

First Amendment to the  
Draft Supplemental Program  
Environmental Impact Report

# Envision San José 2040 General Plan

State Clearinghouse No. 2009072096  
File Number: PP09-011

Prepared by the



November 2015



## PREFACE

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This document together with the Draft Supplemental Program Environmental Impact Report (Supplemental PEIR) constitutes the Final Supplemental Program Environmental Impact Report (Final Supplemental PEIR) for the *Envision San José 2040 General Plan*. The Supplemental PEIR is intended to inform the decision makers and general public of the environmental effects of greenhouse gas emissions and global climate change associated with continued implementation of the Envision San José 2040 General Plan. The Supplemental PEIR was circulated to affected public agencies and interested parties for a 45-day review period from September 25, 2015 to November 9, 2015. This volume consists of comments received by the Lead Agency on the SEIR during the public review period, responses to those comments, and revisions to the text of the Supplemental PEIR.

In conformance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, the Final Supplemental PEIR provides objective information regarding the environmental consequences of the proposed project. The Final Supplemental PEIR also examines mitigation measures and alternatives to the project intended to reduce or eliminate significant environmental impacts. The Final Supplemental PEIR is intended to be used by the City and any Responsible Agencies in making decisions regarding the project. The CEQA Guidelines advise that, while the information in the Final Supplemental PEIR does not control the agency's ultimate discretion on the project, the agency must respond to each significant effect identified in the SEIR by making written findings for each of those significant effects.

According to the State Public Resources Code (Section 21081), no public agency shall approve or carry out a project for which an environmental impact report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both of the following occur:

- (a) The public agency makes one or more of the following findings with respect to each significant effect:
  - (1) Changes or alterations have been required in, or incorporated into, the project which will mitigate or avoid the significant effect on the environment.
  - (2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
  - (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities of highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.
- (b) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

In accordance with CEQA and the CEQA Guidelines, the Final Supplemental PEIR will be made available for 10 days prior to certification of the EIR. All documents referenced in this Final Supplemental PEIR are available for public review at the City of San José Department of Planning, Building, and Code Enforcement, 200 E. Santa Clara Street, 3<sup>rd</sup> Floor, San José, CA 95110, on weekdays during normal business hours.

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## **SECTION 1.0 LIST OF AGENCIES AND ORGANIZATIONS TO WHOM THE DRAFT SEIR, NOTICE OF COMPLETION, OR NOTICE OF AVAILABILITY WAS SENT**

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### **State and National Agencies**

Caltrans District 4  
Association of Bay Area Governments  
California Air Resources Board

### **Regional Agencies**

Bay Area Air Quality Management District  
PG&E  
Valley Transportation Authority  
Santa Clara County Roads & Airports Department

### **Local Agencies**

City of Campbell  
City Cupertino  
City of Fremont  
Town of Los Gatos  
City of Milpitas  
City of Morgan Hill  
City of Santa Clara  
City of Saratoga  
City Sunnyvale  
County of Santa Clara

### **Organizations/Businesses**

Santa Clara Valley Audubon Society  
Greenbelt Alliance  
Sierra Club - Loma Prieta Chapter  
California Native Plant Society – Santa Clara Valley Chapter  
Guadalupe-Coyote Resource Conservation District

### **Individuals**

Eugene S. Wilson, Esq

In addition to the agencies, organizations, and individuals listed above, the Notice of Availability was published in the San José Mercury News and posted on the City's website. E-mail notices were also sent to individuals and groups that requested notice of the project's public scoping meetings. The Supplemental PEIR was available for review at the City's Department of Planning, Building, and Code Enforcement during normal business hours, and at the Dr. Martin Luther King Main Library.

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## **SECTION 2.0      LIST OF COMMENT LETTERS RECEIVED ON THE DRAFT SEIR**

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Copies of written comments on the Draft SEIR that were received during the public review period are provided in **Section 5.0 Copies of Comments Received on the Draft SPEIR**.

