

**Initial Study/Addendum to the Downtown Strategy 2040
Environmental Impact Report**

**Diridon Station Area Plan
Amendment**

State Clearinghouse No. 2003042127

File Number: PP19-082, Council Districts 3 and 6

Prepared for



March 2021

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ADDENDUM TO THE DOWNTOWN STRATEGY 2040 FINAL ENVIRONMENTAL IMPACT REPORT (SCH # 2003042127)

Pursuant to Section 15164 of the CEQA Guidelines, the City of San José has prepared an Addendum to the Downtown Strategy 2040 Final Environmental Impact Report (Downtown Strategy 2040 EIR, because minor changes made to the project, as described below, do not raise important new issues about the significant impacts on the environment.

PP19-082 and GP20-007 Diridon Station Area Plan Amendment. Project would amend the Diridon Station Area Plan (DSAP) originally adopted by City Council in 2014. The DSAP is a sub-area of Downtown San Jose. The DSAP Amendment includes the following changes:

1. **Increase in Maximum Height Limits:** To allow for desired growth and in response to City Council directive in March 2019, height limits in portions of the DSAP area would increase up to the maximum height limits as established by the Federal Aviation Administration’s United States Standard for Terminal Instrument Procedures (TERPS) for the Mineta San Jose International Airport.
2. **Increase in Maximum Development Capacity:** The DSAP Amendment includes an increase in maximum office/commercial capacity to 7,838,000 square feet (sf) and residential development capacity to 7,044 units compared to the Downtown Strategy 2040 and 2014 DSAP, excluding Google’s Downtown West project. Development capacity would be transferred from other growth areas identified in the Envision San Jose 2040 General Plan. Changes in Maximum Development Capacity Changes are summarized below:

DSAP Amendment Increase in Development Capacity				
	Office (sf)	Retail (sf)	Residential (units)	Hotel (rooms)
Original DSAP (2014), a subset of capacity in Downtown Strategy 2040 (2018)	4,963,400	424,100	2,588	900
Proposed DSAP Amendment Development Capacity (excluding Downtown West)	7,838,000	424,100	7,044	-
Downtown West Project (excludes existing entitlement on SJ Water Co. Site)	6,306,000	469,000	5,575	1,100
Proposed Maximum DSAP Amendment Development Capacity (including Downtown West Project)	14,144,000	469,000	12,619	1,100
Proposed Maximum Downtown Strategy 2040 Development Capacity with DSAP Amendment (including Downtown West Project)	28,344,154	1,400,000	26,979	3,600

3. **Development on Proposed Baseball Stadium Site:** The DSAP Amendment land use plan will include mixed commercial development on the approximately 14-acre site previously proposed for a new baseball stadium.
4. **DSAP Boundary Changes:** DSAP boundaries would be expanded by approximately 12 acres, increasing the total DSAP area from approximately 250 acres to 262 acres, all within the boundaries of Downtown. Areas of proposed boundary changes include incorporation of the area bounded by Autumn Street, Saint John Street, the Guadalupe River, and West Julian Street; incorporation of the former Trammell Crow/Old San José Water Company site bounded by West Santa Clara Street, Los Gatos Creek, West San Fernando Street, and the Guadalupe River; and incorporation of undeveloped areas along Los Gatos Creek between West Santa Clara Street and Park Avenue.

5. **General Plan Land Use/Transportation/Diagram Changes:** The DSAP Amendment includes changes to the General Plan Land Use/Transportation Diagram, including:
 - Changes to the Transit Residential 2040 General Plan Land Use designation within the DSAP to allow for residential densities between 65 and 450 dwelling units per acre.
 - The Northern Innovation District outside of the Downtown West project would be converted from Transit Employment Center to Commercial Downtown northwest of the intersection of West Julian Street and the railroad tracks, Downtown between North Autumn and North Montgomery Street, and Commercial Downtown southeast of the intersection of North Autumn and West Julian Streets. The blocks northeast of the intersection of West Julian and North Autumn Street would remain Transit Employment Center.
 - The Urban Village area bounded by Julian Street to the north, West Santa Clara Street to the south, railroad tracks to the east, and Stockton Avenue to the west would be converted to Downtown.
 - The southernmost triangular area between the Los Gatos Creek Trail and I-280 would be converted from Combined Industrial/Commercial to Urban Residential and Commercial Downtown.
 - The Outer Safety Zone Overlay for the DSAP would have a maximum occupancy of 300 people per acre, minimum open space requirement of 20 percent of gross area, and would preclude uses such as regional shopping centers, theaters, meeting halls, stadiums, schools, large day care centers, hospitals, nursing homes, or similar activities. No above ground bulk fuel storage would be allowed.
6. **Transportation Network Changes:** The DSAP Amendment includes changes to planned transportation improvements within the DSAP to ensure a balanced, multimodal transportation network. Potential changes may include the removal of the planned Autumn Parkway extension between West Julian Street and West St. John Street anticipated in the 2014 DSAP.
7. **Changes to Parks and Open Space:** The DSAP Amendment includes changes to parks and open space in the DSAP, including removal of the planned park site south of the Ballpark site in the 2014 DSAP and changes to the planned Los Gatos Creek Trail. The open space strategy for the Diridon Station Area consists of 11 acres of publicly accessible open spaces, including neighborhood parks, trail segments, and plazas dispersed throughout the existing neighborhoods and future developments. The 11 acres will supplement the existing open space in the Diridon Station Area. Approximately five of the 11 planned acres of publicly accessible open spaces are within the Downtown West project boundary, and six acres will be outside the Downtown West project boundary in the broader Diridon Station Area.
8. **Infrastructure Changes:** The DSAP Amendment would include several infrastructure improvements to accommodate anticipated demand, including improvements to sanitary sewer and stormwater systems which will require upsizing of distribution main lines to address existing deficiencies and accommodate increased demand capacity.
9. **Update DSAP to Reflect Downtown Design Guidelines and Standards:** The DSAP Amendment would build upon and incorporate development standards approved by the City Council as part of the San José Downtown Design Guidelines and Standards approved on April 23, 2019 and subsequently amended on May 21, 2019. The Downtown Design Guidelines and Standards provides direction regarding urban design and includes planning standards and guidelines for development in Downtown.
10. **Implement Climate Smart San José and City’s Updated GHG Reduction Strategy:** The DSAP Amendment would include revisions to the Downtown Strategy 2040 to implement Climate Smart San José and incorporate the City’s 2030 GHG Reduction Strategy into the Downtown Strategy 2040.

11. **Update Parking Strategy:** As part of the DSAP Amendment, City Department of Transportation’s (DOT) is studying a Parking and Transportation Management District to amend the overall parking strategy addressing the DSAP area to leverage the DSAP’s strong transit-oriented character.

Location: Area generally bounded by Lenzen Avenue and the Union Pacific Rail Road tracks to the north, I-280 to the south, the Guadalupe River and Delmas Avenue to the east, and Sunol Street and the Diridon Station commuter rail tracks to the west.

Assessor’s Parcel Number: Multiple **Council Districts:** 3 and 6

The environmental impacts of this project were addressed by the following Final Environmental Impact Report: “The Downtown Strategy 2040 Final Environmental Impact Report,” adopted by City Council Resolution No. 78942 on December 18, 2018. 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 EIR 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

Downtown Strategy 2040

In December 2018, the City of San José certified the Downtown Strategy 2040 Environmental Impact Report (Resolution No. 78942). The Downtown Strategy 2040 FEIR is necessary to respond to changed environmental circumstances and conditions since Downtown Strategy 2000 was adopted by the City Council in 2005 (as described above).

The Downtown Strategy 2040 is an update and replacement of the Strategy 2000: San José Greater Downtown Strategy for Development (Strategy 2000) adopted by the City Council in 2005. The new Downtown Strategy is necessary to: (i) respond to changed circumstances and conditions; and (ii) increase the Downtown development capacity to year 2040 consistent with the General Plan. For purposes of this new Strategy, the primary action is to increase the development capacity within the Downtown boundary, as defined in the General Plan, by transferring 4,000 dwelling units and 10,000 jobs from later horizon General Plan growth areas to Downtown capacity available now. The Downtown Strategy 2040 has a development capacity of 14,360 residential units, 14.2 million square feet of office uses, 1.4 million square feet of retail uses, and 3,600 hotel rooms. The Downtown Strategy 2040 FEIR provides project-level clearance for impacts related to vehicle miles traveled (VMT), traffic noise, and operational emissions of criteria pollutants associated with Downtown development.

ANALYSIS

No new or more significant environmental impacts beyond those identified in the Downtown Strategy 2040 FEIR have been identified, nor have any new mitigation measures or alternatives which are considerably different from those analyzed in the FEIR been identified. The project will not result in a substantial increase in the magnitude of any significant environmental impact previously identified in the FEIR. For these reasons, a supplemental or subsequent EIR is not required and an Addendum to the Downtown Strategy 2040 FEIR, 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 proposed changes to the Downtown Strategy, as a result of the DSAP Amendment. This addendum (including Initial Study) will be attached to the Downtown Strategy 2040 FEIR pursuant of CEQA Guidelines §15164(c).

Rosalynn Hughey, Director
Planning, Building and Code Enforcement

3/1/21



Date

Deputy

Environmental Project Manager: Shannon Hill

Attachment:
Diridon Area Station Plan Amendment Initial Study/Addendum, dated March 2021

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SECTION 1: INTRODUCTION AND PURPOSE

1.1 Project Title and File Number

Diridon Station Area Plan (DSAP) Amendment (project); City File No.: PP19-082; Council District 3 and 6

1.2 Lead Agency/Project Sponsor Name and Address

City of San José
Department of Planning, Building and Code Enforcement
200 E Santa Clara Street, San José, CA 95113

1.3 Previous Document

Downtown Strategy 2040 Environmental Impact Report (adopted December 18, 2018), Resolution Nos. 78942, 78943, and 78944.

1.4 Purpose of Addendum

This Addendum has been prepared by the City of San José (City) 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 City regulations and policies. This Addendum provides objective information regarding the environmental consequences of the proposed DSAP Amendment to the decision makers who will be reviewing and considering the DSAP Amendment.

This Addendum to the Downtown Strategy 2040 Environmental Impact Report (EIR) analyzes the proposed increases in density and development capacity that would be added to the DSAP as part of the DSAP Amendment. The purpose of this Addendum is to determine whether changes to the DSAP, proposed as part of this DSAP Amendment, would result in new impacts or increase the severity of impacts identified in the Downtown Strategy 2040 EIR.

This Addendum will be used by the City for entitlement review of future projects proposed within the DSAP area in Downtown San José (Downtown).¹ Such projects will undergo additional project-level review under CEQA as necessary.

1.5 Criteria for Preparation of an Addendum to a Previous EIR & CEQA Determination

CEQA Statutes Section 21166 and CEQA Guidelines Sections 15162 and 15164 provide that an Addendum to a previously certified EIR can be prepared for a project if the criteria and conditions summarized below are satisfied:

¹ As shown in **Figure 1** and discussed in **Section 2.3.2**, Downtown is generally bounded by Taylor Street to the north for areas west of State Route 87 (SR-87) and Julian Street for areas east of SR-87, San José State University and City Hall to the east, Interstate 280 (I-280) to the south, and the DSAP area to the West.

- **No Substantial Project Changes:** There are no substantial changes proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- **No Substantial Changes in Circumstances:** Substantial changes have not occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
- **No Substantial New Information:** There is no new information of substantial importance which was not known or could not have been known at the time of the previous EIR that shows any of the following:
 - (a) The project will have one or more significant effects not discussed in the previous EIR;
 - (b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (c) Mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternatives; or
 - (d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative

If the changes would involve new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts, 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 DSAP Amendment. On the basis of the analysis provided in the following sections, the City 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.

1.6 Lead Agency Contact

Shannon Hill, Environmental Project Manager
City of San José
Department of Planning, Building & Code Enforcement
200 East Santa Clara Street, T-3
San José, CA 95113
Phone: (408) 535-7872
Email: shannon.hill@sanjoseca.gov

SECTION 2: PROJECT INFORMATION AND DESCRIPTION

2.1 Summary of the Diridon Station Area Plan Amendment

In November 2008, California voters approved Proposition 1A to fund the initial stages of developing a High-Speed Rail (HSR) system linking Northern and Southern California. Diridon Station in San José was identified as one of the stations along the route, thus eventually establishing this location as one of the best-connected multimodal transit hubs in the Western United States.

In 2014, the City adopted the DSAP to guide development in an approximately 250-acre area around Diridon Station. The DSAP envisions the transformation of the station area—an area which has been dominated by parking lots and old industrial buildings—into a dynamic mixed-use urban neighborhood anchored by a world-class transportation hub and the SAP Center.

The City began the process of amending the 2014 Plan in November 2019, informed by an extensive public outreach process for the DSAP area that began in early 2018. This process was also influenced by the adoption of the Downtown Strategy 2040 and the Downtown Strategy 2040 EIR in late 2018, which analyzed a reallocation of City-wide development capacity to Downtown. The DSAP Amendment establishes new designations, revising designations under the Envision San José 2040 General Plan (2040 General Plan), and allowable building heights to support the preferred development framework, along with design standards that build on the Downtown Design Guidelines and Standards adopted in 2019 to assist the City with subsequent development review and implementation. Only relevant standards from the Downtown Design Guidelines and Standards are included in the tables within applicable resource sections. Refer to the Downtown Design Guidelines and Standards document applicable guidelines.² The project also addresses other changes in circumstances since the adoption of DSAP in 2014, such as the baseball stadium is no longer planned and a 2019 directive from City Council to allow increased building heights. See **Section 2.4, Project Description**, for a full description of project changes.

