD-4.5	For new development in transition areas between identified growth areas and non-growth areas, use a combination of building setbacks, building step-backs, materials, building orientation, landscaping, and other design techniques to provide a consistent streetscape that buffers lower-intensity areas from higher-intensity areas and that reduces potential shade, shadow, massing, viewshed, or other land use compatibility concerns.

[18] Goals, Policies and Actions included in the proposed General Plan text are part of the impact discussion because they are part of the proposed project and therefore will affect the likelihood that the identified impacts could occur.

Policy CD-4.8	Include development standards in Urban Village Plans that establish streetscape consistency in terms of street sections, street-level massing, setbacks, building facades, and building heights.
Policy CD-4.9	For development subject to design review, the design of new or remodeled structures will be 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).

Urban Villages Urban Design Policies and Actions

Policy CD-7.1	Support intensive development and uses within Urban Villages and Corridors, while ensuring an appropriate interface with lower-intensity development in surrounding areas and the protection of appropriate historic resources.
Policy CD-7.3	Review development proposed within an Urban Village Area prior to approval of an Urban Village Plan for consistency with policies pertaining to the proposed use (e.g., general Urban Design policies). Encourage such new development to be consistent with the Design Policies for Urban Villages.
Policy CD-7.4	Identify a vision for urban design character consistent with development standards, including but not limited to building scale, relationship to the street, and setbacks, as part of the Urban Village planning process. Accommodate all planned employment and housing growth capacity within each Urban Village and consider how to accommodate projected employment growth demand by sector in each respective Urban Village Plan.
Policy CD-7.6	Incorporate a full range of uses in each Urban Village Plan to address daily needs of residents, businesses, and visitors in the area. Consider retail, parks, school, libraries, day care, entertainment, plazas, public gathering space, private community gathering facilities, and other neighborhood-serving uses as part of the Urban Village planning process. Encourage multi-use spaces wherever possible to increase flexibility and responsiveness to community needs over time.
Policy CD-7.7	Maintain and implement land use policies that are consistent with the urban nature of Urban Village areas. Incorporate spaces and support outdoor uses for limited 24-hour uses, so long as the potential for significant adverse impacts is mitigated.
Action CD-7.10	As described in the Implementation Chapter, develop Urban Village Plans in cooperation with the nearby community and obtain San José City Council acceptance or approval of the plans prior to issuance of land use entitlements for any new residential development in designated Urban Village Area Boundaries. Residential uses that are purely ancillary to primary employment uses, "Signature" projects, and other types of development expressly allowed in accordance with General Plan policies may proceed prior to acceptance or approval of the Urban Village Plan.

Land Use/Transportation Diagram Policies

Policy IP-1.5	Maintain a Zoning Ordinance and Subdivision Ordinance that aligns with and supports the Land Use/Transportation Diagram and the General Plan goals and policies. Develop new Zoning Districts which enumerate uses and establish development standards including heights to achieve vital mixed-use complete communities and facilitate their implementation.

Policy IP-1.6	Ensure that proposals to rezone and prezone properties conform to the Land Use/Transportation Diagram and advance General Plan Vision, goals and policies and benefit community welfare.
Policy IP-1.7	Use standard Zoning Districts to promote consistent development patterns when implementing new land use entitlements. Limit use of the Planned Development Zoning process to unique types of development or land uses which cannot be implemented through standard Zoning Districts, or to sites with unusual physical characteristics which require special consideration due to those constraints.
Policy IP-1.8	Consider and address potential land use compatibility issues, the form of surrounding development, and the availability and timing of infrastructure to support the proposed land use when reviewing rezoning or prezoning proposals.

Existing Regulations and Adopted Policies and Plans

Existing local regulations and adopted policies that would reduce or avoid land use compatibility impacts from introduction of Villages and Corridors into previously developed areas of the City include:

- City of San José Municipal Code, Title 20 Zoning Ordinance
- City of San José Municipal Code, Title 23 Sign Ordinance
- City of San José Residential Design Guidelines
- City of San José Commercial Design Guidelines
- City of San José Municipal Code, Title 19 Subdivision Ordinance

Discussion of New Land Use Designation Impacts

Implementation of new land use designations (or substantially revised designations) will increase the intensity of new development occurring along major streets in San José, some of which will be adjacent to low density residential neighborhoods. Bigger, taller buildings, more commercial activity, and a wider variety of land use types will be present in the primarily mixed-use developments allowed by these new designations. (Note: the following subsections address impacts from Villages and Corridors, High Intensity Development, Modifications to Specific Plans/Planned Communities, Employment Lands Areas, and Private Community Gathering Facilities in particular).

Because each location and each project will be unique, the process for reducing and avoiding significant conflicts must – and will – include input from all of the stakeholders (property owners, neighboring residents, communities of interest, developers, and the City). Development of Urban Village Plans, through the public process, that conform to the design standards identified above, and are consistent with the adopted Design Guidelines and the City's Subdivision Ordinance will minimize or avoid most of compatibility impacts between development allowed by the new land use designations and proximate development, including lower density residential development.

Impact LU-1: The new designations, existing ordinances and proposed General Plan policies require extensive community outreach during development of Urban Village Plans, and public hearings as part of implementation. These procedural requirements ensure that future development provides ample opportunity for public input to identify project elements with potential for land use conflict so they may be addressed through the development review

process under the new land use designations. Combined with conformance with General Plan policies in Section 4. Quality of Life, and the required consistency with the City's adopted Design Guidelines, this program for implementing the new land use designations will minimize the potential for new development under those designations to create land use conflicts, and will reduce possible compatibility impacts to less than significant. **(Less Than Significant Impact)**

3.1.3.2 *Land Use Impacts from Villages and Corridors*

Much of the growth provided for in the proposed General Plan will occur on lands designated within an *Urban Village Area Boundary*. These are new land use designations for the City's General Plan, and they are specifically formulated to provide a land use mechanism for inserting high intensity development into an already urbanized context. Most of the new housing growth will occur in identified *Village and Corridor* Growth Areas that have "proximity to transit, existing services and other amenities that support their intensification." The *Urban Village* designation occurs only within *Urban Village Area Boundaries*. An *Urban Village Overlay* includes lands that can be developed for high density residential or mixed uses as well as adjacent properties with sensitive resources (such as historic structures or single-family detached houses) that must be taken into account in the specific planning and design process. Before most residential development can occur within an *Urban Village* designation, an Urban Village Plan must be prepared and adopted to identify how the planned-for housing and job growth will be accommodated. Prior to completion of an Urban Village Plan, most sites within an *Urban Village Area Boundary* will either develop under some other Land Use/Transportation designation that will guide development or be available only for commercial development under the *Urban Village* designation. One notable exception is that "Signature Projects", which must conform to particular land use and design standards, may be developed in advance of the preparation of an Urban Village Plan. The *Urban Village* designation has a standard density range of 30 DU/AC up to 250 DU/AC, but allows exceptions for lower densities on sites identified within Urban Village Plans or for incidental residential development included within a mixed-use project. The flexibility in density is necessary because mixed use projects may develop with substantially more non-residential than residential uses and the density could then be relatively low for an individual mixed-use building or project. The designations likely to occur within the *Urban Village Area Boundary* have high floor area ratios (FAR). The allowable density/intensity for mixed-use development within the Villages will be determined using an allowable FAR (up to 10.0) to better address the urban form and potentially allow fewer units per acre if in combination with other uses such as commercial or office.

Corridors are Villages that extend along major commercial streets in a continuous, linear pattern.

Land use impacts resulting from this high intensity development in existing urbanized areas could include adverse effects on adjacent low density residential neighborhoods, including visual intrusion from building height, shade and shadow impacts, noise, litter, and parking spillover, combinations of which could change the character of nearby low density residential communities. Land use impacts that could affect all types of neighboring development, commercial businesses as well as residences, could include secondary effects of traffic such as odors and air quality, inadequate utility capacity, spillover of parking, and the cumulative construction impacts from extensive redevelopment areas[19]

[19] Note that "redevelopment" with a lower case "r" is replacement of one structure or land use by another, involving private property owners and market-driven forces.

along major streets with multiple large new high rise structures. Traffic, air quality and utilities are addressed in separate sections of this PEIR (Sections 3.2, 3.4, and 3.10 respectively.)

The process for implementing the *Urban Village Area Boundary* and *Urban Village* designations is described in the General Plan under Goal IP-5 – Urban Village Planning. The goal is to create walkable and bicycle-friendly "Urban Villages" (or Villages) throughout the City, in order to enhance established neighborhoods by better connecting them to nearby services and the rest of the City with a variety of attractive physical links. The policies linked to this goal are intended to "integrate a mix of uses" including retail, service employment opportunities, housing and cultural facilities. In the long term, this represents a substantial change that will occur in most of the City. The physical presence of newer, bigger buildings along almost all of the major City streets, the increased intensity of activities in and around the new development, and the changing relationships between older single-family neighborhoods with the larger numbers of people who will be living, walking, and working much closer to their neighborhoods, represents a new type of community. The changes will be visible (see Section 3.12. Aesthetics in this PEIR) and will influence circumstances such as the attendance patterns at local schools and churches, the use of parks and other social services, and the availability of commercial businesses. Particularly noticeable changes will include more people walking or bicycling to local attractions, such as parks and churches. They will also be incremental; it is unlikely that any individual *Village* will be built all at once, and even less likely that a *Corridor* or substantial number of proximate *Villages* will occur simultaneously; instead, it is expected that they will grow as their vitality and physical attractiveness can attract new residents and businesses. The changes in the concept of neighborhood and the implementation of community are not classified as adverse impacts because they are the realization of the goals and policies set out in the General Plan. For example, see policies for achieving a diverse and innovative economy (IE-1.3 and IE-1.14), Cultural Attractions (policies IE-5.2, IE-5.3, IE.5-4), and policies for Active Community Engagement (CE-1.1), Fiscally Sustainable Land Use (FS-3.5), Vibrant, Attractive, and Complete Neighborhoods (Goal VN-1, Policies VN-1.1 through VN-1.13) and Community Design Goal CD-2.

The new *Villages and Corridors* will represent a substantial change in scale, use, and intensity from the land uses they replace and from many of those existing land uses to which they will be adjacent. Almost all of the properties being designated with the *Village Overlay* are currently designated for commercial uses and most of them are developed commercially – from small strip malls and individual stores to malls and big box retail. The owners can add or modify commercial uses to or on properties with the designation, but before residential development can be approved the Village Planning process must be completed.

As demonstrated in the discussion of Existing Conditions in the Aesthetics section, the City of San José is already urbanized, and recent development and redevelopment has produced increasingly large buildings and building complexes all over the City. The current General Plan policy on building height allows "high rise" buildings up to 120 to 200 feet tall in almost every Planning Area. Since previous General Plans allowed buildings taller than 50 to 75 feet only in specified locations, these changes resulting from the proposed *Envision San José 2040 General Plan* will be substantial and significant in some areas, but not necessarily adverse. In part this is because the *Villages and Corridors* are proposed along major existing roadways that connect the City, so they will not create new barriers that could separate neighborhoods or communities of interest. As described below, a process for implementing the Village designations and the policies that are part of this General Plan are proposed to minimize conflicts and maximize compatibility.

Proposed General Plan Policies and Actions That Reduce or Avoid Possible Adverse Impacts from High Intensity Development

The proposed *Envision San José 2040 General Plan* includes a number of policies and actions that will ensure that the relatively high intensity new development planned for the areas designated as Village and Corridors will be integrated into the existing urban fabric with a minimum degree of land use conflicts.

Village Planning Policies and Actions	
Policy IP-5.1	Prepare a comprehensive Urban Village Plan prior to the issuance of entitlements for residential development within any of the Urban Village areas identified on the Land Use/Transportation Diagram. Commercial projects, including those with ancillary residential uses, and "Signature Projects", as defined in Policy IP-5.10, may proceed in advance of the preparation of a Village Plan. Use the Village Plan to clearly address: 1. **Job and Housing Growth Capacity:** Identify suitable areas for retail and other employment uses, giving careful consideration to existing and future demand for retail space, the appropriate location and design of retail spaces, opportunities for large-scale and small-scale retail uses, and adequate and appropriate sites for other employment uses consistent with the total planned job capacity for the particular Growth Area. Identify suitable areas for residential development, capable of supporting the full amount of planned residential growth capacity. Apply corresponding Land Use/Transportation Diagram or zoning designations to support the proposed employment and residential density ranges. 2. **Urban Village Boundaries and Land Uses:** Identify potential adjustments to the identified Urban Village Boundaries and potential modifications to the Land Use/Transportation Diagram as necessary to best utilize existing land use growth capacity, address neighborhood context, and promote economic development through the identification of optimal sites for retail and other employment uses. Provide adequate job growth capacity for retail, office and other employment uses to accommodate both the existing levels of activity plus the planned amount of growth for each job type category. Identify and designate existing land uses within the Village Area boundaries, if any, which should be retained rather than made available for redevelopment. Match the planned land uses for any areas within the Urban Village Area which have already been addressed through an overlapping Urban Village plan 3. **Building Heights and Densities:** Identify for specific properties within the Village Planning area minimum and maximum thresholds for building heights and densities. These standards should fall within the broader ranges established in the Land Use/Transportation Diagram and be consistent with planned job and housing growth capacity for that Village area. Implement these standards through the Zoning process prior to development of new residential or mixed-use, residential projects. 4. **Infrastructure:** Identify locations for parks, plazas and other public and quasi-public open spaces, and sites to potentially incorporate libraries, public safety facilities and other public uses, along with other infrastructure needs. A Village Plan should also consider the adequacy of public and private utilities to serve the planned growth capacity.

	5. **Urban Character:** Include streetscape and building frontage design, pedestrian facility improvements and other urban design actions necessary to successfully implement the Village concept. 6. **Greenhouse Gas Reduction/Sustainability:** Identify locations of existing and planned transit and pedestrian and bicycle facilities and include design and implementation measures necessary to meet City goals for vehicle miles travelled (VMT) reduction and greenhouse gas (GHG) emission reductions. 7. **Financing:** Consider financing mechanisms which may be needed to deliver public improvements, amenities, and the like envisioned within the Urban Village Plan. 8. **Implementation:** Consider the establishment of phasing triggers or other implementation tools for specific land use changes within the context of the Urban Village Plan to support achievement of the Urban Village Plan goals consistent with other General Plan goals and policies so that implementation of the Urban Village Plan over time will consistently provide sufficient capacity for a number of jobs equal to planned new job growth capacity plus maintenance of existing job capacity.
Policy IP-5.2	Develop and use an Urban Village Planning process so that each Urban Village Plan can be successfully completed within an approximately nine month planning period, followed by completion of environmental review as required for adoption of the Plan. Engage Urban Village area property owners to the fullest extent possible, along with representatives of adjacent neighborhood areas, potential developers, and other stakeholders in the Urban Village Planning process.
Policy IP-5.3	Preparation of an Urban Village Plan is not necessary for the Downtown, North San José, and Specific Plan Areas which have plans and strategies previously developed through a community planning process.
Policy IP-5.4	Prepare and implement Urban Village Plans carefully, with sensitivity to concerns of the surrounding community, and property owners and developers who propose redevelopment of properties within the Urban Village areas. Proceed generally in the order of the following timeline, although some steps may be taken concurrently: 1. City Council approves commencement of the Plan growth Horizon which includes the Urban Village Area during a Major General Plan Review. Completing Urban Village Plans for Urban Villages within the current Horizon is of greatest priority, but it is possible to prepare an Urban Village Plan for an Urban Village in an upcoming Horizon. 2. The City completes preparation of and Council reviews an Urban Village Plan. 3. The City or private property owners initiate rezoning for specific properties within the Urban Village as needed to implement the Urban Village Plan. Because most Urban Village sites initially have commercial zoning, rezoning will be necessary to provide for redevelopment and intensification with residential or residential mixed use projects on those sites. 4. Private property owners or developers propose individual site designs and building architecture to be reviewed and determined through a Development Permit application and review process.
Policy IP-5.5	Employ the Urban Village Planning process to plan land uses that include adequate capacity for the full amount of planned job and housing growth, including the identification of optimal sites for new retail development and careful consideration of appropriate minimum and maximum densities for residential and employment

	uses to insure that the Urban Village Area will provide sufficient capacity to support the full amount of planned job growth under this *Envision* Plan.
Policy IP-5.9	Upon completion of an Urban Village Plan, update the Land Use/Transportation Diagram for the Village area to depict major new land use features established within the Village Plan, such as parks, residential mixed-use, commercial mixed-use and employment uses. Indicate on the Diagram that the Urban Village Plan has been completed.
Policy IP-5.10	Non-residential development may proceed within Urban Village areas in advance of the preparation of an Urban Village Plan. In addition, residential, mixed-use "Signature" projects may also proceed ahead of preparation of an Urban Village Plan. A Signature project clearly advances and can serve as a catalyst for the full implementation of the General Plan Urban Village strategy. Signature projects may be developed within an Urban Village designated as part of the current Plan Horizon, or in a future Horizon Urban Village area by making use of the residential Pool capacity. Residential, mixed-use Signature projects may proceed within Urban Village areas in advance of the preparation of an Urban Village Plan if they fully meet the following requirements: 1. Conform to the Land Use/Transportation Diagram. Within the Urban Village areas, Signature projects are appropriate on sites with an Urban Village, residential, or commercial Land Use/Transportation Diagram designation. 2. Incorporate job growth capacity above the average density of jobs/acre planned for the developable portions of the entire Village Planning area and, for portions of the Signature project that include housing, those portions incorporate housing density at or above the average density of dwelling units/ acre planned for the entire Village Planning area. 3. Is located at a visible, prominent location within the Village so that it can be an example for, but does not impose obstacles to, subsequent other development within the Village area. Additionally, the proposed Signature project will be reviewed for substantial conformance with the following objectives: 4. Includes public parklands and/or privately maintained, publicly-accessible plazas or open space areas. 5. Achieves the pedestrian friendly design guideline objectives identified within this General Plan. 6. Is planned and designed through a process that provided a substantive opportunity for input by interested community members. 7. Demonstrates high-quality architectural, landscape, and site design features. 8. Is consistent with the recommendations of the City's Architectural Review Committee or equivalent recommending body if the project is subject to review by such body.
Action IP-5.12	Develop Urban Village Plans for Village areas identified for housing growth in the current Horizon proactively, ahead of developer demand to begin residential development there. Actively pursue outside funding opportunities for the Village planning process.

Attractive City Policies	
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-1.14	Use the Urban Village Planning process to establish standards for their architecture, height, and massing.
Policy CD-1.15	Consider the relationship between street design, use of the public right-of-way, and the form and uses of adjoining development. Address this relationship in the Urban Village Planning process, development of new zoning ordinances, and the review of new development proposals in order to promote a well-designed, active, and complete visual street environment.
Policy CD-1.18	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-1.24	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-1.27	Apply the Historic Preservation Goals and Policies of this Plan to proposals that modify historic resources or include development near historic resources.
Function Policies	
Policy 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. a. Include attractive and interesting pedestrian-oriented streetscape features such as street furniture, pedestrian scale lighting, pedestrian oriented way-finding signage, clocks, fountains, landscaping, and street trees that provide shade, with improvements to sidewalks and other pedestrian ways. b. Strongly discourage drive-up services and other commercial uses oriented to occupants of vehicles in pedestrian-oriented areas. Uses that serve the vehicle, such as car washes and service stations, may be considered appropriate in these areas when they do not disrupt pedestrian flow, are not concentrated in one area, do not break up the building mass of the streetscape, are consistent with other policies in this Plan, and are compatible with the planned uses of the area. c. Provide pedestrian connections as outlined in the Community Design Connections Goal and Policies. d. Locate retail and other active uses at the street level.

	e. Create easily identifiable and accessible building entrances located on street frontages or paseos. f. Accommodate the physical needs of elderly populations and persons with disabilities. g. Integrate existing or proposed transit stops in project designs.
Policy CD-2.11	Within the Downtown and Urban Village Area Boundaries, consistent with the minimum density requirements of the pertaining Land Use/Transportation Diagram designation, avoid the construction of surface parking lots except as an interim use, so that long-term development of the site will result in a cohesive urban form. In these areas, whenever possible, use structured parking, rather than surface parking, to fulfill parking requirements. Encourage the incorporation of alternative uses, such as parks, above parking structures.

Compatibility Policies

Policy CD-4.1	Maintain and update design guidelines adopted by the City, and abide by them in the development of projects.
Policy CD-4.5	For new development in transition areas between identified growth areas and non-growth areas, use a combination of building setbacks, building step-backs, materials, building orientation, landscaping, and other design techniques to provide a consistent streetscape that buffers lower-intensity areas from higher-intensity areas and that reduces potential shade, shadow, massing, viewshed, or other land use compatibility concerns.
Policy CD-4.8	Include development standards in Urban Village Plans that establish streetscape consistency in terms of street sections, street-level massing, setbacks, building facades, and building heights.
Policy CD-4.9	For development subject to design review, the design of new or remodeled structures will be 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).

Villages Urban Design Policies and Actions

Policy CD-7.1	Support intensive development and uses within Urban Villages and Corridors, while ensuring an appropriate interface with lower-intensity development in surrounding areas and the protection of appropriate historic resources.
Policy CD-7.3	Review development proposed within an Urban Village Area prior to approval of an Urban Village Plan for consistency with policies pertaining to the proposed use (e.g., general Urban Design policies). Encourage such new development to be consistent with the Design Policies for Urban Villages.
Policy CD-7.4	Identify a vision for urban design character consistent with development standards, including but not limited to building scale, relationship to the street, and setbacks, as part of the Urban Village planning process. Accommodate all planned employment and housing growth capacity within each Urban Village and consider how to accommodate projected employment growth demand by sector in each respective Urban Village Plan.
Policy CD-7.6	Incorporate a full range of uses in each Urban Village Plan to address daily needs of residents, businesses, and visitors in the area. Consider retail, parks, school, libraries, day care, entertainment, plazas, public gathering space, private community

	gathering facilities, and other neighborhood-serving uses as part of the Urban Village planning process. Encourage multi-use spaces wherever possible to increase flexibility and responsiveness to community needs over time.
Policy CD-7.7	Maintain and implement land use policies that are consistent with the urban nature of Urban Village areas. Incorporate spaces and support outdoor uses for limited 24-hour uses, so long as the potential for significant adverse impacts is mitigated.
Policy CD-7.8	Encourage development along edges of public parks or plazas within or adjacent to Urban Villages and Corridors to incorporate site and architectural design measures which promote access to and encourage use of the park and which minimize potentially negative shade and shadow impacts upon the park or plaza space.
Policy CD-7.9	Build new residential development within Urban Village and Corridors areas at a minimum of four stories in height with the exception that a single row of 2-3 story development, such as townhouses, should be used when building new residential development immediately adjacent to single-family residential sites that have a Residential Neighborhood designation.
Action CD-7.10	As described in the Implementation Chapter, develop Urban Village Plans in cooperation with the nearby community and obtain San José City Council acceptance or approval of the plans prior to issuance of land use entitlements for any new residential development in designated Urban Village Area Boundaries. Residential uses that are purely ancillary to primary employment uses, "Signature" projects, and other types of development expressly allowed in accordance with General Plan policies may proceed prior to acceptance or approval of the Urban Village Plan.
Land Use/Transportation Diagram Policies	
Policy IP-1.5	Maintain a Zoning Ordinance and Subdivision Ordinance that aligns with and supports the Land Use/Transportation Diagram and General Plan goals and policies. Develop new Zoning Districts which enumerate uses and establish development standards including heights to achieve vital mixed-use complete communities and facilitate their implementation.
Policy IP-1.6	Ensure that proposals to rezone and prezone properties conform to the Land Use/ Transportation Diagram and advance the General Plan Vision, goals and policies and benefit community welfare.
Policy IP-1.7	Use standard Zoning Districts to promote consistent development patterns when implementing new land use entitlements. Limit use of the Planned Development Zoning process to unique types of development or land uses which cannot be implemented through standard Zoning Districts, or to sites with unusual physical characteristics that require special consideration due to those constraints.
Policy IP-1.8	Consider and address potential land use compatibility issues, the form of surrounding development, and the availability and timing of infrastructure to support the proposed land use when reviewing rezoning or prezoning proposals.
Zoning Policies	
Policy IP-8.5	Use the Planned Development zoning process to tailor such regulations as allowed uses, site intensities and development standards to a particular site for which because of unique circumstances a Planned Development zoning process will better conform to General Plan goals and policies than may be practical through implementation of a conventional Zoning District. These development standards

	and other site design issues implement the design standards set forth in the General Plan and design guidelines adopted by the City Council. The second phase of this process, the Planned Development permit, is a combined site/architectural permit and conditional use permit which implements the approved Planned Development zoning on the property.

Existing Regulations and Adopted Policies and Plans

Existing local regulations and adopted policies that would reduce or avoid land use compatibility impacts from introduction of high intensity development in Villages and Corridors into previously developed areas of the city include:

- City of San José Municipal Code, Title 20 Zoning Ordinance
- City of San José Municipal Code, Title 23 Sign Ordinance
- City of San José Residential Design Guidelines
- City of San José Commercial Design Guidelines
- City of San José Subdivision Ordinance

Discussion of Impacts from High Intensity Development

The policies and ordinances listed above delineate the processes and procedures that will be followed for implementing the new, updated General Plan, including adherence to adopted design standards, implementation of infrastructure planning and development, community outreach, and recognition of the need to address on each occasion the interface between future high density development and adjacent land uses in conformance with adopted policies. Specific policies for design standards such as "stepping down" the massing of new high intensity development next to lower density residential neighborhoods, minimizing parking lots, and avoiding lighting spillover, emphasize the importance of designing the new high intensity development allowed by this proposed General Plan along many of the major streets to be compatible with existing businesses and residential neighborhoods.

Impact LU-2: New development and redevelopment proposed by the new General Plan under the *Urban Village Area Boundary* land use designation could create land use conflicts with existing lower intensity commercial and residential development that will be adjacent to or near the new development. Implementation of the proposed General Plan Policies and Actions for planning and implementation listed above and conformance with the identified ordinances and adopted design guidelines, will substantially limit or preclude land use conflicts, including impacts to adjacent residential development and existing businesses. **(Less Than Significant Impact)**

3.1.3.3 *Land Use Impacts from Modifications to Specific Plans/Planned Communities*

The *Envision San José 2040 General Plan* includes some changes in previously approved Specific Plans, which are frequently designated in the General Plan as Planned Communities or Planned Residential Communities. These include the following:

Alviso Planned Community/Specific Plan Area: The *Envision San José 2040* General Plan supports an additional 25,520 jobs and 70 additional dwelling units within Alviso. Of those totals, 17,000

jobs are assumed to be located within the Water Pollution Control Plant (WPCP) lands, subject to completion of a currently ongoing Master Plan process for Plant.

Jackson-Taylor Specific Plan Area: The proposed General Plan would add 100 additional jobs and 1,190 additional dwelling units. The dwelling units are already provided within the Plan area and are in the existing *Focus on the Future San José 2020 General Plan*. The jobs would be incorporated into the existing plan. The impact of the intensified residential area, including replacement of older industrial buildings, was evaluated and acknowledged in the CEQA documents prepared for the approval of the Specific Plan, and reflected in the "base" condition (*i.e.*, previously approved) assumed in the traffic and other quantitative analyses done for this PEIR. Since many if not most of the 100 jobs would be in commercial establishments serving the area, their impact on land use would not be significant.

Martha Gardens: The proposed General Plan anticipates the same number of new dwelling units, 1,760, provided for in the original adoption of this Specific Plan. The impacts of placing new residences in this previously industrial area, and the land use impacts of developing the dwelling units in close proximity to a nearby low density residential neighborhood were evaluated and acknowledged in previously prepared CEQA documents for the Specific Plan. The localized mitigation measures were included in the Plan policies. These units are also included in the "base" condition incorporated into this PEIR.

Midtown: Under its existing designation, Midtown still has unbuilt capacity for 100 jobs and 1,300 dwelling units. The *Envision San José 2040 General Plan* update would add another 300 dwelling units to that total. The addition of 300 more units in this planned community, which will replace more of the aging commercial and industrial buildings, would not create new significant land use impacts that could not be mitigated by the design and compatibility policies included in the existing plan.

Tamien Station: The Specific Plan for Tamien Station would allow another 960 dwelling units; the proposed *Envision San José 2040 General Plan* would allow 600 additional retail, service and office jobs and 1,060 dwelling units, 100 more than the existing plan. Tamien Station includes substantial intensification compared to nearby land uses.

Evergreen: The remaining capacity in the Evergreen Specific Plan (not including V55 – Evergreen Village) is approximately 25 dwelling units. The construction of this remaining small increment of residential development, in conformance with existing Specific Plan requirements, would not result in a significant additional impact, compared to existing conditions and given that it was included in the previously approved plan, does not require an update of the Specific Plan.

Rincon South: Although Rincon South was adopted as a Specific Plan, the proposed *Envision San José 2040 General Plan* proposes that certain portions of Rincon South where the Specific Plan allows residential development have their designations changed to a *Village*. The job growth capacity (3,000 jobs) does not change between the *Focus on the Future San José 2020 General Plan* and the proposed General Plan. Dwelling unit capacity was revised from a total of 10,290 (GP2020 Scenario) units to 7,260 units in the *Envision* plan. The mixed use pattern envisioned for Rincon South will make the area similar to the *Transit Employment Center* (formerly *Industrial Core Area*) planned just north of the Rincon South boundary.

The Rincon South Specific Plan will function as the Village Plan, allowing development to proceed immediately. Development of the additional jobs in conformance with existing Rincon South policies and design standards will ensure that the new development is compatible with the existing and planned land uses and would not, therefore, create significant new land use impacts.

Communications Hill: The proposed General Plan adds 1,700 jobs to this Specific Plan area, and reduces dwelling units from 3,830 to 2,775. The jobs would be in the industrial park category, located primarily on the low lying ground at the foot of Communications Hill, where existing heavy industrial types of uses already exist. Replacing these businesses (batch plant, portable toilet rental, concrete plant) with newer buildings meeting current zoning standards that prohibit spillover of impacts from undesirable activities (such as noise, odors, and dust) will reduce land use impacts to nearby and planned residential development. Implementation that conforms to Specific Plan policies and appropriate ordinances will result in less than significant land use impacts.

Proposed General Plan Policies and Actions That Reduce or Avoid Possible Adverse Impacts in Specific Plan Areas

The proposed *Envision San José 2040 General Plan* includes a number of policies and actions that will ensure that future development in the planned Growth Areas will be integrated into the existing urban fabric with a minimum degree of conflict with existing land uses.

General Land Use Policies and Actions	
Policy LU-1.5	With new development or expansion and improvement of existing development or uses, incorporate measures to comply with current Federal, State, and local standards.
Policy LU-1.6	Locate employee-intensive commercial and industrial uses within walking distance of transit stops. Encourage public transit providers to provide or increase services to areas with high concentrations of residents, workers, or visitors.
Action LU-1.9	Review criteria in the Zoning Ordinance and update it as appropriate to reflect Land Use goals, policies, and implementation actions in this Plan.
Action LU-1.10	Incorporate appropriate land use results of the Water Pollution Control Plant Master Plan into this General Plan to more clearly identify the distribution of jobs in that area.

Existing Regulations and Policies

The following adopted specific plans include design guidelines, restrictions on land use, land use locations and intensity, and other standards that regulate land use, building forms, site and architectural design. They were adopted to ensure internal compatibility within the specific plan area and to minimize conflicts with surrounding development. Conformance with the policies and actions identified above, and ongoing adherence to the requirements of the specific plans themselves that require design and operational consistency with nearby development, will reduce or avoid significant land use conflicts resulting from increased development within the following Specific Plan areas:

- Alviso Master Plan
- Communications Hill Specific Plan
- Jackson-Taylor Specific Plan
- Midtown Specific Plan
- Evergreen Specific Plan
- Rincon South Specific Plan
- Tamien Station Area Specific Plan

Discussion of Impacts in Specific Plan Areas

The design guidelines, restrictions on land use, land use locations and intensity, and other standards that regulate land use, building forms, site and architectural design in the Specific Plan Areas, as modified by the new, updated General Plan, will ensure internal compatibility within the specific plan area and minimize conflicts with surrounding development. Conformance with the policies and actions identified above, and ongoing adherence to the requirements of the specific plans themselves that require design and operational consistency with nearby development, will reduce or avoid significant land use conflicts resulting from increased development within the seven Specific Plan areas.

Impact LU-3: New development and redevelopment proposed by the new General Plan within areas designated by the *Specific Plan Area Overlay* land use designation could create land use conflicts with existing development that will be adjacent to or near the new development. Implementation of the proposed General Plan Policies and Actions listed above and conformance with the adopted specific plans' development standards and policies, would substantially limit or preclude land use conflicts. **(Less Than Significant Impact)**

3.1.3.4 *Land Use Impacts from Employment Land Areas*

The proposed General Plan Land Use/Transportation Diagram does not propose any new "employment lands" – in other words, it does not create any new substantial concentrations of jobs on land not already designated for and/or developed with employment uses. It does, however, identify critical Employment Lands throughout the city whose vitality and viability need to be preserved in order for the City to meet many of its long term goals. In many cases, it also increases the level of employment planned for specific locations. These are lands designated primarily for industrial uses that are not within a Specific Plan boundary.

The General Plan identifies the Employment Lands areas as important assets for the City and plans for the changes indicated in Table 3.1-2. All of the Employment Lands are shown on Figure 2.2-1.

These Employment Lands represent a cross section of virtually every type of industrial neighborhood found in San José, from the very old to the newest high tech locations. The Monterey Business Corridor, which coincides with the route from the Spanish era Pueblo near what is now Downtown San José to Monterey, part of El Camino Real, has traditionally been the location for a number of land-intensive industrial businesses including a quarry, landscape supplies, an asphalt batch plant and a tile manufacturer. There are also warehouses and various industrial and industrial support businesses throughout this area. Newer uses include a large shopping center, hotels, the City's

animal shelter, and some high density housing projects. Trailer parks and newer mobilehome parks are also located along the Monterey Corridor.

Table 3.1-2
Job Growth on Employment Lands

Planning Area	Employment Land Designation	GP 2020 # Job Growth[2]	Envision 2040 # Job Growth
Almaden	--	--	--
Alum Rock	Mabury[1]	446	2,022
Alviso	--	--	--
Berryessa	International Business Park East Gish North San José[1]	3,000 297 920	10,155 2,300 1,100
Cambrian/Pioneer	--	--	--
Central/Downtown	Monterey Business Corridor* Mabury*	140 54	306 243
Edenvale	New Edenvale Old Edenvale	18,340 8,660	16,000 31,000
Evergreen	Campus Industrial	11,500	12,000
North San José	North San José[1]	84,080	95,900
South San José	Monterey Business Corridor[1] Senter Road	360 500	789 2,275
West Valley	--	--	--
Willow Glen	--	--	--

[1]Denotes areas where the Growth Area is located partially outside this Planning Area. Growth assumptions shown reflect only that portion within this Planning Area.
[2]Growth allowed under the existing *Focus on the Future San José 2020 General Plan* is listed for comparison purposes only. Not used to determine the environmental effects of growth.

The International Business Park was an early effort by the City (early 1970's) to attract foreign companies and companies doing business abroad, and includes a duty-free zone. Much of the high tech growth attracted to San José located in North San José, which continues to be a desirable location. The Edenvale Redevelopment Area was established around the main IBM facility in south San José to create a location for high tech jobs nearer the greatest concentration of residential lands. As the table illustrates, these important Employment Lands are not just the existing location for a substantial number of jobs, they have been planned for further expansion of employment-intensive uses in the previous General Plan and are considered suitable for additional growth in the proposed *Envision San José 2040 General Plan*.

Land use conflicts between sensitive receptors (such as residents and schools) and businesses, especially industrial companies that generate noise, odors, dust, large quantities of truck traffic, and/or use toxic materials, can result in the loss of businesses who cannot afford the liability and limitations that result from such conflicts. Even companies that don't deal with any noxious substances or emit pollutants usually require access to truck services that may create problems for substantial numbers of pedestrians or bicycle riders, particularly children. These conflicts can easily create significant land use impacts for both the sensitive receptors and the businesses. Because these are existing employment centers with established buildings/operations, and traffic patterns, and with

transitional buffers from more sensitive uses already in place, there is less likelihood of land use conflicts being created by expansion and intensification of businesses in these areas.

Proposed General Plan Policies and Actions That Reduce or Avoid Possible Adverse Impacts to and from Employment Lands

The proposed *Envision San José 2040 General Plan* includes a number of policies and actions that will ensure that future development in the planned Employment Lands will be integrated into the existing urban fabric with a minimum degree of conflict with existing land uses.

Industrial Preservation Policies	
Policy LU-6.1	Prohibit conversion of lands designated for light and heavy industrial uses to non-industrial uses. Prohibit lands designated for industrial uses and mixed industrial-commercial uses to be converted to non-employment uses. Lands that have been acquired by the City for public parks, public trails, or public open space may be re-designated from industrial or mixed-industrial lands to non-employment uses. Within Five Wounds BART Station Urban Village Area, phased land use changes, tied to the completion of the planned BART station, may include the conversion of lands designated for Light Industrial, Heavy Industrial or other employment uses to non-employment use provided that the Urban Village area maintains capacity for the overall total number of existing and planned jobs.
Policy LU-6.2	Prohibit encroachment of incompatible uses into industrial lands, and prohibit non-industrial uses which would result in the imposition of additional operational restrictions and/or mitigation requirements on industrial users due to land use incompatibility issues.
Policy LU-6.3	When new uses are proposed in proximity to existing industrial uses, incorporate measures within the new use to minimize its negative impacts on existing nearby land uses and to promote the health and safety of individuals at the new development site.
Policy LU-6.7	Encourage supportive and compatible commercial and office uses in industrial areas designated for those uses. In areas reserved for light and heavy industrial uses, only limited auxiliary and incidental commercial uses, such as small eating establishments, may be permitted when such uses are of a scale and design providing support only to the needs of businesses and their employees in the immediate industrial area.
Policy LU-6.8	Reserve industrial areas for industrial and compatible support uses, while recognizing that industrial uses come in a variety of types and forms. Allow non-industrial uses which are only incidental to and totally compatible with primary industrial uses in exclusively industrial areas. Consider allowing supportive, non-industrial activities, such as retail sales of materials manufactured or stored on site.
Policy LU-6.9	Prohibit Private Community Gathering Facility uses in the interior of industrial park, light industrial, and heavy industrial areas. Consider these uses on the perimeter of such areas only in accordance with Private Community Gathering Facility Goals & Policies in this Plan.

Maintain Employment Lands Policies	
Policy LU-8.1	In areas that are designated for mixed industrial and commercial uses, commercial uses that are compatible with industrial uses may be allowed. Non-employment uses should be prohibited in these areas.

Discussion of Impacts from Employment Lands

The proposed General Plan identifies the maintenance and enhancement of existing employment centers as a priority. By focusing new job development on areas that are already developed with similar land uses, impacts on planned residential areas are minimized. Policies for maintaining these job-intensive land uses also serve to minimize the likelihood that incompatible uses that could create additional risks for sensitive populations would be allowed to encroach too close to established businesses, which could make existing employment areas unsuitable for ongoing operations.

Impact LU-4: New industrial and commercial development that occurs pursuant to proposed General Plan policies for increasing jobs within the city would result in increased traffic, noise, dust, and other impacts typical of industrial and commercial businesses. Development in Employment Lands Areas that occurs in conformance with the General Plan land use policies for the preservation and maintenance of industrial uses listed above will limit adverse land use impacts and avoid significant land use conflicts. **(Less Than Significant Impact)**

3.1.3.5 *Land Use Impacts from Private Community Gathering Facilities*

The *Envision San José 2040 General Plan* includes specific provision for private community gathering facilities. Such facilities include religious activities, private clubs, performance venues, and school or sports activities. They serve a variety of age groups, including children and the elderly. The use is allowed throughout the city, with emphasis on locations near or within residential and commercial areas where they can be close to the users.

Private Community Gathering Facilities may also be accommodated in most of the identified growth areas, including Downtown, Villages, and Corridors and to a more limited degree, within employment areas, including those that have either a commercial designation or a *Combined Industrial/Commercial* designation. Policies also limit the location of these facilities at sites where users could be exposed to health, safety or other risks or hazards. To provide further flexibility in potential locations for Private Community Gathering Facilities, these uses can operate in spaces that serve other uses at other times.

Such facilities, when placed at locations that do not have adequate access for the population they serve, when placed at locations that lack sufficient on-site parking, or when located near businesses that sometimes generate off-site impacts (such as accidental releases of hazardous materials that can cause off-site impacts), would create significant land use conflicts. In addition to health and safety risks for the people they serve, locating a sensitive population near an industrial business that generates heavy truck traffic and/or significant diesel exhaust, uses hazardous materials that can cause off-site impacts, and/or generates detectable noise or odors, will adversely affect the suitability of the area for existing uses and could result in restrictions and/or increased liability that force existing businesses to relocate or cease operations.

Proposed General Plan Policies and Actions That Reduce or Avoid Possible Adverse Impacts From Private Community Gathering Facilities

The proposed *Envision San José 2040 General Plan* includes a number of policies and actions that will ensure that future development of private community gathering facilities in the planned Growth Areas will be integrated into the existing urban fabric with a minimum degree of conflict with existing land uses.

Private Community Gathering Facilities Policies	
Policy CG-1.2	Encourage the location of Private Community Gathering Facilities on Regional Commercial or Neighborhood Commercial properties. Allow Private Community Gathering Facilities on Combined Industrial / Commercial sites where it can be demonstrated that potential land use incompatibilities can be fully addressed.
Policy CG-1.4	Recognize that Private Community Gathering Facilities can inherently involve large groups of people, including people who are susceptible to environmental hazards, such as children or the elderly. Carefully consider existing and potential future proximate land uses when locating Private Community Gathering Facilities to avoid health and safety risks and minimize incompatible land uses. Consider locating Private Community Gathering Facilities only on the edges of Industrial Park, Light Industrial or Heavy Industrial areas on properties that are directly adjacent to residential or school uses. Allow Private Community Gathering Facilities in these areas only if they will not have adverse impacts on the viability of the adjacent industrial area due to environmental hazards or land use incompatibilities. Do not locate Private Community Gathering Facilities within the interior of Industrial Park, Light Industrial, or Heavy Industrial areas.
Policy CG-1.5	Consider Private Community Gathering Facilities through a discretionary review process to carefully evaluate land use compatibility, multi-use spaces, and conditions of approval.
Industrial Preservation Policies	
Policy LU-6.9	Prohibit Private Community Gathering Facility uses in the interior of industrial park, light industrial, and heavy industrial areas. Consider these uses on the perimeter of such areas only in accordance with Private Community Gathering Facility Goals & Policies in this Plan.
Maintain Employment Lands Policies	
Policy LU-8.1	In areas that are designated for mixed industrial and commercial uses, commercial uses that are compatible with industrial uses may be allowed. Non-employment uses are prohibited in these areas.

Discussion of Private Community Gathering Facilities Impacts

The proposed General Plan will allow Private Community Gathering Facilities, some of which serve groups of children and other sensitive populations, to be located adjacent to and near industrial businesses. Some of the industrial businesses may then or in the future include the use of hazardous materials or generate other sources of health and safety risks that could significantly impact sensitive populations. The presence of a sensitive population can also reduce the suitability of its immediate vicinity for some industrial businesses.

The proposed policies identify a structured priority for placing such facilities within or adjacent to employment centers, taking into account such factors as the presence of sensitive populations already in the area, and differentiating between uses that are compatible with existing development.

Impact LU-5: Conformance with the policies listed above will reduce the occurrence of incompatibilities between gathering facilities and employment land uses, and will ensure that all nearby businesses are aware of the existence of a sensitive population in that location. **(Less Than Significant Impact)**

3.1.3.6 *Impacts to Agricultural Resources*

Implementation of the proposed General Plan will likely result in development of the remaining agricultural sites designated as Prime Farmland within the Urban Service Area of the City of San José. One of the sites, the Lester Property in the Edenvale Planning Area, will remain as open space even when it is developed, since it is planned as a County of Santa Clara park. While two or three properties are still used for agricultural production, all are currently planned for urban development or park uses. The specific sites within the USA include:

Cilker – (Alviso Planning Area) The owners have contacted the City informally about development options. A house on the property is still occupied and land may still be under cultivation. The property is currently designated for light industrial uses.

Moitozo (North San José Planning Area) – This property has current valid land use entitlements and could be developed at any time. A house on the property is still occupied and land is still under cultivation. In approving the existing zoning, the City identified the loss of agricultural land as a significant unavoidable impact and adopted a statement of overriding considerations.

Lester (Edenvale Planning Area) – The County is planning a future park for the site. A house on the property may still be occupied. Land does not appear to still be under cultivation.

Almaden Expressway (Cambrian-Pioneer Planning Area) – Land is cultivated intermittently. There is an approved entitlement that covers a larger area and which includes the prime farmland. The PD zoning currently allows residential and commercial uses (commercial uses on the prime farmland along Almaden Expressway. An EIR was prepared for this project that identified the loss of prime farmland as an unavoidable significant impact and the City Council adopted a statement of overriding considerations for the loss. A new PD rezoning request is currently pending on the property that would also allow commercial development.

iStar (Edenvale Planning Area)– A little less than half of the total site is designated Prime Farmland; the remainder is shown as Grazing Land. Land is currently zoned and designated for industrial and commercial/office uses, and is also the subject of a pending rezoning and a requested General Plan amendment for residential use. Land is no longer under cultivation.

Almaden Urban Reserve (Almaden Planning Area) – Some of the land may be used for grazing. The entire area is outside the Urban Growth Boundary and is not considered suitable for development during the proposed General Plan horizon.

Coyote Urban Reserve (Coyote Planning Area) – Some of the land is under cultivation. As shown on Figure 3.1-6, approximately 240 acres is developed with various uses including residential subdivisions approved in the County. The entire area is outside the Urban Growth Boundary and is not considered suitable for urban development during the proposed General Plan horizon.

North Coyote Valley (Coyote Planning Area) – Most of the land has valid land use entitlements and could be developed at any time. No current information is available about active cultivation.

Only the Lester Property within the UGB is under Williamson Act contract. Other lands outside the UGB and within the City limits, primarily in hillside areas and near San Francisco Bay, are under Williamson Act contracts, which is not inconsistent with the General Plan designations for non-urban lands. Development allowed under the proposed General Plan is not anticipated to significantly affect lands under Williamson Act contract.

In addition to direct impacts, there will continue to be pressure for residential development on agricultural lands outside the USA to the extent jobs in Santa Clara County continue to exist at a ratio substantially higher than one job per employed resident.

Proposed General Plan Policies and Actions
That Reduce or Avoid Possible Adverse Impacts to Farmland

The proposed *Envision San José 2040 General Plan* includes a number of policies and actions that will ensure that future development in the planned Growth Areas will be integrated into the existing urban fabric with a minimum degree of conflict with agricultural uses in surrounding areas.

Fiscally Sustainable Service Delivery Policies	
Policy FS-5.10	Maintain the rural and agricultural character of Central Coyote Valley and do not expand the Urban Service Area to include it.
Land Use - Urban Agriculture Policies	
Policy LU-12.3	Protect and preserve the remaining farmlands within San José's sphere of influence that are not planned for urbanization in the timeframe of this general plan through the following means: • Limit residential uses in agricultural areas to those which are incidental to agriculture. • Restrict and discourage subdivision of agricultural lands. • Encourage contractual protection for agricultural lands, such as Williamson Act contracts, agricultural conservation easements, and transfers of development rights. • Prohibit land uses within or adjacent to agricultural lands that would compromise the viability of these lands for agricultural uses. • Strictly maintain the Urban Growth Boundary in accordance with other goals and policies in this Plan.
Policy LU-12.4	Preserve agricultural lands and prime soils in non-urban areas in order to retain the aquifer recharge capacity of these lands.

Urban Growth Boundary	
Policy LU-19.4	Reserve areas outside the Greenline/Urban Growth Boundary (UGB) for rural, agricultural, open space, habitat, or other very low-intensity uses. Prohibit new urban development outside of the Greenline/Urban Growth Boundary (UGB). Appropriate land use designations for areas outside of the UGB include Agriculture; Open Hillside; Open Space, Parklands, Habitat; Urban Reserve; and the Open Hillside Golf Course Site Overlay. Other designations may not be applied to lands outside of the UGB.
Policy LU-19.9	For all non-residential uses allowed in Open Hillside areas other than agricultural and single-family residential land uses, open space preservation through dedication of an open space or conservation easement may be required in order to: a) Protect the public health, safety and general welfare; b) Prevent or mitigate potentially significant adverse environmental impacts; and/or c) To create perimeter areas that adequately buffer neighboring properties from adverse off-site impacts of the proposed land use.
Rural Agriculture	
Policy LU-20.1	Protect and preserve the remaining farmlands within San José's sphere of influence that are not planned for urbanization in the timeframe of this general plan, such as mid- and south Coyote Valley, through the following means: a) Strongly discourage conversion of agricultural lands outside the Urban Growth Boundary to non-agricultural uses. b) Limit residential uses in agricultural areas to those which are incidental to agriculture. c) Prohibit subdivision of agricultural lands, unless it can be established that the subdivision would not reduce the overall agricultural productivity of the land and that viable agricultural operations would be sustained. d) Encourage contractual protection for agricultural lands, such as Williamson Act contracts, agricultural conservation easements, transfers of development rights, or other property tax relief measures as incentives for preservation of these lands. e) Restrict land uses within and adjacent to agricultural lands that would compromise the agricultural viability of these lands. Require new adjacent land uses to mitigate any impacts on the use of agricultural lands. f) Require ancillary non-agricultural land uses on agricultural lands to be ancillary to and compatible with agricultural land uses, agricultural production, and the rural character of the area, and to enhance the economic viability of agricultural operations.

