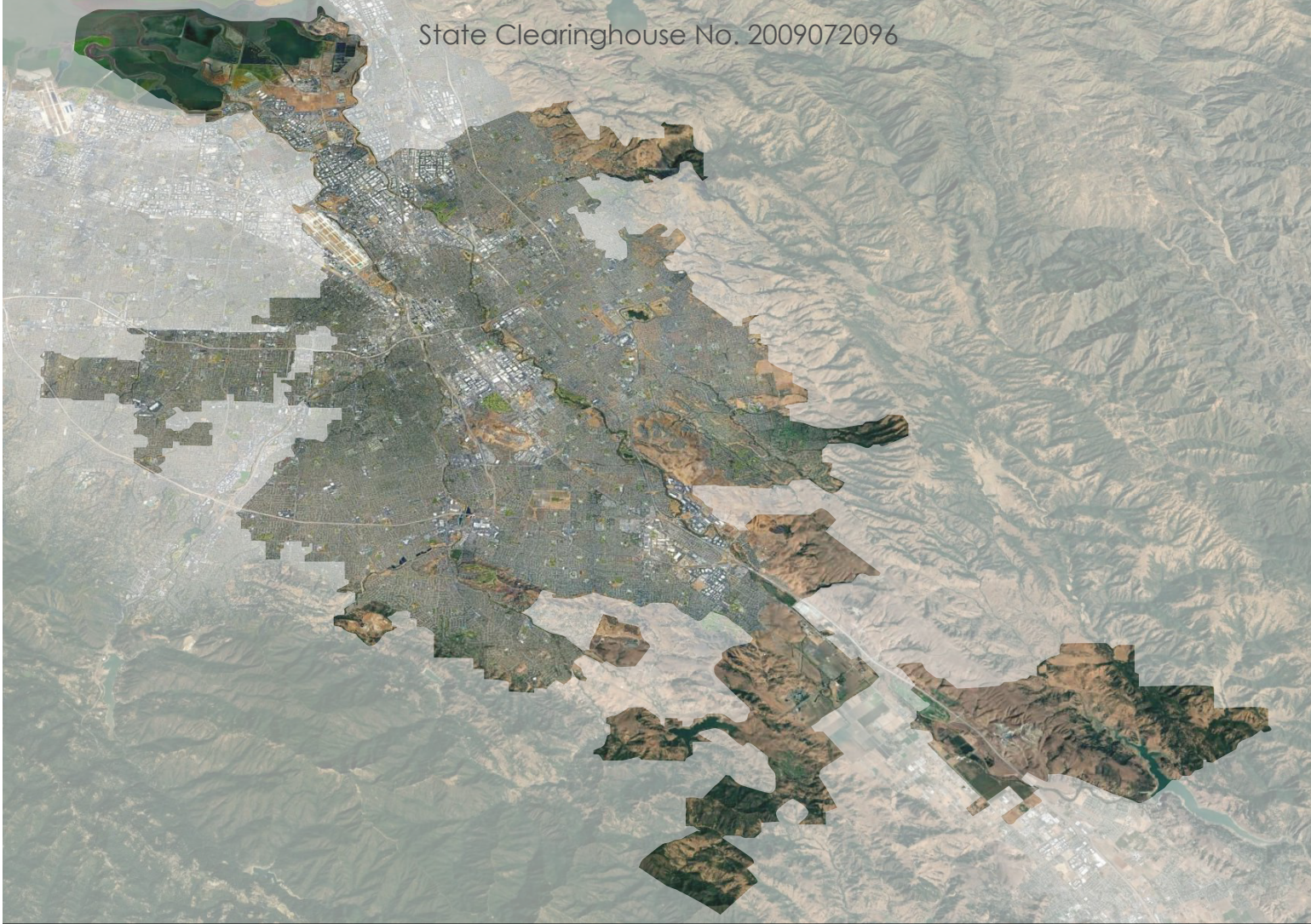


Addendum to the Envision San José 2040 General Plan
Final Program Environmental Impact Report and
Supplemental Program Environmental Impact Report

Envision San José 2040 General Plan Four-Year Review 2020

State Clearinghouse No. 2009072096



Prepared by
CITY OF
SAN JOSE
CAPITAL OF SILICON VALLEY

In Consultation with
DAVID J. POWERS
& ASSOCIATES, INC.

October 2021

ADDENDUM TO THE ENVISION SAN JOSE 2040 GENERAL PLAN FINAL ENVIRONMENTAL IMPACT REPORT AND SUPPLEMENTAL PROGRAM ENVIRONMENTAL IMPACT REPORT (SCH# 2009072096) AND ADDENDA THERETO

Pursuant to Section 15164 of the CEQA Guidelines, the City of San José has prepared an Addendum to the Envision San Jose 2040 General Plan Final Environmental Impact Report and Supplemental Program Environmental Impact Report because minor changes made to the project, as described below, do not raise important new issues about the significant impacts on the environment.

Envision San José 2040 General Plan – 2nd Four-Year General Plan Review. City-initiated General Plan Amendment for the adoption of the second four-year review cycle (Goal IP-2 and Policies IP-2.4, 2.5 & 2.12). The proposed project would amend the General Plan to modify Growth Areas in the General Plan while maintaining the overall citywide growth capacity of 382,000 jobs and 120,000 residential units. The project also includes proposals to move to Vehicle Miles Traveled Tier II reduction goals, retire the Evergreen-East Foothills Area Development Policy, and several General Plan text edits to support affordable housing development. File nos. GP21-012, GPT21-001, GPT21-002, GPT21-005, GPT21-006, GPT21-007, PP21-012, C21-031, and PDC21-033. Specific actions include the following:

- **Coyote Valley Changes in Land Use and Growth Capacity:** The project includes actions related to changes to allowed uses and development capacity in Coyote Valley, including changes to General Plan Land Use designation, Zoning District and planned growth in Coyote Valley, removal of the North Coyote Valley Employment Lands Growth Area and Coyote Valley Urban Reserve, and rezoning properties.
- **Modifications to General Plan Growth Areas:** The proposed project would add a policy allowing planned residential and job growth within all Urban Villages to be shared in a common pool of development capacity for use by future projects subject to future environmental and long-range transportation analysis if the project exceeds the capacities reflected in General Plan *Appendix 5: Growth Areas Planned Capacity by Horizon*. Changes also include converting the W. Capitol Expressway/Monterey Road and Story Road Employment Lands Growth Areas into Urban Villages and elimination of the Evergreen Village Neighborhood and East Capitol Expressway/Foxdale Drive Neighborhood Urban Villages while maintaining the overall citywide growth capacity of 382,000 jobs and 120,000 residential units.
- **Elimination of Growth Horizons for Urban Villages:** Eliminate Growth Horizons from the Urban Village policy framework.
- **Residential Growth in Neighborhood Business Districts:** Allow residential uses in the Willow Street, Willow Glen, North 13th Street, and Japantown (Taylor Street only) Neighborhood Business Districts (NBDs); and include these NBDs as General Plan-designated Growth Areas.
- **Vehicle Miles Traveled Tier II:** Implement General Plan Vehicle Miles Traveled Tier II goals and actions.
- **Retirement of Evergreen-East Hills Area Development Policy:** Retire the Evergreen-East Hills Area Development Policy and rely on the City's Transportation Analysis Policy (Policy 5-1) for evaluating transportation impacts.
- **Other General Plan Text Edits:** General Plan text edits to remove criteria for affordable housing and commercial space requirements in Urban Villages and clarification on the definition of a Signature Project.

Location: The proposed Envision San José 2040 General Plan provides a vision for future growth and development within the City’s existing Greenline/Urban Growth Boundary (approximately 143 square miles) and also plans for all areas within the City’s Sphere of Influence (approximately 280 square miles).¹ The Envision San José 2040 General Plan also includes those urban, unincorporated areas of Santa Clara County that are within San José’s Urban Growth Boundary and Urban Service Area. San José is the largest city in Santa Clara County and the Bay region, both in terms of population and land area.

Assessor’s Parcel Number: Multiple.

Council Districts: All

The environmental impacts of this project were addressed by the following Final Environmental Impact Reports: Envision San José 2040 General Plan Final EIR, adopted by City Council Resolution No. 76041 on November 1, 2011, and addenda thereto; and Supplemental Program EIR, adopted by City Council Resolution No. 77617 on December 15, 2015, and addenda thereto.

The proposed project is eligible for an addendum pursuant to CEQA Guidelines §15164, which states that “A lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in CEQA Guidelines §15162 calling for preparation of a subsequent EIR have occurred.” Circumstances which would warrant a subsequent EIR include substantial changes in the project or new information of substantial importance which would require major revisions of the previous EIR due to the occurrence of new significant impacts and/or a substantial increase in the severity of previously identified significant effects.

The following impacts were reviewed and found to be adequately considered by the EIRs cited above:

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Geology and Soils | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazardous Materials |
| <input checked="" type="checkbox"/> Hydrology & Water Quality | <input checked="" type="checkbox"/> Land Use | <input checked="" type="checkbox"/> Noise and Vibration |
| <input checked="" type="checkbox"/> Population and Housing | <input checked="" type="checkbox"/> Public Services | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities & Service Systems | <input checked="" type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Growth Inducing | <input checked="" type="checkbox"/> Cumulative Impacts | <input checked="" type="checkbox"/> Mandatory Findings of Sig. |

BACKGROUND

The Envision San José 2040 General Plan (General Plan), adopted in November 2011, is a long-range program for the future growth of the City. The General Plan anticipates a planned job capacity of 751,650 and up to 429,350 dwelling units to support an anticipated population of approximately 1.3 million by 2040. Land use policies in the General Plan emphasize increasing the number of jobs and housing in areas, called Growth Areas, well-connected to transit, infrastructure, and proximity to retail and other services to minimize the environmental and fiscal impacts of new growth. The Growth Areas identified in the General Plan include Downtown, Diridon Station Area, Specific Plan Areas, Employment Land Areas, Urban Villages, and Other Growth Areas.

As part of the Growth Area concept, the General Plan includes an ‘Urban Village’ strategy to form vibrant, mixed-use, and pedestrian-oriented districts that would complement the multi-modal VTA Bus Rapid Transit, Light Rail, and the BART extension to San José. Urban Villages are intended to be attractive to an innovative and economically diverse workforce, enhance established neighborhoods, and be consistent with the General Plan’s environmental goals.

Urban Villages are designated in the General Plan Land Use/Transportation Diagram, and each Urban Village is assigned specific job and housing growth capacities in Appendix 5 of the General Plan. The City prepares an Urban Village Plan for each Urban Village (growth area) based on community input and incorporates

specific policies and standards that apply to the Urban Village in addition to policies in the General Plan or Municipal Code. Examples of additional policies may include: reduced maximum heights for commercial developments adjacent to single-family neighborhoods, architectural design standards, and specific requirements for development and improvement in and along the Urban Village's Rights-of-Way (sidewalks, paseos, streets, etc.).

The proposed project would add new Growth Areas to, and eliminate other Growth Areas from, the General Plan while maintaining the overall citywide growth capacity of 382,000 jobs and 120,000 residential units. The proposed changes to the growth areas described above would be reflected in a revised Appendix 5 of the General Plan, as shown in Appendix A of the Addendum. Text changes to the General Plan are included in Appendix B of the Addendum.

ANALYSIS

The scale and scope of the 2nd *Four-Year General Plan Review* is within the Citywide growth capacity analyzed in the Envision San Jose 2040 General Plan FEIR and SEIR. Based on the analysis in the attached Initial Study, the changes in growth capacity and text amendments to the Envision San José 2040 General Plan would not result in new or more significant environmental impacts beyond those identified in the Envision San Jose 2040 General Plan FEIR and SEIR, nor have any new mitigation measures or alternatives which are considerably different from those analyzed in the EIRs been identified. The project will not result in a substantial increase in the magnitude of any significant environmental impact previously identified in the EIRs. For these reasons, a supplemental or subsequent EIR is not required and an Addendum to the Envision San Jose 2040 General Plan FEIR and SEIR, and addenda thereto has been prepared for the proposed project.

The attached Initial Study provides background on the project description, specific project-level impacts, and the relationship between previous mitigation measures and the revised project. This addendum (including Initial Study) will not be circulated for public review but will be attached to the Envision San Jose 2040 General Plan FEIR and SEIR pursuant of CEQA Guidelines §15164(c).

Christopher Burton, Director
Planning, Building and Code Enforcement



10/15/21

Date

Deputy

Environmental Project Manager: David Keyon

Attachment:

Four Year General Plan Review Initial Study/Addendum, dated October 15, 2021.

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SECTION 1.0 INTRODUCTION AND PURPOSE

1.1 PURPOSE OF THE ADDENDUM

This Addendum has been prepared by the City of San José as the Lead Agency, in conformance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (Title 14, California Code of Regulations §15000 et seq.), and the regulations and policies of the City of San José. The purpose of this Addendum is to provide objective information regarding the environmental consequences of the proposed project to the decision makers who will be reviewing and considering the project.

In November 2011, the City of San José approved the Envision San José 2040 General Plan (General Plan), which is a long-range program for the future growth of the City. The Envision San José 2040 General Plan Final Program Environmental Impact Report (General Plan FPEIR) was a broad range analysis of planned growth and did not analyze specific development projects. The intent was for the General Plan FPEIR to be a program-level document from which subsequent development consistent with the General Plan could tier. The General Plan FPEIR evaluated additional growth of up to 470,000 additional jobs and 120,000 new dwelling units through 2035. In combination with existing development, the Envision 2040 General Plan provided capacity for a population of approximately 1,313,811 people, including 839,450 jobs and 429,350 dwelling units in San José which would result at full development of that capacity in a jobs to employed resident ratio (J/ER) of 1.3 to 1.

The City of San José also subsequently approved a Supplemental Program EIR for the Envision San José 2040 General Plan in 2015 (Supplemental PEIR) that specifically addressed and updated the greenhouse gas (GHG) emissions analysis. This document is an Addendum to the General Plan FPEIR and the Supplemental PEIR.

The General Plan established a four-year review cycle (Goal IP-2 and Policies IP-2.4, 2.5 & 2.12), which provides an opportunity for a community stakeholder Task Force and the City Council to evaluate significant changes in the planning context and the City's achievement of:

- Planned job and J/ER goals
- Implementation of the Urban Village concept
- Environmental indicators, including greenhouse gas reduction
- Affordable housing needs

In December 2016, the first General Plan Four-Year Review was approved. The project modified the planned job capacity of the General Plan to 751,650 jobs which represents a reduction of 87,800 jobs while maintaining the existing household capacity, resulting in a revised J/ER goal of 1.1 to 1. In addition, the project included a number of text changes to the General Plan related to the reduced job growth capacity and to incorporate new affordable housing policies.

In November 2019, the Envision San José 2040 Task Force reconvened many of the same key community stakeholders and organizations. The Task Force evaluated the City's achievement of planned job goals, implementation of the Urban Village concept, environmental indicators, and affordable housing needs. The Task Force met ten times between November 2019 and November

2020 and approved a set of recommendations for the City Council to consider regarding changes to the General Plan. The proposed changes to the General Plan are the subject of this Addendum and are described in detail in Section 3.0 Project Description.

1.1.1 CEQA Environmental Review Process

The City of San José is proposing modifications to the General Plan for which an EIR and Supplemental EIR were prepared. The mechanism for assessing the significance of these changes is found in CEQA Guidelines Sections 15162 - 15164 and Public Resources Code Section 21166. Key considerations are whether one or more of the following would occur:

- 1) Substantial changes are proposed in the project that will require major revisions to the EIR;
- 2) Substantial changes occur in the circumstances under which the project is being undertaken that will require major revisions to the EIR; or
- 3) New information of substantial importance to the project that was not known and could not have been known at the time the EIR was certified as complete becomes available.

If the changes would involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects, further environmental review (in the form of a Subsequent or Supplemental Environmental Impact Report) would be warranted per CEQA Guidelines Section 15162 and 15163. If the changes do not meet these criteria, then an Addendum, per CEQA Guidelines Section 15164, is prepared to document any resulting changes to environmental impacts or mitigation measures.

This Addendum evaluates and documents the environmental impacts that might reasonably be anticipated to result from the amendment of the General Plan as described in Section 3.0 Project Description. On the basis of the analysis provided in the following sections, the City of San José has determined that the proposed changes would not result in new significant environmental impacts or a substantial increase in the severity of previously identified significant effects and an Addendum is appropriate.

This Addendum and all documents referenced in it are available for public review on the City's webpage (www.sanjoseca.gov/activeeirs) and in the Department of Planning, Building and Code Enforcement at San José City Hall, 200 East Santa Clara Street, 3rd floor, during normal business hours.

1.2 NOTICE OF DETERMINATION

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

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

Envision San José 2040 General Plan Four-Year Review 2020

2.2 LEAD AGENCY CONTACT

David Keyon, Principal Planner
City of San José Planning, Building and Code Enforcement Department
200 East Santa Clara Street, Tower-3
San José, CA 95113
david.keyon@sanjoseca.gov

2.3 PROJECT LOCATION

The City of San José is located in the easterly half of the Santa Clara Valley at the southern tip of San Francisco Bay. The proposed Envision San José 2040 General Plan provides a vision for future growth and development within the City’s existing Greenline/Urban Growth Boundary (approximately 143 square miles) and also plans for all areas within the City’s Sphere of Influence (approximately 280 square miles).¹ The Envision San José 2040 General Plan also includes those urban, unincorporated areas of Santa Clara County that are within San José’s Urban Growth Boundary and Urban Service Area. San José is the largest city in Santa Clara County and the Bay region, both in terms of population and land area. The city’s location within the San Francisco Bay and South Bay region is shown on Figures 2.0-1 and 2.0-2.

2.4 PROJECT-RELATED APPROVALS, AGREEMENTS, AND PERMITS

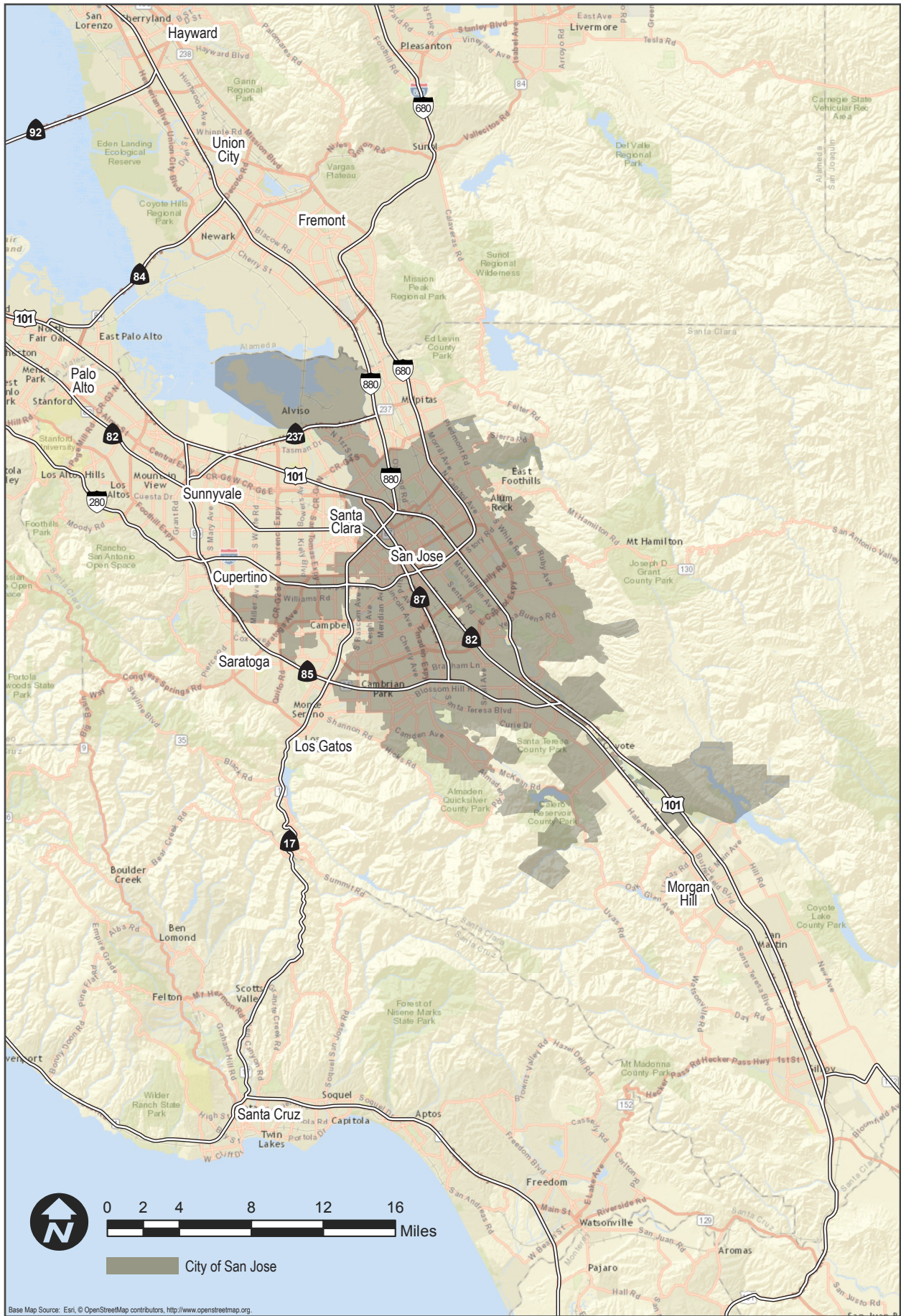
- General Plan Land Use Amendments
- General Plan Text Amendments, including revision of General Plan Appendix 5: Growth Areas Planned Capacity by Horizon
- Rezoning
- Closeout/retirement of the Evergreen-East Hills Development Policy

2.5 COVID-19 IMPACTS ON ANALYSIS

The environmental setting of San José has been disrupted since early 2020 due to the COVID-19 pandemic, which resulted in substantially reduced traffic throughout the entire city due to a reduction in commuting and other personal travel activities in response to public health related Shelter-in-Place orders. This also affected the noise and air quality environment which are related to the volume of vehicles on local roadways.