The project analyzes the expansion of the existing 2014 DSAP area (250 acres) and the development of land uses within the proposed 262-acre project boundary surrounding the station (discussed below in **Section 2.4.1, Changes to DSAP Boundary**), an expansion of 12 acres. The amended DSAP boundary is shown in **Figure 1**. The goal is to develop a sustainable and equitable plan around Diridon Station that capitalizes on an anticipated possible build-out of new transit-oriented development to allow for more urban vitality and economic activity, to act as a catalyst for similar development in surrounding neighborhoods, and to obtain environmental clearance under CEQA.

2.1.1 Summary of City Outreach Performed to Date

The City began an extensive community engagement process in 2018 to gain input on the future of the DSAP area, given the disappearance of the planned baseball stadium project and the arrival of the Diridon Integrated Station Concept (DISC) Plan and Google’s Downtown West Mixed-Use Plan (Downtown West) proposal. As part of this process, the City Council appointed 38 organizations to a new Diridon Station Area Advisory Group (SAAG). The City also set up a new website (www.diridonsj.org) and held a variety of events and activities to engage the general public. The 2018

² The full Downtown Design Guidelines and Standards document can be found here: <https://www.sanjoseca.gov/your-government/departments-offices/planning-building-code-enforcement/planning-division/citywide-planning/city-design-team/downtown-design-guidelines-and-standards>.

process generated a list of desired outcomes related to housing and anti-displacement, jobs and education, land use and design, transportation and parking, parks and public space, and environmental sustainability. Key findings from the process were that the community's overall vision for the area had not changed and that social equity should be a top consideration.

The 2019-2020 engagement process, which focused on the scope of changes under consideration for the DSAP area and the intended process for analyzing and proposing amendments to the 2014 DSAP, evolved from the original plan due to the COVID-19 crisis. The City had to extend the process and switch to digital tools. Throughout the process, the City's goal was to hear from all segments of the San José community, such as residents living in the area, neighborhood groups, downtown businesses owners, developers, transit riders, affordable housing, labor, and environmental advocates. To help reach populations that are typically under-represented in planning processes, the City established a small grant program and partnered with seven community-based organizations to assist with 2020 outreach and engagement.

From early 2018 through fall 2020, City-led community engagement related to the DSAP area included the following meetings, most of which included an explanation of the CEQA process, and ongoing outreach efforts to shape development in the DSAP area:

- 18 SAAG meetings
- 14 SAAG small group discussions
- 15 community meetings, including focus meetings for Spanish speakers, Vietnamese speakers, and local artists
- 3 online surveys with over 2,000 responses
- Over 200 online feedback forms submitted
- Over 75,000 page views and over 36,000 unique visitors on diridonsj.org
- 9 pop-ups at community events, including at Village Fest and Viva Calle
- 5 virtual office hours sessions, focused on equity, transportation, housing, building heights, and parks
- Study sessions for the City's Parks and Recreation Commission, Historic Landmarks Commission, Planning Commission, and City Council (all noticed public hearings with opportunities for public comment)
- Meetings with individual community groups, including the Garden Alameda Village Association, Shasta/Hanchett Park Neighborhood Association, and Diridon Area Neighborhood Group

In addition to these efforts, Google and the City's transit partners conducted their own outreach to guide their own projects within the DSAP area. The City will continue to reach out to and collaborate with local stakeholders on the future of the DSAP area during and after the DSAP Amendment process. For a full discussion of the City's public engagement process, please refer to Appendix B of the Draft DSAP Amendment.

2.1.1.1 Known Areas of Controversy

Pursuant to Section 15123(b)(2) of the state CEQA Guidelines, an EIR shall identify areas of controversy known to the lead agency including issues raised by agencies and the public. As an Addendum to the Downtown Strategy 2040 EIR, this document includes this discussion on known areas of controversy for informational purposes only. As described above in **Section 2.1.1**, the City has made extensive efforts to

engage members of the business and development community in the planning process, as well as residents within the immediate area and surrounding long-established neighborhoods. Known areas of controversy related to the DSAP Amendment include:

- Proposed building height limits adjacent to existing single-family neighborhoods, open space, riparian habitat, and historic resources.
- Proposed open space program (e.g., amount that would be publicly accessible and permanent and the amount relative to new residents and affordable housing).
- Protection of riparian habitat along Los Gatos Creek and the Guadalupe River
- Preservation of historic resources, especially the Diridon Station.
- Planning for a future community center.
- Potential for daylighting Los Gatos Creek at the Bird Avenue/Park Avenue intersection.
- Concerns about direct and indirect displacement of residents and small businesses due to physical development and higher rents, especially downtown and in the East Side of San José.
- Providing an adequate supply of affordable housing.
- Effect of increased maximum heights and residential uses within the 65 Community Noise Equivalent Level (CNEL) noise contour on operations at the Norman Y. Mineta San José International Airport.³
- Effects to parking and access in and around Downtown.⁴
- Including transit and multimodal access that would be functional, affordable, and well-serviced to meet the needs of the community and commuters.
- Combined effects of DSAP Amendment, Downtown West, DISC Plan, and other major projects implementation – particularly related to coordinated design, construction management, traffic, parking, and the San José Arena operations.

2.2 Project Location

The DSAP area is located in Northern California within Santa Clara County. The City—sometimes referred to as the “Capital of Silicon Valley”—is located in the center of Santa Clara Valley, to the south of the San Francisco Bay. As defined in the 2014 DSAP, the existing DSAP boundary encompasses approximately 250 acres west of State Route 87 (SR 87) and south of the Norman Y. Mineta San José International Airport (Airport). The DSAP area is generally bounded by Lenzen Avenue and the Union Pacific Railroad (UPRR) tracks to the north, Interstate 280 (I-280) to the south, the Guadalupe River and Delmas Avenue to the east, and Sunol Avenue and the Diridon Station commuter rail tracks to the west. The original DSAP boundary are shown in **Figure 1**.

As shown in **Figure 1**, with the exception of three protrusions at the western boundary of the DSAP area, the majority of the DSAP area falls within Downtown, which encompasses approximately 1.5 square miles in the central part of the City. The areas outside the Downtown boundary are generally located

³ A Community Noise Equivalent Level (CNEL) is a weighted average of noise level over time for a neighborhood and is used to establish airport noise contours to regulate airport noise impacts on communities.

⁴ As described below, Downtown encompasses approximately 1.5 square miles in the central part of the City. The areas outside the Downtown boundary are generally located between Stockton Avenue and The Alameda to the north and between Park Avenue and I-280 to the south (see **Figure 1**).

between Stockton Avenue and The Alameda to the north and between Park Avenue and I-280 to the south.

As noted above, the DSAP area is generally bounded by Lenzen Avenue and the UPRR tracks to the north, I-280 to the south, the Guadalupe River and Delmas Avenue to the east, and Sunol Street and the Diridon Station commuter rail tracks to the west. The following land uses surround the DSAP area:

- **North:** Parks and Open Space land associated with the Guadalupe River Park is located directly north of the DSAP area across Coleman Avenue. Other uses surrounding this park area include areas designated as Residential Neighborhood, Neighborhood/Community Commercial located east of the Guadalupe River, and Light Industrial Areas located west of Coleman Avenue. The Airport is located further to the north across I-880.
- **South:** The Willow Glen neighborhood, located directly south of the DSAP area and I-280, generally comprises Residential Neighborhood uses with pockets of Neighborhood/Community Commercial and Mixed Use interspersed throughout.
- **East:** Directly east of the plan area is Guadalupe River Park and trail. Downtown east of SR-87 is currently developed with a mix of office, commercial, hotel, residential and public service uses. Notable development in this area includes the Fairmont Hotel, the De Anza Hotel, San José Convention Center, Children’s Discovery Museum, and various high-rise office and residential buildings. Land uses in this area are generally defined as Downtown or Public/Quasi Public.
- **West:** Development to the west of the DSAP area, is characterized by residential neighborhoods, including Garden Alameda to the west of Stockton Avenue, Cahill Park east of Bush Street, the Shasta Hanchett Park neighborhood east of Sunol Street, and Saint Leo’s north of the intersection of Park Avenue and Sunol Street, Theodore Lenzen Park on the corner of Lenzen Avenue and Stockton Avenue, and older industrial uses that are part of the College Park north of the crossing of Lenzen Avenue and the UPRR tracks, Midtown and Buena Vista neighborhoods. Land uses are generally designated Residential Neighborhood or Neighborhood/Community Commercial, though there are pockets of Transit Residential, Urban Residential, and Industrial Park within the Buena Vista Neighborhood.



Not To Scale



Legend

- Existing Diridon Station Area Plan
- Diridon Station Area Plan Outside of Downtown
- Diridon Station Area Plan Extension
- Downtown Strategy 2040

2.3 Diridon Station Area Plan Background and Objectives

2.3.1 Previously Adopted Diridon Station Area Plan (2014)

The DSAP was adopted in 2014 in response to the planned extension of Bay Area Rapid Transit (BART) and HSR service to Diridon Station. The goal of the DSAP was to forecast the maximum possible build-out of new transit-related development in the station area including 4,963,400 square feet of office space, 424,100 square feet of retail space, 2,588 residential units, and 900 hotel rooms (see **Table 1** and **Figure 2a**). The majority of this development would have occurred within the Downtown boundary, which is shown in **Figure 1**. As shown in **Table 1** and **Figure 2a**, the DSAP was divided into the following three distinct zones listed below. **Figure 2b** shows land uses under the DSAP Amendment; the DSAP would not be divided into distinct zones under the DSAP Amendment.

- **Northern Zone:** a high-intensity business district north of The Alameda⁵ with a higher concentration of business and commercial uses as well as a 900-space parking structure.
- **Central Zone:** a commercial-focused area which included the Diridon Station⁶, a planned baseball stadium, and a mix of employment, retail, hotel, and entertainment uses.
- **Southern Zone:** a residential-focused area which included mixed-use, residential, parks, business, and hotel uses. This zone also included the planned Autumn Parkway realignment project, which involved conversion of Autumn Street (to be renamed “Autumn Parkway”) from one-way to two-way traffic and widened to four lanes (two in each direction) between Santa Clara Street and Park Avenue. The realignment project also included the removal of existing buildings between Autumn Street and Los Gatos Creek to create an open space buffer of at least 50 feet.

The existing and proposed zoning districts in relation to the Airport Influence Area (AIA)⁷ are shown in **Figure 3a** while proposed zoning is shown in **Figure 3b**.

Zone	Office (sf)	Retail (sf)	Residential (units)	Hotel (units)
Northern	3,012,400	81,100	223	0
Central	1,146,000	140,000	0	250
Southern	805,000	203,000	2,365	650
Total	4,963,400	424,100	2,588	900

Source: *Diridon Station Area Plan EIR (City of San José 2014)*

⁵ Santa Clara Street becomes The Alameda, west of Diridon Station.

⁶ Diridon Station is a major multimodal transit hub located at 65 Cahill Street in San José served by Caltrain, Altamont Corridor Express (ACE), VTA light rail, Amtrak Capitol Corridor, and Amtrak Coast Starlight. BART service to Diridon Station is anticipated to begin in 2030, pending acquisition of full funding for the subsurface extension of the currently under-construction BART line to Berryessa Station in East San José. The California High Speed Rail Authority plans to serve Diridon Station as well.

⁷ The Santa Clara County Airport Comprehensive Land Use Plan (CLUP) defines an Airport Influence Area (AIA) as the areas surrounding an airport affected by noise, height, and safety considerations within which all actions, regulations and permits must be evaluated by local agencies to determine how CLUP policies may impact proposed developments.