Discussion of Impacts to Agricultural Lands

Implementation of proposed policies for protection of remaining farmlands not planned for urbanization will reduce the likelihood of impacts to agricultural resources occurring outside the UGB within the City limits. Property within the City's UGB and USA that is already designated for urban uses can be developed in conformance with the proposed General Plan.

Impact LU-6: The proposed General Plan will allow new development on several sites designated as Prime Farmland. Although lands within the UGB have been planned and designated for urban uses for a number of years, loss of the remaining Prime Farmland in these areas would be a significant impact. **(Significant Impact)**

3.1.3.7 *Land Use Impacts Outside the Urban Growth Boundary*

Under the proposed General Plan, land use designations applied to areas outside the UGB have been consolidated and revised. As described in Section 2.2.6, Proposed Land Use Designation Changes, and shown on the proposed land use diagram, the primary land use designation proposed for outside the UGB is *Open Hillside*. This designation is applied to areas which are located outside of the Urban Growth Boundary (UGB) with the intent of preserving a permanent greenbelt of open space and natural habitat along the city's edges. Within this designation, the supported uses vary slightly for lands owned publicly or privately. Publicly-owned lands within the Open Hillside designation include habitat conservation areas, open space preserves, and large-scale parklands. Privately-owned lands within the Open Hillside designation may allow a limited amount of development, including single-family dwellings, and on large sites, private recreation, and low-intensity institutional or commercial uses with the majority of the site preserved as open space, very-low intensity agricultural uses such as grazing or tree farming, or privately owned open space/habitat preserves. Publicly-owned lands may also support low-intensity institutional uses.

The Golf Course Site Overlay designation is applied to *Open Hillside* locations that are either currently operating as, or may potentially be developed fully for use as a golf course at some point in the future. This floating designation is applied to specifically identified properties and allows for the potential development and operation of a golf course. The overlay is applied to two operating golf courses in the Coyote Planning Area; the Coyote Creek Golf Course and the Cinnabar Hills Golf Course.

Two other land use designations are also applied outside the UGB; *Open Space, Parklands and Habitat* and *Agriculture.* The *Open Space, Parklands and Habitat* (Parklands) designation is applied to the baylands located within the Alviso Planning Area. Outside the UGB, *Agriculture* is a land use designation applied to the portions of the Coyote Greenbelt, south of the Coyote Urban Reserve, within the City limits.

Environmental impacts that could occur from development allowed outside the UGB are addressed throughout this Draft PEIR, including Section 3.5 Biological Resources, 3.6 Geology and Soils, and Section 3.12 Aesthetics. In terms of land use impacts, conflicts with human activities (e.g., lighting, noise, litter, dust, visual appearance, irrigation spillover, chemical use and drift, and feral animals) could occur at interfaces between allowed uses, such as golf courses, retreat centers, cemeteries, recreation areas, and actively farmed agriculture, and parklands, open space, and habitat areas.

Proposed General Plan Policies and Actions That Reduce or Avoid Possible Adverse Land Use Impacts Outside the UGB

The proposed *Envision San José 2040 General Plan* includes updated policies that address reducing or avoiding adverse impacts to greenbelt and natural habitat uses along the city's edges. Proposed General Plan Policies and Actions that provide program-level mitigation for land use impacts to

greenbelt and natural habitat uses outside the UGB are identified below. Additional measures that address indirect impacts to habitats are also listed in Section 3.5 Biological Resources.

Balanced Resource Conservation Policy	
Policy ER-1.1	Continue to maintain the Greenline/Urban Growth Boundary and focus development and redevelopment within the existing urban envelope of the City.
Grassland, Oak Woodlands, Chaparral, and Coastal Scrub Habitats	
Policy ER-2.4	Minimize the removal of ecologically valuable vegetation such as serpentine and non-serpentine grassland, oak woodland, chaparral, and coastal scrub during development and grading for projects within the City.
Policy ER-2.5	Preserve and protect oak woodlands, and individual oak trees. Any loss of oak woodland and/or native oak trees must be fully mitigated.
Policy ER-2.7	Preserve, protect, and manage serpentine grasslands and serpentine chaparral, particularly those supporting sensitive serpentine bunchgrass communities providing habitat for sensitive plant and animal species. Development will not be permitted on serpentine grasslands or chaparral supporting state or federal candidate or listed threatened or endangered plant or animal species. Appropriately managed grazing is encouraged on serpentine grasslands.
Bay and Baylands	
Policy ER-4.4	Avoid new development which creates substantial adverse impacts on the Don Edwards San Francisco Bay National Wildlife Refuge or results in a net loss of baylands habitat value.
Special Status Plants and Animals	
Policy ER-5.1	Preserve and restore habitat areas that support special-status species. Avoid development in such habitats unless no feasible alternatives exist and mitigation is provided of equivalent value.
Policy ER-5.2	Limit recreational uses in wildlife refuges, nature preserves and wilderness areas in parks to those activities which have minimal impact on sensitive habitats.
Urban Natural Interface	
Policy ER-7.2	Design development at the urban/natural community interface of the Greenline/Urban Growth Boundary (UGB) to minimize the length of the shared boundary between urban development and natural areas through clustering of development and locating development closest to existing development. Key areas where natural communities are found adjacent to the UGB include the Baylands in Alviso, the Santa Teresa Hills, Alum Rock Park, and Evergreen.
Policy ER-7.3	Lighting in developed areas adjacent to natural areas will consist of low glare lighting. Any high-intensity lighting used near natural areas will be placed as close to the ground as possible and directed downward or away from natural areas.
Policy ER-7.4	Public facilities such as ballparks and fields that require high-intensity night lighting will be sited at least 0.5 mile from sensitive habitats to minimize light pollution, unless it can be demonstrated that lighting systems will not substantially

	increase lighting within natural areas (e.g., due to screening topography or vegetation).
Sustainable Parks and Recreation	
Policy PR-6.5	Design and maintain park and recreation facilities to minimize water, energy and chemical (e.g., pesticides and fertilizer) use. Incorporate native and/or drought-resistant vegetation and ground cover where appropriate.
Policy PR-6.8	Encourage development of public and private recreational uses in rural and hillside areas that is low intensity and sensitive to geologic hazards, water resources, natural habitats, and visual impacts.
Accessible, Safe, and Well-Functioning Trails	
Policy TN-1.3	Design trail system alignments to minimize impacts and enhance the environment within sensitive riparian and other natural areas. Follow Riparian Corridor Goals, Policies, and Actions regarding trail design and development in proximity to riparian areas.
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.
Policy LU-17.2	Apply strong architectural, site, and grading design controls through a discretionary development review process of 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 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 opportunity in siting development. Provide adequate access to safely accommodate potential traffic without significantly impacting local transportation routes. 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.
Urban Growth Boundary	
Policy LU-19.6	Use the Urban Service Area (USA) boundary as a tool to preserve the non-urban character of development on lands outside of the Urban Growth Boundary. To this end, limit all new development on lands outside of the USA as follows. a) Do not provide urban services to new development outside of the USA. b) Require that new development projects cause no significant increase for public services or infrastructure and are non-urban in terms of 1. Waste water generation rates. 2. Traffic generation rates. 3. Extent of grading, vegetation removal, drainage modifications or other alteration of the natural environment. 4. Noise or other nuisance potential. 5. Growth inducing potential. 6. Water consumption, excluding the environmentally beneficial use of recycled water. c) Distinguish between urban and non-urban uses in terms of water usage by limiting water consumption for new development to use of non-urban sources, including on-site well water and rainfall catchment. Use of one type of urban water source, recycled water, may be allowed. Irrigation of Open Hillside Areas with these water sources may be allowed provided that its use would not result in a substantial direct or indirect environmental impact upon sensitive habitat areas, special status species, geologic hazard avoidance or the visual environment.
Policy LU-19.10	Preserve the non-urban character of lands outside of the Urban Growth Boundary through implementation of the following land use development policies: a) Prohibit subdivisions except at rural or agricultural densities (minimum one hundred sixty acre parcels with exceptions potentially allowing smaller parcels, but in no case less than twenty acre parcels), and consistent with other policies in this plan. b) Prohibit residential development that exceeds one dwelling unit per 20 acres, except when development of a single dwelling unit on an existing legal lot of record would result in development at a higher density. c) Allow low-intensity non-residential development for commercial and institutional uses provided that such development meets the following:

	1. The use is on a large site commensurate with the level of development and in no case less than 250 acres in area. 2. At least 90% of the total site area will be preserved as open space to provide for protection of the watershed, natural habitat areas and the open aesthetic character of the hillsides. For this policy open space is defined as area not developed with buildings, parking, roadways or other impervious surfaces. d) Locate, and if possible, cluster new development within the minimum area necessary to accommodate it, in order to avoid or reduce the need for improvements and minimize any potential environmental impacts. e) For non-agricultural land uses, disturb no more than 50% of the total site area through grading, changes to vegetation or other development activity. f) Limit the aggregate Floor Area Ratio for all structures on a project site to no more than 2% of the site area.

Discussion of Land Use Impacts Outside the Urban Growth Boundary

To be consistent with the proposed General Plan policies and existing regulations and adopted plans and policies noted above, development allowed outside the UGB (such as individual residences on large parcels, retreat centers, golf courses, cemeteries, parks and recreation areas) will need to be carefully sited and designed and located within large properties and include the preservation of substantial areas of open space. Allowed uses outside the UGB will be required to include measures that avoid direct and indirect impacts to adjacent non-urban uses such as agriculture, natural parks/open space reserves, and habitat areas that are key land uses outside the UGB.

Impact LU-7: Limited new development allowed outside the UGB under the proposed General Plan could affect the integrity of the greenbelt and habitat uses at the city's edge. Development that occurs outside the UGB in conformance with proposed policies and existing regulations and adopted plans and policies would limit or preclude substantial adverse impacts to the greenbelt, parks, and habitat uses. **(Less Than Significant Impact)**

3.1.3.8 *Conflicts with Other Adopted Plans*

As discussed in Section 2.5 of this PEIR, Consistency with Adopted Plans, the consistency of individual aspects of the proposed General Plan with adopted plans is addressed throughout the PEIR. Two types of plans that are generally addressed in land use discussions include local Comprehensive Land Use Plans (CLUPs) for airports and Habitat Conservation Plans. Applicable airport CLUPs are discussed briefly below and in Sections 3.3 Noise and Vibration and 3.8 Hazardous Materials and Hazards. The draft Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan that is currently being prepared by several regulatory agencies along with local partner agencies is discussed in Section 3.5 Biological Resources.

Comprehensive Land Use Plans for Airports

Two airports, the Mineta San José International Airport and Reid-Hillview Airport, are located within the City of San José. Mineta San José International Airport is owned and operated by the City of San José and Reid-Hillview Airport is owned and operated by the County of Santa Clara.

The County of Santa Clara Airport Land Use Commission (ALUC) has adopted a CLUP for Norman Y. Mineta San José International Airport and a CLUP for Reid-Hillview Airport. Portions of San José, including Downtown and several of the Specific Plan and Village areas, as further described below, fall within noise restriction and height restriction areas, as defined in the adopted Land Use Plans for these airports.

Comprehensive Land Use Plan for Norman Y. Mineta San José International Airport

The CLUP for the Norman Y. Mineta San José International Airport was adopted on October 27, 2010. The CLUP includes land use compatibility policies and standards updated from the preceding land use policy plan (as amended through November 2008), which previously covered activities around the airport. These policies and compatibility criteria form the basis for evaluating the land use compatibility of individual proposed projects. The CLUP is not intended to define allowable land use for a specific property, although the plan establishes development standards or restrictions that may limit certain types of uses and structures on a parcel. The CLUP is not retroactive with respect to existing incompatible land uses; it discusses actions to be taken when expansion, replacement or other significant changes are made to incompatible land uses.

Standards in the CLUP focus on the three areas of ALUC responsibility including aircraft noise, the control of objects in navigable airspace, and the safety of persons on the ground and in aircraft. Portions of San José, as further described below, fall within the Airport Influence Area (AIA), which is a composite of the areas surrounding the Airport that are affected by noise, height, and safety considerations. The AIA is defined as a feature-based boundary around the Airport within which all actions, regulations and permits must be evaluated by local agencies to determine how the final draft CLUP policies may impact the proposed development. Within San José, the AIA is generally bounded by North First Street, Orchard Parkway, the City of Santa Clara City limits, and a stepped line extending from the intersection of South First Street and Floyd Street northwesterly to the intersection of Davis Street and Dana Street. The AIA for the Norman Y. Mineta San José International Airport is shown on Figure 3.1-7.

Comprehensive Land Use Plan for Reid-Hillview Airport

The CLUP for Reid-Hillview Airport was adopted on October 24, 2007. Like other CLUPs in the County of Santa Clara, standards in the CLUP focus on the three areas of ALUC responsibility including aircraft noise, the control of objects in navigable airspace, and the safety of persons on the ground and in aircraft. The Airport Influence Area (AIA) for Reid-Hillview Airport, a composite of the areas surrounding the Airport that are affected by noise, height, and safety considerations, is defined as the area bounded by Highway 101 on the west side, Highway 680 to Silver Creek to Story Road on the northwest to White Road on the northeast to Aborn Road on the southeast to Highway 101. In addition, for structures (including antennae) with a height of 500 feet or greater above ground level, the AIA is defined as the entire county. The AIA for Reid-Hillview Airport is shown on Figure 3.1-8.

Height Restrictions and Safety Zones (Both Airports)

Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace, establishes imaginary surfaces for airports and runways as a means to identify objects that are obstructions to air navigation. Each surface is defined as a slope ratio or at a certain altitude above the airport elevation. Portions of the Central/Downtown Planning Area, including Downtown, fall within the Federal

Aviation Regulations Part 77 Surfaces 212 feet (above mean sea level [AMSL]) height restriction zone for the Mineta San José International Airport. Height restrictions for Reid-Hillview Airport cover a smaller area around the airport, extending into small areas of the Alum Rock and Evergreen Planning Areas. Commercial Center Village and Corridor C34 on Tully Road is the closest growth area to Reid-Hillview Airport.

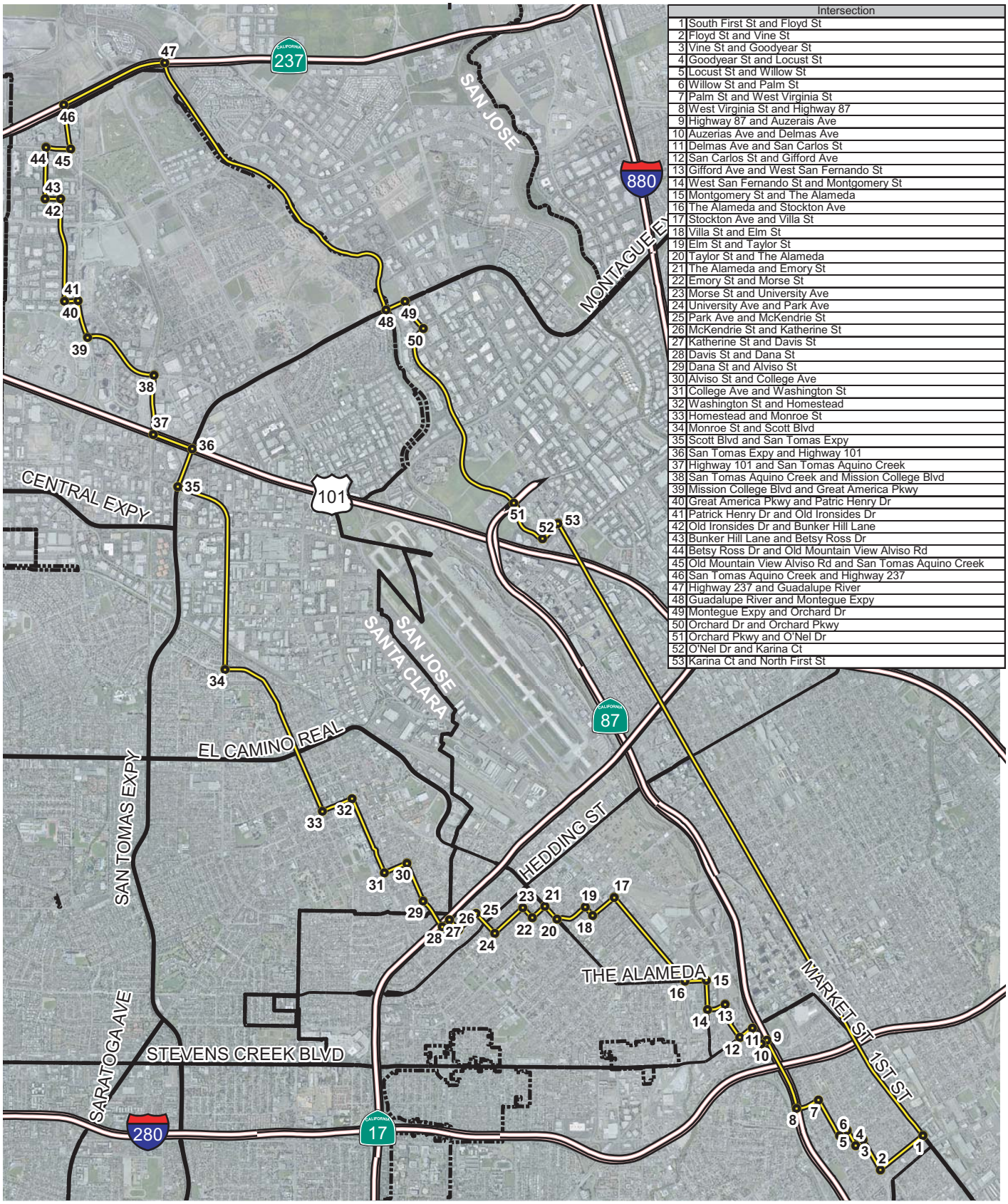
Safety zones have been identified around both airports within the City of San José in conformance with federal and state regulations. Airport safety zones are established to minimize the number of people exposed to potential aircraft accidents in the vicinity of an airport by imposing density and use limitations within these zones.

The restrictions associated with height restriction and safety zones are further described in Section 3.8 Hazardous Materials and Hazards. Designated safety zones are shown on Figure 3.8-1 (Mineta San José International Airport) and Figure 3.8-2 (Reid-Hillview Airport). As discussed in Section 3.8, the proposed General Plan includes transportation safety policies to address new development consistency with the Federal Aviation Regulations Part 77 Surfaces height restrictions and designated safety zones.

Noise Contours (Both Airports)

Noise contours indicate general areas of likely community response to noise generated by aircraft activity and serve as the basis for land use compatibility determinations. A small sliver of land in North San José and part of the older residential neighborhood northeast of the I-280/SR 87 interchange (in the Central/Downtown Planning Area) as well as Downtown are within the long term 2027 65 dB community noise equivalent level (CNEL) aircraft noise contour for San José International Airport. None of the proposed Growth Areas fall within the 65 db CNEL contour for Reid-Hillview Airport. Some small amount of infill may occur on individual parcels within the 65 CNEL contour for San José International Airport, but the existing housing and other sensitive uses such as schools have all been retrofitted by the airport. New construction proposed within that area will be required by the City to construct with sufficient noise insulation to meet acceptable guidelines, and to grant an avigation easement to the airport. The restrictions associated with these zones are further described in Section 3.3 Noise and Vibration.

As part of the Noise Policies of the proposed General Plan, future development in areas within the 65 CNEL contour will implement measures to reduce interior noise levels in order to make uses compatible with the Airport land use restrictions. Through the planning process, the City will evaluate the options for location of outdoor uses to minimize noise impacts from the airport. The City will also continue to encourage safe and compatible land uses within the Airport noise restriction area. Therefore, the General Plan appears consistent with the adopted Land Use Plan noise contour restrictions.



	Intersection
1	South First St and Floyd St
2	Floyd St and Vine St
3	Vine St and Goodyear St
4	Goodyear St and Locust St
5	Locust St and Willow St
6	Willow St and Palm St
7	Palm St and West Virginia St
8	West Virginia St and Highway 87
9	Highway 87 and Auzerais Ave
10	Auzerias Ave and Delmas Ave
11	Delmas Ave and San Carlos St
12	San Carlos St and Gifford Ave
13	Gifford Ave and West San Fernando St
14	West San Fernando St and Montgomery St
15	Montgomery St and The Alameda
16	The Alameda and Stockton Ave
17	Stockton Ave and Villa St
18	Villa St and Elm St
19	Elm St and Taylor St
20	Taylor St and The Alameda
21	The Alameda and Emory St
22	Emory St and Morse St
23	Morse St and University Ave
24	University Ave and Park Ave
25	Park Ave and McKendrie St
26	McKendrie St and Katherine St
27	Katherine St and Davis St
28	Davis St and Dana St
29	Dana St and Alviso St
30	Alviso St and College Ave
31	College Ave and Washington St
32	Washington St and Homestead
33	Homestead and Monroe St
34	Monroe St and Scott Blvd
35	Scott Blvd and San Tomas Expy
36	San Tomas Expy and Highway 101
37	Highway 101 and San Tomas Aquino Creek
38	San Tomas Aquino Creek and Mission College Blvd
39	Mission College Blvd and Great America Pkwy
40	Great America Pkwy and Patric Henry Dr
41	Patrick Henry Dr and Old Ironsides Dr
42	Old Ironsides Dr and Bunker Hill Lane
43	Bunker Hill Lane and Betsy Ross Dr
44	Betsy Ross Dr and Old Mountain View Alviso Rd
45	Old Mountain View Alviso Rd and San Tomas Aquino Creek
46	San Tomas Aquino Creek and Highway 237
47	Highway 237 and Guadalupe River
48	Guadalupe River and Montegue Expy
49	Montegue Expy and Orchard Dr
50	Orchard Dr and Orchard Pkwy
51	Orchard Pkwy and O'Nel Dr
52	O'Nel Dr and Karina Ct
53	Karina Ct and North First St

Airport Influence Area

SJ AIA intersections

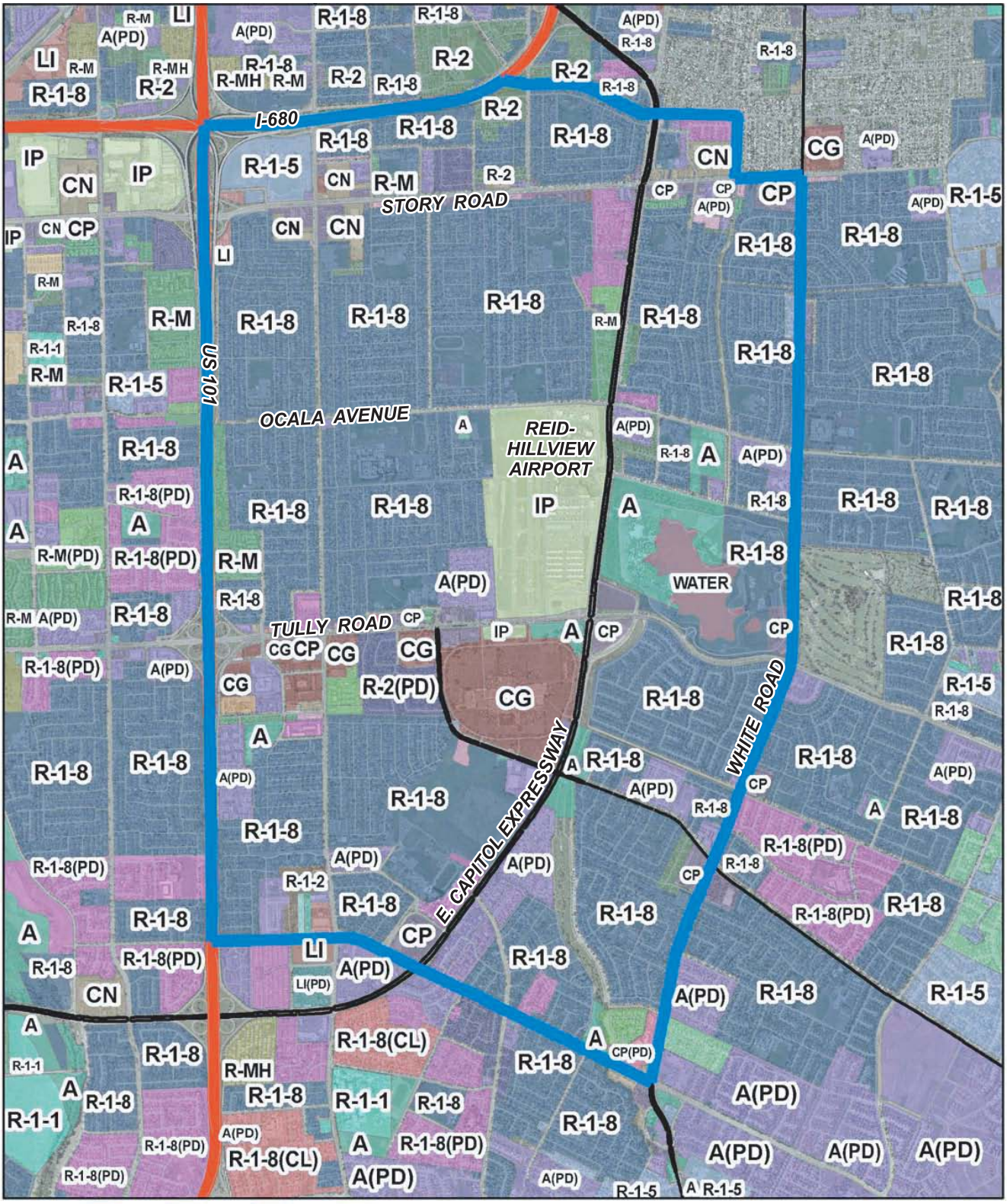
AIA

Feet

0 2,000 4,000 8,000

N

SAN JOSÉ INTERNATIONAL AIRPORT INFLUENCE AREA FIGURE 3.1-7



Source: Santa Clara County CLUP Reid-Hillview Airport (2007)

REID-HILLVIEW AIRPORT INFLUENCE AREA FIGURE 3.1-8

Consistency Determination

For the General Plan to be considered consistent with an Airport Land Use Compatibility Plan (ALUCP), the General Plan must do both of the following: 1) it must not have any direct conflicts with the Compatibility Plan; and, 2) it must contain criteria and/or provisions for evaluation of proposed land use development situated within the boundaries of the Compatibility Plan. Conflicts may occur with respect to General Plan land use designations, intensities or densities, which have been determined by the ALUC as incompatible to an airport. If conflicts exist, the elimination of these conflicts may require reducing or shifting allowable residential densities or non-residential intensities to different locations around the airport or other areas of the city to ensure consistency with the Compatibility Plan policies and criteria. Recommendations made by the ALUC are advisory, not mandatory. Nevertheless, if the ALUC determined that the proposed development is inconsistent with the Land Use Plan, there must be a two-thirds vote by the San José City Council to override the ALUC's decision. Override votes must be accompanied by specific findings. Only future proposed land uses are affected; the ALUC has no authority over existing land uses even if those uses do not conform to the adopted compatibility policies and criteria. The second requirement addresses criteria for evaluating other compatibility factors such as noise insulation, notification, and avigation easement requirements.

Discussion of Land Use Impacts Related to Local Airports

The *Envision San José 2040 General Plan* would allow new development in areas of the city where existing and future aircraft noise levels associated with operations at Norman Y. Mineta San José International Airport would be just at or slightly above 65 dBA CNEL (refer to Figure 3.3-3 in Section 3.3). Light Rail Village CR20, which would include residential development, is proposed just east of the 65 dBA CNEL noise contour anticipated by 2027 and residential development within the Downtown would be within the 65 CNEL noise contour. No new development is planned within the 65 CNEL contour of Reid-Hillview Airport. As described in Section 3.3 Noise and Vibration, the proposed General Plan includes policies that address noise within airport referral zones for both the Norman Y. Mineta San José International Airport and Reid-Hillview Airport.

Safety policies that address both height restrictions and development in airport safety zones are identified in Section 3.8 Hazardous Materials and Hazards. As discussed in Section 3.8, some shifts in allowed density and/or building heights may be required in the Downtown and near the airport for new development within height restriction areas or airport safety zones.

The City will submit the proposed Draft *Envision San José 2040 General Plan*, prior to adoption, to the ALUC for a consistency determination as required by state law. As described in Section 3.3 Noise and Vibration and Section 3.8 Hazardous Materials and Hazards, the policies and criteria in the proposed General Plan appear to be consistent with the adopted CLUP for the Norman Y. Mineta San José International Airport and the adopted CLUP for Reid-Hillview Airport. The City's compatibility with the CLUPs will be managed consistent with City adopted regulations and policies, in combination with state and federal regulations related to aircraft safety and airport noise.

Impact LU-8: New development could occur at locations in Downtown that could expose people to increased noise from airport operations. In addition, some shifts in allowed density and/or building heights may be required for new development within height restriction areas or airport safety zones. Development that occurs within San José in conformance with the General

Plan policies for transportation safety and noise and state and federal regulatory requirements will limit adverse land use compatibility impacts near airports. **(Less Than Significant Impact)**

3.1.3.9 *Impacts of Rancho del Pueblo and iStar Residential Options*

As discussed in Section 2.2.8 in the Project Description, this PEIR also evaluates options for residential land use designations and anticipated future development on two properties; the Rancho del Pueblo Golf Course in the Alum Rock Planning Area and the iStar property in the Edenvale Planning Area (Residential Option Sites). Under these options one or both of these properties would be designated for residential uses instead of the industrial uses assumed on the iStar property and the park/open space land uses of the existing Rancho del Pueblo Golf Course. Because those options also reduce the numbers of jobs and dwelling units that could be developed at various other specific locations, the overall amount of development capacity assumed under the Preferred Scenario would not change citywide.

A comparison and summary of land use impacts for the residential options is shown in Table 3.1-3. As shown in this table, implementation of an updated General Plan that includes one or both of the residential options for the Rancho del Pueblo and iStar sites would have impacts similar to those from the proposed project.

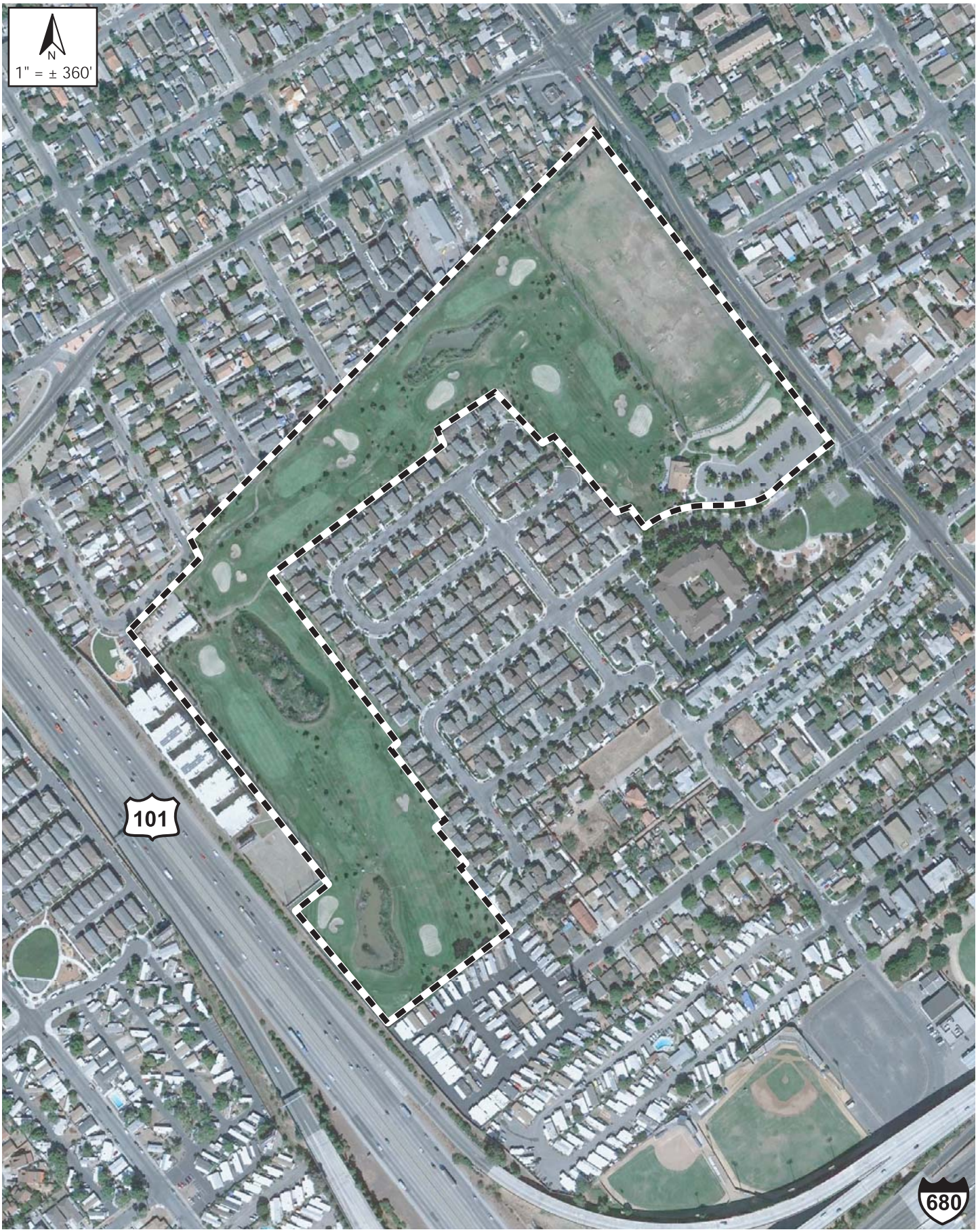
Table 3.1-3
Land Use Impacts of Residential Options Compared to Proposed Project

Impact Number(s)	Environmental Issue	Basis	Significance[1]
LU-1	Land Use Impacts from Revised Land Use Designations	The Rancho del Pueblo site is bordered by residential uses, King Road, and US 101. The small golf course is a remainder from the larger course that once occupied this and the surrounding property. The loss of the existing golf course would result in a substantial visual change for the small lot single-family houses and other residences that directly abut the property (see Figure 3.1-9). The land use change for the iStar site will result in an isolated residential enclave that is bordered by industrial uses, SR 85, and Monterey Road (see Figure 3.1-10). City design guidelines would apply to both sites. Application of these guidelines and policies in the General Plan will minimize land use conflicts with adjacent land uses.	similar (LTS)
LU-2	Land Use Impacts from Villages and Corridors	Neither site is within an *Urban Village Overlay* or includes high intensity development, but both proposals would	similar (LTS)

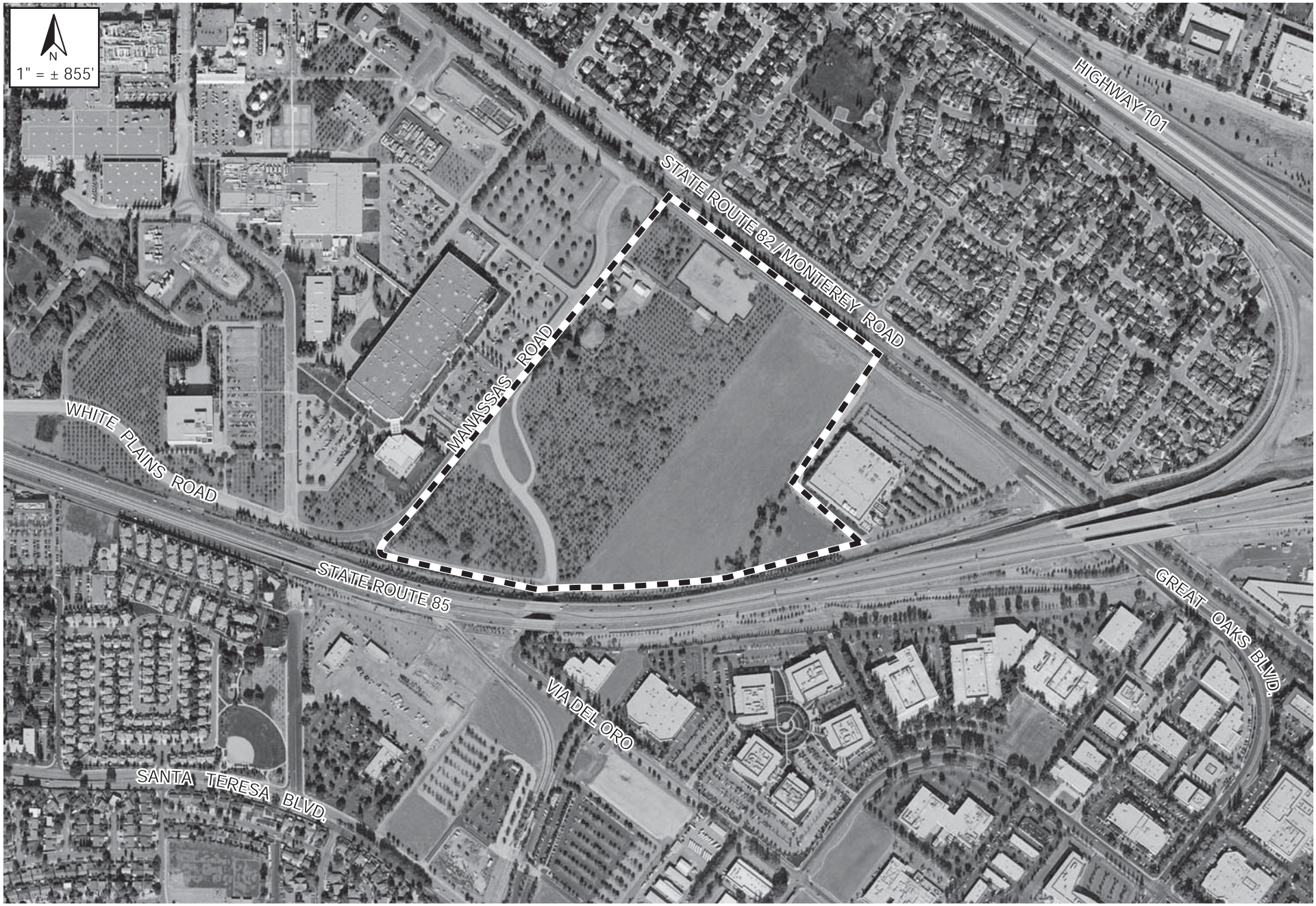
Table 3.1-3
Land Use Impacts of Residential Options Compared to Proposed Project

Impact Number(s)	Environmental Issue	Basis	Significance[1]
		require changes at other growth area locations, reducing the numbers of dwelling units at nearby locations designated for villages and increasing the number of jobs at certain other locations in order to maintain overall numbers of units and jobs planned citywide. Consistency with proposed General Plan policies and adopted design guidelines will limit adverse land use impacts and avoid significant land use conflicts.	
LU-3	Land Use Impacts from Modifications to Specific Plans/Planned Communities	Neither site is within an area covered by Specific Plan or Planned Community designations.	same (LTS)
LU-4	Land Use Impacts from Employment Land Areas	Under the Residential Option on the iStar property, projected job growth would be shifted to other employment lands and villages and corridors. Consistency with proposed General Plan policies and adopted design guidelines will limit adverse land use impacts and avoid significant land use conflicts.	similar (LTS)
LU-5	Land Use Impacts from Private Community Gathering Facilities	Private community gathering facilities, such as those for religious activities or private clubs, are not envisioned on either site under the Residential Options, but could be developed at either location under the proposed land use designation.	same (LTS)
LU-6	Impacts to Agricultural Resources	A small portion of the iStar site is designated as Prime Farmland. The iStar site is envisioned for urban development under both the iStar Residential Options and the proposed project. Impacts to agricultural resources would be the same as the proposed project.	same (S)
LU-7	Land Use Impacts Outside the Urban Growth Boundary	Neither site is located outside the Urban Growth Boundary. Impacts to land uses outside the UGB would be the same as the proposed project.	same (LTS)
LU-8	Conflicts with Other Adopted Plans	Neither site is located within the airport referral zone or safe zones for Norman Y. Mineta San José International Airport or Reid Hillview Airport.	same (LTS)

[1] S= Significant; LTS = Less Than Significant
The determination of significance assumes implementation of proposed General Plan policies and actions and existing regulations and adopted plans and policies previously identified throughout Section 3.1.3 Land Use Impacts.
Bold = New Significant Impact



RANCHO DEL PUEBLO - AERIAL PHOTOGRAPH FIGURE 3.1-9



ISTAR - AERIAL PHOTOGRAPH

FIGURE 3.1-10

3.1.4 Mitigation and Avoidance Measures for Land Use Impacts

3.1.4.1 Mitigation and Avoidance Measures for Impacts from Proposed General Plan

Impacts to Agricultural Lands

Policy LU-12.3 calls for the protection of agricultural lands through the use of Williamson Act contracts, agricultural conservation easements, and transfers of development rights. The methods discussed below provide options for the implementation of this policy.

Under an agricultural land conservation easement a project applicant proposing to develop Prime Agricultural Land could: (1) acquire land outright, record an agricultural easement that limits uses of the land to agricultural purposes, and then could either sell or lease the property for farming by others; or (2) negotiate with one or more property owners to allow recordation of an agricultural easement. The property that is the subject of this type of easement might or might not actually be in active cultivation at the time of easement recordation, but would need to meet the following requirements:

- Be suitable for agricultural uses, including soil types that would meet the criteria to qualify as Prime Farmland, Farmland of Statewide Importance, or Unique Farmland in the Farmland Mapping and Monitoring Program maintained by the California Department of Conservation, and be of a size that could viably support agricultural uses. If the property is in multiple parcels, the parcels should either be of sufficient size to meet the criteria of agricultural viability, or the parcels should be merged.

- The property must be at a location in Santa Clara County and/or Central California that would qualify it as threatened by the possibility of urban or suburban development. This could include farmland located: (1) immediately adjacent to an urban boundary or urban service area; and/or (2) in the path of, and reasonably proximate to, a clear pattern of recent urbanization or suburban development.

- The easement may be offered to the County of Santa Clara, other appropriate agencies, or a farmland trust and must limit the uses of the land to agriculture in perpetuity.

As an alternative to providing individual agricultural easements, the City may also consider participation in an appropriate agricultural mitigation program established for the purpose of mitigating or avoiding loss of agricultural land.

The protection of other existing farmland, such as through the use of agricultural easements or outright purchase, would not be considered mitigation under CEQA because the net result of such actions would still be a net loss of farmland acreage. However, such actions do benefit agriculture by preventing the conversion of otherwise vulnerable farmland to non-agricultural uses. If a project that results in the loss of farmland contributes to the protection of other farmland where the threat or likelihood of conversion to non-agricultural use is imminent, that fact can be taken into account when a Lead Agency adopts a statement of overriding considerations.

In the case of remaining farmland within the City of San José, the sites currently planned for urban development have been designated for urban uses within the City's UGB for a number of years. For properties without existing entitlements that include some Prime Farmland, agricultural easements

could be considered at the time of future development; however, as noted above, easements would not reduce the impact to Prime Farmland to a less than significant level.

The implementation of proposed land use policies to protect farmland in non-urban areas will reduce impacts to agricultural resources within the city, but not to a less than significant level. No feasible mitigation measures are available to reduce the loss of agricultural land within areas previously planned and designated for development within the City's UGB. Therefore, the loss of agricultural land would remain significant. **(Significant Unavoidable Impact)**

3.1.4.2 *Rancho del Pueblo and iStar Residential Options*

Mitigation and avoidance measures would be the same as those described for the proposed General Plan with the mitigation represented by conformance with proposed policies. Like the proposed General Plan discussed above, no feasible mitigation measures are available to reduce the loss of agricultural land within areas previously planned and designated for development within the City's UGB and the loss of agricultural land from the iStar Residential Option would remain significant. **(Significant Unavoidable Impact)**

3.1.5 Significance Conclusions

3.1.5.1 *Proposed General Plan*

Implementation of the proposed *Envision San José 2040 General Plan* in accordance with proposed policies and actions would result in less than significant land use impacts in all areas of impact other than loss of agricultural land, and no mitigation measures are required. **(Significant Unavoidable Impact)**

3.1.5.2 *Rancho del Pueblo and iStar Residential Options*

Implementation of the proposed *Envision San José 2040 General Plan* in accordance with proposed policies and actions would limit impacts to farmland in non-urban areas but would result in loss of most of the remaining designated prime farmland within the urban envelope of the city that has previously been planned for development. **(Significant Unavoidable Impact)**

3.2 TRANSPORTATION

The following discussion evaluates the transportation system and the environmental effects of implementation of the *Envision San José 2040 General Plan*. The analysis in this section is based in part on the following technical reports:

- *Envision San José 2040 General Plan: Transportation Impact Analysis for the Draft Environmental Impact Report*, Fehr & Peers Transportation Consultants, dated October, 2010.
- *Envision San José 2040 General Plan Project Scenario 7 and Land Use Options Scenario 7A*, March 2011.

Copies of the Fehr & Peers report and the supplemental report prepared by City Staff can be found in the Technical Appendices of this Draft PEIR under Appendix B.

Context of Analysis

The existing General Plan and its Land Use/Transportation Diagram have been amended many times since the last General Plan was adopted (in 1994). The current evaluation of the City's transportation system has been the most rigorous and detailed since that done for the adoption of GP '75, the City's first integrated General Plan. Although San José has been utilizing a transportation model to evaluate long term capacity of its circulation system for over 35 years, the model has been substantially modified and updated during that time period. The newest model has a much greater degree of detail and evaluates a wider range of parameters than has been available in the past to help inform the land use and transportation planning process. It is, however, a forecasting tool and the level of detail and degree of specificity is limited to a more generalized analysis than can reasonably be utilized in a near term or development level review, where a specific project at a specific location can reasonably be expected to generate impacts within a current time frame. For this reason, additional analysis of environmental impacts related to traffic for actual projects is done when specific developments are proposed in San José.

While intersection level of service is often used as an appropriate tool to evaluate development impacts for consistency with the General Plan roadway level of service standard, intersection level of service is not used to evaluate the impacts of implementing the General Plan itself. This is not a new situation; intersection level of service has never been used in General Plan level analyses in San José because the degree of detail required for intersection level of service analysis is too specific to be an accurate or meaningful representation of conditions in a large city 25 or 30 years into the future.

This PEIR incorporates analysis based on a newly validated and updated model and utilizes current analytic methods to evaluate the capacity of all elements of the city's multimodal transportation system, the effectiveness of the policies and infrastructure included in this Plan, and to provide the basis of comparison for future General Plan Amendments. A summary description of the newly updated model is included in the Fehr & Peers report in Appendix B of this PEIR and a detailed description of the model is available for review in the Planning Division offices in City Hall during normal working hours.[20]

[20] *Envision San José 2040 General Plan Travel Demand Forecasting Report*, prepared August 2010 by Fehr & Peers Transportation Consultants for the City of San José.

3.2.1 Existing Setting

As discussed elsewhere in this PEIR, CEQA Guidelines Section 15125 states that an EIR must identify the conditions existing at the time a Notice of Preparation (NOP) is prepared, and those conditions will normally constitute the baseline for calculating impacts. The NOP for this PEIR was circulated on July 23, 2009. By the time the NOP was circulated, the City had been preparing for the General Plan Update process for some time, and had already been working on the traffic analysis and validation process for the traffic model for several months. The existing conditions reflected in the model were, therefore, based on traffic counts collected in 2008. Since traffic is a critical component in a number of other areas of impact (noise, air quality, greenhouse gas, etc.), the City is using the base year 2008, which reflects the beginning of work by the Task Force on the General Plan Update, as the basis for assessing environmental impact. Since late 2008 into July 2009 included both the dramatic economic downturn conditions which caused a substantial reduction in new development in the County *and* reductions in commute traffic related to layoffs, the differences in traffic levels from 2008 to mid-2009 would have been minimal for the purposes of a program-level analysis. Traffic movement changes constantly in a large city, influenced by weather, the presence of construction, the economy, the school year, seasons, etc. The prevailing patterns and locations of congestion and traffic movement, however, are fundamentally related to the patterns of land use and design of the transportation system and occur in very regular cycles (commuting, school attendance, holiday periods). The discussion below therefore reflects physical conditions existing in the City of San José in 2008, unless stated otherwise.

The transportation network serving the City of San José consists of roadways, transit systems, bicycle, pedestrian, and aviation facilities.[21] Travel characteristics, which summarize how the network is used, include who goes where, how often, and when. Commute travel generally defines the maximum recurring use period for the network, and is frequently used to measure congestion. The methodology utilized by both the City of San José and the Santa Clara County Congestion Management Agency (CMA) to measure congestion impacts is based on traffic during commute hours. There are times when travel exceeds commute period use, such as on a Saturday in an area surrounding a major shopping center, but the events are off-peak, irregular and/or infrequent, and are not generally used to design or measure the capacity of the transportation system, or to evaluate its effectiveness.

The discussion below describes the existing travel system and summarizes the current typical characteristics of travel in San José.

3.2.1.1 *Travel Characteristics*

The "journey to work" is frequently used as a basis of evaluating the adequacy of the transportation system and is the type of trip that can best be served by transit, since its two ends are generally unchanging and it usually occurs at the same times of day. The Travel Demand Forecasting (TDF) model identifies 174,833 journey to work vehicular trips made by people who work in San José, but that originate outside San José. Fifty-seven percent of those trips originate elsewhere in Santa Clara County, 18 percent come from Alameda County, seven percent from Santa Cruz County, and six percent from San Mateo County. Measurable percentages also originate in Contra Costa (three percent) and San Joaquin (four percent) counties.

[21] San José does not have water transportation access available to the general public other than by way of small, personal recreational boats in the shallow sloughs adjacent to San Francisco Bay.

Journey to work data gathered by the U.S. Census Bureau provide one means of estimating the use of particular transportation modes, or mode split, in a given community. Table 3.2-1 compares the commute characteristics of San José residents to those of Santa Clara County, the State of California, and the United States (U.S.) as a whole based on the 2000 Census data (the most recent available).