<b>Comments Received From</b>	<b>Date of Letter</b>	<b>Response on Page</b>
A. State of California Governor's Office of Planning & Research		5
B. Caltrans District 4	November 9, 2015	5
C. Santa Clara Valley Transportation Authority	November 9, 2015	7

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## **SECTION 3.0      RESPONSES TO COMMENTS RECEIVED ON THE DRAFT SEIR**

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The following section includes all the comments on the Supplemental PEIR that were received by the City in letters, emails, and public meetings during the 45-day review period. The comments are organized under headings containing the source of the letter and the date submitted. The specific comments from each of the letters, emails, or transcripts are presented as “Comment” with each response to that specific comment directly following. Each of the letters and emails submitted to the City of San Jose are attached in their entirety (with any enclosed materials) in Section V. of this document.

CEQA Guidelines Section 15086 requires that a local lead agency consult with and request comments on the Draft EIR prepared for a project of this type from responsible agencies (government agencies that must approve or permit some aspect of the project), trustee agencies for resources affected by the project, adjacent cities and counties, and transportation planning agencies. Section I. of this document lists all of the recipients of the SEIR.

The comment letters received are from public agencies, whom may be Responsible Agencies (California Department of Transportation and Valley Transportation Authority) under CEQA for future projects under the 2040 General Plan. The CEQA Guidelines require that:

A responsible agency or other public agency shall only make substantive comments regarding those activities involved in the project that are within an area of expertise of the agency or which are required to be carried out or approved by the responsible agency. Those comments shall be supported by specific documentation. [§15086(c)]

Regarding mitigation measures identified by commenting public agencies, the CEQA Guidelines state that:

Prior to the close of the public review period, a responsible agency or trustee agency which has identified what the agency considers to be significant environmental effects shall advise the lead agency of those effects. As to those effects relevant to its decisions, if any, on the project, the responsible or trustee agency shall either submit to the lead agency complete and detailed performance objectives for mitigation measures addressing those effects or refer the lead agency to appropriate, readily available guidelines or reference documents concerning mitigation measures. If the responsible or trustee agency is not aware of mitigation measures that address identified effects, the responsible or trustee agency shall so state. [§15086(d)]

The CEQA Guidelines state that the lead agency shall evaluate comments on the environmental issues received from persons who reviewed the Draft EIR and shall prepare a written response to those comments. The lead agency is also required to provide a written proposed response to a public agency on comments made by that public agency at least 10 days prior to certifying an environmental impact report. This Final Supplemental PEIR contains written responses to all comments made on the Supplemental PEIR received during the advertised 45-day review period. Copies of this Final Supplemental PEIR have been supplied to all persons and agencies that submitted comments.

### 3.1 COMMENT LETTERS

#### A. RESPONSES TO COMMENTS FROM STATE OF CALIFORNIA GOVERNOR'S OFFICE OF PLANNING AND RESEARCH, DATED NOVEMBER 10, 2015

The letter received from OPR is a cover letter for the comments received from responding agencies. It states that the City has complied with the State Clearinghouse review requirements for draft environmental documents. No response to this letter is required.

#### B. RESPONSES TO COMMENTS FROM CALIFORNIA DEPARTMENT OF TRANSPORTATION, DATED NOVEMBER 9, 2015

**Comment B.1:** Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Caltrans has reviewed the Supplemental Environmental Impact Report (SEIR) to ensure consistency with its mission and state planning priorities of infill, conservationism, and efficient development. Please refer to the previous comment letters on this project. Caltrans provides these comments consistent with the State's smart mobility goals to support a vibrant economy and build communities, not sprawl.

##### ***Project Understanding***

The proposed project is the re-adoption of a GHG Reduction Strategy as part of the *Envision San Jose 2040 General Plan* and continued implementation of the *Envision San Jose 2040 General Plan* consistent with the GHG Reduction Strategy. The *Envision San Jose 2040 General Plan* is a long-term plan that describes the amount, type, and phasing of development in the City of San Jose. The land use/transportation diagram and development assumptions adopted in 2011 include the potential addition of up to 120,000 new dwelling units and up to 470,000 new jobs, supporting a population of approximately 1.3 million people by 2035.

A key strategy of the *Envision General Plan* is to focus new growth capacity in specifically identified Growth Areas, while the majority of the City is not planned for additional growth or intensification. It also focuses new growth in new Urban Village areas with a compact and dense form that reduces Vehicle Miles Traveled (VMT), supports walking, provides opportunities for incorporating retail and other services in a mixed-use format, and supports transit use.