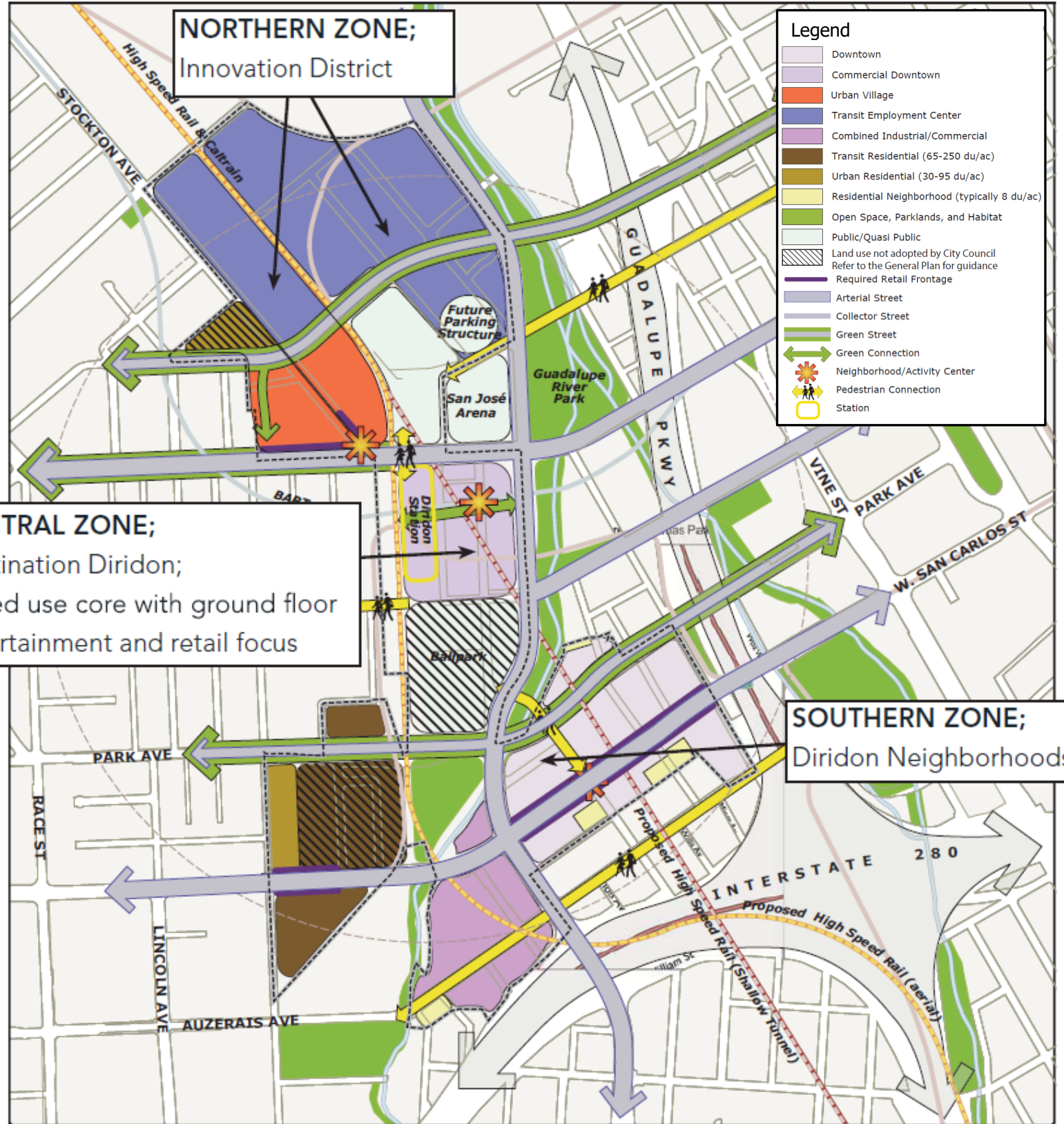
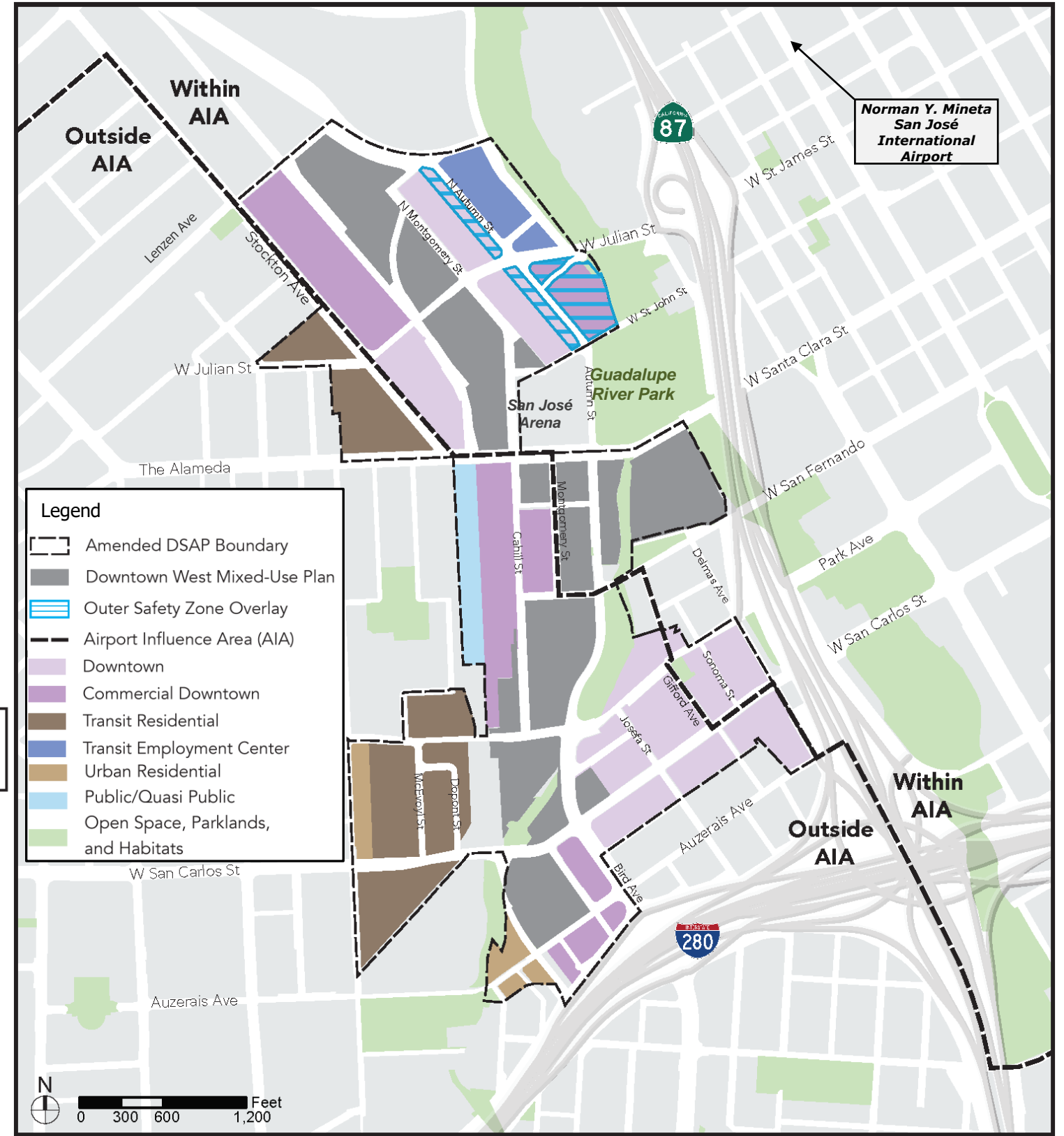


Figure 2a Original Diridon Station Area Land Use Plan

Source: City of San José, 2021



Amended Diridon Station Area Land Use Plan Figure 2b

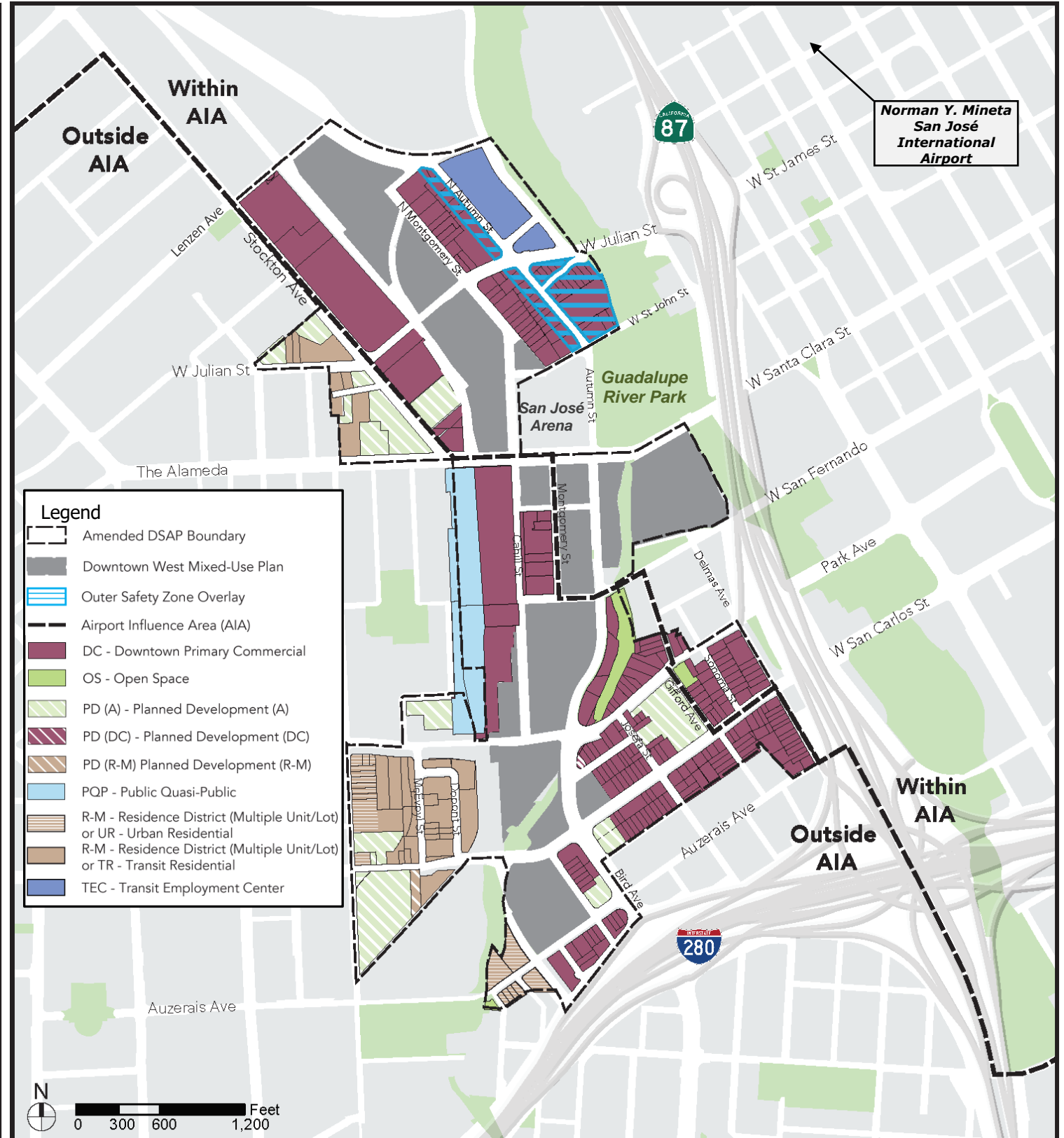
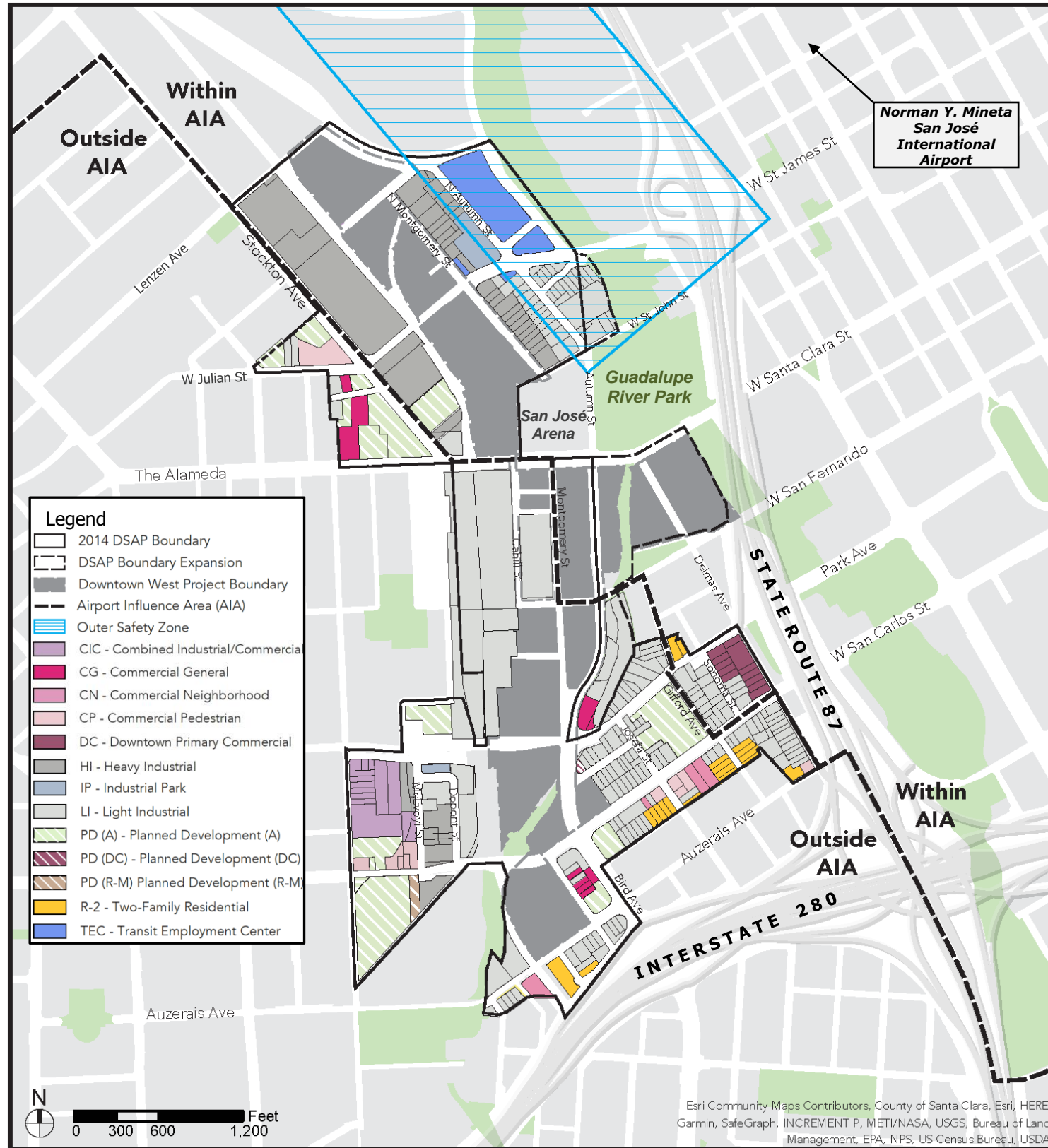


Figure 3a Existing Zoning Districts

Amended Diridon Station Proposed Zoning Districts Figure 3b

Source: City of San José, 2021

2.3.1.1 Landscape and Open Space

The 2014 DSAP planned for six types of open spaces to contribute to the environment and character of the planning area, as described below.