Those statistics are ten years old and the results from the 2010 census are not yet available. The current forecasting model developed by the San Francisco Bay Area Metropolitan Transportation Commission (MTC) and the Santa Clara County Congestion Management Agency (CMA) and modified for greater specificity within the City of San José, identifies some changes in commute mode shares in San José (see Table 3.2-2), compared to the 2000 census data. The methodology for calculating these behaviors and the model itself is described in more detail in Section 3.2.4.2 and in Appendix B of this PEIR.

These numbers indicate that the percentage of trips made by persons driving alone to work in San José has increased since 2000, that the transit share of commute trips has decreased, but that bicycle trip shares have increased slightly.

Table 3.2-1
Comparison of Journey to Work
Travel Characteristics Based on 2000 Census Data

Travel Characteristics	San José	Santa Clara County	California	United States
Commute Mode Choice				
Percentage Single-Occupant Automobile	76.5	77.4	71.9	75.8
Percentage Carpool	14.2	12.3	14.6	12.2
Percentage Commute by Automobile	90.7	89.7	86.5	88.0
Percentage Public Transit	4.1	3.6	5.2	4.7
Percentage Bicycle	0.6	1.2	0.8	0.4
Percentage Walk	1.4	1.8	2.9	2.9
Percentage Other Means	0.7	0.6	0.8	0.7
Percentage Work at Home	2.5	3.1	3.8	3.3
Other Commute-Related Data				
Percentage work outside County of Residence	10	12	17	23
Percentage leave for work before 7 a.m.	29	25	35-2	31
Percentage leave for work 7-9 a.m.	47	50	45	47
Average travel time to work	29.9 min	28.1 min	29.3 min	27.0 min

Source: Census 2000, SF-3

Table 3.2-2
Existing Journey to Work Mode Share Based on San José Transportation Model

Mode	# Person Trips	% Mode Share
Drive Alone	682,000	79%
Shared Ride (2 persons)	101,000	12%
Shared Ride (3+ persons)	34,000	4%
Auto Subtotal	***817,000***	***95%***
Transit	29,000	3%
Drive to/from Transit*	8,000	n/a
Walk to/from Transit*	49,000	n/a
Bicycle	6,000	1%
Walk	11,000	1%

Note: Although work trips may occur at any time of the day, most trips to work occur during the morning peak period of 6 a.m. to 10 a.m.
*Walk to/from Transit and Drive to/from Transit trips are not included in the mode share percentages. All non-auto access to transit is considered a Walk trip.
Values shown have been rounded for presentation purposes.
Source: Fehr & Peers 2010

3.2.1.2 *Motor Vehicle Travel*

As illustrated in both of the tables above, the City of San José's transportation network is dominated by motor vehicle travel.[22] Paved streets, ranging from freeways to two-lane residential streets, dominate the cityscape, with most of the rights-of-way dedicated to moving or parking motor vehicles. High levels of motor vehicle travel result in increased congestion and air pollution. Build-out of the planned street and roadway system within the City's UGB, as shown on the existing General Plan Land Use/Transportation Diagram (Figure 3.2-1) is nearly complete to the extent that the potential for expanding vehicle capacity on major roadways without creating severe land use impacts from widening is limited. Some improvements may be possible at key constraint points such as intersections and interchanges, but expansion of these facilities in heavily developed urban neighborhoods may also result in significant land use impacts.

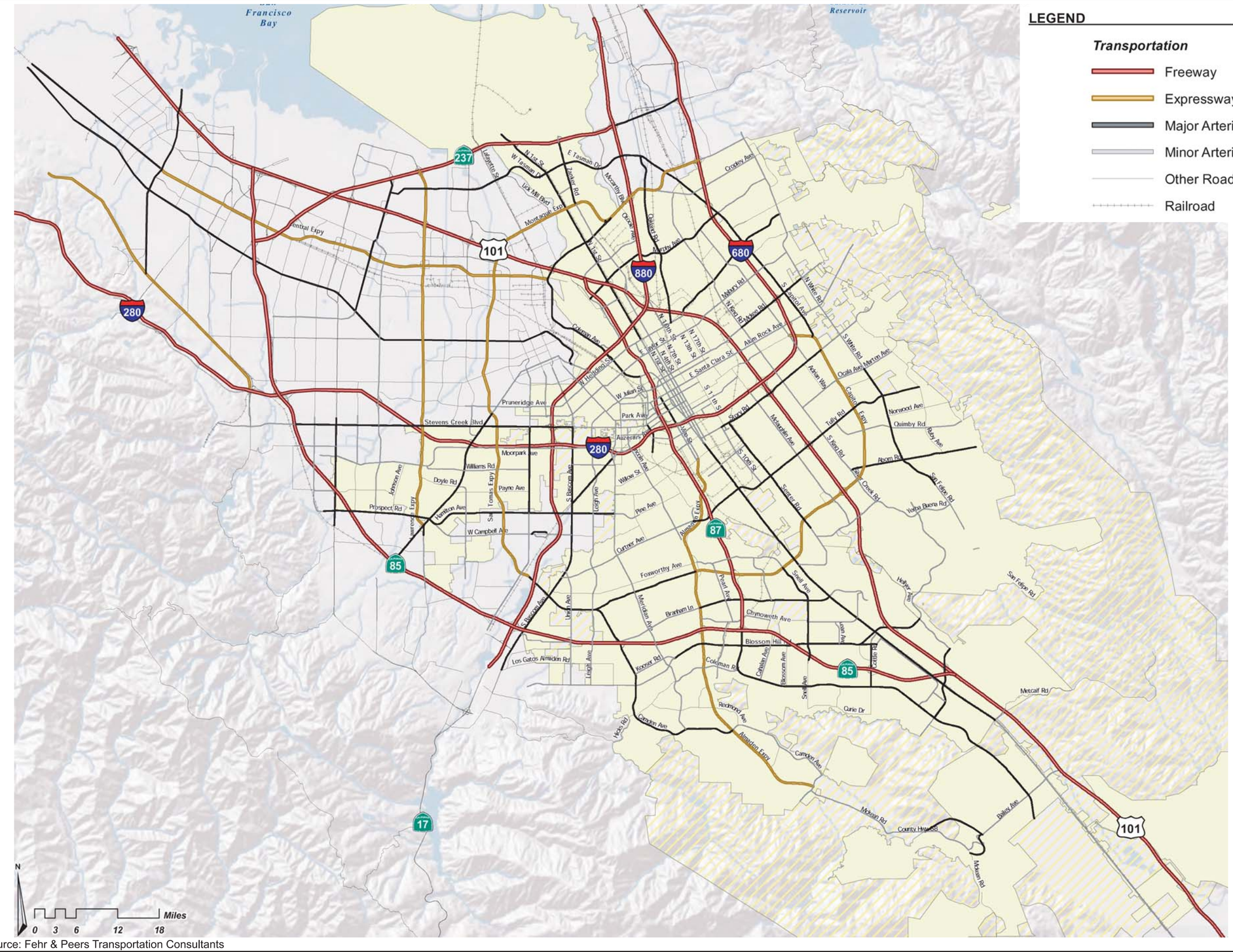
Roadway Network

The city is traversed by a number of key regional and local transportation facilities. This extensive transportation network provides circulation and mobility that allow for local and regional connectivity. Streets with the highest average daily traffic (ADT) volumes are those that provide north/south and east/west connections across the freeways and railroads or serve as parallel routes to the freeways.

Local streets are designed for high accessibility (access to adjacent properties) and low mobility (throughput of traffic movement). Conversely, freeways are designed for low accessibility, with limited connections to other facilities usually provided by grade-separated interchanges, and high mobility.

The City of San José has approximately 2,400 miles of streets within its jurisdiction, of which approximately 500 miles are designated as General Plan streets in the current *Focus on the Future*

[22] This and subsequent references to "motor vehicles" should be understood to include all motorized vehicles that travel on streets – cars, trucks, motorcycles, and buses.



Source: Fehr & Peers Transportation Consultants

EXISTING GENERAL PLAN STREET NETWORK

FIGURE 3.2-1

San José 2020 General Plan. General Plan streets are designated as Arterials and Major Collectors that collectively serve as the city's primary circulation network for community mobility. The General Plan specifies the intended right-of-way width that can be associated with traffic capacity of the streets as two lanes, four lanes, or six lanes.

San José's complete thoroughfare network is comprised of freeways, expressways, minor and major arterial streets, major collectors, local streets, transit malls, pedestrian malls, interchanges, separations, and freeway connectors. Multiple designations may sometimes apply to the same facility, such as state and local designations. The City of San José's main vehicular roadway types are described below. Many of the freeways and expressways include high occupancy vehicle (HOV) lanes during peak periods as well as mixed flow lanes that carry all traffic. HOV lanes, also known as diamond or carpool lanes restrict use to vehicles with two or more persons (carpools, vanpools, and buses) or motorcycles during the peak morning (5:00 am to 9:00 am) and evening (3:00 pm to 7:00 pm) commute periods.

Freeways

US 101 is a north-south freeway in San José. This route is entirely a freeway through Santa Clara County. The freeway includes four travel lanes per direction including HOV lanes. Through the city, northbound US 101 is generally the peak morning commute direction on US 101, and southbound is the peak evening commute direction. US 101 extends through San José from the southern City limits near Morgan Hill to the city's boundary with Santa Clara, north of Trimble Road.

Interstate 280 (I-280) is designated as a "north-south freeway", although it runs primarily east-west within the City of San José. It starts from its interchange with US 101 in the City of San José and runs first west, then north to San Francisco. East of the US 101 interchange, I-280 is designated as I-680. The freeway includes four to five travel lanes per direction including HOV lanes east and north of the I-280/I-880/SR 17 interchange. The peak commute directions on I-280 are north/west during the morning and south/east during the evening. I-280 extends between Stevens Creek Boulevard and US 101 in San José.

Interstate 680 (I-680) is a north-south freeway extending from the I-280/I-680/US 101 interchange in the City of San José, first east, then north to Solano County. The freeway includes four mixed-flow lanes per direction. Peak commute directions on I-680 are southbound during the morning and northbound during the evening. From the north, I-680 enters the City of San José at Montague Expressway.

Interstate 880 (I-880) is a north-south freeway extending from the City of San José at the I-280/I-880/SR 17 interchange to the City of Oakland. This facility includes three to four mixed-flow lanes per direction. HOV lanes in both directions between SR 237 and US 101 are scheduled to begin construction in 2011. Southbound I-880 is the peak commute direction during morning and northbound I-880 is the peak commute direction during the evening. From the north, I-880 enters the city at Montague Expressway.

State Route 17 (SR 17) is a north-south freeway extending from the I-280/I-880/SR 17 interchange in the City of San José to the City of Santa Cruz. The facility includes two to three mixed-flow lanes per direction. Northbound is the peak direction during the morning and southbound is the peak direction during the evening. From the north, SR 17 exits the city at Hamilton Avenue.

State Route 85 (SR 85) is also considered a "north-south" freeway that extends in a west to east direction through the City of San José from the SR 85/US 101 interchange in the City of Mountain View to the SR 85/US 101 interchange in south San José. This facility includes three travel lanes per direction including HOV lanes during peak periods. Northwest bound SR 85 is the commute direction during the morning, and southeast bound SR 85 is the commute direction during the evening. From the north, SR 85 enters the city north of De Anza Boulevard, exits the city at Prospect Road, and re-enters at Bascom Avenue.

State Route 87 (SR 87) is a north-south freeway extending from the US 101/SR 87 interchange to the SR 85/SR 87 interchange. This facility includes three travel lanes per direction including HOV lanes during peak periods. Northbound SR 87 is the commute direction during the morning, and southbound SR 87 is the commute direction during the evening. SR 87 is located entirely within the City of San José.

State Route 237 (SR 237) is an east-west freeway extending between the City of Milpitas and the City of Mountain View. This freeway includes three travel lanes per direction including HOV lanes during peak periods. Traffic is evenly split between the eastbound and westbound commute directions during both the morning and evening. From the west, the freeway enters the city east of Great America Parkway and exits at the Coyote Creek Bridge.

Expressways

County expressways are facilities designed primarily for traffic movement and provide limited access to abutting properties. These facilities generally include median areas dividing traffic directions, some intersecting streets allowing only right turn access, some grade-separated interchanges, and some signalized intersections allowing full access. Most County expressways are maintained and operated by the Santa Clara County Roads and Airports Department. While the City coordinates with the County regarding expressway operations and improvements, the County controls access to and operation of traffic signals on each of these facilities. Each expressway in San José is briefly described below.

Almaden Expressway is a north-south, four- to eight-lane divided roadway extending from SR 87 south to Harry Road in Almaden Valley. Almaden Expressway connects with SR 87 and SR 85. Almaden Expressway is located entirely within the City of San José, reaching from Almaden Valley to a point just south of Tamien Station.

Capitol Expressway is primarily a north-south, four- to eight-lane divided roadway extending from I-680 south and then west to Almaden Expressway. From SR 85 to Almaden Expressway, Capitol Expressway is known as "Capitol Expressway Auto Mall" and is within the City of San José's jurisdiction. Existing HOV lanes are scheduled to be removed when the LRT is extended in the median from I-680 to Nieman Boulevard. Capitol Expressway connects with I-680, US 101, and SR 87. Capitol Expressway is located entirely within the City of San José, connecting Edenvale, Evergreen, and Alum Rock.

Lawrence Expressway is a north-south, six-lane divided roadway extending from SR 237 south to Saratoga Avenue. Lawrence Expressway includes HOV lanes during peak periods. Lawrence Expressway connects with I-280 and Stevens Creek Boulevard. Within the city, Lawrence Expressway extends from Stevens Creek Boulevard at the Santa Clara city limit to Saratoga Avenue at the border with the City of Saratoga.

Montague Expressway is an east-west, six- to eight-lane divided roadway extending from US 101 east to I-680. This facility is designated San Tomas Expressway south of US 101 and becomes Landess Avenue east of I-680. Montague Expressway includes directional HOV lanes during peak periods (westbound during the morning and eastbound during the afternoon commute hours). Montague Expressway connects with I-880. Within the city, the expressway extends between the Guadalupe River at the border with the City of Santa Clara, and Trade Zone Boulevard at the Milpitas city limit.

San Tomas Expressway is a north-south, six-lane divided roadway extending from US 101 south to SR 17. This facility is designated Montague Expressway north of US 101. San Tomas Expressway includes HOV lanes during peak periods. Within the city, San Tomas Expressway extends between Stevens Creek Boulevard at the Santa Clara city limit and the Campbell city limit north of Hamilton Avenue.

Arterial Streets

Arterial streets are designed mainly for the movement of through traffic; the provision of access to abutting properties is a secondary function. Although abutting properties have access to the facilities, on-street parking and loading may be restricted or prohibited to improve the roadway's capacity for moving traffic.

The current San José 2020 General Plan designates two types of arterials: major arterial streets and minor arterial streets. Arterial streets are distinguished by width. Minor arterials typically have an 80- to 106-foot right-of-way and major arterials have a right-of-way width between 115 and 130 feet. The number of lanes on this type of facility depends on its function, its location, and the volume of traffic it is expected to handle; however, arterials are generally planned to have four or more travel lanes. As stated in the General Plan, some arterials by City policy remain two-lane roadways. Selected roadways designated as Major Arterials in the current San José 2020 General Plan are described below.

First Street is a major north-south arterial. It begins at Alma Avenue where it ceases to be called Monterey Road or Monterey Highway, south of Downtown. It is a four-lane undivided roadway until it enters Downtown, where it is the northbound half of a one-way loop with Second Street. First Street is part of the Downtown Transit Mall and becomes a four-lane divided roadway with the LRT tracks in the median at Bassett Street. North First Street reaches to the Alviso Planning Area north of SR 237, ceases to be a major arterial and is named Taylor Street after it crosses Gold Street.

Blossom Hill Road is a major east-west arterial. It begins near US 101 as a six-lane divided roadway, becomes a four-lane undivided roadway at Kooser Road, becomes a two-lane undivided roadway near Union Avenue. The two-lane portion is the segment of Blossom Hill Road where the road serves as the city's boundary with the town of Los Gatos. East of Kooser Road, Blossom Hill Road is designated as a major arterial, while west of Kooser Road it is designated as a minor arterial.

Hedding Street/Berryessa Road is a major east-west arterial. It begins at Bascom Avenue as a four-lane undivided roadway, becomes a four-lane divided roadway at US 101, and ends at Piedmont Road.

Monterey Road (SR 82) is a major north-south arterial designated as a state transportation corridor. It begins at Alma Street as a six-lane divided highway, becomes a four-lane divided highway near

Blossom Hill Road, and exits the city as a four-lane divided roadway in the Coyote Valley approximately three miles south of Bernal Road.

Santa Teresa Boulevard is a major north-south six-lane divided arterial. It begins at the SR 85/SR 87 interchange and exits the city in the Coyote Valley approximately 2.5 miles south of Bernal Road. It narrows to two lanes south of Bayliss Drive.

Southwest Expressway is a north-south two- to four-lane divided arterial extending from I-280 southwest to Bascom Avenue.

Stevens Creek Boulevard is a major east-west arterial. It begins at its intersection with Bascom Avenue in west San José as a four-lane divided roadway, becomes a six-lane undivided roadway at I-880, and exits the city at I-280. East of Bascom Avenue, Stevens Creek Boulevard continues as San Carlos Street, which is a minor arterial.

Zanker Road is a major north-south arterial. It begins at the terminus of Old Bayshore Highway, north of US 101. It is a four- to six-lane undivided roadway that passes through North San José to Alviso, and then turns sharply west, where it becomes Los Esteros Road.

Minor Arterial Streets

Minor Arterials form a grid-like core street network of large north-south and east-west roadways and transport a large amount of traffic within the city. These facilities usually include 80- to 106-foot rights-of-way and typically have 4 travel lanes. Examples include Meridian Avenue, McLaughlin Avenue, and Hostetter Road east of North Capitol Avenue and west of Piedmont Road.

Major Collector Streets

Major collector streets serve internal traffic movements within a specific area or neighborhood and provide connections to the arterial street system. Major Collectors typically do not serve through trips but can provide access to abutting properties. Traffic control devices may be installed to protect or facilitate traffic on a collector street. Some examples of major collectors include: Foxworthy Avenue, Johnson Avenue, Park Avenue, Redmond Avenue, Ruby Avenue, Sierra Road, and Willow Street.

Local Streets

Local streets are roadways whose primary function is to provide access to immediately adjacent properties. These low-speed streets may be subdivided into classes according to the type of land uses served, such as residential or industrial, and the design of the streets can vary depending on the primary land use served. The vast majority of streets in the City of San José are local streets.

Transit Mall

A street or series of streets, parts or all of which are improved for pedestrian use near key transit stops, is typically described as a transit mall. Part of the rights-of-way of First and Second Streets form a transit mall in Downtown San José.

Pedestrian Mall

A pedestrian mall is right-of-way primarily used by pedestrians which is designed to provide safe, attractive and convenient access, primarily within the Downtown and Frame Areas (especially areas around rail stations), where significant pedestrian traffic exists or where pedestrian traffic is encouraged. Paseo San Antonio between Cesar Chavez Plaza and San José State University is a pedestrian mall. Vehicles (automobiles, LRT, bicycles) may also use the same right-of-way, but they are managed carefully and treated as intruders in a primarily pedestrian environment.

State Transportation Corridors

In addition to freeways, there are two historic routes in San José that are owned and operated/ maintained by the State of California. SR 82 (The Alameda/Autumn-Montgomery Streets/San Carlos Street/Market Street/Monterey Highway) and SR 130 (Alum Rock Avenue/Mount Hamilton Road) are the two designated state transportation corridors in the City of San José. These well-established travel corridors carry substantial quantities of vehicular traffic and also function as neighborhood streets, including numerous access points for various travel modes (*e.g.*, driveways) and with many street-fronting buildings. The state has begun the process to relinquish the right-of-way to the City's control for all of these state designated routes that are within the City of San José's boundaries.

3.2.1.3 *Roadway Traffic Operations*

Many factors influence the operations of the various elements of the transportation system in a major city. Demographics (population, age, location of residences, income, etc.) are, of course, a major factor, both of the population within the city and that of surrounding communities. Other important factors are the employment base (types of businesses, locations, intensity), the state of the economy, current transportation technology, conditions in the environment, climate, the time of year, and ephemeral or short-term factors such as holidays and markets. The City of San José tracks the operations of the transportation systems themselves as closely as possible, but cannot control many of the external influences. Therefore, CEQA documents offer only a snapshot of conditions for an average weekday at the time measurements were made. The dynamic nature of these systems should always be kept in mind, for roadway traffic as well as transit use and other measures of system loading.

Twenty-four hour traffic counts on public streets were collected at 109 locations throughout San José in April and May of 2008, for a 48-hour period. The average daily traffic (ADT) volumes, based on those counts, are listed in Table 3.2-3 below. The street segments below are from all over the city and also represent a range of roadway types.

Table 3.2-3
Existing Roadway Segment Average Daily Traffic

Roadway Segment	Location[1]		ADT[2]	Roadway Type	# of Lanes
Aborn Road	Capitol Expressway	Rock Water Lane	41,400	Major Arterial	6
Almaden Expressway	Foxchase Drive	Blossom Hill Road	68,200	Expressway	7
Almaden Expressway	Lillian Way	Cloverhill Drive	36,000	Expressway	4

Table 3.2-3
Existing Roadway Segment Average Daily Traffic

Roadway Segment	Location[1]		ADT[2]	Roadway Type	# of Lanes
Almaden Expressway	Old Almaden Road	Lincoln Avenue	34,600	Expressway	8
Almaden Road	Vine Street	Almaden Expressway	21,300	Collector	4
Alum Rock Avenue	Capitol Avenue	Sierra Vista Place	38,100	Minor Arterial	4
Bailey Avenue	McKean Road	Santa Teresa Blvd	3,800	Minor Arterial	2
Bailey Avenue	Monterey Road	US 101	10,100	Minor Arterial	6
Bascom Avenue	Downing Avenue	Leon Drive	23,500	Major Arterial	6[3]
Bascom Avenue	Dry Creek Road	Surrey Place	19,600	Major Arterial	6
Bascom Avenue	East Mozart Avenue	Loretta Lane	23,400	Major Arterial	6
Bascom Avenue	Nedbush Terrace	Cherrystone Drive	27,100	Minor Arterial	4
Berryessa Road	Capitol Avenue	I-880	42,300	Major Arterial	4
Berryessa Road	Cornish Lane	Commercial Street	27,300	Major Arterial	4
Blossom Hill Road	Eagles Lane	Judith Street	28,100	Major Arterial	6
Blossom Hill Road	Sanchez Drive	Winfield Boulevard	29,900	Major Arterial	6
Blossom Hill Road	Union Avenue	Greenridge Terrace	13,200	Minor Arterial	2
Branham Lane	Glenmont Drive	Pearl Avenue	19,400	Major Arterial	6
Camden Avenue	Coleman Road	Hicks Road	22,800	Major Arterial	6
Camden Avenue	Curtner Avenue	Erin Way	48,900	Major Arterial	6
Camden Avenue	Leigh Avenue	Hillsdale Avenue	38,900	Major Arterial	6
North Capitol Avenue	Montague Expwy	Cropley Avenue	21,000	Major Arterial	5
North Capitol Avenue	Sierra Road	Old Post Way	12,800	Major Arterial	4
Capitol Expressway	Old Almaden Road	Pearl Avenue	30,000	Expressway	6
Capitol Expressway	Cunningham Ave	Tully Road	51,200	Expressway	8
Capitol Expressway	I-680	Camas Avenue	72,500	Expressway	6
Capitol Expressway	Seven Trees Blvd	Monterey Road	48,500	Expressway	6
Capitol Expressway	Silver Creek Road	Aborn Road	58,400	Expressway	8
Coleman Avenue	Brokaw Road	Airport Boulevard	30,600	Major Arterial	4
Curtner Avenue	Cherry Avenue	Nola Drive	18,700	Minor Arterial	4
East Brokaw Road	I-880	Ridder Park Drive	45,000	Major Arterial	6
East Brokaw Road	Zanker Road	Rogers Avenue	37,300	Major Arterial	6
East Julian Street	21st Street	24th Street	16,600	Minor Arterial	2
East Santa Clara Street	19th Street	17th Street	17,200	Minor Arterial	4
Guadalupe Pkwy	US 101	Orchard Parkway	22,300	Minor Arterial	4
Hale Avenue	Kalana Avenue	Palm Avenue	4,500	Collector	2
Hamilton Avenue	SR17	Bascom Avenue	53,000	Major Arterial	6
Hedding Street	Ruff Drive	SR 87	9,100	Minor Arterial	4
Hostetter Road	Automation Pkwy	Rue Avati	41,300	Major Arterial	6
King Road	Havana Drive	Cunningham Avenue	21,700	Minor Arterial	4

Table 3.2-3
Existing Roadway Segment Average Daily Traffic

Roadway Segment	Location[1]		ADT[2]	Roadway Type	# of Lanes
Lawrence Expressway	Doyle Road	Prospect Road	32,000	Expressway	6
Leigh Avenue	Dry Creek Road	Bent Drive	18,200	Minor Arterial	4
Lincoln Avenue	Minnesota Avenue	Brace Avenue	17,500	Minor Arterial	4
Mabury Road	Capitol Avenue	Cedarville Lane	15,300	Minor Arterial	2
Mabury Road	Educational Park	Jackson Avenue	14,600	Minor Arterial	4
Mabury Road	Lenfest Avenue	Taylor Street	14,900	Minor Arterial	2
McKean Road	Harry Road	Hunters Hill Road	6,200	Minor Arterial	2
McKee Road	Capitol Avenue	I-680	52,600	Major Arterial	6
Meridian Avenue	Dry Creek Road	Campbell Avenue	26,900	Minor Arterial	4
Meridian Avenue	Southwest Expwy	Fruitdale Avenue	34,900	Minor Arterial	4
Montague Expressway	Guadalupe River	Orchard Drive	62,500	Expressway	6
Montague Expressway	O'Toole Avenue	I-880	65,300	Expressway	8
Monterey Road	Bellevue Avenue	San José Avenue	31,900	Major Arterial	6
Monterey Road	Bouganvilla Drive	Branham Lane	27,900	Major Arterial	6
Monterey Road	Kalana Avenue	Palm Avenue	9,200	Minor Arterial	4
Monterey Road	Metcalf Road	Blanchard Road	6,600	Minor Arterial	4
Monterey Road	SR 85	Bernal Road	12,600	Major Arterial	4
Moorpark Avenue	Borina Drive	Castlewood Drive	9,300	Minor Arterial	4
Morrill Avenue	Hostetter Road	Cataldi Way	13,200	Collector	3[3]
North 10th Street	Commercial Street	US 101	13,800	Minor Arterial	4
North 10th/11th Street	Julian Street	Washington Street	15,000	Local	6
North 1st Street	Burton Street	Younger Avenue	23,000	Major Arterial	4
North 1st Street	Holger Way	SR 237	23,400	Major Arterial	6
North 1st Street	I-280	Reed Street	22,800	Minor Arterial	4
North 1st Street	Trimble Road	Component Drive	22,400	Major Arterial	4
North King Road	St James Street	Wilshire Blvd	16,100	Minor Arterial	3[3]
North Market Street	San Pedro Street	SR 87	16,500	Minor Arterial	4
Oakland Road	Montague Expwy	Atteberry Lane	17,500	Major Arterial	7[3]
Piedmont Road	Penitencia Creek Rd	Noble Avenue	16,900	Minor Arterial	3[3]
Quimby Road	Capitol Expressway	Keppler Drive	34,300	Minor Arterial	4[3]
San Carlos Street	SR 87	Almaden Road	11,900	Minor Arterial	4
San Felipe Road	Heartland Way	Metcalf Road	400	Collector	2
San Felipe Road	Yerba Buena Road	Park Estates Way	17,300	Minor Arterial	4
San Tomas Expressway	Williams Road	Payne Avenue	37,500	Expressway	6
Santa Teresa Boulevard	Bayliss Drive	Laguna Seca Creek	6,300	Major Arterial	2
Santa Teresa Boulevard	Chesbro Avenue	Indian Avenue	17,800	Major Arterial	6
Santa Teresa Boulevard	Miyuki Drive	San Ignacio Avenue	17,900	Major Arterial	6

Table 3.2-3
Existing Roadway Segment Average Daily Traffic

Roadway Segment	Location[1]		ADT[2]	Roadway Type	# of Lanes
Santa Teresa Boulevard	SR 85	Thornwood Drive	50,100	Major Arterial	6
Saratoga Avenue	Los Felice Drive	Country Lane	31,500	Major Arterial	4
Saratoga Avenue	Moorpark Avenue	I-280	61,100	Major Arterial	6
Senter Road	Dadis Way	Lewis Road	25,300	Major Arterial	5[3]
Silver Creek Valley Rd	US 101	Monterey Road	54,000	Major Arterial	4
South 11th Street	Margaret Street	Virginia Street	18,000	Local	3
South 13th Street	Madera Avenue	Berryessa Road	24,500	Major Arterial	4
South 7th Street	I-280	Margaret Street	14,500	Minor Arterial	2
South Capitol Avenue	Gay Avenue	Madden Avenue	14,900	Major Arterial	4
Southwest Expressway	Leigh Avenue	La Barbera Drive	15,100	Major Arterial	4
Stevens Creek Boulevard	I-880	Wainright Avenue	48,700	Major Arterial	4
Story Road	12th Street	Senter Road	24,700	Major Arterial	6
Story Road	Capitol Expressway	Sollmar Drive	40,800	Minor Arterial	4
Story Road	King Road	Bal Harbor Way	29,400	Major Arterial	6
Story Road	US 101	Knox Avenue	37,500	Major Arterial	6
Tasman Drive	Guadalupe River	Renaissance Drive	17,700	Major Arterial	4
Tasman Drive	McCarthy Blvd	Cisco Way	25,900	Major Arterial	5
The Alameda	I-880	Alameda Way	32,700	Minor Arterial	5[3]
The Alameda	Martin Avenue	Julian Street	21,700	Minor Arterial	4
Trimble Road	Junction Avenue	Montague Expwy	17,500	Major Arterial	6
Trimble Road	Orchard Parkway	De La Cruz Blvd	30,900	Major Arterial	6
Tully Road	Brahms Avenue	Quimby Road	36,100	Major Arterial	6
Tully Road	Capitol Expressway	Glen Hanleigh Drive	31,000	Major Arterial	6
Tully Road	Galveston Avenue	La Ragione Avenue	46,700	Major Arterial	6
Union Avenue	SR 85	Logic Drive	24,900	Minor Arterial	4
West Santa Clara Street	Almaden Road	SR 87	26,700	Minor Arterial	4
White Road	Mt McKinley Drive	Mt Vista Drive	24,300	Minor Arterial	4
White Road	Stevens Lane	Westbranch Drive	23,900	Major Arterial	7[3]
Winchester Blvd	Fireside Drive	Greentree Way	26,200	Major Arterial	5
Winchester Blvd	Tisch Way	I-280	33,900	Major Arterial	6
Yerba Buena Road	Baronet Ct	Chisin Street	26,000	Minor Arterial	4
Zanker Road	SR 237	Holger Way	21,700	Major Arterial	6

Notes:
1. Major roadways nearest the count location.
2. Average Daily Traffic (ADT) volume based on traffic counts collected May 2008.
3. Roadway provides a center two-way left-turn lane.

Source: Fehr & Peers, 2008.

Daily Vehicle Miles Traveled (VMT)

For this PEIR, the City and the traffic consultant prepared a new, updated travel demand forecasting model and validated the model through a comparison of model results with observed data and intersection counts for 2008. The model was used to calculate daily motor vehicle trips, vehicle miles traveled, and average trip length for existing conditions, for the existing General Plan, and for the proposed General Plan evaluated in this PEIR. The model was also used to prepare multiple study scenarios used in the *Envision* process and which are discussed further as project alternatives (see Section 8.0 of this PEIR). The methodology used in the model is discussed briefly in Section 3.2.4.2 and in Appendix B of this PEIR. As communities better understand the influences *from* motor vehicle travel *on* the physical, economic, and climatic environments, it is increasingly important to understand who is traveling where, and what influences travel choices. Since the amount of such travel that occurs over time is the combined result of the numbers of people who live and work in and around the travel location being analyzed (in this case, within a city boundary), it can be characterized as a function of the housing and jobs located within the city. The Bay Area Air Quality Management District (BAAQMD) is using the ratio of vehicle miles traveled per service population (total residents plus employees) as a measure of environmental efficiency; if the ratio is high, people are driving long distances to reach their routine destinations, which is an inefficient use of fuel and a source of air pollution. This ratio can also be used to evaluate increases and decreases in generation of air pollution and greenhouse gases deriving from vehicle travel, and can be used to demonstrate the land use efficiencies for locations of jobs and housing that can best be incorporated into a city's General Plan.

Table 3.2-4 summarizes existing vehicle miles travel data for the City of San José. As stated at the bottom of the table, through trips that only pass through the city are not included. Since this is an analysis prepared for the purpose of evaluating environmental impacts from a specific land use plan, through trips that neither originate nor end within the city do not result from the land use plan and cannot reasonably be characterized as an impact from that project. Those trips can be quantified for other purposes (such as an air quality inventory), but are not included in this analysis. Additionally, the through trips are included in total roadway volumes for both existing and project conditions, along with other background traffic not attributed to the General Plan update.

Table 3.2-4
Existing Daily Vehicle Trips

Vehicle Trips (VT)	2,343,000 trips
Vehicle Miles of Travel (VMT)	19,807,000
VT per Service Population	1.73 trips per person
Average Trip Length (VMT/VT)	8.45 miles
VMT per Service Population	14.62 vehicle-miles per person

Notes: VMT ratio calculations are land use based VMT, which accounts for all trips beginning or ending in San José, but excludes through trips that only pass through the city.
These values do not include drive-to-school or drive-to-transit trips.
The values shown have been rounded for presentation purposes.
Service population is defined as sum of total residents plus jobs/employees in the city.
Source: City of San José, 2010.

Transportation Level of Service

In the City of San José and Santa Clara County, vehicular traffic operations are generally characterized using a "Level of Service" (LOS) policy framework.[23] The Level of Service Methodology has both quantitative and qualitative elements and is a general measure of traffic operating conditions. Various levels of congestion are assigned a letter, A through F, with F representing traffic in excess of vehicle capacity for the street intersection evaluated. The ratings are keyed to the drivers' perspective, acknowledging "excessive" delay for vehicular traffic as an undesirable condition. Individual communities and agencies have different standards which they use to evaluate the conditions of roadways for which they are responsible. The operating standard in the Congestion Management Plan for regional roadways in Santa Clara County is LOS E measured at designated intersections, and is usually defined as operating at capacity (measured as a volume-to-capacity ratio greater than 0.9 but less than or equal to 1.0). The standard for the City of San José is LOS D, except for designated intersections that the City has determined cannot feasibly be expanded, or that have been prioritized for improvements for pedestrian, bicycle, or other modes, as described in adopted Council Policy 5-3, *Transportation Impact Policy*.

The standard intersection LOS methodology used in Santa Clara County does not currently consider capacity or service levels for walking, bicycling, or transit. Pedestrians, bicyclists, and transit riders are all users of the roadway system but are not fully incorporated into the traffic operations analysis and the calculation of LOS. Identifying the need for roadway improvements based only on the motor vehicle LOS can have unintended impacts to other modes such as increasing the walking time for pedestrians or making a bicycle lane too narrow and potentially more dangerous. In evaluating the roadway system, a lower vehicle LOS may be tolerated when balanced against overall community values related to resource protection, social equity, economic development, and consideration of pedestrians, bicyclists, and transit users.

As vehicular congestion has increased on streets throughout the County, greater emphasis has been placed on protecting all transportation modes. The City has modified its General Plan policies over time to emphasize support for a transit system that offers viable alternatives to automobile travel, and to protect bicycle and pedestrian travel from the growing use of the network by automobiles. Substantial modifications were adopted in 2005 to Council Policy 5-3, which specifies how development must conform to the General Plan Traffic Level of Service Policy in order to be found in conformance with the City's adopted General Plan. Both the General Plan and Council Policy 5-3 explicitly protect pedestrian, bicycle, and transit systems from encroachment or degradation by the automobile-based circulation system.

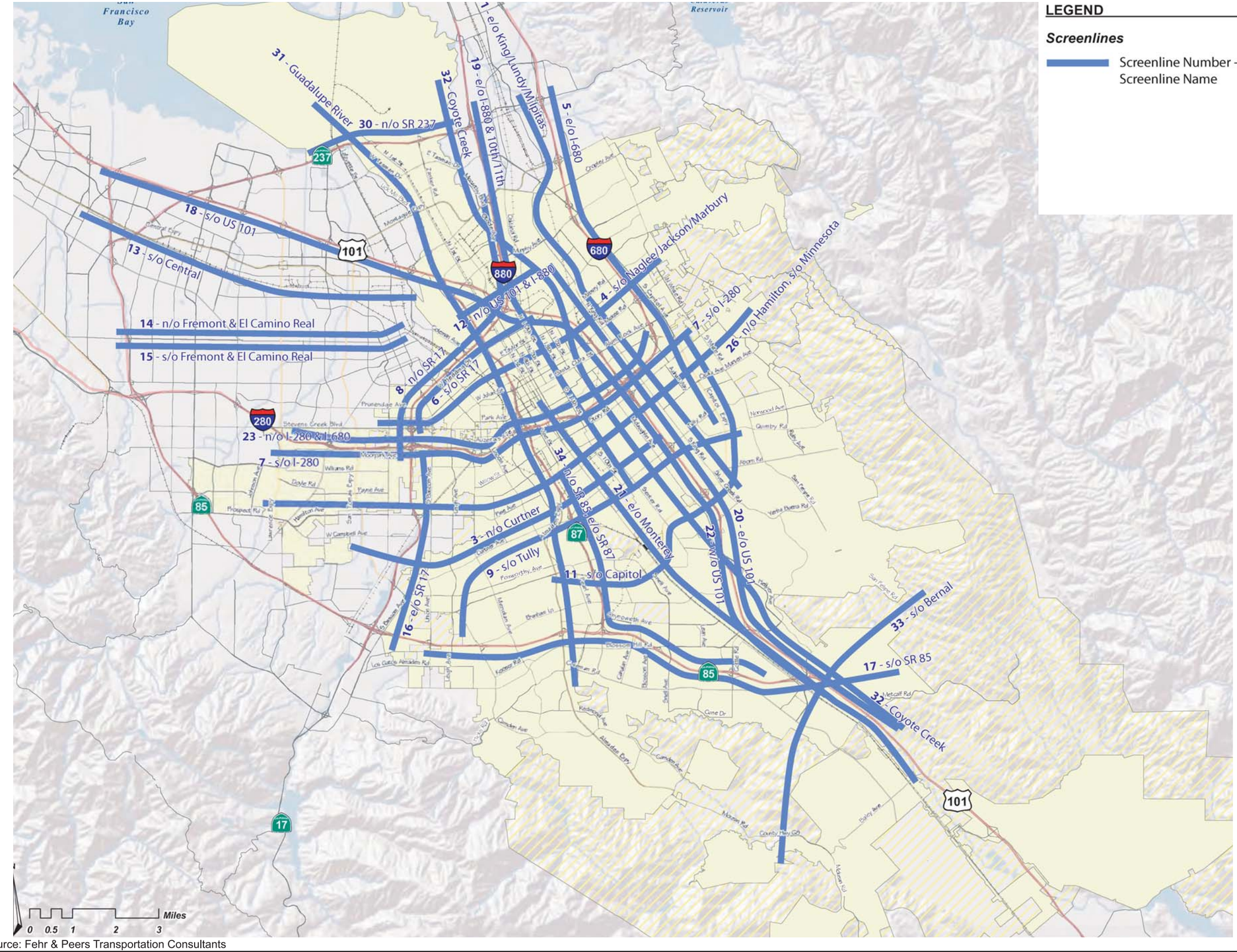
While the City, the Santa Clara County Congestion Management Agency (CMA) through its CMP, and most other cities in the County use intersection LOS to evaluate near-term traffic impacts from individual development projects, San José does not use intersection LOS for long-term projections, including analysis of its General Plan. Instead, the long range impact analysis is based on the use of screenlines, mode split, vehicle miles of travel (VMT), and congestion in transit priority corridors, all of which are described below. This is consistent with traffic modeling analyses done for General Plan level evaluations in San José for approximately 30 years.

[23] Levels of service are defined numerically based on volume-to-capacity ranges (quantitatively) and by language describing the perceptions of drivers (qualitatively).

Screenlines

A screenline is a barrier to transportation that affects multiple roadways. In utilizing this concept for long range traffic analysis in the City of San José, regional screenlines are drawn along transportation barriers, whether manmade (such as a freeway) or natural (such as a river), that create a significant constraint on roadway capacity. Regional screenlines are a way of capturing regional travel characteristics at a macroscopic level, suitable for a General Plan level of analysis, especially in a geographically large jurisdiction. The model results show whether the area-wide traffic movements from the proposed General Plan would cause measurable changes in the total traffic on all roadways that cross a screenline, or on all congested roadways that cross those same screenlines. Extensive experience using this tool to evaluate San José General Plans and general plan amendments in the past has shown that if there is a significant increase in the aggregated volume-to-capacity (V/C) ratio of *congested* roadway links, there is virtually always a significant increase in the aggregated volume-to-capacity ratio of *all* links. The measure of congestion used for this screenline analysis is a V/C of 0.9, which is consistent with the City's standard and more strict than the CMP definition of unacceptable congestion or a roadway operating in excess of capacity.

The computerized model mentioned earlier and described in Section 3.2.4.2 and in Appendix B of this PEIR will evaluate changes at hundreds or thousands of individual locations, but the report will focus only on those congested roadways within regional screenlines that are impacted by the project. The screenlines affected by the proposed General Plan are listed in Table 3.2-5, which also summarizes the existing conditions on those congested roadway segments that cross each of the screenlines. The location of the screenlines is illustrated in Figure 3.2-2. Unlike all other forms of analysis, the "existing condition" that is described for screenlines is ***based on*** the project condition, in that only impacted roadway links are included – so the model first identifies which congested links will be impacted and then the existing conditions on those same links can be identified. Table 3.2-5 therefore shows different sets of links for the proposed General Plan, for the existing *San José 2020* General Plan, and for each of the options for the proposed project. Because the existing base volumes and base V/C ratio are averages for different sets of links for each of those future scenarios, the data in each set of columns column is different. More information on screenlines and their role in the analysis is provided in Section 3.2.4, in the discussion of Transportation Impacts.



Source: Fehr & Peers Transportation Consultants

SCREENLINE LOCATIONS

FIGURE 3.2-2

Table 3.2-5
Existing Conditions
Congested Screenline Links[1]

Screenline				Proposed General Plan			Existing General Plan 2020		
ID No.	**Name**	**Dir.**	**Peak Hour**	**# of Links**	**Base Vol.[2]**	**Base V/C[3]**	**# of Links**	**Base Vol.[2]**	**Base V/C[3]**
1	East of King/ Lundy/ Milpitas	EB	AM	2	915	0.83	1	578	1.05
			PM	16	27,115	0.64	12	22,370	0.20
		WB	AM	14	23,836	0.66	6	13,513	0.67
			PM	9	14,227	0.60	1	5,275	0.17
3	North of Curtner	SB	AM	2	5,575	0.64	0	0	0.00
			PM	21	40,992	0.85	18	37,929	0.37
		NB	AM	15	28,236	0.89	10	22,387	0.92
			PM	7	13,372	0.72	2	6,620	0.35
4	South of Naglee/Jackson/ Mabury	SB	AM	2	5,523	0.65	1	5,234	0.69
			PM	31	46,485	0.86	29	46,012	0.38
		NB	AM	20	39,875	0.83	14	28,211	0.84
			PM	14	16,577	0.53	1	5,831	0.19
5	East of I-680	EB	AM	0	0	0.00	0	0	0.00
			PM	10	17,641	0.70	8	14,359	0.34
		WB	AM	10	18,456	0.73	2	4,966	0.95
			PM	2	1,814	0.39	0	0	0.00
6	South of SR 17 & I-880	S/E	AM	3	835	0.26	1	622	0.35
			PM	11	17,718	0.82	11	17,718	0.46
		N/W	AM	9	13,044	0.77	2	2,289	0.64
			PM	8	7,949	0.52	1	334	0.09
7	South of I-280	SB	AM	5	11,543	0.59	3	7,942	0.73
			PM	33	59,588	0.77	33	60,825	0.36
		NB	AM	27	51,714	0.81	18	31,822	0.93
			PM	15	19,630	0.59	4	6,745	0.40
8	North of SR 17 & I-880	S/E	AM	8	9,418	0.55	4	8,052	0.73
			PM	22	43,688	0.87	23	43,823	0.38
		N/W	AM	20	41,450	0.88	11	21,970	0.87
			PM	15	24,767	0.65	2	1,288	0.18
9	South of Tully	SB	AM	3	8,891	0.66	1	3,387	0.87
			PM	21	38,441	0.84	19	35,749	0.37
		NB	AM	17	34,138	0.88	9	22,171	0.91
			PM	10	19,881	0.67	2	6,060	0.29

Table 3.2-5
Existing Conditions
Congested Screenline Links[1]

Screenline				Proposed General Plan			Existing General Plan 2020		
ID No.	Name	Dir.	Peak Hour	# of Links	Base Vol.[2]	Base V/C[3]	# of Links	Base Vol.[2]	Base V/C[3]
11	South of Capitol Expwy.	S/E	AM	4	7,142	0.50	1	2,897	0.76
			PM	18	30,201	0.83	15	27,001	0.33
		N/W	AM	14	26,135	0.82	7	13,394	0.85
			PM	7	11,686	0.63	2	5,366	0.26
12	North of US-101 & I-880	SB	AM	1	5,303	0.93	3	10,496	0.92
			PM	8	19,368	0.86	8	18,784	0.35
		NB	AM	7	18,615	0.90	7	18,615	0.90
			PM	4	10,492	0.65	3	7,061	0.25
13	South of Central Expwy.	SB	AM	2	541	0.49	2	541	0.49
			PM	19	29,884	0.74	19	29,884	0.33
		NB	AM	14	21,327	0.69	10	15,487	0.73
			PM	2	2,427	0.56	1	336	0.61
14	North of Fremont & El Camino Real	SB	AM	2	3,474	0.78	1	3,006	0.77
			PM	18	24,540	0.72	18	24,956	0.34
		NB	AM	8	14,046	0.79	7	11,226	0.77
			PM	3	4,113	0.82	1	0	0.00
15	South of Fremont & El Camino Real	SB	AM	1	683	0.38	1	683	0.38
			PM	20	24,950	0.68	21	25,120	0.37
		NB	AM	8	13,137	0.70	10	10,604	0.67
			PM	0	0	0.00	0	0	0.00
16	East of SR 17, West of Bascom	EB	AM	5	8,264	0.63	3	1,845	0.64
			PM	15	24,412	0.86	16	24,832	0.35
		WB	AM	11	20,536	0.91	5	11,634	0.92
			PM	12	20,239	0.75	4	9,426	0.32
17	South of SR-85	SB	AM	6	6,087	0.42	2	4,579	0.59
			PM	10	22,970	0.81	9	22,224	0.33
		NB	AM	8	18,018	0.76	2	6,584	0.85
			PM	9	15,014	0.58	4	6,028	0.26
18	South of US-101	SB	AM	4	11,447	0.84	6	14,377	0.76
			PM	19	36,389	0.74	16	34,774	0.34
		NB	AM	17	29,368	0.64	10	20,582	0.78
			PM	10	16,396	0.59	8	17,023	0.28

Table 3.2-5
Existing Conditions
Congested Screenline Links[1]

Screenline				Proposed General Plan			Existing General Plan 2020		
ID No.	Name	Dir.	Peak Hour	# of Links	Base Vol.[2]	Base V/C[3]	# of Links	Base Vol.[2]	Base V/C[3]
19	East of I-880 & 10th/11th	EB	AM	2	908	0.50	1	774	0.43
			PM	24	39,711	0.80	23	39,225	0.33
		WB	AM	17	36,797	0.87	13	23,705	0.94
			PM	9	13,052	0.66	3	2,071	0.41
20	East of US 101	EB	AM	6	9,926	0.51	2	3,501	0.67
			PM	14	28,338	0.73	13	28,338	0.29
		WB	AM	12	27,961	0.76	8	18,014	0.80
			PM	15	20,269	0.54	0	0	0.00
21	East of Monterey	EB	AM	4	6,449	0.57	4	6,411	0.61
			PM	13	16,515	0.56	9	11,697	0.22
		WB	AM	10	16,997	0.68	3	3,630	0.53
			PM	15	22,689	0.72	3	7,879	0.30
22	West of US 101	EB	AM	5	11,582	0.60	3	6,636	0.67
			PM	8	15,167	0.73	5	10,451	0.24
		WB	AM	6	12,776	0.71	0	0	0.00
			PM	12	18,998	0.60	2	2,832	0.33
23	North of I-280 & I-680	SB	AM	4	3,611	0.74	3	4,441	0.91
			PM	29	48,459	0.75	25	47,220	0.36
		NB	AM	20	38,955	0.77	15	25,464	0.82
			PM	7	7,892	0.62	4	1,536	0.93
26	North of Hamilton, South of Minnesota/Alma	SB	AM	3	8,727	0.70	2	5,484	0.83
			PM	26	52,420	0.83	23	50,623	0.38
		NB	AM	19	39,871	0.83	8	20,363	0.94
			PM	8	16,010	0.68	1	3,611	0.48
30	North of SR 237	SB	AM	0	0	0.00	0	0	0.00
			PM	3	264	0.08	3	264	0.12
		NB	AM	3	199	0.06	1	0	0.00
			PM	2	310	0.14	0	0	0.00
31	Guadalupe River	EB	AM	14	33,552	0.69	8	22,851	0.85
			PM	24	48,949	0.81	26	49,012	0.34
		WB	AM	18	38,830	0.80	3	5,478	0.89
			PM	27	44,688	0.68	5	8,396	0.32

Table 3.2-5
Existing Conditions
Congested Screenline Links[1]

Screenline				Proposed General Plan			Existing General Plan 2020		
ID No.	Name	Dir.	Peak Hour	# of Links	Base Vol.[2]	Base V/C[3]	# of Links	Base Vol.[2]	Base V/C[3]
32	Coyote Creek	S/E	AM	8	17,558	0.59	5	12,835	0.69
			PM	28	55,615	0.79	26	56,785	0.36
		N/W	AM	24	52,995	0.80	8	21,371	0.88
			PM	16	30,638	0.64	9	18,671	0.25
33	South of Bernal	SB	AM	5	4,923	0.37	5	4,923	0.37
			PM	2	6,867	0.89	5	8,905	0.27
		NB	AM	1	5,597	0.96	3	7,182	0.74
			PM	6	6,487	0.46	5	6,487	0.20
34	North of SR 85, East of SR 87	S/E	AM	4	2,725	0.33	1	514	0.93
			PM	5	9,519	0.66	5	8,340	0.31
		N/W	AM	3	5,191	0.68	0	0	0.00
			PM	7	6,517	0.46	1	1	0.00

Notes:
1. Congested links are defined as those roadway links with a volume to capacity (V/C) ratio of 0.9 or higher.
2. Existing roadway volume on congested links.
3. Existing roadway volume-to-capacity ratio on congested link.