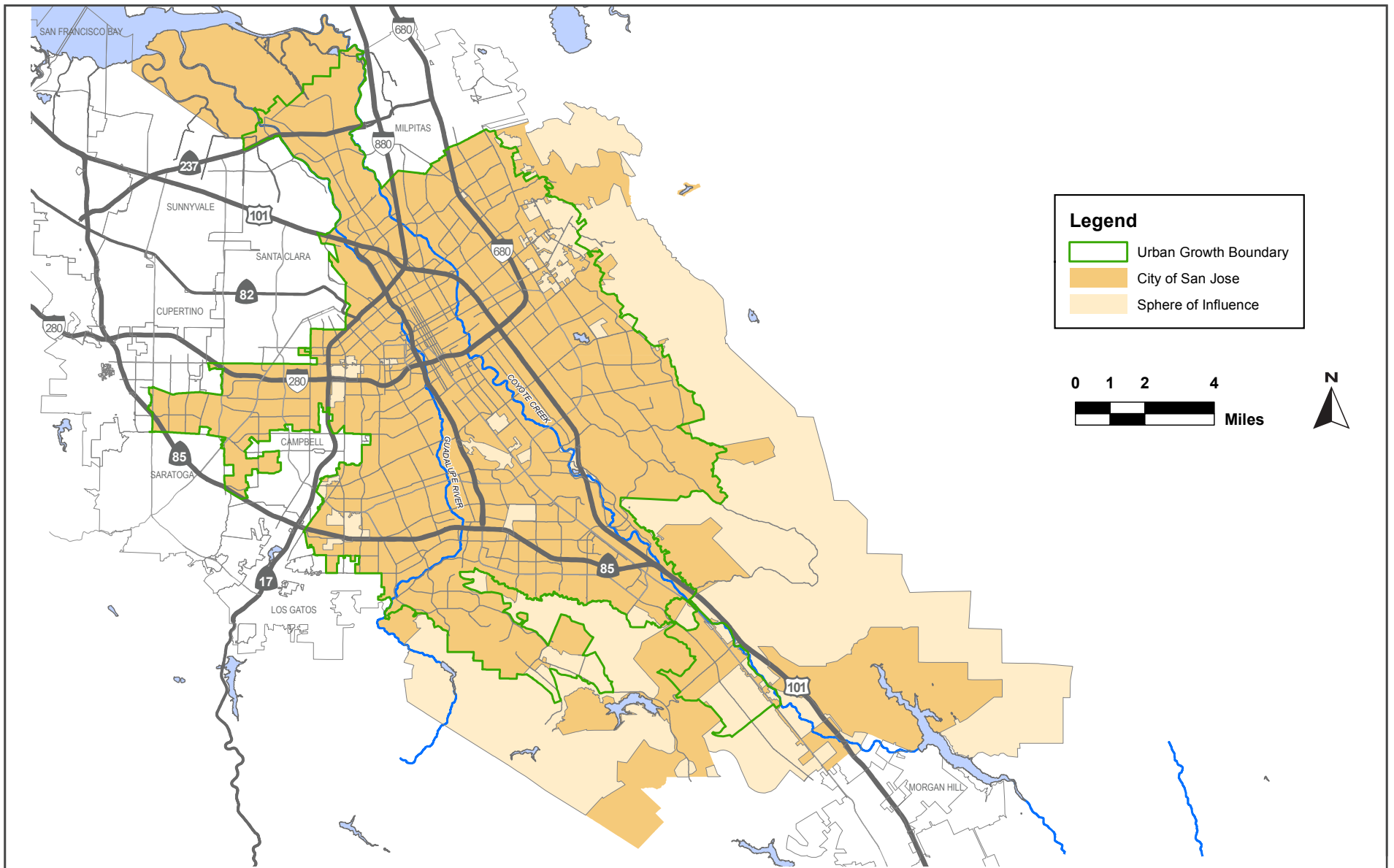
¹ The City’s legal jurisdiction, i.e. “city limits”, where it controls land use decisions is 178 square miles; however, its sphere of influence includes adjacent unincorporated lands that are within its future service area. The Greenline/Urban Growth Boundary represents the limits of planned urbanization for the City beyond which lands within the City’s jurisdiction and/or future service area are intended to remain rural in character.

At the time of this study, transportation activities are returning to normal levels. However, as a result of COVID-19, there have been developments in telecommuting and work-from-home options which have created the possibility for mixed-work schedules and fully telecommute options in the future. These new options for alternative work environments may result in reduced work commute trips in the future. However, it would be speculative to attempt to predict the extent to which any of these behavioral shifts may become permanent as the pandemic recedes. As a result, the studies completed for the purpose of this General Plan Update assume a conservative “business as usual” conditions based on pre-pandemic levels of activity and incorporate standard assumptions for technical analyses.



REGIONAL MAP

FIGURE 2.0-1



VICINITY MAP

FIGURE 2.0-2

SECTION 3.0 PROJECT DESCRIPTION

The proposed project is a set of amendments to the General Plan to incorporate the recommendations of staff and the Envision San José 2040 Task Force related to Growth Areas, Urban Village horizon phasing, residential uses in Neighborhood Business Districts, vehicle miles traveled (VMT) policies, closeout/retirement of the Evergreen-East Hills Development Policy, Urban Village and affordable housing policy changes. The individual project components are described in further detail below.

3.1 CHANGES TO GENERAL PLAN GROWTH AREAS

A Major Strategy of the 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. This approach reflects the built-out nature of San José, the limited availability of additional infill sites for development compatible with established neighborhood character, and the emphasis in the General Plan to reduce environmental impacts while fostering transit use and walkability.

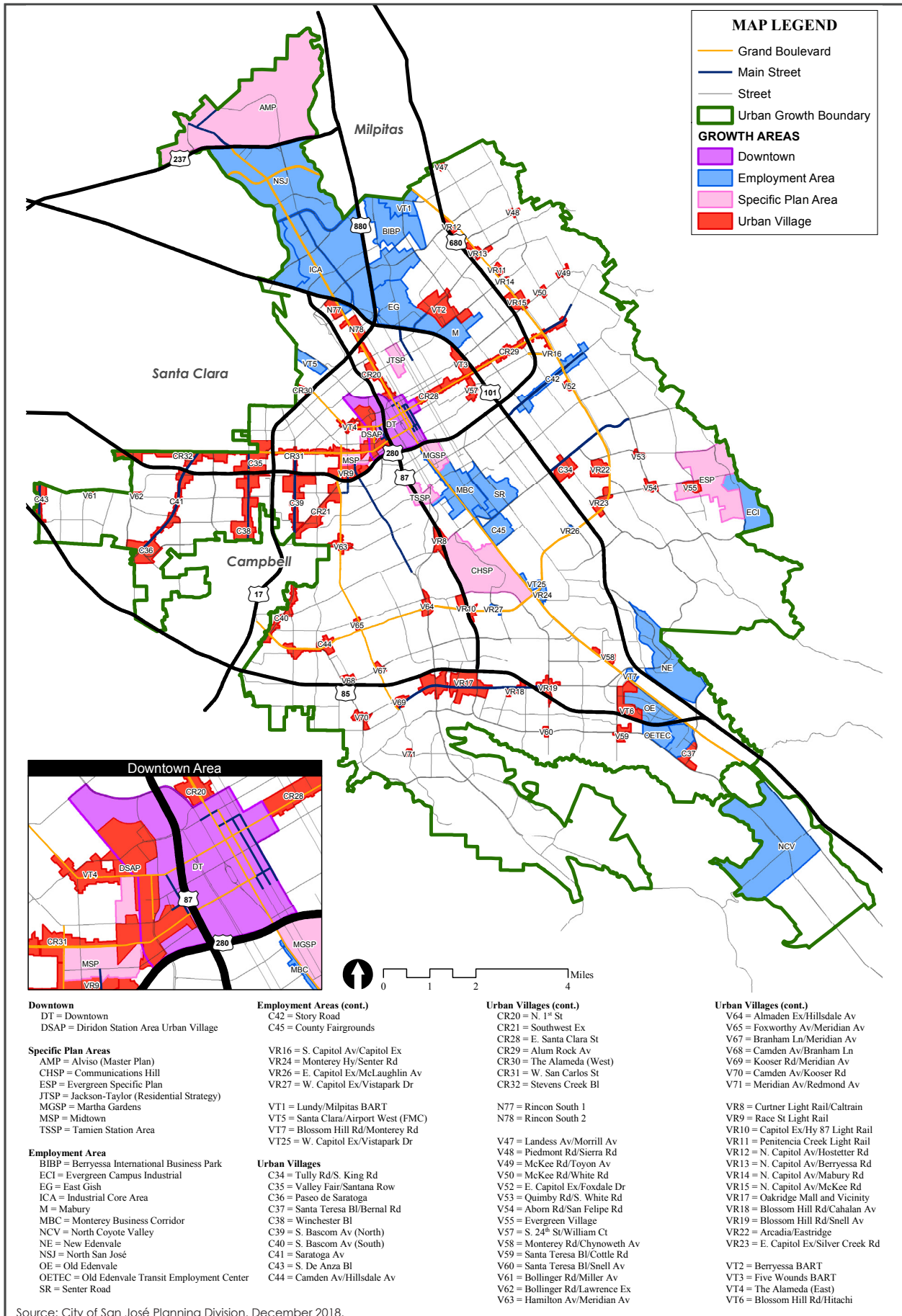
The proposed project would add new Growth Areas to, and eliminate other Growth Areas from, the General Plan while maintaining the overall citywide growth capacity of 382,000 jobs and 120,000 residential units. The proposed changes to the Growth Areas include:

- Eliminating the Evergreen Village Neighborhood Urban Village (V55) with a capacity of zero jobs and 385 residential units and reallocating growth to other Growth Areas;
- Eliminating the East Capitol Expressway/Foxdale Drive Neighborhood Urban Village (V52) with a capacity of 100 jobs and 170 residential units and reallocating growth to other Growth Areas;
- Converting the W. Capitol Expressway/Monterey Rd. Employment Lands Growth Area (VT25) to the Capitol Caltrain Station Area Regional Transit Urban Village with 100 jobs and 700 residential units;
- Converting the Story Road Employment Lands Growth Area (C42) to an Urban Village with 1,823 jobs and 1,000 residential units;

General Plan Appendix 5: Growth Areas Planned Capacity by Horizon, lists the current growth areas and their respective development capacities. The proposed changes to the growth areas described above would be reflected in a revised Appendix 5 of the General Plan, as shown in Appendix A of this Addendum.

3.1.1 Horizon Phasing

The proposed project would eliminate Growth Horizons from the Urban Village policy framework. Since the General Plan FPEIR and this Addendum analyze the environmental impacts of the full build out of the General Plan, the phasing (or lack thereof) of the Horizons would not affect the analysis of environmental impacts resulting from the project.

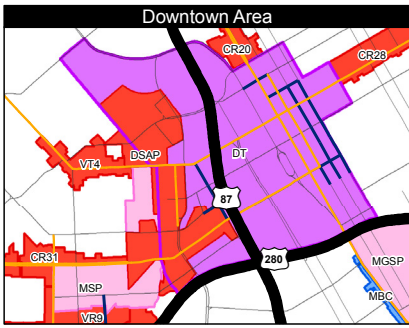


MAP LEGEND

- Grand Boulevard
- Main Street
- Street
- Urban Growth Boundary

GROWTH AREAS

- Downtown
- Employment Area
- Specific Plan Area
- Urban Village



- Downtown**
- DT = Downtown
 - DSAP = Diridon Station Area Urban Village
- Specific Plan Areas**
- AMP = Alviso (Master Plan)
 - CHSP = Communications Hill
 - ESP = Evergreen Specific Plan
 - JTSP = Jackson-Taylor (Residential Strategy)
 - MGSP = Martha Gardens
 - MSP = Midtown
 - TSSP = Tamien Station Area

- Employment Area**
- BIBP = Berryessa International Business Park
 - ECI = Evergreen Campus Industrial
 - EG = East Gish
 - ICA = Industrial Core Area
 - M = Mabury
 - MBC = Monterey Business Corridor
 - NCV = North Coyote Valley
 - NE = New Edenvale
 - NSJ = North San José
 - OE = Old Edenvale
 - OETEC = Old Edenvale Transit Employment Center
 - SR = Senter Road

- Employment Areas (cont.)**
- C42 = Story Road
 - C45 = County Fairgrounds
- Urban Villages (cont.)**
- VR16 = S. Capitol Av/Capitol Ex
 - VR24 = Monterey Hy/Senter Rd
 - VR26 = E. Capitol Ex/McLaughlin Av
 - VR27 = W. Capitol Ex/Vistapark Dr
 - VT1 = Lundy/Milpitas BART
 - VT5 = Santa Clara/Airport West (FMC)
 - VT7 = Blossom Hill Rd/Monterey Rd
 - VT25 = W. Capitol Ex/Vistapark Dr

- Urban Villages**
- C34 = Tully Rd/S. King Rd
 - C35 = Valley Fair/Santana Row
 - C36 = Paseo de Saratoga
 - C37 = Santa Teresa Bl/Bernal Rd
 - C38 = Winchester Bl
 - C39 = S. Bascom Av (North)
 - C40 = S. Bascom Av (South)
 - C41 = Saratoga Av
 - C43 = S. De Anza Bl
 - C44 = Camden Av/Hillsdale Av

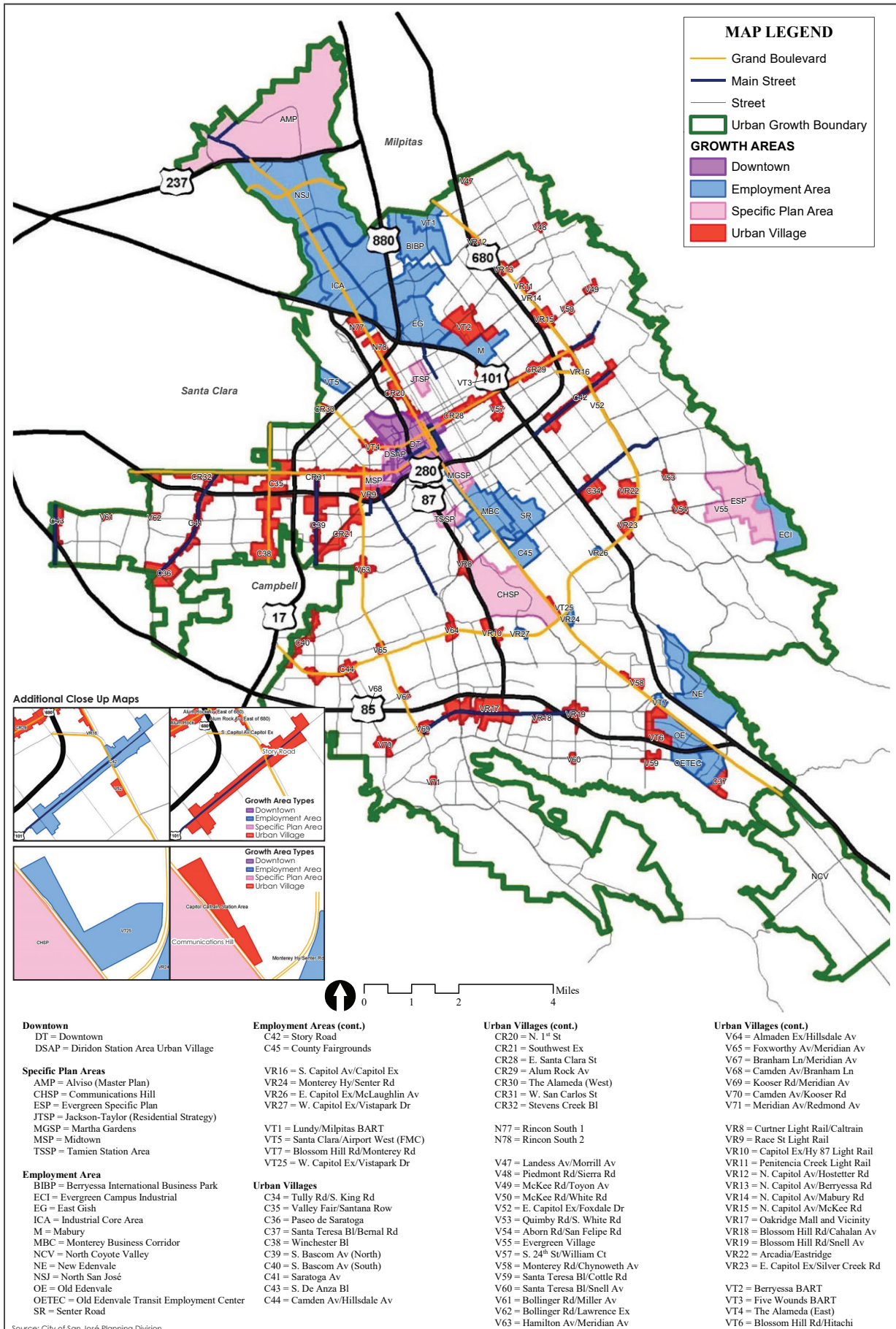
- Urban Villages (cont.)**
- CR20 = N. 1st St
 - CR21 = Southwest Ex
 - CR28 = E. Santa Clara St
 - CR29 = Alum Rock Av
 - CR30 = The Alameda (West)
 - CR31 = W. San Carlos St
 - CR32 = Stevens Creek Bl
 - N77 = Rincon South 1
 - N78 = Rincon South 2

- V47 = Landess Av/Morrill Av
- V48 = Piedmont Rd/Sierra Rd
- V49 = McKee Rd/Toyon Av
- V50 = McKee Rd/White Rd
- V52 = E. Capitol Ex/Foxdale Dr
- V53 = Quimby Rd/S. White Rd
- V54 = Aborn Rd/San Felipe Rd
- V55 = Evergreen Village
- V57 = S. 24th St/William Ct
- V58 = Monterey Rd/Chynoweth Av
- V59 = Santa Teresa Bl/Cottle Rd
- V60 = Santa Teresa Bl/Snell Av
- V61 = Bollinger Rd/Miller Av
- V62 = Bollinger Rd/Lawrence Ex
- V63 = Hamilton Av/Meridian Av

- Urban Villages (cont.)**
- V64 = Almaden Ex/Hillsdale Av
 - V65 = Foxworthy Av/Meridian Av
 - V67 = Branham Ln/Meridian Av
 - V68 = Camden Av/Branham Ln
 - V69 = Kooser Rd/Meridian Av
 - V70 = Camden Av/Kooser Rd
 - V71 = Meridian Av/Redmond Av

- VR8 = Curtner Light Rail/Caltrain
- VR9 = Race St Light Rail
- VR10 = Capitol Ex/Hy 87 Light Rail
- VR11 = Penitencia Creek Light Rail
- VR12 = N. Capitol Av/Hostetter Rd
- VR13 = N. Capitol Av/Berryessa Rd
- VR14 = N. Capitol Av/Mabury Rd
- VR15 = N. Capitol Av/McKee Rd
- VR17 = Oakridge Mall and Vicinity
- VR18 = Blossom Hill Rd/Cahalan Av
- VR19 = Blossom Hill Rd/Snell Av
- VR22 = Arcadia/Eastridge
- VR23 = E. Capitol Ex/Silver Creek Rd
- VT2 = Berryessa BART
- VT3 = Five Wounds BART
- VT4 = The Alameda (East)
- VT6 = Blossom Hill Rd/Hitachi

Source: City of San José Planning Division, December 2018.