1. The Guadalupe River and Los Gatos Creek: Plans for parks and trails along these waterways can be found within the Guadalupe River Park Master Plan⁸ and the Los Gatos Creek Master Plan.⁹ The planned completion of the Los Gatos Creek improvements between Santa Clara Street and Park Avenue represented the final section of a much larger trail and open space network that would connect the City to surrounding communities and countryside, from the San Francisco Bay to the Santa Cruz mountains.
2. A large 8-acre community park was envisioned for the southern zone to provide residents with a place for community gathering and a broad range of outdoor recreation activities.
3. Green finger and pedestrian connections were planned as a means of connecting larger public open spaces with the various neighborhoods within DSAP. These areas were envisaged as wide linear parks (minimum 40 feet wide) with generous landscaping and a continuous, integrated bicycle and pedestrian pathway system. Such connections would be located along Saint John Street and Rhodes Court in the Northern Zone, east of Diridon Station in the Central Zone, and along Josefa Street and San Carlos Street in the Southern Zone.
4. A new primary public plaza was planned directly east of Diridon Station and the planned HSR terminal with a civic and commercial focus, accommodating high volumes of movement in different directions and providing a transition from the station area to the City.
5. Neighborhood Squares intended as focal points within each DSAP neighborhood would be located at the corners of Montgomery Street and Julian Street, Julian Street and Stockton Avenue, Stockton Avenue and Santa Clara Street, Park Avenue and McEvoy Street, San Carlos Street and Josefa Street, and Auzerais Avenue and Gifford Avenue.
6. Green Streets were envisaged as major east-west connectors between the DSAP area and the rest of Downtown. These would be located along Julian Street, The Alameda, and Park Avenue and would accommodate many forms of transportation including bicycle and pedestrian.

2.3.1.2 Access and Circulation

The 2014 DSAP anticipated and planned for a number of transportation changes within the planning area, which can be broken down into the following categories:

- **Transit Improvements:** Future transit services within the DSAP area included the planned BART Phase II extension from Fremont to the City of Santa Clara and HSR linking the northern and southern portions of the state. In conjunction with HSR, the planned Caltrain Electrification Program (also known as Caltrain 2025) would convert the Caltrain mainline between San Francisco and the City from the current diesel-electric locomotive power to fully electric power. Additionally, future Bus Rapid Transit (BRT) Lines were envisioned for the Santa Clara Street / Alameda and San Carlos Street corridors.

⁸ Available: <https://www.grpg.org/Files/GuadalupeRiverParkMasterPlan.pdf>

⁹ Available: <https://www.sccgov.org/sites/parks/PlansProjects/Pages/Los-Gatos-Crk-Cnty-Prk-mtr-pln.aspx>

- **Bicycle and Pedestrian Improvements:** DSAP envisaged the implementation of the San José Bike Plan 2020, which planned for the completion of a proposed Class I off-street path along the Los Gatos Creek, as well as additional Bicycle lanes on several streets in the vicinity of the station. Planned improvements to the Los Gatos Creek Trail and the Guadalupe River Trail would be conducted in fulfillment of the Santa Clara County Trails Master Plan. As part of these network improvements, DSAP proposed four major east-west bicycle connections and three major north-south bicycle connections.
- **Roadway Improvements:** The DSAP anticipated three major roadway improvement projects:
 - **The Alameda** – This is a two-phase improvement project that would implement the “Beautiful Way” Plan prepared in April 2010. Phase I, which has already been completed, included landscape median islands, signal modifications, enhanced crosswalks, corner bulb-outs, and bus stop enhancements between Stockton Avenue and Fremont Street. Phase II would add similar improvements between Fremont Street and I-880.
 - **Autumn Street Parkway** – DSAP anticipated that Autumn Street would be extended to connect with Coleman Avenue to the north and renamed Autumn Parkway. Its configuration would change from two or three one-way lanes to two lanes in each direction from I-280 to Coleman Avenue. In a corresponding improvement, Park Avenue would be narrowed from four to two lanes.
 - **San Carlos Rail Overpass Replacement** – The San Carlos overpass over the rail tracks would be replaced with a new overpass structure.

2.3.1.3 Planned Infrastructure

The 2014 DSAP acknowledged that much of the existing infrastructure in the planning area was antiquated and undersized to meet future buildout needs. Therefore, the majority of the infrastructure systems were anticipated to be replaced to meet the increased demand, improved reliability, and distribution objectives. Specific improvements anticipated under the DSAP include:

- Upgrading stormwater infrastructure to accommodate a “10-year storm event”, which would require upsizing of many gravity conveyance lines.¹⁰
- Additional stormwater detention/retention at both the site-specific project level and regional level.
- Repair and or replacement of outfall structures located on the Guadalupe River banks.
- Upgrading sanitary sewer infrastructure which requires upsizing certain sections of the distribution system to address existing deficiencies.
- Replacement of both the potable water and wastewater distribution systems within the area to meet both the domestic demand and the fire service demands for new building structures.
- Upsizing of trunk water mains that feed the area.

¹⁰ A “10-year” event is an event of such size that over a long period of time, the average time between events of equal or greater magnitude is 10 years.

2.3.1.4 Areas, Heights, and Massing

The DSAP established physical parameters to accommodate the desired maximum development capacities described in **Table 1**. The maximum building heights established in the 2014 DSAP are shown in **Figure 4a**, and proposed heights under the DSAP Amendment are shown in **Figure 4b**. The DSAP also outlined project opportunity sites used for establishing the maximum development potential for the plan area. Essentially, all land within the DSAP boundaries could be considered opportunity sites, with the exception of recently constructed or recently entitled projects.

2.3.1.5 Parking

The 2014 DSAP presented a preliminary concept plan to service planned development within the DSAP area. In total, the DSAP anticipated 11,950 parking spaces. Of these, approximately 8,960 spaces would be located in off-street surface lots and structure parking garages and the remaining 2,990 spaces would be provided in underground parking facilities. On-street parking supply was not included in the overall supply totals. Based on the parking analysis conducted for the DSAP, it was concluded that approximately 1,403 of the spaces described above would be allocated to serve transit-based demand. This demand was estimated to range between 1,353 and 2,213. Thus, the parking planned as part of DSAP would be sufficient to meet demand at the lower end of the range, but at the upper end of the range there would be a deficit of approximately 810 spaces. In this circumstance, the transit-based demand was anticipated to be accommodated in a future planned parking structure, located northeast of Saint John Street and Montgomery Street with at least 900 spaces.

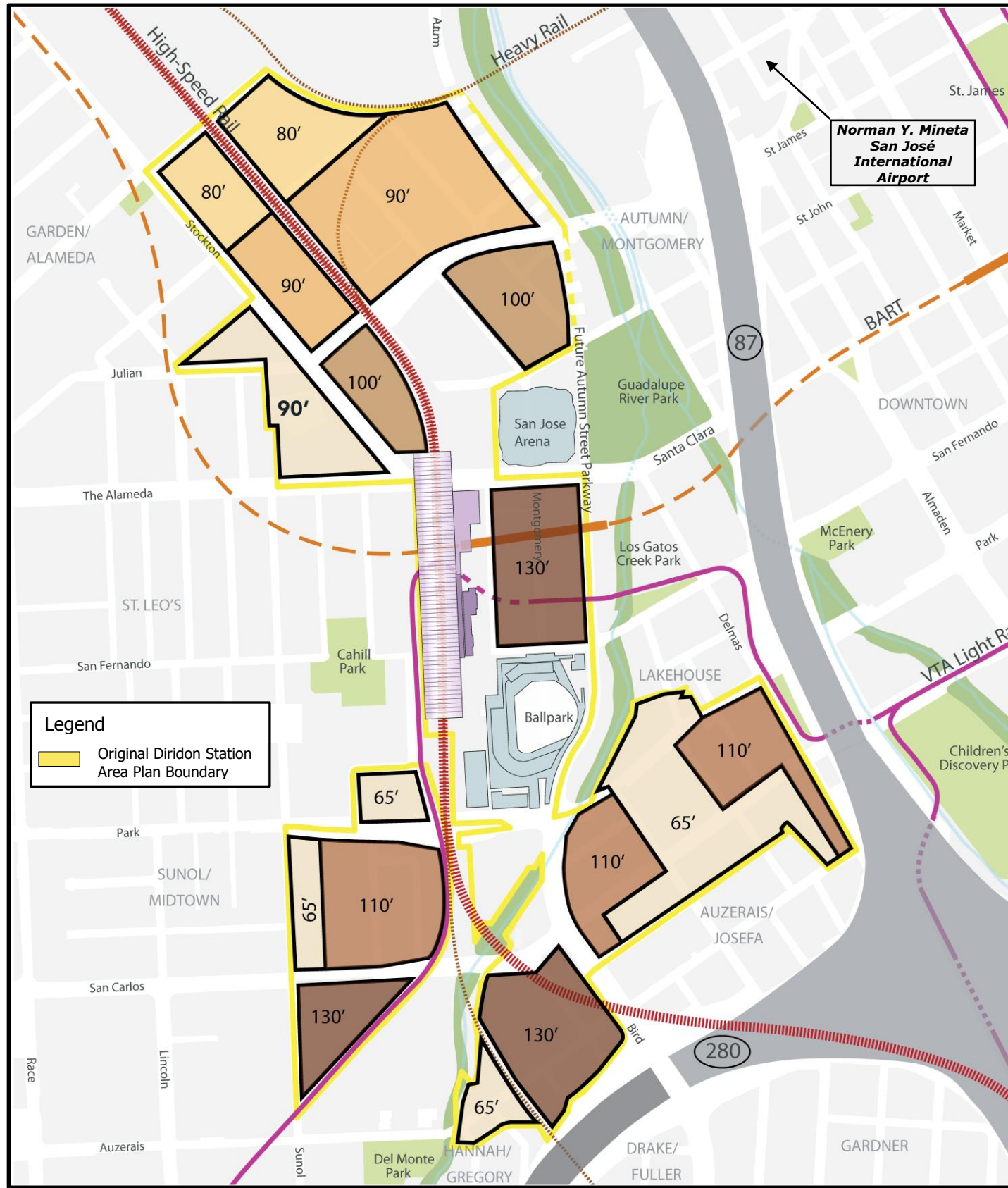
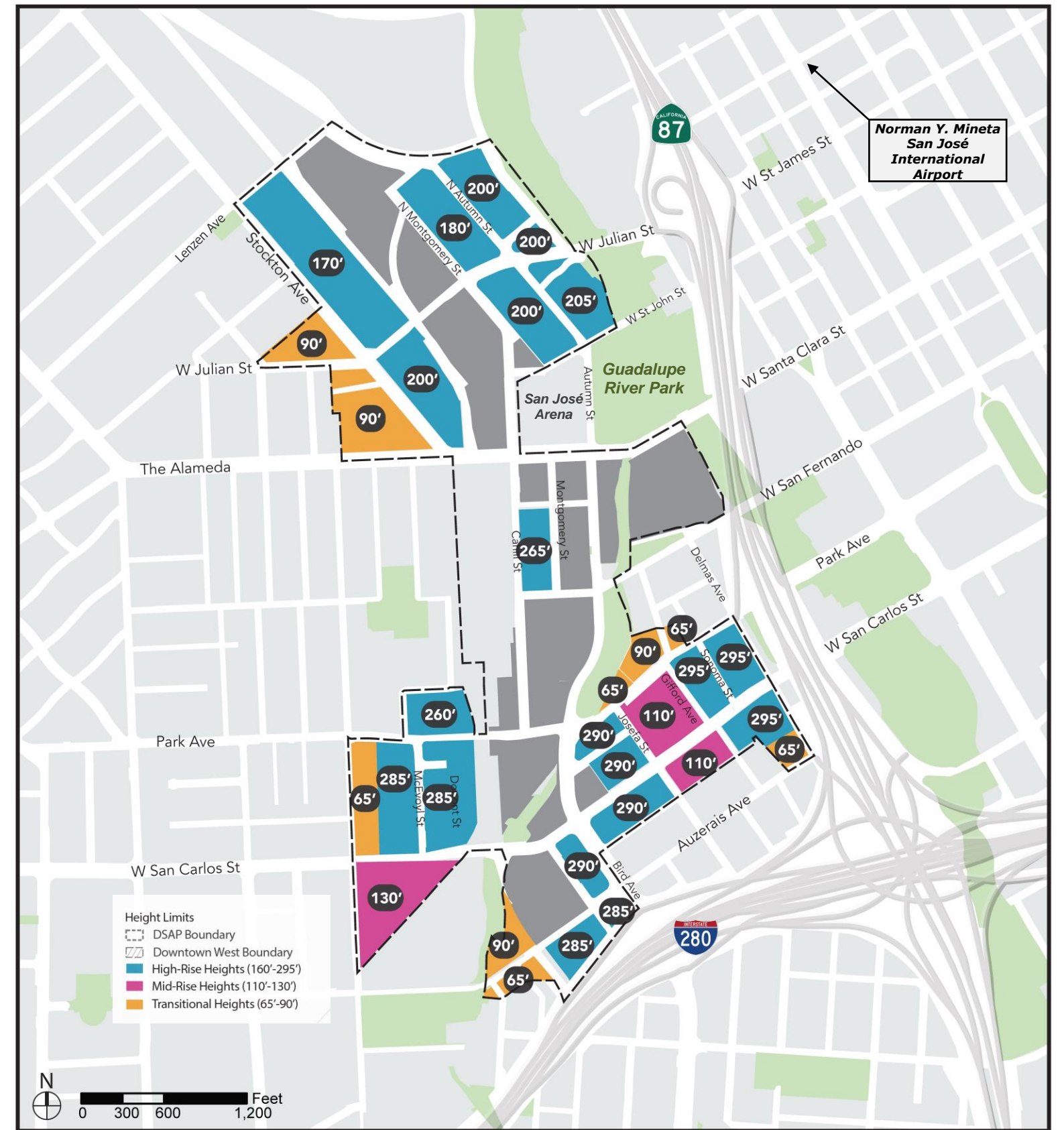


Figure 4a Original Building Height Limits

Source: City of San José, 2021



Proposed Building Height Limits Figure 4b

2.3.2 Downtown Strategy 2040 (2018)

The Downtown Strategy 2040 EIR was certified and the Downtown Strategy 2040 adopted in December 2018 to update and replace the prior Downtown Strategy 2000 for development and redevelopment of Downtown through the year 2040, and the analysis covered proposed development under the 2014 DSAP. As defined in the 2040 General Plan and shown in **Figure 1**, Downtown is generally bounded by Taylor Street to the north for areas west of State Route 87 (SR-87) and Julian Street for areas east of SR-87, San José State University and City Hall to the east, Interstate 280 (I-280) to the south, and the Diridon Station Area to the West. The Downtown Strategy 2040 articulated the following key land use and transportation objectives for this area:

- Increase development capacity in Downtown with an additional 4,000 residential units and 10,000 jobs shifted from other growth areas in the 2040 General Plan.
- Expand the boundary of Downtown to include the east side of two blocks on North 4th Street.
- Create a new 2040 General Plan Land Use/Transportation Diagram designation of “Employment Priority Area Overlay” to intensify new development of employment uses along the BART corridor and near Diridon station.
- Replace the use of level of service¹¹ (LOS) for CEQA transportation analysis with vehicle miles traveled (VMT), consistent with the City’s Transportation Analysis Policy (Council Policy 5-1).
- Prepare new CEQA analysis of potential environmental impacts to comply with recent legislative changes made by the State of California, particularly related to air quality, greenhouse gas emissions, and transportation analysis requirements.