Source: Fehr & Peers, 2010.

Transit Priority Corridors

The proposed General Plan places a strong emphasis on increased transit utilization, including fixed route bus service. In order to understand how the transit priority corridors function now, and so that the City will be able to evaluate changes that may occur in the future, existing conditions in the City's 14 transit priority corridors were evaluated in this analysis and the results are summarized in Table 3.2-6.[24] Since these buses travel on public streets with other vehicular traffic, their movements and efficiency are influenced by prevailing traffic movement, especially vehicle speed, during the peak travel hours. The morning (AM) peak hour was evaluated because the decision of how to travel to work is typically made in the morning and transit operations during that time period will influence commuters' decisions about whether to take transit or drive.

The likelihood of people using transit is also linked to its proximity to their residences and/or jobs. Generally transit is considered accessible if residences and jobs are located within one-half-mile

[24] The 14 transit priority corridors include the 15 bus routes with the highest daily ridership in the County, plus the two bus rapid transit services described in Section 3.2.1.4. Because there is overlap, this includes only 14 different routes.

walking distance of a rail station or one-quarter-mile walking distance of a bus stop. Under existing conditions, 50 percent of San José's population lives within convenient walking distance of transit.

Table 3.2-6
Transit Priority Corridors
Existing Conditions

Roadway Segment	Cross Street	Cross Street	Distance (Miles)	AM Peak Hour Travel Speed (MPH)
				Existing Conditions
Second Street	San Carlos Street	St. James Street	0.6	11.5
Alum Rock Avenue	Capitol Avenue	US 101	3.4	20.0
Camden Avenue	SR 17	Meridian Avenue	5.2	24.0
Capitol Avenue	S. Milpitas Blvd	Capitol Expwy	7.6	24.1
Hillsdale Ave/Capitol Expwy	Capitol Avenue	Meridian Avenue	19.8	28.6
East Santa Clara Street	US 101	Delmas Avenue	4.6	20.4
Meridian Avenue	Park Avenue	Blossom Hill Road	12.2	25.5
Monterey Road	Keyes Street	Metcalf Road	18.2	24.6
First Street	SR 237	Keyes Street	17.2	22.6
San Carlos Street	Bascom Avenue	SR 87	4.2	24.3
Stevens Creek Boulevard	Bascom Avenue	Tantau Avenue	8.2	23.1
Tasman Drive	Lick Mill Blvd	McCarthy Blvd	5.0	24.3
The Alameda	Alameda Way	Delmas Avenue	4.2	22.6
West San Carlos Street	SR 87	Second Street	1.3	19.9

Note: The values shown have been rounded.
Source: Fehr & Peers, 2010.

3.2.1.3 *Rail and Highway Freight*

Truck Routes

Truck travel is generated for a variety of reasons including the transport of raw materials for processing and the movement of finished goods and foods to retail establishments. Over the last 30 years, the number of heavy industrial uses has declined in San José, while less truck-intensive uses such as companies focused on research & development have occupied and grown into the industrial areas. Several areas still contain businesses that rely on heavy-industrial truck or automotive uses including parts of North San José, the International Business Park in Berryessa, East Gish, Mabury, Monterey Business Corridor, Senter Road, New and Old Edenvale, and to a lesser degree, the area bounded by Coleman and Stockton Avenues south of I-880.

Trucks annually account for approximately five to ten percent of the traffic on US 101, and around six percent of the traffic on SR 17, SR 237, and I-680; while trucks account for approximately two to three percent of the traffic on the other state operated facilities. SR 85 carries the lowest percentage of trucks at less than one percent, since commercial truck traffic on that roadway is limited to vehicles with less than nine tons of gross weight.

The City of San José does not have established truck routes; the City's Municipal Code Section 11.96 does establish roadways on which heavy truck traffic is prohibited. The Municipal Code lists 88 roadway segments on which truck traffic for the movement of vehicles exceeding a maximum gross weight of five tons is restricted and an additional 23 roadways on which vehicles exceeding seven tons are prohibited. The City has adopted policies to encourage truck traffic to use state freeways, county expressways, and six-lane arterial streets.

Existing General Plan policies recognize the importance of vehicle connections between industrial areas and regional highways and expressways. These connections accommodate heavy truck traffic in order to both minimize impacts to neighborhoods and to ensure the timely delivery of goods and materials to support economic development.

Heavy Rail

Union Pacific Rail

Three main railroad lines are owned and used by Union Pacific Railroad for freight movement within the city. Each line is summarized below.

The *Warm Springs Subdivision Line* runs from Milpitas to the San José Newhall Yard located just west of the Norman Y. Mineta San José International Airport. Monday through Friday, one train leaves Milpitas in the morning at 6:00 am and another at 9:00 am. The trains then return early in the afternoon. Most rail crossings are grade-separated, although this line has approximately 10 at-grade crossings, most located in North San José.

The *Vasona Corridor (Kaiser Permanente Plant) Line* runs from Milpitas to San José and along the Vasona light rail line. Trains leave Milpitas on Mondays, Wednesdays, and Fridays at 9:00 am and 11:00 am, and the trains return at around 2:00 pm. Similar to the Warms Springs Subdivision Line, this line has approximately 20 at-grade crossings.

The *Monterey Corridor Line* runs from San José to Los Angeles via Salinas and Santa Barbara. Approximately 15 to 20 trains travel through San José on a daily basis. Within the city, the line runs generally parallel to Monterey Road. There are six at-grade crossings in South San José; the remaining crossings in San José are grade-separated.

Western Pacific

The *Western Pacific Line* runs from Fremont, through east San José, then along the Monterey business corridor to Willow Glen and terminates on The Alameda. The portion of this line from the City of Milpitas to approximately Mabury Road in San José was purchased by the Santa Clara Valley Transportation Agency (VTA) for the planned future extension of Bay Area Rapid Transit (BART) service that currently ends in Fremont. Most of this line is currently out of operation with the exception of the segment north of Julian Street, which is still used for limited freight movement. On the portion of the line that is out of operation, some of the railroad tracks have been removed.

3.2.1.4 *Public Ground Transportation*

Partly because of San José's size and partly due to its central location in the heart of Silicon Valley, the city is served by a multitude of public transit options including fixed-route standard and community bus service, a Bus Rapid Transit (BRT) line, light rail service and commuter rail service. The existing transit systems are illustrated on Figure 3.2-3 and described in more detail below.

VTA Bus Transit Service

The VTA is an independent special district responsible for bus, light rail, and paratransit operations, congestion management, highway improvement projects, and countywide transportation planning in Santa Clara County. The VTA is both a transit provider and in its role as the Congestion Management Agency (CMA) for the County, is also a multimodal transportation planning organization involved with transit, highways, roadways, bikeways and pedestrian facilities.

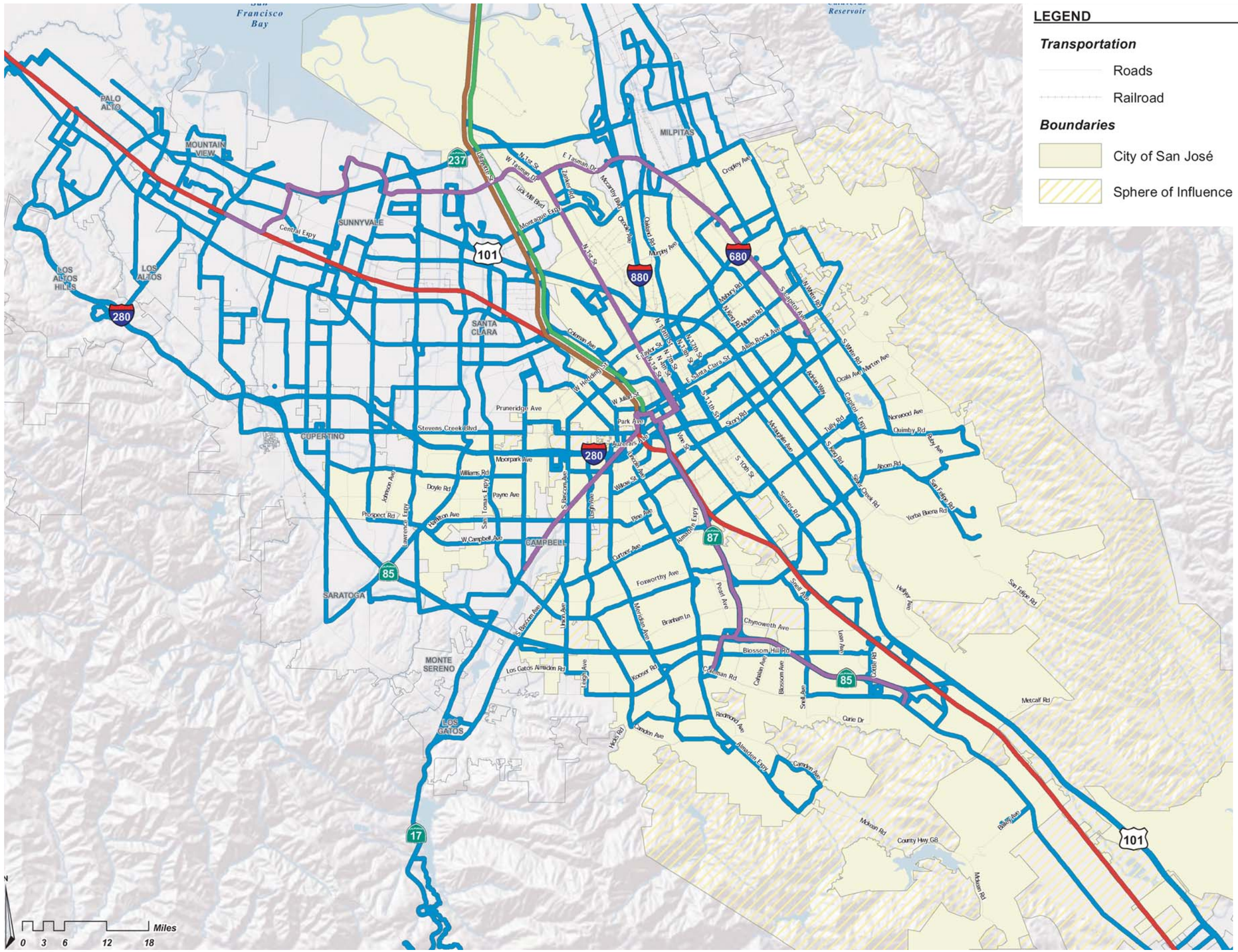
The VTA operates bus service in Santa Clara County. As of August 2010, the VTA operates 52 local routes, four limited stop routes, three shuttle routes, and twelve express routes in the county. Most of the routes serve some portion of the City of San José. Most bus routes are typically located along major arterial corridors and follow relatively straight, evenly-spaced routes from early morning into the late evening.

The top 15 VTA bus routes, in order of highest ridership in 2008, are routes 22, 23, 25, 70, 522, 66, 68, 26, 64, 55, 72, 60, 77, 73, and 71. These routes serve a total of 24 million passengers per year. The ridership of these top 15 routes accounts for approximately 73 percent of the total VTA bus ridership.

Bus Rapid Transit (BRT)

Bus Rapid Transit (BRT) is also operated by VTA and provides high quality rapid transit service using rubber-tire buses that is more flexible than fixed-guideway systems such as steel-wheel trains. There are two types of BRT service, BRT 1 and BRT 2, which are distinguished based on their capital and infrastructure requirements. BRT 1 is a premium-level bus service, with faster operating speeds, greater reliability, and fewer stops than local bus service. The VTA's current Rapid 522 is an example of BRT 1 type service. BRT 2 requires considerably higher capital investment than BRT 1 because it includes elements such as specialized or dedicated running ways, dedicated rail-like stations, infrastructure to give signal priority to transit, and passing lanes at stations to allow other vehicles the flexibility to bypass stations.

The VTA introduced Route 522 in July of 2005 to enhance transit use on the El Camino Real/The Alameda/Santa Clara Street corridor. Bus Rapid Transit was intended to travel along the same route as the local bus Route 22 but with fewer stops: there are 30 stops on route 522 compared to 112 stops for the regular bus Route 22. This change, along with signal priority for BRT 522, has enabled buses on the route to maintain higher operating speeds and greater reliability. Both Routes 22 and 522 are in the top 15 lines in terms of the County's bus ridership. There is no BRT 2 type service offered in the County at this time.



Source: Fehr & Peers Transportation Consultants

EXISTING TRANSIT SERVICES

FIGURE 3.2-3

Highway 17 Express Bus Service

The VTA and the Santa Cruz Metropolitan Transit District (SCMTD) jointly fund and oversee the operation of the Highway 17 Express bus service between the cities of Santa Cruz and San José. Service is provided from 5:00 am to 11:00 pm on weekdays and between 7:00 am and 10:00 pm on weekends with stops located in Santa Cruz, Scotts Valley, at San José Diridon Station, and in Downtown San José (on weekdays only). The SCMTD reported an annual ridership of nearly 190,000 passengers for fiscal year 2005/2006.

Light Rail, Intercity Passenger Commuter Rail Transit

Light Rail Transit

The VTA also operates approximately 40 miles of light rail service in Santa Clara County. The system includes three light rail lines: Alum Rock-Santa Teresa, Mountain View-Winchester, and Ohlone/Chynoweth-Almaden. Stops are located between ¼-mile and 1½ miles apart and service is provided via one- to three-car trains. Bicycles are permitted on all light rail vehicles at any time of day to facilitate multimodal travel. Connections with Caltrain, ACE, and/or Capitol Corridor passenger rail service are provided at the Tamien and Diridon Stations within the City of San José, at the Great America Station in the City of Santa Clara, and at the Mountain View Station in the City of Mountain View.

The Alum Rock-Santa Teresa Line operates between the Santa Teresa Station in South San José and the Alum Rock Station in East San José. It is approximately 27 miles long and serves 38 stations. The Ohlone/Chynoweth-Almaden Line is a branch of the Alum Rock-Santa Teresa line. It operates between the Almaden Station in Almaden Valley and the Ohlone/Chynoweth Station in South San José. This line is slightly over one mile in length and serves three stations. The Alum Rock-Santa Teresa Line operates 22 hours a day, seven days a week. Weekday service operates on 15-minute headways from 5:00 am to 7:00 pm and 30- to 60-minute headways during weekday early morning and late evening periods.

Weekend and holiday service operates on 15-minute headways during most of the day, except in the early mornings and late evenings when headways are 30 to 60 minutes.

The Mountain View-Winchester Line operates between the Mountain View Station and the Winchester Station in Campbell. It is approximately 22 miles long and serves 37 stations, including the segment jointly served by the Alum Rock-Santa Teresa and Mountain View-Winchester Lines from the Convention Center Station in Downtown San José to the Tasman Station in North San José. This line operates approximately 19 hours a day on weekdays, and 18 hours a day on weekends. Weekday service operates on 15-minute headways during the peak commute hours, and 30-minute service the rest of the day except late evenings when headways are 60 minutes. Weekend and holiday service operates 30-minute headways during most of the day, except in the early mornings and late evenings when headways are 60 minutes.

The existing average daily line ridership for the top 15 bus routes is approximately 72,900 and for all light rail routes, is 28,600.

Caltrain Commuter Rail

Caltrain is owned by the Peninsula Corridor Joint Powers Board, operated under contract with Amtrak, and managed under contract with the San Mateo County Transit District (SamTrans). Caltrain operates 50 miles of commuter rail between San Francisco and San José, and limited commute service trains that serve Gilroy during weekday commute periods. On weekdays, Caltrain operates approximately 100 trains per day of local, limited stop, and Baby Bullet express services in both directions (Baby Bullet train is the Caltrain Express stopping only four or five times between San José and San Francisco). Travel time between San José and San Francisco is approximately ninety minutes for local and limited stop services. Caltrain's Baby Bullet express service makes it possible to travel between San Francisco and San José in less than an hour.

Caltrain offers 22 weekday commute-hour bullet or limited stop trains, all of which serve Diridon Station and some of which serve Tamien Station. Other trains make all stops at San José Diridon Station and some trains make stops at the Tamien, Capitol, and Blossom Hill stations within San José. San José Diridon Station is the busiest Caltrain station in San José, while the Capitol Station serves the fewest number of patrons. On weekends, Caltrain typically operates approximately 30 trains per day with local stops only. These trains operate in both directions between San Francisco and San José Diridon Station. No stops are made at the other San José stations on weekends. At the San José stations, ridership increased between the early 1990's and the end of the dot-com boom in the early 2000's. Ridership declined after that, but began increasing again in the early 2000's until a peak ridership level was reached in 2008/2009, due partially to high gasoline prices. In 2009, the average Caltrain ridership was approximately 36,800 daily boardings, with 3,400 daily boardings occurring in San José.

Altamont Commuter Express (ACE)

The San Joaquin Regional Rail Commission (SJRRC) operates Altamont Commuter Express (ACE) commuter rail service of over 85 miles between Stockton and San José. Total ridership is over 700,000 passengers per year. It operates a limited number of trains per day with trains leaving Stockton in the morning and returning in the evening. Diridon Station is the only ACE stop within San José.

Amtrak

Intercity Amtrak passenger rail service is provided at the San José Diridon Station. Routes served include the Capitol Corridor (described in further detail below) and Coast Starlight.

The Coast Starlight is a 1,400 mile multi-day intercity rail service connecting Seattle, Washington to Los Angeles through cities including Portland, Oregon; Sacramento, and Santa Barbara. Service is provided by one train each day per direction. Approximately 350,000 riders used this service in 2007.

Amtrak provides intercity rail service on the Capitol Corridor, a 170-mile rail service connecting Sacramento to San José via Oakland. The service provides a limited number of daily round trips along the route. The Capitol Corridor stops only at Diridon Station within San José. Approximately 1.45 million riders rode on the Capitol Corridor route in 2007.

3.2.1.5 *San José Diridon Station*

San José Diridon Station is an intermodal transit center located in Downtown San José on Cahill Street near the HP Pavilion Arena. Bus, commuter rail, intercity rail, and light rail services are all provided at this multi-modal station. Bus service is provided on local, express, and shuttle routes. This station serves VTA Bus Routes 63, 64, 65, 68, 168, 180, and 181. Routes 22 and 522 are located within a block of the station. The station also serves the Highway 17 Express route, Downtown Area Shuttle (DASH), and Monterey-San José Express Route MST55.

Commuter rail service at Diridon Station is provided by Caltrain and Altamont Commuter Express (ACE). Diridon Station has the fourth largest number of boardings of any Caltrain station in the system, serving approximately 2,700 daily Caltrain riders. San José Diridon Station accounts for seven percent of ridership on the ACE system, which is the third lowest ridership volume of the nine stations. (Within Santa Clara County, the Great America ACE stop has the highest ridership.) Intercity rail is provided by Amtrak on the Coast Starlight route and by the Capitol Corridor. Approximately 190,000 annual boardings and alightings occurred at this station on these two services.

Light rail transit is provided at this location by the VTA on the Mountain View-Winchester line. This station has over 800 boardings and alightings per day for light rail, the fourth highest figure on the Mountain View-Winchester line, excluding the shared stations on the First Street corridor. Including the First Street corridor, the station has the 14th highest number of boardings and alightings.

The City was recently awarded a Station Area Planning grant from the Metropolitan Transportation Commission (MTC) to study the San José Diridon Station area. The previously approved Diridon/Arena Strategic Development Plan (2003) recommends high-density mixed use development pattern that balances living, working, and entertainment, and creates an environment that encourages walking, bicycling, and transit use. The grant is being used to prepare a Diridon Station Area Plan to define a specific level of development, identify station area improvements, and conduct related environmental review. The Plan will also identify a potential station design to accommodate future transit service needs, including planned BART and High Speed Rail service.

3.2.1.6 *Airports*

Norman Y. Mineta San José International Airport

Norman Y. Mineta San José International Airport (SJC) is located approximately two miles north of Downtown and is owned and operated by the City of San José. In 2009, approximately 8.3 million passengers per year traveled through this airport on 12 airlines. The airport currently includes a total of 28 gates: 14 gates in Terminal A, two gates in the International Arrivals Facility, and 12 gates in the newly opened Terminal B and over 160 million pounds of freight, cargo, and mail pass through the airport every year. The airport averages approximately 260 commercial and 90 general aviation departures and landings daily on three runways: two for commercial and larger general aviation aircraft and one for small general aviation aircraft. Due to a noise-based curfew, no flights are allowed between the hours of 11:30 pm to 6:30 am unless operation of the aircraft does not exceed 89 decibels during takeoff or landing or qualifies for a waiver from the general operating restriction.

The City has been implementing an Airport Master Plan originally adopted in 1997 and amended over time. The Master Plan includes approximately 70 specific facility improvement projects, more than half of which have been completed to date or are currently underway. Key components of the development program are: reconstruction and extension of the two commercial runways to their maximum on-site length (11,000 feet), supported by numerous taxiway system improvements; up to 49 air carrier gates in new or remodeled terminal buildings to adequately serve a projected demand of 17.6 million annual passengers and 184,000 airline operations; garages in the terminal area for public and rental car parking; roadway improvements; new or expanded cargo airline and passenger airline (belly-)cargo facilities to accommodate projected air cargo demand; new or reconfigured general aviation parking and servicing facilities to accommodate projected demand for light and corporate jet aircraft; and expanded airline support facilities. The SJC development program also includes implementation of numerous city, federal, and state environmental mitigation measures as updated over time.

Reid-Hillview Airport

Reid-Hillview Airport (RHV) is a general aviation facility located approximately four miles southeast of Downtown San José and is owned and operated by the County of Santa Clara. Over 240,000 annual takeoffs and landings occur at this airport, and approximately 700 small and general aviation aircraft are based at the airport.

The County has deemed expansion of RHV beyond its current boundary as infeasible because the area surrounding the airport is built-out primarily with residential neighborhoods and the Eastridge Shopping Center. Therefore, the County has determined that only minor expansions can be made within the Airport's boundary, such as adding more hangars or adding minor extensions to the runways. The County has previously explored the idea of closing down the airport and selling the land for redevelopment; however, the County does not have any plans to change Airport operations at this time.

3.2.1.7 *Pedestrian and Bicycle Circulation*

The mild climate and relatively flat terrain provide an ideal environment for walking and bicycling in San José. Approximately eight percent of peak period trips are currently made on foot or by bicycle, but only a small percentage (approximately two percent) are trips to and from work.

Pedestrian Circulation

Dedicated pedestrian facilities improve safety for pedestrians and can also encourage the use of alternative modes of transportation. These facilities include sidewalks, paths, pedestrian bridges, crosswalks, and pedestrian signals with crosswalks at signalized intersections to accommodate and prioritize pedestrian circulation. In California, it is legal for pedestrians to cross any street, except at unmarked locations between immediately adjacent signalized crossings or where crossing is expressly prohibited. Marked crossings reinforce the location and legitimacy of a crossing. In pedestrian-friendly cities, crossing locations are treated as essential links in the pedestrian network.

The current General Plan encourages pedestrian travel as a viable mode of movement between high-density residential and commercial areas throughout the city and in activity areas such as around schools, parks, transit stations, and in urban areas, particularly the Downtown Core Area and neighborhood business districts through policies such as:

> Pedestrian travel should be encouraged as a mode of movement between residential and non-residential areas throughout the city and in activity areas such as schools, parks, transit stations, and in urban areas, particularly the Downtown Core and Frame Areas and neighborhood business districts by providing pedestrian facilities that are pleasant, safe, accessible to people with disabilities, and convenient.

That policy direction is also implemented by the city's provision of safe and convenient pedestrian facilities. Most streets in the overall citywide street network include at least a four-foot wide sidewalk on one or both sides. The "Land Use/Circulation Element" of the current *Focus on the Future San José 2020 General Plan* identifies a number of planned infrastructure improvements for the pedestrian and bicycle networks. The Pedestrian Priority Areas Map in the current San José 2020 General Plan identifies pedestrian "corridors" and "core areas" where high levels of pedestrian activity currently exist or are likely in the future. The plan prioritizes improvements to the physical environment which encourage higher levels of walking in these types of areas:

- Pedestrian Corridors include the Transit-Oriented Development Corridors and neighborhood shopping streets. The Pedestrian Corridors are intended to increase neighborhood connectivity, and linkages to transit stations or Pedestrian Cores. Examples of pedestrian corridors located within the city are Lincoln Avenue, Winchester Boulevard, and Tully Road.
- Pedestrian Cores include the Downtown Core and Frame Areas, areas around rail stations, and the Planned Communities of Rincon South, Jackson-Taylor, Midtown, Tamien, and Communications Hill. For light rail stations, the area is defined by a circle with a radius of 2,000 feet (or a little more than one-third of a mile). For Caltrain, BART, or other heavy rail stations, the area is defined by a circle with a radius of 3,000 feet (or a little more than one-half of a mile).

Walkability

Walkability is defined as the ability to travel easily and safely between various origins and destinations without having to rely on automobiles or other motorized travel. The ideal "walkable" community includes wide sidewalks, a mix of land uses such as residential, employment, and shopping opportunities, a limited number of conflict points with vehicle traffic, and easy access to transit facilities and services. In San José, walkability varies substantially by area. In Almaden Valley, some streets have relatively low traffic volumes and include an extensive array of sidewalks, but shopping and employment opportunities within a reasonable walking distance of ½-mile to a mile are limited. In Downtown San José, residents of several new condominium towers along the Santa Clara, San Fernando, and First Street corridors are able to walk or bike to grocery stores and office buildings within 10 to 15 minutes.

Many of the city's schools are located within residential neighborhoods on lower volume roadways, which allow students of all ages to regularly walk or bike to their campus. Substantial numbers of parents still drive their children to school, however. Neighborhood and community shopping centers located on major and minor arterial roadways surrounding neighborhoods can be accessed via residential collector streets with sidewalks. Pedestrian-operated signals at higher volume intersections aid pedestrians in crossing the street, and the City is installing new ramps at numerous intersections to meet the access demands of a diverse population and to enhance the overall pedestrian experience.

Planning efforts are underway to convert some of the one-way street couplets in the Downtown area to two-way streets. These conversions will reduce automobile travel speeds, which will in turn improve pedestrian access and safety, especially at intersections. The City has also identified Special Planning Areas and Transit Corridors where additional intersection modifications that could increase automobile capacity will not be implemented under the Level of Service Policy, and existing street cross sections will be maintained to minimize exposure of pedestrians and cyclists to vehicles. In these instances, project developers that would previously have been required to modify an intersection or widen a street to improve automobile travel would instead be allowed to contribute to a fund to provide pedestrian, transit and bicycle enhancements in the adjacent area. Modifications to Council Policy 5-3 have recognized the importance of protecting pedestrian and bicycle facilities from undue encroachment by automobiles.

Bicycle Circulation

Bicycles are a convenient means of transportation for short trips, especially those less than two miles in length. According to the U.S. Department of Transportation, one-quarter of all trips in this country are under one mile; approximately 40 percent of all trips are two miles or shorter.

As shown on Figure 3.2-4, several hundred miles of bicycle facilities are currently provided in the city, with 34 miles designated as Class I multi-use trails, approximately 150 miles designated as Class II bicycle lanes, and nearly 20 miles designated as Class III bicycle routes. Additionally, the City of San José has nine (9) pedestrian-bicycle freeway overcrossings. Although many other roadways may be suitable for bicycling, the City has not designated them as bicycle facilities because they do not meet the standard bicycle facility definitions. Therefore, they are not shown on Figure 3.2-4.

The City's current General Plan calls for the development of a safe, direct, and well-maintained transportation bicycle network that links residences, employment centers, schools, parks and transit facilities. The transportation bicycle network promotes bicycling as an alternative mode of transportation for both commuting and recreation. The City has a designated Bicycle and Pedestrian Coordinator on staff in the Department of Transportation who is responsible for overseeing the implementation and maintenance of a comprehensive bikeway system, as well as coordinating bike linkages to adjacent communities. The City's *Bike Plan 2020* was adopted in 2009 and provides a foundation for enhancing the City's bikeway network and increasing the mode share of bicycle travelers. The Bike Plan lays out specific goals to improve bicycle access and connectivity in San José by the year 2020. These goals are further discussed in the Regulatory Environment section of this report.

Following is a description of the bicycle facilities in San José (see Figure 3.2-4).

Typical California standards[25] provide for three distinct types of bikeway facilities, as generally described below:

- Bike paths (Class I) are paved pathways separated from roadways that are designated for the exclusive use of bicycles and pedestrians. In general, bike paths serve corridors not served by streets and highways or where sufficient right-of-way exists to allow such facilities to be constructed away from the influence of parallel streets and numerous vehicle conflicts.

[25] Described in Chapter 1000: Bikeway Planning and Design of the Caltrans Highway Design Manual, 2001.

Sample facilities include the Guadalupe River Trail, Los Gatos Creek Trail, and Coleman Avenue Trail, all of which include asphalt or concrete surfaces.

- Bike lanes (Class II) are lanes for bicyclists adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bike lanes are usually constructed to better accommodate bicyclists through corridors where insufficient room exists for safe bicycling on existing streets. Sample facilities include bike lanes on Curtner Avenue, Leigh Avenue, River Oaks Parkway (from Montague to Zanker), Williams Road-Bollinger Road from DeAnza Boulevard to Winchester Boulevard, and San Fernando Street from SR 87 to 11th Street. The City is planning enhanced facilities on San Fernando (with colored pavement) and on River Oaks Parkway (buffer separated bike lane).

- Bike routes (Class III) in general are located on low traffic volume streets that provide alternate routes for recreational, and in some cases, commuter and school-age cyclists. These facilities are designated Class III and are signed for bike use, but have no separated right-of-way or lane striping. Bike routes serve either to: (1) provide continuity to other bicycle facilities, or (2) designate preferred routes through high demand corridors. Sample bike routes include Meridian Avenue, Blossom Hill Road west of Almaden Expressway, and King Road. In the case of San Fernando Street between SR 87 and the Diridon Transit Station where additional width for bike lanes was not available, the City has installed "sharrow" symbols on the pavement to designate the appropriate travel path for cyclists and increase driver awareness of bicycles.[26]

Trails and Pathways

San José extends across the Santa Clara Valley floor and has many exceptional views of the surrounding hillsides. Alum Rock Park and a number of County parks reach into the foothills east and south of the urban areas. In addition, many creeks and other natural wooded areas across the valley floor provide natural linear pathways, some reaching all the way to the Bay. These attributes provide the city with many scenic and recreation opportunities. Trails and pathways create outdoor recreational facilities for bicyclists, pedestrians, and other recreational activities.

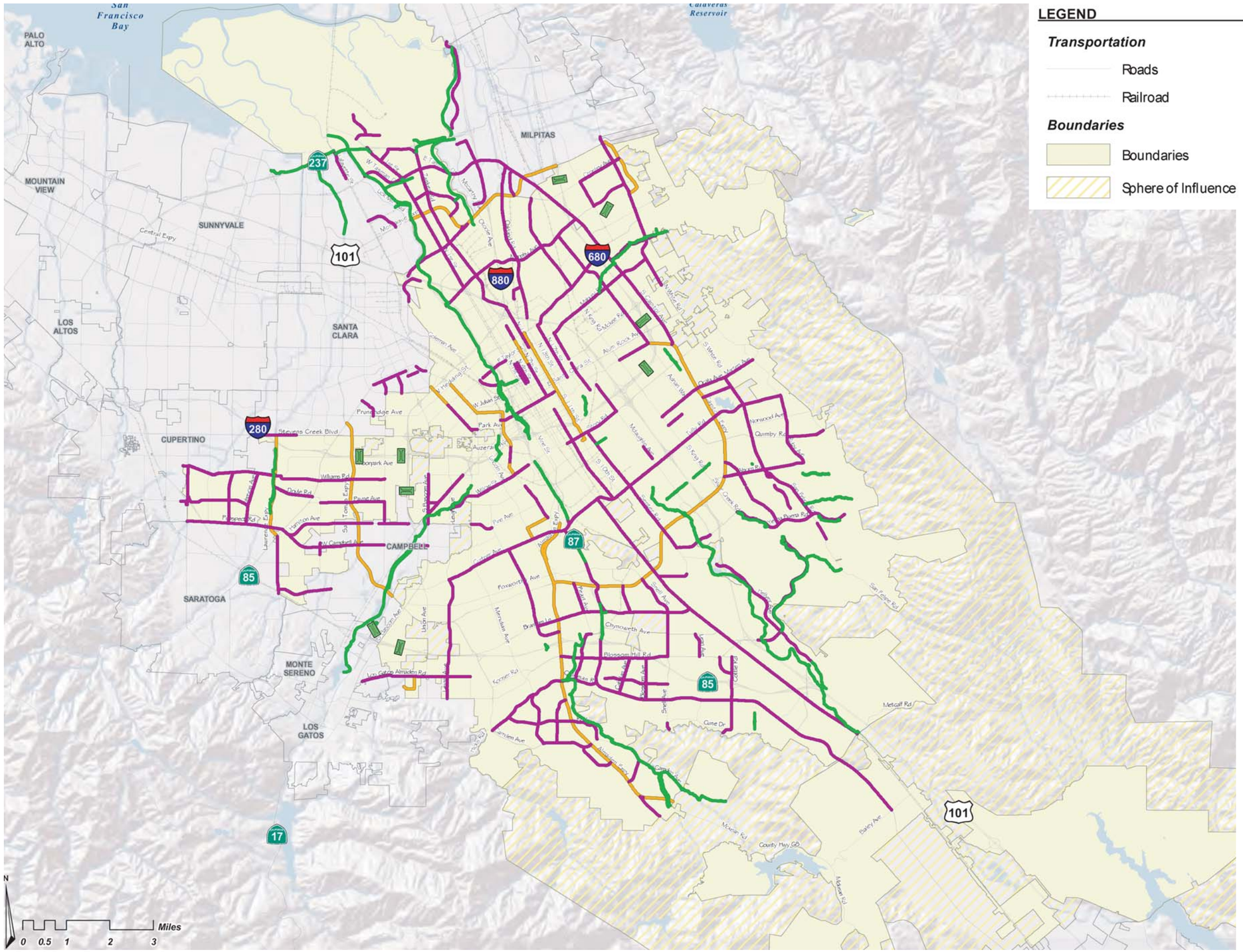
Twenty-four unique trail systems provide over 50 miles of trails in San José, and the City is planning for 100-mile network across 32 interconnected trails. Primary trail systems include the Bay Trail, Coyote Creek Trail, Guadalupe River Trail, Guadalupe Creek Trail, Los Alamitos Creek Trail, Los Gatos Creek Trail, Highway 87 Bikeway, and the Highway 237 Bikeway.

In addition, segments of several regional systems are located within San José, including the Bay Area Ridge Trail, Juan Bautista de Anza National Historic Trail, San Francisco Bay Trail, the National Recreation Trail System, and the U.S. Bicycle Route System.

<u>San Francisco Bay Trail</u>

The San Francisco Bay Trail is a planned 400-mile paved path network around San Francisco Bay that can be used by pedestrians and bicyclists. Both off-street and on-street segments of the trail in the Alviso neighborhood area of San José have already been completed. However, these segments of

[26] "Sharrows" are roadway stencils commonly used on Class III routes to indicate where bicycles and automobiles share the same roadway space.



Source: Fehr & Peers Transportation Consultants

EXISTING BICYCLE FACILITIES

FIGURE 3.2-4

the Bay Trail are not currently connected to other portions of the trail in Milpitas and Sunnyvale. Once the Bay Trail is complete, it will provide for recreational and commute travel by both bicyclists and pedestrians.

Other City Trails

Among the most popular trails in the city are Coyote Creek Trail and Los Gatos Creek Trail. Coyote Creek Trail is partially constructed, with three segments totaling 18.7 miles completed. The north segment reaches from SR 237 to Montague Expressway (1.4 miles); the Downtown segment reaches from William Street to I-280, in Olinder Park (0.5 miles); and the south segment reaches from Tully Road to Morgan Hill near Anderson County Park (16.8 miles). Several City and County Parks can be accessed from Coyote Creek Trail.

Los Gatos Creek Trail is 11.2 miles long, although only 1.9 miles of the trail are in San José. Near Downtown, the trail reaches from Auzerais Street to Lonus Street. The longer section reaches from Meridian Avenue near Curci Drive into the neighboring cities of Campbell and Los Gatos.

3.2.1.8 *Transportation Demand Management (TDM)*

TDM programs are intended to reduce vehicle trips and parking demand, especially during peak travel periods, by promoting the use of multimodal transportation options. By implementing or requiring TDM programs, land use authorities can use available transportation resources more efficiently. These programs can include a wide variety of measures such as shuttle services, transit pass subsidies, improved access to transit, park and ride facilities, parking "cash out" programs, and improved bicycle and pedestrian amenities among others. Below is a summary of the types of TDM measures currently utilized in San José. Many of the private services were included as conditions of project approval for new traffic-intensive development or are paid for by development in lieu of providing the service directly (such as shuttle services). Many of the programs have become common in the North San José employment area and other high tech areas in Silicon Valley. Others, such as parking "cash out" programs or the reduction of on-site parking have almost never been used because of challenges with the willingness of lending institutions to provide construction financing and/or potential affect on corporate "exit strategies" for possible subsequent subdivision of a development project.

Shuttle Service

Shuttle services are provided at a number of locations throughout San José. Shuttles serve passengers traveling to and from Downtown, Norman Y. Mineta San José International Airport, North San José, Edenvale, and sometimes multiple worksites for individual employers such as Cisco Systems. Below are brief descriptions of some of the existing shuttles.

Downtown Area Shuttle (DASH)

DASH is a free shuttle that carries approximately 700 passengers every weekday to employment, business and school locations in Downtown San José. DASH serves the San José Diridon Station, thereby providing transfer connections from ACE, Caltrain, Amtrak, Highway 17 Express, Monterey-San José Express, and VTA bus and light rail service. Headways are approximately 5 to 35 minutes on weekdays only. DASH is operated by the VTA with additional funding from the San

José Downtown Association, the City of San José, and a "Transportation Fund for Clean Air" grant from the Bay Area Air Quality Management District.

The Airport Flyer (VTA Route 10)

The Airport Flyer provides service to the Norman Y. Mineta San José International Airport from both the Santa Clara Transit Center and the Metro/Airport light rail station. Headways are 15 to 35 minutes on weekdays and 15 to 60 minutes on weekends. This route serves approximately 380,000 passengers per year.

Free Employer-Based Shuttles

Private employer commute transportation service includes a network of independently operated lines, tailored closely to the wants and needs of employees of the high-tech firms. These privately provided services have some things in common with VTA's highway express services. Both are centered on transporting employees to the work site in the morning and to their origin points in the afternoon-evening period. Like VTA service, the private transportation services have termini and/or stop locations at transit stations and park-and-ride lots, although some are outside of Santa Clara County. Most of the employers' routes have three or fewer stops at the tail ends of their routes. In many cases, the private employers' and VTA's routes parallel each other. For example, portions of Express 120 and 140 mirror Yahoo!'s shuttle (now vanpool) routes from Fremont BART to its Sunnyvale and Santa Clara campuses, respectively.

There are differences, as well. Shuttle buses and vanpools have schedules that closely match employee shift times but also allow for flexible work schedules. The private services operate with no or few stops en route, with service directly to the employees' worksite. The vehicles used generally offer onboard amenities not commonly found on VTA buses, such as reclining seats, wireless Internet access, and electrical outlets for computers and other electronics.

These private operated services may have set a certain level of expectation for commute services in general. VTA is conducting outreach to private employers in Silicon Valley not only to learn more about their transport systems but to build relationships. It is possible that public/private partnerships could provide employee transportation more effectively than the sometimes overlapping and competitive arrangement that has evolved over the years.

Free employer-based shuttles in key high-tech employment centers are sometimes open to the public. The Hitachi Shuttle provides service between the Blossom Hill Caltrain Station and the Hitachi campus in Edenvale via the Santa Teresa light rail station. Headways are 15 minutes during commute periods on weekdays only. The IBM Shuttle provides service between the corner of Santa Teresa Boulevard/Cottle Road and the IBM Silicon Valley Lab campus on Bailey Avenue via the Santa Teresa light rail station. Headways are 30 minutes during commute periods on weekdays only. In a study prepared by VTA, the network of private employer shuttles was found to reach throughout Santa Clara County and into San Mateo County and San Francisco, to Santa Cruz and up the East Bay to parts of Contra Costa County. The private shuttles generally make 1-3 trips per peak travel period and serve employers throughout Silicon Valley.

Other Shuttles

ACE and VTA also sponsor free shuttles originating from the ACE Great America Station in the City of Santa Clara. The ACE Purple Shuttle provides service from the Great America Station to west Milpitas via Tasman Drive. The shuttle includes multiple stops in San José along Tasman Drive. Headways are between approximately 60 and 75 minutes during commute periods on weekdays only. The ACE Brown Shuttle provides service from the Great America Station in Santa Clara to the Montague Expressway/Seeley Avenue intersection in North San José. The shuttle serves multiple stops in San José along Tasman Drive, First Street, River Oaks Parkway, Seeley Avenue, and Montague Expressway. Headways are between approximately 60 and 75 minutes during commute periods on weekdays only.

Transit Passes

Eco Pass

Eco Pass is an employer-sponsored annual pass that offers unlimited rides on all VTA bus and light rail services seven days a week. The Eco Pass is purchased by employers for all full-time employees. Employers pay an annual fee to provide the pass to full-time employees regardless of how many employees actually use the pass. A Residential Eco Pass is also available for purchase by residential communities of 25 or more units such as condominium, apartment, or townhouse developments. Similar to the employer-sponsored Eco Pass, the Residential Eco Pass is purchased by residential communities for all residents. The communities pay an annual fee to provide the pass to all residents regardless of how many residents actually use the pass.

Go Pass

Go Pass is an employer-sponsored annual pass that offers unlimited rides on Caltrain seven days a week through all zones. The Go Pass is purchased by employers for all full-time employees. Employers pay an annual fee to provide the pass to each full-time employee regardless of how many employees actually use the pass.

Clipper Card

Over two dozen transit providers operate in the nine-county Bay Area region. To make fare payment and transfers between different transit agencies easier, many Bay Area agencies are in the process of adopting the Clipper payment card (formerly Translink). Transit riders can use the Clipper card at rail transit stations or on buses. For each use, the correct fare (including transfers and discounts) is automatically deducted from the Clipper card. Currently Clipper is accepted on Caltrain, BART, Muni, AC Transit, Dumbarton Express, and the Golden Gate Transit & Ferry Service. VTA began phasing in use of the Clipper Card for VTA-provided services in early 2011.

Park & Ride Lots

In Santa Clara County, "Park & Ride" lots are at convenient locations provided by the VTA where commuters can park their car and use another mode to complete their trip, usually transit or carpool. There are numerous such lots in San José with parking capacity ranging from 20 spaces at the River Oaks Parkway/First Street intersection to over 1,100 spaces at the Santa Teresa light rail station. Almost all Park & Ride lots in San José are located at light rail transit stations. The smaller lots are

sometimes called "Kiss and Ride" lots since they have relatively little parking and are therefore more suitable for drop-offs.

Other TDM Elements

Numerous other elements are included in TDM programs that are already in use by both public agencies and private employers in the city. The City is supportive of a wide array of such measures and, where appropriate, has required them with land use entitlements approved in North San José and other areas that are well supported by appropriate infrastructure. Most of the larger companies in Silicon Valley routinely offer such amenities.

Examples of TDM elements evaluated or already in use at various locations within the city include:

- Secure bicycle parking
- Showers and changing rooms
- Charging for parking, or offering a cash allowance in lieu of a parking space (parking "cash out" programs)
- Preferential carpool/vanpool parking
- Flexible work hours
- Working from home
- Guaranteed ride home programs
- On-site amenities (e.g., day care, ATM, dry cleaners, restaurants/cafeterias)

In addition to the above elements, many large private employers in the city have designated TDM coordinator positions that help arrange transportation options for their employees on an ongoing basis.

It is recognized that most of these measures are focused on the workplace. This is partly because commute traffic is generally the heaviest routine traffic movement.

New residential development, especially higher density projects near LRT stations in San José, have provided Eco Passes to new residents, reduced on-site parking, and provided new residents with membership for major facilities within walking distance (such as the Friends of the Guadalupe River Park and Gardens), as well as incorporated a mix of land uses, including retails, into the development to reduce the need for residents to drive to needed services.

3.2.1.9 *Regulatory Framework*

For the purposes of this discussion, a jurisdiction is a level of government (city, county, state, or federal) or regulatory authority (local, regional, state, or federal) responsible for some or all aspects of the planning, implementation, operations, and maintenance of transportation facilities and services in a defined area. The City of San José has jurisdiction over all city streets and City-operated traffic signals. The neighboring Cities of Santa Clara, Campbell, Los Gatos, Milpitas, and Morgan Hill have jurisdiction over local roadways within their respective jurisdictional boundaries. The California Department of Transportation (Caltrans) has jurisdiction over state facilities including I-280, I-680, I-880, US 101, SR 17, SR 82 (El Camino Real), SR 85, SR 87, and SR 237. Caltrans also has jurisdiction over on- and off-ramp intersections with local streets. The County of Santa Clara has jurisdiction over streets in unincorporated areas, as well as all of the County Expressways. Transit agencies operating within the City limits are VTA, Caltrain, ACE, and the Capitol Corridor. Several

regional, state and federal agencies have some level of involvement in transportation planning and implementation of circulation improvements in San José, in addition to the City of San José.

Agencies and relevant planning documents are described below.

Federal Agencies and Programs

Americans with Disabilities (ADA) Act of 1990

Titles I, II, III and V of the ADA have been codified in Title 42 of the United States Code, beginning at section 12101. Title III prohibits discrimination on the basis of disability in "places of public accommodation" (businesses and non-profit agencies that serve the public) and "commercial facilities" (other businesses). The regulation includes Appendix A to Part 36 (Standards for Accessible Design) establishing minimum standards for ensuring accessibility when designing and constructing a new facility or altering an existing facility.

Examples of key guidelines include detectable warnings for pedestrians entering traffic where there is no curb, a clear zone of 48" inches for the pedestrian travel way (usually a public sidewalk), and a vibration-free zone for pedestrians.

Federal Highway Administration (FHWA)

The FHWA is a major agency of the United States Department of Transportation. In partnership with State and local agencies, the FHWA carries out Federal highway programs to meet the Nation's transportation needs. The FHWA administers and oversees Federal highway programs to ensure that Federal funds are used efficiently.

State Agencies and Programs

California Department of Transportation (Caltrans)

In 2010, Caltrans' Smart Mobility Framework was adopted and serves as a planning framework that helps to guide and assess how well plans, programs, and projects meet a definition of "smart mobility". It is applicable to various levels of plans, programs, or projects (e.g., Regional Transportation and Blueprint Plans, General Plans, corridor plans, specific development proposals, etc.) in all parts of the state (i.e., urban, suburban, and rural).

Statewide Transportation Improvement Program

The California Transportation Commission (CTC) administers transportation programming which is the public decision-making process to set priorities and fund projects envisioned in long-range transportation plans. Transportation programming aligns expected revenue over a multi-year period to transportation projects. The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. The California Department of Transportation (Caltrans) manages the operation of State Highways in San José.

California AB 32 and SB 375

With the passage of Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, the State of California made a commitment to reduce greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (CARB) is coordinating the response determined for local jurisdictions to comply with AB 32.

In 2007, CARB adopted a list of early action programs that could be put in place by January 1, 2010. In 2008, CARB defined its 1990 baseline level of emissions, and later in 2011 is scheduled to complete its major rule making for reducing GHG emissions. Rules on emissions, as well as market-based mechanisms like the proposed cap and trade program, will take effect January 1, 2012.

On December 11, 2008, CARB adopted its Proposed Scoping Plan for AB 32. This scoping plan included the approval of Senate Bill (SB) 375 as the means for achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32. A lawsuit (Association of Irritated Residents, et al. v. CARB) was subsequently filed seeking to suspend the scoping plan, preventing implementation by CARB of the scoping plan until additional procedural requirements are fulfilled.

