

**NOTICE OF PREPARATION
ENVIRONMENTAL IMPACT REPORT FOR THE
CITY OF SAN JOSÉ 2023-2031 HOUSING ELEMENT UPDATE**

FILE NO.: ER21-032

PROJECT APPLICANT: City of San José

APN: Multiple, Citywide

Project Description: The City of San José (City) proposes a general plan amendment and rezonings to facilitate development of the City’s 2023-2031 Regional Housing Needs Allocation (RHNA) of 62,200 units (project). The project would also include reallocation of 3,095 planned dwelling units from the North San José growth area to other growth areas identified in the Envision San José 2040 General Plan (2040 General Plan). The project is intended to facilitate the development of housing units already planned for as part of the 2040 General Plan; the project would not increase residential development capacity in the City beyond what was envisioned in the 2040 General Plan.

Location: The project location comprises the City of San José, which is located in the easterly half of the Santa Clara Valley at the southern tip of the San Francisco Bay.

As the Lead Agency, the City will prepare an environmental impact report (EIR) for the project referenced above. The City welcomes your input regarding the scope and content of the environmental information that is relevant to your area of interest, or to your agency’s statutory responsibilities in connection with the project. If you are affiliated with a public agency, this EIR may be used by your agency when considering subsequent approvals related to the project.

A virtual EIR Scoping Meeting for this project will be held via Zoom:

When: Thursday, December 1, 2022

Time: 6:00 p.m.

Zoom Link: <https://sanjoseca.zoom.us/j/83140706833>

The project description, location, and probable environmental effects that will be analyzed in the EIR for the project can be found on the City's Environmental Review Documents webpage at www.sanjoseca.gov/activeeirs, including the EIR Scoping Meeting information.

According to California law, the deadline for your response is 30 days after receipt of this notice. The City will accept comments on the scope of the EIR until 5 p.m. on Wednesday, December 14, 2022. If you have comments on this Notice of Preparation, please identify a contact person from your organization, and send your response to:

City of San José, Department of Planning, Building and Code Enforcement
Attn: Reema Mahamood, Planner III, Environmental Review
200 East Santa Clara Street, 3rd Floor Tower, San José CA 95113-1905
Phone: (408) 535 – 6872, email: reema.mahamood@sanjoseca.gov

Christopher Burton, Director
Planning, Building and Code Enforcement

Cassandra van der
Zweep

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der Zweep
Date: 2022.11.07 10:04:25 -08'00'

Signature

November 7, 2022

Date

NOTICE OF PREPARATION OF A SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT TO THE ENVISION 2040 GENERAL PLAN ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF SAN JOSE 2023-2031 HOUSING ELEMENT UPDATE

November 2022

1. INTRODUCTION

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

A Program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related: 1) geographically; 2) as a chain of contemplated actions; 3) in connection with the issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program; or 4) as individual activities carried out under the same regulatory authority and having generally similar environmental effects. If the lead agency finds that pursuant to Section 15162 of the CEQA Guidelines, no new effects could occur and no new mitigation measures would be required, the agency can approve the activities as being within the scope of the project covered by the Program EIR and new environmental review would not be required.

The present 2023-2031 Housing Element Update (“the Housing Element Update” or “the project”) has been developed to comply with the State law requirements by analyzing existing and projected housing needs, and updating goals, policies, objectives, and implementation programs for the preservation, improvement, and development of housing in the City of San José (City). As the lead agency under CEQA, the City has determined that the project includes changes to the land uses evaluated in the Envision San José 2040 General Plan EIR (General Plan EIR) that could involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Therefore, the City has determined that the preparation of a Supplemental EIR to the General Plan EIR is the appropriate environmental review document for the project, pursuant to the requirements of State CEQA Guidelines Section 15162.

The EIR for the proposed project will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. In accordance with the requirements of CEQA, the EIR will include the following:

- A summary of the project;
- A project description;
- A description of the existing environmental setting, environmental impacts, and mitigation measures for the project;
- Alternatives to the project as proposed; and

- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) any significant irreversible and irretrievable commitments of resources; (c) the growth inducing impacts of the proposed project; and (d) cumulative impacts.