##### ***Lead Agency***

As the lead agency, the City of San Jose (City) is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

***Response B.1:*** The SEIR discloses that the City's *Envision 2040 General Plan* growth and development assumptions remain unchanged, and identifies no new impacts to state highways; impacts to state highways are disclosed and addressed in the 2011 *Envision San José 2040 General Plan FPEIR*.

**Comment B.2: Vehicle Trip Reduction**

Caltrans encourages the City in locating housing, jobs and employee-related services near major mass transit centers with connecting streets configured to facilitate walking and biking. This would promote mass transit use thereby reducing regional vehicle miles traveled (VMT) and traffic impacts. This smart growth approach is consistent with MTC's Regional Transportation Plan/Sustainable Community Strategy goals of both increasing non-auto mode transportation, and reducing per capita VMT by 10 percent each. Caltrans recommends the City reconsider all options that could help reduce VMT production and help achieve the GHG reduction targets. Since the SEIR does not propose changes to other parts of the Final EIR, including the project scope, it doesn't adequately address the issue of the large increase in VMT.

**Response B.2:** Consistency with the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan/Sustainable Community Strategy in Plan Bay Area is discussed in *Section 4.4.4.5 Consistency with Plans, Programs, and Regulations* on page 104 of the Draft Supplemental PEIR. As noted above, the 2040 General Plan includes policies and actions which are consistent with the vision of Plan Bay Area for growth.

As described in *Section 4.4.4.4* of the Supplemental PEIR, the City estimates that VMT per service population is projected to increase from 14.6 to 16.2 by 2035 as a result of job growth encouraged under the 2040 General Plan (also refer to Table 6.3-1 in the Draft Supplemental PEIR). In the model analysis, workers that could not be accommodated by housing in San José were assumed to reside outside of Santa Clara County as neighboring jurisdictions were conservatively assumed to not provide sufficient housing capacity for the new workers in San Jose.

As noted in this comment, the land use assumptions for the 2035 horizon of the General Plan evaluated as project conditions in the Supplemental PEIR are the same as those for the adopted 2040 General Plan (i.e., 120,000 new dwelling units and up to 470,000 new jobs, supporting a population of approximately 1.3 million people by 2035). Changes to the land use assumptions that could reduce VMT are evaluated in *Section 6.0 Alternatives* starting on page 113 of the Draft Supplemental Program EIR. The purpose of the alternative discussion is to identify alternatives that will feasibly attain most of the basic objectives of the project but will avoid or substantially lessen any of the significant effects of the project. This discussion complies with the purposes of CEQA regarding evaluation of alternatives that reduce the significant impacts of the project that are anticipated to occur, including greenhouse gas emissions in 2035 that contribute to cumulative impacts.

**Comment B.3:** Caltrans recommends the City to undertake the stated Transportation and Land Use GHG Reduction Strategy policies, rather than just considering support for reduced parking requirements, alternative parking arrangements, and Transportation Demand Management (TDM) Strategies to reduce area dedicated to parking and increase area dedicated to employment, housing parks, public art, or other amenities. Also the GHG Reduction Strategy requires large employers developing TDM programs to reduce vehicle trips. Please clarify how "large employer" will be defined and what TDM measures will be required as part of the programs. TDM programs should be monitored and documented with annual reports by an onsite TDM coordinator to demonstrate effectiveness.

**Response B.3:** As discussed on page 119 of the Draft Supplemental PEIR, an alternative which would accelerate implementation of parking strategies, such as reducing on-site parking and/or charging employees and customers for parking, to the first tier of implementation of the 2040 General Plan was considered and rejected. While it has been shown that such strategies can be highly effective in reducing congestion and motor vehicle trips at prime locations (such as attractive commercial areas and institutions), implementation of these strategies by the City of San José alone within the South Bay Area would put the city at a substantial disadvantage in attracting industrial and commercial employers in the near term. An acceleration of parking strategy implementation would not be consistent with several of the basic objectives of the project related to the jobs/employed resident ratio and fiscal sustainability in the near term of the Plan. The City recognizes that parking strategies and similar pricing measures are likely to be important tools to reduce GHG emissions in the future, especially as part of regional planning implementation efforts.