There are four major components to SB 375. First, SB 375 requires regional GHG emissions targets for automobiles and light trucks. The targets for MTC in the San Francisco Bay Area adopted in September 2010 by CARB include a seven (7) percent reduction in greenhouse gases per capita from passenger vehicles by 2020 compared to emissions in 2005. The adopted target for 2035 is a 15 percent reduction per capita from passenger vehicles when compared to emissions in 2005. The emission reduction targets are for those associated with land use and transportation strategies, only. These targets, which Metropolitan Planning Organizations (MPOs) may propose themselves, will be updated every eight years in conjunction with the existing revision schedule of housing and transportation elements.

Second, SB 375 requires that MPOs create a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. The SCS and the Regional Transportation Plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details an alternative plan to meet the target. This process is anticipated to be complete in 2013.

Third, SB 375 requires that regional housing elements and transportation plans be synchronized on eight-year schedules. In addition, Regional Housing Needs Assessment (RHNA) allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within three years.

Fourth, MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the CTC. Regional Transportation Planning Agencies, cities, and counties are encouraged, but not required, to use travel demand models consistent with the CTC guidelines.

California Complete Streets Act

The California Complete Streets Act of 2008 requires cities and counties to integrate multimodal transportation network policies into the Circulation Elements of their General Plans. Starting in January 2011, all cities and counties must plan for the development of multimodal transportation

networks that reflect the needs of their individual communities. The purposes of the Act include fulfilling the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure and improve public health by encouraging physical activity.

Regional Agencies and Programs

Metropolitan Transportation Commission (MTC)

Most federal, state, and local financing available for transportation projects is allocated at the regional level by MTC, the transportation planning, coordinating, and financing agency for the nine-county Bay Area. The current regional transportation plan, known as Transportation 2035, was adopted by MTC on April 22, 2009. Transportation 2035 specifies a detailed set of investments and strategies throughout the region from 2009 through 2035 to maintain, manage, and improve the surface transportation system. The Plan specifies how anticipated federal, state, and local transportation funds will be spent in the Bay Area during the next 25 years. Most of this "committed funding" will go toward maintaining the region's existing transportation infrastructure.

Bay Area Air Quality Management District (BAAQMD)

The BAAQMD is the regional agency with the authority to develop and enforce regulations for the control of air pollution throughout the Bay Area. The Clean Air Plan is BAAQMD's plan for reducing the emissions of air pollutants that lead to ozone. BAAQMD has also published CEQA Guidelines for the purpose of evaluating the air quality impact of projects and plans. One of the criteria described in the Guidelines is that plans, including General Plans, must demonstrate reasonable efforts to implement those transportation control measures (TCM) included in the Clean Air Plan that identify local governments as the implementing agencies. On-road motor vehicles are the largest source of air pollution in the Bay Area. To address the impact of these vehicles, the California Clean Air Act requires air districts to adopt, implement, and enforce TCM.

Valley Transportation Authority (VTA)

The VTA serves three roles in Santa Clara County: (1) primary transit operator (2) Congestion Management Agency (CMA) and (3) regional transportation planning agency. In its role as transit operator, the VTA is responsible for the development, operation, and maintenance of the bus and light rail system within the county. The VTA operates over 70 bus lines, three light rail lines, in addition to shuttle and paratransit service and provides transit service to major regional destinations and transfer centers in adjoining counties.

Santa Clara County Congestion Management Program (CMP)

The VTA oversees the Congestion Management Program (CMP). 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. The CMP legislation requires that each CMP contain the following five mandatory elements: 1) a system definition and traffic level of service standard element; 2) multimodal performance measures element; 3) a trip reduction and transportation demand management element; 4) a land use impact analysis program element; and 5) a capital improvement element. The Santa Clara County CMP includes the five mandated elements and three additional elements, including: a countywide transportation model and data base element, an annual monitoring and conformance element, and a deficiency plan element. Preparation of a deficiency plan is

required by cities for CMP facilities that operate at unacceptable levels based on the CMP's standard. The purpose of a deficiency plan is to improve system-wide traffic flow and air quality. According to the CMA's Deficiency Plans Requirements (September 2010), plans "allow local jurisdictions to adopt innovative and comprehensive transportation strategies for improving system wide LOS rather than adhering to strict traffic level of service standard that may contradict other community goals."

The CMA requires that the impacts of proposed development projects on the CMP System be addressed. The CMP system in San José includes the freeway and expressway systems and a number of major regional roadways. Since the subject of this PEIR is the City's long term General Plan and not a near term development project, and because this study is a program level evaluation, the analytic methodology is different than that required for near term impacts.

Caltrain/Peninsula Corridor Joint Powers Board

The Peninsula Corridor Joint Powers Board (PCJPB) is a government entity which manages the Caltrain commuter rail line that runs down the San Francisco Peninsula and Santa Clara Valley. The Caltrain right-of-way is located between the San Francisco 4th & King Station and the San José Tamien Station. Caltrain service extends south of Tamien Station to Gilroy on right-of-way owned by Union Pacific Railroad. The PCJPB consists of three member agencies from the three counties which the Caltrain line serves; each member agency sends three representatives to make up the nine member Board of Directors. The member agencies are:

a. The City and County of San Francisco
b. San Mateo County - San Mateo County Transit District (SamTrans)
c. Santa Clara County - Santa Clara Valley Transportation Authority (VTA)

Planned short-range improvements to Caltrain are concentrated on a systematic approach to optimize the current system's condition and performance. These planned improvements include upgrading the signaling and communications systems, replacing old bridges, enhancing the approach speeds and flexibility at the San Francisco terminus, and eliminating all of the remaining "hold-out" stations. These stations are areas where trains are required to wait while another train is in the main station and therefore increase service delays. Planned long-range improvements to Caltrain include electrification of the entire line to improve operating efficiency and provide environmental benefits.

Santa Clara County

Streets in unincorporated areas, as well as all of the County Expressways, are under the auspices of the Santa Clara County Roads and Airports Department. Several larger, developed county pockets exist within the greater City limits including those in the Burbank area (east of the I-280/I-880-SR 17 interchange), the Willow Glen area (between Leigh and Meridian Avenues near Hamilton Avenue), and in the Cambrian area (between Jacksol Drive and Leigh Avenue south of Camden Avenue). Another relatively large developed but unincorporated area exists mostly east of White Road between Penitencia Creek Road and Story Road. Santa Clara County is responsible for maintaining and operating all of the expressways and all of the streets in unannexed areas of the County.

Trails Master Plan

The Santa Clara County Trails Master Plan was approved by the Santa Clara County Board of Supervisors in 1995. The goal of the Plan is to direct the County's trail implementation efforts well

into the 21st century with a balanced regard for the public good and individual desires for privacy. The Plan implements the vision to provide a continuous trail network that connects cities to one another, connects cities to the County's regional open space resources, connects County parks to other County parks, and connects the northern and southern urbanized regions of the County.

The Plan identifies regional trail routes, sub-regional trail routes, connector trail routes, and historic trails. Some of the major regional trail routes identified in the County's Trail Master Plan that are within San José include the Coyote Creek Trail and the Guadalupe Trail. Both of these trails are identified in the city's trail network and are an important part of the city's bicycle and pedestrian network. The City has current General Plan policies that encourage the development of bicycle and pedestrian facility connections to these trails, such as the following:

> Priority improvements to the Transportation Bicycle Network should include bike paths along designated trails and pathways corridors;
>
> The City should promote cooperative interagency planning of trails and pathways in order to establish and encourage their use for both recreational purposes and as alternate transportation routes.

Local Agencies and Programs

City of San José

The City of San José is responsible for the planning, construction, operation, and maintenance of local streets, bikeways, and trails within the city boundaries. Policies and plans for guiding the development and maintenance of these facilities include the *Greenprint Strategic Plan*, the adopted *Focus on the Future San José 2020 General Plan*, the *City's Bike Plan 2020*, and the *Citywide Emergency Evacuation Plan*. Each of the plans is discussed briefly below.

Greenprint Strategic Plan

The *Greenprint* states that an interconnected trail systems plays an important role in improving the livability of a city. Trails offer easy access to recreation, function as commute routes and help to define and preserve natural areas. Many trails are along and within the city's commercial areas, providing excellent off-street commute routes. Surveys conducted in 2007 and 2008 show an increase in bicycle commuting and nearly 1,000 people using the Guadalupe River Trail daily, with a majority reporting that they commute to work in Silicon Valley. The Los Gatos Creek Trail is enjoyed by over 1,400 persons daily (Trail Count 2008) on the weekends, and provides off-street access to several shopping districts easily accessible from the trail. As of June 2009, there were over 50 miles of trails open to the public in San José. The trail systems include Bay Trail, Coyote Creek Trail, Guadalupe River Trail, Guadalupe Creek Trail, Los Alamitos Creek Trail, Los Gatos Creek Trail, Highway 87 Bikeway, and Highway 237 Bikeway.

San José Bike Plan 2020

The City's *Bike Plan 2020*, adopted in 2009, provides a foundation for enhancing the bikeways network and increasing the mode share of bicycle travelers. The Bike Plan lays out specific goals to improve bicycle access and connectivity in San José by the year 2020. These goals include:

- Complete 500 miles of bikeways;
- Achieve a five percent bike mode share;
- Reduce bike collision rates by 50 percent;
- Add 5,000 bicycle parking spaces; and
- Achieve Gold-Level Bicycle Friendly Community status.

Citywide Emergency Evacuation Plan

In the event of a fire, geologic, or other hazardous occurrence, the City of San José's Emergency Evacuation Plan provides comprehensive, detailed instructions and procedures regarding the responsibilities of City personnel and coordination with other agencies to ensure the safety of San José citizens.

The plan identifies that the disruptions produced by a major earthquake throughout the Bay Area could potentially create major traffic jams on US 101 from Novato to San José, on I-880/SR 17 from Richmond to Santa Cruz, with less severe congestion expected on I-680/I-280 and SR 237. Because the San Francisco and Oakland airports are built entirely on bay fill, and the water table is within five feet of the surface, runways are expected to be unusable due to major damage. Mineta San José International Airport is expected to have a reasonable chance of surviving the earthquake without serious disruption of runway integrity for most aircraft types. Ground failure is expected to damage the alignment of railroads.

The Emergency Plan includes evacuation procedures but does not delineate evacuation routes. Instead, procedures are outlined for different types of emergencies occurring in various locations of the city. The City's Emergency Evacuation Plan is maintained by the Emergency Services Director, who is a member of the Fire Department.[27]

San José 2020 General Plan

Existing policies in the General Plan have been adopted for the purpose of avoiding or mitigating environmental effects resulting from development planned within the city. Relevant General Plan policies that directly address reducing or avoiding impacts from traffic include the following:

- Level of Service Policy #5
- Transportation Policies #1, 3, 8, 9, 11, 16, 51, 52, and 53

Adopted City Council Policies

Council Policy 5-3 was adopted for the purpose of guiding analyses and determinations "regarding the overall conformance of a proposed development with the City's various General Plan multimodal transportation policies."

[27] http://www.sanjoseca.gov/emergency services/pdf/BASIC%20PLAN.pdf

3.2.2 Thresholds of Significance

For the purposes of this PEIR, a transportation impact is significant if implementation of the proposed *Envision San José 2040 General Plan* would:

- Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit;
- Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;
- Substantially increase hazards due to a design feature or incompatible uses;
- Result in inadequate emergency access; or
- Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

Consistent with the above listed thresholds from the CEQA Guidelines, with the City's General Plan policies and with the City's past practices for evaluating General Plan transportation impacts, for the purposes of this PEIR the following quantified impacts are considered significant when compared to impacts from existing conditions:

a. Increase in Vehicle Miles Traveled per Service Population – An impact to the effectiveness of the circulation system shall be considered significant if the proposed General Plan causes daily land-use based VMT per service population (total residents plus employees) to increase over existing conditions.

b. Change in Mode Share – A change in mode share shall be considered inconsistent with relevant General Plan policies and a significant adverse impact if the proposed General Plan results in an increase in the city's journey-to-work automobile mode share percentage.

c. Congestion Increase on Regional Screenlines – The proposed General Plan would result in a conflict with the applicable congestion management program and a significant environmental impact if it causes aggregated volume-to-capacity ratios for congested links (links with V/C of 0.9 or higher) of regional screenlines to increase in the peak direction by at least 0.005, and total volumes on the same links to increase in any direction by at least 2.5% of the average congested link capacity.

d. Decrease in Performance of Public Transit Facilities – A significant impact that would decrease the performance of public transit facilities would occur if the proposed General Plan would cause the average speed on a transit priority corridor to drop below 15 mph or to decrease by 25% or more during the AM peak hour and/or would cause a transit priority corridor with an existing average speed below 15 mph to decrease by one mph or more during the AM peak hour.

3.2.3 Transportation Impact Assumptions and Bases of Impacts

3.2.3.1 *Transportation Network Changes*

The proposed *Envision San José 2040 General Plan* includes substantial refinements to the existing and planned roadway network, changes in the "typology" of the city's street system, modifications to the physical network supporting alternative transportation modes, and substantial additions and revisions to the General Plan goals and policies for the city's transportation systems. To understand the environmental impacts that might result from adopting and implementing the Envision General Plan, the following discussion supplements the Project Description in Section 2.0 of this PEIR with additional detail about the proposed Transportation Network and relevant goals and policies.

Proposed Roadway Network Changes

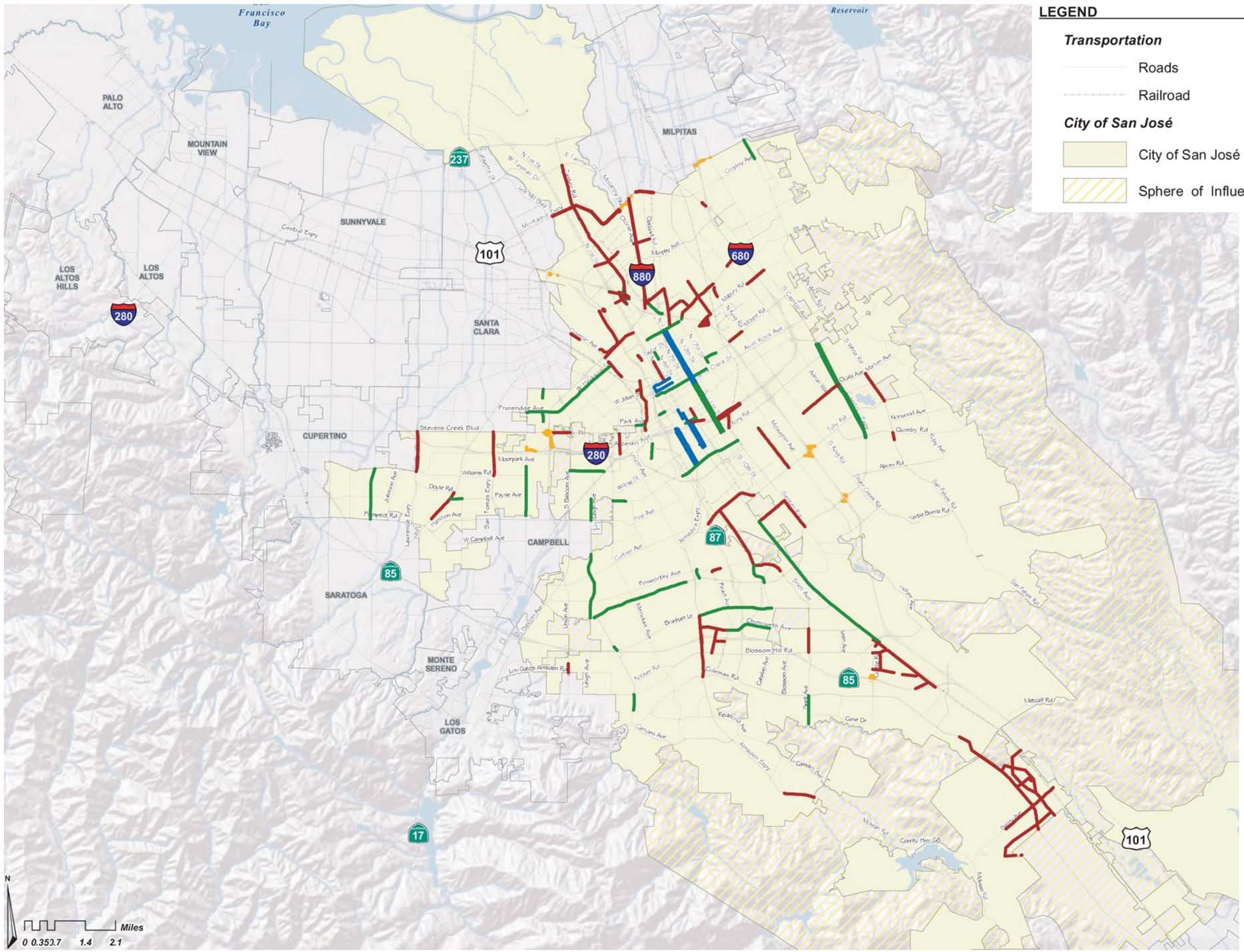
One goal of the *Envision San José 2040 General Plan* is to better align the transportation network with the *Envision* Guiding Principles related to multimodal transportation, economic development, community livability, and environmental sustainability. The City of San José Department of Transportation staff completed a comprehensive review of existing roadway operations and planned capacities as they relate to the City's *Envision* goals and policies, using the San José 2020 General Plan transportation network as a starting point.

Considerations included both planned and existing roadway capacities, neighborhood characteristics, Bicycle Plan 2020, right-of-way restraints, as well as mobility for all modes of transportation. A revised street network plan was developed and used for the transportation analysis of proposed land use scenarios identified for the *Envision* plan.

Tables 3.2-7 through 3.2-10 show the changes that are contained in the proposed General Plan in terms of number of lanes for motor vehicles. Network changes compared to existing conditions are illustrated in Figure 3.2-5. All these changes are included in the transportation analysis that was prepared for the proposed General Plan. Roadways that are not mentioned in this list are not proposed for any changes. Streets or interchanges that will no longer be shown on the *Envision San José 2040 General Plan* Land Use/Transportation Diagram are "de-listed" from the General Plan. Since only the major roadways are included on the Plan, de-listing is an acknowledgement that the roadway is not proposed to play a major role in the transportation system in the future. (Delisting is indicated by "--" in the following table, as is shown for Fortini Road.)

The proposed roadway changes can generally be categorized as falling within the following four groups:

Group 1 Actions – The proposed changes would result in roadway capacity similar to existing conditions, but generally less capacity than the current *San José 2020 General Plan*.
Group 2 Actions – The proposed changes would result in roadway capacity that is consistent with recent land use decisions made by the City Council, including specific plan approvals, couplet conversions for Downtown streets, and the Downtown Strategy Plan.
Group 3 Actions – The proposed changes reduce vehicular capacity to accommodate multimodal streets. This generally means a reduction in number of vehicle lanes and/or narrowing of pavement to accommodate bike lanes, transit lanes and/or an enhanced pedestrian environment.



Source: Fehr & Peers Transportation Consultants

PROPOSED NETWORK CHANGES

FIGURE 3.2-5

Group 4 Actions – The proposed changes would result in greater roadway capacity than existing conditions, and in some cases greater roadway capacity than the current *Focus on the Future San José 2020 General Plan*.

Table 3.2-7
Proposed Roadway Network Changes
Group 1 Actions: Similar to Existing Conditions

Street	Location		Number of Travel Lanes		
			San José 2020 General Plan (2020)	Existing Conditions (2008)	Proposed *Envision San José 2040* Conditions (2035)
2nd Street	San Carlos St	Jackson St	3	2	2
7th Street	Keyes St	Curtner Ave	4	2	2
Almaden Road	Canoas Garden	Curtner Ave	4	2	2
Bailey Avenue	IBM	McKean Rd	4	2	2
Barnard Avenue	Little Orchard St	Monterey Rd	4	2	2
Bernal Road	Heaton Moor Dr	Santa Teresa Bl	4	2	2
Berryessa Road	I-680	Piedmont Rd	6	4	4
Beswick Drive	Blossom Hill Rd	Cottle Rd	4	2	2
Bird Avenue	Coe Ave	Virginia St	6	4	4
Blossom Avenue	Blossom Hill Rd	Santa Teresa Bl	4	2	2
Blossom Hill Road	W/O Union Ave	n/a	4	2	2
Cahalan Avenue	Blossom Hill Rd	Santa Teresa Bl	4	2	2
Camden Avenue	Almaden Expwy	Blossom Hill	6	4	4
Camden Avenue	Del Paso (SR-85)	Hillsdale Ave	6	4	4
Camden Avenue	Almaden Expwy	Harry Rd	4	2	2
Cherry Avenue	Almaden Expwy	Branham Ln	4	2	2
Coleman Road	Camden Ave	Meridian Ave	4	2	2
Commercial Street	Oakland Rd	Berryessa Rd	4	2	2
Commercial Rd	W/O Oakland Rd	n/a	4	2	2
Delta Road	Ruby Ave	San Felipe Rd	4	2	2
Doyle Road	Lawrence Expy	Saratoga Ave	4	2	2
East Reed Street	2nd St	11th St	4	2	2
Fortini Road	N/O McKean Rd	n/a	4	2	--
Hamilton Avenue	Leigh Ave	Meridian Ave	6	4	4
Hamilton Avenue	Campbell Ave	City boundary	6	4	4
Hamilton Ave/Pine	Meridian Ave	Cherry Ave	4	2	2
Hanchett Avenue	Park Ave	The Alameda	2	2	--
Harry Road	Camden Ave	McKean Rd	4	2	2
Hostetter Road	Morrill Ave	Piedmont Rd	4	2	2
Julian Street	The Alameda	Montgomery St	4	2	2
Keyes Street	10th St	11th St	6	4	4
King Road	Alum Rock Ave	McKee Rd	4	2	2
Lean Avenue	Blossom Hill Rd	Chynoweth Ave	4	2	2
Leigh Avenue	Parkmoor Ave	San Carlos St	4	2	2
Little Orchard St	Curtner Ave	San José Ave	4	2	2
Los Gatos Almaden	Harwood Rd	City boundary	4	2	2
Mabury Road	Capitol Ave	White Rd	4	2	2
Marten Avenue	Mt. Pleasant Rd	White Rd	4	2	2
McKean Road	Bailey Ave	Harry Rd	4	2	2

Table 3.2-7
Proposed Roadway Network Changes
Group 1 Actions: Similar to Existing Conditions

Street	Location		Number of Travel Lanes		
			San José 2020 General Plan (2020)	Existing Conditions (2008)	Proposed *Envision San José 2040* Conditions (2035)
Meridian Avenue	Park Ave	San Carlos St	4	2	2
Meridian Avenue	Coleman Rd	Camden Ave	4	2	2
Miller Avenue	Bollinger Rd	Prospect Rd	4	2	2
Minnesota Avenue	Hicks Ave	Meridian Ave	4	2	2
Monroe St/Tisch Wy	Stevens Creek Blvd	Winchester Bl	--	2	2
Monterey/Branham Interchange	n/a	n/a	IC	--	--
Murillo Avenue	Quimby Rd	Tully Rd	4	2	2
Nieman Boulevard	Capitol Ave	Yerba Buena Rd	4	2	2
Payne Avenue	Saratoga Ave	Winchester Bl	4	2	2
Phelan Street	Monterey Rd	10th St	4	2	2
Piedmont Rd/White	Landess Ave	McKee Rd	4	2	2
Quito Road	SR 85	Saratoga Ave	4	2	2
Race Street	I-280	Fruitdale Ave	4	2	2
Redmond Avenue	Camden Ave	Coleman Rd	4	2	2
River Oaks Pkwy	1st St	Zanker Rd	4	2	2
Ruby Avenue	Aborn Rd	Delta Rd	4	2	2
Samaritan Drive	Union Ave	Samaritan Pl	4	2	2
San Antonio Street	King Rd	Jackson Ave	4	2	2
San Felipe Road	Aborn Rd	Delta Rd	6	4	4
San Pedro Street	Hedding St	Mission St	4	2	2
San Tomas Aquino	Payne Ave	Saratoga Ave	4	2	2
San Tomas Aquino	Bucknall Rd	Westmont Ave	4	2	2
Sanchez Drive	Chynoweth Ave	Blossom Hill	4	0/2	2
Senter Road	Capitol Expwy	Singleton Rd	6	4	4
Senter Road	Monterey Rd	Hellyer Ave	4	2	2
Senter Road	Hellyer Ave	Sylvandale Rd	4	3	2
Sierra Road	Morrill Ave	Piedmont Rd	4	2	2
Silicon Valley Blvd	US 101	Basking Ridge	6	4	4
Snell Avenue	SR 85	Blossom Hill Rd	6	4	4
Snell Avenue	Santa Teresa Blvd	Colleen Ct	4	2	2
Southwest Expy	Meridian Ave	Stokes St	6	4	4
Southwest Expy	Bascom Ave	Stokes St	6	2	2
Trinidad Drive	Almaden Expwy	Camden Ave	4	2	2
Tully Road	Ruby Ave	White Rd	6	4	4
Union Avenue	Blossom Hill Rd	Los Gatos Almaden Rd	4	2	2
Via Valiente	Almaden Expwy	Camden Ave	4	2	2
West Reed Street	1st St	2nd St	4	2	2
Williams Street	Moorpark Ave	Winchester Bl	4	2	2
Willow Street	Almaden Ave	Lelong St	4	2	2
Yerba Buena/Sylvandale	McLaughlin Ave	Senter Rd	4	2	2

Notes: IC = Interchange.
-- = Not designated/does not exist/de-listed.
n/a = Not delineated by a cross street.

Table 3.2-8
Proposed Roadway Network Changes
Group 2 Actions: Consistent With Recent Policies

Street	Location		Number of Travel Lanes		
			San José 2020 General Plan (2020)	Existing Conditions (2008)	Proposed *Envision San José 2040* Conditions (2035)
101/Branham Interchange	n/a	n/a	--	--	--
101/Metcalf Interchange	n/a	n/a	IC	--	--
Airport Boulevard	Airport Pkwy/ Brokaw Rd	Coleman Ave	6	2	4
Airport Pkwy	US 101	Airport Blvd	6	4	4
Chynoweth Avenue	Colony Field Dr	Snell Ave	4	2	--
Chynoweth Avenue	Barron Park Dr	Pearl Ave	4	2/4	2
Chynoweth Avenue	Barron Park Dr	Colony Field	--	0	--
Julian Street	SR 87	Market St	4	2	--
Montgomery Street	Park Ave	W. Santa Clara	4	2	--
Montgomery Street	Julian St	St. John St	4	2	--
Park Avenue	Delmas Ave	Montgomery	4	2	--
Park Avenue	Montgomery St	Sunol St	4	4	2
Park Avenue	Sunol St	Meridian Ave	4	2	2
St. John Street	Autumn St	Montgomery St	4	2	--
Taylor Street	1st St	4th St	4	2	2
Vista Park Drive	Hyde Park Dr	Capitol Expwy	4	2	2
Vista Park Drive	Hyde Park Dr	Blossom Hill	--	0	--
Winfield Boulevard	Almaden Expwy	Coleman Rd	--	0/2/4	--
10th Street	Keyes St	Santa Clara St	--	2/3	2
11th Street	Keyes St	Santa Clara St	--	3	2
10th Street	Santa Clara St	Hedding St	--	3	2
11th Street	Santa Clara St	Hedding St	--	3	2
2nd Street	E. Reed St	Humboldt St	2	3	2
3rd Street	E. Reed St	Humboldt St	2	3	2
3rd Street	Jackson St	Julian St	2	2	2
4th Street	Taylor St	Julian St	2	2	2
Julian Street	Market St	24th St	2	2	2
St. James Street	Market St	19th St	2	2	2
S. Almaden Road	Grant St	Alma Ave	2	2	2
Vine Street	Grant St	Alma Ave	2	2/3	2

Notes:
IC = Interchange.
-- = Not designated/does not exist/de-listed.
n/a = Not delineated by a cross street.

Table 3.2-9
Proposed Roadway Network Changes
Group 3 Actions: Proposed Multimodal Streets

Street	Location		Number of Travel Lanes		
			San José 2020 General Plan (2020)	Existing Conditions (2008)	Proposed *Envision San José 2040* Conditions (2035)
Alma Avenue	Lelong St	Senter Rd	4	4	2
Branham Lane	Almaden Expwy	Monterey Rd	6	2/4/6	4
Chynoweth Avenue	Barron Park Drive	Pearl Avenue	4	2/4	2
Fruitdale Avenue	Bascom Ave	Southwest Expwy	4	4	2
Hedding Street	Coleman Ave	Winchester Bl	4	4	2
Hedding Street	4th Street	17th Street	4	4	2
Hillsdale Avenue	Almaden Expwy	Camden Ave	6	6	4
Leigh Avenue	Blossom Hill Rd	Stokes St	4	2/4	2
Monroe Street	City boundary	Stevens Creek Bl	4	2	2
Monterey Road	Umbarger Rd	Metcalf Rd	6	4/5/6	4
Sierra Road	Morrill Ave	Capitol Ave	4	4	2
Winchester Blvd	Magliocco Dr	Hamilton Ave	6	5/6	4

Table 3.2-10
Proposed Roadway Network Changes
Group 4 Actions: Expanded Capacity

Street	Location		Number of Travel Lanes		
			San José 2020 General Plan (2020)	Existing Conditions (2008)	Proposed *Envision San José 2040* Conditions (2035)
101/Mabury Interchange	n/a	n/a	IC	--	IC
101/Zanker Interchange	n/a	n/a	IC	--	IC
280/Senter Interchange	n/a	n/a	--	--	IC
Autumn Street	Coleman Ave	Park Ave	4	0/2	4
Berryessa Road	Commercial St	I-680	6	4/6	6
Charcot Avenue	Junction Ave	Zanker Rd	4	2	4
Charcot Avenue	O'Toole Ave	Oakland Rd	2	0/2	2
Chynoweth Ave/ Thornwood Dr	Almaden Expwy	Winfield Bl	4	0	4
Communications Hill Blvd	Curtner Ave	Hillsdale Ave	4	0/4	2
Curtner Avenue	SR 87	Little Orchard St	6	4	6
Gish Road	I-880	Oakland Rd	4	2	4
Hillsdale Avenue	Capitol Expy	Pearl Ave	4	2/4	4
King Road	Mabury Rd	Berryessa Rd	4	2/4	4
Lucretia Avenue	Story Road	Tully Road	4	2/4	4
Mabury Road	Jackson Ave	Capitol Ave	4	2/4	4
Montague Expressway	1st St	Trade Zone Bl	8	6/8	8
San Carlos Street	I-880	Bascom Ave	6	4	6
Santa Teresa Boulevard	Bayliss Dr	Laguna Ave*	6	2/4	6

Table 3.2-10
Proposed Roadway Network Changes
Group 4 Actions: Expanded Capacity

Street	Location		Number of Travel Lanes		
			San José 2020 General Plan (2020)	Existing Conditions (2008)	Proposed *Envision San José 2040* Conditions (2035)
Santa Teresa Boulevard	Laguna Ave*	City boundary	4	2	2
Saratoga Avenue	Doyle Rd	Campbell Ave	6	4/6	6
Saratoga Avenue	I-280	Stevens Creek Blvd	6	5/6	6
Senter Road	Balfour Dr	Dadis Way	6	4/6	6
Silver Creek Valley Rd/Blossom Hill Road	Hellyer Ave	Monterey Rd	6	4/6	6
Skyport Drive	1st St	4th St	--	0	6
Snell Road	Blossom Hill Rd	Branham Ln	6	4	6
Trimble Road	De La Cruz Blvd	Central Expwy	6	4/6	6
Tully Road	Monterey Rd	10th St	6	4/5	6
Umbarger Road	Monterey Rd	Senter Rd	4	2	4
White Road	Marten Ave	Quimby Rd	6	5/6	6
Zanker Road	SR-237	Montague Expwy	6	4/6	6

Notes:
IC = Interchange.
-- = Not designated/does not exist/de-listed.
n/a = Not delineated by a cross street.

These actions represent a broad spectrum of changes that will eventually influence travel in every part of the city. They are not, however an instantaneous change. The actions described above will take place gradually over the next 25 to 30 years and will be refined by the ongoing experience gained by the City, its residents, and businesses during those years.

Proposed Street Typologies

To ensure a balanced, multimodal transportation network, the proposed General Plan organizes streets and other transportation facilities according to "typologies." Street typologies are an expansion of currently-used functional roadway classifications. Typologies also consider street context and prioritize certain travel modes depending on the type of street. This system ensures that the standards for streets appropriately consider the surrounding land uses, appropriate vehicular travel speeds, and the need to accommodate or prioritize multiple travel modes.

The proposed typologies are intended to provide a network of "complete streets" that better accommodate all users of the street network. The term "complete streets" describes a comprehensive approach to the practice of mobility planning, recognizing that transportation corridors have multiple users with different abilities and mode preferences (e.g., driving, biking, walking, and taking transit). Promoting complete streets, by addressing the needs of all users of the transportation network not only improves safety for everyone and fosters stronger communities, but also offsets environmental impacts from climate change due to greenhouse gas emissions and fosters improved community

health by increasing accessibility and viability of travel modes other than the automobile, and by encouraging walking and bicycling. Adjacent land use influences the functionality and character of the street environment. A well-integrated street system considers the complementary relationship between land use and local and regional travel needs. The "complete streets" concept applies to all types of roads including downtown pedestrian streets and high-capacity commercial corridors, and considers the full range of users, including children, the disabled, and seniors.

The following typology definitions, which incorporate the principles of complete streets, apply to the streets and other facilities that make up the proposed San José General Plan's circulation network, as shown on Figure 3.2-6. A sample cross-section for each typology is provided on Figure 3.2-7. The specific configuration for each individual street may be slightly different due to unique circumstances, including adjacent land use and localized environmental constraints.

Grand Boulevards

Grand Boulevards serve as major transportation corridors that connect city neighborhoods. In most cases these are primary routes for VTA light-rail, bus rapid transit (BRT), and standard/community buses, as well as other public transit vehicles. Signal priority for transit vehicles, bus stops, and where appropriate, exclusive transit lanes, are or can be provided. Other travel modes, including automobiles, bicycles, and trucks, are accommodated in the roadway, but if there are conflicts, transit has priority. Grand Boulevards contribute to the city's overall identity through cohesive design along the boulevard. Within the public right-of-way, special features could include enhanced landscaping, distinctive and attractive lighting, and banners. These streets accommodate moderate to high volumes of through traffic within and beyond the city. Pedestrians are accommodated with ample sidewalks on both sides, and pedestrian amenities are enhanced around transit stops. Transit service is accommodated within other street typologies but is a priority mode on Grand Boulevards. There are currently no estimates for a time frame for this level of transit to be provided. The City does not currently identify any streets as Grand Boulevards.

On-Street Primary Bicycle Facility

On-Street Primary Bicycle Facilities are either Class II bike lanes or Class III signed bike routes, and are through routes for bicycles, providing continuous access and connections to the local and regional bicycle network. These facilities correspond to the primary bicycle network described in the *San José Bike Plan 2020*. Through and high volumes of motor vehicle traffic are generally discouraged, but may be allowed in localized areas where necessary to accommodate adjacent land uses. Local automobile, truck, and transit traffic are accommodated in the roadway, but if there are conflicts, bicycles have priority. Neighborhood traffic management strategies to slow and discourage through automobile and truck traffic may be appropriate. Pedestrians are also accommodated.

Main Street

Main Streets are roadways that play an important commercial and social role for the local neighborhood area, supporting retail and service activities that serve the local neighborhood residents and providing an urban street space for social community gathering and recreational activities. Main Street locations are identified within new planned Growth Areas where the City envisions increased density of commercial and residential development or within established neighborhoods that have maintained a traditional central commercial area. Each Main Street may be different in character and should reflect the key characteristics of the surrounding neighborhoods, while also contributing

toward a sense of place, the facilitation of social interaction, and the improvement of adjacent land values through careful attention to the design of streetscape and adjoining public spaces.

The Main Street's physical form supports many transportation modes, with significant emphasis given to pedestrian activity. Like all City streets, Main Streets should also be "Complete Streets", designed and operated to enable safe, attractive, and comfortable access and travel for all users, so that pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a Main Street roadway. Main Streets are streets on which high volumes of pedestrian traffic are encouraged on the sidewalks. Sidewalks should be wide with ample pedestrian amenities, including street trees, high-quality landscaping, pedestrian curb extensions or bulbouts, enhanced street crossings, and pedestrian-oriented signage identifying trails and points of interest. Additionally, signals should be timed to minimize pedestrian delay. Pedestrians crossing the street should have a high priority at intersections. Building frontages should be pedestrian oriented and pedestrian scale with buildings and entrances located adjacent to public sidewalks. All main streets are also recognized as Neighborhood Business Districts.

Main Streets correspond to the current General Plan network arterials and collectors that are not designated as a Grand Boulevard or an On-Street Primary Bicycle Facility. Examples include Lincoln Avenue, Saratoga Avenue and Story Road.

City Connector Street

Automobiles, bicycles, pedestrians, and trucks are prioritized equally in this roadway type. Transit use is accommodated. These streets typically have four or six travel lanes and would accommodate moderate to high volumes of through traffic within and beyond the city. Pedestrians are accommodated with standard-width sidewalks. City Connector Streets, like Main Streets, correspond to arterials and collectors not designated as Grand Boulevards or On-Street Primary Bicycle Facilities. Oakland Road, Santa Teresa Boulevard, and Senter Road are examples of City Connector Streets.

Local Connector Street

Automobiles, bicycles, pedestrians, and trucks are prioritized equally in this roadway. Transit use is accommodated. These streets have two travel lanes and would accommodate low to moderate volumes of through traffic within the city. Pedestrians are accommodated with standard-width sidewalks. Local Connector Streets, like Main Streets, correspond to arterials and collectors not designated as Grand Boulevards or On-Street Primary Bicycle Facilities. Julian Street and Sierra Road are examples of Local Connector Streets.

Residential Street

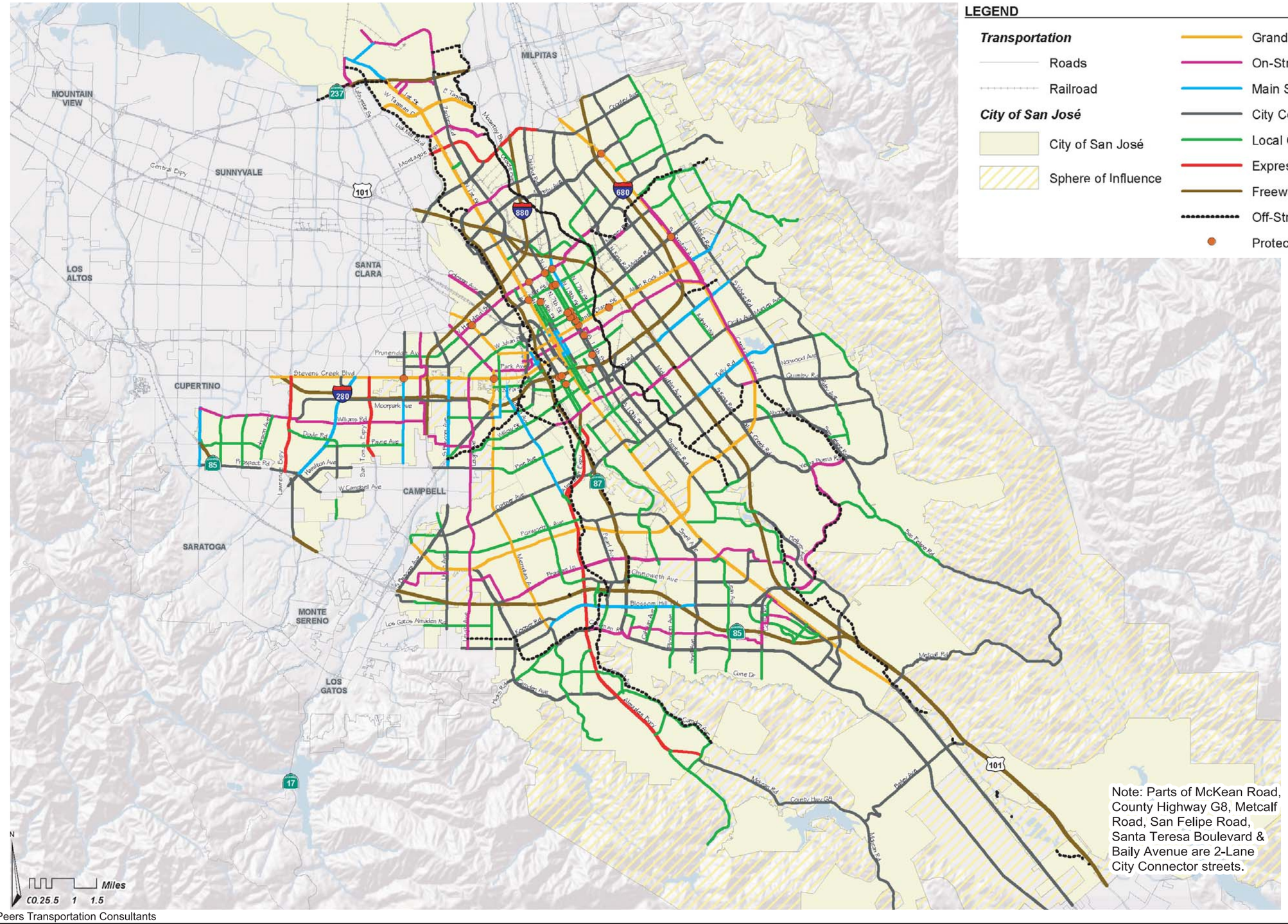
Automobiles, bicycles, and trucks are all accommodated within the street right-of-way, although trucks are discouraged. Pedestrians are accommodated with sidewalks or paths. Transit service is rare. These streets accommodate low volumes of almost exclusively local traffic and primarily provide access to property. Through traffic is also discouraged. Neighborhood traffic management strategies to slow and discourage through automobile and truck traffic may be appropriate. Any street not designated as a Grand Boulevard, On-Street Primary Bicycle Facility, Main Street, or Connector Street is categorized as a "Residential Street", without regard to the specific type of development or range of density present.

Expressway

These facilities provide limited access to abutting land uses and are designated primarily for traffic movement, serving high volumes and high-speed regional traffic including automobiles, trucks, and express transit buses. Bicycles and pedestrians are either permitted or accommodated on separate parallel facilities. Expressways are maintained and operated by the Santa Clara County Roads and Airports Department. Examples of existing expressways include Montague Expressway in North San José and Capitol Expressway, reaching from the Cambrian-Pioneer Planning Area through South San José, Evergreen, and Alum Rock Planning Area to the Berryessa Planning Area.

Freeways

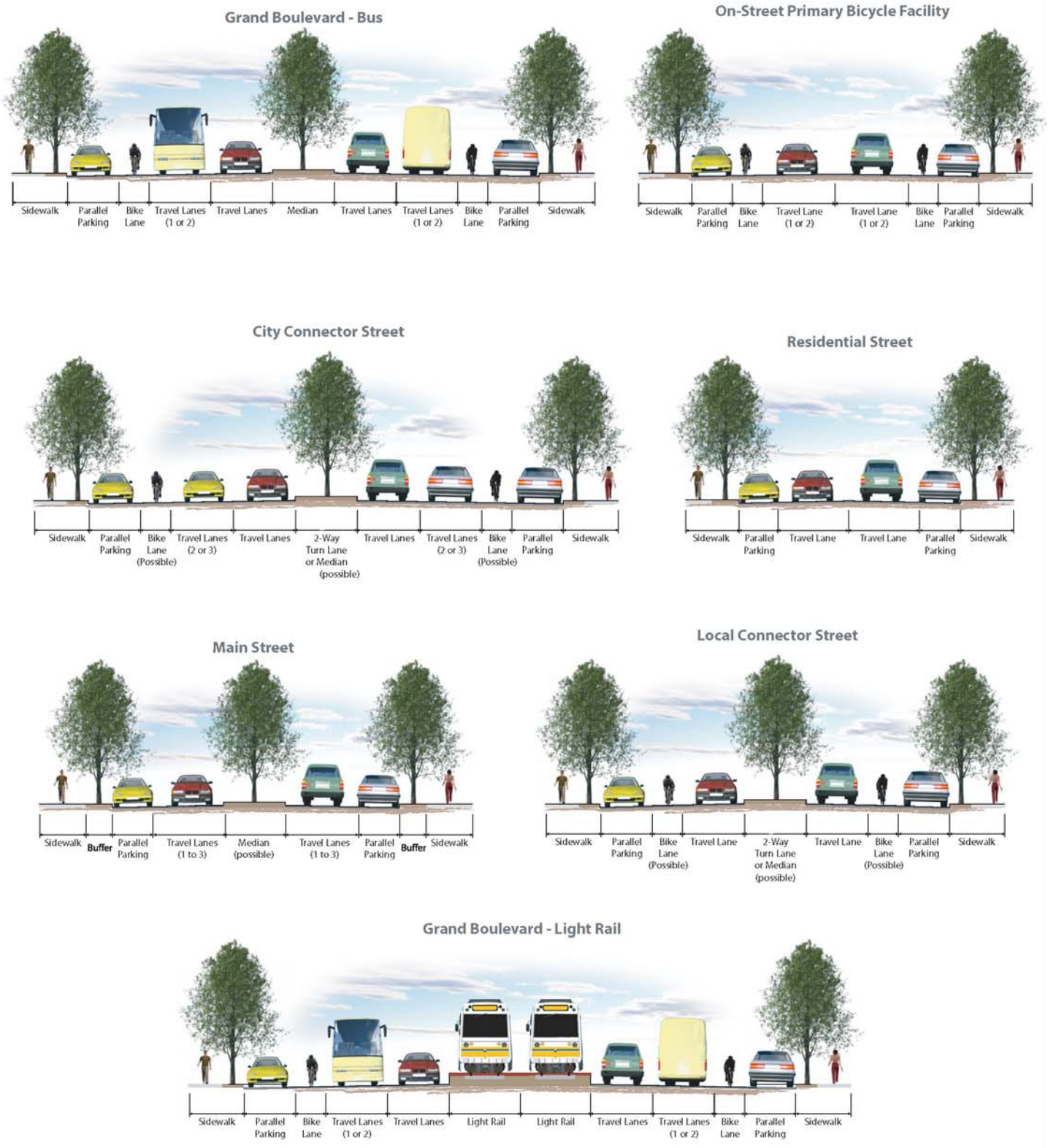
These facilities are designated solely for traffic movement of automobiles, trucks, and express transit buses. Freeways provide no access to abutting properties and are designed to separate all conflicting movements though the use of grade-separated interchanges. Bicycles and pedestrians are prohibited or accommodated on separate parallel facilities. Freeways are owned, maintained, and operated by Caltrans. Freeways are usually designated with a number and initials that designate their purpose, such as SR (State Route) 237 and I (Interstate) 280.



Source: Fehr & Peers Transportation Consultants

PROPOSED STREET TYPOLOGY

FIGURE 3.2-6



Note: Although expressways are not within the jurisdiction of the City of San Jose, the City will work with the Santa Clara County Roads & Airports Department to accomodate multimodal access along expressways.

Source: Fehr & Peers Transportation Consultants

PROPOSED STREET CROSS SECTIONS FIGURE 3.2-7

Proposed Transit, Pedestrian and Bicycle Improvements

Plans to further improve the city's transit network with the provision of additional rail service include the future BART extension from Fremont to San José, the California High Speed Rail project, and the Caltrain Electrification project. These future planned transit services, along with existing and planned bus and light rail service support the proposed General Plan as they increase the city's connectivity and share of transit ridership, and decrease dependence on motor vehicles. The planned locations for these expanded services are illustrated in Figure 3.2-8.

VTA

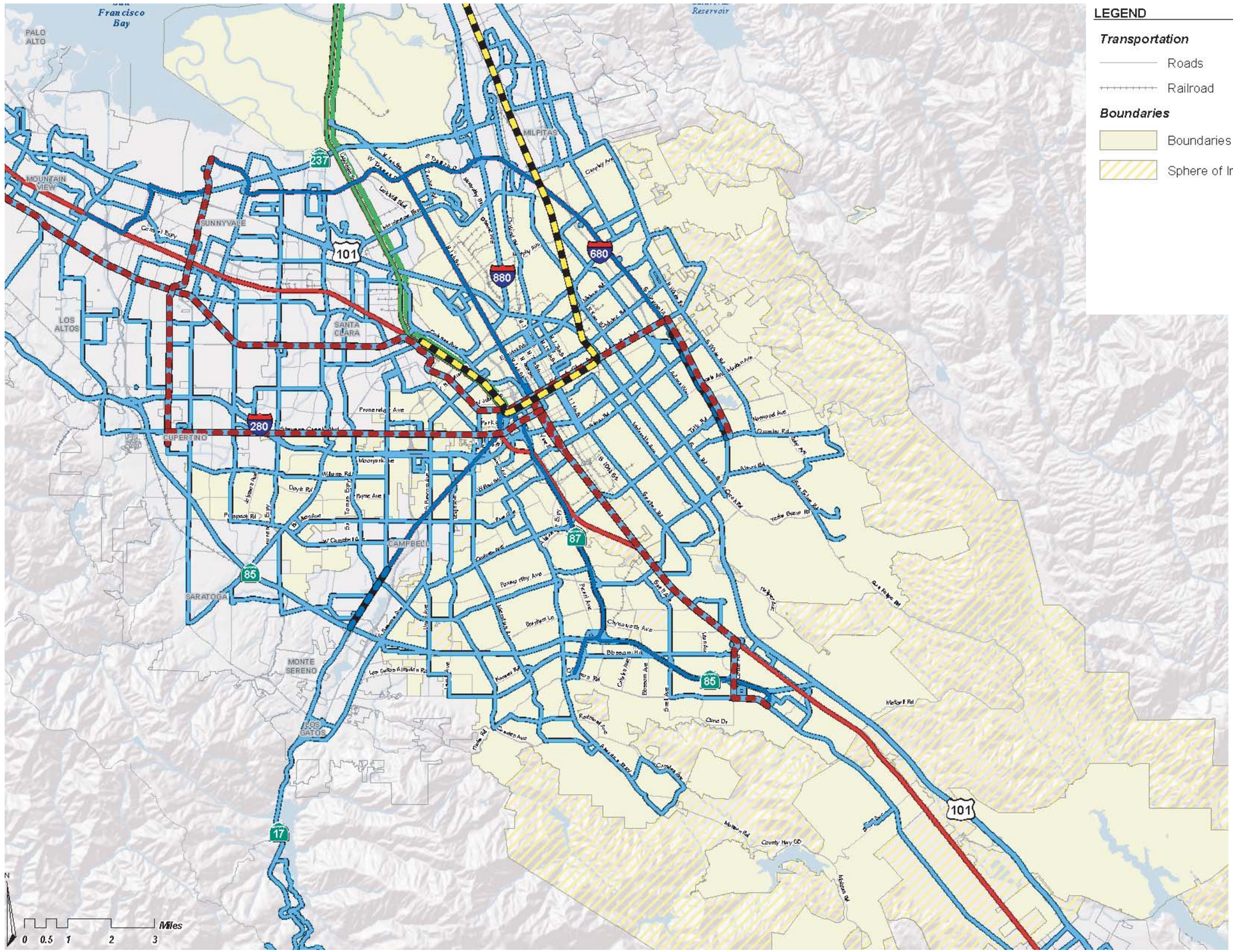
The VTA is planning BRT 2 service along the Santa Clara Street/Alum Rock Avenue/Capitol Expressway corridor. This route will provide service between San José's Diridon Station near Downtown and the Eastridge Transit Center. Future improvements are anticipated to include exclusive bus lanes, permanent rail-like stations, off-vehicle fare payment, real-time station display information, intersections with Bus Signal Priority, and new higher capacity vehicles. This BRT 2 route will also serve as an extension to the Alum Rock-Santa Teresa light rail line running down Capitol Avenue. Effects of BRT on street capacity will be determined by the ultimate configuration of the street cross sections along the BRT route and by the signal priority system. Since the cross sections and signal systems have not yet been designed, the effects cannot be quantified at this time.

