

Department of Planning, Building and Code Enforcement

JOSEPH HORWEDEL, DIRECTOR

NOTICE OF PREPARATION OF A DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT FOR THE ENVISION SAN JOSÉ 2040 GENERAL PLAN UPDATE

As the lead agency, the City of San José will prepare a Program Environmental Impact Report (PEIR) for the Envision San José 2040 General Plan Update. The City welcomes your input regarding the scope and content of the environmental information that is relevant to your area of interest, or to your agency's statutory responsibilities in connection with the proposed project. If you are affiliated with a public agency, this PEIR may be used by your agency when considering subsequent approvals related to the project.

The project description, location, and a brief summary of the probable environmental effects that will be analyzed in the PEIR for the project are attached. According to State law, the deadline for your response is 30 days after receipt of this notice. However, we would appreciate an earlier response, if possible.

If you have any comments on this Notice of Preparation or general, non-EIR related questions or comments about the Envision San José 2040 General Plan Update, including anticipated scheduling of next steps in the review process, please identify a contact person and send your correspondence to:

- City of San Jose Planning Division, Attn: John Baty, Project Manager
200 East Santa Clara Street, 3rd Floor San Jose, CA 95113-1905
Phone: (408) 535-7894, e-mail: john.baty@sanjoseca.gov

The Draft PEIR for the Envision San José 2040 General Plan Update is currently being prepared. A separate EIR Notice of Availability will be circulated when the Draft PEIR becomes available for public review and comments (currently anticipated to begin in December 2010).

The Planning Division will hold two PEIR scoping meetings to describe the proposed project and the environmental review process, and to obtain your input on the PEIR analysis for the proposal. An afternoon meeting will be held on August 12, 2010 and an evening meeting will be held on August 19, 2010. The meetings have been scheduled to allow an opportunity for public agencies and the general public to attend. Please refer to the attached notice for more detail.

Joseph Horwedel, Director
Planning, Building and Code Enforcement

Akani Amish

Deputy

Date: 7/23/09

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1.0 INTRODUCTION

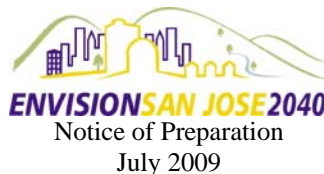
The purpose of a Program Environmental Impact Report (PEIR) is to inform decision-makers and the general public of the environmental effects of a proposed project that an agency may implement or approve. The PEIR process is intended to provide information sufficient to evaluate a project and its potential for significant impacts on the environment; to examine methods of reducing adverse impacts; and to consider alternatives to the project.

The Program EIR for the proposed Envision San José 2040 General Plan Update will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. In accordance with the requirements of CEQA, the PEIR will include the following:

- A summary of the project;
- A project description;
- A description of the existing environmental setting, probable environmental impacts, and mitigation measures;
- Alternatives to the project as proposed; and
- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) any significant irreversible and irretrievable commitments of resources; (c) the growth inducing impacts of the proposed project; and (d) cumulative impacts.

2.0 PROJECT BACKGROUND

The General Plan is a state-required legal document (Government Code Section 65300) that each planning agency in California prepares and the legislative body of each county and city adopts to provide a comprehensive, long-term plan for the physical development of the county or city. A General Plan must include the following seven mandatory elements specified in Government Code Section 65302: (a) land use, (b) circulation, (c) housing, (d) conservation, (e) open space, (f) noise, and (g) safety. The General Plan is the City's official policy regarding its future character and quality of development. The General Plan describes the amount, type and phasing of development needed to achieve the City's social, economic, and environmental goals. It is the policy framework for decision making on both private development projects and City capital expenditures.



The current General Plan, *Focus on the Future San José 2020 General Plan* was adopted by the City Council in 1994. Various amendments to the General Plan have been approved since then to accommodate changing economic conditions and development patterns but the plan has not been comprehensively revised since 1994.

Preparation of the Envision San José 2040 General Plan Update

The Envision San José 2040 General Plan Update effort began with early community outreach in the winter and spring of 2007. The City Council initiated the Envision San José 2040 General Plan Update by approving Guiding Principles, Work Program, and Community Participation Program in June 2007. A 37-member Envision San José 2040 Task Force was appointed by the City Council and convened in September 2007 to guide the development of the Envision San José 2040 General Plan.