2. PROJECT LOCATION

The project area includes the entire City of San José, which is located in the easterly half of the Santa Clara Valley at the southern tip of the San Francisco Bay. The City is the largest in Santa Clara County, both in terms of population and land area. At slightly over a million people, the City is also the tenth largest city in the United States (U.S.). It is the population center of Silicon Valley, a region where the economy grew significantly even during the pandemic, with Silicon Valley tech companies exceeding \$14 trillion in market capitalization in 2022. **Figure 1** shows the City limits and all of the General Plan-designated growth areas within the City limits.

3. PROJECT DESCRIPTION

Overview

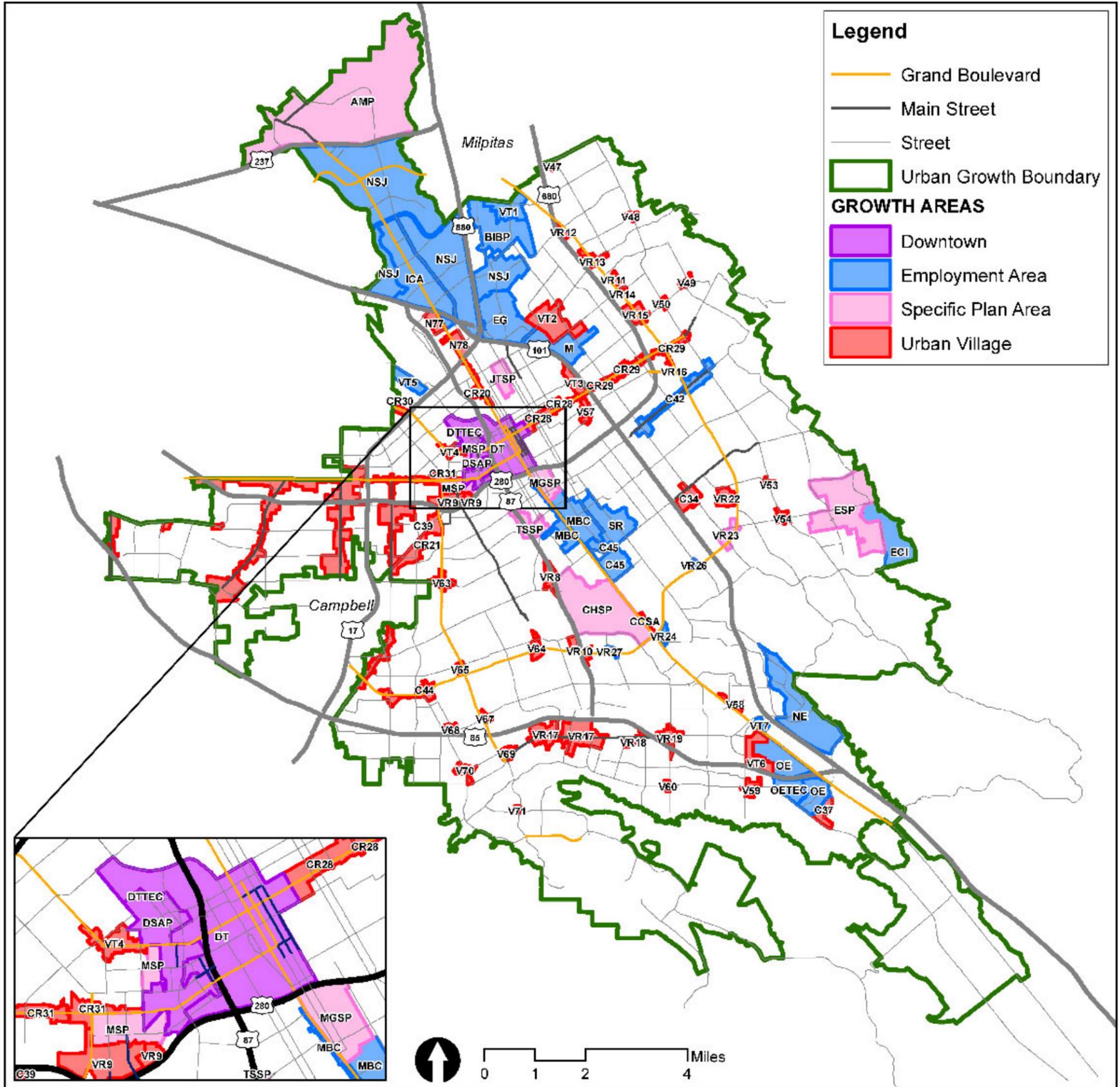
California state law (Government Code Section 65583) requires all cities to adopt a Housing Element that addresses the needs of everyone in the community, at all income levels. Each city and county in the Bay Area must update their current housing element to the satisfaction of the State Department of Housing and Community Development (HCD) by January 31, 2023 and must plan for a number of new housing units referred to as their Regional Housing Needs Allocation (RHNA). The project has been developed to comply with the State law requirements and covers the planning period of January 31, 2023 to January 31, 2031. It is closely aligned with the RHNA projection period, which runs January 1, 2023 to October 31, 2031. A RHNA is generally assigned to each jurisdiction by the Association of Bay Area Government Council of Governments (ABAG) for an eight-year planning period and includes housing units at various level of affordability (very low income, low income, moderate income, and above moderate). The total RHNA for Santa Clara County in the 2023-2031 cycle is 129,927 housing units, of which 62,200 units (approximately 48 percent) are assigned to the City. A breakdown of the City’s RHNA by income category is shown in Error! Reference source not found..