MAP LEGEND

- Grand Boulevard
- Main Street
- Street
- Urban Growth Boundary

GROWTH AREAS

- Downtown
- Employment Area
- Specific Plan Area
- Urban Village

Additional Close Up Maps

Growth Area Types

- Downtown
- Employment Area
- Specific Plan Area
- Urban Village

- | | | |
|--|--|--|
| <p>Downtown</p> <ul style="list-style-type: none"> DT = Downtown DSAP = Diridon Station Area Urban Village <p>Specific Plan Areas</p> <ul style="list-style-type: none"> AMP = Alviso (Master Plan) CHSP = Communications Hill ESP = Evergreen Specific Plan JTSP = Jackson-Taylor (Residential Strategy) MGSP = Martha Gardens MSP = Midtown TSSP = Tamien Station Area <p>Employment Area</p> <ul style="list-style-type: none"> BIBP = Berryessa International Business Park EC1 = Evergreen Campus Industrial EG = East Gish ICA = Industrial Core Area M = Mabury MBC = Monterey Business Corridor NCV = North Coyote Valley NE = New Edenvale NSJ = North San José OE = Old Edenvale OETEC = Old Edenvale Transit Employment Center SR = Senter Road | <p>Employment Areas (cont.)</p> <ul style="list-style-type: none"> C42 = Story Road C45 = County Fairgrounds <p>Urban Villages</p> <ul style="list-style-type: none"> VR16 = S. Capitol Av/Capitol Ex VR24 = Monterey Hy/Senter Rd VR26 = E. Capitol Ex/McLaughlin Av VR27 = W. Capitol Ex/Vistapark Dr <p>Urban Villages (cont.)</p> <ul style="list-style-type: none"> VT1 = Lundy/Milpitas BART VT5 = Santa Clara/Airport West (FMC) VT7 = Blossom Hill Rd/Monterey Rd VT25 = W. Capitol Ex/Vistapark Dr | <p>Urban Villages (cont.)</p> <ul style="list-style-type: none"> CR20 = N. 1st St CR21 = Southwest Ex CR28 = E. Santa Clara St CR29 = Alum Rock Av CR30 = The Alameda (West) CR31 = W. San Carlos St CR32 = Stevens Creek Bl <p>Urban Villages (cont.)</p> <ul style="list-style-type: none"> N77 = Rincon South 1 N78 = Rincon South 2 <p>Urban Villages (cont.)</p> <ul style="list-style-type: none"> V47 = Landess Av/Morrill Av V48 = Piedmont Rd/Sierra Rd V49 = McKee Rd/Toyon Av V50 = McKee Rd/White Rd V52 = E. Capitol Ex/Foxdale Dr V53 = Quimby Rd/S. White Rd V54 = Aborn Rd/San Felipe Rd V55 = Evergreen Village V57 = S. 24th St/William Ct V58 = Monterey Rd/Chynoweth Av V59 = Santa Teresa Bl/Cottle Rd V60 = Santa Teresa Bl/Snell Av V61 = Bollinger Rd/Miller Av V62 = Bollinger Rd/Lawrence Ex V63 = Hamilton Av/Meridian Av <p>Urban Villages (cont.)</p> <ul style="list-style-type: none"> V64 = Almaden Ex/Hillsdale Av V65 = Foxworthy Av/Meridian Av V67 = Branham Ln/Meridian Av V68 = Camden Av/Branham Ln V69 = Kooser Rd/Meridian Av V70 = Camden Av/Kooser Rd V71 = Meridian Av/Redmond Av <p>Urban Villages (cont.)</p> <ul style="list-style-type: none"> VR8 = Currier Light Rail/Caltrain VR9 = Race St Light Rail VR10 = Capitol Ex/Hy 87 Light Rail VR11 = Penitencia Creek Light Rail VR12 = N. Capitol Av/Hostetter Rd VR13 = N. Capitol Av/Berryessa Rd VR14 = N. Capitol Av/Mabury Rd VR15 = N. Capitol Av/McKee Rd VR17 = Oakridge Mall and Vicinity VR18 = Blossom Hill Rd/Cahalan Av VR19 = Blossom Hill Rd/Snell Av VR22 = Arcadia/Eastridge VR23 = E. Capitol Ex/Silver Creek Rd <p>Urban Villages (cont.)</p> <ul style="list-style-type: none"> VT2 = Berryessa BART VT3 = Five Wounds BART VT4 = The Alameda (East) VT6 = Blossom Hill Rd/Hitachi |
|--|--|--|

Source: City of San José Planning Division.

3.1.2 Coyote Valley – Changes to Land Uses and Growth Capacity Shifts

The proposed project would change the allowed land uses in Coyote Valley as described below. The existing and proposed land use designations in Coyote Valley area are shown on Figures 3.1-1 and 3.1-2, respectively. The proposed Coyote Valley Agriculture Overlay is shown on Figure 3.1-3.

North Coyote Valley

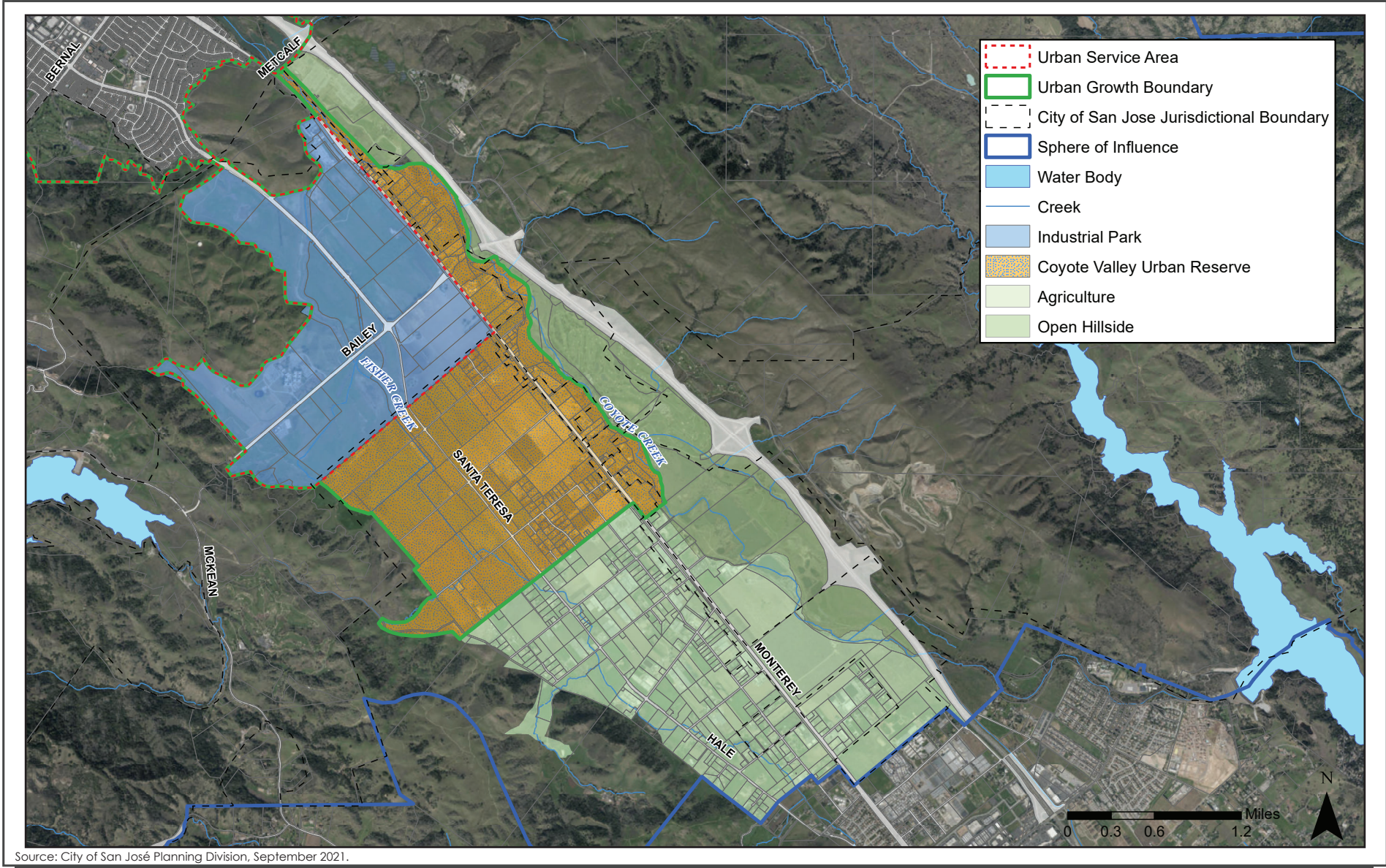
The long-term future of Coyote Valley would be changed from a planned major employment area to preservation of existing uses and land (e.g., agriculture, open space, industrial park, single family residential). The land use changes include:

- Removing the North Coyote Valley Employment Lands Growth Area from the General Plan.
- Changing the land use designations of properties in North Coyote Valley that are owned by the City of San José, Peninsula Open Space Trust (POST), and the Santa Clara Valley Open Space Authority (OSA) from Industrial Park to Open Space, Parklands and Habitat.
- Changing the General Plan land use designations of the remaining properties not owned by the City of San José, POST, or OSA in North Coyote Valley, and that have not been developed for industrial uses from Industrial Park to Agriculture, with the exception of the area occupied by the Gavilan College Coyote Valley Center, which would be changed from Industrial Park to Public/Quasi-Public.
- Properties in North Coyote Valley would also be rezoned as needed to align the General Plan land use designations and Zoning Ordinance.

Additionally, the proposed project could result in adding the following Action Items to amend the General Plan for future consideration:

- Explore a credits program to support conservation actions in Coyote Valley and facilitate development in urbanized areas of San José.
- Moving the Urban Service Area boundary north consistent with the proposed General Plan land use changes in North Coyote Valley
- Consider creating an overlay that would restrict office buildings in Industrial Park and/or Combined Industrial Commercial designated areas, unless they include manufacturing or logistics space.
- Explore creating an industrial overlay allowing for new office construction only if the office building includes some manufacturing or logistics space.
- Explore updates to the Agriculture Zoning District to allow compatible commercial agriculture uses in Coyote Valley.
- Conduct a study of the Monterey Road Corridor through North, Mid-, and South Coyote Valley to consider appropriate non-residential uses for properties on the east side of Monterey Road that would be compatible with the Coyote Creek Park Chain.
- Explore establishing a Farmland Security Zone² in Coyote Valley.

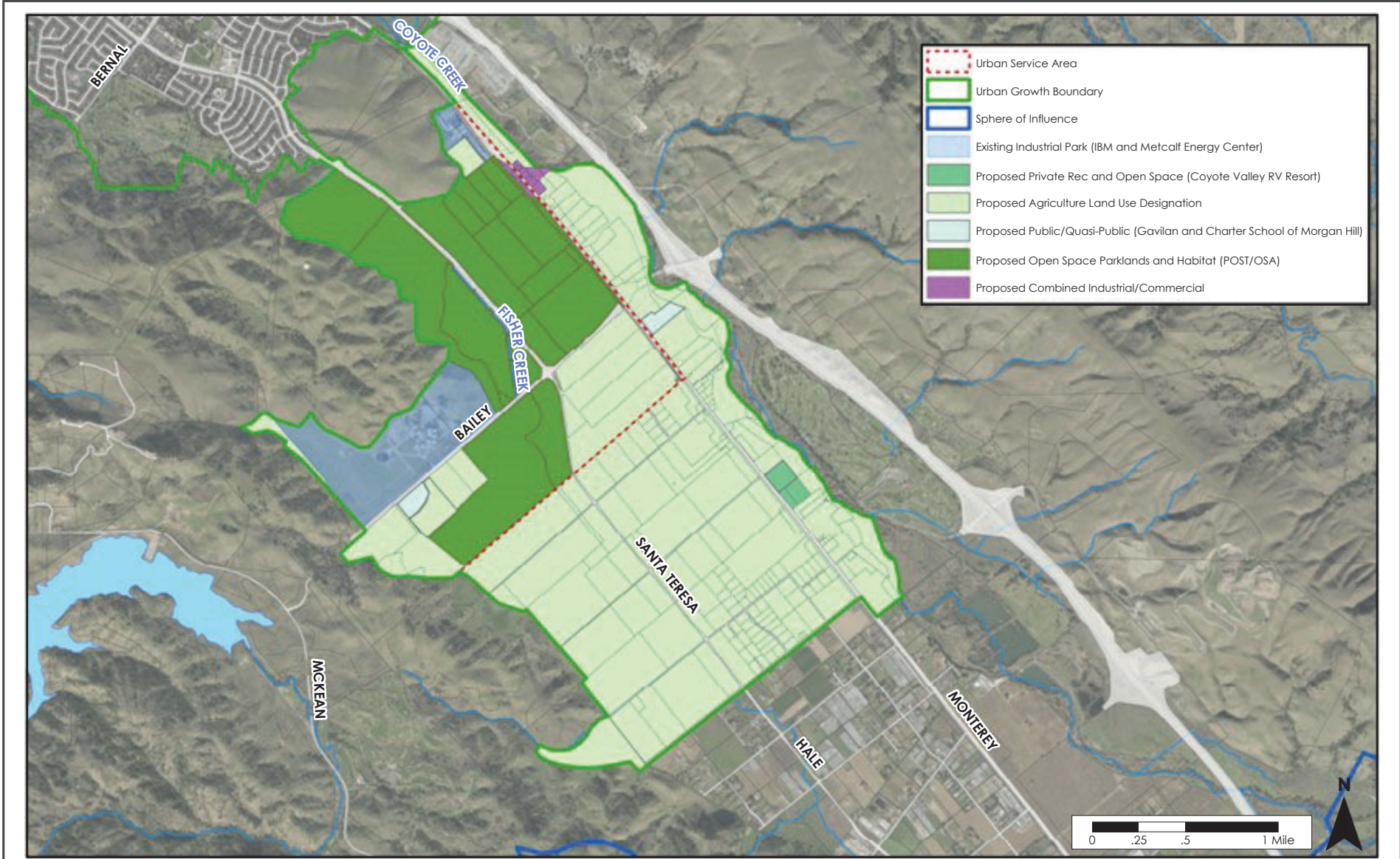
² An area created within an agricultural preserve* by a Board of Supervisors (board) upon request by a landowner or group of landowners. An agricultural preserve defines the boundary of an area within which a city or county will enter into Williamson Act contracts with landowners.



Source: City of San José Planning Division, September 2021.

EXISTING LAND USE DESIGNATIONS IN COYOTE VALLEY

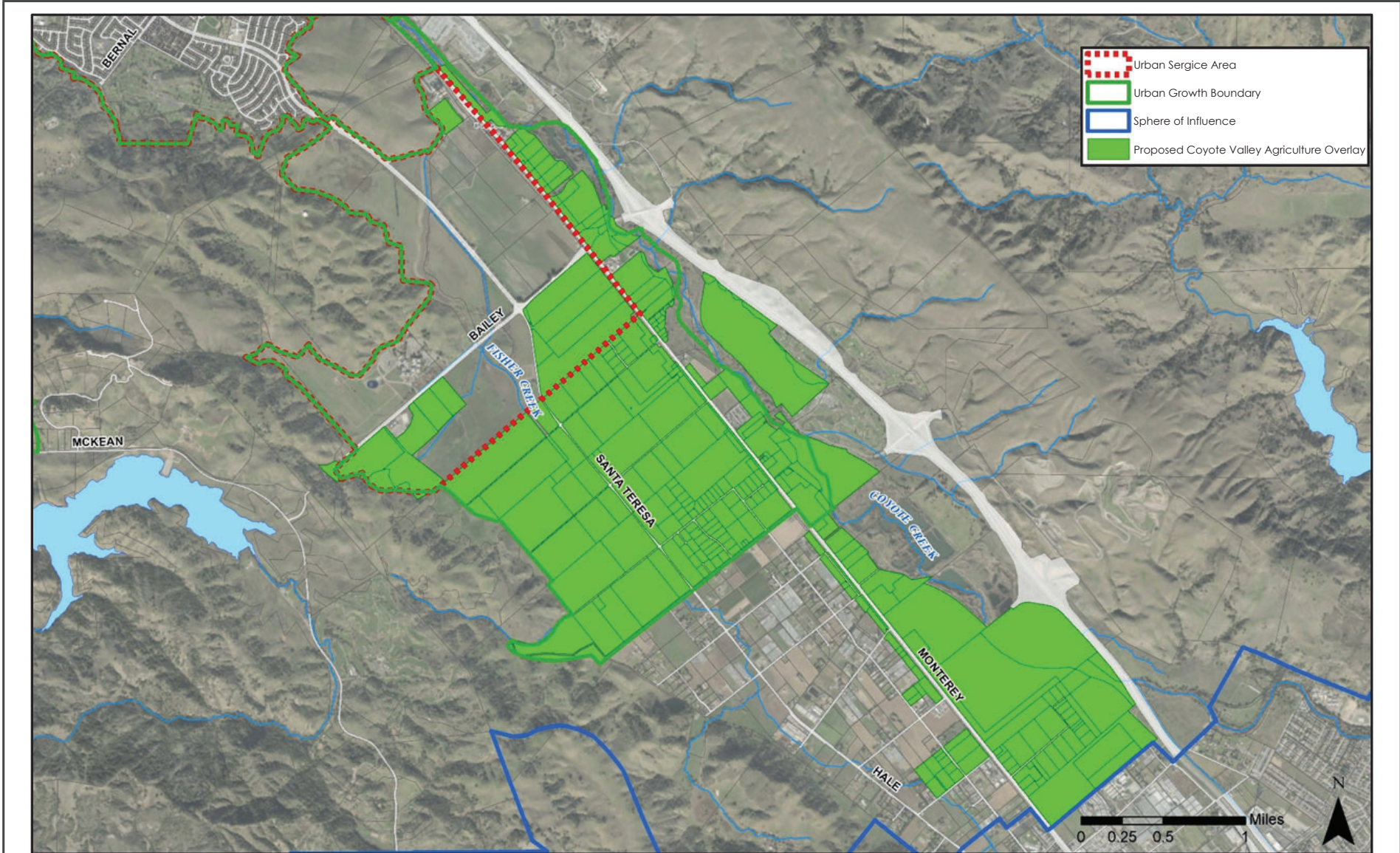
FIGURE 3.1-1



Source: City of San José Planning Division.

PROPOSED MODIFICATIONS TO LAND USE DESIGNATIONS IN COYOTE VALLEY

FIGURE 3.1-2



Source: City of San José Planning Division.