In addition to identifying areas of the City that did not need significant review, such as Specific Plans and Area Development Policies, the Council confirmed the relevance of the seven Major Strategies in the existing General Plan for the future. The Seven Major Strategies of the existing *Focus on the Future San José 2020 General Plan* are:

- Economic Development
- Growth Management
- Downtown Revitalization
- Urban Conservation/Preservation
- Greenline/Urban Growth Boundary
- Housing
- Sustainable City

The above Seven Major Strategies formed the basis for the City Council adopted Guiding Principles for the Envision San José 2040 process, with the Council adding Social Equity as a new topic and an enhanced Sustainable City Guiding Principle. The Guiding Principles have, and will continue to inform the direction of the General Plan update process and content. The Envision San José 2040 General Plan will be a comprehensive update of the *Focus on the Future San José 2020 General Plan*.

Based community input, the Task Force developed a draft General Plan Update Vision (“Vision”) and Land Use/Transportation Scenario Guidelines (“Guidelines”). These documents call for a land use plan that contribute to the development of walkable neighborhood villages and vibrant urban locations at strategic locations throughout the City, and is environmentally sustainable, fiscally responsible, and makes prudent use of existing transit facilities and other infrastructure. The Vision elements include an interconnected city, an innovative economy, environmental leadership, healthy neighborhoods, quality services, vibrant arts and culture, and diversity and social equity.

A key component of the Guidelines is a basic requirement that all job and housing growth should be accommodated within the City’s Urban Growth Boundary (UGB). In support of that basic premise, the Task Force incorporated into the Guidelines the use of a “corridors and villages” strategy as a



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means of promoting targeted infill development sites and distributing new development throughout the City.

Based on the Task Force's recommendation, the City Council recently accepted four Land Use/Transportation Study Scenarios for further review in the EIR. Following completion of the environmental review, it is anticipated that one of the four scenarios or an alternative addressed in the EIR will be approved as the new Land Use/Transportation Diagram for the updated General Plan for the City of San José.

3.0 PROJECT LOCATION

The City of San José is located in the Santa Clara Valley at the southern tip of the San Francisco Bay. The proposed Envision San José 2040 General Plan provides a vision for future growth and development located within the City's existing Urban Growth Boundary (approximately 143 square miles) and also encompasses all areas with the City's Sphere of Influence (approximately 280 square miles). The City's location within the San Francisco Bay region and locations proposed for planned jobs and housing growth are shown on Figures 1 and 2, respectively.

4.0 DESCRIPTION OF THE GENERAL PLAN UPDATE

The Envision San Jose 2040 process is a comprehensive update to the City's current San Jose 2020 General Plan. The update will address a whole host of issues and topics including:

- Strategies to create a balanced mix of jobs and housing
- Strategies to address global warming and conserve natural resources
- Village strategies that create complete mixed-use communities
- Fiscally sustainable public service delivery goals
- Complete streets designed for all transportation modes, including bicycles and pedestrians
- Strategies to create healthy communities
- Art and cultural facilities and programs

The land use/transportation scenarios under consideration include the potential addition of up to 158,970 new dwelling units in one scenario, and up to 526,050 new jobs within the City of San José in another scenario. These scenarios primarily add growth capacity in focused areas of the City using the corridors and villages strategy. These locations were identified with the intent of creating an interconnected city by allowing for additional growth along multi-modal transportation corridors in order to link Downtown, high-intensity villages, and local serving neighborhood villages. The areas identified for growth include Transit-Oriented Villages, Commercial Center Villages & Corridors, and Neighborhood Villages (refer to Figure 2).