The VTA is also planning BRT 2 (Route 523) service along the San Carlos Street/Stevens Creek Boulevard corridor, the Monterey Highway corridor (Route 568), and the Mathilda Street/ Hollenbeck Street corridor in Sunnyvale (Route 554).

The Vasona light rail corridor which serves the Mountain View-Winchester light rail line is planned to be extended southward by approximately 1.6 miles from its current southern terminus at the Winchester Station. Two new stations will be constructed near the intersections of Winchester Boulevard and Hacienda Avenue in Campbell and Winchester Boulevard and Knowles Drive in Los Gatos. Similarly, the Santa Teresa-Alum Rock light rail line is planned to be extended southward from its current northeastern terminus at the Alum Rock Station by approximately three miles. Several new stations are planned to be constructed including a station at Eastridge Mall and another at Story Road in San José.

BART

As shown on Figure 3.2-8, the BART system is proposed to extend 16 miles from the future terminus at the Warm Springs station in Fremont to Santa Clara via Downtown San José. The route will be fully grade-separated including a subway through Downtown San José. Trains are expected to arrive on this extension every six minutes and would serve the routes to Daly City via San Francisco and to Richmond via Oakland. Stations within San José will include Berryessa, Alum Rock, Downtown San José, and San José Diridon. The extension is estimated to have between 80,000 to 105,000 boardings and alightings per day on an average weekday. Currently, the projected opening year is 2018.



Source: Fehr & Peers Transportation Consultants

FUTURE TRANSIT

FIGURE 3.2-8

High Speed Rail and Caltrain Electrification

The California High Speed Rail (HSR) project is proposed to link San Francisco and Los Angeles via high speed trains.[28] Major cities served would include San Francisco, San José, Fresno, Bakersfield, Los Angeles, and Anaheim. Future expansion of the system would further link additional areas of the state including Sacramento, Stockton, Modesto, San Diego, Riverside, and Ontario. High speed rail service would be provided between approximately 5:00 am and midnight daily and is projected to serve approximately 32.2 million riders annually by 2020. The San José Diridon Station is expected to have approximately 5 million annual boardings and alightings. The HSR alignment is proposed to be elevated over the I-280/SR 87 interchange

The travel demand forecasting model used to study the proposed General Plan is a regional model and does not provide coverage for the entire state. This model is not able to project the benefit of local travel mode shifts due to the high speed rail project. It is expected that some mode shifts would occur due to the high speed rail project, although those shifts are not quantified. The California High Speed Rail project uses a statewide model which forecast that approximately 35 to 50 percent of the travel between Los Angeles and the Bay Area would switch from automobile to high speed rail, 20 to 40 percent of the travel between San Diego and the Bay Area would switch to high speed rail, and one percent of the travel within the Bay Area would switch to high speed rail from other modes, depending upon the fare charged to ride high speed rail.

Due to the regional nature of the travel demand forecast model used for this study and current uncertainties about its construction schedule, the changes in travel modes discussed above that may result from the California High Speed Rail project, expected to carry primarily inter-city passengers, cannot be included in this PEIR.

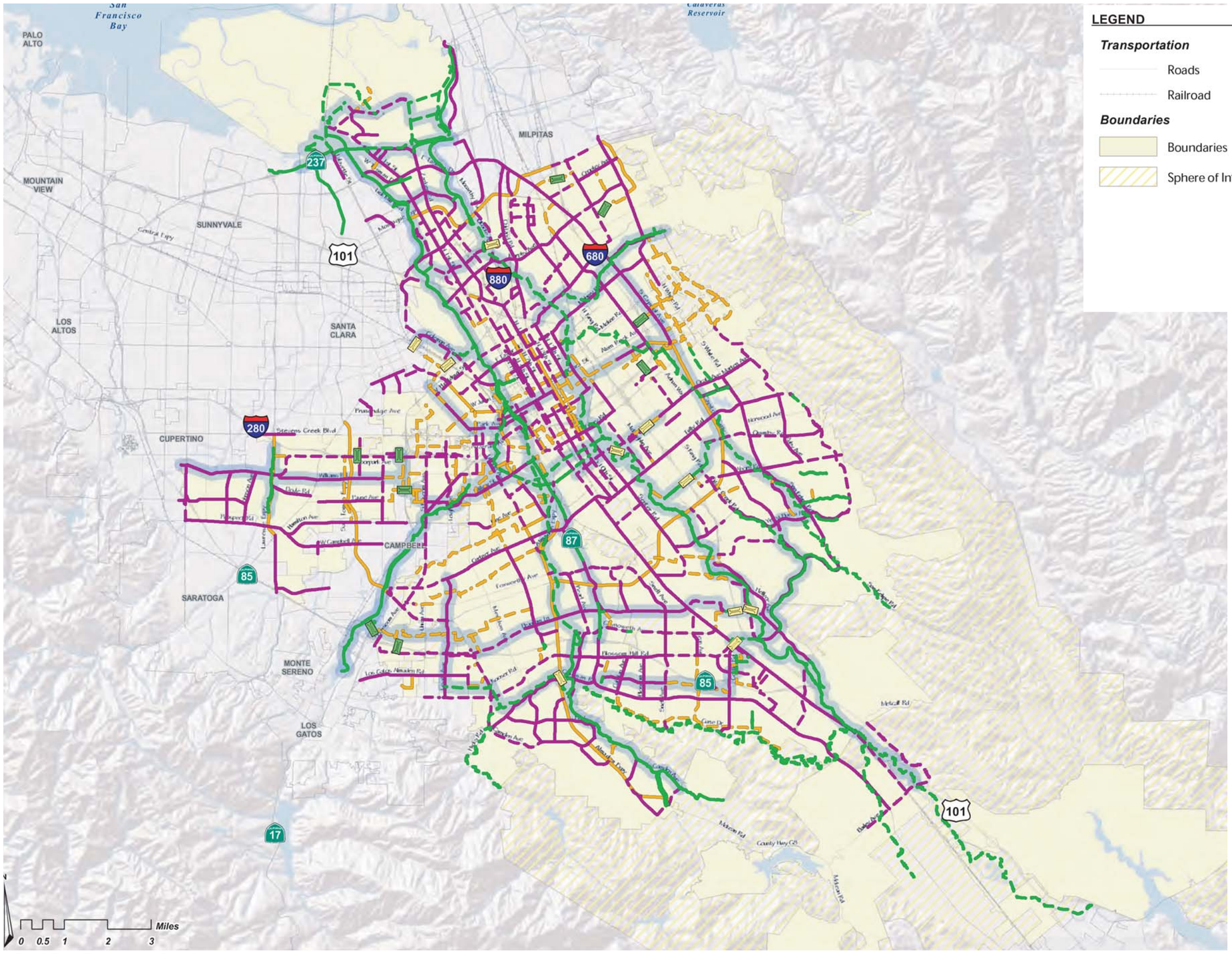
Caltrain plans to convert its mainline between San Francisco and San José from the current diesel-electric locomotive power to fully electric power. Environmental review was completed for the Caltrain Electrification Program in April 2010. The project is included in the San Francisco Bay Region's 2011 Transportation Improvement Program (TIP), with construction funding starting in 2012. Caltrain currently anticipates that construction will be complete in 2015.

The Caltrain Electrification project will allow Caltrain to increase performance and capacity by switching from diesel locomotives and trailer cars to electric multiple units (EMUs) and by switching to a new signaling system. According to Caltrain, electrification EMUs can serve more stations without adding to passengers' total travel time. With electrification, Caltrain will be able to carry three times more passengers in the peak hour. Because environmental analysis is complete and the Electrification project is in Caltrain's plans for implementation, increased train frequencies resulting from the Caltrain Electrification project are incorporated into the modeled assumptions utilized in this analysis.

Bicycle and Pedestrian Improvements

As mentioned above, the San José Bike Plan 2020 provides a foundation for enhancing the bikeways network and increasing the mode share of bicycle travelers. The Bike Plan proposes 500 miles of bikeways and an additional 5,000 bicycle parking spaces. Future bicycle and pedestrian facilities are illustrated in Figure 3.2-9.

[28] Details about the California High Speed Rail project, including the proposed route, can be found at: http://www.cahighspeedrail.ca.gov/home.aspx



LEGEND

Transportation

- Roads
- Railroad

Boundaries

- Boundaries
- Sphere of Influence

Pedestrian and Bicycle Over/Under Crossing

- Existing Over/Under Crossing
- Proposed Over/Under Crossing

Bicycle Facilities

- Primary Bicycle Facilities
- Existing Class I Bicycle Path
- Proposed Class I Bicycle Path
- Existing Class II Bicycle Lane
- Proposed Class II Bicycle Lane
- Existing Class III Bicycle Route
- Proposed Class III Bicycle Route

Source: Fehr & Peers Transportation Consultants

FUTURE BICYCLE AND PEDESTRIAN FACILITIES

FIGURE 3.2-9

3.2.3.2 *Transportation Impacts Methodology and Assumptions*

The following is a summary of the methodology and assumptions used to conduct the impact analysis for the proposed General Plan.

Travel Demand Forecasting

A City Travel Demand Forecasting model (TDF model) was developed under the direction of the City's Department of Transportation as part of the General Plan Update process. 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 General Plan. The TDF model was developed from the Valley Transportation Authority (VTA) Countywide Travel Demand Model, which tiered from the model developed by the Metropolitan Transportation Commission for the entire San Francisco Bay Area. The VTA model was expanded and contains all cities and counties within the area roughly bounded by southern Monterey County, eastern San Joaquin County, northern Sonoma County, and the Pacific Ocean. The San José model is a windowed sub-area model of the VTA model – in other words, it maintains the general inputs (roadway network, land use, trip generation rates, etc.), structure and process as the VTA model, but with additional 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. The land use data, roadway network, and counts used in the base year validation reflect April and May 2008 conditions.

The VTA and San José models both use a "four-step" modeling process to forecast travel patterns. The four-step process begins with the trip generation step, which involves estimating the number of trips that would occur with the proposed General Plan land uses. The City's TDF model includes person trip generation that is based on the regional MTC Travel Demand Model. Trip generation is estimated based on the type and amount of specific land uses (for example, the number of single-family households) within each travel analysis zone (TAZ). Trip generation rates are cross-classified by income to provide a more realistic estimate of trip-making patterns.

During the trip generation phase, the TDF model produces trip estimates in person trips (as compared to vehicle trips, which are more often used in near term transportation analyses).

The second step of the analysis involves trip distribution – 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 (from 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 are made between two locations where the interaction between those two locations diminishes with increasing distance, time, and cost between them.

Mode choice is the third step in the analytic process. In this step, a determination is made about which transport mode a person will choose for each trip using a logit choice model, based on the availability of a vehicle, the trip distance, and travel time, the cost of travel, the transit route and schedule, and the purpose of the trip. Access times, like times for walking to and from parking garages or transit stations or stops, are also evaluated in the logit choice process.

The final step involves determining the travel route 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 of the trip. The model then runs subsequent trip distribution, assignment, and mode choice iterations to account for roadway congestion. These iterations continue under equilibrium traffic conditions until the trip assignment is made by the model.

Land Use Assumptions

The Association of Bay Area Governments (ABAG) forecasts future land use within each jurisdiction in the Bay Area in conjunction with its projections of future residents and employment.

Table 3.2-11
Jobs and Housing Comparison

		Assumed Land Use	
	Existing Conditions 2008 Baseline	**Current General Plan 2020 in 2035**	**Proposed *Envision* General Plan in 2035**
Housing and Jobs			
Dwelling Units	309,350	391,460	429,350
Population	985,307	1,197,868	1,313,811
Employment	369,450	625,000	839,450
Service Population*	1,354,757	1,822,868	2,153,261
Growth from 2008 Base Year			
Dwelling Units	-	82,110	120,000
Population	-	212,561	367,200
Employment	-	255,550	470,000
Service Population	-	468,111	798,504

Notes: Existing General Plan conditions are provided for comparative purposes only and were not used as a basis of impact.
*Service Population = Population + Employment

Future land use estimates for the City of San José that were used in this model were developed by City staff and integrated with regionally approved data from ABAG *Projections 2007* – the latest projections available at the time the model was revalidated. The control totals for each individual land use category within the ABAG area remained constant for all scenarios by adjusting land use outside of Santa Clara County such that, if a scenario evaluated for the San José General Plan Update differed from the ABAG projections, the difference between the projections for San José and land use totals in the model was distributed among the remainder of jurisdictions in the Bay Area region outside of Santa Clara County. For example, if a scenario being evaluated included 2,000 fewer single-family dwelling units than the ABAG projections, for modeling purposes those 2,000 dwelling units would be proportionately added to all other cities or jurisdictions in the Bay Area, such as Redwood City, Oakland, and Walnut Creek. The proposed General Plan includes approximately 39,000 fewer dwelling units than the ABAG projections for San José in 2035, which are therefore assumed to occur in Bay Area counties other than Santa Clara in order to maintain a consistent total amount of growth within the ABAG planning region.

Table 3.2-11 shows the number of dwelling units, population, and the employment in the City of San José assumed in the new TDF model and in this analysis for existing conditions (2008), anticipated future build-out of the existing San José 2020 General Plan if it were to remain in effect through 2035, and the proposed General Plan as it is anticipated to develop through 2035.

Access to Transit

As described in more detail in Appendix B, Geographic Information System (GIS) software was used to calculate the employment, number of residents, and school enrollment within approximately ½ mile (walking distance) of rail stations and within a ¼ mile walking distance of the existing top 15 bus routes in the City of San José for the Preferred Alternative and the two residential options. These locations included:

- Caltrain stations (e.g., San José Diridon and Blossom Hill)
- Light rail stations (e.g., Santa Clara, Cottle, Fruitdale, and Tasman)
- Future BART stations (e.g., Alum Rock and Berryessa)
- Bus routes 22, 23, 25, 26, 55, 60, 64, 66, 68, 70, 71, 72, 73, 77, and 522

Transit Line Ridership

Three methods of analysis were used to calculate transit ridership: transit line ridership forecasting, station ridership forecasting, and San José BART ridership forecasting. All of this data was obtained from the City's TDF model.

Results of the transit line ridership calculations can be found in Appendix B. They were based on the TDF model mode choice output and represent total transit boardings. The transit line ridership results were compiled for the existing top VTA bus routes mentioned previously (Routes 22, 23, 25, 26, 55, 60, 64, 66, 68, 70, 71, 72, 73, 77, and 522) as well as future BRT routes (Routes 523, 554, and 568). The ridership results for all VTA light rail lines were also compiled. Line ridership accounts for boarding on bus routes and light rail lines that cross city limits.

Land Use Based Vehicle Miles Traveled (VMT)

According to the California Air Resources Board (CARB) Climate Change Scoping Plan and modeling done for the City of San José (see Section 3.15 of this PEIR), transportation is a major contributor to greenhouse gas emissions both in California and in San José. According to the US Environmental Protection Agency (EPA), the transportation sector was responsible for nearly 28 percent of all greenhouse gas (GHG) emissions in the United States in 2006, and transportation in California was responsible for approximately 38 percent of GHG emissions statewide in 2004. Transportation is the direct result of population and employment growth, which generates vehicle trips to move goods, provide public services, and connect people with work, school, shopping, and other activities.

While a number of factors influence an individual's daily trip-making, the following variables historically are some of the most influential when it comes to how individuals travel:

- Income
- Age
- Household size
- Workers per household
- Auto availability
- Access to transit
- Time spent on travel
- Travel distance

- Cost of travel
- Comfort and convenience of travel modes

A performance measure used to quantify the amount of travel is vehicle miles traveled (VMT).[29] Measurement of VMT has one primary limitation: it is not directly observed. There is no method to measure the trip distances of all vehicles on a given day. The number of miles traveled is typically an output from travel demand models and is calculated as the sum of total distances traveled by all vehicle trips originating or ending in San José. As such, the VMT estimate is dependent on the level of detail in the network and other variables related to vehicle movement through the network. The volume of and distance traveled by traffic depends on land use types, density/intensity, and development patterns as well as the supporting transportation system.

A travel demand model attempts to represent this relationship when forecasting vehicle trips and VMT. Although the calculation of VMT is simply the number of cars multiplied by the distance traveled by each car, VMT performance measures can be reported differently. VMT can be related to the total residential population, or some other variable such as acres of residential land use.

For the purposes of the VMT analysis for this PEIR, a performance measure for the VMT generated per service population (residents + employment) was used. This approach focuses on the increases in VMT generated by the new land use plan. This is also described as land use-based VMT. Using service population is also consistent with the recommended methodology devised by the Bay Area Air Quality Management District (BAAQMD).[30]

The following assumptions were used to allocate land use based VMT to the City of San José:

- **Internal-internal (II):** All daily trips made entirely within the San José City limits (trips traveling from San José to San José) are included.

- **One-half of internal-external (IX):** One-half of daily trips with an origin within San José City limits and a destination outside of San José (trips traveling from San José to other locations) are included. This assumes that San José shares half the responsibility for trips traveling to other jurisdictions.

- **One-half of external-internal (XI):** One-half of daily trips with an origin outside of San José City limits and destination within San José (trips traveling from other locations to San José) are included. Similar to the IX trips, San José shares half the responsibility of trips traveling from other jurisdictions.

- **External-external (XX):** Trips through the city (trips traveling from other locations to other locations) are not included. This approach is consistent with the concept used for the IX and XI trips. Therefore, the model's external-external VHT, VT, and VMT would be assigned to other jurisdictions such as the cities of Santa Clara, Morgan Hill, Campbell, Milpitas and Santa Clara County.

[29] VMT is a useful performance measure, since the amount of travel and conditions under which the travel occurs directly relate to the quantity of fuel vehicles burn and what air pollutants are emitted. As a result, increases in VMT directly cause increases in greenhouse gas emissions and air pollution.
[30] See the discussion in Section 3.4 on air quality.

For land use based VMT all internal trips (II), half of the internal-to-external (IX) or external-to-internal (XI) trips, and none of the external-to-external (XX) trips passing through the city are included in the VMT calculations used to assess impacts. Land use based VMT is associated with the city's service population (residents + employees) and may include some mileage outside of the City limits. This measurement accounts for the fact that while there is absolute growth in the total amount of VMT the rate of VMT attributed "per person" can be influenced by the City and its land use authority. Consistent with the state of the practice for forecasting vehicle miles traveled and to represent a maximum impact scenario, this analysis assumes all land uses are fully occupied.

All of the information generated by this analysis (including the XX trips) is reported to BAAQMD, which is compiling an inventory of VMT in the entire Bay Area. The XX trips are not reported in this document because this is a general plan environmental impact report and the external-to-external trips are not an impact of this project.

A table of the VMT per service population by travel analysis zone (TAZ) for existing conditions and the current General Plan are provided in the traffic report in Appendix B.

Screenlines

Screenline traffic operations were analyzed based on existing and proposed General Plan traffic volumes from the model and the theoretical capacity of each screenline. The volume and capacity across each screenline is the sum of the roadway segment volumes and capacities that cross the screenline. Screenlines are selected along natural (rivers or ridges) or man-made (freeways or railways) barriers where opportunities are usually restricted for traffic moving from one side of the barrier to the other. Screenlines are tools to identify potential capacity deficiencies for motor vehicle traffic traveling from one part of the city or county to another. Screenline impacts and numbering are defined by City of San José standards that are historically used for evaluation of proposed General Plan Amendments. This screenline analysis assumes a similar roadway system for the existing and proposed General Plan scenarios. Screenline locations are illustrated on Figure 3.2-2 in the Existing Setting section.

Transit Priority Corridors

The City of San José evaluated impacts likely to result from implementation of the proposed General Plan on transit priority corridors to determine whether transit remains a practical alternative to the automobile with the implementation of the proposed General Plan. Transit Priority Corridors are also known as Grand Boulevards and are shown on Figure 3.2-6. The projected average speed on these corridors was calculated by dividing the distance of each corridor by the congested travel time of the corridor during the AM peak hour. A significant impact would be identified if an average speed on a corridor dropped below 15 mph or decreased by 25 percent or more during the AM peak hour with implementation of the proposed General Plan. Thresholds for impacts were developed based on the logic that transit facilities in highly congested areas that maintain on-time performance potentially add additional daily riders. Likewise, unreliable service caused by poor on-time performance would likely shift transit riders to other travel modes such as the automobile, which in turn would cause greater levels of congestion, further reducing the effectiveness of transit.

Adjacent Jurisdiction Roadway Segments

San José has not previously evaluated General Plan-related impacts to roadways in adjacent jurisdictions except in the context of the regional screenlines. The interrelationships of land use planning and traffic impacts in adjacent cities have become the focus of increased scrutiny in recent years and cities in Santa Clara County have asked for such analysis during scoping for EIRs on major projects in other jurisdictions in the County. Adjacent jurisdiction roadway segment impact thresholds were developed by the City of San José for the purpose of this General Plan Update process. City staff also met with staff from adjacent jurisdictions to discuss roadways where impacts might best be evaluated.

Freeways operated by Caltrans and expressways operated by the County of Santa Clara are included in this analysis as "adjacent jurisdictions" because they are not within the City's control, even though the roadway segments evaluated may be within the City of San José. Similarly, operations of these facilities, which include facilities that are part of the County Congestion Management Agency's (CMA) Congestion Management Program, are evaluated in this PEIR using the same adjacent jurisdiction impact criteria.

Total volumes attributable to San José's service population for existing and proposed General Plan conditions were used to evaluate impacts on roadways within adjacent jurisdictions for the same reason.

3.2.4 Transportation Impacts

Consistent with the thresholds of significance listed in Section 3.2.3 above, this discussion of impacts is categorized as VMT Impacts, Mode Share Impacts, Screenline Impacts, Transit Corridor Impacts, Airport Impacts, Roadway Hazards and Emergency Access, Bicycle and Pedestrian Impacts.

3.2.4.1 *VMT Impacts*

In order to maintain the total number of residential units assumed by ABAG in their regional forecasts, the dwelling units assumed by ABAG for San José but not included in this proposed General Plan were assigned to other counties. Similarly, the job growth in San José not already assumed in the ABAG regional projections are taken from other counties. The model therefore forecasts increases in the percentages of commuters from out-of-county as shown in Table 3.2-12. The assumptions for the existing General Plan are provided for comparison purposes only. Impacts are based on existing conditions, not on the existing General Plan.

The VMT per service population increases from existing conditions by approximately 1.5 vehicle miles per person per day (see Table 3.2-13 below). This is projected to occur because of overall city growth and the increased percentage of residents living outside San José and Santa Clara County.

Table 3.2-12
San José Employees Place of Residence

County of Residence	Existing Conditions	San José 2020 General Plan	Proposed *Envision* General Plan
San Francisco County	1%	1%	1%
San Mateo County	2%	3%	3%
Alameda County	7%	8%	8%
Contra Costa County	1%	1%	1%
Solano County, Napa County, Sonoma County, Marin County	Less than 1%	Less than 1%	Less than 1%
Santa Cruz County	3%	1%	1%
Monterey County	1%	1%	Less than 1%
San Benito County	1%	1%	Less than 1%
San Joaquin County	1%	2%	2%
All Other Counties	16%	18.3%	16.4%
Santa Clara County (excludes San José)	21.7%	22.2%	23.2%
San José	62.3%	59.5%	60.4%
Totals	*100%*	*100%*	*100%*

Note: Numbers were rounded.
Source: City of San José 2010

Also, although a significant percentage of the new development will be located near major transit facilities, the new BRT routes, and/or nearby complementary land uses, some new development will occur in other, less transit-supported locations. See the discussion on access to transit which follows.

Additionally, VMT per service population is based on raw model output and does not reflect implementation of General Plan policies and programs that would further reduce VMT by increasing use of non-auto modes (see proposed list of policies and actions below). Many policies are intended to encourage less driving by residents and employees, but success will be difficult to quantify, especially in the near term. Future analyses done for the General Plan which is adopted may be able to rely on more and more varied data sources and increasing sensitivity of models and other predictive tools in the future, and can be verified by real world experience.

Table 3.2-13
VMT Per Service Population *Envision* General Plan

Period	VMT Per Service Population (Residents + Jobs)			
	Existing Conditions	Existing San José 2020 General Plan	Proposed *Envision* General Plan	Residential Options
Daily	14.62	16.96	16.2	16.2

Note: VMT ratio calculations are land use based VMT (city generated VMT - all II, 1/2 IX & XI, no XX) divided by the total number of residents and jobs. Land use-based VMT excludes through trips that do not originate or end in San José.
Current General Plan conditions are displayed for informational purposes only.
Source: Fehr & Peers, 2010.

Proposed General Plan Policies and Actions That Reduce or Avoid Adverse Impacts From Increased VMT

The proposed *Envision San José 2040 General Plan* includes updated long-range, multimodal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (i.e., minimizes environmental, financial, and neighborhood impacts). When appropriate land uses are mixed and intensified along transit corridors and other key development areas, more linkages are created between neighborhoods, and the multimodal transportation network becomes an integral part of the City. The proposed General Plan Policies and Actions that serve to avoid and reduce increases in vehicle miles traveled are identified below.

Balanced Transportation System Policies and Actions

Policy TR-1.2	Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.
Policy TR-1.3	Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle. The 2040 commute mode split targets for San José residents and workers are presented in the following table:

Commute Mode Split Targets for 2040

Mode	Commute Trips to and From San José	
	2008	2040 Goal
Drive alone	77.8%	No more than 40%
Carpool	9.2%	At least 10%
Transit	4.1%	At least 20%
Bicycle	1.2%	At least 15%
Walk	1.8%	At least 15%
Other means (including work at home)	5.8%	See Note 1

Source: 2008 data from American Community Survey (2008).
Note 1: Working at home is not included in the transportation model, so the 2040 Goal shows percentages for only those modes currently included in the model.

Policy TR-1.4	Through the entitlement process for new development fund needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities. Encourage investments that reduce vehicle travel demand.
Action TR-1.13	Reduce vehicle capacity on streets with projected excess capacity by reducing either the number of travel lanes or the roadway width, and use remaining public right-of-way to provide wider sidewalks, bicycle lanes, transit amenities and/or landscaping. Establish criteria to identify roadways for capacity reduction (i.e. road diets) and conduct engineering studies and environmental review to determine implementation feasibility and develop implementation strategies.

Vehicular Circulation and Vehicle Miles Traveled Policies and Actions

Policy TR-5.1	Develop and maintain a roadway network that categorizes streets according to function and type, considers the surrounding land use context, and incorporates the concepts of "complete streets".

Policy TR-5.3	The minimum overall roadway performance during peak travel periods should be level of service "D" except for designated areas. How this policy is applied and exceptions to this policy are listed in bullets below. • Vehicular Traffic Mitigation Measures. Review development proposals for their impacts on the level of service and require appropriate mitigation measures if development of the project has the potential to reduce the level of service to "E" or worse. These mitigation measures typically involve street improvements. Mitigation measures for vehicular traffic should not compromise or minimize community livability by removing mature street trees, significantly reducing front or side yards, or creating other adverse neighborhood impacts. • Area Development Policy. An "area development policy" may be adopted by the City Council to establish special traffic level of service standards for a specific geographic area which identifies development impacts and mitigation measures. These policies may take other names or forms to accomplish the same purpose. Area development policies may be first considered only during the General Plan Annual Review and Amendment Process; however, the hearing on an area development policy may be continued after the Annual Review has been completed and the area development policy may thereafter be adopted or amended at a public meeting at any time during the year. • Small Projects. Small projects may be defined and exempted from traffic analysis per the City's transportation policies. • Downtown Core Area. In recognition of the unique position of the Downtown Core Area as the transit hub of Santa Clara County, and as the center for financial, business, institutional and cultural activities, development within the Downtown Core Area Boundary is exempted from traffic mitigation requirements. Intersections within and on the boundary of this area are also exempted from the level of service "D" performance criteria. • Special Strategy Areas. In recognition of the unique characteristics and particular goals of Special Strategy Areas, intersections identified as Protected Intersection within these areas may be exempt from traffic mitigation requirements. Special Strategy Areas are identified in the City's adopted General Plan and include Corridors and Villages, Transit Station Areas, and Specific Plan Areas. • Protected Intersections. In recognition that roadway capacity-enhancing improvement measures can impede the City's ability to encourage infill, preserve community livability, and promote transportation alternatives that do not solely rely on automobile travel, specially designated Protected Intersections are exempt from traffic mitigation measures. Protected Intersections are located in Special Planning Areas where proposed developments causing a significant LOS impact at a Protected Intersection are required to construct multimodal (non-automotive) transportation improvements in one of the City's designated Community Improvement Zones. These multimodal improvements are referred to as off-setting improvements and include improvements to transit, bicycle, and/or pedestrian facilities.
Action TR-5.6	Complete build-out of the City's street system per its Land Use/Transportation Diagram.

Transportation Demand Management Policies and Actions	
Policy TR-7.1	Require large employers to develop TDM programs to reduce the vehicle trips generated by their employees.
Action TR-7.2	Update and enhance the existing TDM program for City of San José employees. This program may include the expansion of transit pass subsidies, free shuttle service, preferential carpool parking, ridesharing, flexible work schedules, parking pricing, car-sharing, and other measures.
Action TR-7.3	Work together with large employers to develop a system for tracking Transportation Demand Management (TDM) programs implemented by employers to allow on-going assessment of results.
Parking Strategies Policies and Actions	
Policy 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.
Policy TR-8.6	Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive TDM program, or developments located near major transit hubs or within Villages and Corridors and other growth areas.
Policy TR-8.7	Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments.
Policy TR-8.8	Promote use of unbundled private off-street parking associated with existing or new development, so that the sale or rental of a parking space is separated from the rental or sale price for a residential unit or for non-residential building square footage.
Policy TR-8.9	Consider adjacent on-street and City-owned off-street parking spaces in assessing need for additional parking required for a given land use or new development.
Action TR-8.10	Update existing parking standards to reduce parking requirements for transit-oriented developments, mixed-use projects and projects within the Urban Villages and Corridors to take advantage of shared parking opportunities generated by mixed-use development. Update existing parking standards to address TDM actions and to require amenities and programs that support reduced parking requirements.
Action TR-8.11	Establish a program and provide incentives for private property owners to share their underutilized parking with the general public and/or other adjacent private developments.
Action TR-8.12	As part of the entitlement process, consider opportunities to reduce the number of parking spaces through shared parking, TDM actions, and parking pricing or other measures which can reduce parking demand. Consider the use of reserve landscaped open space or recreational areas that can be used on a short-term basis to provide parking or converted to formal parking in the future if necessary.
Tier I Reduction of Vehicle Miles Traveled Policies and Actions	
Policy 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.

Policy TR-9.2	Serve as a model for VMT reduction by implementing programs and policies that reduce VMT for City of San José employees.

Tier II Vehicle Miles Traveled Reduction Actions

Action TR-10.1	Explore development of a program for implementation as part of Tier II, to require that parking spaces within new development in areas adjacent to transit and in all mixed-use projects be unbundled from rent or sale of the dwelling unit or building square footage.
Action TR-10.2	In Tier II, reduce the minimum parking requirements citywide.
Action TR-10.3	Encourage participation in car share programs for new development in identified growth areas.
Action TR-10.4	In Tier II, require that a portion of adjacent on-street and City owned off-street parking spaces be counted towards meeting the zoning code's parking space requirements.

Intelligent Transportation System Policies and Actions

Policy TR-12.1	Develop a citywide ITS system that sustainably manages and integrates all modes of travel including bicycles, automobiles, trucks, transit, and emergency vehicles.
Policy TR-12.2	Enhance the safety and effectiveness of transit service, bicycle, and pedestrian travel as alternative modes using advanced ITS systems.
Action TR-12.3	Enhance the City's existing Transportation Management Center (TMC) and communications system, which is designed to serve all modes of travel. Continue development and implementation of a fiber optic network to support communications with field equipment including but not limited to: traffic signals, closed circuit television (CCTV) cameras, changeable message signs (CMS) and communication hubs.
Action TR-12.4	Provide enhanced management of new efficient streetlights for energy savings, sustainability, and safety along corridors and at intersections.
Action TR-12.5	Develop a system to provide real-time travel information along all arterial streets. This will enable all users to make informed travel decisions, enhance safety, increase use of non-auto travel modes, minimize emergency response times and reduce greenhouse gas emissions.
Action TR-12.8	Implement technology on select roadways (primary bikeways) to support bicycling as the preferred mode of transportation, such as advanced detection, signal priority timing, and public information kiosks.
Action TR-12.9	Implement technology to aid pedestrians walking across intersections. Consider devices such as countdown timers and accessible pedestrian signals which include audible and vibrating push buttons for disabled users.

Trails as Transportation Policies and Actions

Policy TN-2.2	Provide direct, safe and convenient bicycle and pedestrian connections between the trail system and adjacent neighborhoods, schools, employment areas and shopping areas.

Policy TN-2.3	Add and maintain necessary infrastructure to facilitate the use of trails as transportation.
Policy TN-2.5	Maximize hours that trails are open for public use, consistent with safety and other goals. Manage trail closures and special events to minimize limitations to trail accessibility.
Policy TN-2.6	Integrate and connect trail and pathway networks with a larger network of countywide and regional trails such as the Bay Area Ridge, San Francisco Bay, and Juan Bautista DeAnza Trails to allow for a broad base of opportunities and linkage with the greater Bay Area.
Community Design – Function Policies	
Policy CD-2.1	Promote the Circulation Goals and Policies in this Plan. Create streets that promote pedestrian and bicycle transportation by following applicable goals and policies in the Circulation section of this Plan. a. Design the street network for its safe shared use by pedestrians, bicyclists, and vehicles. Include elements that increase driver awareness. b. Create a comfortable and safe pedestrian environment by implementing wider sidewalks, shade structures, attractive street furniture, street trees, reduced traffic speeds, pedestrian-oriented lighting, mid-block pedestrian crossings, pedestrian-activated crossing lights, bulb-outs and curb extensions at intersections, and on-street parking that buffers pedestrians from vehicles. c. Consider support for reduced parking requirements, alternative parking arrangements, and Transportation Demand Management strategies to reduce area dedicated to parking and increase area dedicated to employment, housing, parks, public art, or other amenities. Encourage de-coupled parking to ensure that the value and cost of parking are considered in real estate and business transactions.
Policy 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. a. Include attractive and interesting pedestrian-oriented streetscape features such as street furniture, pedestrian scale lighting, pedestrian oriented way-finding signage, clocks, fountains, landscaping, and street trees that provide shade, with improvements to sidewalks and other pedestrian ways. b. Strongly discourage drive-up services and other commercial uses oriented to occupants of vehicles in pedestrian-oriented areas. Uses that serve the vehicle, such as car washes and service stations, may be considered appropriate in these areas when they do not disrupt pedestrian flow, are not concentrated in one area, do not break up the building mass of the streetscape, are consistent with other policies in this Plan, and are compatible with the planned uses of the area. c. Provide pedestrian connections as outlined in the Urban Design Connections Goal and Policies. d. Locate retail and other active uses at the street level. e. Create easily identifiable and accessible building entrances located on street frontages or paseos.

	f. Accommodate the physical needs of elderly populations and persons with disabilities. g. Integrate existing or proposed transit stops into project designs.
Policy CD-2.10	Recognize that finite land area exists for development and that density supports retail vitality and transit ridership. Use land use regulation to require compact, low-impact development that efficiently uses land planned for growth, especially for residential development which tends to have a long life-span. Strongly discourage small-lot and single-family detached residential product types in growth areas.
Connections Policies	
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 future anticipated increases in bicycle and pedestrian activity.
Policy CD-3.3	Within new development, create 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.
Policy CD-3.4	Encourage pedestrian cross-access connections between adjacent properties and require pedestrian and bicycle connections to streets and other public spaces, with particular attention and priority given to providing convenient access to transit facilities. Provide pedestrian and vehicular connections with cross-access easements within and between new and existing developments to encourage walking and minimize interruptions by parking areas and curb cuts.
Policy CD-3.6	Encourage a street grid with lengths of 600 feet or less to facilitate walking and biking. Use design techniques such as multiple building entrances and pedestrian paseos to improve pedestrian and bicycle connections.

Existing Regulations and Adopted Plans and Policies

Existing federal, state, and local regulations that would also reduce or avoid VMT impacts include:

- California Assembly Bill AB 32
- California Complete Street Act
- CEQA
- City of San José City Council Policy 5-3
- City of San José Subdivision Ordinance
- City of San José Zoning Ordinance
- Valley Transportation Plan (VTP) 2035, December 2009. VTP2035 specifically lays out the Transit Program, Bicycle Program, and Community Design and Transportation Program as key components for countywide transportation improvements.
- Safe Route to School Program

Discussion of VMT Impacts

The City of San José, as described earlier, is almost completely built out. The new development and redevelopment that will occur to implement this proposed General Plan will be a substantial increase in density (specifically within the identified Growth Areas) from the land use pattern of existing low density residential neighborhoods and industrial campuses that occupy much of the existing City. The increased quantity of new residential and employment-related development allowed by the *Envision San José 2040* General Plan will generate increased vehicular, transit, bicycle, and pedestrian traffic. Even expressed as a ratio with the total combined resident population and employment (VMT/service population), vehicle miles traveled will increase. As described in the "City Concepts" discussion in Chapter 1 of the proposed General Plan text, it is envisioned that the intensification of residences and employment along major roadways will provide new destinations for residents and employees living and working in the existing neighborhoods of the City which will not always require use of automobiles.

Reasons for the increased VMT include the existing physical constraints of large low density residential neighborhoods that are not proximate to existing employment centers, the assumption that housing for some of the new employment planned in San José will necessarily be located in other counties, and a substantial increase in the number of commercial businesses, which generate significantly increased trips. A significant increase in VMT can also be attributed to forecast growth within the region and forecast demographic changes, such as an increased number of employed persons per housing unit.

While the traffic analysis prepared for this PEIR makes use of the best available traffic modeling techniques available, it should be recognized that the traffic model results do not necessarily describe the most likely outcome of future implementation of the proposed project, but rather describe a worst case outcome for CEQA purposes. The traffic model results do not account for many observed demographic, cultural, economic or urban design factors, all of which have been documented to influence the commute mode choices made by individuals living within an urbanized area. They also do not reflect some of the policies included within the proposed project which could help to reduce VMT but are not part of a typical, conservative approach to CEQA analysis. Finally, it is important to acknowledge that this analysis describes full build-out of the General Plan capacity and that historically the City has undertaken updates to its General Plan well in advance of full utilization of the available General Plan capacity.

While VMT per Service Population is a better measure than VMT per capita for measuring environmental or land use efficiency, it does not take into account time duration of travel. Vehicle Hours Travelled (VHT) or VMT data categorized by speed of travel is also useful for better understanding potential environmental impacts and the evaluation of candidate land use scenarios. An additional, relatively simple metric that can also be used to evaluate the land use efficiency of a proposed land use scenario is the percentage of new growth planned for sites within accessible distance of existing or planned transit facilities. This objective was given considerable importance in the Envision process and accordingly the proposed General Plan places 62% of all new employment growth and 75% of all new housing growth within proximity of major transit facilities. This percentage is a modest improvement upon the Focus on the Future San José 2020 General Plan, which placed approximately 59% of new employment growth and 74% of new housing growth within proximity to transit, but this improvement is notable given the volume of new growth that it represents over that supported by the 2020 General Plan.

The mix and location of land uses proposed and new street typologies, combined with design and infrastructure priorities represented in the above policies and actions can create a new dynamic that ultimately reduces the VMT generated by individuals' reliance on automobiles in all aspects of daily life. Implementation of the proposed Plan will be governed by existing laws listed above, which also ensure consistency with the policies, standards, and programs listed, and that ongoing monitoring will be taken into account.

Impact TRANS-1: New development and redevelopment allowed under the proposed General Plan will generate a significant increase in traffic, resulting in what is currently forecast to be a level of VMT per service population of 16.08 which is a substantial increase over existing conditions. Implementation of the General Plan Policies and Actions listed above will reduce VMT substantially over time. There is, however, no way to accurately quantify the benefits that can be achieved from those policies and actions using existing analytic tools. The impact is therefore significant. **(Significant Impact)**

3.2.4.2 *Mode Share Impact*

The traffic analysis prepared for this proposed General Plan found that the percentage of residents located within a ½ mile walking distance around each of the rail stations in San José and a ¼ mile walking distance around each of the existing top 15 bus routes would increase compared to existing conditions (50 percent in the existing Plan and 59 percent in the proposed General Plan). The percentage of jobs within walking distances of rail stations and the top 15 bus routes would, however, decline compared to existing conditions (60 percent existing versus 57 percent with the proposed *Envision* General Plan). The number of employees ("jobs") and the number of residents using transit both increase substantially. However, expressed as a percentage of the totals (which is also what occurs when total VMT is divided by the service population), the ratio of jobs that would be located convenient to transit services declines.

There are two primary elements (each a reflection of the other) contributing to this forecast: (1) the proposed plan inclusion of employment growth areas place substantial numbers of jobs at locations where major transit is not currently proposed; and (2) the absence of a current plan to include those employment locations in planned transit systems. These locations include Alviso (WPCP buffer lands), Evergreen (the campus industrial lands adjacent to the foothills), New Edenvale, and North Coyote Valley. While there are no existing plans to extend transit systems to any of these areas, future development will influence future long term infrastructure plans as it has historically. Land use approvals in North Coyote Valley, for example, reserved right-of-way width that could be used for future LRT or BRT service, and a Caltrain station on the existing Caltrain line was also assumed. Alviso has substantial urban development, including transit, within close proximity and could eventually be incorporated into one or more of the existing transit systems. It is also likely that, once a significant number of jobs are created at any of these planned employment locations, shuttle systems such as those existing in North San José will develop to serve the employees. These could be privately operated, provided by VTA, or be a combination, as has occurred in North San José.

The increased numbers of residents and jobs proposed at locations with good access to transit are also factors in the dramatic increases in transit ridership forecast by the TDF model. Daily ridership on the 15 top bus routes is estimated to increase from 73,000 daily trips to approximately 293,000. Daily trips on light rail are estimated to increase from 29,000 to approximately 217,000.

The analysis in the traffic report in Appendix B also quantifies anticipated station boardings for 11 representative transit (non-bus) stations, including LRT, BART, and Caltrain stations. Daily station boardings at those 11 stations are forecast to increase from 19,000 under existing conditions to 448,000 with implementation of the proposed General Plan. Half of that increase is due to the initiation of BART service, which is anticipated to begin before 2035. The model identifies 198,000 anticipated BART boardings by the San José service population.

BART ridership and station boardings are both influenced by the accessibility of jobs to transit. Increasing the percentage of jobs near transit would, therefore, likely result in a significant increase in the use of transit.

The integrated result of these behaviors is a projected change in mode share, as shown in Table 3.2-14. As summarized in Table 3.2-14 below, total automobile mode share would decrease under the *Envision* conditions. Of the automobile-based commutes, only carpooling increases. Other non-auto based modes (transit, bicycling, and walking) all increase.

Table 3.2-14
Journey to Work Mode Share

Mode	Number of Person Trips and Percent Mode Share					
	Existing Conditions	**Current San José 2020 General Plan**	**Proposed *Envision* General Plan**	**△ in Mode Share Existing Conditions vs. *Envision***	***Envision* General Plan Plus Residential Options**	**△ in Mode Share Existing Conditions vs. Residential Options**
Drive Alone	682,000 79%	1,031,000 70%	1,183,000 68%	+501,000 -11%	1,183,000 68%	+501.,000 -11%
Shared Ride 2	101,000 12%	208,000 14%	231,000 13%	+130,000 +1%	231,000 13%	+130,000 +1%
Shared Ride 3+	35,000 4%	69,000 5%	79,000 5%	+44,000 +1%	79,000 5%	+44,000 +1%
Auto Subtotal	817,000 95%	1,308,000 90%	1,493,000 86%	+676,000 -9%	1,492,000 86%	+675,000 -9%
Transit	29,000 3%	117,000 8%	171,000 10%	+142,000 +7%	172,000 10%	+143,000 +7%
Bicycle	6,000 1%	16,000 1%	27,000 2%	+21,000 +1%	27,000 2%	+21,000 +1%
Walk	11,000 1%	18,000 1%	31,000 2%	+20,000 +1%	31,000 2%	+20,000 +1%

Note: Although work trips may occur at any time of day, most work trips occur during typical peak travel periods (6 a.m. to 10 a.m. and 3 p.m. to 7 p.m.).
Values shown have been rounded.
Source: Fehr & Peers 2010.

Proposed General Plan Policies and Actions That Reduce or Avoid Adverse Mode Share Impacts

The proposed *Envision San José 2040 General Plan* includes a set of updated long-range, multimodal transportation goals and policies that provide for a transportation network that is safe,

efficient, and sustainable (i.e., minimizes environmental, financial, and neighborhood impacts). When appropriate land uses are mixed and intensified along transit corridors and other key development areas, more linkages are created between neighborhoods, and the multimodal transportation network becomes an integral part of the City. Proposed General Plan Policies and Actions that provide program-level mitigation for transportation impacts inconsistent with the identified mode share goals are identified below.

Balanced Transportation System Policies and Actions

Policy TR-1.2	Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.
Policy TR-1.3	Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle. The 2040 commute mode split targets for San José residents and workers are presented in the following table:

Commute Mode Split Targets for 2040

Mode	Commute Trips to and From San José	
	2008	2040 Goal
Drive alone	77.8%	No more than 40%
Carpool	9.2%	At least 10%
Transit	4.1%	At least 20%
Bicycle	1.2%	At least 15%
Walk	1.8%	At least 15%
Other means (including work at home)	5.8%	See Note 1

Source: 2008 data from American Community Survey (2008).

Note 1: Working at home is not included in the transportation model, so the 2040 Goal shows percentages for only those modes currently included in the model.

Policy TR-1.4	Through the entitlement process for new development, fund needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking, and transit facilities. Encourage investments that reduce vehicle travel demand.
Policy TR-1.5	Design, construct, operate, and maintain public streets to enable safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.
Policy TR-1.6	Require that public street improvements provide safe access for motorists and pedestrians along development frontages per current City design standards.
Policy TR-1.7	Require that private streets be designed, constructed and maintained to provide safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.

Policy TR-1.8	Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emission standards are met.
Policy TR-1.9	Give priority to the funding of multimodal projects that provide the most benefit to all users. Evaluate new transportation projects to make the most efficient use of transportation resources and capacity.
Policy TR-1.10	Require needed public street right-of-way dedication and improvements as development occurs. The ultimate right-of-way shall be no less than the dimensions as shown on the Land Use/Transportation Diagram except when a lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function. Additional public street right-of-way, beyond that designated on the Land Use/Transportation Diagram, may be required in specific locations to facilitate left-turn lanes, bus pullouts, and right-turn lanes in order to provide additional capacity at some intersections.
Action TR-1.12	Update the City's engineering standards for public and private streets based on the new street typologies that incorporate the concept of "complete streets."
Action TR-1.13	Reduce vehicle capacity on streets with projected excess capacity by reducing either the number of travel lanes or the roadway width, and use remaining public right-of-way to provide wider sidewalks, bicycle lanes, transit amenities and/or landscaping. Establish criteria to identify roadways for capacity reduction (i.e. road diets) and conduct engineering studies and environmental review to determine implementation feasibility and develop implementation strategies.
Walking and Bicycling Policies and Actions	
Policy TR-2.2	Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers on City streets that impede pedestrian and bicycle movement, including consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San José International Airport.
Policy TR-2.5	Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
Policy TR-2.6	Require that all new traffic signal installations, existing traffic signal modifications, and projects included in San José's Capital Improvement Plan include installation of bicycle detection devices where appropriate and feasible.
Policy TR-2.8	Require new development 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.
Policy TR-2.11	Prohibit the development of new cul-de-sacs or gated communities that do not provide through and publicly accessible bicycle and pedestrian connections and pursue the development of new through bicycle and pedestrian connections in existing cul-de-sacs where feasible.