Table 1 Final RHNA Allocation for the Housing Element 6th Cycle

Very low income (<50% of area median income)	Low income (50%- 80% of area median income)	Moderate income (80%-120% of area median income)	Above moderate income (120% of area median income)	Total
15,088	8,687	10,711	27,714	62,200

Source: City of San José 2022

Figure 1 Planned Growth Area



Downtown

- DT = Downtown
- DSAP = Diridon Station Area Plan

Specific Plan Areas

- AMP = Alivio (Master Plan)
- CHSP = Communications Hill
- ESP = Evergreen
- JTSP = Jackson-Taylor (Residential Strategy)
- MGSP = Martha Gardens
- MSP = Midtown
- TSSP = Tamien Station Area
- VR23 = E. Capitol Ex/Silver Creek Rd

Employment Area

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

- C42 = Story Rd
- C 45 = County Fairgrounds

- VR16 = S. Capitol Av/Capitol Ex
- VR24 = Monterey Hy/Senter Rd
- VR26 = E. Capitol Ex/McLaughlin Av
- VR27 = W. Capitol Ex/Vistapark Dr

Employment Areas (cont.)

- VT1 = Lundy/Milpitas BART
- VT5 = Santa Clara/Airport West (FMC)
- CT7 = Blossom Hill Rd/Monterey Rd

Urban Villages

- C34 = Tully Rd/S. King Rd
- C35 = Valley Fair/Sanatana 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

CCSA = Capitol Caltrain Station Area

- CR20 = N. 1st St
- CR21 = Southwest Ex
- CR28 = E. Santa Clara St
- CR30 = The Alameda (West)
- CR 31 = 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
- V53 = Quimby Rd/S. White Rd
- V54 = Aborn Rd/San Felipe Rd

Urban Villages (cont.)

- 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 = Bolling Rd/Lawrence Ex
- V63 = Hamilton Av/Meridian Av
- 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/Madbury 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

- VT2 = Berryessa BART
- VT3 = Five Wounds BART
- VT4 = The Alameda (East)
- VT6 = Blossom Hill Rd/Hitachi

As shown in **Table 2**, approximately 20,399 units have been planned or approved for development consistent with existing 2040 General Plan land use designations and zoning since the 6th cycle RHNA projection period began on June 30, 2022. Additionally, 3,552 permits for accessory dwelling units (ADUs) are forecasted to be issued during the planning period given recent development trends. A total of 204 alternative housing sites have also been identified through HCD’s project Homekey. Together, planned, approved, and forecasted housing units comprise 24,155 housing units out of the City’s total 62,200 RHNA. To achieve the full 62,200 housing units, the City has identified opportunity sites that are vacant or underutilized to allow development for the remaining 38,045 units. Per HCD’s guidelines, the City also included a buffer of 15,387 units (or approximately 25 percent of the 62,200 RHNA), for a total of 53,432 units in opportunity sites and 77,587 units overall. As **Table 2** demonstrates, the Housing Element Update is able to accommodate the City’s share of RHNA at all income levels.