Transit-Oriented Villages include vacant or under-utilized lands within close proximity of an existing or planned light rail, BART, Caltrain or Bus Rapid Transit (BRT) facility. Commercial Center Villages & Corridors include vacant or under-utilized lands in existing, large-scale commercial areas (e.g. Blossom Hill Road, Winchester Boulevard, Bascom Avenue, etc.). Neighborhood Villages are smaller neighborhood-oriented commercial sites with redevelopment potential. While the

| Table 1 | | | |
|---|-----------------|---------------------------|--|
| Summary of Land Use/Transportation Scenarios | | | |
| Scenario | New Jobs | New Dwelling Units | Buildout Jobs/Employed Resident¹ |
| Scenario 1 – Low Growth | 346,550 | 88,650 | 1.2:1 |
| Scenario 2 – Medium Growth | 360,550 | 135,650 | 1.1:1 |
| Scenario 3 – High Housing Growth | 339,530 | 158,970 | 1:1 |
| Scenario 4 – High Job Growth | 526,050 | 88,650 | 1.5:1 |

1. Buildout for each scenario equals existing jobs (369,450) and dwelling units (309,350) plus new jobs and new dwelling units. There are approximately 1.5 employed residents per dwelling unit.

Neighborhood Villages are not located near major fixed transit facilities, and thus are not anticipated for significant intensification, they could serve to create a vibrant village center within easy access of the nearby neighborhood. For all of the Village areas it is expected that the existing amount of commercial square footage would be retained and enhanced as part of any redevelopment project so that existing commercial uses within San José are never diminished. The new jobs, new dwelling units, and resulting jobs to employed resident ratio at buildout for the four land use/transportation scenarios proposed by the Task Force and City Council are described above and summarized in Table 1. Projected growth in each scenario described below includes planned jobs and housing growth already planned under the existing *Focus on the Future San José 2020 General Plan* and additional growth within the areas shown on Figure 2.

Scenario 1 – Low Growth

Scenario 1 provides the most modest amount of new job and housing growth capacity (capacity for 346,550 additional jobs and approximately 88,650 additional dwelling units). Within the “Low Growth” scenario, the significant amounts of new job growth capacity are provided in Alviso, in Edenvale, near the Lundy/Milpitas BART station, near light rail stations (with emphasis upon the Capitol/Hostetter, Capitol/Berryessa, Capitol/McKee, Oakridge, Blossom Hill/Cahalan and Blossom Hill/Snell stations), along the North First Street and Southwest Expressway light rail corridors, and in the larger commercial “Village” growth areas.

For Scenario 1, almost all of the new housing growth capacity is distributed among several Transit-Oriented Village sites where there is existing light rail or Caltrain service or planned BART service. This scenario includes a slight increase in housing growth capacity for Specific Plan areas and identified “Commercial Villages and Corridors.” No new growth capacity is proposed for the Neighborhood Villages shown on Figure 2.

Scenario 2 – Medium Growth

Scenario 2 provides more job growth capacity than Scenario 1 (four percent more jobs) with significantly more (53 percent) housing growth capacity for a total capacity of 360,550 additional jobs and approximately 135,650 additional dwelling units and is considered the “Medium Growth”



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scenario. Because of the increased amount of housing growth, more of the job growth demand is projected to be in the Household Support Industry sector and, therefore, the additional job growth is within the Commercial Center Villages & Corridors and within the Neighborhood Villages, where it will be closer to new and existing residential neighborhoods. The additional housing growth capacity is provided through intensification of the Downtown, Transit-Oriented Villages and Commercial Center Village & Corridor areas and through modest redevelopment of the Neighborhood Villages to incorporate housing as part of new mixed-use projects.

Scenarios 3 – High Housing Growth

Scenario 3 provides significantly more housing growth capacity (79 percent more than Scenario 1) than the other scenarios providing additional capacity for 339,530 jobs and approximately 158,970 dwelling units. For Scenario 3, the “High Housing Growth” scenario, growth capacity is placed in all of the growth areas with an emphasis on housing growth. Consistent with the other three scenarios, the Downtown and planned or existing BART, Caltrain and Light Rail stations are priority locations for new job and housing growth capacity. For the Downtown, Scenario 3 includes more housing growth capacity by increasing the density of planned Downtown residential sites. Scenario 3 fully utilizes the identified sites near transit at a higher intensity than for Scenarios 1 and 2, and utilizes any identified growth capacity within Specific Plan areas. Due to the low amount of projected job growth in the Driving Industry and Business Support Industry sectors for Scenario 3, this scenario includes a smaller amount of new job growth capacity in Employment Land Areas. For Scenario 3, the Neighborhood Villages are planned for a significant amount of housing growth and Household Support job growth. The Scenario 3 Neighborhood Villages would be primarily composed of four to six-story residential buildings with ground-level retail.