Action TR-2.13	Implement and regularly update, as needed, the San José Bicycle Master Plan. Include top priority bicycle projects in the annual Capital Improvement Program update. Continue to identify barriers to safe and convenient bicycle access and then identify how and when these barriers will be removed as part of Master Plan Updates.
Action TR-2.17	Establish a pilot public bike program that allows free or low-cost rental of bikes at key locations (e.g., transit stations, San José Diridon Station, San José State University) to encourage cycling as a primary mode and facilitate use of transit without having to transport a bicycle.
Action TR-2.18	Provide bicycle storage facilities as identified in the Bicycle Master Plan.
Action TR-2.22	Collect pedestrian and bicycle counts as part of routine manual traffic counts, along roadways and at intersections where bicycles and pedestrians are permitted. Quantifying pedestrian and bicycle activities will measure the amount of pedestrian and bicycle activities throughout the City and assist in determining and prioritizing infrastructure improvement projects.
Public Transit Policies and Actions	
Policy TR-3.2	Ensure that roadways designated as Grand Boulevards adequately accommodate transit vehicle circulation and transit stops. Prioritize bus mobility along Stevens Creek Boulevard, The Alameda, and other heavily traveled transit corridors.
Policy TR-3.3	As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.
Policy TR-3.9	Ensure that all street improvements allow for easier and more efficient bus operations and improved passenger access and safety, while maintaining overall pedestrian and bicycle safety and convenience.
Vehicular Circulation Policies and Actions	
Policy TR-5.1	Develop and maintain a roadway network that categorizes streets according to function and type, considers the surrounding land use context, and incorporates the concepts of "complete streets".
Policy TR-5.4	Maintain and enhance the interconnected network of streets and short blocks that support all modes of travel, provide direct access, calm neighborhood traffic, reduce vehicle speeds, and enhance safety.
Tier I Reduction of Vehicle Miles Traveled Policies and Actions	
Policy 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.

Tier II Vehicle Miles Traveled Reduction Actions	
Action TR-10.1	Explore development of a program for implementation as part of Tier II, to require that parking spaces within new development in areas adjacent to transit and in all mixed-use projects be unbundled from rent or sale of the dwelling unit or building square footage.
Action TR-10.2	In Tier II, reduce the minimum parking requirements citywide.
Action TR-10.3	Encourage participation in car share programs for new development in identified growth areas.
Action TR-10.4	In Tier II, require that a portion of adjacent on-street and City owned off-street parking spaces be counted towards meeting the zoning code's parking space requirements.
Intelligent Transportation System Policies and Actions	
Policy TR-12.1	Develop a citywide ITS system that sustainably manages and integrates all modes of travel including bicycles, automobiles, trucks, transit, and emergency vehicles.
Policy TR-12.2	Enhance the safety and effectiveness of transit service, bicycle, and pedestrian travel as alternative modes using advanced ITS systems.
Action TR-12.8	Implement technology on select roadways (primary bikeways) to support bicycling as the preferred mode of transportation, such as advanced detection, signal priority timing, and public information kiosks.
Trails as Transportation Policies and Actions	
Policy TN-2.2	Provide direct, safe and convenient bicycle and pedestrian connections between the trail system and adjacent neighborhoods, schools, employment areas and shopping areas.
Policy TN-2.3	Add and maintain necessary infrastructure to facilitate travel within a developed urban area to support trail usage.
Policy TN-2.5	Maximize hours that trails are open for public use, consistent with safety and other goals. Manage trail closures and special events to minimize limitations to trail accessibility.
Policy TN-2.6	Integrate and connect trail and pathway networks with a larger network of countywide and regional trails such as the Bay Area Ridge, San Francisco Bay, and Juan Bautista DeAnza Trails to allow for a broad base of opportunities and linkage with the greater Bay Area.

Existing Regulations and Adopted Plans and Policies

Existing local, state and federal regulations and policies that would reduce or avoid adverse changes in transportation mode share include:

- Valley Transportation Plan (VTP) 2035, December 2009. VTP2035 specifically lays out the Transit Program, Bicycle Program, and Community Design and Transportation Program as key components for countywide transportation improvements

- AB 1358 – The California Complete Streets Act, September 2008. AB 1358 requires local transportation planning for a multimodal transportation system that meets the needs of all users of the streets.
- California Department of Transportation Deputy Directive (DD-64-R1), October 2008. This policy directs Caltrans staff to facilitate bicycles, pedestrians, and transit travel by creating complete streets beginning early in system planning.
- MTC Resolution 3765, June 2006. This MTC policy requires routine accommodation for bicycles and pedestrians for all transportation projects during planning, design, funding, and construction.
- Federal Safe Route to School Program (SRTS), 2005. SRTS supports use of safe and active transportation modes (walk and bike) to and from schools.

Discussion of Mode Share Impacts

Implementation of the planned *Envision San José 2040 General Plan* will improve transportation mode share, encouraging use of transit in particular, as shown in Table 3.2-12. The transportation model can measure the effects of physical land use patterns, but the hierarchy of policies above could make much greater progress in use of alternate transportation modes than what is measured by the model. Creation of a physical infrastructure and integration of the bicycle and pedestrian access described in the policies and actions above, and aggressive implementation of the policies, plans and laws described below, will be necessary to fully realize the goals embedded in the General Plan.

Impact TRANS-2: New development in the growth areas envisioned in the proposed General Plan in combination with proposed improvements to the transportation network and programs to encourage alternative transportation modes will result in increased use of transportation modes other than automobiles. **(Less Than Significant Impact)**

3.2.4.3 *Screenline Impacts*

Screenlines are shown on Figure 3.2-2. Consistent with previous Citywide transportation analyses, the traffic operations of the screenlines were based on existing and future traffic volumes from the model and the theoretical capacity of each screenline was analyzed. The identifying numbers assigned to the screenlines have been the same for many years; because some of them have been reconfigured to reduce redundancies (roadways included in more than one screenline), not all of the numbers were used.

The traffic volume and capacity across each screenline is the sum of the volume and capacity of each of the congested roadway segments that cross the screenlines. Congested segments are defined as those segments having a volume-to-capacity ratio (V/C) greater than or equal to 0.9.[31] Conditions in two directions and for two peak hours across a total of 27 screenlines were analyzed and the resulting 108 sets of data are listed in Table 3.2-15. Because screenline impacts are determined by analysis of the *congested* links on the screenline, the analysis does not include under-utilized capacity on the roadway segments that are not congested.

[31] A v/c of 0.9 is typically defined as Level of Service E – a roadway that is at capacity. This is the standard for regional roadways identified in the Santa Clara County Congestion Management Plan.

Table 3.2-15
Screenline Analysis of Congested Links[1]
Current General Plan and Proposed *Envision* General Plan

Screenline				Current General Plan Analysis								Proposed General Plan Analysis							
ID No.	Name	Dir.	Peak Hour	Number of Links	Base Vol.[2]	Base V/C[3]	Vol.[4]	V/C[5]	Δ Vol.[6]	Δ V/C[7]	Vol. TH[8]	Number of Links	Base Vol.[2]	Base V/C[3]	Vol.[4]	V/C[5]	Δ Vol.[6]	Δ V/C[7]	Vol. TH[8]
1	East of King/ Lundy/Milpitas	EB	AM	1	578	1.05	576	1.05	-2	0.00	13	2	915	0.83	**1,096**	**1.00**	**181**	**0.16**	**13**
			PM	12	22,370	0.20	**35,001**	**1.04**	**12,630**	**0.84**	**228**	16	27,115	0.64	**43,985**	**1.04**	**16,870**	**0.40**	**66**
		WB	AM	6	13,513	0.67	**19,887**	**0.99**	**6,374**	**0.32**	**83**	14	23,836	0.66	**36,309**	**1.00**	**12,474**	**0.34**	**65**
			PM	1	5,275	0.17	**6,940**	**0.91**	**1,665**	**0.74**	**760**	9	14,227	0.60	**23,000**	**0.97**	**8,772**	**0.37**	**66**
3	North of Curtner	SB	AM	0	0	0.00	0	0.00	0	0.00	0	2	5,575	0.64	**8,967**	**1.03**	**3,392**	**0.39**	**108**
			PM	18	37,929	0.37	**48,316**	**1.13**	**10,387**	**0.76**	**141**	21	40,992	0.85	**52,270**	**1.08**	**11,278**	**0.23**	**57**
		NB	AM	10	22,387	0.92	**27,661**	**1.14**	**5,273**	**0.22**	**60**	15	28,236	0.89	**32,819**	**1.03**	**4,583**	**0.14**	**53**
			PM	2	6,620	0.35	**8,097**	**1.07**	**1,477**	**0.72**	**237**	7	13,372	0.72	**18,326**	**0.99**	**4,954**	**0.27**	**66**
4	South of Naglee/Jackson/ Mabury	SB	AM	1	5,234	0.69	**8,000**	**1.05**	**2,765**	**0.36**	**190**	2	5,523	0.65	**9,364**	**1.10**	**3,841**	**0.45**	**106**
			PM	29	46,012	0.38	**63,150**	**1.17**	**17,137**	**0.78**	**103**	31	46,485	0.86	**65,695**	**1.21**	**19,209**	**0.35**	**43**
		NB	AM	14	28,211	0.84	**36,674**	**1.09**	**8,463**	**0.25**	**59**	20	39,875	0.83	**52,320**	**1.09**	**12,445**	**0.26**	**59**
			PM	1	5,831	0.19	**8,359**	**1.10**	**2,528**	**0.91**	**760**	14	16,577	0.53	**34,035**	**1.10**	**17,458**	**0.56**	**55**
5	East of I-680	EB	AM	0	0	0.00	0	0.00	0	0.00	0	0	0	0.00	0	0.00	0	0.00	0
			PM	8	14,359	0.34	**18,800**	**1.00**	**4,441**	**0.66**	**131**	10	17,641	0.70	**25,615**	**1.02**	**7,974**	**0.32**	**62**
		WB	AM	2	4,966	0.95	**5,136**	**0.98**	**170**	**0.03**	**65**	10	18,456	0.73	**23,851**	**0.95**	**5,395**	**0.21**	**62**
			PM	0	0	0.00	0	0.00	0	0.00	0	2	1,814	0.39	**4,560**	**0.99**	**2,746**	**0.60**	**57**
6	South of SR 17 & I-880	S/E	AM	1	622	0.35	**828**	**0.92**	**206**	**0.57**	**45**	3	835	0.26	**3,316**	**1.02**	**2,482**	**0.76**	**27**
			PM	11	17,718	0.46	**25,959**	**1.20**	**8,241**	**0.75**	**88**	11	17,718	0.82	**25,425**	**1.18**	**7,707**	**0.36**	**48**
		N/W	AM	2	2,289	0.64	**4,030**	**1.12**	**1,741**	**0.48**	**45**	9	13,044	0.77	**18,807**	**1.10**	**5,763**	**0.34**	**47**
			PM	1	334	0.09	**1,917**	**1.07**	**1,583**	**0.97**	**90**	8	7,949	0.52	**15,869**	**1.05**	**7,920**	**0.52**	**47**
7	South of I-280	SB	AM	3	7,942	0.73	**10,201**	**0.94**	**2,259**	**0.21**	**90**	5	11,543	0.59	**16,948**	**0.87**	**5,406**	**0.28**	**97**
			PM	33	60,825	0.36	**80,564**	**1.10**	**19,738**	**0.75**	**129**	33	59,588	0.77	**81,021**	**1.05**	**21,433**	**0.28**	**58**
		NB	AM	18	31,822	0.93	**37,758**	**1.13**	**5,936**	**0.21**	**47**	27	51,714	0.81	**64,083**	**1.00**	**12,369**	**0.19**	**59**
			PM	4	6,745	0.40	**7,026**	**0.97**	**281**	**0.57**	**104**	15	19,630	0.59	**33,219**	**0.99**	**13,588**	**0.41**	**55**

Table 3.2-15
Screenline Analysis of Congested Links[1]
Current General Plan and Proposed *Envision* General Plan

Screenline			Peak Hour	Current General Plan Analysis								Proposed General Plan Analysis							
ID No.	Name	Dir.		Number of Links	Base Vol.[2]	Base V/C[3]	Vol.[4]	V/C[5]	Δ Vol.[6]	Δ V/C[7]	Vol. TH[8]	Number of Links	Base Vol.[2]	Base V/C[3]	Vol.[4]	V/C[5]	Δ Vol.[6]	Δ V/C[7]	Vol. TH[8]
8	North of SR 17 & I-880	S/E	AM	4	8,052	0.73	**9,448**	**0.93**	**1,396**	**0.20**	**69**	8	9,418	0.55	**16,767**	**0.98**	**7,349**	**0.43**	**53**
			PM	23	43,823	0.38	**63,139**	**1.22**	**19,316**	**0.84**	**123**	22	43,688	0.87	**62,251**	**1.23**	**18,564**	**0.37**	**57**
		N/W	AM	11	21,970	0.87	**34,226**	**1.31**	**12,256**	**0.44**	**57**	20	41,450	0.88	**54,818**	**1.16**	**13,368**	**0.28**	**58**
			PM	2	1,288	0.18	**3,800**	**1.06**	**2,513**	**0.88**	**90**	15	24,767	0.65	**41,077**	**1.08**	**16,310**	**0.43**	**63**
9	South of Tully	SB	AM	1	3,387	0.87	**3,841**	**0.98**	**453**	**0.12**	**97**	3	8,891	0.66	**13,288**	**0.99**	**4,397**	**0.33**	**111**
			PM	19	35,749	0.37	**47,005**	**1.12**	**11,256**	**0.75**	**126**	21	38,441	0.84	**50,437**	**1.10**	**11,996**	**0.26**	**54**
		NB	AM	9	22,171	0.91	**26,655**	**1.06**	**4,484**	**0.15**	**67**	17	34,138	0.88	**40,391**	**1.04**	**6,253**	**0.16**	**57**
			PM	2	6,060	0.29	**7,205**	**0.96**	**1,145**	**0.67**	**258**	10	19,881	0.67	**29,812**	**1.00**	**9,931**	**0.33**	**74**
11	South of Capitol Expwy.	S/E	AM	1	2,897	0.76	**3,671**	**0.97**	**774**	**0.20**	**95**	4	7,142	0.50	**12,760**	**0.89**	**5,618**	**0.39**	**90**
			PM	15	27,001	0.33	**31,976**	**1.02**	**4,975**	**0.69**	**135**	18	30,201	0.83	**36,916**	**1.01**	**6,715**	**0.18**	**50**
		N/W	AM	7	13,394	0.85	**15,351**	**0.97**	**1,957**	**0.12**	**56**	14	26,135	0.82	**30,230**	**0.95**	**4,094**	**0.13**	**56**
			PM	2	5,366	0.26	**6,924**	**0.92**	**1,558**	**0.66**	**258**	7	11,686	0.63	**17,848**	**0.96**	**6,162**	**0.33**	**66**
12	North of US 101 & I-880	SB	AM	3	10,496	0.92	**13,089**	**0.98**	**2,593**	**0.06**	**95**	1	5,303	0.93	**6,563**	**1.15**	**1,260**	**0.22**	**142**
			PM	8	18,784	0.35	**26,183**	**1.16**	**7,399**	**0.81**	**167**	8	19,368	0.86	**30,134**	**1.33**	**10,766**	**0.48**	**70**
		NB	AM	7	18,615	0.90	**26,630**	**1.29**	**8,015**	**0.39**	**73**	7	18,615	0.90	**25,688**	**1.24**	**7,073**	**0.34**	**73**
			PM	3	7,061	0.25	**11,008**	**1.08**	**3,947**	**0.83**	**240**	4	10,492	0.65	**17,870**	**1.11**	**7,378**	**0.46**	**100**
13	South of Central Expwy.	SB	AM	2	541	0.49	**1,079**	**0.98**	**537**	**0.49**	**13**	2	541	0.49	**1,064**	**0.97**	**523**	**0.48**	**13**
			PM	19	29,884	0.33	**40,728**	**1.07**	**10,844**	**0.73**	**118**	19	29,884	0.74	**40,433**	**1.00**	**10,549**	**0.26**	**53**
		NB	AM	10	15,487	0.73	**21,837**	**1.03**	**6,350**	**0.30**	**53**	14	21,327	0.69	**28,823**	**0.93**	**7,496**	**0.24**	**55**
			PM	1	336	0.61	**522**	**0.95**	**186**	**0.34**	**13**	2	2,427	0.56	**4,096**	**0.94**	**1,668**	**0.38**	**54**
14	North of Fremont & El Camino Real	SB	AM	1	3,006	0.77	**3,879**	**0.99**	**873**	**0.22**	**97**	2	3,474	0.78	**4,509**	**1.01**	**1,035**	**0.23**	**55**
			PM	18	24,956	0.34	**35,846**	**1.08**	**10,890**	**0.74**	**101**	18	24,540	0.72	**33,934**	**1.00**	**9,395**	**0.28**	**47**
		NB	AM	7	11,226	0.77	**14,624**	**1.00**	**3,397**	**0.23**	**52**	8	14,046	0.79	**17,516**	**0.99**	**3,470**	**0.20**	**55**
			PM	1	0	0.00	0	0.00	0	0.00	0	3	4,113	0.82	**5,464**	**1.09**	**1,351**	**0.27**	**41**

Table 3.2-15
Screenline Analysis of Congested Links[1]
Current General Plan and Proposed *Envision* General Plan

Screenline			Peak Hour	Current General Plan Analysis								Proposed General Plan Analysis							
ID No.	Name	Dir.		Number of Links	Base Vol.[2]	Base V/C[3]	Vol.[4]	V/C[5]	Δ Vol.[6]	Δ V/C[7]	Vol. TH[8]	Number of Links	Base Vol.[2]	Base V/C[3]	Vol.[4]	V/C[5]	Δ Vol.[6]	Δ V/C[7]	Vol. TH[8]
15	South of Fremont & El Camino Real	SB	AM	1	683	0.38	**1,712**	**0.95**	**1,029**	**0.57**	**45**	1	683	0.38	**1,737**	**0.97**	**1,054**	**0.59**	**45**
			PM	21	25,120	0.37	**37,646**	**1.06**	**12,526**	**0.69**	**80**	20	24,950	0.68	**35,533**	**0.96**	**10,584**	**0.29**	**46**
		NB	AM	10	10,604	0.67	**16,604**	**0.98**	**6,000**	**0.31**	**39**	8	13,137	0.70	**17,207**	**0.92**	**4,069**	**0.22**	**58**
			PM	0	0	0.00	0	0.00	0	0.00	0	0	0	0.00	0	0.00	0	0.00	0
16	East of SR 17, West of Bascom	EB	AM	3	1,845	0.64	**2,733**	**0.94**	**888**	**0.31**	**24**	5	8,264	0.63	**12,692**	**0.97**	**4,428**	**0.34**	**65**
			PM	16	24,832	0.35	**35,403**	**1.15**	**10,570**	**0.80**	**112**	15	24,412	0.86	**32,512**	**1.14**	**8,100**	**0.28**	**47**
		WB	AM	5	11,634	0.92	**13,907**	**1.10**	**2,274**	**0.18**	**63**	11	20,536	0.91	**23,570**	**1.04**	**3,034**	**0.13**	**51**
			PM	4	9,426	0.32	**11,060**	**1.03**	**1,634**	**0.71**	**183**	12	20,239	0.75	**28,298**	**1.05**	**8,059**	**0.30**	**56**
17	South of SR 85	SB	AM	2	4,579	0.59	**10,100**	**1.30**	**5,521**	**0.71**	**96**	6	6,087	0.42	**17,880**	**1.22**	**11,792**	**0.81**	**60**
			PM	9	22,224	0.33	**29,285**	**1.12**	**7,061**	**0.79**	**187**	10	22,970	0.81	**29,361**	**1.03**	**6,390**	**0.22**	**71**
		NB	AM	2	6,584	0.85	**9,443**	**1.22**	**2,859**	**0.37**	**96**	8	18,018	0.76	**22,984**	**0.96**	**4,966**	**0.21**	**74**
			PM	4	6,028	0.26	**13,153**	**1.30**	**7,125**	**1.05**	**147**	9	15,014	0.58	**28,001**	**1.09**	**12,986**	**0.50**	**71**
18	South of US 101	SB	AM	6	14,377	0.76	**19,763**	**1.05**	**5,386**	**0.28**	**78**	4	11,447	0.84	**13,387**	**0.98**	**1,940**	**0.14**	**85**
			PM	16	34,774	0.34	**49,482**	**1.18**	**14,708**	**0.84**	**159**	19	36,389	0.74	**55,596**	**1.13**	**19,206**	**0.39**	**64**
		NB	AM	10	20,582	0.78	**29,496**	**1.05**	**8,914**	**0.27**	**66**	17	29,368	0.64	**44,523**	**0.97**	**15,155**	**0.33**	**67**
			PM	8	17,023	0.28	**23,587**	**1.04**	**6,564**	**0.76**	**188**	10	16,396	0.59	**27,108**	**0.98**	**10,712**	**0.39**	**69**
19	East of I-880 & 10th/11th	EB	AM	1	774	0.43	**877**	**0.97**	**103**	**0.54**	**45**	2	908	0.50	**1,738**	**0.97**	**830**	**0.46**	**22**
			PM	23	39,225	0.33	**56,155**	**1.19**	**16,930**	**0.86**	**128**	24	39,711	0.80	**55,724**	**1.13**	**16,012**	**0.32**	**51**
		WB	AM	13	23,705	0.94	**30,515**	**1.15**	**6,810**	**0.20**	**48**	17	36,797	0.87	**44,972**	**1.07**	**8,175**	**0.19**	**61**
			PM	3	2,071	0.41	**2,553**	**0.88**	**482**	**0.47**	**42**	9	13,052	0.66	**20,014**	**1.01**	**6,962**	**0.35**	**55**
20	East of US 101	EB	AM	2	3,501	0.67	**5,100**	**0.97**	**1,599**	**0.30**	**65**	6	9,926	0.51	**18,044**	**0.93**	**8,118**	**0.42**	**80**
			PM	13	28,338	0.29	**41,359**	**1.12**	**13,020**	**0.83**	**188**	14	28,338	0.73	**44,723**	**1.16**	**16,385**	**0.42**	**69**
		WB	AM	8	18,014	0.80	**26,975**	**1.07**	**8,962**	**0.27**	**70**	12	27,961	0.76	**40,479**	**1.10**	**12,519**	**0.34**	**76**
			PM	0	0	0.00	0	0.00	0	0.00	0	15	20,269	0.54	**37,536**	**1.00**	**17,267**	**0.46**	**62**

Table 3.2-15
Screenline Analysis of Congested Links[1]
Current General Plan and Proposed *Envision* General Plan

Screenline			Peak Hour	Current General Plan Analysis								Proposed General Plan Analysis							
ID No.	Name	Dir.		Number of Links	Base Vol.[2]	Base V/C[3]	Vol.[4]	V/C[5]	Δ Vol.[6]	Δ V/C[7]	Vol. TH[8]	Number of Links	Base Vol.[2]	Base V/C[3]	Vol.[4]	V/C[5]	Δ Vol.[6]	Δ V/C[7]	Vol. TH[8]
21	East of Monterey	EB	AM	4	6,411	0.61	**10,110**	**0.96**	**3,699**	**0.35**	**65**	4	6,449	0.57	**10,323**	**0.91**	**3,874**	**0.34**	**71**
			PM	9	11,697	0.22	**21,904**	**1.12**	**10,208**	**0.91**	**149**	13	16,515	0.56	**30,635**	**1.05**	**14,120**	**0.48**	**56**
		WB	AM	3	3,630	0.53	**6,643**	**0.97**	**3,012**	**0.44**	**57**	10	16,997	0.68	**26,226**	**1.05**	**9,229**	**0.37**	**62**
			PM	3	7,879	0.30	**8,832**	**1.00**	**953**	**0.70**	**221**	15	22,689	0.72	**33,586**	**1.06**	**10,896**	**0.34**	**52**
22	West of US 101	EB	AM	3	6,636	0.67	**9,541**	**0.96**	**2,904**	**0.29**	**82**	5	11,582	0.60	**17,898**	**0.92**	**6,316**	**0.33**	**96**
			PM	5	10,451	0.24	**15,277**	**1.13**	**4,827**	**0.89**	**217**	8	15,167	0.73	**22,882**	**1.10**	**7,715**	**0.37**	**64**
		WB	AM	0	0	0.00	0	0.00	0	0.00	0	6	12,776	0.71	**17,208**	**0.96**	**4,432**	**0.25**	**74**
			PM	2	2,832	0.33	**3,953**	**1.04**	**1,122**	**0.71**	**108**	12	18,998	0.60	**31,249**	**0.98**	**12,251**	**0.38**	**66**
23	North of I-280 & I-680	SB	AM	3	4,441	0.91	**4,048**	**1.07**	-392	0.16	40	4	3,611	0.74	**5,152**	**1.05**	**1,541**	**0.31**	**30**
			PM	25	47,220	0.36	**63,087**	**1.07**	**15,867**	**0.72**	**132**	29	48,459	0.75	**67,898**	**1.05**	**19,439**	**0.30**	**55**
		NB	AM	15	25,464	0.82	**32,062**	**1.03**	**6,598**	**0.21**	**51**	20	38,955	0.77	**48,937**	**0.97**	**9,982**	**0.20**	**63**
			PM	4	1,536	0.93	**2,086**	**0.95**	**550**	**0.02**	**10**	7	7,892	0.62	**12,177**	**0.95**	**4,285**	**0.33**	**45**
26	North of Hamilton, South of Minnesota/Alma	SB	AM	2	5,484	0.83	**6,394**	**0.97**	**910**	**0.14**	**82**	3	8,727	0.70	**13,082**	**1.05**	**4,355**	**0.35**	**104**
			PM	23	50,623	0.38	**62,485**	**1.13**	**11,863**	**0.75**	**145**	26	52,420	0.83	**67,911**	**1.08**	**15,491**	**0.25**	**60**
		NB	AM	8	20,363	0.94	**24,104**	**1.11**	**3,740**	**0.17**	**67**	19	39,871	0.83	**48,146**	**1.01**	**8,275**	**0.17**	**62**
			PM	1	3,611	0.48	**4,148**	**1.09**	**537**	**0.62**	**190**	8	16,010	0.68	**25,861**	**1.10**	**9,850**	**0.42**	**73**
30	North of SR 237	SB	AM	0	0	0.00	0	0.00	0	0.00	0	0	0	0.00	0	0.00	0	0.00	0
			PM	3	264	0.12	**3,407**	**1.03**	**3,144**	**0.91**	**18**	3	264	0.08	**5,602**	**1.70**	**5,338**	**1.62**	**27**
		NB	AM	1	0	0.00	**1,027**	**0.93**	**1,027**	**0.93**	**0**	3	199	0.06	**4,911**	**1.49**	**4,712**	**1.43**	**27**
			PM	0	0	0.00	0	0.00	0	0.00	0	2	310	0.14	**2,090**	**0.95**	**1,780**	**0.81**	**27**
31	Guadalupe River	EB	AM	8	22,851	0.85	**28,971**	**1.01**	**6,119**	**0.16**	**83**	14	33,552	0.69	**49,414**	**1.02**	**15,863**	**0.33**	**86**
			PM	26	49,012	0.34	**73,370**	**1.17**	**24,358**	**0.84**	**140**	24	48,949	0.81	**69,521**	**1.16**	**20,572**	**0.34**	**62**
		WB	AM	3	5,478	0.89	**6,011**	**0.98**	**533**	**0.09**	**51**	18	38,830	0.80	**50,745**	**1.05**	**11,915**	**0.25**	**67**
			PM	5	8,396	0.32	**11,346**	**0.97**	**2,950**	**0.66**	**131**	27	44,688	0.68	**72,453**	**1.10**	**27,766**	**0.42**	**61**

Table 3.2-15
Screenline Analysis of Congested Links[1]
Current General Plan and Proposed *Envision* General Plan

Screenline			Peak Hour	Current General Plan Analysis								Proposed General Plan Analysis							
ID No.	Name	Dir.		Number of Links	Base Vol.[2]	Base V/C[3]	Vol.[4]	V/C[5]	Δ Vol.[6]	Δ V/C[7]	Vol. TH[8]	Number of Links	Base Vol.[2]	Base V/C[3]	Vol.[4]	V/C[5]	Δ Vol.[6]	Δ V/C[7]	Vol. TH[8]
32	Coyote Creek	S/E	AM	5	12,835	0.69	**19,286**	**1.04**	**6,451**	**0.35**	**92**	8	17,558	0.59	**32,388**	**1.09**	**14,830**	**0.50**	**92**
			PM	26	56,785	0.36	**83,816**	**1.27**	**27,031**	**0.92**	**153**	28	55,615	0.79	**87,170**	**1.24**	**31,555**	**0.45**	**62**
		N/W	AM	8	21,371	0.88	**27,361**	**1.13**	**5,990**	**0.25**	**75**	24	52,995	0.80	**71,809**	**1.09**	**18,814**	**0.29**	**68**
			PM	9	18,671	0.25	**27,826**	**1.03**	**9,155**	**0.78**	**207**	16	30,638	0.64	**52,448**	**1.10**	**21,810**	**0.46**	**74**
33	South of Bernal	SB	AM	5	4,923	0.37	**16,316**	**1.21**	**11,393**	**0.85**	**67**	5	4,923	0.37	**16,918**	**1.26**	**11,995**	**0.89**	**67**
			PM	5	8,905	0.27	**16,640**	**1.24**	**7,735**	**0.97**	**163**	2	6,867	0.89	**9,604**	**1.24**	**2,737**	**0.35**	**96**
		NB	AM	3	7,182	0.74	**11,169**	**1.16**	**3,986**	**0.41**	**80**	1	5,597	0.96	**6,375**	**1.09**	**778**	**0.13**	**146**
			PM	5	6,487	0.20	**17,501**	**1.30**	**11,014**	**1.10**	**163**	6	6,487	0.46	**18,538**	**1.32**	**12,051**	**0.86**	**58**
34	North of SR 85, East of SR 87	S/E	AM	1	514	0.93	**571**	**1.04**	**57**	**0.10**	**13**	4	2,725	0.33	**7,150**	**0.88**	**4,425**	**0.54**	**50**
			PM	5	8,340	0.31	**10,338**	**0.96**	**1,998**	**0.65**	**136**	5	9,519	0.66	**12,499**	**0.86**	**2,980**	**0.21**	**72**
		N/W	AM	0	0	0.00	0	0.00	0	0.00	0	3	5,191	0.68	**6,535**	**0.86**	**1,344**	**0.18**	**63**
			PM	1	1	0.00	**504**	**0.92**	**503**	**0.91**	**13**	7	6,517	0.46	**13,496**	**0.96**	**6,979**	**0.49**	**50**
Number of Directional Screenline Impacts																			
-			AM	47								52							
-			PM	49								53							

Notes:
1. Congested links are defined as those links with a volume to capacity (V/C) ratio of 0.9 or higher.
2. Existing roadway volume on congested links. Note that the Base volume shown in the table may be different between the current General Plan and proposed General Plan scenarios because the number of congested links may differ between those two scenarios.
3. Existing roadway volume-to-capacity ratio on congested links.
4. Future roadway volume on congested links.
5. Future roadway volume-to-capacity ratio on congested links.
6. Change in volume between the future and existing years (e.g. Current General Plan Volume minus Existing Volume) on congested links.
7. Change in volume-to-capacity ratios between the future and existing years (e.g. Current General Plan V/C minus Existing V/C) on congested links.
8. Volume threshold of significance (an addition of 2.5% of the average congested link volume). The V/C threshold of significance is always a 0.005 change in V/C.

Bold black text indicates a segment that exceeds the threshold of a V/C increase of 0.005 and a volume increase shown in the Threshold column.

The model does not fully reflect all General Plan policies and programs that would affect the model outputs.

Source: Fehr & Peers, 2010.

The proposed General Plan is will result in congestion on approximately 96 percent of the screenline sets analyzed.

Proposed General Plan Policies and Actions
That Reduce or Avoid Adverse Screenline Impacts

The proposed General Plan includes a set of updated long-range, multimodal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (i.e., minimizes environmental, financial, and neighborhood impacts). Screenlines evaluate movements on multiple transportation facilities and are keyed to the vehicular level of service on roadway segments. Policies and actions that decrease reliance on automobiles and reduce VMT will, therefore, also reduce vehicular congestion (see Policies and Actions listed in Section 3.2.4.1 and Section 3.2.4.2 above). The City's Transportation Level of Service Policy and the updated Council Policy 5-3 will also minimize congestion on existing roadway facilities without adversely impacting other transportation modes. This is possible, in part, because of recent modifications made to Policy 5-3, which preclude improvements being made to the roadways system that maximize vehicular capacity while degrading other transportation modes.

Many of the major roadways that carry traffic throughout the region, including across these screenlines, are regional facilities and any expansion or improvements will rely on programs that are outside the City's purview. General Plan policies reflect the City's commitment to support and participate in the regional efforts, but the City cannot control such efforts and they are not, therefore, identified as mitigation measures.

Proposed General Plan Policies and Actions that provide program-level mitigation for impacts on the transportation screenlines are listed below.

Balanced Transportation System Policies and Actions	
Policy TR-1.2	Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.
Vehicular Circulation Policies and Actions	
Policy TR-5.1	Develop and maintain a roadway network that categorizes streets according to function and type, considers the surrounding land use context, and incorporates the concepts of "complete streets".
Policy TR-5.3	The minimum overall roadway performance during peak travel periods should be level of service "D" except for designated areas. How this policy is applied and exceptions to this policy are listed in bullets below. • Vehicular Traffic Mitigation Measures. Review development proposals for their impacts on the level of service and require appropriate mitigation measures if development of the project has the potential to reduce the level of service to "E" or worse. These mitigation measures typically involve street improvements. Mitigation measure for vehicular traffic should not compromise or minimize community livability by removing mature street trees, significantly reducing front or side yards, or creating other adverse neighborhood impacts. • Area Development Policy. An "area development policy" may be adopted by the City Council to establish special traffic level of service

	standards for a specific geographic area which identifies development impacts and mitigation measures. These policies may take other names or forms to accomplish the same purpose. Area development policies may be first considered only during the General Plan Annual Review and Amendment Process; however, the hearing on an area development policy may be continued after the Annual Review has been completed and the area development policy may thereafter be adopted or amended at a public meeting at any time during the year. • Small Projects. Small projects may be defined and exempted from traffic analysis per the City's transportation policies. • Downtown Core Area. In recognition of the unique position of the Downtown Core Area as the transit hub of Santa Clara County, and as the center for financial, business, institutional and cultural activities, development within the Downtown Core Area Boundary is exempted from traffic mitigation requirements. Intersections within and on the boundary of this area are also exempted from the level of service "D" performance criteria. • Special Strategy Areas. In recognition of the unique characteristics and particular goals of Special Strategy Areas, intersections identified as Protected Intersection within these areas may be exempt from traffic mitigation requirements. Special Strategy Areas are identified in the City's adopted General Plan and include Corridors and Villages, Transit Station Areas, and Specific Plan Areas. • Protected Intersections. In recognition that roadway capacity-enhancing improvement measures can impede the City's ability to encourage infill, preserve community livability, and promote transportation alternatives that do not solely rely on automobile travel, specially designated Protected Intersections are exempt from traffic mitigation measures. Protected Intersections are located in Special Planning Areas where proposed developments causing a significant LOS impact at a Protected Intersection are required to construct multimodal (non-automotive) transportation improvements in one of the City's designated Community Improvement Zones. These multimodal improvements are referred to as off-setting improvements and include improvements to transit, bicycle, and/or pedestrian facilities.
Policy TR-5.4	Maintain and enhance the interconnected network of streets and short blocks that support all modes of travel, provide direct access, calm neighborhood traffic, reduce vehicle speeds, and enhance safety.
Action TR-5.6	Complete build-out of the City's street system per its Land Use/Transportation Diagram.

Existing Regulations and Adopted Plans and Policies

Existing local, state and federal regulations and policies that would reduce or avoid significant increases in roadway congestion along identified screenlines include:

- Council Policy 5-3
- Valley Transportation Plan (VTP) 2035, December 2009. VTP2035 specifically lays out the Transit Program, Bicycle Program, and Community Design and Transportation Program as key components for countywide transportation improvements

- US 101/Oakland/Mabury Development Policy, December 2009. Include Flea Market BART Station Area in the policy to facilitate the phased development plan.

Discussion of Screenline Impacts

As shown in Figure 3.2-2, the roadways that will experience increased congestion at the regional screenlines run through and connect virtually all parts of the City, and also connect the City to nearby communities. The specific policies listed above will ensure that incremental improvements to roadway capacity are implemented, but during the life of this General Plan, the policies that increase access to transit and other travel modes and encourage their utilization will become increasingly important.

Expanding all of these roadways is beyond the City's ability to accomplish, and would result in substantial land use impacts if roadways were widened or redesigned in order to route increased quantities of vehicular traffic everywhere in the City. Experience in other large metropolitan cities such as New York and Seattle indicates that increased roadway congestion encourages people to use other travel modes, and it is likely that the same effect will occur here, as San José has grown to be the tenth largest city in the United States and is becoming increasingly urban in character. Policies to facilitate transit operations (see also discussion of Transit Priority Corridor Impacts in the next section) are intended to minimize impacts from congestion on the efficiency of transit, and reinforce the attractiveness of alternative transportation modes.

Impact TRANS-3: Implementation of the proposed General Plan will result in significant increases in congestion on already congested roadways that cross most of the 27 identified screenlines. Increasing the capacity of these roadway facilities would create substantial secondary impacts for those screenlines that are located in developed areas and neighborhoods, and could induce unplanned growth in neighboring areas. Implementation of proposed General Plan policies and actions will serve to reduce the impacts, but not to less than significant levels. Roadway congestion along the screenlines will be significant. **(Significant Impact)**

3.2.4.4 *Transit Priority Corridor Impacts*

The Proposed General Plan places a strong emphasis on increased transit utilization including fixed route bus service. Locations of designated transit priority corridors, also known as "Grand Boulevards", are previously illustrated in Figure 3.2-6.

To determine the effect that the proposed substantial new infill development might have on the operations of the transit systems, 14 transit priority corridors were evaluated and the results are summarized in Table 3.2-16. The analysis found that the proposed General Plan would result in reductions in average speed that exceed the identified threshold on twelve of the 14 corridors evaluated. The twelve impacted corridors include:

- Alum Rock Avenue from Capitol Avenue to US 101
- Camden Avenue from SR 17 to Meridian Avenue
- Capitol Avenue from South Milpitas Boulevard to Capitol Expressway
- Capitol Expressway from Capitol Avenue to Meridian Avenue
- Santa Clara Street from US-101 to Delmas Avenue

- Meridian Avenue from Park Avenue to Blossom Hill Road
- Monterey Road from Keyes Street to Metcalf Road
- First Street from CA 237 to Keyes Street
- San Carlos Street from Bascom Avenue to SR-87
- Stevens Creek Road from Bascom Avenue to Tantau Avenue
- Tasman Drive from Lick Mill Road to McCarthy Boulevard
- The Alameda from Alameda Way to Delmas Avenue

Table 3.2-16
Transit Priority Corridor Impact Summary

Roadway Segment	Cross Street	Cross Street	Distance (Miles)	AM Peak Hour Travel Speed (MPH)		
				Existing Conditions	Proposed *Envision* General Plan	Proposed GP + Residential Options
Second Street	San Carlos St	St. James St	0.6	11.4	11.4	11.4
Alum Rock Ave	Capitol Ave	US 101	3.4	20.0	**9.7**	**10.5**
Camden Avenue	SR 17	Meridian Ave	5.2	24.0	**14.9**	**14.2**
Capitol Avenue	S. Milpitas Bl	Capitol Expwy	7.6	24.1	**14.5**	**14.7**
Hillsdale Ave/ Capitol Expwy	Capitol Ave	Meridian Ave	19.8	28.6	**20.3**	**19.7**
E. Santa Clara St	US 101	Delmas Ave	4.6	20.4	**14.5**	**14.5**
Meridian Ave	Park Ave	Blossom Hill	12.2	25.5	**15.3**	**17.4**
Monterey Rd	Keyes St	Metcalf Rd	18.2	24.6	**15.0**	**15.2**
North First St	SR 237	Keyes St	17.2	22.6	**12.2**	**12.2**
San Carlos St	Bascom Ave	SR 87	4.2	24.3	**16.9**	**16.3**
Stevens Creek Bl	Bascom Ave	Tantau Ave	8.2	23.1	**14.8**	**14.3**
Tasman Dr	Lick Mill Blvd	McCarthy Ln	5.0	24.3	**9.1**	**9.1**
The Alameda	Alameda Way	Delmas Ave	4.2	22.6	**11.0**	**11.5**
W. San Carlos St	SR 87	Second St	1.3	19.9	15.6	15.0

Notes: Links shown in **bold** exceed identified threshold of significance.
Values shown have been rounded.
Source: Fehr & Peers, 2010 and City of San José, 2011.

Proposed General Plan Policies and Actions That Reduce or Avoid Adverse Impacts on Transit Priority Corridors

The proposed General Plan includes a set of updated long-range, multimodal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (i.e., minimizes environmental, financial, and neighborhood impacts). General Plan policies reflect the City's commitment to supporting and participating in the programs to expand transit operations and increase transit efficiency. While some of the system improvements that will improve the operating efficiencies of some transit systems are dependent on the City's support (such as designated lanes on City streets), the City does not operate the transit systems and cannot control their operations or improvements. These cooperative actions are identified below, but they cannot be categorized as mitigation or avoidance measures for identified impacts because their implementation is not within

the City's jurisdiction. The results of successful completion of some of these measures will likely be greater utilization of alternative modes because they will be operating more efficiently.

Likewise, working with other agencies such as Caltrans may improve operations along some of the transit corridors, but the City is not able to control operations along state transportation corridors and cannot commit to implementing these measures as mitigations. Working with other agencies, including Caltrans and VTA, is an important step to improving the operations of the entire system in order to facilitate movement of transit vehicles as identified below because such cooperation will be critical to achieving the operating standards necessary to facilitate transit and lower the identified impacts to a less than significant level.

Proposed General Plan Policies and Actions that provide program-level mitigation for impacts on the Transit Priority Corridors are listed below.

Balanced Transportation System Policies and Actions	
Policy TR-1.2	Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.
Vehicular Circulation Policies and Actions	
Policy TR-5.1	Develop and maintain a roadway network that categorizes streets according to function and type, considers the surrounding land use context, and incorporates the concepts of "complete streets".
Maximize Use of Public Transit Policies and Actions	
Policy TR-3.1	Pursue development of BRT, bus, shuttle, and fixed guideway (i.e., rail) services on designated streets and connections to major destinations.
Policy TR-3.2	Ensure that roadways designated as Grand Boulevards adequately accommodate transit vehicle circulation and transit stops. Prioritize bus mobility along Stevens Creek Boulevard, The Alameda, and other heavily traveled transit corridors.
Policy TR-3.3	As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute toward transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.
Policy TR-3.4	Maintain and improve access to transit stops and stations for mobility-challenged population groups such as youth, the disabled, and seniors.
Action TR-3.6	Collaborate with Caltrans and Santa Clara Valley Transportation Authority to prioritize transit mobility along the Grand Boulevards identified on the Growth Areas Diagram *(PEIR Figure 2.2-1)*. Improvements could include installing transit signal priority, queue jump lanes at congested intersections, and/or exclusive bus lanes.
Action TR-3.8	Collaborate with transit providers to site transit stops at safe, efficient, and convenient locations, and to develop and provide transit stop amenities such as pedestrian pathways approaching stops, benches and shelters, nighttime lighting, traveler information systems, and bike storage to facilitate access to and from transit stops.

Intelligent Transportation System Policies and Actions	
Policy TR-12.1	Develop a citywide ITS system that sustainably manages and integrates all modes of travel including bicycles, automobiles, trucks, transit, and emergency vehicles.
Policy TR-12.2	Enhance the safety and effectiveness of transit service, bicycle, and pedestrian travel as alternative modes using advanced ITS systems.
Action TR-12.3	Enhance the City's existing Transportation Management Center (TMC) and communications system, which is designed to serve all modes of travel and continue development and implementation of a fiber optic network to support communications with field equipment including but not limited to: traffic signals, closed circuit television (CCTV) cameras, changeable message signs (CMS) and communication hubs.
Action TR-12.5	Develop a system to provide real-time travel information along all arterial streets. This will enable all users to make informed travel decisions, enhance safety, increase use of non-auto travel modes, minimize emergency response times and reduce greenhouse gas emissions.
Action TR-12.6	Work with VTA to implement transit vehicle priority that allows buses to travel on-schedule and provide reliable service.
Action TR-12.7	Collaborate with VTA to provide real-time transit information at key transit stations and stops, as well as via mobile devices, to provide users with real-time information on bus travel routes and times.

Existing Regulations and Adopted Plans and Policies

Existing local, state and federal regulations and policies that would reduce or avoid significant impacts to Transit Priority Corridors include:

- Valley Transportation Plan (VTP) 2035, December 2009. VTP2035 specifically lays out the Transit Program, Bicycle Program, and Community Design and Transportation Program as key components for countywide transportation improvements.
- AB 1358 – The California Complete Streets Act, September 2008. AB 1358 requires local transportation planning for a multimodal transportation system that meets the needs of all users of the streets.
- California Department of Transportation Deputy Directive (DD-64-R1), October 2008. This policy directs Caltrans staff to facilitate bicycles, pedestrians, and transit travel by creating complete streets beginning early in system planning.

Discussion of Transit Priority Corridors Impacts

The proposed *Envision San José 2040 General Plan* calls for substantial changes in the design, operation and management of the various elements of the City's transportation system over the next 24 years. The laws and plans identified above encourage further change. At the present time, the City's transportation modeling shows significant increases in congestion along almost all of the planned Grand Boulevards that are intended to be major transit corridors in the future. The proposed General Plan policies prioritize transit as a substantial element in the transportation system, and the actions listed above include methods of facilitating their operations.

Ultimately, it is anticipated that people and goods can be moved more efficiently without continuous expansion of streets, and the proposed General Plan is structured to make that happen. As identified in the Project Description, the *Envision* General Plan reduces the planned number of lanes in some designated streets.

Based on information currently available, there will be significant adverse impacts from increased congestion along 12 of the 14 transit priority corridors evaluated; only West San Carlos Street and Second Street were not found to experience substantial increased congestion by 2035. The situation will be monitored and re-evaluated in future reviews of the General Plan.

Impact TRANS-4: Implementation of the proposed General Plan will result in traffic congestion that will have significant adverse impacts on 12 of 14 designated Transit Priority Corridors. Implementation of identified Policies and Actions will reduce these impacts, but the City is unable to ensure that the impacts can and will be reduced to a less than significant level by actions that are within the City's control. **(Significant Impact)**

3.2.4.5 *Impacts to Adjacent Jurisdictions*

Operations of adjacent jurisdiction roadway segments outside the City of San José boundaries and/or jurisdiction[32] were reviewed to determine possible impacts from traffic generated by the proposed General Plan. Table 3.2-17 summarizes these results. It should be kept in mind that these impacts are identified compared to existing conditions. The impacts were identified by the TDF model based on the regional model that included growth consistent with that identified by ABAG in their *2007 Projections*. It does not, therefore, include the conditions that might occur based on pending General Plan updates and/or amendments pending in several jurisdictions, including Santa Clara and Sunnyvale.

Given changes in land use, trip patterns, and behavior over time, vehicular traffic on roadway segments within several jurisdictions is projected to increase with implementation of the proposed General Plan land uses, as compared to existing conditions. There is no commonly used measure or threshold for evaluating long term traffic impacts from one city's General Plan on the roadways of another jurisdiction. Therefore, the following analytic method was created to identify what could be substantial changes in congestion.

First, a roadway segment within adjacent jurisdictions is categorized as "deficient" if the future volume to capacity (V/C) ratio, based on an AM four-hour peak period, is 1.0 or greater in the year 2035 (i.e., in excess of acceptable LOS based on the CMP standard).

Given the large service population (residents *and* employment) projected for the region, and the complex travel patterns created by these large population and employment numbers, only a portion of the trips on any roadway segment in adjacent jurisdictions would have originated from a resident or job within the City of San José – and many of those trips will be ending at the residence or job that is located in the other city and are therefore partially attributable to development activity in that jurisdiction. This analysis identifies how many trips on those deficient roadways in other jurisdictions will be the result of the *Envision San José 2040 General Plan*.

[32] Some of the roadways evaluated in this subsection are within San José but within the jurisdiction of another agency.

The congestion on a deficient roadway segment in an adjacent jurisdiction is attributed to traffic impacts from the proposed *Envision* General Plan when the trips generated by the General Plan represent ten percent or more of the traffic on that deficient segment in 2035.[33]

A significant transportation impact to an adjacent jurisdiction is identified when 25 percent or more of total deficient lane miles in that adjacent jurisdiction are attributable to implementation of the *Envision San José 2040 General Plan*. The 25 percent threshold represents what would be a noticeable worsening in existing traffic congestion that would result from implementation of the San José proposed General Plan.

The following roadways in each of the cities listed were analyzed to determine the impacts summarized in Table 3.2-17. CMP system roadways are identified in italicized text. Minor arterials were also analyzed to determine the impacts identified in Table 3.2-16, but are not specifically itemized in this list.