Changes to the Envision San José 2040 General Plan land use designations and zoning to allow for residential units in certain areas of the City will be required for some of these opportunity sites where housing is currently not permitted. These actions are the primary components of the project and are the subject of this EIR.

Table 2 Planned and Projected Housing Units

Type of Housing Unit	Low	Moderate	Above Moderate	Total
Planned and Approved	5,344	178	14,877	20,399
ADUs	2,131	1,066	355	3,552
Alternative Sites	204	0	0	204
Opportunity Sites	21,799	11,779	19,854	53,432
Total	29,478	13,023	35,086	77,587
<i>Buffer</i>	24%	22%	27%	25%

Source: City of San José 2022

Project Components

Growth Areas

Growth areas are areas identified in the 2040 General Plan for higher density development to support job and/or housing growth within the existing City boundaries through redevelopment and intensification of already developed properties. Each of the growth areas identified in the 2040 General Plan have specific development capacities with a maximum number of housing units allowed. By focusing on specific growth areas, the 2040 General Plan sought to reduce environmental impacts while fostering transit use and walkability, protecting the quality of existing

neighborhoods, and enabling the development of new Urban Village areas that are attractive to the growing demographic groups (i.e., an aging population and young workers seeking an urban experience). Growth areas identified in the 2040 General Plan include:

- North San José (including the Rincon Urban Village)
- Downtown
- Diridon Station Area
- Specific Plan Areas
- Neighborhood Business Districts (NBDs)
- Urban Villages with adopted plans (“Planned UVs”)
- Urban Villages without adopted plans (“Unplanned UVs”)

A complete map of all planned growth areas identified by the City is shown in **Figure 1**. To facilitate the development of the 38,045 opportunity site housing units identified in **Table 2**, the City conducted a comprehensive inventory of remaining development capacity in previously identified growth areas and land suitable and available for residential development. The City also considered recent development trends, including the effects of the Covid-19 pandemic (for a full description of the City’s methodology, refer to Chapter 5 of the Housing Element Update). Through this exercise, the City found that some growth areas have an excess of available land suitable for residential development, while some growth areas have an excess of unused residential development capacity. **Table 3** shows the growth areas with available land for residential development that currently lack residential growth capacity as assigned by the 2040 General Plan. As part of the project, the City proposes to reallocate the required units for each growth area from the North San José and Rincon Urban Village Growth Area, which has a planned growth capacity surplus of approximately 23,000 units. The total development capacity for the City would remain unchanged; no additional growth beyond what was analyzed under the 2040 General Plan EIR would occur.

Table 3 Growth Areas Receiving Additional Growth Capacity from North San José

Urban Villages/Growth Areas	Planned Growth Capacity in Housing Element Update (Units)	Remaining Growth Capacity in 2040 General Plan (Units)	Units to be Reallocated from North San José
Saratoga Avenue	680	225	455
Blossom Hill Road/Snell Avenue	753	209	544
Camden Avenue/Hillsdale Avenue	676	450	147
Capitol Expressway/Highway 87 Light Rail	617	531	723

Urban Villages/Growth Areas	Planned Growth Capacity in Housing Element Update (Units)	Remaining Growth Capacity in 2040 General Plan (Units)	Units to be Reallocated from North San José
Curtner Light Rail Station	463	435	28
S. Bascom Avenue (South)	694	195	499
S. De Anza Boulevard	754	463	291
Urban Villages (Aborn Road/San Felipe Road, Almaden Expressway/Hillsdale Avenue, Camden Avenue/Kooser Road, Hamilton Avenue/Meridian Avenue, McKee Road/Toyon Avenue, McKee Road/White Road, Piedmont Road/Sierra Road, Santa Teresa Boulevard/Snell Avenue)	1973	1430	408
Total Reallocation from North San José and Rincon Urban Village			3,095