Scenario 4 – High Job Growth

Scenario 4 provides significantly more job growth capacity (52 percent more than Scenario 1) than the other scenarios providing capacity for 526,050 jobs and approximately 88,650 dwelling units. For Scenario 4, the “High Job Growth” scenario, growth capacity is assumed in all of the growth areas with an emphasis on job growth. Consistent with the other three scenarios, the Downtown and planned or existing BART, Caltrain and Light Rail stations are priority locations for new job and housing growth capacity. Scenario 4 includes more Downtown job growth capacity by converting some of the planned Downtown housing sites to employment use and maintains the housing growth capacity through intensification of the remaining housing sites. Scenario 4 fully utilizes the identified growth at sites near transit, at a higher intensity than for Scenarios 1 and 2 and utilizes any identified growth capacity within Specific Plan areas. Scenario 4 includes a significant addition of job growth capacity in the Employment Land Areas in order to provide industrial, low-rise/R&D and mid-rise and high-rise job growth capacity primarily intended to accommodate Driving Industry and Business Support Industry job growth. To accommodate the large amount of job growth in Scenario 4, the Neighborhood Villages are also planned to become neighborhood employment centers. These villages would include a mix of retail, low-rise and mid-rise office buildings intended to accommodate Household Support, Business Support and Driving Industry jobs, but no housing growth.



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Specific Areas of Local Interest

Urban Reserves

All four land use/transportation scenarios also propose that no growth be considered within the 2040 horizon in the South Almaden Valley Urban Reserve (SAVUR) or the Coyote Valley Urban Reserve. The development of housing within these areas would be inconsistent with the environmental, fiscal, urban design and other goals in the Draft Land Use/Transportation Scenario Guidelines. For the No Project Alternative scenario required under CEQA, some amount of growth will be analyzed within these areas, because it is reasonably foreseeable that buildout of the City's current General Plan would allow the City to meet the current General Plan triggers that allow for development within the Urban Reserves. Accordingly, the No Project Alternative will consider buildout of the current General Plan that includes the addition of 3,700 jobs and 10,000 dwelling units within the Coyote Valley Urban Reserve and the addition of 800 dwelling units within the South Almaden Valley Urban Reserve on top of the San José 2020 General Plan growth capacity.

5.0 ENVIRONMENTAL IMPACTS TO BE ANALYZED

The PEIR will address the environmental impacts associated with the proposed Envision San José 2040 General Plan Update, including each of the four scenarios. The City anticipates that the PEIR will focus on the following issues:

Land Use

The PEIR will describe existing land uses in the City of San José and the current General Plan Land Use/Transportation Diagram. The PEIR will describe the changes in land uses proposed by the project, and identify constraints to the four land use/transportation scenarios likely to be created by existing land uses and infrastructure. Impacts will be identified, and mitigation measures will be described for any significant land use impacts.

Transportation

The PEIR will describe the existing traffic conditions and transportation system, and the traffic impacts resulting from each of the land use/transportation scenarios. A transportation modeling analysis will be prepared in order to evaluate the long-term impacts of the proposed General Plan Update on the overall transportation network. Mitigation measures for transportation impacts will be identified, as appropriate.



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Noise and Vibration

The PEIR will describe the existing noise environment and noise impacts to and from each of the four land use/transportation scenarios. Noise impacts will be identified for: (1) proposed land use changes that will expose new sensitive receptors to noise or vibration levels exceeding those considered normally acceptable based on the City's policies; and (2) changes in the noise environment resulting from growth under the different land use/transportation scenarios. Mitigation measures will be identified, as appropriate.

Air Quality

The PEIR will describe existing local and regional air quality, and the air quality impacts of the land use/transportation scenarios in accordance with the Bay Area Air Quality Management District CEQA Guidelines. The impact of the General Plan update on local emissions and regional air quality plans will be analyzed. Impacts on the proposed land use scenarios from toxic air contaminants and diesel particulate matter will also be analyzed. Mitigation measures will be identified, as appropriate.