PROPOSED COYOTE VALLEY AGRICULTURE OVERLAY

FIGURE 3.1-3

Mid- and South Coyote Valley

In the Mid- and South Coyote Valley areas, the proposed project would:

- Remove the Mid-Coyote Valley Urban Reserve designation and re-designate properties in Mid-Coyote Valley to either Agriculture, Private Recreation, Public/Quasi-Public, or Combined Industrial Commercial General Plan Land Use designations. Within the portion of Mid-Coyote that is east of Monterey Highway and currently designated Urban Reserve, continue to allow private recreation uses that are rural in character and are compatible with the Coyote Creek Park Chain.
- Properties in Mid- and South Coyote Valley would also be rezoned as needed to align the General Plan land use designations and Zoning Ordinance.
- Create and apply a new *Coyote Valley Agriculture Overlay* increasing the minimum lot size from 20-acres to 40-acres on certain properties with an existing or proposed Agriculture land use designation, as long as they are within the City’s jurisdictional boundary or outside the boundary and zoned Exclusive Agriculture in the County of Santa Clara’s Zoning Ordinance.

3.1.3 Shared General Plan Growth Capacity for Urban Villages

The following actions would be taken to redistribute planned General Plan housing and job growth for Urban Villages into a shared pool of development capacity:

- Amend the General Plan to add a policy allowing planned residential units and jobs within all Urban Villages to be shared/captured in a pool and to be reflected in *General Plan Appendix 5: Growth Areas Planned Capacity by Horizon*. Proposed residential, commercial, and mixed-use projects in urban villages would pull from a planned residential and job pool across all urban villages. Planned residential and employment capacity as detailed in Appendix 5 of the General Plan (Planned Job Capacity and Housing Growth Areas by Horizon table) would be used for future urban village planning purposes.
- Amend the General Plan to add a policy that allows projects in Urban Villages to shift planned growth capacity outside of the General Plan Annual Review process with corresponding environmental analysis, including a long-range General Plan Transportation Analysis consistent with the City’s Transportation Impact Policy (City Council Policy 5-1) if a project results in changes in planned job and/or housing Growth within Urban Villages as reflected in *General Plan Appendix 5: Growth Areas Planned Capacity by Horizon*.

3.1.4 Residential Growth in Neighborhood Business Districts

The proposed project would allow flexibility for residential uses in the Willow Glen, North 13th Street, and Japantown (Taylor Street only) Neighborhood Business Districts (NBDs); and allow residential uses in the Willow Glen NBD. This would include adding the NBD’s as Growth Areas in *Appendix 5: Growth Areas Planned Capacity by Horizon* and the reallocation of residential unit capacity from other Growth Areas in the City to establish a 600-unit residential capacity pool for the four NBDs (refer to Appendix A).



WILLOW GLEN NEIGHBORHOOD BUSINESS DISTRICT

FIGURE 3.1-4



NORTH 13TH STREET NEIGHBORHOOD BUSINESS DISTRICT

FIGURE 3.1-5

Japantown (Taylor Street Only) Neighborhood Business District



JAPANTOWN (TAYLOR STREET ONLY) NEIGHBORHOOD BUSINESS DISTRICT

FIGURE 3.1-6

3.2 VEHICLE MILES TRAVELED POLICY CHANGES

3.2.1 Vehicle Miles Traveled Tier II Policy

Consistent with General Plan Goal TR-10, the proposed project would implement the General Plan Tier II VMT actions (Action TR-10.1 through TR-10.7) and eliminate the tiered structure of VMT reduction actions. This action would align with the VMT reduction goals as recommended by Climate Smart San José.

Table 3.3-1: Proposed Amendments to General Plan VMT Reduction Goals				
Year	2017	2030 Goal (Proposed New)	2040 Goal (Proposed Removal)	2040 Goal (Proposed Replacement)
% Reduction from 2017 level	-	20%	38%	45%
Citywide VMT per service population	14.1	11.1	8.8	8

In addition, the proposed project would amend the Citywide mode split goal for all trips in the City. The table below shows the proposed changes to the goals in the General Plan.

Table 3.3-2: Mode Shift Goals				
Mode	2019	2030 Goal All Trips (Proposed New)	2040 Goal Commute Trips (Proposed Removal)	2040 Goal All Trips (Proposed Replacement)
Drive Alone	80%	≤ 45%	≤ 40%	≤ 25%
Shared Mobility/ Carpool	12%	≥ 25%	≥ 10%	≥ 25%
Transit	5%	≥ 10%	≥ 20%	≥ 20%
Bicycle	< 2%	≥ 10%	≥ 15%	≥ 15%
Walk	< 2%	≥ 10%	≥ 15%	≥ 15%

The proposed project includes multiple actions to achieve the intended reductions in VMT and shifts in mode of transport for the City. These include the following:

- Exploration of the development of transportation management associations (TMA) in transit-oriented developments, mixed-use developments, developments within Urban Villages, and across the City.
- Implementation of the transportation focused actions identified in the City’s Greenhouse Gas Reduction Strategy and Climate Smart San José Plan.
- Developing, implementing, and regularly updating, a citywide pedestrian plan.
- Development of a citywide transportation plan that identifies, prioritizes, and monitors the City’s near-term transportation investments.

- Development of area transportation plans that identify, prioritize, and monitor long-term transportation projects and programs in the City’s Growth Areas in alignment with General Plan goals and policies.
- Explore development of a regional VMT bank and exchange program in which development mitigation contributions can be pooled to pay for more effective VMT reduction strategies that would not be feasible for individual projects to implement.
- Develop and implement strategies to increase shared mobility options.
- Develop and implement strategies to rapidly improve the operations of and expand transit and shared mobility options throughout the City. Explore development of new routes services by rail, bus, and new transit technologies as well as the effect on VMT reduction.
- Adoption of a transit first policy that prioritizes transit travel speeds over other vehicles on the road in terms of signal operations and roadway allocation. In particular, the provision of transit services with pre-emptive signal priority as a default. Also, give transit its own lanes and right of ways wherever possible.
- Develop strategies to ensure that the development and implementation of autonomous vehicle technology is aligned with land use and transit-priority policies that foster sustainable, affordable, and efficient modes.
- Develop regulations to promote the safe and responsible operation of micro-mobility such as shared bikes, e-scooters, and e-bikes.
- Implement Vision Zero strategies to eliminate all traffic fatalities, significantly reduce severe injury crashes, and create safe and comfortable walk and bike environments.
- Evaluate the changing patterns to employment and the effect on VMT reduction. Develop strategies to promote flexible work patterns for existing and new developments.
- Develop and implement strategies to ensure equitable community engagement process and fair distribution of transportation resources, benefits, costs, and services for everyone, including seniors, people with disabilities and low income, people of color, and individuals living in underserved areas.
- Require large developments and employers to develop and maintain TDM programs with TDM services provided for their residents, full-time and subcontracted workers, and visitors to promote use of non-automobile modes and to reduce vehicle trips.
- Adjust the impact thresholds in the Council Policy Transportation Analysis Policy 5-1 as appropriate to advance the City’s land use goal of reducing job and housing imbalance as well as the VMT reduction goals. Analyze and monitor the City’s progress towards these goals.

3.2.2 Evergreen-East Hills Development Policy

The proposed project includes ending the Evergreen-East Hills Development Policy (EEHDP) and transitioning to the City’s Transportation Analysis Policy (Council Policy 5-1) for determining transportation impacts and growth management within the area governed by the Policy (an area roughly bounded by Story Road to the north, Highway 101 to the west, Hellyer Avenue to the south, and the City’s Urban Services Line to the east). This process would memorialize the Evergreen-East Hills Vision Strategy Guiding Principles and Design Guidelines established in the EEHDP appendix and require engagement with communities to provide transportation improvements supporting development outcomes. If approved, future development projects will only be required to comply with the City’s Transportation Analysis Policy and will not be subject to EEHDP policies.

3.3 AFFORDABLE HOUSING

The proposed project would remove two criteria from General Plan Policy IP-5.12, which allows 100% affordable housing projects to move forward in Urban Villages prior to approval of an Urban Village plan. The two criteria proposed to be removed are; 1) a criterion that limits the number of affordable residential units that can be developed under this policy; and 2) a criterion that references the Residential Pool Policy. Additionally, staff propose a revision to make the commercial requirement for Policy IP-5.12 more objective – rather than the current requirement to “substantially replace” commercial requirement space; specifically, staff recommends that the Policy be amended so a project shall replace at least 50% of any existing commercial space. However, the Task Force recommended the elimination of any commercial requirement in Policy IP-5.12. Both scenarios are included in this project description.

3.4 GENERAL PLAN TEXT AMENDMENTS

The amendments to the text of the General Plan are proposed in various chapters and sections and adopted Urban Village Plans to incorporate the updates to the General Plan identified above. In addition, proposed General Plan Text Amendments includes changes to the Signature Project Policy (Policy IP-5.10), including requirements for the provision of commercial and/or office space, minimum residential densities, open space requirements, clarification of what is defined as a strategic location, and clarification on community engagement.

Also proposed by the Task Force are revisions to existing Urban Village policies to facilitate development and several new policies to facilitate the provision of housing within the City. Proposed text revisions are shown in Appendix B.

SECTION 4.0 ENVIRONMENTAL SETTING, CHECKLIST, AND IMPACT DISCUSSION

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

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

The discussion for each environmental subject includes the following subsections:

- **Environmental Setting** – This subsection 1) provides a brief overview of relevant plans, policies, and regulations that compose the regulatory framework for the project and 2) describes the existing, physical environmental conditions at the project site and in the surrounding area, as relevant.
- **Impact Discussion** – This subsection 1) includes the recommended checklist questions from Appendix G of the CEQA Guidelines to assess impacts and 2) discusses the project’s impact on the environmental subject as related to the checklist questions. For significant impacts, feasible mitigation measures are identified. “Mitigation measures” are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines Section 15370).

Baseline Conditions – General Plan FPEIR

At the start of the environmental review of the General Plan FPEIR in calendar year 2008, the population of San José was 985,307 and there were 369,450 jobs and 309,350 residences. The jobs to employed residents ratio was about 0.8 and during working hours the number of people in the City was reduced as many residents traveled outside the City for work.

This Addendum treats all development assumed in the General Plan as part of the project description, even though the General Plan has been partially implemented. Where comparisons to existing conditions or the environmental baseline are made, the population, employment, built environment, and vehicle miles traveled presented in the General Plan FPEIR are used.

4.1 AESTHETICS

4.1.1 Environmental Setting

4.1.1.1 *Changes to Regulatory Framework*

There have not been significant changes to the regulatory framework for aesthetics since the previous General Plan Four-Year Review in 2016.

4.1.1.2 *Changes to Existing Conditions*

Development consistent with the General Plan has continued to occur within the urban areas of San José. No other major changes to the aesthetic conditions of San José have occurred since the previous General Plan Four-Year Review in 2016.

4.1.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? ³ If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.1.2.1 *Significant Impacts Identified in the General Plan FPEIR*

The General Plan FPEIR concluded that build out of the Communications Hill Specific Plan Area and the North Coyote Planning Area (in conformance with previously approved entitlements) would alter or block views of grassy or wooded hillsides through the construction of new, multiple-storied development. There were no feasible mitigation measures identified for this impact to scenic views and implementation of the General Plan would result in a significant unavoidable impact at these locations. The 2016 General Plan Four-Year Review did not result in any changes to the significance of the impacts identified in the General Plan FPEIR.

³ Public views are those that are experienced from publicly accessible vantage points.

a) Would the project have a substantial adverse effect on a scenic vista?

The proposed General Plan Amendments would adjust the development locations of residential and commercial developments in planned areas throughout the City. This would specifically create a new Capitol Caltrain Station Area Regional Transit Urban Village while eliminating the Evergreen Village Neighborhood Urban Village and the East Capitol Expressway/Foxdale Drive Neighborhood Urban Village. The proposed project would also change the designation of undeveloped properties to preserve existing land uses in the North Coyote Valley area by revising the land uses from Industrial Park to Agriculture.

The General Plan was determined to have a significant unavoidable impact on scenic vistas as a result of development in the Communications Hill Specific Plan area and the North Coyote Planning Area. The proposed changes to growth areas and land use shifts would reduce development in some parts of the urban growth areas, however, these changes would not significantly alter the visual impacts of the General Plan on scenic vistas associated with growth in areas near scenic hillsides. Additionally, implementation of General Plan policies generally would avoid or substantially reduce impacts to natural scenic views from key gateways and roadways within the city and development around these areas would not increase impacts to scenic vistas. Therefore, the proposed General Plan Amendments would not result in any new or substantially more severe aesthetic impacts than previously identified in the General Plan FPEIR. **[Same Impact as Approved Project (Significant Unavoidable Impact)]**

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

There are no state scenic highways within the urban growth boundary. Therefore, the proposed General Plan Amendments would not result in new or substantially more severe damage to scenic resources within a state scenic highway. **[Same Impact as Approved Project (Less than Significant Impact)]**

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Development associated with the proposed General Plan Amendments would require project level environmental review and would be studied and analyzed consistent with the applicable zoning regulations and general plan policies governing scenic quality in the City of San José. Therefore, the proposed General Plan Amendments would not conflict with regulations governing scenic quality and would not result in new or more severe impacts. **[Same Impact as Approved Project (Less than Significant Impact)]**

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The proposed General Plan Amendments would define development areas for residential and commercial land use within the City of San José. The development associated with these land uses would be required to comply with the zoning ordinances and general plan policies governing glare and light pollution associated with development. These policies would avoid or substantially reduce impacts associated with glare or light pollution and therefore, the proposed General Plan Amendments would not result in new or more severe impacts associated with these developments. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.2 AGRICULTURE AND FORESTRY RESOURCES

4.2.1 Environmental Setting

4.2.1.1 *Changes to Regulatory Framework*

There have not been significant changes to the agricultural regulatory framework since the previous General Plan Four-Year Review in 2016.

4.2.1.2 *Changes to Existing Conditions*

The agricultural land in the City of San José has not been substantially modified or reduced since the previous General Plan Four-Year Review in 2016.

4.2.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in a loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.2.2.1 *Significant Impacts Identified in the General Plan FPEIR*

The General Plan FPEIR identified that implementation of the General Plan will allow new development on several sites designated as Prime Farmland. Of the specific sites identified, two have been developed. Several areas have been reclassified and are no longer designated as Prime Farmland. The Cilker site (west of Coyote Creek and north of SR 237) in the Alviso Planning Area

remains undeveloped Prime Farmland. The 2016 General Plan Four-Year Review did not result in any changes to the significance of the impacts identified in the General Plan FPEIR.

a) Would the project 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?

The proposed General Plan Amendments include preservation of existing agricultural land uses in the North Coyote Valley area which were previously planned for redevelopment as Industrial Park . This would reduce impacts to farmland previously planned to be redeveloped as part of the General Plan, some of which was designated as Prime Farmland. Therefore, the proposed General Plan Amendments would reduce the impact of the General Plan on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance but the General Plan would still represent a Significant Impact to agricultural resources. **[Less Impact as Approved Project (Significant Unavoidable Impact)]**

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Development allowed under the General Plan was not anticipated to significantly affect lands under Williamson Act contract. The existing General Plan would convert agricultural land uses in the North Coyote Valley Area from Agriculture to Industrial Park. The proposed General Plan Amendments would preserve the currently undeveloped land in this area for agricultural uses. The General Plan would still result in the rezoning of areas designated as agricultural uses in other areas of the City; however, the proposed General Plan Amendments would result in a reduction in the projected impacts to these resources. Therefore, the proposed General Plan Amendments would have less impact than the approved project but the General Plan would still represent a significant impact to Williamson Act resources. **[Less Impact as Approved Project (Significant Unavoidable Impact)]**

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?

There is no land within the City of San José’s Urban Service Area that meets the State of California definition of forest land or that is zoned for forestry uses. The proposed General Plan Amendments would not create development in areas in the City which would create conflicts with existing zoning of forest land, timberland, or timberland zoned Timberland Production. **[Same Impact as Approved Project (No Impact)]**

d) Would the project result in a loss of forest land or conversion of forest land to non-forest use?

There is no land within the City of San José’s Urban Service Area that meets the State of California definition of forest land or that is zoned for forestry uses. The proposed General Plan Amendments would not create development in areas in the City which would result in a loss of forest land or conversion of forest land to non-forest use. **[Same Impact as Approved Project (No Impact)]**

e) **Would the project 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?**

The existing General Plan creates pressure for the development of agricultural areas outside the Urban Service Area. As stated above, the proposed General Plan Amendments would continue development assumed as part of the existing General Plan and would retain the existing job development assumed in the General Plan. The General Plan Amendments would result in shifts in priority development areas which includes the preservation of agricultural land previously slated for redevelopment. Therefore, the proposed General Plan Amendments would not result in new or more severe impacts than the approved General Plan. **[Same Impact as Approved Project (Significant Unavoidable Impact)]**

4.3 AIR QUALITY

The information provided in this section is based in part on an Air Quality and Greenhouse Gas Emissions Assessment prepared by Illingworth & Rodkin, Inc. in July 2021. This report is included in Appendix C of this study.

4.3.1 Environmental Setting

4.3.1.1 *Changes to Regulatory Framework*

2017 Clean Air Plan

The Bay Area Air Quality Management District (BAAQMD) is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area. Regional air quality management districts, such as BAAQMD, must prepare air quality plans specifying how state and federal air quality standards will be met. BAAQMD’s most recently adopted plan is the Bay Area 2017 Clean Air Plan (2017 CAP). The 2017 CAP focuses on two related BAAQMD goals: protecting public health and protecting the climate. To protect public health, the 2017 CAP describes how BAAQMD will continue its progress toward attaining state and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To protect the climate, the 2017 CAP includes control measures designed to reduce emissions of methane and other super-greenhouse gases (GHGs) that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.⁴

4.3.1.2 *Changes to Existing Conditions*

BAAQMD continues to monitor trends in air pollution through measurements at regional air monitoring locations. Ozone and particulate matter remain criteria pollutants of concern along with community risks associated with toxic air contaminant emissions.

4.3.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

⁴ BAAQMD. *Final 2017 Clean Air Plan*. April 19, 2017. <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>.

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:				
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.3.2.1 Significant Impacts Identified in the General Plan FPEIR

The General Plan FPEIR identified two significant air quality impacts. Implementation of the General Plan would result in rates of both Vehicle Miles Traveled (VMT) and vehicle trip growth greater than the rate of population growth. This is not consistent with the Bay Area 2010 Clean Air Plan (CAP). While policies and actions would reduce emissions associated with vehicle trips through planned multi-modal improvements, trip reduction, and local land use strategies, consistent with the CAP, there is no assurance that these measures would reduce the VMT per capita to a level at or below the baseline (2008) rate. This impact, therefore, was significant and unavoidable.

New development and redevelopment allowed under the General Plan could increase air pollutant emissions and concentrations within the San Francisco Bay Air Basin. Implementation of General Plan policies and regulations and programs in place at the time of adoption of the General Plan would reduce air pollutant emissions per capita, but not to a less than significant level. This impact, therefore, was significant and unavoidable. The 2016 General Plan Four-Year Review resulted in minor reductions in air quality emissions, however, it did not result in changes to the significance of the impacts identified in the General Plan FPEIR. Individual projects continue to be evaluated for conformance with General Plan Policies and applicable design guidelines during development application review and environmental review for specific air quality impacts and associated mitigation.

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

The proposed General Plan Amendments would not change the amount of development planned for the City in the General Plan but would result in shifts in where planned development would occur within the City. As a result, the only meaningful change in air quality impacts from the proposed General Plan Amendments would be related to the shift in vehicle trips and traffic which contribute to air quality emissions.

The *Mobile Air Quality and Greenhouse Gas Emissions Assessment*, completed by Illingworth and Rodkin in July 2021, determined that the shift in the location of planned development would result in an overall decrease in VMT compared to the existing General Plan. The number of daily vehicle trips is forecasted to increase by 48 percent from the 2015 levels for the existing General Plan and 44 percent with the proposed General Plan Amendments. The proposed General Plan Amendments are forecasted to generate fewer vehicle trips than the existing General Plan while increasing transit, bicycle, and pedestrian trips. The existing General Plan is forecasted to increase VMT by 60 percent compared to the baseline conditions analyzed in the General Plan FPEIR, while the proposed General

Plan Amendments would increase VMT by 58 percent compared to the same baseline. While VMT would decrease overall with the proposed General Plan Amendments, it is important to note that overall travel speeds would also decrease, resulting in slight increases in emissions on a per-mile basis because vehicle emissions vary by travel speed. The emissions comparison for the proposed General Plan Amendments and existing General Plan are shown in Table 4.3-1 below.