Source: City of San José 2022

2040 General Plan Amendments and Zoning Code Amendments

Several land use and zoning changes would be required to facilitate the development of the City’s RHNA and to allow for the reallocation of residential development capacity discussed in Growth Areas, above. These would occur within the North San José and Rincon Urban Village growth area. While 2040 General Plan-designated land uses within this growth area are primarily employment-related (i.e., industrial and commercial), a Transit Employment Residential Overlay (TERO) allows for transit-oriented residential development as an alternate use on certain sites within the growth area.

The TERO is intended to make efficient use of land to provide residential units in support of nearby industrial employment centers. This overlay supports residential development as an alternate use at a minimum average net density of 75 units per acre. Sites with this overlay may also be developed with uses consistent with the underlying designation. This designation permits development with commercial uses on the first two floors and residential use on the upper floors, as well as wholly residential projects. Land within this overlay area may also be converted for the development of new schools and parks as needed to support residential development.

Due to a variety of economic factors, development within TERO areas of the North San José and Rincon Urban Village growth area has continued to be primarily employment-related despite the residential overlay, resulting in the 23,000-unit residential development capacity surplus referenced in Growth Areas, above.

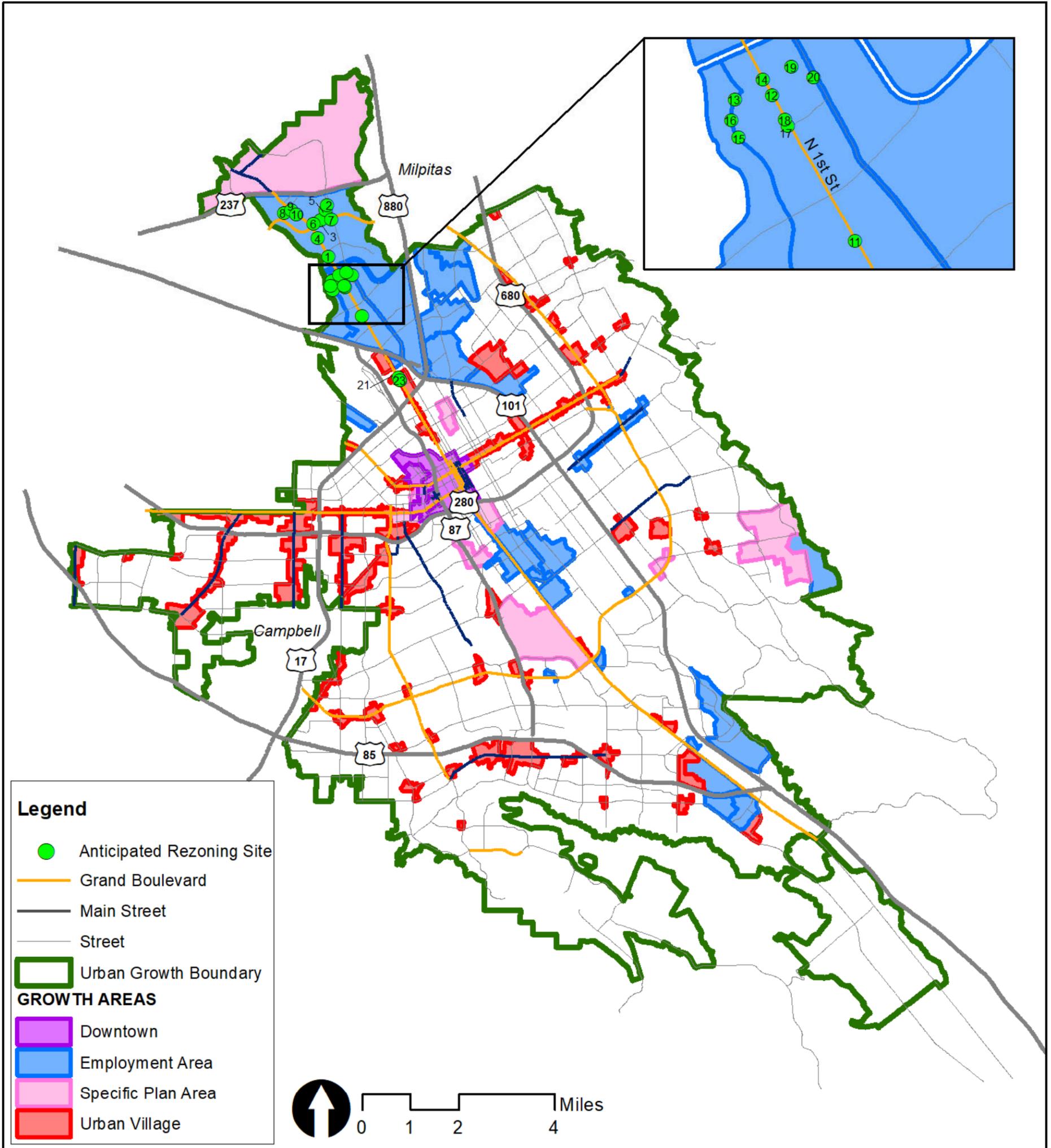
Staff is proposing to add one site (1601 Technology Drive) to the TERO General Plan and Zoning overlay. Staff is proposing to remove the General Plan and Zoning TERO overlay from 9 other sites that are no longer feasible residential properties due to changed circumstances. These sites are identified in **Table 4**.