The 2040 General Plan and Greenhouse Gas Reduction Strategy include several transportation policies that call for further work by the City, employers and the community to develop effective transportation-related measures that would reduce greenhouse gases. Listed in Table 4.4-9 and/or Attachment C in the Greenhouse Gas Reduction Strategy (Appendix B) of the Supplemental PEIR, policies and actions that call for developing monitoring of TDM program measures include:

TR-7.3: Work together with large employers to develop a system for tracking Transportation Demand Management (TDM) programs implemented by employers to allow ongoing assessment of results.

TR-10.5: Work with employers in Tier II to monitor employer achievement of TDM program measures and explore incentives for successes and/or consider penalties for non-compliance.

Large employer is not defined in the General Plan, but is generally considered to be employers with 1,000 or more employees by the San José Office of Economic Development. The 2040 General Plan and Greenhouse Gas Reduction Strategy is a plan that will be implemented in several tiers. The General Plan is still in the Tier I implementation stage and Tier II will be in effect when the City Council determines in a Four Year Review to implement these additional VMT reduction measures (likely by 2019 or 2023). Implementation of greenhouse gas reduction measures will continue to be a work in progress, reflecting new initiatives and programs over time. Specific requirements will be defined through City Council Policies, transportation guidelines, policies for plan areas such as North San José, measures included in Urban Village Plans, and conditions for individual projects. Caltrans recommendations for monitoring and documentation with annual reports by an onsite TDM coordinator to demonstrate effectiveness are noted and may be considered by City decision-makers as implementation of the General Plan progresses.

**C. RESPONSES TO COMMENTS FROM VALLEY TRANSPORTATION AUTHORITY, DATED NOVEMBER 9, 2015**

**Comment C.1:** Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft Supplemental Program EIR to the Envision San Jose General Plan to provide additional analysis regarding greenhouse gas emissions. We have the following comments.

**Transportation Demand Management**

The SEIR includes a mitigation measure to revise Envision 2040 Policy TR-7.1 regarding *Transportation Demand Management Measures (TDM) for New Large Employers*, stating to “Revise policy to address monitoring and note specific measures” (p. 109). However, the proposed text revision does not appear to address monitoring:

“**TR-7.1** Require large employers to develop and maintain TDM programs to reduce the vehicle trips and vehicle miles generated by their employees through the use of shuttles, provision for car-sharing, bicycle sharing, carpool, parking strategies and other measures.” (p. 109)

VTA supports the City’s approach to suggesting specific TDM measures for new large employers and seeking to reduce vehicle miles traveled along with vehicle trips. VTA recommends adding “transit incentives” to this list of suggested TDM measures. VTA also recommends establishing vehicle trip reduction goals and including a requirement for Lead Agency or third party monitoring, and an enforcement mechanism in future TDM Programs as part of this mitigation measure. These effective strategies have been utilized by other agencies in Santa Clara County to reduce automobile trips, traffic impacts and vehicle miles traveled associated with new development.

**Response C.1:** The comment is correct that Policy TR-7.1 does not address monitoring. The reference to monitoring in the discussion will be removed. See Response B-3, above, for a discussion of policies that address future development of TDM program monitoring and tracking.

Text has been added to TR-7.1 to include transit incentives to the list of suggested TDM measures. Please refer to Section 4.0, *Revisions to the Text of the Draft SPEIR*, for the necessary text revision included in this Final Supplemental PEIR.

**Comment C.2:** Additionally, VTA recommends including a greater focus on TDM in the ongoing Urban Village planning process, such as including a TDM Element in each Urban Village Plan. VTA recently provided detailed comments on the draft plan for The Alameda Urban Village, which was the first draft Urban Village Plan to include a TDM Element. VTA hopes to see this trend continue as additional Urban Village Plans are developed.

**Response C.2:** Under General Plan Implementation Policy IP-5.8, Urban Village Plans are required to develop a transportation element. In addition to addressing vehicle and pedestrian circulation infrastructure, including a TDM section in the transportation element could be a part of Urban Village Plans in the future, especially for Urban Villages anticipated to have a high concentration of jobs.