Table 4.3-1: Summary of Air Quality Emissions				
Scenario	ROG	NOx	PM₁₀	PM_{2.5}
Baseline - 2015	2.50 tons/day	9.93 tons/day	6.31 tons/day	1.15 tons/day
2040 Existing General Plan	2.25 tons/day	3.36 tons/day	14.34 tons/day	2.31 tons/day
2040 Proposed General Plan (with Amendments)	2.21 tons/day	3.36 tons/day	14.35 tons/day	2.31 tons/day
2040 Existing General Plan Compared to 2015 Baseline	-91 tons/year	-2,397 tons/year	+2,930 tons/year	+423 tons/year
2040 Proposed General Plan (with Amendments) Compared to 2015 Baseline	-105 tons/year	-2,399 tons/year	+2,934 tons/year	+423 tons/year
Difference in Proposed General Plan Emissions Over Existing General Plan Emissions in 2040	-14 tons/year	-2 tons/year	+4 tons/year	-0 tons/year

Based on the changes in transportation patterns resulting from development shifts associated with the proposed General Plan Amendments, the changes in emissions between the General Plan scenarios would not result in substantial increases for any of the pollutants or their precursors. ROG emissions would be reduced by 14 tons per year, NOx emissions would be reduced by two tons per year, PM₁₀ emissions would increase by four tons per year, and PM_{2.5} emissions would remain the same. While citywide VMT would be reduced with the proposed General Plan Amendments, PM₁₀ emissions would increase because more VMT would occur at slower travel speeds. However, these changes in emissions totals would not change the significance of the impact identified in the General Plan FPEIR. Therefore, the proposed General Plan Amendments would not result in new or more significant impacts resulting from air quality emissions.

Since the time the General Plan FPEIR was certified, BAAQMD adopted the 2017 Clean Air Plan. One of the primary strategies identified in the 2017 Clean Air Plan to reduce air quality emissions is to reduce VMT from automobiles. The proposed General Plan Amendments would reduce overall VMT within the City and, as a result, would be consistent with the intent of the 2017 Clean Air Plan. However, the General Plan FPEIR determined that the General Plan would be inconsistent with the applicable Clean Air Plan due in part to the significant air quality emissions that would result from its build out. Although the proposed General Plan Amendments would reduce certain emissions, the greatest reduction is less than two percent (ROG) compared to the existing General Plan. This slight reduction in emissions would not change the significance of the impact determination in the General Plan FPEIR. **[Same Impact as Approved Project (Significant Unavoidable Impact)]**

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

The proposed General Plan Amendments would decrease VMT citywide, resulting in a decrease in ROG and NO_x emissions. However, due in part to slower vehicle speeds on roadways, PM₁₀ emissions would increase and PM_{2.5} emissions would remain the same despite the overall reduction in VMT. The General Plan FPEIR found that new development and redevelopment allowed under the General Plan would increase air pollutant emissions and concentrations within the San Francisco Bay Air Basin. Implementation of existing General Plan policies and regulations and programs in place at the time of adoption of the General Plan would reduce air pollutant emissions per capita, but not to a less than significant level. Therefore, the impact of the proposed General Plan Amendments would not further exacerbate impacts related to criteria pollutants and this impact would remain significant and unavoidable. **[Same Impact as Approved Project (Significant Unavoidable Impact)]**

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

As stated above, the proposed General Plan Amendments would result in increased particulate matter from brake wear and roadway dust from vehicles. However, the increase would be distributed along various roadways in the City and would not expose individual sensitive receptors to substantial pollutant concentrations. Additionally, the proposed General Plan Amendments would not alter the policies and goals in the General Plan for the regulation of emissions near sensitive receptors. Therefore, the existing regulations would provide reductions in impacts on existing sensitive receptors and the proposed General Plan Amendments would not result in new or more severe impacts on sensitive receptors resulting from substantial pollutant concentrations. **[Same Impact as Approved Project (Less than Significant Impact)]**

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The proposed General Plan Amendments would result in shifts in the locations of development within the City of San José. The development would not substantially result in changes in odor producing facilities and would not result in new or more severe impacts resulting from odors or other emissions. Therefore, the proposed General Plan Amendments would result in less than significant odor impacts. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.4 BIOLOGICAL RESOURCES

4.4.1 Environmental Setting

4.4.1.1 *Changes to Regulatory Framework*

There have not been significant changes to the biological resources regulatory framework since the previous General Plan Four-Year Review in 2016.

4.4.1.2 *Changes to Existing Conditions*

There have not been significant changes to the existing setting for biological resources since the previous General Plan Four-Year Review in 2016.

4.4.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:				
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.4.2.1 Significant Impacts Identified in General Plan FPEIR

The General Plan includes policies and actions that apply to new development projects within the City. Development projects will be required to evaluate compliance with General Plan Policies and other City Council Policies during the environmental review and Planning development review process.

New development and redevelopment allowed under the General Plan would result in emissions of nitrogen compounds that could affect the species composition and viability of sensitive serpentine grasslands. As there was no assurance that the then draft Santa Clara Valley Habitat Plan (SCVHP) or other system of managed preserves would be established to offset new nitrogen deposition impacts from vehicular emissions, this impact was identified as significant and unavoidable in the General Plan FPEIR. The 2016 General Plan Four-Year Review included analysis of the implementation of the SCVHP for covered activities within the boundaries of the plan area and discussed the acquisition of serpentine grassland habitat for preservation. The SCVHP includes fees based on new vehicle trips for the purchase and preservation of sensitive serpentine habitat by the Santa Clara Valley Habitat Agency to reduce the cumulative impact to these resources, so the 2016 update identified a new less than significant impact for biological resources. SCVHP requirements for nitrogen deposition will continue to apply to new projects in the City.

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS?

The proposed General Plan Amendments would result in shifts in land use throughout the City and would not expand the areas of the City in which new development or redevelopment would occur. Further, the General Plan Amendments would not allow development closer to sensitive habitats or habitats occupied by special status plant or wildlife species. The existing General Plan identified a significant impact to sensitive serpentine habitats, and these impacts would remain due to nitrogen deposition from automobile trips within the City. The proposed General Plan Amendments would result in a decrease of VMT as a result of shifting land use locations and, therefore, the impacts from nitrogen deposition would be reduced but not to a less than significant level. Therefore, compared with the General Plan FEIR and SEIR, the proposed General Plan Amendments would not result in a new or more severe impacts to habitats, or any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations. **[Same Impact as Approved Project (Significant Unavoidable Impact)]**

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?

The proposed General Plan Amendments would not expand the development area proposed in the General Plan and would only result in a redistribution of existing planned development under the General Plan. Additionally, the proposed General Plan Amendments would not affect polices protecting biological resources that apply to all development projects in the City. Therefore, the General Plan Amendments would not result in new or more severe impacts on riparian habitat or other sensitive natural communities identified in local or regional plans, policies, regulations, or by the CDFW or USFWS. **[Same Impact as Approved Project (Less than Significant Unavoidable Impact)]**

c) Would the project have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means?

The proposed General Plan Amendments would not expand the development area proposed in the General Plan and would only result in a redistribution of existing planned development. Additionally, the proposed General Plan Amendments would not affect polices protecting wetland resources in the City. Therefore, the General Plan Amendments would not result in new or more severe impacts on wetland areas in the City. **[Same Impact as Approved Project (Less than Significant Unavoidable Impact)]**

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The proposed General Plan Amendments would not expand the development area proposed in the General Plan and would only result in a redistribution of existing planned development. Additionally, the proposed General Plan Amendments would not affect polices protecting native or migratory species in the City. Therefore, the General Plan Amendments would not result in new or more severe impacts on any native resident or migratory fish or wildlife species or on established native resident or migratory wildlife corridors, nor would the amendment impede the use of native wildlife nursery sites. **[Same Impact as Approved Project (Less than Significant Impact)]**

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The proposed General Plan Amendments would not change policies or Municipal Code requirements designed to protect riparian habitats or maintain the health of the City's urban forest. The removal of trees as a part of future development would be required to conform to the replacement requirements identified in Municipal Code Sections 13.28.300 and 13.31.010 to 13.32.100, and General Plan Policies MS-21.4, MS-21.5, and MS-21.6. Therefore, the proposed General Plan Amendments would not result in new or more severe impacts resulting from conflict with any local policies or ordinances

protecting biological resources, such as a tree preservation policy or ordinance. [**Same Impact as Approved Project (Less than Significant Impact)**]

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The proposed General Plan Amendments would not result in changes to Municipal Code ordinances or policies regulating compliance with the SCVHP or other approved conservation plans. Therefore, the existing measures in the General Plan for compliance with the SCVHCP would still apply to projects constructed in the City. There would be no new or more severe impacts resulting from conflicts with the SCVHCP. [**Same Impact as Approved Project (Less than Significant Impact)**]

4.5 CULTURAL RESOURCES

4.5.1 Environmental Setting

4.5.1.1 *Changes to Regulatory Framework*

There have not been significant revisions to the cultural resources regulatory framework since the previous General Plan Four-Year Review in 2016.

4.5.1.2 *Changes to Existing Conditions*

There have not been significant changes to the existing setting for cultural resources since the previous General Plan Four-Year Review in 2016. As planned growth has proceeded in the Downtown area and Urban Villages, where many of the City’s historic resources are concentrated, a number of historic structures have been demolished, reducing the overall number of historic structures in the City.

4.5.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.5.2.1 *Significant Impacts Identified in the General Plan FPEIR*

The General Plan FPEIR did not identify significant impacts to Cultural Resources and the 2016 General Plan Four-Year Review did not result in any changes to the significance of the impacts identified in the original FPEIR.

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?

The proposed General Plan Amendments shift General Plan development capacity from outlying areas of the City to City-designated Growth Areas including Urban Villages and areas closer to the Downtown core where historic resources are more concentrated. However, the General Plan Amendments would not change policies or requirements for avoiding and/or reducing impacts to historic resources. Therefore, with implementation of General Plan policies, the General Plan Amendments would not result in new or substantially more severe changes in the significance of

historical resources compared to the existing General Plan. Individual projects would continue to be required to be evaluated for conformance with General Plan Policies and applicable design guidelines during development application review and environmental review. **[Same Impact as Approved Project (Less than Significant Impact)]**

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?

The proposed General Plan Amendments shift development from outlying areas of the City such as Coyote Valley to infill growth areas closer to the Downtown core where archaeological resources may be more concentrated. However, the General Plan Amendments would not change policies or requirements for avoiding and/or reducing impacts to archaeological resources. Therefore, with implementation of General Plan policies, the General Plan Amendments would not result in new or substantially more severe changes in the significance of archaeological resources compared to the existing General Plan. **[Same Impact as Approved Project (Less than Significant Impact)]**

c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

The proposed General Plan Amendments would not change policies or requirements for avoiding and/or reducing impacts to archaeological resources, including human remains. Therefore, the General Plan Amendment would not result in new or substantially more severe impacts through the disturbance of human remains, including those interred outside of dedicated cemeteries. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.6 ENERGY

4.6.1 Environmental Setting

4.6.1.1 *Changes to Regulatory Framework*

Executive Order B-55-18 To Achieve Carbon Neutrality

In September 2018, Governor Brown issued an executive order, EO-B-55-18 To Achieve Carbon Neutrality, setting a statewide goal “to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter.” The executive order requires CARB to “ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal.” EO-B-55-18 supplements EO S-3-05 by requiring not only emissions reductions, but also that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO₂ from the atmosphere through sequestration.

Climate Smart San José

Climate Smart San José is a plan to reduce air pollution, save water, and create a stronger and healthier community. The City approved goals and milestones in February 2018 to ensure the City can substantially reduce GHG emissions through reaching the following goals and milestones:

- All new residential buildings will be Zero Net Carbon Emissions (ZNE) by 2020 and all new commercial buildings will be ZNE by 2030 (Note that ZNE buildings would be all electric with a carbon-free electricity source).
- San José Clean Energy (SJCE) will provide 100-percent carbon-free base power by 2021.
- One gigawatt of solar power will be installed in San José by 2040.
- 61 percent of passenger vehicles will be powered by electricity by 2030.

4.6.1.2 *Changes to Existing Conditions*

The conditions of energy consumption have not changed significantly since the previous General Plan Four-Year Review in 2016. Some efficiency improvements and decreases to energy consumption have occurred; however, the general trend of increasing energy consumption with population growth is consistent with that determined in the General Plan FPEIR.

4.6.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:				
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.6.2.1 Significant Impacts Identified in General Plan FPEIR

The General Plan FPEIR did not identify significant impacts to Energy resources. The 2016 General Plan Four-Year Review determined that the General Plan Amendments would result in a reduction in the number of longer vehicle trips originating from outside the City which would lessen the overall distance between jobs and housing and would have a reduced effect compared to buildout of the current General Plan. Although, there were no significant impacts identified in the original FPEIR this change represented a reduction in the significance of impacts associated with the 2040 General Plan.

a) Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

The proposed General Plan Amendments would not change the assumptions of the numbers of jobs or residents in the City. Therefore, the consumption of energy resources as a result of the General Plan Amendments would not result in substantially increased energy consumption and would not result in wasteful construction practices. Additionally, as described previously, the project would result in an overall decrease in VMT within the City, thus reducing energy consumption associated with vehicle travel. Therefore, the proposed General Plan Amendments would not result in new or more severe impacts due to wasteful, inefficient, or unnecessary consumption of energy resources. **[Same Impact as Approved Project (Less than Significant Impact)]**

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The proposed General Plan Amendments would not result in changes to policies which regulate energy efficiency in the City of San José. Therefore, the proposed project would not result in new or more severe conflicts with state or local plans for renewable resources. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.7 GEOLOGY AND SOILS

4.7.1 Environmental Setting

4.7.1.1 *Changes to Regulatory Framework*

There have not been significant changes to the geology and soils regulatory framework since the previous General Plan Four-Year Review in 2016.

4.7.1.2 *Changes to Existing Conditions*

There have not been significant changes to the existing setting for geology and soils since the previous General Plan Four-Year Review in 2016.

4.7.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
- Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
- Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
- Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
- Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:				
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.7.2.1 *Significant Impacts Identified in the General Plan FPEIR*

The General Plan FPEIR did not identify significant impacts to Geology or Soils resources and the 2016 General Plan Four-Year Review did not result in any changes to the significance of the impacts identified in the General Plan FPEIR.

- a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides?**

The General Plan Amendments would not substantially alter the land use assumptions in the General Plan for development in areas with steeper slopes prone to landslides or other hazardous areas. Additionally, the General Plan Amendments would not change policies designed to reduce substantial risks to people, structures, or infrastructure from geologic hazards. Therefore, the proposed General Plan Amendment would not result in any new or substantially more severe impacts from geologic hazards. **[Same Impact as Approved Project (Less than Significant Impact)]**

- b) Would the project result in substantial soil erosion or the loss of topsoil?**

The proposed General Plan Amendments would not result in changes to policies or Municipal Code requirements for soil erosion during construction of development. Therefore, the proposed General plan Amendments would not result in new or substantially more severe impacts to soil erosion or the loss of topsoil. **[Same Impact as Approved Project (Less than Significant Impact)]**

- c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?**

The proposed General Plan Amendments would not result in changes to polices for development on sites with soil instability. Therefore, the proposed General Plan Amendments would not result in new or substantially more severe impacts from development on unstable soils or geologic units. **[Same Impact as Approved Project (Less than Significant Impact)]**

d) Would the project be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?

The proposed General Plan Amendments would not result in changes to polices for development on sites with expansive soils. Therefore, the proposed General Plan Amendments would not result in new or substantially more severe impacts from development on expansive soils. **[Same Impact as Approved Project (Less than Significant Impact)]**

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The proposed General Plan Amendments would not increase development in areas requiring septic tanks or alter policies regarding alternative wastewater disposal systems. Therefore, the proposed General Plan Amendments would not result in development where soils have inadequate ability to support septic tanks or alternative wastewater disposal systems. **[Same Impact as Approved Project (No Impact)]**

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

The General Plan FPEIR recognized that while development allowed under the General Plan could directly impact paleontological resources, implementation of General Plan policies, existing regulations, and programs would reduce potential impacts to a less than significant level. The proposed General Plan Amendments would not result in substantial changes in development and would not alter policies for protection of paleontological resources or unique geologic resources. Therefore, the proposed General Plan Amendments would not result in new or substantially more severe impacts to unique paleontological resources or unique geological features. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.8 GREENHOUSE GAS EMISSIONS

The information provided in this section is based in part on an Air Quality and Greenhouse Gas Emissions Assessment prepared by Illingworth & Rodkin, Inc. in July 2021. This report is included in Appendix B of this study.

4.8.1 Environmental Setting

4.8.1.1 *Changes to Regulatory Framework*

Since the last General Plan 4-Year Review, the following changes have occurred to the regulatory framework for greenhouse gas emissions:

2017 Clean Air Plan

To protect the climate, the 2017 CAP (prepared by BAAQMD) includes control measures designed to reduce emissions of methane and other super-GHGs that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

Climate Smart San José

Climate Smart San José is a plan to reduce air pollution, save water, and create a stronger and healthier community. The City approved goals and milestones in February 2018 to ensure the City can substantially reduce GHG emissions through reaching the following goals and milestones:

- All new residential buildings will be Zero Net Carbon Emissions (ZNE) by 2020 and all new commercial buildings will be ZNE by 2030 (Note that ZNE buildings would be all electric with a carbon-free electricity source).
- San José Clean Energy (SJCE) will provide 100-percent carbon-free base power by 2021.
- One gigawatt of solar power will be installed in San José by 2040.
- 61 percent of passenger vehicles will be powered by electricity by 2030.

Reach Building Code

In 2019, the San José City Council approved Ordinance No. 30311 and adopted the Reach Code Ordinance (Reach Code) to reduce energy-related GHG emissions consistent with the goals of Climate Smart San José. The Reach Code applies to new construction projects in San José. It requires new residential construction to be outfitted with entirely electric fixtures. Mixed-fuel buildings (i.e., use of natural gas) are required to demonstrate increased energy efficiency through higher Energy Design Ratings and be electrification ready. In addition, the Reach Code requires electric vehicle (EV) charging infrastructure for all building types (above current CalGreen requirements), and solar readiness for non-residential buildings.

San José 2030 Greenhouse Gas Reduction Strategy

The 2030 Greenhouse Gas Reduction Strategy (GHGRS) is the latest update to the City's GHGRS and is designed to meet statewide GHG reduction targets for 2030 set by Senate Bill 32. As a qualified Climate Action Plan, the 2030 GHGRS allows for tiering and streamlining of GHG

analyses under CEQA. The GHGRS identifies General Plan policies and strategies to be implemented by development projects in the areas of green building/energy use, multimodal transportation, water conservation, and solid waste reduction. Projects that comply with the policies and strategies outlined in the 2030 GHGRS, would have less than significant GHG impacts under CEQA.⁵

4.8.1.2 *Changes to Existing Conditions*

The existing conditions of GHG emissions have not changed significantly since the previous General Plan Four-Year Review in 2016. Some efficiency improvements and decreases to energy consumption have occurred; however, the general trend of increasing GHG emissions with population growth is consistent with that determined in the General Plan FPEIR.

4.8.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:				
a) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.8.2.1 *Significant Impacts Identified in the General Plan FPEIR*

Both the General Plan FPEIR and the General Plan Supplemental PEIR identified significant greenhouse gas emissions impacts. The City’s projected 2035 GHG emissions, without further reductions, would constitute a cumulatively considerable contribution to global climate change by exceeding the average carbon-efficiency standard and in total emissions compared to emissions in 2008 necessary to maintain a trajectory to meet statewide 2050 goals as established by Executive Order S-3-05. Mitigation measures, in the form of additional policies to be implemented by the City, were identified in the Supplemental PEIR; however, given the uncertainties of achieving the needed emission reductions, the identified significant impacts were determined to be significant and unavoidable. The 2016 General Plan Four-Year Review did not result in any changes to the significance of the impacts identified in the General Plan FPEIR.

a) Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

As described previously, the project would result in an overall decrease in VMT citywide, resulting in a corresponding decrease in GHG emissions. GHG emissions would increase by 30 percent from

⁵ City of San José. Greenhouse Gas Reduction Strategy. November 2020. <https://www.sanjoseca.gov/your-government/department-directory/planning-building-code-enforcement/planning-division/environmental-planning/greenhouse-gas-reduction-strategy>.

baseline conditions with the proposed General Plan Amendments compared to the 31 percent increase identified in the General Plan FPEIR. As shown in Table 4.8-1 below, the difference in GHG emissions between the existing and proposed General Plan in 2040 is a reduction of 21,120 metric tons per year.