In support of these objectives, the Downtown Strategy 2040 included a total development capacity of up to 58,500 jobs (translated into approximately 14.2 million square feet of office space and 1.4 million square feet of retail space), 14,360 dwelling units, and 3,600 hotel units as shown in **Table 2**.

Table 2 2018 Downtown Strategy 2040 Maximum Development			
Office (sf)	Retail (sf)	Residential (units)	Hotel (units)
14.2 million	1.4 million	14,360	3,600
Downtown Strategy 2040 Maximum Development in DSAP Sub Area (2014 DSAP)			
<i>4,96 million</i>	<i>0.4 million</i>	<i>2,588</i>	<i>900</i>

Source: City of San José 2018

Due to the more recent environmental review and VMT analysis prepared for the Downtown Strategy 2040 EIR, the City determined that it supersedes the 2014 DSAP EIR. As discussed in **Section 2.4.1** and shown in **Figure 1**, there is substantial overlap between the DSAP boundary and the western portion of the Downtown boundary. Total development capacity for the DSAP shown in **Table 1**—which includes development associated with areas outside the Downtown boundary—is reflected as part of the total

¹¹ Level of service or LOS is a qualitative measure used to analyze roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measures like vehicle speed and density. Intersections are graded on an A-F scale.

Downtown Strategy 2040 development capacity shown in **Table 2**. Correspondingly, the Downtown Strategy 2040 EIR and associated VMT analysis include all of the projected DSAP growth.

2.3.3 Updated Information and Objectives

Since adoption of the Downtown Strategy 2040 in 2018, the City has adopted new design guidelines for Downtown and a new citywide sustainability plan, Climate Smart San José. Plans for Diridon Station itself have also evolved as the City continues to work with Caltrain, the California HSR Authority, and the Santa Clara Valley Transportation Authority (VTA) on the DISC Plan process. The DISC Plan is intended to evaluate how to expand and redesign Diridon Station to provide better intermodal connections and integration with the surrounding neighborhoods.

Additionally, an 79-acre mixed-use project (Downtown West) has been proposed by Google LLC that would occupy approximately 30 percent of the total amended DSAP area, generally bounded by Lenzen Avenue and the UPRR tracks to the north; North Montgomery Street, Los Gatos Creek, the Guadalupe River, South Autumn Street, and Royal Avenue to the east; Auzerais Avenue to the south; and Diridon Station and the Caltrain rail tracks to the west.¹² The Downtown West project would generally be consistent with the goals of the DSAP because it would implement a new high-density job center anchored by public transportation. However, the specific purpose of the Downtown West project would be to address workforce growth anticipated by Google LLC (the project applicant) and to create more efficient transportation linkages between the Google workplace and employee homes. The Downtown West project is currently undergoing separate, project-level environmental review.¹³ Therefore, this document only evaluates changes proposed under the Downtown West project as part of the cumulative scenario.

These updated circumstances necessitated a comprehensive amendment to the DSAP to align and complement other adopted and ongoing plans while supporting the vision articulated in the original document. To that end, the objectives of the proposed DSAP Amendment are:

1. **Increase Maximum Height Limits:** To allow for desired growth and in response to City Council directive in March 2019, height limits in portions of the DSAP area would be increased. Some areas would be increased up to the maximum height limits as established by the Federal Aviation Administration's United States Standard for Terminal Instrument Procedures (TERPS) for the Airport.¹⁴
2. **Increase Development Capacity:** Increases in maximum height would allow for increased development capacity in the DSAP area. To accommodate this additional development capacity, residential and commercial development capacity will be transferred from other growth areas identified in the 2040 General Plan into the DSAP.
3. **Development on Proposed Baseball Stadium Site:** Amend the DSAP area land use plan to include mixed commercial development on the site previously proposed for a new baseball

¹² The Downtown West project boundary is shown in **Figure 2b** and **Figure 3b**.

¹³ For further discussion of the DISC, the Downtown West project, and other projects related to the DSAP Amendment, refer to **Section 2.4.8, Other Planned Development**.

¹⁴ The entire DSAP area falls within the FAR Part 77 imaginary airspace notification surface for the Airport. Any proposed structure or object which would penetrate the imaginary notification surface, whether permanent or temporary, must be filed with the FAA for an aeronautical study to determine whether the specific structure would constitute a hazard to aircraft.

stadium. This site is about 14 acres and includes portions of the current South Montgomery Street right-of-way.

4. **Update DSAP to Reflect Downtown Design Guidelines and Standards:** The DSAP Amendment would incorporate and build upon development standards approved by the City Council as part of the San José Downtown Design Guidelines and Standards approved on April 23, 2019 and subsequently amended on May 21, 2019. The Downtown Design Guidelines and Standards provides direction regarding urban design and includes planning standards and guidelines for development in Downtown. Because there are separate design standards and processes for the Downtown West area, the Downtown Design Guidelines and Standards would only apply to the area outside the Downtown West project boundaries.
5. **Implement Climate Smart San José and City’s Updated GHG Reduction Strategy:** The DSAP Amendment would include revisions to the Downtown Strategy 2040 to implement Climate Smart San José. Climate Smart was approved by the City Council in February 2018 and serves as the City’s climate action plan through 2050. The DSAP Amendment would also incorporate the City’s Updated GHG Reduction Strategy into the Downtown Strategy 2040.
6. **Update Parking Strategy:** As part of the DSAP Amendment, City Department of Transportation’s (DOT) is studying a Parking and Transportation Management District to amend the overall parking strategy addressing the DSAP area to leverage the DSAP’s strong transit-oriented character.

2.3.4 Related Projects

2.3.4.1 *Diridon Integrated Station Concept Plan*

To plan for the substantial growth of Diridon Station, the City of San José, the Peninsula Corridor Joint Powers Board (PCJPB, also known as Caltrain), VTA, and the California High-Speed Rail Authority (CHSRA) (the “Partner Agencies”) formed a public agency partnership in July 2018 to work on a station design effort called the DISC Plan. The Metropolitan Transportation Commission joined this partnership in 2020. Through this effort, the Partner Agencies, with considerable community input and participation, developed a spatial vision for a new and expanded station. The resulting Concept Layout is intended to optimize transit and passenger needs, while supporting future development potential and balancing city and neighborhood impacts.

Diridon Station is the most significant component of the area’s transportation system and will be the main entry point into Downtown for many people. Because the design of the station will affect the circulation network for the entire Downtown and beyond, the DISC Plan envisions a station that is designed to facilitate the efficient movement of passengers, while also being an inviting place for people to stay and linger, one that is surrounded by high-quality, publicly accessible, and welcoming places. The current focus of the DISC Plan is the functionality of the station rather than its architectural appearance. Later phases of work will include detailed design and engineering, as well as environmental review. The DISC plan is not compatible with the current location of the Southern Pacific Depot due to the need to add tracks and expand platforms to accommodate planned service. The DISC Plan is not planning for the specific land uses or buildings in the area; however, the City will conduct separate engagement activities related to future development.

2.3.4.2 Google's Downtown West Mixed Use Plan

Google's Downtown West Mixed Use Plan (Downtown West project) for the redevelopment of approximately 79 acres of the proposed DSAP area's 262 acres seeks to build upon and implement the vision of the 2014 Plan, while recognizing evolving realities and aspirations since its original adoption. The City's review of the development application was closely coordinated with the development of this Plan to ensure a cohesive vision for the DSAP area.

The Downtown West project includes the construction of approximately:

- Up to 7.3 million gross square feet of office space, including approximately 1 million gross square feet on the previously entitled San José Water Company Building site east of Los Gatos Creek;
- Up to 5,900 units of new housing;
- Up to 500,000 gross square feet of active uses, which may include retail, cultural, arts, etc.;
- Up to 300 hotel rooms along with event space and limited-term corporate accommodations;
- Associated infrastructure, utilities, and public space; and
- 15 acres of open space.

The Downtown West project is being analyzed pursuant to CEQA requirements as part of a separate project-level environmental review process and is subject to the Jobs and Economic Improvement through Leadership Act of 2011 (Assembly Bill [AB] 900, as amended by Senate Bill 734 and AB 246). AB 900 is only applicable to projects, not planning documents.¹⁵ The Downtown West Mixed-Use Plan EIR, which was publicly circulated from November 23 to December 8, 2020 is incorporated by reference within this Addendum. Development associated with the Downtown West project is discussed as part of the cumulative scenario.

2.4 Project Description

This section summarizes the changes included in the DSAP Amendment proposed by the City to achieve the objectives articulated in **Section 2.3.3**, above. These changes are the subject of this Addendum.

2.4.1 Changes to DSAP Boundary

As part of the DSAP Amendment, the DSAP boundaries would be expanded by approximately 24 acres, increasing the total DSAP area from approximately 250 acres to 262 acres, and increase of 12 acres. All

¹⁵ In summer 2019, the project applicant, Google LLC, filed an application for the Governor's certification of the project under AB 900, as amended by Senate Bill 734 and AB 246). The application was subject to public review from September 3, 2019, through October 3, 2019.³ On December 30, 2019, Governor Gavin Newsom certified the project. AB 900, as amended, provides judicial streamlining benefits under CEQA for certified environmental leadership development projects, if the project meets certain requirements. As required by Public Resources Code Section 21185, the Judicial Council adopted rules of court establishing procedures that apply to actions or proceedings brought to attack, review, set aside, void, or annul the certification of the EIR for an environmental leadership development project (certified by the Governor pursuant to AB 900) or the granting of any project approvals. The procedures require that the actions or proceedings, including any potential appeals, be resolved to the extent feasible within 270 days of the day that the certified record of proceedings was filed with the court. This creates an accelerated time frame for CEQA litigation. The procedures can be found in California Rules of Court Rules 3.2220 to 3.2231.

of these areas of expansion are within Downtown. As shown in **Figure 2b**, specific boundary changes would include:

- Incorporation of the area bounded by Autumn Street, Saint John Street, the Guadalupe River, and West Julian Street;
- Incorporation of the former Trammell Crow/Old San José Water Company site bounded by West Santa Clara Street, Los Gatos Creek, West San Fernando Street, and the Guadalupe River; and
- Incorporation of undeveloped areas along Los Gatos Creek between West Santa Clara Street and Park Avenue.

As described in **Section 2.1** and shown in **Figure 1** above, portions of the 2014 DSAP boundary fall outside of the western limits of Downtown. These areas are generally located between Stockton Avenue and The Alameda, and between Park Avenue and I-280. As with the 2014 DSAP, these areas will remain outside the Downtown boundary with adoption of the DSAP Amendment. These areas have been assigned specific development capacities and would be tracked separately from the rest of the DSAP for planning purposes. Although technically located outside of Downtown, the Downtown Strategy 2040 EIR considered growth and development in these areas as part of the impact analysis. Therefore, measures identified within the Downtown Strategy 2040 EIR for the purposes of reducing significant impacts apply equally to these areas. This would continue with implementation of the DSAP Amendment.

2.4.2 Development Capacity Changes

The City evaluated two development capacity scenarios based on a capacity study conducted by Skidmore, Owings & Merrill LLP in January 2020: one with a residential focus and one with a commercial focus. For the purpose of this CEQA analysis, a maximum envelope including the greatest possible residential and commercial capacities from each scenario is assumed. **Table 3** shows the proposed maximum buildout compared to the original DSAP assumptions contained in the Downtown Strategy 2040 EIR.

The growth shown in **Table 3** is a summary of planned growth capacity in the 2014 DSAP and planned 2040 General Plan development capacity equivalent to approximately 12,619 housing units and 14.1 million square feet of commercial office space proposed to be reallocated to Downtown from other planning areas identified in the 2040 General Plan to support transit-oriented development. Additional retail and hotel space proposed as part of the Downtown West project (separate project) would be reallocated to the DSAP area from within the Downtown boundaries.