Similar to the TERO, staff is developing two new General Plan land use designation overlays: the Affordable Housing Overlay (AHO) and Mixed Income Housing Overlay (MIHO). The AHO overlay would support residential development as an alternate use at a minimum average net density of 75 units per acre. The residential uses however must be one hundred percent affordable at incomes at or below eighty percent of area median income (AMI). Sites with this overlay may also be developed with uses consistent with the underlying designation.

The Mixed-Income Housing Overlay (MIHO) would support residential development as an alternate use at a minimum average net density of 75 units per acre. Staff is proposing that at least twenty-five percent (25 percent) of the units built on a MIHO site be affordable at or below eighty percent (80 percent) of area median income (AMI). In addition to the proposed General Plan land use designation overlays, staff is developing zoning overlays, consistent with these designations, that would include development standards. Table 1 8 identifies the sites proposed to be part of these new overlays.

In addition to reallocating 3,095 units to other growth areas shown in **Table 3**, the City proposes to expand the TERO areas within the North San José and Rincon Urban Village growth area to encourage more residential development, as part of the implementation of an updated Housing Element. Zoning in these areas would also be updated, consistent with the new overlay. New TERO sites and accompanying zoning changes are shown in **Table 5** and **Figure 2**.

Figure 2 Anticipated Rezoning Sites



Anticipated Rezoning Sites

- 1 - (APN: 097-06-032) 3331 N 1st St, San Jose, CA, 95134
- 2 - (APN: 097-07-028) 255 Baypointe Pkwy, San Jose, CA, 95134
- 3 - (APN: 097-07-039) 111 Baypointe Pkwy, San Jose, CA, 95134
- 4 - (APN: 097-07-040) 3550 N 1st St, San Jose, CA, 95134
- 5 - (APN: 097-07-047) 240 Baypointe Pkwy, San Jose, CA, 95134
- 6 - (APN: 097-07-063) No Address Assigned, San Jose, CA, 95134
- 7 - (APN: 097-07-085) No Address Assigned, San Jose, CA, 95134
- 8 - (APN: 097-52-027) 71 Vista Montana, San Jose, CA, 95134
- 9 - (APN: 097-53-007) 4001 N 1st St, San Jose, CA, 95134
- 10 - (APN: 097-53-008) 3939 N 1st St, San Jose, CA, 95134
- 11 - (APN: 101-02-011) 2347 N 1st St, San Jose, CA, 95134
- 12 - (APN: 101-29-005) 3011 N 1st St, San Jose, CA, 95134