Table 4.8-1: Summary of GHG Emissions	
Scenario	CO₂e
Baseline - 2015	7,270 MT/day
2040 Existing GP	9,493 MT/day
2040 Proposed GP (with Amendments)	9,435 MT/day
Difference in Proposed General Plan Emissions Over Existing General Plan in 2040 (tons/year) ¹	-21,120 MT/year

Although the project would result in a reduction in GHG emissions compared to the existing General Plan, the reduction would not be enough to change the significance of the impact identified in the General Plan FPEIR. **[Less Impact than Approved Project (Significant Unavoidable Impact)]**

b) Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

As stated above, the proposed General Plan Amendments would result in a decrease in GHG emissions compared to the existing General Plan. Additionally, the proposed General Plan Amendments would not result in changes to the goals, policies, or regulations enacted to reduce GHG emission in the City of San José. Therefore, the proposed General Plan Amendments would not result in additional conflicts with existing plans, policies, or regulations adopted for the purpose of reducing emissions of GHGs than those identified in the General Plan FPEIR. **[Same Impact as Approved Project (Significant Unavoidable Impact)]**

4.9 HAZARDS AND HAZARDOUS MATERIALS

4.9.1 Environmental Setting

4.9.1.1 *Changes to Regulatory Framework*

The regulatory setting of the General Plan for Hazards and Hazardous Materials has not significantly changed since the previous General Plan Four-Year Review in 2016.

4.9.1.2 *Changes to Existing Conditions*

Citywide, hazardous materials use and storage and contaminants of concern to regulatory agencies are similar to that described in the General Plan FPEIR. Identified hazard zones associated with airports and the potential wildland fires in foothill areas have not changed.

4.9.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:				
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.9.2.1 *Significant Impacts Identified in the General Plan FPEIR*

The General Plan FPEIR did not identify significant impacts from Hazards or Hazardous Materials and the 2016 General Plan Four-Year Review did not result in any changes to the significance of the impacts identified in the original FPEIR.

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Although the proposed General Plan Amendments would shift the amount of planned growth in certain Growth Areas, they would not change the areas of the City in which new development or redevelopment would occur or allow development in hazardous areas not previously identified in the General Plan FPEIR. The project would not change policies designed to reduce substantial risks to people, structures, or infrastructure from hazards and hazardous materials. Therefore, the proposed General Plan Amendments would not result in new impacts or substantially more severe impacts resulting from the routine transport, use, or disposal of hazardous materials. **[Same Impact as Approved Project (Less than Significant Impact)]**

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Although the proposed General Plan Amendments would shift the amount of planned growth in certain Growth Areas, they would not change the areas of the City in which new development or redevelopment would occur or allow development in hazardous areas not previously identified in the General Plan FPEIR. The project would not change policies designed to reduce substantial risks of release of hazardous materials. Therefore, the proposed General Plan amendments would not result in new impacts or substantially more severe impacts resulting from the reasonably foreseeable upset or accident from the release of hazardous materials. **[Same Impact as Approved Project (Less than Significant Impact)]**

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Although the proposed General Plan Amendments would shift the amount of planned growth in certain Growth Areas, they would not change the areas of the City in which new development or

redevelopment would occur or allow development in hazardous areas not previously identified in the General Plan FPEIR. The project would not change policies designed to reduce substantial risks of release of hazardous materials. Therefore, the proposed General Plan amendments would not result in new impacts or substantially more severe impacts resulting from the use of hazardous materials within a quarter mile of an existing school. **[Same Impact as Approved Project (Less than Significant Impact)]**

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Although the proposed General Plan Amendments would shift the amount of planned growth in certain Growth Areas, they would not change the areas of the City in which new development or redevelopment would occur or allow development in hazardous areas not previously identified in the General Plan FPEIR. The project would not change policies designed to reduce substantial risks to people, structures, or infrastructure from hazards and hazardous materials. Therefore, the proposed General Plan Amendments would not result in new impacts or substantially more severe impacts resulting from development on a site included on a list of hazardous materials sites. **[Same Impact as Approved Project (Less than Significant Impact)]**

e) If located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Although the proposed General Plan Amendments would shift the amount of planned growth in certain Growth Areas, they would not change the areas of the City in which new development or redevelopment would occur or allow development in hazardous areas not previously identified in the General Plan FPEIR. The project would not change policies designed to reduce substantial risks to people from safety hazard or excessive noise in airport land use areas. Therefore, the proposed General Plan Amendments would not result in new impacts or substantially more severe impacts result in a safety hazard or excessive noise for people residing or working in an airport land use area. **[Same Impact as Approved Project (Less than Significant Impact)]**

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Although the proposed General Plan Amendments would shift the amount of planned growth in certain Growth Areas, they would not change the areas of the City in which new development or redevelopment would occur or allow development in hazardous areas not previously identified in the General Plan FPEIR. The project would not change policies designed to prepare emergency response plans or allow for safe emergency evacuation. Therefore, the proposed General Plan Amendments would not result in new impacts or substantially more severe impacts resulting from interference with an adopted emergency response plan or emergency evacuation plan. **[Same Impact as Approved Project (Less than Significant Impact)]**

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Although the proposed General Plan Amendments would shift the amount of planned growth in certain Growth Areas, they would not change the areas of the City in which new development or redevelopment would occur or allow development in hazardous areas not previously identified in the General Plan FPEIR. The project would not change policies designed to reduce substantial risks to people, structures, or infrastructure from hazards associated with wildfire. Therefore, the proposed General Plan Amendments would not result in new impacts or substantially more severe impacts resulting from the exposure of people to significant risk or loss, injury, or death involving wildland fires. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.10 HYDROLOGY AND WATER QUALITY

4.10.1 Environmental Setting

4.10.1.1 *Changes to Regulatory Framework*

The regulatory setting of the General Plan for Hydrology and Water Quality has not significantly changed since the previous General Plan Four-Year Review in 2016.

4.10.1.2 *Changes to Existing Conditions*

There have not been significant changes to the conditions of hydrologic resources since the previous General Plan Four-Year Review in 2016.

4.10.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
- result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
- substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
- create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
- impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:				
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.10.2.1 Significant Impacts Identified in the General Plan FPEIR

The General Plan FPEIR did not identify significant impacts to Hydrology and Water Quality and the 2016 General Plan Four-Year Review did not result in any changes to the significance of the impacts identified in the original FPEIR.

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Although the proposed General Plan Amendments would shift the amount of planned growth in certain Growth Areas, they would not change the areas of the City in which new development or redevelopment would occur. The project would not change City policies designed to minimize and reduce water quality impacts associated with new and existing development. **[Same Impact as Approved Project (Less than Significant Impact)]**

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The proposed General Plan Amendments would not result in increased development for residential or commercial uses. The relocation of land uses would not result in impacts to defined groundwater recharge areas or result in decreases in groundwater supplies beyond the levels defined in the existing General Plan. Therefore, the proposed General Plan Amendments would not result in new or more severe impacts to groundwater supply or groundwater recharge areas. **[Same Impact as Approved Project (Less than Significant Impact)]**

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows?

The proposed General Plan Amendments would shift development locations within the existing urban environment. The urban San José area contains more than 65 percent impervious surfaces and increases in impervious surfaces as a result of new development would not substantially change

drainage patterns or result in alteration or erosion of a stream or river. Additionally, the proposed General Plan Amendments would not result in changes to Municipal Code ordinances or General Plan polices controlling runoff or erosion resulting from projects under the General Plan. Therefore, the policies in place to control runoff and erosion would continue to be implemented for projects under the General Plan. The proposed General Plan Amendments would not result in new or more severe impacts related to runoff. **[Same Impact as Approved Project (Less than Significant Impact)]**

d) Would the project risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones?

The proposed General Plan Amendments do not include changes to the drainage systems or policies which control the flood hazards in the City of San José. The development proposed under the General Plan Amendments would continue to develop in urbanized areas and would not increase flood depths through alteration of the watershed. Therefore, the proposed General Plan Amendments would not result in a new or more severe risk of flood hazard inundation. **[Same Impact as Approved Project (Less than Significant Impact)]**

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The proposed General Plan Amendments would not change policies which regulate water quality or groundwater management. Therefore, the proposed General Plan Amendments would not result in new or more severe impacts to water quality which would conflict or obstruct the implementation of a water quality control plan or groundwater management plan. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.11 LAND USE AND PLANNING

4.11.1 Environmental Setting

4.11.1.1 *Changes to Regulatory Framework*

Envision San José 2040 General Plan

Individual General Plan Amendments are processed by the City on an annual basis. Pursuant to Policy IP-3.1 in the General Plan, the City holds one Annual Review hearing per year for the Planning Commission and City Council to review and consider privately-initiated amendments to the General Plan. The Annual Review is used to understand the comprehensive impacts of all proposed General Plan Amendments on transportation, the environment, job growth, housing supply, and the City’s fiscal health, among other topics. The Annual Review process is different than the General Plan Four-Year Review. The Four-Year Review is not included in the Annual Review cycle.

Since the previous General Plan Four-Year Review in 2016, in addition to minor site-specific General Plan Amendments, three major General Plan Amendment projects with citywide effects have been approved: Downtown Strategy 2040 (2018), Downtown West (2021), and Diridon Station Area Plan Amendment (2021). All three projects amended the General Plan to shift growth from outlying areas of the City to the downtown area. Combined, the three projects increased the planned residential units in the downtown area from 8,450 to 20,735 and the planned jobs in the downtown area from 25,816 to 79,679.

Table 4.11-1 Land Use and Transportation Diagram Changes

File Number	Location	Change in Land Use Designation	
		From	To
GP15-014	2577 Samaritan Drive	Neighborhood/ Community Commercial	Regional Commercial
GP16-022	18590 Almaden Road	Rural Residential	Residential Neighborhood
GP16-003	6100 Winfield Boulevard	Open Space, Parklands, and Habitat	Residential Neighborhood
GP16-007	North side of Yerba Buena Road east of San Felipe Road)	Public/ Quasi-Public	Neighborhood/ Community Commercial
GP-16-008	West side of S. 31st Street between Alum Rock Avenue and E. San Antonio Street)	No designation	Open Space, Parklands and Habitat
GP16-011	1202 Oakland Road	Heavy Industrial	Combined Industrial/ Commercial
GP16-012	2720 Booksin Avenue	Public/ Quasi-Public	Residential Neighborhood
GP16-013	120 N. 4th Street	Residential Neighborhood and Transit Residential	Downtown, and expansion of the Downtown Growth Area boundary
GP17-001	100 S. Capitol Avenue	Neighborhood/ Community Commercial	Residential Neighborhood
GP17-002	2323 Moorpark Avenue	Residential Neighborhood	Mixed Use Neighborhood

Table 4.11-1 Land Use and Transportation Diagram Changes			
File Number	Location	Change in Land Use Designation	
		From	To
GP17-006/ GPT17-008	715 W. Julian Street	Mixed Use Commercial	Urban Village and Text Amendment the Diridon Station Area Plan to shift 305 residential units from the Southern Zone to the Northern Zone.
GP17-007	370 W. Trimble Road	Industrial Park	Combined Industrial/ Commercial
GP17-017	McEvoy Street	Mixed Use Commercial	Transit Residential
GP18-001	4340 San Felipe Road	Rural Residential	Neighborhood/ Community Commercial and Open space, Parklands and Habitat
GP18-002	500 Meridian Avenue	Industrial Park	Combined Industrial/ Commercial
GP18-004	3235 Union Avenue	Public/ Quasi-Public	Residential Neighborhood and Combined Industrial/ Commercial
GP18-008	1131 Park Avenue	Neighborhood/ Community Commercial and Residential Neighborhood	Residential Neighborhood and Neighborhood/ Community Commercial.
GP18-010	0 Diamond Heights Drive	Rural Residential	Residential Neighborhood
GP18-013/ C18-039/ SP18-060	623 Stockton Avenue	Residential Neighborhood	Neighborhood Community Commercial
GP18-014/ PDC18-037	555 Winchester Boulevard	Residential Neighborhood	Urban Residential
GP18-015/ PDC18-038/ PD19-020	1250 Campbell Avenue	Light Industrial	Transit Residential
GP19-001	4070 Williams Road	Residential Neighborhood	Urban Residential
GP19-004	N. Capitol/ Alum Rock	Neighborhood Community/ Commercial	Mixed Use Neighborhood
GP19-005	625 Hillsdale Avenue	Urban Residential	Mobile Home Park
GP19-006	500 Nicholson Lane	Urban Residential	Mobile Home Park
GP18-015/ PDC18-038/ PD19-020	1250 Campbell Avenue	Light Industrial	Transit Residential
GP20-002/ H20-004	276 Woz Way	Public-Quasi Public	Downtown
GP19-012/ C19-042	329 Gifford Avenue)	Residential Neighborhood	Downtown
GP20-001/ C20-007	790 Portswood Drive	Transportation Utilities	Residential Neighborhood
GP20-002	1953 Via Reggio Court	Mixed Use Commercial	Urban Residential

Table 4.11-1 Land Use and Transportation Diagram Changes			
File Number	Location	Change in Land Use Designation	
		From	To
GP20-003	1975 Cambrianna Drive	Public/ Quasi-Public	Residential Neighborhood
GP20-004/ GPT18-009/ PDC17-022	1st and Virginia	Mixed Use Commercial and Mixed Use Neighborhood	Transit Residential
GPT20-001	Five Wounds Urban Village	Proposal to amend the interim policies and Urban Village land use designation in the Five Wounds Urban Village Plan	N/A

Data in this table is derived from the information in General Plan Land Use Performance Reviews <https://www.sanjoseca.gov/your-government/departments/planning-building-code-enforcement/planning-division/citywide-planning/envision-san-jos-2040-general-plan/annual-review-process>

4.11.1.2 *Changes to Existing Conditions*

Since the previous General Plan Four-Year Review in 2016, development in the City has progressed in accordance with the growth anticipated and planned for in the General Plan (with the incorporation of General Plan Amendments processed on an annual basis, as discussed above).

4.11.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.11.2.1 *Significant Impacts Identified in the General Plan FPEIR*

The General Plan FPEIR did not identify significant impacts to Land Use and Planning and the 2016 General Plan Four-Year Review did not result in any changes to the significance of the impacts identified in the original FPEIR.⁶

⁶ Note: Agricultural and forestry resources impacts addressed in the Land Use section of the General Plan FPEIR are discussed in Section 4.2 of this Addendum.

a) Would the project physically divide an established community?

The proposed General Plan Amendments would reallocate planned growth between Growth Areas identified in the General Plan. This would not result in new barriers to established communities or changes in policies protecting community cohesion. Therefore, the proposed General Plan Amendments would not result in new or more severe divisions of established communities. **[Same impact as Approved Project (Less than Significant Impact)]**

b) Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The proposed General Plan Amendments would reallocate planned growth between Growth Areas identified in the General Plan and would not change the overall amount of development in the City. The General Plan Amendments would not change General Plan policies adopted for the purposes of avoiding or mitigating an environmental effect, and future development allowed by the General Plan Amendments would be required to be consistent with these policies. Therefore, the proposed General Plan Amendments would not cause a significant environmental impact due to conflicts with land use plans, policies, or adopted regulations. **[Same impact as Approved Project (Less than Significant Impact)]**

4.12 MINERAL RESOURCES

4.12.1 Environmental Setting

4.12.1.1 *Regulatory Framework*

There have not been significant revisions to the mineral resources regulatory framework since the previous General Plan Four-Year Review in 2016.

4.12.1.2 *Existing Conditions*

The status of mineral resources and the access to mineral resources has not changed substantially since the previous General Plan Four-Year Review in 2016.

4.12.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.12.2.1 *Significant Impacts Identified in the General Plan FPEIR*

The General Plan FPEIR did not identify significant impacts to Mineral Resources and the 2016 General Plan Four-Year Review did not result in any changes to the significance of the impacts identified in the original FPEIR.

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state?

The proposed General Plan Amendments would shift development to different areas within the urban growth area. The new development areas would not, however, be located in areas of known mineral resources of value to the region or residents of the state. Additionally, the proposed General Plan Amendments would not result in modifications to existing policies or Municipal Code regulations which protect mineral resources. Therefore, the proposed General Plan Amendments would not result in new or more severe impacts to known mineral resources of value. **[Same Impact as Approved Project (Less than Significant Impact)]**

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

The proposed General Plan Amendments would shift development to different areas within the urban growth area, however, the new development areas would not be located in areas of a known mineral resource identified in local land use plans. Additionally, the proposed General Plan Amendments would not result in modifications to existing policies or Municipal Code regulations which protect mineral resources. Therefore, the proposed General Plan Amendments would not result in new or more severe impacts to locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.13 NOISE

4.13.1 Environmental Setting

4.13.1.1 *Changes to Regulatory Framework*

There have not been significant revisions to the noise regulatory framework since the previous General Plan Four-Year Review in 2016.

4.13.1.2 *Changes to Existing Conditions*

The noise environment in most of the City has not significantly changed since the previous General Plan Four-Year Review in 2016. However, since the previous General Plan Four-Year Review in 2016, three major General Plan Amendment projects have been approved: Downtown Strategy 2040 (2018), Downtown West (2021), and Diridon Station Area Plan Amendment (2021). All three projects amended the General Plan to shift growth from outlying areas of the City to the downtown area. As a result, the expected noise environmental in the downtown area has changed, as described below.

The land use changes associated with the Diridon Station Area Plan (DSAP) Amendment were determined to result in increases in traffic noise of three decibels or more along the following streets within the DSAP Plan area:

- Autumn Street, Coleman Avenue to Julian Street
- Autumn Street, Julian Street to Santa Clara Street
- Autumn Street, The Alameda to San Fernando Street
- Autumn Street, San Fernando Street to Park Avenue
- Julian Street, Stockton Avenue to Guadalupe River Trail
- The Alameda, Montgomery Street to Autumn Street
- San Fernando Street, Cahill Street to Montgomery Street
- San Fernando Street, Montgomery Street to Autumn Street

Additionally, increases of three decibels were determined at the following areas outside of the DSAP Plan area:

- Santa Clara Street, Autumn Street to Delmas Avenue
- San Carlos Street, Almaden Boulevard to Market Street
- Park Avenue, I-880 to Hedding Street

The Downtown West Mixed-Use Plan determined that the following streets would experience increases of five decibels or more for weekday peak hour noise levels:

- N. Autumn St. from W. Julian St. to St. John S
- W. San Fernando St. from S. Montgomery St. to Delmas Ave
- Bird Ave. from W. San Carlos St. to Auzerais Ave

Additionally, the Downtown Strategy 2040 Plan determined that changes in traffic downtown would result in three decibel noise increases at the following intersections:

- Montgomery Street and Santa Clara Street
- Autumn Street and Santa Clara Street
- Bird Avenue and San Carlos Street
- Bird Avenue and I-280 (N)
- Bird Avenue and I-280 (S)
- SR 87 and Julian Street (W)
- SR 87 and Julian Street (E)
- Almaden Boulevard and San Carlos Street
- Market Street and San Carlos Street
- Bascom Avenue and Fruitdale Avenue
- The Alameda and Naglee Avenue
- Race Street and The Alameda
- First Street and Alma Avenue
- First Street and Keyes Street
- King Road and Alum Rock Avenue
- US 101 and Oakland Road (N)
- I-880 and First Street (N)
- I-880 and First Street (S)

These land use plans would implement noise control measures during their execution to reduce impacts to the greatest extent possible, however, the DSAP Plan, Downtown West Mixed-Use Plan, and Downtown Strategy 2040 resulted in significant and unavoidable increases to the street noise within their plan areas.