Biological Resources

The PEIR will include a description of the existing biological setting and an analysis of impacts to biological resources such as habitats, special-status species, and biologically sensitive areas, from growth in each of the four General Plan update land use/transportation scenarios. Mitigation measures and policies will be identified, as appropriate.

Geology, Soils and Seismicity

The identification of geologic and seismic hazards will focus on areas proposed for intensification in the four land use/transportation scenarios or other land use changes. The PEIR will describe any geologic constraints or risks resulting in impacts to development proposed within the four land use/transportation scenarios, and identify mitigation measures, as appropriate.

Hydrology and Water Quality

The PEIR will describe existing hydrology and water quality and will evaluate flooding, drainage and water quality impacts that would result from or impact development allowed under the four land use/transportation scenarios. The PEIR will identify mitigation measures, as appropriate.

Hazardous Materials and Hazards

The PEIR will describe existing conditions and impacts resulting from hazardous materials contamination from current or former uses in areas of the City being considered for intensification under the four land use/transportation scenarios. Hazards associated with aircraft operations of the Norman Y. Mineta San José International Airport, Reid-Hillview Airport, and wildfires at the wildland/urban interface will also be described. Mitigation measures will be identified for impacts resulting from or to development allowed by the General Plan update, as appropriate.

Public Services

Increases in demand for public services resulting from the four land use/transportation scenarios will be estimated in the PEIR based upon a qualitative estimate of demand for school, police, fire, and medical services and estimates of per capita demand for parks and libraries. Likely impacts to the physical environment that could result from these increased demands will be identified. Mitigation measures, such as in-lieu fees, parkland or school site dedication, and other programs and funding mechanisms for new facilities will be identified, as appropriate.

Utilities and Service Systems

The PEIR will describe the anticipated demand for utilities and services, including water, sanitary sewer, storm sewer, and solid waste resulting from the four land use/transportation scenarios. Exceedance of the existing capacity of existing infrastructure, such as water, stormwater, and sanitary sewer pipelines will be identified. Mitigation measures for utility and service impacts will be identified, as appropriate.

Cultural Resources

The PEIR will describe existing cultural resources in the City based upon an inventory of historic resources. The potential for cultural or historic resources to be affected by development or redevelopment under the four land use/transportation scenarios will be assessed. Mitigation measures will be identified for significant cultural resource impacts, as appropriate.

Aesthetics and Visual Resources

The PEIR will describe the existing visual character of the City of San José. The PEIR will evaluate the aesthetic changes that will result from implementation of each of the four land use/transportation scenarios. Mitigation measures for aesthetic and visual resource impacts will be identified, as appropriate.

Energy

In conformance with Appendix F of the CEQA Guidelines, the PEIR will identify the potential for the four land use/transportation scenarios to result in significant energy impacts. Mitigation measures for energy impacts will be identified, as appropriate.

Population and Housing

The PEIR will describe anticipated changes in projected population, jobs, and housing under the four land use/transportation scenarios. Population and housing impacts will be addressed, and mitigation measures identified, as appropriate.

Global Climate Change

The PEIR will describe the regulatory context surrounding the issue of global climate change and will evaluate the greenhouse gas emissions and contribution to global climate change resulting under the four land use/transportation scenarios. The PEIR will also discuss impacts to the four land use/transportation scenarios resulting from the effects of global climate change. Mitigation measures will be identified, as appropriate.