- Campbell Roadways: *Hamilton Avenue*, Campbell Avenue, Winchester Boulevard
- Cupertino Roadways: Homestead Road, Foothill Boulevard, Bubb Road, *Stevens Creek Boulevard*, Pruneridge Avenue, North Wolfe Road, *De Anza Boulevard*, Stelling Road
- Gilroy Roadways: Monterey Street, Leavesley Road, Hecker Pass Highway, East 10th Street, Monterey Street, East Luchessa Avenue
- Los Altos Roadways: North San Antonio Road, Main Street, Almond Avenue, South San Antonio Road, South El Monte Avenue, Grant Road, Fremont Avenue
- Los Altos Hills Roadways: Hillview Avenue, El Monte Road
- Los Gatos Roadways: Winchester Boulevard, Lark Avenue
- Milpitas Roadways: Dixon Landing Road, McCarthy Boulevard, California Circle, Milpitas Boulevard, Jacklin Road, *Abel Street*, Thompson Street, Main Street, Yosemite Drive, Canton Drive, *Calaveras Boulevard*, Park Victoria Drive, Carnegie Drive, Tasman Avenue, Great Mall Parkway
- Monte Sereno Roadways: Winchester Boulevard, Saratoga Los Gatos Road
- Morgan Hill Roadways: Cochrane Road, Butterfield Boulevard, Dunne Avenue, Tennant Avenue, Monterey Street
- Mountain View Roadways: Old Middlefield Way, Amphitheatre Parkway, Charleston Road, North Shoreline Boulevard, *San Antonio Road*, West Middlefield Road, California Street, Moffett Boulevard, Cuesta Drive, Grant Road, North Whisman Road, East Middlefield Road
- Palo Alto Roadways: University Avenue, Sand Hill Road, Embarcadero Road, Middlefield Road, East Charleston Road, Alma Street, *San Antonio Road*
- Santa Clara Roadways: North Mathilda Avenue, Crossman Avenue, Lick Mill Road, East Arques Avenue, Monroe Street, Granada Avenue, Benton Street, Homestead Road, Pruneridge Avenue, Washington Street, Lincoln Street, Bowers Avenue, Calabazas Boulevard,

[33] The detailed explanation of how the quantified impacts were identified and calculated can be found in Appendix B of this EIR.

Walsh Avenue, Martin Avenue, Scott Boulevard, *El Camino Real*, *The Alameda*, Kifer Road, *Great America Parkway*, Kiely Boulevard

- Saratoga Roadways: De Anza Boulevard, Saratoga Sunnyvale Road, Saratoga Avenue, Quito Road, Fruitvale Avenue, Saratoga Los Gatos Road
- Sunnyvale Roadways: Caribbean Drive, Fair Oaks, *Mathilda Avenue*, Maude Avenue, Middlefield Road, Evelyn Avenue, Mary Avenue, Remington Drive, Hollenbeck Avenue, Fremont Avenue, *Sunnyvale-Saratoga Road*, South Wolfe Road, East Fremont Avenue, Reed Avenue, East Arques Avenue, East Duane Avenue, Oakmead Parkway
- Caltrans Facilities: *SR 237, US 101, SR 85, I-880, I-680, I-280, SR 17*
- Santa Clara Co. Facilities: *Central Expressway, Lawrence Expressway, San Tomas Expressway, Foothill Expressway, Montague Expressway*.

Table 3.2-17
Adjacent Jurisdiction Impacts Summary

City	Existing Conditions			Proposed *Envision* General Plan			Proposed *Envision* General Plan + Residential Options		
	Lane Miles w/ Deficient V/C	Impacted Lane Miles*	% Lane Miles Affected	Lane Miles w/ Deficient V/C	Impacted Lane Miles*	% Lane Miles Affected	Lane Miles w/ Deficient V/C	Impacted Lane Miles*	% Lane Miles Affected
Campbell	0.13	0.13	100%	0.83	0.83	**100%**	0.42	0.42	**100%**
Cupertino	0.67	0.67	100%	5.27	5.27	**72%**	7.42	5.36	**72%**
Gilroy	0.00	0.00	0	1.54	1.54	**100%**	1.65	1.65	**100%**
Los Altos	0.78	0.78	100%	1.93	1.93	**100%**	1.65	1.65	**100%**
Los Altos Hills	0.17	0.02	14%	3.61	3.00	**83%**	3.61	3.00	**83%**
Los Gatos	0.12	0.12	100%	0.90	0.90	**100%**	0.90	0.90	**100%**
Milpitas	0.73	0.73	100%	23.15	23.15	**100%**	20.84	20.84	**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	1.69	1.69	**100%**	1.69	1.69	**100%**
Mt. View	0.72	0.65	90%	8.02	7.16	**89%**	8.16	7.23	**89%**
Palo Alto	0.48	0.16	33%	5.11	1.53	**30%**	5.77	2.26	**39%**
Santa Clara	0.17	0.17	100%	2.35	2.35	**100%**	3.76	3.76	**100%**
Saratoga	1.26	1.26	100%	4.03	4.03	**100%**	3.51	3.51	**100%**
Sunnyvale	0.00	0.00	0	1.14	1.14	**100%**	1.56	1.53	**98%**
Caltrans Facilities‡	5,093.26	4,391.72	86%	5,059.70	4,722.12	**93%**	5,065.01	4,732.85	**93%**
County Facilities	3.01	3.01	100%	23.59	23.59	**100%**	21.78	21.78	**100%**

*Impacted Lane Miles attributable to the *Envision San José 2040 General Plan* (10 percent or more of the traffic) compared to Existing Conditions.
Note: Impacts are identified in **bold** text.
Lane miles of less than 0.5 were rounded to 0. For evaluating significant impacts, if impacted lane miles attributable to the *Envision San José 2040 General Plan* were less than 0.5, impacts were identified as less-than-significant.
‡Caltrans facilities include all freeways and certain major surface streets that are designated as State Highways.
Source: Fehr & Peers, 2010.

The analysis found significant impacts on roadways in 13 of 14 other cities and on a substantial number of Caltrans facilities and County expressways. Both the Caltrans freeways and the County expressways are regional roadways identified in the County Congestion Management Plan.

Proposed General Plan Policies and Actions That Reduce or Avoid Adverse Impacts to Adjacent Jurisdictions

The proposed General Plan includes a set of updated long-range, multimodal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (i.e., minimizes environmental, financial, and neighborhood impacts). General Plan policies reflect the City's commitment to supporting and participating in the programs to expand transit operations and increase transit efficiency. While the City has no control over street systems or land uses in neighboring jurisdictions, residents move freely from one jurisdiction to another. Long term concentrations of housing in San José and jobs in other jurisdictions have created a well-established commute pattern that will continue to result in large quantities of traffic moving in one direction in the morning and another at night for many years to come.

Likewise, working with other agencies such as Caltrans may improve operations along some of the transit corridors, but the City is not able to control operations along state transportation corridors and therefore cannot commit to implementing these measures as mitigations. Working with other agencies, including Caltrans, Santa Clara County, and VTA/CMA, is important for improving the operations of the entire system in order to facilitate movement of transit vehicles and improving regional roadways, and is identified below because such cooperation will be critical to achieving the operating standards necessary to facilitate transit and lower the identified impacts to a less than significant level.

Proposed General Plan Policies and Actions that provide program-level mitigation for significant impacts on roadways in other jurisdictions are listed below.

Balanced Transportation System Policies and Actions	
Policy TR-1.2	Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.
Walking and Bicycling Policies and Actions	
Policy TR-2.9	Coordinate and collaborate with the Santa Clara Valley Transportation Authority, Peninsula Corridor Joint Powers Board, Amtrak, ACE, and local shuttle operators to permit bicyclists to transport bicycles and provide appropriate amenities on-board all commuter trains, buses, and shuttles. Coordinate with local transit operators to provide secure bicycle parking facilities at all park-and-ride lots, train stations and major bus stops.
Policy TR-2.19	Partner with other agencies and/or organizations to establish a comprehensive bicycle safety education program for bicyclists, pedestrians, and motorists of all ages. Provide bicycle safety education at all public and private schools, parks, and community centers, and disseminate information through libraries, brochure mailings, and electronic media.

Maximize Use of Public Transit Policies and Actions	
Policy TR-3.1	Pursue development of BRT, bus, shuttle, and fixed guideway (i.e., rail) services on designated streets and connections to major destinations.
Policy TR-3.2	Ensure that roadways designated as Grand Boulevards adequately accommodate transit vehicle circulation and transit stops. Prioritize bus mobility along Stevens Creek Boulevard, The Alameda, and other heavily traveled transit corridors.
Action TR-3.6	Collaborate with Caltrans and Santa Clara Valley Transportation Authority to prioritize transit mobility along the Grand Boulevards identified on the Growth Areas Diagram *(PEIR Figure 2.2-1)*. Improvements could include installing transit signal priority, queue jump lanes at congested intersections, and/or exclusive bus lanes.
Action TR-3.7	Regularly collaborate with BART to coordinate planning efforts for the proposed BART extension to San José/Santa Clara with appropriate land use designations and transportation connections.
Vehicular Circulation Policies and Actions	
Policy TR-5.1	Develop and maintain a roadway network that categorizes streets according to function and type, considers the surrounding land use context, and incorporates the concepts of "complete streets".

Existing Regulations and Adopted Plans and Policies

Existing federal, state and local regulations and policies that would reduce or avoid significant increases in roadway congestion in adjacent jurisdictions include:

- Valley Transportation Plan (VTP) 2035, December 2009. VTP2035 specifically lays out the Transit Program, Bicycle Program, and Community Design and Transportation Program as key components for countywide transportation improvements.
- AB 1358 – The California Complete Streets Act, September 2008. AB 1358 requires local transportation planning for a multimodal transportation system that meets the needs of all users of the streets.
- California Department of Transportation Deputy Directive (DD-64-R1), October 2008. This policy directs Caltrans staff to facilitate bicycles, pedestrians, and transit travel by creating complete streets beginning early in system planning.
- MTC Resolution 3765, June 2006. This MTC policy requires routine accommodation for bicycles and pedestrians for all transportation projects during planning, design, funding, and construction.
- Federal Safe Route to School Program (SRTS), 2005. SRTS supports use of safe and active transportation modes (walk and bike) to and from schools.

Impact TRANS-5: Implementation of the proposed General Plan will result in significant increases in traffic congestion on congested roadways in 13 of 14 neighboring cities and on County and Caltrans facilities. **(Significant Impact)**

3.2.4.6 *Airport Impacts*

As discussed in Sections 3.1 and 3.8, implementation of the proposed General Plan will not significantly alter land use patterns in the vicinity of either airport in San José, nor will it cause a change in air traffic patterns associated with either Norman Y. Mineta San José International Airport or Reid-Hillview Airport. General Plan implementation will not increase air traffic in excess of the adopted Airport Master Plan nor will it result in a physical change to either airport or to air traffic.

Impact TRANS-6: Implementation of the proposed General Plan will not cause significant increases in air traffic at either Norman Y Mineta San José International Airport or Reid-Hillview Airport. Other than a proposal by the County to add 16 acres of commercial land uses near the Reid-Hillview Airport, no change in land uses in the vicinity of either airport is proposed. **(Less Than Significant Impact)**

3.2.4.7 *Impacts from Roadway Designs and Incompatible Uses*

The proposed General Plan includes some modifications to traditional and historic roadway designs. These modifications are still conceptual only. Final street designs will be refined in conformance with rigorous professional standards prior to adoption and implementation by the City. Incompatible uses of City streets would not be encouraged by the proposed General Plan and traffic laws would continue to be enforced.

The proposed General Plan will add population and traffic throughout the City. To the extent development and associated traffic occurs near or adjacent to at-grade rail crossings, the potential for safety hazards may increase. Traffic modeling for the proposed General Plan was completed at a program level which does not identify the potential for vehicle queues to extend onto railroad tracks due to congestion. Operational issues such as vehicle queues will be identified during review of specific development projects and the need for additional safety measures (e.g., signal timing, medians) would be addressed at that time.

Proposed General Plan Policies and Actions That Reduce or Avoid Adverse Impacts from Roadway Designs and Incompatible Uses

The proposed General Plan includes a set of updated long-range, multimodal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (i.e., minimizes environmental, financial, and neighborhood impacts). General Plan policies reflect the City's commitment to supporting and participating in the programs to expand transit operations and increase transit efficiency. Working with other agencies, including Caltrans, Santa Clara County, and VTA/CMA, is an important step to improving the operations of the entire system in order to facilitate movement of transit vehicles and improving regional roadways, as identified below because such cooperation will be critical to achieving the operating standards necessary to facilitate transit and lower the identified impacts to less than significant.

Proposed General Plan Policies and Actions that will reduce or avoid significant impacts due to roadway design and incompatible land uses are listed below.

Balanced Transportation System Policies and Actions	
Policy TR-1.2	Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.
Policy TR-1.5	Design, construct, operate, and maintain public streets to enable safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.
Policy TR-1.10	Require needed public street right-of-way dedication and improvements as development occurs. The ultimate right-of-way shall be no less than the dimensions as shown on the Land Use/Transportation Diagram except when a lesser right-of-way will avoid significant social, neighborhood or environmental impacts and perform the same traffic movement function. Additional public street right-of-way, beyond that designated on the Land Use/Transportation Diagram, may be required in specific locations to facilitate left-turn lanes, bus pullouts, and right-turn lanes in order to provide additional capacity at some intersections.
Action TR-1.13	Reduce vehicle capacity on streets with projected excess capacity by reducing either the number of travel lanes or the roadway width, and use remaining public right-of-way to provide wider sidewalks, bicycle lanes, transit amenities and/or landscaping. Establish criteria to identify roadways for capacity reduction (i.e. road diets) and conduct engineering studies and environmental review to determine implementation feasibility and develop implementation strategies.
Passenger Rail Service Actions	
Action TR-4.5	As appropriate, continue to regularly coordinate with rail operators in San José on the following matters: • Maintenance of rail lines, landscaping, and easements • Vehicle and pedestrian safety at at-grade rail crossings • Rail electrification to increase the frequency of train service and reduce environmental impacts • Grade separations (either above-ground or underground) to improve street connectivity and pedestrian and bicycle mobility at ground level • The establishment of timed transfers with other transit providers in the area • Analysis and mitigation of the potential negative impacts resulting from increased train service, corridor expansion, and the eventual upgrading of a rail line
Community Health, Safety, and Wellness Policies	
Policy CD-5.9	To promote safety and to minimize noise and vibration impacts in residential and working environments, design development that is proposed adjacent to railroad lines to provide the maximum separation feasible between the rail line and dwelling units, yards, or common open space areas, offices and other job locations, facilities for the storage of toxic or explosive materials and the like. To the extent possible, devote areas of development closest to an adjacent railroad line to use as parking lots, public streets, peripheral landscaping, the storage of non-hazardous materials and so forth. In industrial facilities, where the primary function is the production, processing or storage of hazardous materials, for new development follow the setback guidelines and other protective measures called

	for in the City's Industrial Design Guidelines when such facilities are to be located adjacent to or near a main railroad line.

Existing Regulations and Adopted Plans and Policies

Existing federal, state, and local regulations that would also reduce or avoid impacts from roadway designs and incompatible uses include:

- State Subdivision Map Act
- City Subdivision Ordinance
- Valley Transportation Plan (VTP) 2035, December 2009. VTP2035 specifically lays out the Transit Program, Bicycle Program, and Community Design and Transportation Program as key components for countywide transportation improvements
- AB 1358 – The California Complete Streets Act, September 2008. AB 1358 requires local transportation planning for a multimodal transportation system that meets the needs of all users of the streets
- California Department of Transportation Deputy Directive (DD-64-R1), October 2008. This policy directs Caltrans staff to facilitate bicycles, pedestrians, and transit travel by creating complete streets beginning early in system planning
- Federal Safe Route to School Program (SRTS), 2005. SRTS supports use of safe and active transportation modes (walk and bike) to and from schools

Discussion of Roadway Design Impacts

Implementation of many of the mitigation programs that will serve the development assumed in this proposed General Plan will require ongoing participation by regional agencies and other local governments. Capital improvements, consistent maintenance, staffing levels and operations costs are all dependent on the resources available to the City and all of the other public agencies that are responsible for roadways, trails, and transit. As development proceeds in the future, specific proposals will be evaluated for CEQA purposes and for consistency with the proposed General Plan goals, policies and assumptions. Timing of full implementation may need to be modified to reflect the availability of capacity in all modes, consistent with the policies in this General Plan.

Impact TRANS-7: Consistent with City policies and practices, modifications to public and private street designs will be developed under the direction of the City's Directors of Transportation and Public Works and subject to professional engineering analysis. Implementation of design changes that reduce roadway capacity will be evaluated for timeliness relative to other modes and traffic levels, consistent with relevant General Plan policies. **(Less Than Significant Impact)**

3.2.4.8 *Impacts of Rancho del Pueblo and iStar Residential Options*

As discussed in Section 2.2.8 in the Project Description, this PEIR also evaluates options, different from what is in the proposed General Plan, for placing residential land use designations on two properties; the Rancho del Pueblo Golf Course in the Alum Rock Planning Area and the iStar property in the Edenvale Planning Area (referred to throughout this PEIR as the Residential Option Sites). Under these options one or both of these properties would be designated for residential uses instead of the industrial uses assumed in both the existing General Plan and the proposed General

Plan on the iStar property, and the existing and proposed park/open space on the Rancho del Pueblo Golf Course. Because these options are structured so as not to reduce the numbers of jobs and dwelling units that could be developed elsewhere, the overall amount of development capacity assumed under the Preferred Scenario would not change citywide.

A comparison and summary of transportation impacts for the residential options, including revisions to housing and jobs on other properties as described in Section 2.2.8 of the Project Description, is shown in Table 3.2-18. Implementation of an updated General Plan that includes one or both of the residential options for the Rancho del Pueblo and iStar sites would have impacts similar to those from the proposed project.

Calculations done for the transportation impacts anticipated from the Residential Options are located throughout this PEIR, as indicated in the table below.

Table 3.2-18
Transportation Impacts of Residential Options Compared to Proposed Project

Impact Number(s)	Environmental Issue	Basis	Significance[1]
TRANS-1	Vehicle Miles Traveled	Both the proposed General Plan and the Residential Options will result in a significant increase in VMT per service population. As shown in Table 3.2-13, the ratios are identical.	Similar (S)
TRANS-2	Mode Share	Both the proposed General Plan and the Residential Options will result in similar improvements in mode share compared to Existing Conditions, as shown in Table 3.2-14.	Similar (LTS)
TRANS-3	Screenline Levels of Service	Both the proposed General Plan and the Residential Options will create significant impacts on the same number of congested links that cross identified screenlines, as shown in Table 3.2-19, which follows this table. At some locations, the impacts would be slightly greater, at others they would be slightly less.	Similar (S)
TRANS-4	Transit Priority Corridor Congestion	Both the proposed General Plan and the Residential Options will result in significant impacts to 13 of 14 transit corridors evaluated. Severity of impacts varies by corridor for the proposed General Plan versus the Residential Options, as shown in Table 3.2-16.	Similar (S)
TRANS-5	Adjacent Jurisdictions	Both the proposed General Plan and the Residential Options will result in significant impacts to congested roadways in 13 of 14 adjacent cities and on County and Caltrans facilities. The	Similar (S)

Table 3.2-18
Transportation Impacts of Residential Options Compared to Proposed Project

		Residential Options will have slightly worse impacts in Palo Alto and slightly less impact in Sunnyvale, as shown in Table 3.2-17.	
TRANS-6	Airport	Because the Residential Options will not change the numbers of jobs or residents, compared to the proposed General Plan, there would be no difference in impacts to airport operations.	Similar (LTS)
TRANS-7	Roadway Design	The Residential Options would not change the proposed roadway typologies or the method for designing and building roadways. There would be no difference in impacts to roadway operations between the proposed General Plan and the Residential Options.	Similar (LTS)

[1] S= Significant; LTS = Less Than Significant
The determination of significance assumes implementation of proposed General Plan policies and actions and existing regulations and adopted plans and policies previously identified throughout Section 3.2.5 Transportation Impacts.
Bold = New Significant Impact

Table 3.2-19
Screenline Analysis of Congested Links[1]
Proposed General Plan With and Without Residential Options

Screenline			Peak Hour	Proposed General Plan Analysis								Proposed General Plan With Residential Options							
ID No.	Name	Dir.		Number of Links	Base Vol.[2]	Base V/C[3]	Vol.[4]	V/C[5]	Δ Vol.[6]	Δ V/C[7]	Vol. TH[8]	Number of Links	Base Vol.[2]	Base V/C[3]	Vol.[4]	V/C[5]	Δ Vol.[6]	Δ V/C[7]	Vol. TH[8]
1	East of King/ Lundy/Milpitas	EB	AM	2	915	0.83	**1,096**	**1.00**	**181**	**0.16**	**13**	**2**	**915**	**0.83**	**1,095**	**1.00**	**180**	**0.16**	**13**
			PM	16	27,115	0.64	**43,985**	**1.04**	**16,870**	**0.40**	**66**	**16**	**27,115**	**0.64**	**43,961**	**1.04**	**16,846**	**0.40**	**66**
		WB	AM	14	23,836	0.66	**36,309**	**1.00**	**12,474**	**0.34**	**65**	**13**	**22,616**	**0.65**	**34,759**	**1.00**	**12,143**	**0.35**	**66**
			PM	9	14,227	0.60	**23,000**	**0.97**	**8,772**	**0.37**	**66**	**8**	**13,432**	**0.61**	**21,325**	**0.97**	**7,893**	**0.36**	**68**
3	North of Curtner	SB	AM	2	5,575	0.64	**8,967**	**1.03**	**3,392**	**0.39**	**108**	**2**	**5,575**	**0.64**	**8,992**	**1.03**	**3,418**	**0.39**	**108**
			PM	21	40,992	0.85	**52,270**	**1.08**	**11,278**	**0.23**	**57**	**21**	**40,992**	**0.85**	**52,274**	**1.08**	**11,282**	**0.23**	**57**
		NB	AM	15	28,236	0.89	**32,819**	**1.03**	**4,583**	**0.14**	**53**	**15**	**28,236**	**0.89**	**32,728**	**1.03**	**4,493**	**0.14**	**53**
			PM	7	13,372	0.72	**18,326**	**0.99**	**4,954**	**0.27**	**66**	**7**	**13,372**	**0.72**	**18,374**	**0.99**	**5,003**	**0.27**	**66**
4	South of Naglee/Jackson/ Mabury	SB	AM	2	5,523	0.65	**9,364**	**1.10**	**3,841**	**0.45**	**106**	**3**	**9,050**	**0.64**	**14,550**	**1.02**	**5,500**	**0.39**	**118**
			PM	31	46,485	0.86	**65,695**	**1.21**	**19,209**	**0.35**	**43**	**31**	**46,485**	**0.86**	**65,590**	**1.21**	**19,104**	**0.35**	**43**
		NB	AM	20	39,875	0.83	**52,320**	**1.09**	**12,445**	**0.26**	**59**	**20**	**39,588**	**0.85**	**51,014**	**1.09**	**11,426**	**0.24**	**58**
			PM	14	16,577	0.53	**34,035**	**1.10**	**17,458**	**0.56**	**55**	**14**	**16,186**	**0.53**	**33,763**	**1.10**	**17,578**	**0.57**	**54**
5	East of I-680	EB	AM	0	0	0.00	0	0.00	0	0.00	0	0	0	0.00	0	0.00	0	0.00	0
			PM	10	17,641	0.70	**25,615**	**1.02**	**7,974**	**0.32**	**62**	**10**	**17,641**	**0.70**	**25,576**	**1.02**	**7,935**	**0.32**	**62**
		WB	AM	10	18,456	0.73	**23,851**	**0.95**	**5,395**	**0.21**	**62**	**10**	**18,456**	**0.73**	**23,902**	**0.95**	**5,446**	**0.22**	**62**
			PM	2	1,814	0.39	**4,560**	**0.99**	**2,746**	**0.60**	**57**	**2**	**1,814**	**0.39**	**4,609**	**1.00**	**2,795**	**0.61**	**57**
6	South of SR 17 & I-880	S/E	AM	3	835	0.26	**3,316**	**1.02**	**2,482**	**0.76**	**27**	**3**	**835**	**0.26**	**3,298**	**1.01**	**2,463**	**0.76**	**27**
			PM	11	17,718	0.82	**25,425**	**1.18**	**7,707**	**0.36**	**48**	**11**	**17,718**	**0.82**	**25,388**	**1.18**	**7,670**	**0.36**	**48**
		N/W	AM	9	13,044	0.77	**18,807**	**1.10**	**5,763**	**0.34**	**47**	**9**	**13,044**	**0.77**	**18,747**	**1.10**	**5,704**	**0.33**	**47**
			PM	8	7,949	0.52	**15,869**	**1.05**	**7,920**	**0.52**	**47**	**8**	**7,949**	**0.52**	**15,855**	**1.05**	**7,906**	**0.52**	**47**
7	South of I-280	SB	AM	5	11,543	0.59	**16,948**	**0.87**	**5,406**	**0.28**	**97**	**5**	**11,543**	**0.59**	**16,970**	**0.87**	**5,427**	**0.28**	**97**
			PM	33	59,588	0.77	**81,021**	**1.05**	**21,433**	**0.28**	**58**	**33**	**59,588**	**0.77**	**80,911**	**1.05**	**21,323**	**0.28**	**58**
		NB	AM	27	51,714	0.81	**64,083**	**1.00**	**12,369**	**0.19**	**59**	**27**	**51,714**	**0.81**	**64,001**	**1.00**	**12,287**	**0.19**	**59**
			PM	15	19,630	0.59	**33,219**	**0.99**	**13,588**	**0.41**	**55**	**14**	**19,602**	**0.60**	**32,731**	**1.00**	**13,129**	**0.40**	**58**

Table 3.2-19
Screenline Analysis of Congested Links[1]
Proposed General Plan With and Without Residential Options

Screenline			Peak Hour	Proposed General Plan Analysis								Proposed General Plan With Residential Options							
ID No.	Name	Dir.		Number of Links	Base Vol.[2]	Base V/C[3]	Vol.[4]	V/C[5]	Δ Vol.[6]	Δ V/C[7]	Vol. TH[8]	Number of Links	Base Vol.[2]	Base V/C[3]	Vol.[4]	V/C[5]	Δ Vol.[6]	Δ V/C[7]	Vol. TH[8]
8	North of SR 17 & I-880	S/E	AM	8	9,418	0.55	**16,767**	**0.98**	**7,349**	**0.43**	**53**	8	9,418	0.55	**16,749**	**0.98**	**7,330**	**0.43**	**53**
			PM	22	43,688	0.87	**62,251**	**1.23**	**18,564**	**0.37**	**57**	22	43,688	0.87	**62,261**	**1.23**	**18,574**	**0.37**	**57**
		N/W	AM	20	41,450	0.88	**54,818**	**1.16**	**13,368**	**0.28**	**58**	20	41,450	0.88	**54,729**	**1.16**	**13,280**	**0.28**	**58**
			PM	15	24,767	0.65	**41,077**	**1.08**	**16,310**	**0.43**	**63**	15	24,767	0.65	**41,101**	**1.08**	**16,334**	**0.43**	**63**
9	South of Tully	SB	AM	3	8,891	0.66	**13,288**	**0.99**	**4,397**	**0.33**	**111**	3	8,891	0.66	**13,271**	**0.99**	**4,380**	**0.33**	**111**
			PM	21	38,441	0.84	**50,437**	**1.10**	**11,996**	**0.26**	**54**	21	38,441	0.84	**50,360**	**1.10**	**11,919**	**0.26**	**54**
		NB	AM	17	34,138	0.88	**40,391**	**1.04**	**6,253**	**0.16**	**57**	16	33,659	0.88	**39,773**	**1.04**	**6,115**	**0.16**	**59**
			PM	10	19,881	0.67	**29,812**	**1.00**	**9,931**	**0.33**	**74**	10	19,881	0.67	**29,848**	**1.00**	**9,967**	**0.34**	**74**
11	South of Capitol Expwy.	S/E	AM	4	7,142	0.50	**12,760**	**0.89**	**5,618**	**0.39**	**90**	4	7,142	0.50	**12,758**	**0.89**	**5,616**	**0.39**	**90**
			PM	18	30,201	0.83	**36,916**	**1.01**	**6,715**	**0.18**	**50**	16	28,750	0.84	**34,747**	**1.02**	**5,997**	**0.18**	**53**
		N/W	AM	14	26,135	0.82	**30,230**	**0.95**	**4,094**	**0.13**	**56**	14	26,135	0.82	**30,111**	**0.95**	**3,976**	**0.13**	**56**
			PM	7	11,686	0.63	**17,848**	**0.96**	**6,162**	**0.33**	**66**	5	10,566	0.65	**15,732**	**0.97**	**5,167**	**0.32**	**81**
12	North of US 101 & I-880	SB	AM	1	5,303	0.93	**6,563**	**1.15**	**1,260**	**0.22**	**142**	1	5,303	0.93	**6,551**	**1.15**	**1,248**	**0.22**	**142**
			PM	8	19,368	0.86	**30,134**	**1.33**	**10,766**	**0.48**	**70**	8	19,368	0.86	**30,108**	**1.33**	**10,740**	**0.47**	**70**
		NB	AM	7	18,615	0.90	**25,688**	**1.24**	**7,073**	**0.34**	**73**	7	18,615	0.90	**25,652**	**1.24**	**7,037**	**0.34**	**73**
			PM	4	10,492	0.65	**17,870**	**1.11**	**7,378**	**0.46**	**100**	4	10,492	0.65	**17,893**	**1.11**	**7,401**	**0.46**	**100**
13	South of Central Expwy.	SB	AM	2	541	0.49	**1,064**	**0.97**	**523**	**0.48**	**13**	2	541	0.49	**1,065**	**0.97**	**524**	**0.48**	**13**
			PM	19	29,884	0.74	**40,433**	**1.00**	**10,549**	**0.26**	**53**	19	29,884	0.74	**40,413**	**1.00**	**10,529**	**0.26**	**53**
		NB	AM	14	21,327	0.69	**28,823**	**0.93**	**7,496**	**0.24**	**55**	14	21,327	0.69	**28,761**	**0.93**	**7,433**	**0.24**	**55**
			PM	2	2,427	0.56	**4,096**	**0.94**	**1,668**	**0.38**	**54**	2	2,427	0.56	**4,089**	**0.94**	**1,661**	**0.38**	**54**
14	North of Fremont & El Camino Real	SB	AM	2	3,474	0.78	**4,509**	**1.01**	**1,035**	**0.23**	**55**	2	3,474	0.78	**4,510**	**1.01**	**1,036**	**0.23**	**55**
			PM	18	24,540	0.72	**33,934**	**1.00**	**9,395**	**0.28**	**47**	18	24,540	0.72	**33,909**	**1.00**	**9,369**	**0.28**	**47**
		NB	AM	8	14,046	0.79	**17,516**	**0.99**	**3,470**	**0.20**	**55**	8	14,046	0.79	**17,534**	**0.99**	**3,488**	**0.20**	**55**
			PM	3	4,113	0.82	**5,464**	**1.09**	**1,351**	**0.27**	**41**	3	4,113	0.82	**5,489**	**1.10**	**1,375**	**0.28**	**41**

Table 3.2-19
Screenline Analysis of Congested Links[1]
Proposed General Plan With and Without Residential Options

Screenline			Peak Hour	Proposed General Plan Analysis								Proposed General Plan With Residential Options							
ID No.	Name	Dir.		Number of Links	Base Vol.[2]	Base V/C[3]	Vol.[4]	V/C[5]	Δ Vol.[6]	Δ V/C[7]	Vol. TH[8]	Number of Links	Base Vol.[2]	Base V/C[3]	Vol.[4]	V/C[5]	Δ Vol.[6]	Δ V/C[7]	Vol. TH[8]
15	South of Fremont & El Camino Real	SB	AM	1	683	0.38	**1,737**	**0.97**	**1,054**	**0.59**	**45**	1	683	0.38	**1,737**	**0.97**	**1,054**	**0.59**	**45**
			PM	20	24,950	0.68	**35,533**	**0.96**	**10,584**	**0.29**	**46**	19	24,719	0.68	**35,085**	**0.97**	**10,366**	**0.29**	**47**
		NB	AM	8	13,137	0.70	**17,207**	**0.92**	**4,069**	**0.22**	**58**	8	13,137	0.70	**17,242**	**0.92**	**4,105**	**0.22**	**58**
			PM	0	0	0.00	0	0.00	0	0.00	0	0	0	0.00	0	0.00	0	0.00	0
16	East of SR 17, West of Bascom	EB	AM	5	8,264	0.63	**12,692**	**0.97**	**4,428**	**0.34**	**65**	5	8,264	0.63	**12,680**	**0.96**	**4,416**	**0.34**	**65**
			PM	15	24,412	0.86	**32,512**	**1.14**	**8,100**	**0.28**	**47**	15	24,412	0.86	**32,442**	**1.14**	**8,030**	**0.28**	**47**
		WB	AM	11	20,536	0.91	**23,570**	**1.04**	**3,034**	**0.13**	**51**	11	20,536	0.91	**23,570**	**1.04**	**3,034**	**0.13**	**51**
			PM	12	20,239	0.75	**28,298**	**1.05**	**8,059**	**0.30**	**56**	12	20,239	0.75	**28,285**	**1.05**	**8,047**	**0.30**	**56**
17	South of SR 85	SB	AM	6	6,087	0.42	**17,880**	**1.22**	**11,792**	**0.81**	**60**	6	6,087	0.42	**17,912**	**1.23**	**11,825**	**0.81**	**60**
			PM	10	22,970	0.81	**29,361**	**1.03**	**6,390**	**0.22**	**71**	10	22,970	0.81	**29,299**	**1.03**	**6,329**	**0.22**	**71**
		NB	AM	8	18,018	0.76	**22,984**	**0.96**	**4,966**	**0.21**	**74**	8	18,018	0.76	**22,924**	**0.96**	**4,906**	**0.21**	**74**
			PM	9	15,014	0.58	**28,001**	**1.09**	**12,986**	**0.50**	**71**	9	15,014	0.58	**28,028**	**1.09**	**13,013**	**0.50**	**71**
18	South of US 101	SB	AM	4	11,447	0.84	**13,387**	**0.98**	**1,940**	**0.14**	**85**	4	11,447	0.84	**13,351**	**0.98**	**1,904**	**0.14**	**85**
			PM	19	36,389	0.74	**55,596**	**1.13**	**19,206**	**0.39**	**64**	18	36,389	0.78	**53,046**	**1.14**	**16,657**	**0.36**	**64**
		NB	AM	17	29,368	0.64	**44,523**	**0.97**	**15,155**	**0.33**	**67**	17	29,368	0.64	**44,519**	**0.97**	**15,151**	**0.33**	**67**
			PM	10	16,396	0.59	**27,108**	**0.98**	**10,712**	**0.39**	**69**	10	16,407	0.64	**25,078**	**0.99**	**8,671**	**0.34**	**63**
19	East of I-880 & 10th/11th	EB	AM	2	908	0.50	**1,738**	**0.97**	**830**	**0.46**	**22**	2	908	0.50	**1,755**	**0.97**	**847**	**0.47**	**22**
			PM	24	39,711	0.80	**55,724**	**1.13**	**16,012**	**0.32**	**51**	25	39,747	0.80	**56,110**	**1.12**	**16,363**	**0.33**	**49**
		WB	AM	17	36,797	0.87	**44,972**	**1.07**	**8,175**	**0.19**	**61**	17	36,435	0.87	**44,991**	**1.07**	**8,555**	**0.20**	**61**
			PM	9	13,052	0.66	**20,014**	**1.01**	**6,962**	**0.35**	**55**	9	13,052	0.66	**19,937**	**1.00**	**6,884**	**0.35**	**55**
20	East of US 101	EB	AM	6	9,926	0.51	**18,044**	**0.93**	**8,118**	**0.42**	**80**	5	9,377	0.53	**16,395**	**0.93**	**7,017**	**0.40**	**87**
			PM	14	28,338	0.73	**44,723**	**1.16**	**16,385**	**0.42**	**69**	14	28,338	0.73	**44,707**	**1.16**	**16,368**	**0.42**	**69**
		WB	AM	12	27,961	0.76	**40,479**	**1.10**	**12,519**	**0.34**	**76**	12	27,961	0.76	**40,474**	**1.10**	**12,513**	**0.34**	**76**
			PM	15	20,269	0.54	**37,536**	**1.00**	**17,267**	**0.46**	**62**	15	20,269	0.54	**37,474**	**1.00**	**17,205**	**0.46**	**62**

Table 3.2-19
Screenline Analysis of Congested Links[1]
Proposed General Plan With and Without Residential Options

Screenline			Peak Hour	Proposed General Plan Analysis								Proposed General Plan With Residential Options							
ID No.	Name	Dir.		Number of Links	Base Vol.[2]	Base V/C[3]	Vol.[4]	V/C[5]	Δ Vol.[6]	Δ V/C[7]	Vol. TH[8]	Number of Links	Base Vol.[2]	Base V/C[3]	Vol.[4]	V/C[5]	Δ Vol.[6]	Δ V/C[7]	Vol. TH[8]
21	East of Monterey	EB	AM	4	6,449	0.57	**10,323**	**0.91**	**3,874**	**0.34**	**71**	4	6,449	0.57	**10,363**	**0.91**	**3,914**	**0.34**	**71**
			PM	13	16,515	0.56	**30,635**	**1.05**	**14,120**	**0.48**	**56**	11	15,491	0.60	**27,540**	**1.07**	**12,049**	**0.47**	**58**
		WB	AM	10	16,997	0.68	**26,226**	**1.05**	**9,229**	**0.37**	**62**	10	16,997	0.68	**26,261**	**1.05**	**9,264**	**0.37**	**62**
			PM	15	22,689	0.72	**33,586**	**1.06**	**10,896**	**0.34**	**52**	14	22,713	0.71	**33,858**	**1.06**	**11,145**	**0.35**	**57**
22	West of US 101	EB	AM	5	11,582	0.60	**17,898**	**0.92**	**6,316**	**0.33**	**96**	5	11,582	0.60	**17,889**	**0.92**	**6,307**	**0.33**	**96**
			PM	8	15,167	0.73	**22,882**	**1.10**	**7,715**	**0.37**	**64**	8	15,167	0.73	**22,899**	**1.10**	**7,732**	**0.37**	**64**
		WB	AM	6	12,776	0.71	**17,208**	**0.96**	**4,432**	**0.25**	**74**	7	13,985	0.71	**18,917**	**0.96**	**4,932**	**0.25**	**70**
			PM	12	18,998	0.60	**31,249**	**0.98**	**12,251**	**0.38**	**66**	12	18,998	0.60	**31,200**	**0.98**	**12,201**	**0.38**	**66**
23	North of I-280 & I-680	SB	AM	4	3,611	0.74	**5,152**	**1.05**	**1,541**	**0.31**	**30**	4	3,611	0.74	**5,153**	**1.05**	**1,542**	**0.31**	**30**
			PM	29	48,459	0.75	**67,898**	**1.05**	**19,439**	**0.30**	**55**	29	48,459	0.75	**67,808**	**1.05**	**19,349**	**0.30**	**55**
		NB	AM	20	38,955	0.77	**48,937**	**0.97**	**9,982**	**0.20**	**63**	20	38,955	0.77	**48,871**	**0.97**	**9,917**	**0.20**	**63**
			PM	7	7,892	0.62	**12,177**	**0.95**	**4,285**	**0.33**	**45**	7	7,892	0.62	**12,163**	**0.95**	**4,271**	**0.33**	**45**
26	North of Hamilton, South of Minnesota/Alma	SB	AM	3	8,727	0.70	**13,082**	**1.05**	**4,355**	**0.35**	**104**	3	8,727	0.70	**13,117**	**1.05**	**4,390**	**0.35**	**104**
			PM	26	52,420	0.83	**67,911**	**1.08**	**15,491**	**0.25**	**60**	25	51,326	0.85	**65,503**	**1.09**	**14,176**	**0.24**	**60**
		NB	AM	19	39,871	0.83	**48,146**	**1.01**	**8,275**	**0.17**	**62**	16	35,272	0.89	**41,576**	**1.05**	**6,304**	**0.16**	**62**
			PM	8	16,010	0.68	**25,861**	**1.10**	**9,850**	**0.42**	**73**	8	16,010	0.68	**25,865**	**1.10**	**9,855**	**0.42**	**73**
30	North of SR 237	SB	AM	0	0	0.00	0	0.00	0	0.00	0	0	0	0.00	0	0.00	0	0.00	0
			PM	3	264	**0.08**	**5,602**	**1.70**	**5,338**	**1.62**	27	3	264	0.08	**5,590**	**1.69**	**5,327**	**1.61**	**27**
		NB	AM	3	199	**0.06**	**4,911**	**1.49**	**4,712**	**1.43**	27	3	199	0.06	**4,907**	**1.49**	**4,708**	**1.43**	**27**
			PM	2	310	**0.14**	**2,090**	**0.95**	**1,780**	**0.81**	27	2	310	0.14	**2,092**	**0.95**	**1,781**	**0.81**	**27**
31	Guadalupe River	EB	AM	14	33,552	**0.69**	**49,414**	**1.02**	**15,863**	**0.33**	86	14	33,552	0.69	**49,339**	**1.02**	**15,787**	**0.33**	**86**
			PM	24	48,949	**0.81**	**69,521**	**1.16**	**20,572**	**0.34**	62	24	48,574	0.81	**69,494**	**1.16**	**20,920**	**0.35**	**62**
		WB	AM	18	38,830	**0.80**	**50,745**	**1.05**	**11,915**	**0.25**	67	18	38,830	0.80	**50,778**	**1.05**	**11,948**	**0.25**	**67**
			PM	27	44,688	**0.68**	**72,453**	**1.10**	**27,766**	**0.42**	61	26	44,502	0.68	**71,979**	**1.10**	**27,477**	**0.42**	**62**

Table 3.2-19
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Screenline			Peak Hour	Proposed General Plan Analysis								Proposed General Plan With Residential Options							
ID No.	Name	Dir.		Number of Links	Base Vol.[2]	Base V/C[3]	Vol.[4]	V/C[5]	Δ Vol.[6]	Δ V/C[7]	Vol. TH[8]	Number of Links	Base Vol.[2]	Base V/C[3]	Vol.[4]	V/C[5]	Δ Vol.[6]	Δ V/C[7]	Vol. TH[8]
32	Coyote Creek	S/E	AM	8	17,558	0.59	**32,388**	**1.09**	**14,830**	**0.50**	**92**	8	17,220	0.60	**31,559**	**1.10**	**14,339**	**0.50**	**89**
			PM	28	55,615	0.79	**87,170**	**1.24**	**31,555**	**0.45**	**62**	28	55,615	0.79	**87,088**	**1.24**	**31,473**	**0.45**	**62**
		N/W	AM	24	52,995	0.80	**71,809**	**1.09**	**18,814**	**0.29**	**68**	24	52,995	0.80	**71,769**	**1.09**	**18,774**	**0.28**	**68**
			PM	16	30,638	0.64	**52,448**	**1.10**	**21,810**	**0.46**	**74**	17	31,093	0.63	**54,063**	**1.09**	**22,970**	**0.46**	**72**
33	South of Bernal	SB	AM	5	4,923	0.37	**16,918**	**1.26**	**11,995**	**0.89**	**67**	5	4,923	0.37	**16,908**	**1.26**	**11,985**	**0.89**	**67**
			PM	2	6,867	0.89	**9,604**	**1.24**	**2,737**	**0.35**	**96**	2	6,867	0.89	**9,603**	**1.24**	**2,736**	**0.35**	**96**
		NB	AM	1	5,597	0.96	**6,375**	**1.09**	**778**	**0.13**	**146**	1	5,597	0.96	**6,358**	**1.09**	**761**	**0.13**	**146**
			PM	6	6,487	0.46	**18,538**	**1.32**	**12,051**	**0.86**	**58**	6	6,487	0.46	**18,528**	**1.32**	**12,041**	**0.86**	**58**
34	North of SR 85, East of SR 87	S/E	AM	4	2,725	0.33	**7,150**	**0.88**	**4,425**	**0.54**	**50**	4	2,725	0.33	**7,191**	**0.88**	**4,466**	**0.55**	**50**
			PM	5	9,519	0.66	**12,499**	**0.86**	**2,980**	**0.21**	**72**	6	10,723	0.63	**14,835**	**0.87**	**4,112**	**0.24**	**71**
		N/W	AM	3	5,191	0.68	**6,535**	**0.86**	**1,344**	**0.18**	**63**	3	5,191	0.68	**6,532**	**0.86**	**1,340**	**0.18**	**63**
			PM	7	6,517	0.46	**13,496**	**0.96**	**6,979**	**0.49**	**50**	7	6,517	0.46	**13,522**	**0.96**	**7,005**	**0.50**	**50**
Number of Directional Screenline Impacts																			
-			AM	52								52							
-			PM	53								53							

Notes:
1. Congested links are defined as those links with a volume to capacity (V/C) ratio of 0.9 or higher.
2. Existing roadway volume on congested links. Note that the Base volume shown in the table may be different between the current General Plan and proposed General Plan scenarios because the number of congested links may differ between those two scenarios.
3. Existing roadway volume-to-capacity ratio on congested links.
4. Future roadway volume on congested links.
5. Future roadway volume-to-capacity ratio on congested links.
6. Change in volume between the future and existing years (e.g. Current General Plan Volume minus Existing Volume) on congested links.
7. Change in volume-to-capacity ratios between the future and existing years (e.g. Current General Plan V/C minus Existing V/C) on congested links.
8. Volume threshold of significance (an addition of 2.5% of the average congested link volume). The V/C threshold of significance is always a 0.005 change in V/C.

Bold black text indicates a segment that exceeds the threshold of a V/C increase of 0.005 and a volume increase shown in the Threshold column.

The model is based upon a conservative, "worst case" approach and therefore does not fully reflect implementation of all General Plan policies and programs that would affect the model outputs or other outside factors likely to influence future commuter behavior.

Source: Fehr & Peers, 2010.

3.2.5 Mitigation and Avoidance Measures for Transportation Impacts

3.2.5.1 *Proposed General Plan*

VMT Impacts, Screenline Impacts, Transit Priority Corridor Impacts, and Impacts to Adjacent Jurisdictions

Implementation of the *Envision San José 2040 General Plan* would result in the four significant transportation impacts listed above. While the proposed General Plan Policies and Actions previously identified, such as multi-modal infrastructure improvements, TDM programs for large employers and new development, and implementation of parking strategies in Tier 2, will cause VMT to decrease substantially over time, a significant (over nine percent) reduction in projected VMT is required to reduce the impact to less than significant, and there currently is no way to accurately quantify the benefits that can be achieved from those policies and actions through 2035 using existing analytic tools.

A logical mitigation and one used for many years for congested roadways is to increase their capacity. As previously described in Section 3.2.4.3, increasing the capacity of impacted roadway facilities such as those along the identified screenlines would create substantial secondary impacts (such as taking rights-of-way, increasing the width and pedestrian time to cross the street, removing mature landscaping in some cases, etc.), particularly along roadways that are located in developed areas and neighborhoods, and it would also likely induce unplanned growth in neighboring areas due to the improved ability to access those areas by vehicle. The revised policies in this proposed General Plan do not envision continually widening streets and expanding intersections to the detriment of neighborhoods and other transportation modes.

Widening roadways associated with the 27 screenlines that would experience substantial new congestion within the urban area of San José and along roadways in 13 neighboring cities and on County and Caltrans facilities, would not reduce the quantities of traffic (and, in fact, it could encourage greater reliance on motor vehicles as a mode of transportation), would not therefore be environmentally preferable, and given the degree of right-of-way acquisition that would be required along all of these streets and regional roadway facilities, would generally not be economically or physically feasible.

Similarly, it may not be possible to offset increased traffic congestion that will have significant adverse impacts on thirteen of fourteen designated Transit Priority Corridors given physical constraints for improvements within existing roadways. Measures such as installing transit signal priority, queue jump lanes at congested intersections, and/or exclusive bus lanes could reduce impacts in some cases; however, there is no assurance that these techniques would reduce impacts to a less than significant level along constrained streets in areas with substantial planned increases in density, such as in Downtown San José.

Many of the impacts identified do not reflect changes in behavior that can be achieved through education and better understanding of connections between human actions and environmental effects. The conclusions also do not assume that any new laws and/or ordinances could or would be approved to further regulate motor vehicle travel inefficiency, the provision of free parking, or to require improved access to alternate modes. The conclusions also do not reflect other economic factors, such as cost increases for fuel, which would influence VMT in the future.

While the City proposes to implement measures (described previously) to reduce VMT, implement a complete streets program, require a range of TDM measures through policies in the proposed General Plan and monitor the effectiveness of those measures, there is no assurance that these measures would reduce the identified significant transportation impacts to a less than significant level. Given the program level of this EIR analysis and the accuracy of the tools currently available for evaluating impacts from traffic and greenhouse gas emissions, there are no further mitigation or avoidance measures that can be assumed at this time. **(Significant Unavoidable Impacts)**

3.2.5.2 *Rancho del Pueblo and iStar Residential Options*

Like the impacts of the proposed General Plan discussed above, there is no assurance that measures to reduce VMT, implement a complete streets program and a range of TDM measures through policies in the proposed General Plan would decrease motor vehicle travel to a level that would reduce the identified significant transportation impacts to a less than significant level. **(Significant Unavoidable Impacts)**

3.2.6 Significance Conclusions

3.2.6.1 *Proposed General Plan*

Implementation of the *Envision San José 2040 General Plan* in accordance with proposed policies and existing regulations would result in significant unavoidable impacts from increased VMT, significant increases in roadway congestion along local and regional screenlines, significant increases in congestion on designated Transit Priority Corridors, and on roadways in adjacent jurisdictions. **(Significant Unavoidable Impacts)**

3.2.6.2 *Rancho del Pueblo and iStar Residential*

Implementation of the *Envision San José 2040 General Plan* including the Rancho del Pueblo and iStar Residential Options in accordance with proposed policies and existing regulations would result in significant unavoidable impacts from increased VMT, significant increases in roadway congestion along local and regional screenlines, significant increases in congestion on designated Transit Priority Corridors, and on roadways in adjacent jurisdictions. **(Significant Unavoidable Impacts)**