

**From:** [Josephine Fong](#)  
**To:** [Hill, Shannon](#)  
**Cc:** [Yvette DiCarlo](#); [Wendy Goodfriend](#); [Henry Hilken](#)  
**Subject:** Comment Letter for the Downtown West Mixed-Use Plan NOP  
**Date:** Thursday, November 21, 2019 4:39:44 PM  
**Attachments:** [Comment Letter for Downtown West Mixed-Use Plan NOP.pdf](#)

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[External Email]

Hi Shannon,

Please find the Air District's comment letter for the Downtown West Mixed-Use Plan NOP attached to this email. A hard copy of the letter will also be mailed to you.

Thank you,  
Josephine

**Josephine Fong**

[Bay Area Air Quality Management District](#)  
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Connect with the  
Bay Area Air District:



November 21, 2019

Shannon Hill  
Department of Planning, Building and Code Enforcement  
City of San Jose  
200 East Santa Clara Street, 3<sup>rd</sup> Floor Tower  
San Jose, CA 95113-1905

RE: Downtown West Mixed-Use Plan – Notice of Preparation

Dear Ms. Hill,

Bay Area Air Quality Management District (Air District) staff has reviewed the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the Downtown West Mixed-Use Plan (Plan). The Plan requires a General Plan Amendment, Planned Development Rezoning, and Planned Development Permit for the redevelopment of approximately 84 acres of the Diridon Station Area Plan (DSAP) area in San Jose. The project applicant, Google LLC, proposes the following uses for this Plan: up to 5,900 residential units; up to 7,300,000 gross square feet (GSF) of office space; up to 500,000 GSF of active uses (e.g., retail, cultural, arts); up to 300 hotel rooms; up to 800 rooms of limited-term corporate accommodations; approximately 100,000 GSF event center; approximately 115,000 GSF for up to two central utilities plants; and approximately 100,000 GSF for logistics warehouse(s).

Air District staff support high-density mixed-use development projects near transit that have the potential to reduce air pollutant and greenhouse gas (GHG) emissions. The Air District has worked for many years to improve air quality and health in San Jose and continues to do so today. Since the San Jose community has long been disproportionately impacted by air pollution and is identified as a priority community through our Community Air Risk Evaluation (CARE) program and, more recently, through our Community Health Protection Program per Assembly Bill (AB) 617, the Air District is concerned about the potential for any increase in emissions that could result from this project.

Air District staff recommends the EIR include the following information and analysis:

- **As identified by the Air District's CARE program and our Community Health Protection Program, the San Jose community is currently cumulatively impacted with air pollution, which makes additional air pollution a potentially significant localized impact.** We recommend that the EIR use a very conservative significance threshold to evaluate impacts and mitigation requirements for this Plan.

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- **The GHG impact analysis should include an evaluation of the Plan's consistency with the most recent draft of the AB 32 Scoping Plan by the California Air Resources Board and with the State's 2030 and 2050 climate goals.** The Air District's current recommended GHG thresholds in our CEQA Guidelines are based on the State's 2020 GHG targets, which are now superseded by the 2030 GHG targets established in SB 32. The EIR should demonstrate how the Plan will be consistent with the Scoping Plan.
  - **The EIR should estimate and evaluate the potential health risk to existing and future sensitive populations within and near the Plan area from toxic air contaminants (TAC) and fine particulate matter (PM<sub>2.5</sub>) as a result of the Plan's construction and operation.** Air District staff recommends that the EIR evaluate potential cumulative health risk impacts of TAC and PM<sub>2.5</sub> emissions on sensitive receptors within and near the Plan area.
  - **The EIR should evaluate all feasible mitigation measures, both onsite and offsite, for air quality and GHG impacts.** The EIR should prioritize onsite mitigation measures, followed by offsite mitigation measures, within the Plan area. Examples of potential emission reduction measures that should be evaluated and considered include, but are not limited to:
    - Prohibiting or minimizing the use of diesel fuel, consistent with the Air District's Diesel Free By '33 initiative (<http://dieselfree33.baaqmd.gov/>).
    - Implementing green infrastructure and fossil fuel alternatives in the development and operation of the Plan, such as solar photovoltaic (PV) panels, renewable diesel, electric heat pump water heaters, and solar PV back-up generators with battery storage capacity.
    - Requiring construction vehicles to operate with the highest tier engines commercially available.
    - Providing funding for zero-emission transportation projects, including a neighborhood electric vehicle program, community shuttle/van services and car sharing, and enhancement of active transportation initiatives, among others.
    - Providing funding for expanding and improving bicycle and pedestrian infrastructure and projects that improve pedestrian access to transit, employment, and major activity centers.
    - Implementing a zero-waste program consistent with SB 1383 organic waste disposal reduction targets including the recovery of edible food for human consumption.
  - **The EIR should evaluate the Plan's consistency with the Air District's 2017 Clean Air Plan (2017 CAP).** The EIR should discuss 2017 CAP measures relevant to the Plan and show the Plan's consistency with the measures. The 2017 CAP can be found on the Air District's website: <http://www.baaqmd.gov/plans-and-climate/air-quality-plans/current-plans>.



- **The EIR should evaluate the Plan's consistency with the City of San Jose Climate Action Plan.** The City adopted its Climate Action Plan, Climate Smart San Jose, in 2018. The EIR should analyze this proposed Plan's consistency with the City's Climate Action Plan.
- **The Air District's CEQA website contains several tools and resources to assist lead agencies in analyzing air quality and GHG impacts.** These tools include guidance on quantifying local emissions and exposure impacts. The tools can be found on the Air District's website: <http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools>. If the Plan requires a site-specific analysis, please contact Air District staff to obtain more recent data.
- **Certain aspects of the Plan may require a permit from the Air District (for example, back-up diesel generators).** Please contact Barry Young, Senior Advanced Projects Advisor, at (415) 749-4721 or [byoung@baaqmd.gov](mailto:byoung@baaqmd.gov) to discuss permit requirements. Any applicable permit requirements should be discussed in the EIR.

We encourage the City to contact Air District staff with any questions and/or to request assistance during the environmental review process. If you have any questions regarding these comments, please contact Josephine Fong, Environmental Planner, at (415) 749-8637 or [jfong@baaqmd.gov](mailto:jfong@baaqmd.gov).

Sincerely,



for

Greg Nudd

Deputy Air Pollution Control Officer

cc: BAAQMD Director Margaret Abe-Koga  
BAAQMD Secretary Cindy Chavez  
BAAQMD Director Liz Kniss  
BAAQMD Vice Chair Rod G. Sinks