Cumulative Impacts

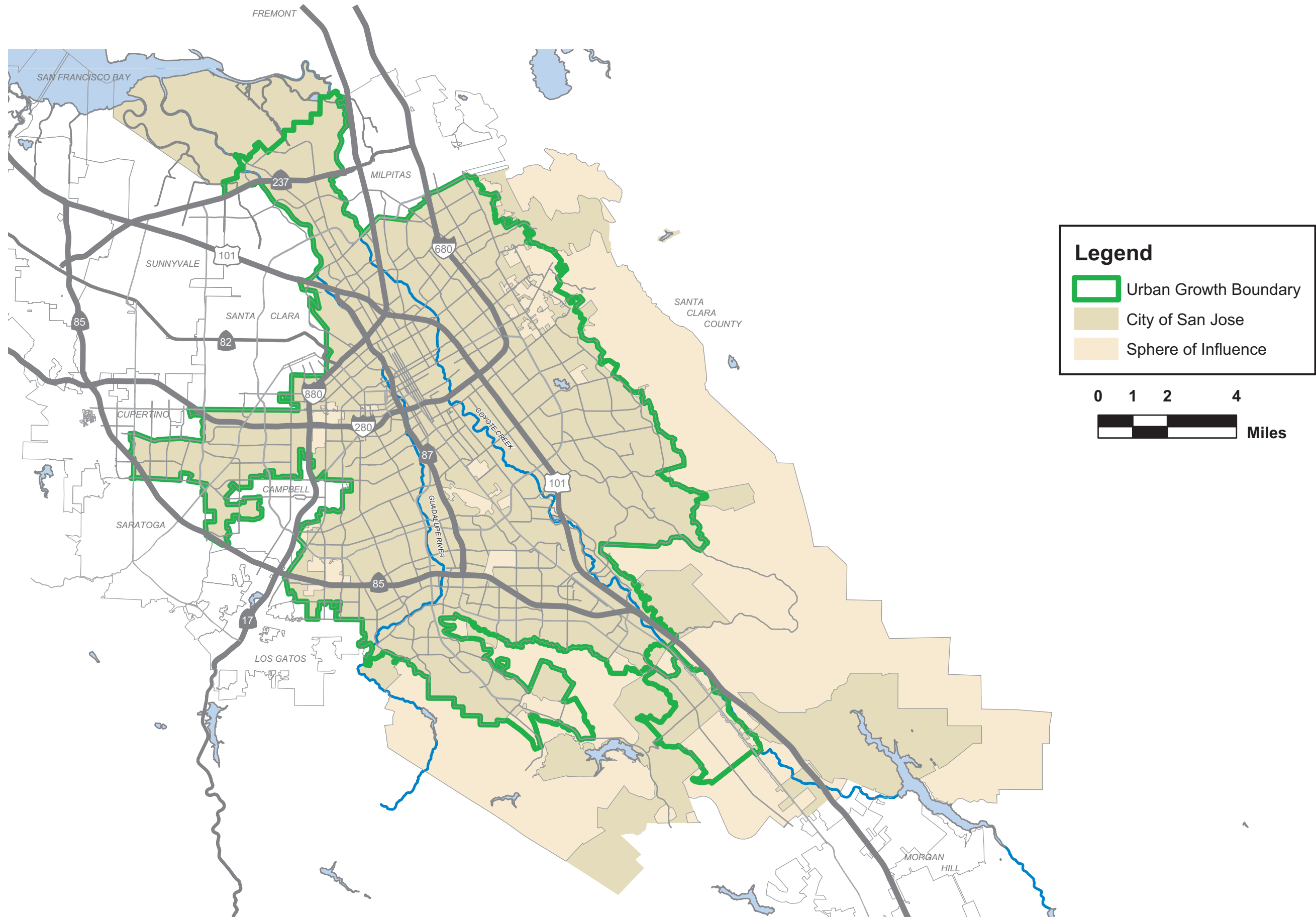
The PEIR will discuss the cumulative impact of buildout of each of the four land use/transportation scenarios in combination with other past, present or reasonably foreseeable programmatic projects, including General Plan updates for other local agencies. Mitigation measures will be identified to reduce and/or avoid significant impacts, as appropriate.

Alternatives

The PEIR will evaluate possible alternatives to the four land use/transportation scenarios, based on the results of the environmental analysis. The alternatives discussion will focus on those alternatives that could feasibly accomplish most of the basic purposes of the Envision San José 2040 General Plan and could avoid or substantially lessen one or more of the significant environmental effects (CEQA Guidelines Section 15126.6). The environmentally superior alternative(s) will be identified based on the number and degree of associated environmental impacts.

Other Sections

The PEIR will also include all other sections required under the CEQA Guidelines, including 1) Growth Inducing Impacts, 2) Significant, Unavoidable Impacts, 3) Significant Irreversible Environmental Changes, 4) Consistency with Plans and Policies, 5) References and 6) EIR Authors. Relevant technical reports will be provided as appendices.