In addition to the major General Plan Amendment projects described above, an update to the San José International Airport (SJC) Master Plan was approved in 2020. Despite a projected 21 percent increase in the number of annual aircraft operations in 2037 as compared to 2018, the Airport's noise footprint, defined as the area within the 65-dB CNEL contour, would not change substantially due to the phaseout over time of older, noisier aircraft with newer aircraft with quieter engines.

4.13.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.13.2.1 Significant Impacts Identified in the General Plan FPEIR

The General Plan FEIR determined that the anticipated increase in vehicular traffic from implementation of the General Plan would result in a significant increase in traffic noise levels on roadway segments and significant noise impacts to sensitive land uses adjacent to roadways throughout the City. It was determined that adequate mitigation measures for all outdoor areas and existing development near heavily traveled transportation corridors may not be feasible to implement without construction of high walls and an impact was identified as significant and unavoidable.

The 2016 General Plan Four-Year Review determined that the General Plan Amendments would reduce Citywide VMT which would reduce traffic-generated noise levels along some of the major roadways studied in the General Plan FPEIR, however, the impacts were not determined to be significantly decreased from the original finding in the General Plan FPEIR.

a) Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The proposed General Plan Amendments would not result in changes in Municipal Code ordinances or policies controlling construction noise for projects under the General Plan. Therefore, the proposed General Plan amendments would not result in new or more severe sources of temporary noise from projects under the General Plan.

The proposed General Plan Amendments would not change the amount of development planned for the City, but would result in shifts in where planned development would occur within the City. The

proposed General Plan Amendments would reduce the number of vehicle miles travels expected under the General Plan from 28,035,508 to 27,686,732 which would subsequently be associated with an overall decrease in traffic noise due to less travel and slower vehicle speeds. However, certain areas of the City where the General Plan Amendments would concentrate future growth may see an increase in traffic-related noise due to an intensification of development. For example, the project would add a new Capitol Caltrain Station Area Regional Transit Urban Village and convert the Story Road Employment Area Growth Area to an Urban Village. Generally, the General Plan Amendments would redistribute growth from outlying areas of the City to designated growth areas in the urban core. Because these areas were already planned for growth in the General Plan, a slight intensification of development would not substantially change the projected noise increases disclosed in the General Plan FPEIR. Therefore, the proposed General Plan Amendments would not result in new or more severe permanent increases in ambient noise levels. **[Same Impact as Approved Project (Significant Unavoidable Impact)]**

b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

The proposed General Plan Amendments would not result in changes in Municipal Code ordinances or policies controlling construction noise or vibration for projects under the General Plan. Therefore, the proposed General Plan amendments would not result in new or more severe sources of temporary groundborne noise or vibration from projects under the General Plan. **[Same Impact as Approved Project (Less than Significant Impact)]**

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The proposed General Plan Amendments may slightly increase the amount of development located near Norman Y. Mineta San José International Airport and Reid-Hillview Airport. The General Plan FPEIR acknowledged that future development would be located in areas with high levels of existing ambient noise, including areas in proximity to airports. The General Plan FPEIR determined that consistency with General Plan policies and actions and with state, federal, and local laws and regulations would ensure that siting, design, and construction standards avoid or mitigate noise impacts to less than significant. Therefore, the proposed General Plan amendments would not result in new or more severe sources of airport noise impacts for projects under the General Plan. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.14 POPULATION AND HOUSING

4.14.1 Environmental Setting

4.14.1.1 *Changes to Regulatory Framework*

Since the previous General Plan Four-Year Review in 2016, the State adopted several laws to encourage housing production. These laws include the following:

Senate Bill 330 and Senate Bill 940

Governor Gavin Newsom signed Senate Bill 330, Housing Crisis Act of 2019, on October 9, 2019 to catalyze housing that would offset the high rents and home ownership costs leading to increasing homelessness. The bill is intended to speed up housing construction in California by decreasing the time it takes to obtain building permits and limiting fee increases on housing applications. The bill limits local agencies from reducing the number of residential units that can be built on properties that allow housing from changing general or specific plan land use designations and/or zoning in a manner that would result in a reduction of housing capacity without taking action to replace that housing capacity elsewhere in the agency's jurisdiction. The local agency is required to amend its general plan land use designations or zoning elsewhere to ensure no net loss in residential capacity within the jurisdiction whenever it down-designates or down-zones reducing residential capacity.

The proposed General Plan Amendment and Rezoning for the General Plan 4-Year Review do not result in a net-loss of residential capacity in the City of San Jose for the reasons that follow. In regard to rezonings, many properties in Mid- and South Coyote Valley have legacy Zoning Districts for single-family residential that are inconsistent with the proposed and existing (where there are no changes proposed) General Plan land use designations. The proposed Conforming Rezoning and Planned Development Rezoning result in an approximately 1,840 unit loss of residential capacity.

Senate Bill 940 (2020) specifically allows the City of San Jose to change a zoning ordinance to a less intensive use if there is no net loss in residential capacity within one year of changing the zoning ordinance to a more intensive use. Since SB 940 took effect, the City Council has approved rezonings resulting in a net increase in residential capacity of approximately 16,851 units. Therefore, approval of the rezonings would result in no net loss of residential capacity, consistent with SB 330 as amended for San Jose by SB 940. With the approval of these proposed rezonings in Coyote Valley, the City's bank of replacement residential capacity would drop from approximately 16,851 units to 15,008.

4.14.1.2 *Changes to Existing Conditions*

At the start of the environmental review of the 2040 General Plan FPEIR in calendar year 2008, the population of San José was 985,307 and there were 369,450 jobs. In 2015, the population had risen to 1,010,085 and there were an estimated 359,128 jobs.⁷ As of January 1, 2020, the population of San José was 1,049,187 and there were an estimated 439,313 jobs.⁸

⁷ City of San José. Envision San José 2040 General Plan Four-Year Review – EIR Addendum. November 2016.

⁸ City of San José. Envision San José 2040 General Plan Annual Performance Review for FY2019-2020. October 2020. Available at: <https://www.sanjoseca.gov/home/showpublisheddocument/65559/637405576036230000>

4.14.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.14.2.1 Significant Impacts Identified in the General Plan FEIR

Job growth allowed under the General Plan could require substantial residential development elsewhere in the region to provide adequate housing opportunities for future workers. This was identified as a significant unavoidable population and housing and growth inducing impact. The 2016 General Plan Four-Year Review did not result in any changes to the significance of the impacts identified in the General Plan FPEIR.

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The General Plan FPEIR determined that job growth allowed under the General Plan could require substantial residential development elsewhere in the region to provide adequate housing opportunities for future workers. This was identified as a significant unavoidable impact. The proposed General Plan Amendments would result in shifts in where development would occur in the City, but would not change the overall amount of development planned. Therefore, the proposed General Plan Amendments would result in the same impact as the existing General Plan. **[Same Impact as Approved Project (Significant Unavoidable Impact)]**

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

As described previously, the General Plan FPEIR determined that job growth allowed under the General Plan could require substantial residential development elsewhere in the region to provide adequate housing opportunities for future workers. This was identified as a significant unavoidable impact. The proposed General Plan Amendments would result in shifts in where development would occur in the City, but would not change the overall amount of development planned. Therefore, the proposed General Plan Amendments would result in the same impact as the existing General Plan. **[Same Impact as Approved Project (Significant Unavoidable Impact)]**

4.15 PUBLIC SERVICES

4.15.1 Environmental Setting

4.15.1.1 *Changes to Regulatory Framework*

There have not been significant revisions to the public services regulatory framework since the previous General Plan Four-Year Review in 2016.

4.15.1.2 *Changes to Existing Conditions*

There have not been significant changes to the conditions of public services since the previous General Plan Four-Year Review in 2016.

4.15.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
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Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

a) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.15.2.1 *Significant Impacts Identified in the General Plan FPEIR*

The General Plan FPEIR did not identify significant impacts to Public Services and the 2016 General Plan Four-Year Review did not result in any changes to the significance of the impacts identified in the original FPEIR.

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services?

The proposed General Plan Amendments would not increase the residential or commercial development in the City and would not require additional services beyond those already analyzed in the Envision 2040 General Plan. Since there would be no increase in development from the existing

General Plan, the proposed General Plan Amendments would not require the construction of new resources or facilities for fire protection services. Therefore, the proposed project would not require new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services. **[Same Impact as Approved Project (Less than Significant Impact)]**

b) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services?

The proposed General Plan Amendments would not increase the residential or commercial development in the City and would not require additional services beyond those already analyzed in the Envision 2040 General Plan. Since there would be no increase in development from the existing General Plan, the proposed General Plan Amendments would not require the construction of new resources or facilities for police protection services. Therefore, the proposed project would not require new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services. **[Same Impact as Approved Project (Less than Significant Impact)]**

c) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools?

The proposed General Plan Amendments would not increase the residential or commercial development in the City and would not require additional services beyond those already analyzed in the Envision 2040 General Plan. Since there would be no increase in development from the existing General Plan, the proposed General Plan Amendments would not require the construction of new resources or facilities for school services. Additionally, the General Plan includes policies and programs requiring the proportional compensation for schools in areas where development is relocated to within the City. Therefore, the proposed project would not require new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for school services. **[Same Impact as Approved Project (Less than Significant Impact)]**

d) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks?

The proposed General Plan Amendments would not increase the residential or commercial development in the City and would not require additional services beyond those already analyzed in the Envision 2040 General Plan. Since there would be no increase in development from the existing General Plan, the proposed General Plan Amendments would not require the construction of new resources or facilities for parks. In addition, the amendments would not require changes to the policies or Municipal Code ordinances which require parkland allocations for residential projects. Therefore, the proposed project would not require new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks. **[Same Impact as Approved Project (Less than Significant Impact)]**

e) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities?

The proposed General Plan Amendments would not increase the residential or commercial development in the City and would not require additional services beyond those already analyzed in the Envision 2040 General Plan. Since there would be no increase in development from the existing General Plan, the proposed General Plan Amendments would not require the construction of new resources or facilities for other public services. These services would include libraries and community centers which have service ratios based on the population of the City. Therefore, the proposed project would not require new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for other public services. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.16 RECREATION

4.16.1 Environmental Setting

4.16.1.1 *Changes to Regulatory Framework*

There have not been significant revisions to the recreation regulatory framework since the previous General Plan Four-Year Review in 2016.

4.16.1.2 *Changes to Existing Conditions*

There have not been significant changes to the conditions of recreation resources since the previous General Plan Four-Year Review in 2016.

4.16.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.16.2.1 *Significant Impacts Identified in the General Plan FPEIR*

The General Plan FPEIR did not identify significant impacts to Recreational Resources and the 2016 General Plan Four-Year Review did not result in any changes to the significance of the impacts identified in the original FPEIR.

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The proposed General Plan Amendments would not increase the residential development in the City and would not result in an increased deterioration of recreational facilities beyond what was identified in the General Plan PFEIR. Additionally, the proposed General Plan Amendments would not modify the policies or Municipal Code ordinances regulating park allocations and protection of park facilities. Therefore, the proposed General Plan Amendments would not result in new or more severe impacts from increased use of existing neighborhood and regional parks or other recreational facilities. **[Same Impact as Approved Project (Less than Significant Impact)]**

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The proposed General Plan Amendments would not increase the residential development in the City and would not result in an increased need for recreational facilities beyond what was identified in the General Plan PFEIR. Additionally, the proposed General Plan Amendments would not modify the policies or Municipal Code ordinances regulating park allocations and protection of park facilities. Therefore, the proposed General Plan Amendments would not result in new or more severe impact to the physical environment resulting from the need for new or expanded recreational facilities. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.17 TRANSPORTATION

The information in this section is based in part on a Transportation Analysis prepared by Hexagon Transportation Consultants in April 2021. This report is included in Appendix B of this study.

4.17.1 Environmental Setting

4.17.1.1 *Changes to Regulatory Framework*

Since the 2016 General Plan 4-Year Review, the following changes to the regulatory setting have occurred:

New Regional Transportation Plan – Plan Bay Area 2040

MTC is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, including Santa Clara County. MTC is charged with regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. MTC and ABAG adopted Plan Bay Area 2040 in July 2017, which includes a Regional Transportation Plan to guide regional transportation investment for revenues from federal, state, regional and local sources through 2040.

Transportation Analysis Policy (City Council Policy 5-1)

In 2018, the City Council adopted a new Transportation Analysis Policy (City Council Policy 5-1) which replaced the previous Transportation Impact (City Council Policy 5-3) consistent with California Senate Bill 743 and policies in the General Plan. As established in City Council Policy 5-1, Transportation Analysis Policy, the City of San José uses VMT as the metric to assess transportation impacts from new development. According to the policy, an employment (e.g., office or research and development) or residential project's transportation impact would be less than significant if the project VMT is 15 percent or more below the existing average regional VMT per employee or the existing average citywide VMT per capita, respectively. For industrial projects (e.g., warehouse, manufacturing, distribution), the impact would be less than significant if the project VMT is equal to or less than existing average regional VMT per employee. The threshold for a retail project is whether it generates net new regional VMT, as new retail typically redistributes existing trips and miles traveled as opposed to inducing new travel. Screening criteria have been established to determine which projects require a detailed VMT analysis. If a project meets the relevant screening criteria, it is considered to have a less than significant VMT impact.

If a project's VMT does not meet the established thresholds, mitigation measures would be required, where feasible. The policy also requires preparation of a Local Transportation Analysis to analyze non-CEQA transportation issues, including local transportation operations, intersection level of service, site access and circulation, and neighborhood transportation issues such as pedestrian and bicycle access and recommend transportation improvements. The VMT policy does not negate Area Development policies and Transportation Development policies approved prior to adoption of Policy 5-1; however, it does negate the City's Protected Intersection policy as defined in Policy 5-3.

4.17.1.2 *Changes to Existing Conditions*

The transportation environment in the City of San José has remained similar to that which was previously analyzed in the previous General Plan Four-Year Review in 2016. The major changes that have occurred to transportation conditions in the City primarily include the expansion of micro-mobility (i.e., electric scooters, electric bicycles, etc.) and the opening of a BART station in the Berryessa area. Both developments have provided more options for alternative modes of transportation. Other projects for transportation development in the City primarily consist of safety improvements and repaving projects.⁹

As of Spring 2021, the City has completed approximately 400 miles of on-street bikeways and 62 miles of off-street trails. Additionally, in October 2020 the Better Bike Plan 2025 was adopted to make bicycling safe and convenient for all ages and abilities in all parts of the City by building new bikeways, enhancing existing bikeways, and implementing supportive programs and policies.¹⁰

4.17.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.17.2.1 *Significant Impacts Identified in the General Plan PEIR*

New development and redevelopment allowed under the General Plan was identified to result in four significant transportation impacts. These include:

- Generation of a significant increase in vehicular traffic, resulting in a level of VMT per service population which is a substantial increase over the baseline conditions in 2008.
- Significant increases in congestion on already congested roadways that cross most of the City's 27 identified screenlines.

⁹ City of San José. Micro-Mobility. Accessed August 2021. <https://www.sanjoseca.gov/your-government/departments-offices/transportation/micro-mobility>.

¹⁰ City of San José. Bicycle and Pedestrian Program. Accessed August 2021. <https://www.sanjoseca.gov/your-government/departments/transportation/biking>.

- Adverse impacts on 12 of 14 Transit Priority Corridors from significant increases in traffic congestion.
- Significant increases in traffic congestion on congested roadways in 13 of 14 neighboring cities and on County and Caltrans facilities.

Measures included in the General Plan would not reduce the identified impacts to a less than significant level. Widening roadways in neighboring cities to the extent required to reduce impacts would not be environmentally preferable or economically or, in some cases, physically feasible. The General Plan FPEIR concluded that these impacts would be significant and unavoidable. The 2016 General Plan Four-Year Review did not result in any changes to the significance of the impacts identified in the General Plan FPEIR.

a) Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities?

The City of San José adopted policies and goals in General Plan to reduce the drive alone mode share to no more than 40 percent of all daily commute trips, and to reduce the VMT per service population by 40 percent from existing (year 2015) conditions. To meet these goals by the General Plan horizon year and to satisfy CEQA requirements, the City developed a set of Measures of Effectiveness (MOE) and associated significance thresholds to evaluate long-range transportation impacts resulting from land use adjustments. These are summarized in Table 4.17-1 along with the significance thresholds associated with vehicular modes of transportation.

Table 4.17-1 Measures of Effectiveness Significance Thresholds	
Measure of Effectiveness	Significance Thresholds
VMT/Service Population	Any increase over Projected Year 2015 conditions
Mode Share (Drive Alone percentage)	Any increase in journey-to-work drive alone mode share over Projected Year 2015 conditions
Transit Corridor Travel Speeds	Decrease in average travel speed on a transit corridor below Projected Year 2015 conditions in the AM peak one-hour period when: <ol style="list-style-type: none"> 1. The average speed drops below 15 mph or decreases by 25 percent or more, or 2. The average speed drops by one mph or more for a transit corridor with average speed below 15 mph under current Projected Year 2015 conditions.

Source: City of San José Transportation Analysis Handbook, April 2020.

In addition to the MOEs described above, the effects of the project’s land use adjustments on transit, bicycle, and pedestrian facilities were evaluated. A significant long-range transportation impact would occur if the adjustments would:

- Disrupt existing, or interfere with planned transit services or facilities;
- Disrupt existing, or interfere with planned bicycle facilities;

- Conflict or create inconsistencies with adopted bicycle plans, guidelines, policies, or standards;
- Not provide secure and safe bicycle parking in adequate proportion to anticipated demand;
- Disrupt existing, or interfere with planned pedestrian facilities;
- Not provide accessible pedestrian facilities that meet current ADA best practices; or
- Create inconsistencies with adopted pedestrian plans, guidelines, policies, or standards.

Vehicle Miles Traveled

The VMT analysis for the proposed General Plan Amendments is included below in Impact b). The proposed General Plan Amendments would not result in increased VMT compared to the existing General Plan, and would still result in a significant VMT impact. **[Same Impact as Approved Project (Significant Unavoidable Impact)]**

Journey-to-Work Mode Share

The transportation analysis prepared for the project calculated the citywide journey-to-work mode share percentages. Journey-to-work mode share is the distribution of all daily work trips by travel mode, including drive alone, carpool with two persons, carpool with three persons or more, transit (rail and bus), bike, and walk trips. Although work trips may occur at any time of the day, a majority of work trips occur during typical peak commute periods. As indicated in Table 4.17-1 above, any increase in the journey-to-work drive alone mode share percentage over the Projected Year 2015 conditions due to the proposed land use adjustments is considered a significant impact.

Table 4.17-2 summarizes the citywide journey-to-work mode share analysis results. When compared to Projected Year 2015 conditions, the percentage of drive alone trips would decrease by approximately 10 percent and the percentages of three or more-person carpool, transit, bike, and walk trips would increase as a result of the General Plan Amendments to land use. When compared with the current 2040 General Plan land uses, the percentages of journey-to-work drive alone and carpool trips would decrease slightly while the percentages of transit, bicycle, and walk trips would increase slightly as a result of the proposed General Plan Amendments to land use.