- 13 - (APN: 101-29-006) 3000 Orchard Pkwy, San Jose, CA, 95134
- 14 - (APN: 101-29-007) 3003 N 1st St, San Jose, CA, 95134
- 15 - (APN: 101-29-010) 2820 Orchard Pkwy, San Jose, CA, 95134
- 16 - (APN: 101-29-011) 2904 Orchard Pkwy, San Jose, CA, 95134
- 17 - (APN: 101-29-012) 3 W Plumeria Dr, San Jose, CA, 95134
- 18 - (APN: 101-29-013) 2825 N 1st St, San Jose, CA, 95134
- 19 - (APN: 101-30-004) 101 Daggett Dr, San Jose, CA, 95134
- 20 - (APN: 101-30-006) 2865 Zanker Rd, San Jose, CA, 95134
- 21 - (APN: 235-02-031) 1488 N 1st St, San Jose, CA, 95112
- 22 - (APN: 235-02-033) 1550 N 1st St, San Jose, CA, 95112
- 23 - (APN: 235-02-035) 1490 N 1st St, San Jose, CA, 95112

Table 4 Sites Removed from TERO Overlay

Parcel ID	Address
097-54-015	250 W Tasman Drive, San José, CA 95134
097-54-016	230 W Tasman Drive, San José, CA 95134
097-54-017	210 W Tasman Drive, San José, CA 95134
097-54-018	190 W Tasman Drive, San José, CA 95134
097-54-019	180 W Tasman Drive, San José, CA 95134
097-54-020	150 W Tasman Drive, San José, CA 95134
097-06-055	Montague Expressway, San José, CA
097-07-029	225 Baypointe Pkwy, San José, CA 95134
097-15-038	Address Not Assigned

Source: City of San José 2022

Table 5 New AHO-MIHO Sites and Anticipated Rezoning

ID#	Location	Current Zoning	Proposed New Zoning Overlay
1	3331 N 1st St, San José, CA, 95134	Industrial Park	MIHOZ
2	255 Baypointe Pkwy, San José, CA, 95134	Industrial Park, TERO Overlay	AHOZ
3	111 Baypointe Pkwy, San José, CA, 95134	Industrial Park	AHOZ
4	3550 N 1st St, San José, CA, 95134	Industrial Park	MIHOZ
5	240 Baypointe Pkwy, San José, CA, 95134	Industrial Park, TERO Overlay	AHOZ
6	Address Not Assigned, San José, CA	Industrial Park, TERO Overlay	AHOZ
7	Address Not Assigned, San José, CA	Industrial Park, TERO Overlay	AHOZ
8	71 Vista Montana, San José, CA, 95134	Industrial Park, TERO Overlay	AHOZ

ID#	Location	Current Zoning	Proposed New Zoning Overlay
9	4001 N 1st St, San José, CA, 95134	Industrial Park	AHOZ
10	3939 N 1st St, San José, CA, 95134	Industrial Park	MIHOZ
11	2347 N 1st St, San José, CA, 95131	Transit Employment Center	MIHOZ
12	3011 N 1st St, San José, CA, 95134	Transit Employment Center	MIHOZ
13	3000 Orchard Pkwy, San José, CA, 95134	Transit Employment Center	MIHOZ
14	3003 N 1st St, San José, CA, 95134	Transit Employment Center	MIHOZ
15	2820 Orchard Pkwy, San José, CA, 95134	Transit Employment Center	MIHOZ
16	2904 Orchard Pkwy, San José, CA, 95134	Transit Employment Center	MIHOZ
17	3 W Plumeria Dr, San José, CA, 95134	Transit Employment Center	MIHOZ
18	2825 N 1st St, San José, CA, 95134	Transit Employment Center	MIHOZ
19	101 Daggett Dr, San José, CA, 95134	Transit Employment Center	MIHOZ
20	2865 Zanker Rd, San José, CA, 95134	Transit Employment Center	MIHOZ
21	1488 N 1st St, San José, CA, 95112	Urban Village	AHOZ
22	1550 N 1st St, San José, CA, 95112	Urban Village	AHOZ
23	1490 N 1st St, San José, CA, 95112	Urban Village	AHOZ