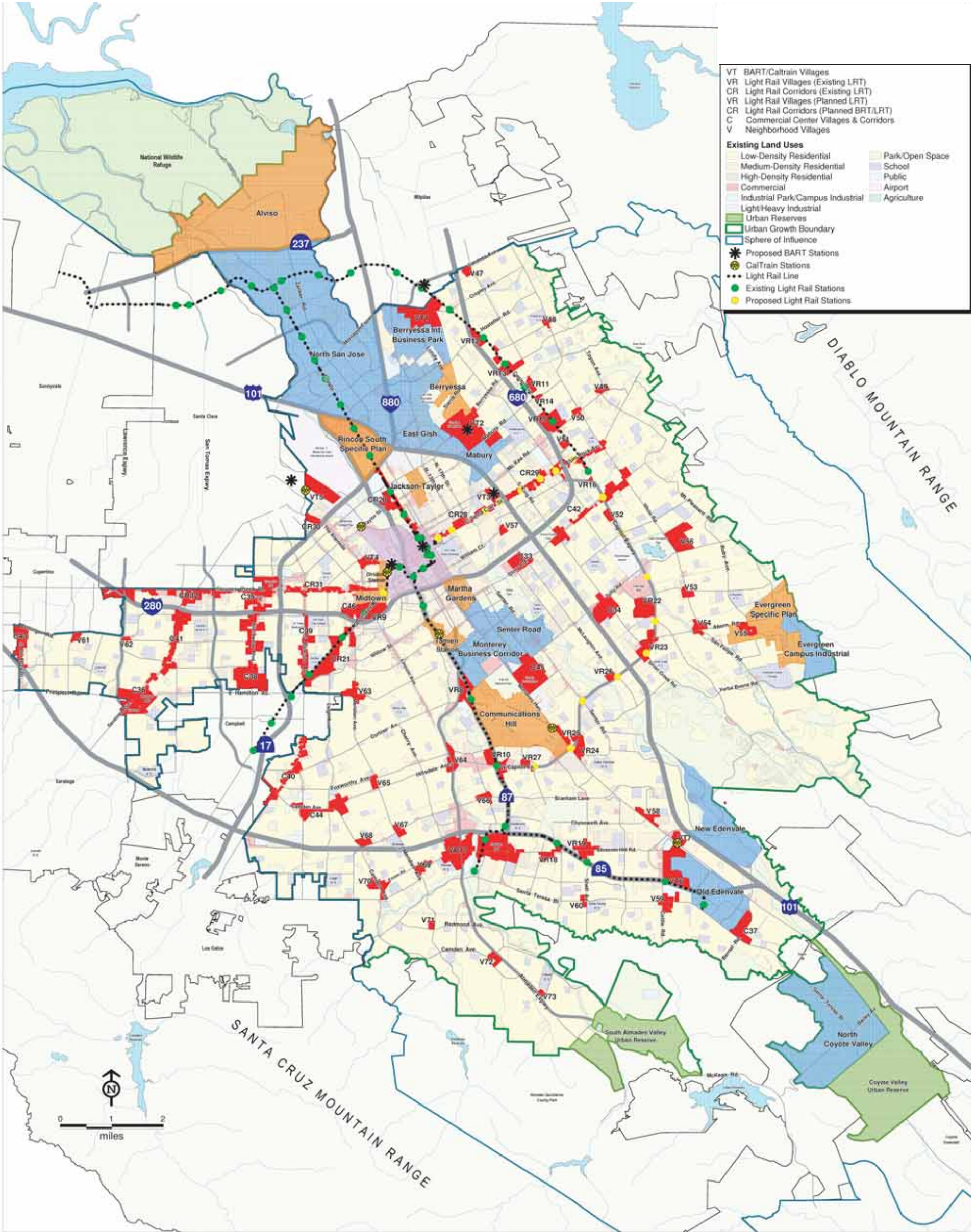


REGIONAL MAP

FIGURE 1

Identified and Potential Growth Areas

- Employment Land Areas
- Specific Plan Areas
- Downtown
- Proposed Villages and Corridors



PLANNED AND IDENTIFIED GROWTH AREAS

FIGURE 2