Table 4.17-2: Journey-to-Work Mode Share Percentages						
Mode	Projected Year (2015)		Current 2040 General Plan		Proposed 2040 General Plan	
	Trips	Percent	Trips	Percent	Trips	Percent
Drive Alone	753,264	79.7	1,092,462	71.7	1,064,205	70.0
Carpool 2	85,496	9.0	137,781	9.0	134,271	8.8
Carpool 3+	28,526	3.0	54,781	3.6	53,163	3.5
Transit	48,181	5.1	182,827	12.0	206,582	13.6
Bicycle	14,120	1.5	26,337	1.7	28,645	1.9
Walk	15,666	1.7	29,451	1.9	33,584	2.2
Increase in Drive Alone Percentage over Projected Year 2015 Conditions				-8.0		-9.7
Significant Impact?				No		No

The current General Plan land uses were shown to result in a decrease in the drive alone mode share when compared to Projected Year 2015 conditions and resulted in a less than significant impact on citywide journey-to-work mode share. The proposed General Plan Amendments would result in a decrease in the drive alone mode share while increasing the transit, bike, and walk mode shares when compared to the Projected Year 2015 conditions. Therefore, the proposed General Plan Amendments would not result in any new or substantially more severe transportation impacts on citywide journey-to-work mode share when compared to the current General Plan. **[Same as Approved Project (Less than Significant Impact)]**

Transit Corridor Travel Speeds

A transit corridor is a segment of roadway identified as a Grand Boulevard in the General Plan Land Use/Transportation Diagram. Grand Boulevards serve as major transportation corridors and, in most cases, are primary routes for VTA's Light Rail Transit (LRT), Bus Rapid Transit (BRT), local buses, and other public transit vehicles. The travel speeds are calculated by dividing the segment distance by the vehicle travel time. As defined in Table 4.17-1, land use amendments that result in a decrease in average travel speed on a transit corridor in the AM peak one-hour period when the average speed drops below 15 miles per hour (mph) or decreases by 25 percent or more, or the average speed drops by one mph or more for a transit corridor with an average speed below 15 mph when compared to the current General Plan conditions is considered a significant impact.

When compared to Projected Year 2015 conditions, the average travel speed on 12 of the 14 transit corridors are projected to decrease as a result of the proposed General Plan Amendments. The current General Plan is projected to decrease travel speed on all 14 of the transit corridors when compared to Projected Year 2015 conditions. The decrease in travel speed will be greater than 25 percent on six of the 14 transit corridors under both the current General Plan and the proposed General Plan Amendments, which is considered significant under the City's MOEs for transit corridors. Speed along three transit priority corridors also would drop below 15 miles per hour under both the current General Plan and the proposed General Plan Amendments, which is considered significant.

Additionally, individual projects would continue to be evaluated for conformance with General Plan Policies and applicable design guidelines during development application review and environmental review through the Local Transportation Assessment (LTA) process. Therefore, the proposed General Plan Amendments to land use would not result in any new or substantially more severe transportation impacts to transit priority corridors than those already identified in the General Plan FPEIR. **[Same as Approved Project (Significant Unavoidable Impact)]**

Impacts on Transit, Bicycle, and Pedestrian Circulation

Planned transit services and facilities include additional rail service via the future Bay Area Rapid Transit (BART) extension, LRT extensions, new BRT services, and the proposed California High-Speed Rail (HSR) project. The proposed General Plan Amendments would not result in a change to the existing and planned roadway network that would result in an adverse effect on existing or planned transit facilities. Therefore, the project would not substantially disrupt existing or interfere with planned transit services or facilities.

The proposed General Plan Amendments would not result in changes to policies or goals within the General Plan which encourage bicycle or pedestrian trips. Additionally, the proposed General Plan Amendments would not substantially disrupt or interfere with planned bicycle or pedestrian facilities; conflict or create inconsistencies with adopted bicycle or pedestrian plans, guidelines, policies, or standards; and would not provide insecure and unsafe bicycle parking in adequate proportion to anticipated demand. Therefore, the proposed General Plan Amendments would not result in new or more severe impacts to transit, bicycle, or pedestrian circulation. **[Same Impact as Approved Project (Less than Significant Impact)]**

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

The proposed General Plan Amendments would result in relocation of planned development in the City of San José, which would shift the development of the residential and office uses closer to the City core. As seen in Table 4.17-3, the citywide daily VMT and the VMT per service population are projected to decrease due to the proposed General Plan Amendments to land use when compared to the current General Plan. The reductions in citywide daily VMT and VMT per service population is because (1) the total number of jobs and households would not change citywide as a result of the proposed General Plan Amendments (only shifting the locations of households and jobs would occur) and (2) the addition of households to areas with more jobs and transit options. Vehicle trips citywide would be reduced due to the reallocation of jobs and housing within and surrounding the downtown area, which provides for greater opportunities for multi-modal travel. The availability of current and planned transit, bicycle, and pedestrian facilities in the area of the sites with adjusted land uses would result in an increase in trips made by transit and other non-vehicular modes.

Table 4.17-3: Daily Vehicle Miles Traveled Per Service Population			
	Projected (Year 2015)	Current 2040 General Plan	Proposed 2040 General Plan (4-Yea Review)
Citywide Daily VMT	17,505,088	28,035,508	27,686,732
Citywide Service Population	1,392,946	2,041,659	2,041,659
<i>Total Households</i>	<i>319,870</i>	<i>429,350</i>	<i>429,350</i>
<i>Total Residents</i>	<i>1,016,043</i>	<i>1,290,009</i>	<i>1,290,009</i>
<i>Total Jobs</i>	<i>376,903</i>	<i>751,650</i>	<i>751,650</i>
Daily VMT Per Service Population	12.57	13.73	13.56
Increase in Daily VMT Per Service Population over Projected 2015 Conditions		1.16	0.99
Significant Impact?		Yes	Yes
Note: Service Population = Residents + Jobs			

When compared to Projected Year 2015 Conditions, the proposed General Plan Amendments would result in an increase of 0.99 vehicle miles per person. However, the current General Plan is projected to result in an increase of 1.16 vehicle miles per person when compared to Projected Year 2015 Conditions and result in an impact on the citywide daily VMT per service population. Additionally, individual projects would continue to be evaluated for conformance with General Plan Policies and applicable design guidelines during development application review and environmental review to determine VMT impacts and associated mitigation measures. Therefore, the proposed General Plan

Amendments would not result in any new or substantially more severe transportation impacts on citywide daily VMT per service population than already identified in the General Plan FPEIR. **[Same Impact as Approved Project (Significant Impact)]**

c) Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed General Plan Amendments would not directly result in changes to the street layout or geometric design of sites in the City. Additionally, the Amendments would not result in changes to the policies which require proper geometric design associated with new development. The proposed Amendments would not result in land uses which are incompatible with the urban environment of the City. Therefore, the proposed General plan Amendments would not result in new or more severe hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). **[Same Impact as Approved Project (Less than Significant Impact)]**

d) Would the project result in inadequate emergency access?

The proposed General Plan Amendments would not directly alter the emergency access of sites in the City of San José. In addition, the proposed project would not result in changes to the policies or Municipal Code ordinances which require adequate access for future development. Therefore, the proposed General Plan Amendments would not result in new or more severe impacts from inadequate emergency access throughout the City. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.18 TRIBAL CULTURAL RESOURCES

4.18.1 Environmental Setting

4.18.1.1 *Changes to Regulatory Framework*

There have not been significant revisions to the tribal cultural resources regulatory framework since the previous General Plan Four-Year Review in 2016.

4.18.1.2 *Changes to Existing Conditions*

There have not been substantial discoveries of new tribal cultural resources or changes in existing tribal cultural resources since the previous General Plan Four-Year Review in 2016.

4.18.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.18.2.2 *Significant Impacts Identified in the General Plan FPEIR*

The General Plan FPEIR did not identify significant impacts to Tribal Cultural Resources and the 2016 General Plan Four-Year Review did not result in any changes to the significance of the impacts identified in the original FPEIR.¹¹

¹¹ This impact area was analyzed in the Cultural Resources section of the General Plan FPEIR, as the section was added to the CEQA guidelines after preparation of the FPEIR.

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

In response to notices sent to a list of Native American Heritage Commission Tribal Representatives pursuant to SB 18, the City held two consultations with Tribal Representatives. One consultation occurred with Kanyon Consulting on Monday, June 28, 2021 and another consultation occurred with Tamien Nation on Wednesday, July 14, 2021. Both representatives were generally supportive of the proposed changes to preserve the Coyote green belt which would respect the Muwckema Ohlone tribal lands but inquired if interpretive signs about the tribal lands and native/sustainable farming could be implemented. They also inquired about the changes to growth areas and how it would impact present archeological and tribal resources. They asked about past cultural resources studies in these areas so that they may be aware of them prior to future development.

Staff clarified that interpretive signs and agricultural practices would be up to the property owner as many of the parcels in the Coyote Valley are private properties. Staff also clarified that any development projects moving forward would require a separate and additional tribal consultation process to ensure the proper handling of tribal cultural and archeological resources

The proposed General Plan Amendments would not expand the urban growth area and would not result in changes to policies or regulations protecting tribal cultural resources. Therefore, the proposed General Plan Amendments would not cause new or more severe adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). **[Same Impact as Approved Project (Less than Significant Impact)]**

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

The proposed General Plan Amendments would not expand the urban growth area and would not result in changes to policies or regulations protecting tribal cultural resources. Therefore, the proposed General Plan Amendments would not cause new or more severe adverse change in the significance of a tribal cultural resource that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.19 UTILITIES AND SERVICE SYSTEMS

The information in this section is based in part on a Water Supply Assessment Memo prepared by San Jose Water Company in May 2021. This memo is included in Appendix E of this study.

4.19.1 Environmental Setting

4.19.1.1 *Changes to Regulatory Framework*

Assembly Bill 341

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

Senate Bill 1383

SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The bill grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that at least 20 percent of currently disposed edible food is recovered for human consumption by 2025.

4.19.1.2 *Changes to Existing Conditions*

In June and July 2021, the three water suppliers that serve the City of San José filed updated Urban Water Management Plans with the California Department of Water Resources. These 2020 Urban Water Management Plans have been approved by the City Council or governing boards of the San José Municipal Water System, San José Water Company and Great Oaks Water Company.

The three water retailers serving the City of San José rely on four sources of water supply including 1) imported water from the San Francisco Public Utilities Commission (SPUC) and imported water treated by Valley Water, 2) local surface water treated by Valley Water, 3) groundwater and 4) recycled water. These four sources would remain the primary sources of water throughout the implementation period of the General Plan (through 2040). Estimates of future water demand and future water supplies are provided in Table 4.18-1. Based upon the conclusions in the three water suppliers 2020 Urban Water Management Plans, with the utilization of conservation measures and recycled water, water supplies should meet projected demand.

Table 4.18-1 Water Demand and Supply Projections by Retailer (AFY)

Water Demand Projections					
Water Sources	2025	2030	2035	2040	2045
Great Oaks Water Company					
Potable and Raw Water	3,363	3,174	2,825	2,451	2,206
Recycled Water	0	0	0	0	0
2020 UWMP Total	3,363	3,174	2,825	2,451	2,206
San José Municipal Water System					
Potable and Raw Water	21,080	24,156	27,343	32,815	33,552
Recycled Water	4,776	5,456	6,279	7,368	7,413
2020 UWMP Total	25,856	29,612	33,622	40,183	40,965
San José Water Company					
Potable and Raw Water	43,311	43,265	43,440	43,963	44,416
Recycled Water	890	1,010	1,189	1,193	1,189
2020 UWMP Total	44,201	44,275	44,629	45,156	45,605
TOTAL	73,420	77,061	81,076	87,790	88,776
Water Supply Projections - Reasonably Available Volume					
Water Sources	2025	2030	2035	2040	2045
Great Oaks Water Company					
Santa Clara Valley Groundwater Basin, Santa Clara Subbasin	11,839	12,680	12,680	12,680	12,680
Recycled Water	0	0	0	0	0
2020 UWMP Total	11,839	12,680	12,680	12,680	12,680
Meets or Exceeds Projected Demand?	Yes	Yes	Yes	Yes	Yes
San José Municipal Water System					
Potable and Raw Water	21,080	24,156	27,343	32,815	33,552
Recycled Water	4,776	5,456	6,279	7,368	7,413
2020 UWMP Total	25,856	29,612	33,622	40,183	40,965
Meets or Exceeds Projected Demand?	Yes	Yes	Yes	Yes	Yes
San José Water Company					
Purchased or Imported Water	25,025	24,997	25,104	25,424	25,702
Groundwater	15,844	15,826	15,894	16,097	16,272
Surface Water (potable)	2,435	2,435	2,435	2,435	2,435
Surface Water (raw water)	7	7	7	7	7
Recycled Water	890	1,010	1,189	1,193	1,189
2020 UWMP Total	44,201	44,275	44,629	45,156	45,605
Meets or Exceeds Projected Demand?	Yes	Yes	Yes	Yes	Yes
Sources: Great Oaks Water Company, 2020 Urban Water Management Plan, San José Municipal Water System, 2020 Urban Water Management Plan, San José Water Company, 2020 Urban Water Management Plan. Available at: https://wuedata.water.ca.gov/uwmp_plans.asp?cmd=2020					

4.19.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.19.2.1 Significant Impacts Identified in the General Plan FPEIR

The General Plan FPEIR did not identify significant impacts to Utilities and Service Systems and the 2016 General Plan Four-Year Review did not result in any changes to the significance of the impacts identified in the original FPEIR.

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

The proposed General Plan Amendments would result in the redistribution of existing allocations of residential and occupational growth within the urban growth boundary. Shifts in development to certain areas within the City would require improvements to wastewater disposal systems due to increased demand. The 2040 General Plan EIR concluded that implementation of 2040 General Plan policies requiring future development to provide adequate sewer system capacity would reduce

impacts to a less than significant level. Consistent with these conclusions, future development under the General Plan would be subject to the following measures:

Measures Included in the Project to Reduce and Avoid Impacts to the Sanitary Sewer System

- At the time future projects are proposed, the City will evaluate the sewer system to determine if there is adequate capacity to serve the development, based on the City’s level of service objectives (GP Policies IN-3.1 and IN-3.3).
- New development that could cause downstream level of service to drop below LOS D or would be served by downstream lines already operating at an unacceptable LOS will be required to improve the level of service to “D” or better, either independently, jointly with other developments in the area, or in coordination with the City’s Sanitary Sewer CIP (GP Policy IN-3.5).
- The City may consider financing improvements to the sewer system in the Downtown area through the payment of special taxes or connection fees by development under Downtown Strategy 2040 (Policy IP-15.2).

The General Plan Amendments would not increase the amount of development above the assumption in the General Plan and, therefore, through compliance with measures in the General Plan, would not result in new or more severe impacts resulting from the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities. **[Same Impact as Approved Project (Less than Significant Impact)]**

b) Would the project have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

The proposed General Plan Amendments would result in the redistribution of existing allocations of residential and occupational growth within the urban growth boundary. The General Plan Amendments would not increase the amount of development above the assumption in the General Plan. The General Plan FPEIR and subsequent addenda determined that the City would have water supply suitable to serve the projected development through the duration of the General Plan. The 2020 UWMPs prepared by the three water providers in the City also determined there would be adequate supply to serve planned development (refer to Table 4.18-1). Therefore, the proposed General Plan Amendments would not result in new or more severe impacts resulting in insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. **[Same Impact as Approved Project (Less than Significant Impact)]**

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The proposed General Plan Amendments would result in the redistribution of existing allocations of residential and occupational growth within the urban growth boundary. The General Plan Amendments would not increase the amount of development above the assumption in the General Plan. Therefore, the General Plan Amendments would not result in new or more severe impacts on the wastewater treatment provider's ability to provide adequate capacity to serve the City's projected demand in addition to the provider's existing commitments. **[Same Impact as Approved Project (Less than Significant Impact)]**

d) Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

The proposed General Plan Amendments would result in the redistribution of existing allocations of residential and occupational growth within the urban growth boundary. The General Plan Amendments would not increase the amount of development above the assumption in the General Plan. Therefore, the General Plan Amendments would not result in new or more severe impacts resulting from the generation of solid waste in excess of the state and local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. **[Same Impact as Approved Project (Less than Significant Impact)]**

e) Would the project be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste?

The proposed General Plan Amendments would not result in increased solid waste above the generation estimates of the existing General Plan and would not result in changes to policies and goals in the General plan which regulate solid waste. Therefore, the proposed General Plan Amendments would be compliant with federal, state, and local management and reduction statutes and regulations related to solid waste. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.20 WILDFIRE

4.20.1 Environmental Setting

4.20.1.1 *Changes to Regulatory Framework*

San José Fire Department Wildland-Urban Interface Fire Conformance Policy

Buildings proposed to be built within the San José Fire Department (SJFD) Wildland-Urban Interface (WUI) shall comply with all WUI materials and construction methods per California Building Code (CBC) Chapter 7A and California Resources Code (CRC) Section R337.¹² The applicant shall, prior to construction, provide sufficient detail to demonstrate that the building proposed to be built complies with this policy. Building Permit Plans are also to be approved by the SJFD.

4.20.1.2 *Changes to Existing Conditions*

The existing wildfire conditions have not significantly changed since the previous General Plan Four-Year Review in 2016.

4.20.2 Impact Discussion

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, Would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

¹² San José Fire Department. *Wildland-Urban Interface (WUI) Fire Conformance Policy*. January 1, 2017. <https://www.sanjoseca.gov/Home/ShowDocument?id=9345>.

4.20.2.1 *Significant Impacts Identified in the General Plan FPEIR*

The General Plan FPEIR did not identify significant impacts to Wildfire Hazards and the 2016 General Plan Four-Year Review did not result in any changes to the significance of the impacts identified in the original FPEIR.¹³

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

The proposed General Plan Amendments would not change the overall amount of growth in the City and would not result in changes to policies regarding emergency response or evacuation plans. Therefore, the proposed General Plan Amendments would not result in new or more severe impairments to an adopted emergency response plan or evacuation plan. **[Same Impact as Approved Project (Less than Significant Impact)]**

b) Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The proposed General Plan Amendments would not result in construction in areas where wildfire would be exacerbated due to physical landform features. Therefore, the proposed General Plan Amendments would not result in new or more severe impacts due to exposure of city occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. **[Same Impact as Approved Project (Less than Significant Impact)]**

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The proposed General Plan Amendments would not result in the creation of new infrastructure beyond the planned infrastructure improvements included in the existing General Plan. Additionally, the changes proposed would not exacerbate fire risk through the creation of new infrastructure in the City. Therefore, the proposed General Plan Amendments would not result in new or more severe impacts on wildfire risk from the creation of infrastructure. **[Same Impact as Approved Project (Less than Significant Impact)]**

¹³ This impact area was analyzed in the Hazards and Hazardous Materials section of the General Plan FPEIR, as the section was added to the CEQA guidelines after preparation of the FPEIR

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

The proposed General Plan Amendments would not result in changes in hillside areas when compared to the General Plan. Therefore, the project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. The proposed General Plan Amendments would not create new or more severe impacts as a result of runoff, post-fire slope instability, or drainage changes. **[Same Impact as Approved Project (Less than Significant Impact)]**

4.21

MANDATORY FINDINGS OF SIGNIFICANCE

	New Potentially Significant Impact	New Less than Significant Impact	Same Impact as Approved Project	Less Impact than Approved Project
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

As stated above in section 4.3 Biological Resources, the proposed General Plan Amendments would not result in new or more severe impacts to biological resources. Therefore, the proposed General Plan Amendments would not reduce habitat for animal or plant community, nor would it potentially reduce the number of rare plant or animal species. The policies and goals in the existing General Plan would also not be modified by the amendments and therefore all policies and goals which protect these biological resources would continue to provide protections.

Additionally, the proposed General Plan Amendments were not determined to have new or more severe impacts on historical or archeological resources and therefore, the amendments would not eliminate important examples of California history or prehistory. The amendments would also not result in changes to policies or goals associated with the protection of important California historical or prehistoric resources. **[Same Impact as Approved Project (Less than Significant Impact)]**

b) Does the project have impacts that are individually limited, but cumulatively considerable?

The proposed General Plan Amendments would not change the overall amount of development planned for the City. As discussed in Sections 4.1 through 4.21, the project would not result in new or more severe impacts than those identified in the General Plan FPEIR. Therefore, the proposed project would not result in new or more severe cumulative impacts compared to the existing General Plan. **[Same Impact as Approved Project (Less than Significant Impact)]**

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

The proposed General Plan Amendments would not result in new or more severe impacts to resource areas affecting human beings including hazards and hazardous materials, air quality, greenhouse gases, noise, or wildfire. Therefore, the project would not create new or more severe adverse effects on human beings through direct or indirect actions. **[Same Impact as Approved Project (Less than Significant Impact)]**

SECTION 5.0 REFERENCES

The analysis in this Addendum is based on the professional judgement and expertise of the environmental specialists preparing this document and the following references:

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SECTION 6.0 LEAD AGENCY AND CONSULTANTS

6.1 LEAD AGENCY

City of San José

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