Source: City of San José 2022 Potential Environmental Impacts of the Project

4. PROBABLE ENVIRONMENTAL IMPACTS OF THE PROJECT

The EIR will address the potential environmental impacts associated with the project. Mitigation measures will be identified for significant impacts, as warranted. Given the nature of the project, many environmental categories will have no potential to be impacted by the project. These categories will be addressed in the beginning of the EIR but will not be analyzed in detail. The EIR will focus on the following specific environmental categories which have the potential to be impacted by the project:

Air Quality

The EIR will address the regional air quality conditions in the Bay Area and qualitatively discuss the project's construction and operational emissions impacts to local and regional air quality in accordance with the latest Bay Area Air Quality Management District (BAAQMD) CEQA guidelines and thresholds. Specifically, the EIR will analyze the effects of moving development capacity from North San José to other growth areas on toxic air contaminant (TAC) emissions and associated health risks. The EIR will also evaluate the project's consistency with BAAQMD's 2017 Clean Air Plan.

Greenhouse Gas Emissions

The EIR will address the project's contribution to regional and global greenhouse gas (GHG) emissions. Circulation changes resulting from the reallocation of development capacity from North San José to other growth areas may affect local VMT and thereby affect GHG emissions from vehicles. The EIR will consider this potential impact and evaluate the project's consistency with the City's Climate Action Plan, 2017 Scoping Plan, and other applicable GHG plans and regulations.

Land Use and Planning

The project would alter allowable land uses and zoning designations within previously-identified growth areas. The EIR will evaluate the consistency of these changes with the City's General Plan, zoning code, Urban Village Plans, Plan Bay Area 2040, and Sustainable Communities Strategy. The EIR will also evaluate the compatibility of the proposed land use changes with existing development in relevant growth areas.

Noise

The EIR will evaluate the change in traffic noise that would result from reallocation of development capacity from North San José to other growth areas in the City. The EIR will also examine temporary construction noise and long-term operational noise.

Public Services and Recreation

The EIR will study whether the project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities for any public services, such as fire and police protection, schools, and parks. The EIR will also study whether the project would increase the use of existing parks or recreational facilities that may result in adverse

physical effects on the environment, or whether the project's proposed parks and recreational facilities will result in such effects.

Transportation

The EIR will describe the existing traffic conditions in the project area and compare them to project traffic conditions, based on a Traffic Impact Analysis (TIA) to be completed according to the requirements of the City's transportation policy (Council Policy 5-1). Effects of the project on travel mode split (the percentage of travelers using a particular type of mode of travel or number of trips) and vehicle miles traveled (VMT) per service population will be evaluated for informational purposes to better understand the transportation-related outcomes associated with the project. A long-range General Plan Amendment (GPA) traffic analysis also will be completed for the purpose of evaluating the effects of the project. However, the determination of project impacts per CEQA requirements will be based solely on VMT metrics. The EIR will not include an evaluation of peak hour levels of service on the roadway network typically included as part of a Local Transportation Analysis (LTA).

Cumulative Impacts

The EIR will include a Cumulative Impacts section that will address the potentially significant cumulative impacts of the project when considered with other past, present, and reasonably foreseeable future projects in the City.

Alternatives

The EIR will evaluate possible alternatives to the project, based on the results of the environmental analysis. The alternatives discussion will focus on those alternatives that could feasibly accomplish most of the basic purposes of the project and could avoid or substantially lessen one or more of the significant environmental effects (CEQA Guidelines Section 15126.6). The environmentally superior alternative(s) will be identified based on the number and degree of associated environmental impacts.

Other Sections

In conformance with the CEQA Guidelines, the EIR will also include the following sections: 1) consistency with local and regional plans and policies, 2) growth inducing impacts, 3) significant irreversible environmental changes, 4) references and organizations/persons consulted, and 5) EIR authors.