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## SECTION 4.0 REVISIONS TO THE TEXT OF THE DRAFT SPEIR

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This section contains revisions to the text of the Draft Supplemental PEIR for the Envision San José 2040 General Plan, dated September 2015. Revised or new language is underlined and in sans serif text. All deletions are shown in sans serif ~~with a line through the text~~.

Page ix      *Summary*; **REVISE** the text under Land Use and Transportation in the right column of the table of impacts and mitigation measures on page ix as follows:

	<p><b>Land Use and Transportation (LUT)</b></p> <ul style="list-style-type: none"><li>• <i>Transportation Demand Measures (TDM) for New Large Employers</i>: Revise policy to <del>address monitoring and</del> note specific measures. Revise Policy TR-7.1 as shown:</li></ul> <p><b>TR-7.1</b>      Require large employers to develop and maintain TDM programs to reduce the vehicle trips <u>and vehicle miles generated by their employees through the use of shuttles, provision for car-sharing, bicycle sharing, carpool, parking strategies, transit incentives, and other measures.</u></p> <p>This will be enforceable by the City of San José through the development review and permitting process.</p>
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Page 43      *Section 4.4.1.2 Regulatory Framework*; **ADD** the following text after paragraph 2:

On October 7, 2015, California Governor Jerry Brown signed Senate Bill (SB) 350, the Clean Energy and Pollution Reduction Act of 2015 into law, which calls for adoption of regulations to increase from 33 percent to 50 percent, the procurement of electricity from renewable sources by 2030. Like Senate Bill 2X, this new law will apply to all electricity retailers in the state. In addition to objectives related to the procurement of renewable energy, on or before November 1, 2017, the Energy Commission, in collaboration with the Public Utilities Commission and local publicly owned electric utilities, in a public process that allows input from other stakeholders, will establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas final end uses of retail customers by January 1, 2030, considering an average annual growth rate, to the extent doing so is

cost effective, feasible, and will not adversely impact public health and safety.

Page 74      *Section 4.4.4.2 Revised Projected Emissions Estimates for 2020 and 2035; REVISE Note 1 at the bottom of Table 4.4-7 as follows:*

<sup>1</sup> ~~Although it is conceivable that the Renewable Portfolio standard could increase after 2020 (i.e., the RPS-mandated 33 percent renewable electricity generation requirements would increase),~~ This estimate of reductions associated with the Renewable Portfolio Standard only considers the existing requirements at the time of circulation of the Draft Supplemental PEIR (i.e., RPS-mandated 33 percent renewable electricity generation) and assumes no additional increase from 2020 to 2035. Subsequent to circulation of the Draft Supplemental PEIR, SB 350, the Clean Energy and Pollution Reduction Act of 2015 was signed into law. It calls for adoption of regulations to increase the RPS-mandate from 33 percent to 50 percent. Implementation of these regulations in 2035 would further reduce GHG emissions associated with energy use. Factors to estimate the magnitude of additional reductions are not yet available.

Page 109      *Section 4.4.5.1 Mitigation and Avoidance Measures for Greenhouse Gas Emissions Impacts, 2040 General Plan and Greenhouse Gas Reduction Strategy; REVISE the following text as shown:*

#### **Land Use and Transportation (LUT)**

- *Transportation Demand Measures (TDM) for New Large Employers:* Revise policy to ~~address monitoring and~~ note specific measures. Revise Policy TR-7.1 as shown:

**TR-7.1**      Require large employers to develop and maintain TDM programs to reduce the vehicle trips and vehicle miles generated by their employees through the use of shuttles, provision for car-sharing, bicycle sharing, carpool, parking strategies, transit incentives, and other measures.

This will be enforceable by the City of San José through the development review and permitting process.

## **SECTION 5.0      COPIES OF COMMENT LETTERS RECEIVED ON THE DRAFT EIR**

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Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

November 10, 2015

David Keyon  
City of San Jose  
200 E. Santa Clara Street, Tower 3  
San Jose, CA 95113

Subject: PP15-060 Envision San Jose General Plan Supplemental  
SCH#: 2009072096

Dear David Keyon:

The State Clearinghouse submitted the above named Supplemental EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on November 9, 2015, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