Table 3 Maximum DSAP Amendment Development Capacity and Proposed Maximum Downtown Strategy 2040 Development Capacity				
	Office (sf)	Retail (sf)	Residential (units)	Hotel (units)
<i>Original DSAP (2014), a subset of capacity in Downtown Strategy 2040 (2018)</i>	4,963,400	424,100	2,588	900
<i>Proposed DSAP Development Capacity</i>	7,838,000	424,100	7,044	-

Table 3 Maximum DSAP Amendment Development Capacity and Proposed Maximum Downtown Strategy 2040 Development Capacity				
	Office (sf)	Retail (sf)	Residential (units)	Hotel (units)
<i>(excluding Downtown West)</i>				
<i>Proposed Increase in Development Capacity for the Downtown West Project(excludes existing entitlement on SJ Water Co Site)</i>	<i>6,306,000</i>	<i>469,000</i>	<i>5,575</i>	<i>1,100</i>
Proposed Maximum DSAP Amendment Development Capacity (including Downtown West Project)	14,144,000	469,000	12,619	1,100
Proposed Maximum Downtown Strategy 2040 Development Capacity with DSAP Amendment (including Downtown West Project)	28,344,154	1,400,000	26,979	3,600

Source: City of San José 2020; sf = square feet; DSAP = Diridon Station Area Plan

As shown in **Table 3**, the DSAP Amendment, excluding the Downtown West project, would increase the development capacity in the DSAP and Downtown by up to 7,838,000 square feet of commercial office space and up to 7,044 residential units. This increase is the focus of the present Addendum to the Downtown Strategy 2040 EIR. The Downtown West project proposes to further increase development capacity in the DSAP by up to 6,306,000 square feet of commercial office space, 469,000 square feet of retail space, 5,575 residential units, and 1,100 hotel rooms. The Downtown West project is undergoing separate, project-level environmental review. Therefore, additional growth from the Downtown West project is only considered as part of the cumulative scenario within this Addendum. The Downtown West project and the DSAP Amendment would result in a total increase of growth capacity in DSAP and Downtown by up to 14,144,000 square feet of commercial office space, 469,000 square feet of retail space, 12,619 residential units, and 1,100 hotel units (**Table 3**).

As discussed in **Section 2.4.1, Changes to DSAP Boundary** and shown in **Figure 1**, portions of the DSAP area between Stockton Avenue and The Alameda, and between Park Avenue and I-280 are located outside of the Downtown Boundary. Under the DSAP Amendment, these outlying areas would allow up to 24,166 square feet of commercial office space and up to 2,671 residential units. Although these areas will be tracked separately for planning purposes, development capacities planned for these areas are included as part of the total proposed amendment to DSAP capacity shown in **Table 3**. These transitional areas would be subject to the same measures, policies, and requirements identified for the purpose of reducing or avoiding potentially significant impacts as the rest of the DSAP area.

2.4.3 Proposed 2040 General Plan Land Use / Transportation Diagram Changes

The DSAP Amendment would require changes to the Transit Residential 2040 General Plan land use designation for properties designated Transit Residential within the DSAP. This designation would now allow for residential densities between 65 and 450 dwelling units per acre. This designation also allows commercial uses to be mixed with residential uses in a vertical or horizontal arrangement. The following 2040 General Plan land use designations would remain unchanged under the DSAP Amendment: Public/Quasi Public; Commercial Downtown; Downtown; Urban Residential; Transit Residential; and Open Space, Parklands, and Habitat.

To accommodate the proposed changes in development capacity, the DSAP land use plan would be modified as shown in **Figure 2b** for the areas outside the Downtown West project boundary. The main changes are described below.

- The Northern Innovation District outside of the Downtown West project would be converted from Transit Employment Center to Commercial Downtown northwest of the intersection of West Julian Street and the railroad tracks, Downtown between North Autumn and North Montgomery Street, and Commercial Downtown southeast of the intersection of North Autumn and West Julian Streets. The blocks northeast of the intersection of West Julian and North Autumn Street would remain Transit Employment Center.
- The Urban Village area bounded by Julian Street to the north, West Santa Clara Street to the south, railroad tracks to the east, and Stockton Avenue to the west would be converted to Downtown.
- The southernmost triangular area between the Los Gatos Creek Trail and I-280 would be converted from Combined Industrial/Commercial to Urban Residential and Commercial Downtown.
- The Outer Safety Zone Overlay for the DSAP (shown in **Figure 3b**) would have a maximum occupancy of 300 people per acre, minimum open space requirement of 20 percent of gross area, and would preclude uses such as regional shopping centers, theaters, meeting halls, stadiums, schools, large day care centers, hospitals, nursing homes, or similar activities. No above ground bulk fuel storage would be allowed.

While most other designations would remain the same or similar, nearly all land uses would be intensified to accommodate the increased development capacities described in Table 3. As shown in Figure 2b, while the revised DSAP boundary includes the entirety of the Downtown West project area, the new uses proposed for this area are not analyzed within this document, except as part of the cumulative scenario. Changes proposed as part of the Downtown West project are analyzed in a separate, project-level environmental document as previously described above.

2.4.4 Changes to Maximum Height Limits

Land use intensification would be facilitated by an increase in maximum height limits. Height limits up to those established by the Federal Aviation Administration's United States Standard for Terminal Instrument Procedures for the Airport would be established in portions of the DSAP area. Proposed building and DSAP 2014 height limits are shown in **Figure 4a**. Development capacities analyzed in this Addendum conservatively assume development would reach maximum potential heights.

As shown in **Figure 4b**, height limits in portions of the DSAP would increase from a range of 65 - 130 feet to a range of 65 - 295 feet. Permitted building heights would generally be the highest within the southern zone of the DSAP area, where the majority of proposed 2040 General Plan designations allow for residential development. These increases in building height limits would allow for the proposed increases in residential and commercial development capacity in the DSAP area, maximizing the use of existing and planned public transit.

2.4.5 Transportation Network Changes

Figure 5 shows planned transportation improvements within the DSAP area. The DSAP Amendment includes one main transportation network change related to the Autumn Parkway extension (north of existing Autumn Street across West Julian Street), which was included in the 2014 DSAP and Downtown Strategy 2040 and has been partially completed from Julian Street to Coleman Avenue. The City is currently considering two options regarding the remaining segment of the Autumn Parkway extension:

1. Retention of the Autumn Parkway extension, which would reduce potential development capacities below those reflected in the maximum envelope shown in **Table 3**.
2. Removal of the Autumn Parkway extension, enabling development capacities summarized in **Table 3**.

Because this document seeks to analyze the maximum development scenario shown in **Table 3**, the Autumn Parkway extension is assumed to not occur, with new development anticipated on the site of the planned extension. This scenario would also allow for development of an interim parking lot on the northeast corner of North Autumn Street and West Saint John Street.

Other transportation network changes would include implementation of “Complete Streets” on San Fernando Street east of Cahill Street, which would include a raised bike path from near the intersection of Almaden Boulevard and Park Avenue into the DSAP area. Additionally, bus-only lanes would be added on Santa Clara Street. A number of other planned or proposed transportation network changes are listed in **Section 3.17, Transportation**. These projects are in various stages of planning and would require discretionary actions and environmental review separate from the analysis presented in this Addendum.

In addition to the DSAP Amendment analyzed in this Addendum, the DSAP area would be subject to changes introduced by related projects and initiatives including the Downtown West project and the DISC Plan. Such changes are included in the cumulative scenario in this Addendum but are not considered a part of the DSAP Amendment.

To ensure a balanced, multimodal transportation network, the 2040 General Plan organizes public streets according to “street typologies”. Each street is assigned a street typology that considers its surrounding land uses, street context, and the need to prioritize or accommodate certain travel modes. The DSAP Amendment proposes changes to the street typologies in the 2040 General Plan. surrounding These street typology changes are listed in **Table 4**.



Diridon Station Area Connections

Source: City of San José, 2020

Table 4 DSAP Amendment Street Typology Changes			
Roadway	Segment	Current General Plan Typology	DSAP Amendment Proposed Typology
Cinnabar Street	Julian Street to Stockton Avenue	Residential Street	On-Street Primary Bike Facility
Montgomery Street	Cinnabar Street to Lenzen Avenue	N/A ¹	On-Street Primary Bike Facility
Montgomery Street	Julian Street to Cinnabar Street	Residential Street	On-Street Primary Bike Facility
Montgomery Street	Cahill Street to Autumn Street	Local Connector	On-Street Primary Bike Facility
Cahill Street	Santa Clara Street to Montgomery Street	N/A ¹	On-Street Primary Bike Facility
Saint John Street	Cahill Street to Autumn Street	Local Connector	On-Street Primary Bike Facility
Saint John Street	Autumn Street to First Street	Residential Street	On-Street Primary Bike Facility
Cahill Street	San Fernando Street to Santa Clara Street	Residential Street	Active Greenway
Cahill Street	Park Avenue to San Fernando Street	N/A ¹	On-Street Primary Bike Facility
Montgomery Street	San Fernando Street to Santa Clara Street	Residential Street	Main Street
San Fernando Street	Race Street to White Street	Residential Street	On-Street Primary Bike Facility
Delmas Avenue	San Fernando Street to Santa Clara Street	Main Street	N/A ²
Delmas Avenue	San Carlos Street to San Fernando Street	Main Street	Local Connector
Gifford Street	Auzerais Avenue to Park Avenue	Residential Street	On-Street Primary Bike Facility
Track Alignment	San Carlos Street to Lenzen Avenue	N/A ¹	Active Greenway

Source: City of San José 2021

N/A = Not applicable. There is not an assigned street typology in the 2040 General Plan due to one of two reasons: (1) the street segment does not exist today, or (2) the street segment is considered for removal in the Downtown West project.

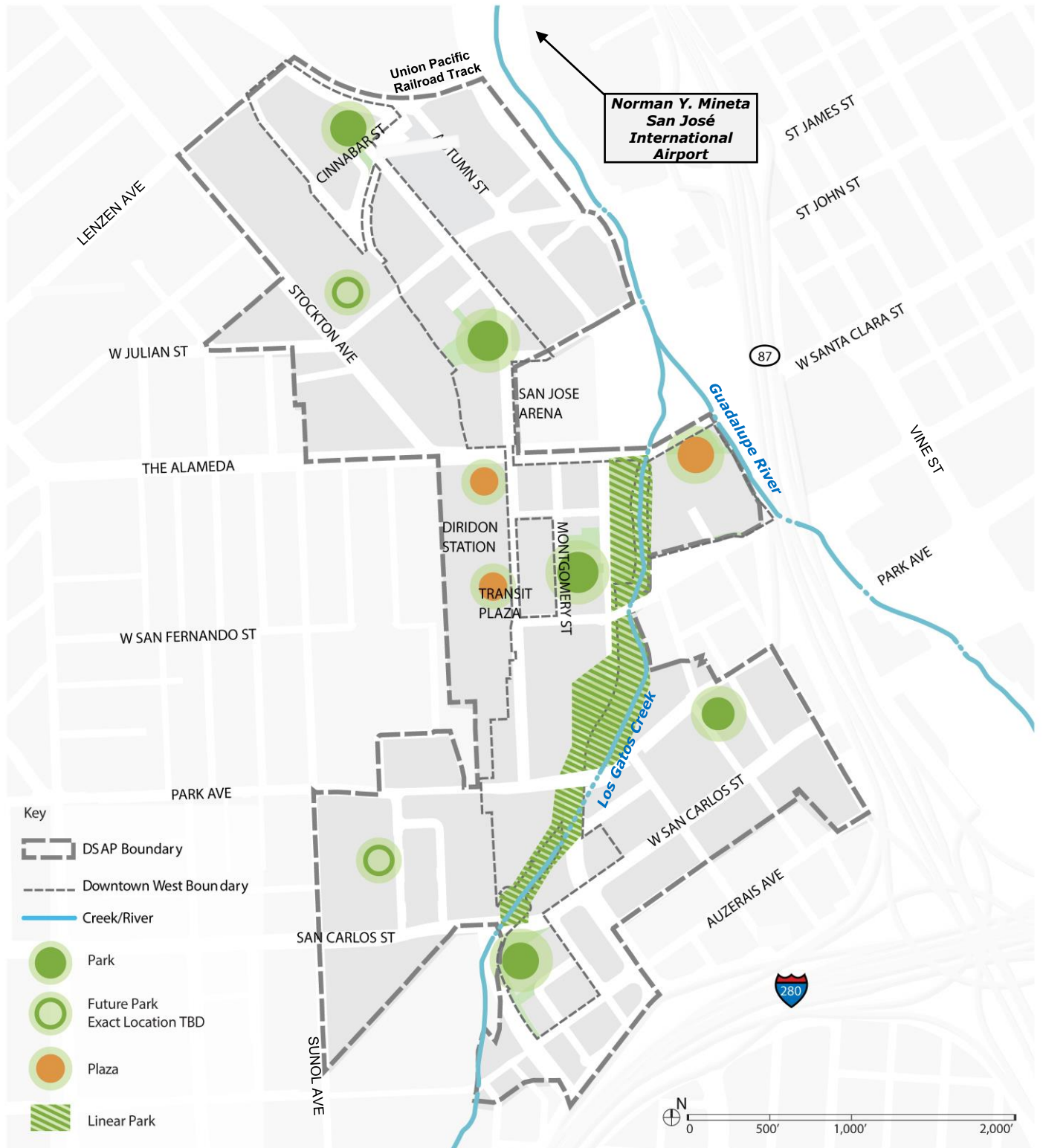
2.4.6 Parks and Open Space

In general, planned parks within the 2014 DSAP area outside of the Downtown West project area would remain as part of the DSAP Amendment. **Figure 6** shows planned park improvements included in the DSAP Amendment, while **Figure 7** shows planned trail improvements. As reflected in **Figure 6**, the park site originally planned south of the anticipated baseball stadium would be removed in response to the planned Downtown West project, community engagement, and department goals. In alignment with 2040 General Plan policies to provide interconnected park spaces in urban areas, the park system will be dispersed along the Los Gatos Creek and throughout the adjacent neighborhoods to meet recreational

intent of the park site formerly planned south of the baseball stadium for area. The open space strategy for the DSAP area consists of 11 acres of publicly accessible open spaces, including neighborhood parks, trail segments, and plazas dispersed throughout the existing neighborhoods and future developments. The 11 acres will supplement the existing open space in the DSAP area. Approximately 5 of the 11 planned acres of publicly accessible open spaces are within the Downtown West project boundary, and six acres will be outside the Downtown West project boundary in the broader DSAP area.

A new extension and off-street alignment of the Los Gatos Creek Trail from West Saint John Street to Auzerais Avenue with is included as part of the DSAP Amendment analyzed in this Addendum. This extension would be implemented in multiple segments, each of which could require separate, project-level environmental review. Major improvements envisioned as part of this extension would include the following:

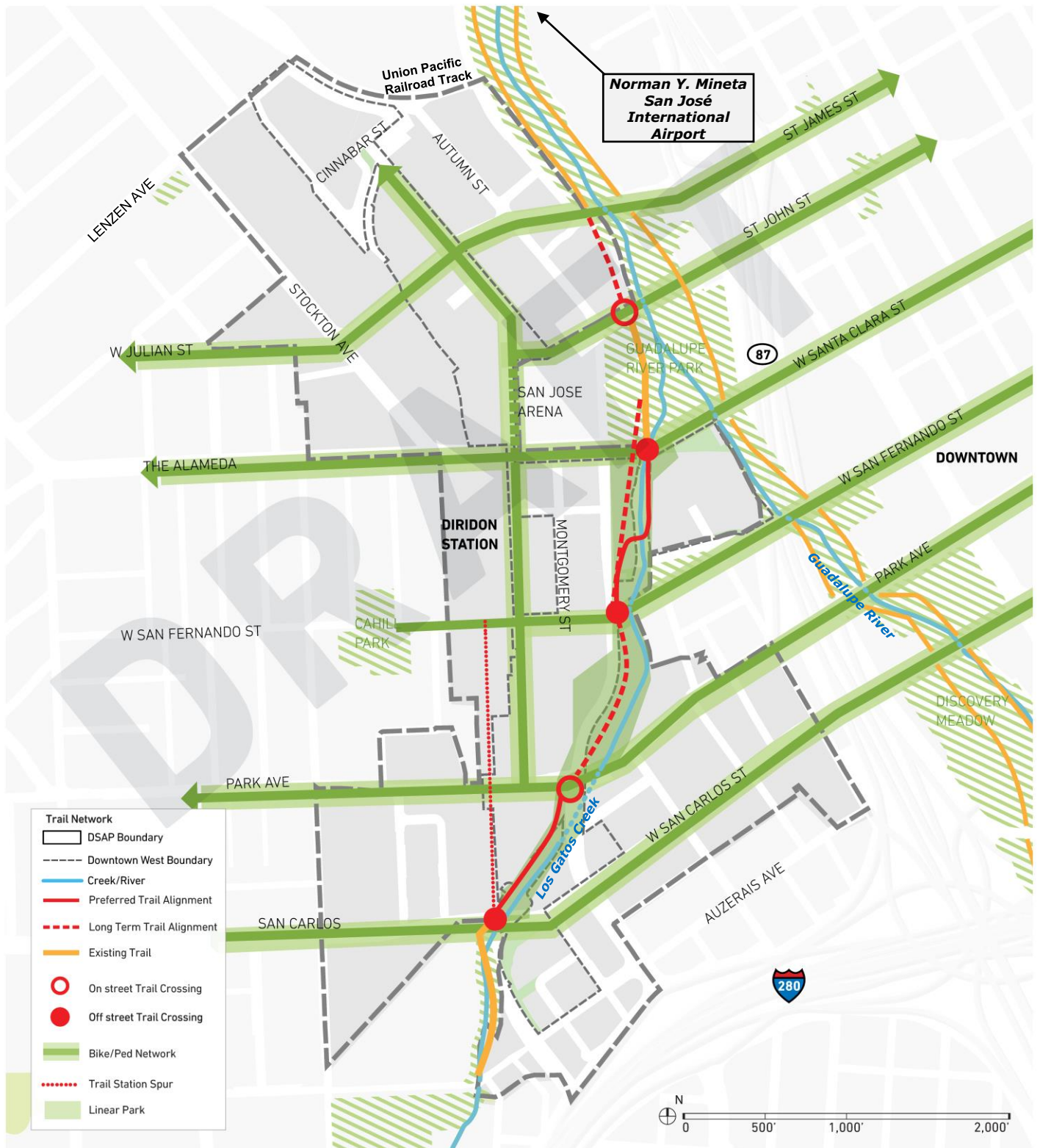
- **West Saint John Street to Julian Street (West Bank Trail):** This segment would implement the Guadalupe River Park Master Plan vision for this area by supporting continuity of the Guadalupe River Trail System along the west bank of the river. Implementation of a 50-foot riparian setback from the top of the bank to proposed buildings in this area would prevent encroachment by intensification of urban development.
- **West Santa Clara Street to West San Fernando Street:** South of Saint John Street, this trail connection would provide off-street continuity of the trail system and interconnectivity between the Guadalupe River Trail and Los Gatos Creek. There will be an off-street trail alignment from West Santa Clara Street to the VTA light rail tracks and as an interim solution a on street bikeway along South Autumn Street from the VTA Light Rail tracks to West San Fernando Street.
- **West San Fernando Street Crossing:** It is the vision to have this connection may include an elevated bike/pedestrian bridge structure from San Fernando Street to Arena Green West.
- **West San Fernando Street to Park Avenue:** An interim solution for this area would include an on-street trail located on each side of South Autumn Street until necessary property is acquired to create an urban green space consistent with that planned in the original 2014 DSAP and 2008 Los Gatos Creek Trail Master Plan.
- **Park Avenue to San Carlos Street:** This segment would add a Class I bikeway west of Montgomery Street per the Los Gatos Creek Trail Master Plan and would connect to a future trail connection under San Carlos Street to the west side trail at Park Avenue.
- **San Carlos Street to Auzerais Avenue:** This segment would comprise of a road alignment west of the creek and on-street bike facilities east of the creek and ensure sufficient clearance between the trails and adjacent uses to promote safety.
- **Diridon Station to West San Carlos Street :** Once the train tracks are elevated as proposed in the DISC Plan, a direct trail connection from Auzerais Avenue across Park Avenue to Diridon Station would be considered.



Proposed Park Improvements

Figure

Source: City of San José, 2021



Trails in the Downtown Area

Figure

Additionally, the following parks, recreation and open space improvements are planned in the DSAP area:

- A minimum of 3 13,000 square feet of community center space located strategically residential housing within the DSAP area. Additional community outreach is needed to determine the ideal location.
- A new neighborhood park in the northwest corner of the Diridon Station Area, near or along Stockton Avenue.
- A new neighborhood park in the southwestern corner of the DSAP area, between San Carlos Street and Park Avenue.
- An approximately 0.3-acre neighborhood park in the southern zone on a City-owned undeveloped lot at Gifford Avenue and Park Avenue.
- An approximately 0.90 -acre neighborhood park along the southwest corner of West San Carlos Street and Royal Avenue.
- An approximately 0.40-acre neighborhood park between West San Carlos Street and Park Avenue directly west of Los Gatos Creek.
- An approximately 0.60-acre neighborhood park midblock, between South Autumn Street and South Montgomery Street.
- An approximately 1.50 -acre neighborhood park at the end of the West St. John Street corridor.
- An approximately 0.90-acre -acre neighborhood park near along Cinnabar Street, west of Autumn Parkway.
- Two transit plazas along West Santa Clara Street and West San Fernando Street, near Diridon Station.
- Approximately 4 acres of permanent privately-owned publicly accessible parks throughout the Downtown West project.

2.4.7 Changes to Infrastructure

New development capacity summarized in **Table 3** is anticipated to result in increased demand on existing infrastructure including sanitary sewer systems, stormwater systems, and electrical utilities within the DSAP area. Accordingly, the DSAP Amendment would include several infrastructure improvements to accommodate anticipated demand, including improvements to sanitary sewer and stormwater systems which will require upsizing of distribution main lines to address existing deficiencies and accommodate increased demand capacity. See **Section 3.19, Utilities and Service Systems**, for a full discussion of utility improvements under the DSAP Amendment.

Increased development capacity within the DSAP area would also require improvements to electric utility infrastructure. Electric service to some or all buildings, facilities, and amenities within the DSAP area may be provided by a future City electric utility, which would need to be established for the purpose of providing electric service within the DSAP or other area of the City. In such a case, some or all newly constructed electric transmission and/or distributions systems would be owned and operated by this City utility.

Electrical systems may include transmission-level (above 60,000 Volts) and/or distribution-level (below 60,000 Volts) infrastructure. Transmission infrastructure may include, but would not be limited to, overhead transmission lines and supporting structures, underground transmission lines and related

facilities, switching stations and switches, and circuit protection equipment. Distribution infrastructure may include, but would not be limited to, underground cables and related facilities, substations, transformers, switches, breakers, circuit protection equipment, and meters.

Transmission switching stations, switches, and circuit protection equipment and distribution substations, transformers, switches, breakers, and circuit protection equipment may be constructed in open air and/or closed-building facilities, requiring dedicated and secure locations.

Embedded renewable energy generation and storage systems may be included to increase energy efficiency, reliability and resiliency. Such systems may include, but may not be limited to, solar photovoltaic arrays located on building rooftops and facades and storage technologies such as batteries installed at key facilities. These renewable energy generation and storage systems, when properly distributed and configured within the electric system, may establish a microgrid to sustain service for critical electric loads in the event of a planned or unplanned grid outage, and allow renewable energy to be efficiently managed and shared among buildings, facilities, and amenities.

2.4.8 Other Planned Development

A list of other planned development projects within the DSAP area is shown in **Table 5**. Similarly, future reasonably foreseeable transportation projects within the DSAP area are listed in **Section 3.17, Transportation**, which also lists projects planned under the original DSAP that have since been removed. New transportation projects planned under the DSAP Amendment include primarily pedestrian, bicycle, and transit upgrades, as well as several roadway improvements (for a full list of these projects, see **Section 3.17, Transportation**). In addition to these projects, two lots (referred to as Lot E and the Milligan Lot) located near the San José Arena would be converted to surface parking as an interim use and potential future parking garages. Lot E is bounded by Montgomery Street, Saint John Street, and Autumn Street, and the Milligan Lot is bounded by Autumn Street, Saint John Street, and the Guadalupe River.

As discussed in **Section 2.3.4, Related Projects**, the Downtown West project (Project #21 in **Table 5**) is a proposed development undergoing separate, project-level environmental review that would occupy approximately 79 acres of the DSAP area. This project is currently under consideration for approval by the City and is undergoing a separate, project-level environmental review process. The Downtown West project would require General Plan Amendments, Planned Development Rezoning, and a Planned Development Permit to allow the demolition of existing buildings and phased development.

Table 5 Other Planned Land Use Development Projects within DSAP						
#	Address	City File #	Residential (units)	Commercial Office (square feet)	Commercial Retail (square feet)	Hotel (rooms)
Built / Under Construction						
1	715 W Julian St	PD17-029	249	0	26,585	0
2	787 The Alameda	PD15-003	168	0	22,696	0
3	138 Stockton Ave (Vespaio)	PD16-006	164	0	37,500	0
4	808 W San Carlos Ave	PD14-012	315	0	22,665	0
5	777 Park Ave	PDC13-012	182	0	0	0
6	Platform 16 Office	SP18-020	0	1,023,000	3,000	0
7	Morrison Park (partially within DSAP)	PD07-088	250	0	0	0
8	Whole Foods	PD07-039	0	0	37,470	0
9	Village at Museum Park	PD00-030	117	0	0	0
10	598 West San Carlos St	PD03-069	123	0	5,442	0
Total	Built/Under Construction	-	1,568	1,023,000	155,358	0
Approved Projects						
11	777 W San Carlos Ave	PD16-013	149	0	2,990	0
12	201 Delmas Ave	SP16-016	123	0	1,000	0
13	276 Delmas Ave	SP16-010	36	0	1,600	0
14	341/363/365 Delmas Ave	H15-046	120	0	0	0
15	750 W San Carlos St	H19-028	80	0	0	0
16	425 Auzerais Ave	H19-051	130	0	0	0
17	565 Lorraine Ave	PD15-042	54	0	1,856	0
18	280 McEvoy St	SP18-059	365	0	0	0
19	500 West San Carlos St	SP18-053	18	0	3,095	0
20	Stockton Ave/Julian St Hotel/Condos	SP19-063	19	0	0	303
25	Delmas Senior Living	CP20-019	165	0	0	0

Table 5 Other Planned Land Use Development Projects within DSAP						
#	Address	City File #	Residential (units)	Commercial Office (square feet)	Commercial Retail (square feet)	Hotel (rooms)
Total	Approved Projects	-	1,259	0	10,541	303
Projects Pending Planning Review as of January 2021						
22	Downtown West Mixed-Use Plan (Google Project)	PD19-029	5,900	7,300,000	500,000	1,100 (includes 800 room corporate accommodation)
23	543 Lorraine Ave	SP18-057	69	0	3,400	0
24	Marriot Hotel	H19-053	0	0	0	175
25	Madera Multi-family Housing	SP20-019	184	0	3,315	0
26	244 McEvoy St	PD20-011	689	0	4,005	0
Total	Projects Under Review	-	6,842	7,300,000	510,720	1,275
Overall Total	Other Planned Land Use Development within DSAP	-	9,669	8,323,000	676,619	1,578

Source: City of San José 2021

2.4.9 Future Actions

This Addendum to the Downtown Strategy 2040 EIR provides program-level review for future development, recreational facilities, and local transportation improvements that implements the DSAP Amendment and is consistent with the DSAP Amendment's goals and policies. This Addendum will provide the basis for tiering the subsequent environmental review of future actions. For a full discussion of uses of the Downtown Strategy 2040 EIR, refer to Section 2.6, Uses of the EIR, of that document.