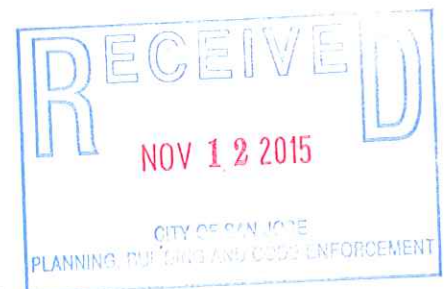
These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures  
cc: Resources Agency



**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2009072096  
**Project Title** PP15-060 Envision San Jose General Plan Supplemental  
**Lead Agency** San Jose, City of

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**Type** SIR Supplemental EIR  
**Description** Draft SEIR to the Envision San Jose 2040 General Plan to provide additional analysis and information on greenhouse gas emissions to supplement the Envision San Jose 2040 General Plan Program EIR (SCH# 2009072096) certified by the City of San Jose on November 1, 2011. The Supplemental PEIR informs decisions makers and the general public of the environmental effects of greenhouse gas emissions and global climate change associated with continued implementation of the Envision San Jose 2040 General Plan. Discretionary approvals to implement the project consists of text revisions to the Envision San Jose 2040 General Plan, including an update/re-adoption of the City's GHG Reduction Strategy.

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**Lead Agency Contact**

**Name** David Keyon  
**Agency** City of San Jose  
**Phone** 408 535 7898 **Fax** 408-292-6055  
**email**  
**Address** 200 E. Santa Clara Street, Tower 3  
**City** San Jose **State** CA **Zip** 95113

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**Project Location**

**County** Santa Clara  
**City** San Jose  
**Region**  
**Lat / Long**  
**Cross Streets** Citywide  
**Parcel No.**  

<b>Township</b>	<b>Range</b>	<b>Section</b>	<b>Base</b>
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**Proximity to:**

**Highways** I-280, I-880, SR 101, 85...  
**Airports** San Jose Int'l (SJC)  
**Railways** Union Pacific  
**Waterways** Coyote Creek and Guadalupe River  
**Schools** Citywide  
**Land Use** Citywide

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**Project Issues** Cumulative Effects; Other Issues

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**Reviewing Agencies** Resources Agency; Department of Fish and Wildlife, Region 3; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 4; Air Resources Board; Regional Water Quality Control Board, Region 2; Native American Heritage Commission; Public Utilities Commission

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**Date Received** 09/25/2015 **Start of Review** 09/25/2015 **End of Review** 11/09/2015



STATE OF CALIFORNIA--CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr., Governor

## DEPARTMENT OF TRANSPORTATION

DISTRICT 4  
P.O. BOX 23660  
OAKLAND, CA 94623-0660  
PHONE (510) 286-5528  
FAX (510) 286-5559  
TTY 711  
www.dot.ca.gov



Serious Drought.  
Help save water!

clear  
11/9/15  
6

November 9, 2015



SCL000204  
SCL/GEN/PM VAR  
SCH# 2009072096

Mr. David Keyon  
Planning Division  
City of San Jose  
200 E. Santa Clara Street  
Tower, 3<sup>rd</sup> Floor  
San Jose, CA 95113

Dear Mr. Keyon:

**Envision San Jose General Plan - Supplemental Environmental Impact Report**

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Caltrans has reviewed the Supplemental Environmental Impact Report (SEIR) to ensure consistency with its mission and state planning priorities of infill, conservationism, and efficient development. Please refer to the previous comment letters on this project. Caltrans provides these comments consistent with the State's smart mobility goals to support a vibrant economy and build communities, not sprawl.

***Project Understanding***

The proposed project is the re-adoption of a GHG Reduction Strategy as part of the *Envision San Jose 2040 General Plan* and continued implementation of the *Envision San Jose 2040 General Plan* consistent with the GHG Reduction Strategy. The *Envision San Jose 2040 General Plan* is a long-term plan that describes the amount, type, and phasing of development in the City of San Jose. The land use/transportation diagram and development assumptions adopted in 2011 include the potential addition of up to 120,000 new dwelling units and up to 470,000 new jobs, supporting a population of approximately 1.3 million people by 2035.

A key strategy of the *Envision General Plan* is to focus new growth capacity in specifically identified Growth Areas, while the majority of the City is not planned for additional growth or intensification. It also focuses new growth in new Urban Village areas with a compact and dense form that reduces Vehicle Miles Traveled (VMT), supports walking, provides opportunities for incorporating retail and other services in a mixed-use format, and supports transit use.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Mr. David Keyon/City of San Jose  
November 9, 2015  
Page 2

**Lead Agency**

As the lead agency, the City of San Jose (City) is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

**Vehicle Trip Reduction**

Caltrans encourages the City in locating housing, jobs and employee-related services near major mass transit centers with connecting streets configured to facilitate walking and biking. This would promote mass transit use thereby reducing regional vehicle miles traveled (VMT) and traffic impacts. This smart growth approach is consistent with MTC's Regional Transportation Plan/Sustainable Community Strategy goals of both increasing non-auto mode transportation, and reducing per capita VMT by 10 percent each. Caltrans recommends the City reconsider all options that could help reduce VMT production and help achieve the GHG reduction targets. Since the SEIR does not propose changes to other parts of the Final EIR, including the project scope, it doesn't adequately address the issue of the large increase in VMT.

Caltrans recommends the City to undertake the stated Transportation and Land Use GHG Reduction Strategy policies, rather than just considering support for reduced parking requirements, alternate parking arrangements, and Transportation Demand Management (TDM) Strategies to reduce area dedicated to parking and increase area dedicated to employment, housing, parks, public art, or other amenities. Also, the GHG Reduction Strategy requires large employers developing TDM programs to reduce vehicle trips. Please clarify how "large employer" will be defined and what TDM measures will be required as part of the programs. TDM programs should be monitored and documented with annual reports by an onsite TDM coordinator to demonstrate effectiveness.

Should you have any questions regarding this letter, please contact Brian Ashurst at (510) 286-5505 or [brian.ashurst@dot.ca.gov](mailto:brian.ashurst@dot.ca.gov).

Sincerely,



PATRICIA MAURICE  
District Branch Chief  
Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse  
Robert Swierk, Santa Clara Valley Transportation Authority (VTA) – electronic copy  
Robert Cunningham, Santa Clara Valley Transportation Authority (VTA) – electronic copy





November 9, 2015

City of San Jose  
Department of Planning and Building  
200 East Santa Clara Street  
San Jose, CA 95113

Attention: David Keyon

Subject: Envision San Jose 2040 General Plan Draft Supplemental Program EIR

Dear Mr. Keyon:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft Supplemental Program EIR to the Envision San Jose 2040 General Plan to provide additional analysis regarding greenhouse gas emissions. We have the following comments.

Transportation Demand Management

The SEIR includes a mitigation measure to revise Envision 2040 Policy TR-7.1 regarding *Transportation Demand Management Measures (TDM) for New Large Employers*, stating to "Revise policy to address monitoring and note specific measures" (p. 109). However, the proposed text revision does not appear to address monitoring:

**"TR-7.1** Require large employers to develop and maintain TDM programs to reduce the vehicle trips and vehicle miles generated by their employees through the use of shuttles, provision for car-sharing, bicycle sharing, carpool, parking strategies and other measures." (p. 109)

VTA supports the City's approach to suggesting specific TDM measures for new large employers and seeking to reduce vehicle miles traveled along with vehicle trips. VTA recommends adding "transit incentives" to this list of suggested TDM measures. VTA also recommends establishing vehicle trip reduction goals and including a requirement for Lead Agency or third party monitoring, and an enforcement mechanism in future TDM Programs as part of this mitigation measure. These effective strategies have been utilized by other agencies in Santa Clara County to reduce automobile trips, traffic impacts and vehicle miles traveled associated with new development.

Additionally, VTA recommends including a greater focus on TDM in the ongoing Urban Village planning process, such as including a TDM Element in each Urban Village Plan. VTA recently provided detailed comments on the draft plan for The Alameda Urban Village, which was the

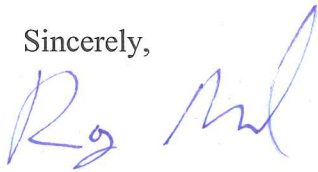


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first draft Urban Village Plan to include a TDM Element. VTA hopes to see this trend continue as additional Urban Village Plans are developed.

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,



Roy Molseed  
Senior Environmental Planner

cc: Michael Liw, San Jose Development Services  
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Patricia Maurice, Caltrans

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