At the time future actions (i.e., individual private and public projects within the area covered under the DSAP Amendment) are proposed, the City will review the future actions for consistency with the assumptions in this Addendum (including conformance with the 2040 General Plan policies and measures identified in the Downtown Strategy 2040 EIR). Supplemental analyses may be required as part of the subsequent environmental review process to evaluate impacts that are unique to a specific project site or design and could not be analyzed in sufficient detail in this Addendum and to identify additional mitigation measures, if necessary. Like the Downtown Strategy 2040, it is anticipated that most future projects under the DSAP Amendment will be required to complete a Phase I Environmental Site Assessment and Tree Survey, at a minimum, as site-specific conditions are beyond the scope of review of this Addendum and may change over time through 2040. Future projects with a residential component will need to complete additional studies, potentially including the following site-specific studies: Noise Reports, Human Health Risk Assessments, and/or Air Quality Modeling to assess TAC exposure.

Additional analyses may be required for future projects depending on their location, land use type, and other design/operational characteristics. For projects that would impact structures more than 45 years old, preparation of a Historic Resources Report would be required to determine whether historically significant resources are present that could be affected by a project, and the significance of project impacts, along with mitigation measures and alternatives, as applicable.

The appropriate level of subsequent environmental review and need for additional analyses will be determined at the time future actions are proposed. Future private development and public capital improvement projects that are consistent with the assumptions in this Addendum may not require substantial additional review. In this event, compliance with CEQA would use the same process as most Downtown development, including the preparation of an Initial Study to support either an Addendum to the Downtown Strategy 2040 EIR as supplemented or a standalone Negative Declaration/Mitigated Negative Declaration that tiers from the Downtown Strategy 2040 EIR. If project-level analysis determines that future actions or projects that propose substantial changes to the analysis and conclusions in the Downtown Strategy 2040 EIR and Addendum for the DSAP Amendment, including a finding that the project would result in new or substantially greater environmental impacts than identified in the Downtown Strategy 2040 EIR and Addendum for the DSAP Amendment, that project would require the preparation of a subsequent or supplemental EIR in accordance with Section 15162 of the CEQA Guidelines. A subsequent EIR would also be required if new information becomes available or physical or regulatory circumstances change such that the conclusions in the Downtown Strategy 2040 EIR and this Addendum are no longer applicable.

Implementation of the DSAP Amendment would require the following local actions:

- General Plan Amendments to change the Land Use/Transportation Diagram Designation for portions of the DSAP, and 2040 General Plan Text Amendments to amend the Diridon Station Area Plan.
- Adoption of the DSAP Amendment.
- Adoption of ordinances, policies, and plans that implement the DSAP Amendment and Downtown Strategy such as the Transportation and Parking Demand Management Plan or Design Guidelines.
- Amendments to the 2040 General Plan to implement the DSAP Amendment and Downtown Strategy such as establishing an Employment Priority Area and redistributing planned growth within established Growth Areas.
- Updates to the Zoning Ordinance and rezoning of properties in conformance with the DSAP Amendment, Downtown Strategy 2040, and 2040 General Plan Land Use/Transportation Diagram. Per Senate Bill 1333, zoning changes will be undertaken by the City to the conventional zoning districts that implement the underlying 2040 General Plan designation of the respective site.
- Special studies required by or related to implementation of the Downtown Strategy 2040.
- Issuance of entitlements such as Development Permits, Use Permits, encroachment permits (minor and major), Historic Preservation Permits, and Demolition Permits.
- Issuance of Stormwater Pollution Prevention, Grading, and Tree Removal Permits.
- Approval of Vesting Tentative Maps for the subdivision of parcels or the combining of parcels to accommodate intended intensity of development.
- Rehabilitation, alteration, modernizations, and other improvements to existing structures.

No other public agencies would have approval over the DSAP Amendment or its components. Therefore, no further actions would be required.

2.5 Existing 2040 General Plan Land Use Designations

The DSAP area includes the following 2040 General Plan land use designations. Identified ranges for number of stories are not prescriptive and are intended only as a general reference for understanding typical building scales expected within a given designation.

Combined Industrial/Commercial

Properties with this designation are intended for commercial, or industrial development or a compatible mix of these uses. This designation is applied in areas where the existing development pattern exhibits a mix of commercial and industrial land uses or in areas on the boundary between commercial and industrial uses. Development intensity can vary significantly within this designation. In order to maintain an industrial character, small, suburban strip centers are discouraged in this designation, although larger big-box type developments may be allowed because they mix elements of retail, commercial, and warehouse forms and uses. Allowable floor area ratio (FAR) within this designation ranges from 0.25 up to 12.0. However, given the FAA airport height limitations, the FAR usually does not exceed 8.0 to 10.0.

Downtown

This designation includes office, retail, service, residential, and entertainment uses. The designation also supports residential and commercial uses in a mixed-use format. As described in the Envision San José 2040 General Plan, the Downtown designation allows residential densities up to 800 units to the acre and FAR up to 30.0. While residential densities approaching 800 dwelling units to the acre may be achievable under the DSAP through the development of housing projects that include very small units, new commercial development could not achieve the FAR's allowed under the 2040 General Plan given the height guidelines of the DSAP and the need for new development to be compatible with the surrounding neighborhood. New development should, however, be built as relatively high densities/intensities consistent with the DSAP height guidelines and compatible with the surrounding residential neighborhood. All development within this designation is intended to enhance the "complete community" in Downtown, support pedestrian and bicycle circulation, and increase transit ridership.

Commercial Downtown

The Commercial Downtown designation is intended to be a vibrant mix of retail, entertainment, office, and hotel development, with retail and entertainment uses located at the ground level and high intensity hotel or office development above. Residential uses are not allowed. Emphasis is placed on creating a walkable, pedestrian environment with active uses at the street edge. Parking should be structured and wrapped by active uses. In order to intensify development adjacent to the station, the minimum FAR is 15.0; however, development adjacent to the station should generally be built at higher FARs. Given the FAA Airport Height restrictions it is anticipated that development will not exceed an FAR of 6.0. Nevertheless, as Airport operations and technology change, height restrictions could become less restrictive, allowing development to be developed at higher FARs; the maximum FAR permitted in this Commercial Downtown designation is 15.0.

Open Space, Parklands, and Habitat

These lands can be publicly- or privately-owned areas that are intended for low intensity uses including parks and recreation facilities. Refer to **Section 0** for further information about specific parks and open space facilities within the DSAP area.

Transit Employment Center

The properties along the east side of Stockton Avenue, between the Alameda and Lenzen Avenue, and north of the San José Arena are designated Transit Employment Center to provide lands for dense Driving Industry type uses within walking distance of the Diridon Station. The lands designated Transit Employment are located in the Innovation Area of Diridon. The Driving Industry type businesses envisioned in this area include high technology and green tech type businesses that would place a premium on being adjacent to the Diridon Station and the high level of transit access it provides and will provide. Per the 2040 General Plan the uses allowed in this land use designation include office uses and industrial-type uses including research and development, manufacturing, assembly, and testing. Retail shops and services are also permitted in the first two floors of buildings. Given the proximity of transit, uses that have a high number of employees relative to building square footage are anticipated, with uses that have few employees likely to locate in other less transit accessible areas in the city. Regardless of use, new development should orient buildings towards public streets and include features to provide an enhanced pedestrian environment.

Transit Residential

This classification is intended for transit integrated residential development and/or vertical or horizontal residential/commercial mixed-use development within walking distance of the Diridon Station and along key transportation corridors like West San Carlos Street. While this land use designation allows between 50 to 250 dwelling units to the acre in the 2040 General Plan, the sites designated Transit Residential in the Diridon Master Plan have a minimum residential density of 65 dwelling units to the acre to facilitate the development of residential densities that are supportive of the planned HSR and BART systems and the existing Caltrain system. Furthermore, while the upward density maximum is 250 dwelling units to the acre, the densities on Transit Residential properties are not anticipated to exceed a density of 175 dwelling units to the acre given the FAA airport approach zone height limits and the urban design guidelines of this Plan. The commercial mixed-use portions of the properties designated Transit Residential should be focused as retail frontage along West San Carlos Street. Hotels are a permitted use under this Land Use Designation. For the properties designated Transit Residential just north of Park Street to West San Carlos Street, commercial or the non-residential components of residential projects (i.e., parking lots or structures, open spaces, etc.) should be located adjacent to the existing Union Pacific Railroad tracks and planned HSR viaduct. Given the potential noise, vibration, and aesthetic impacts, residential uses should not be located directly adjacent to these train lines unless a residential projection can be designed to mitigate these impacts and create a high-quality living environment.

All development within the Transit Residential Designation is required to be pedestrian oriented with emphasis on activating the ground level; pedestrian entries and windows should be located along the sidewalk and buildings should include architectural elements (like awnings, changes in materials, articulated building façade, etc.) that add visual interest. Average building heights should be between four and six stories, with up to 10 stories where heights and neighborhood compatibility allow.

Urban Residential

Sites with this designation are intended for relatively high density urban residential development in 1) the Delmas Park Neighborhood between Park Avenue to the north and Columbus Avenue to the south; 2) the area northwest of the intersection of Stockton Avenue and The Alameda; and 3) in select locations west of the UPRR tracks, providing a transition to lower density residential uses. A mix of residential densities and housing types is encouraged under this designation, with a density range of 30 to 95 dwelling units per acre for residential and mixed-use residential projects. Emphasis on contextually appropriate design and densities will ensure compatibility with existing residential uses. The City may reduce allowable density adjacent to low density residential uses for design compatibility. Development along the street edge should have individual entries to maintain the pedestrian orientation of the neighborhood. Predominant building heights should range from three or four stories adjacent to lower density residential development to six stories near higher intensity development.

The Urban Residential designation also allows commercial uses to be mixed with residential uses in a vertical or horizontal arrangement. The commercial uses are intended to provide shops and services to nearby residents, employees and transit riders. The commercial spaces could take the form of live/work units or flex space that could be used initially as living space but could be converted to commercial or live/work space over time. The commercial uses in this land use designation should be focused along West San Carlos Street and along or adjacent to The Alameda. The allowable density/intensity for

commercial projects is a FAR of 1.0 to 4.0 with a minimum FAR of 1.0. Residential/commercial mixed-use development requires a minimum of 30 DU/AC with a maximum FAR of 4.0.

Urban Village

Two areas are designated with an Urban Village land use designation. The first is located on the west side of Stockton Avenue between The Alameda and Julian Street and the second area is located on the east side of Stockton Avenue between Julian Street, the Union Pacific Railroad and The Alameda. The Urban Village land use designation supports a wide variety of commercial, residential, and institutional land uses with an emphasis on establishing an attractive and pedestrian-oriented urban form. This land use designation supports a FAR of up to 10.0 and a residential density of up to 250 dwelling units to the acre. Given the building height limits in the Urban Design Chapter of the DSAP Draft Plan and the FAA height limits resulting from the Airport, the intensities and densities of new development under this land use designation would, however, be significantly lower than these upward maximums. New development along The Alameda and the portion of Stockton Avenue adjacent to the intersection of The Alameda would be required to include active and functional retail space fronting the street.

To further the City's Envision San José 2040 goal of transforming San José from the bedroom community for Silicon Valley to a regional employment center, and to support locating transit supportive employment uses adjacent to the Diridon Station, the Urban Village land use designation, as applied to Diridon, has a minimum commercial FAR of 0.5 for projects containing residential uses. This designation would therefore only support residential development in a vertical or horizontal mixed-use format that includes commercial uses or square footage that is equal to or greater than a 0.5 FAR for a given project. The commercial component of a project would need to be built simultaneously or prior to the construction of the residential component.

Residential Neighborhood

This land use designation is broadly applied to the established single-family neighborhoods, both suburban and traditional residential neighborhoods that comprise most of the City. The densities of new residential development within lands designated Residential Neighborhood should reflect the existing residential densities within a given neighborhood, which in San José is typically 8 dwelling units to the acre. In the DSAP, this land use designation is only applied to the properties located on the south side of Auzerais Avenue, just east of Los Gatos Creek, which form the northern boundary of the established Hannah Gregory Neighborhood. This designation would allow commercial development on these properties provided such development does not negatively impact the Hannah Gregory Neighborhood to the south.

Public/Quasi Public

Uses permitted within this classification include government, civic, cultural, educational, and public services such as the San José Arena and related parking facilities.

Required Retail Frontage

Retail plays a role in defining key pedestrian streets and neighborhood centers by providing restaurants and services to residents and workers in the area. The Required Retail Frontage aims to ensure that retail and commercial uses are available within residential areas to reduce the need for driving in the planning area.

2.5.1 Zoning

The DSAP comprises the following zoning district designations.

Combined Industrial/Commercial (CIC)

The CIC Combined Industrial/Commercial zoning designation is intended for commercial or industrial uses, or a compatible mixture of these uses, that support the goals of the combined industrial/commercial 2040 General Plan designation. The district permits a broad range of commercial uses with a local or regional market, including big box retail, and a narrower range of industrial uses, primarily industrial park in nature, but including some low-intensity light industrial uses. Assembly uses and day care centers are allowed where they are compatible with and will not impose constraints on neighboring industrial uses.

Commercial General (CG)

The CG Commercial General District permits a full range of retail and commercial uses with a local or regional market. Allowable development is auto-accommodating (i.e., allows for adequate automobile parking and access) and includes larger commercial centers as well as regional malls.

Commercial Neighborhood (CN)

The CN Commercial Neighborhood District permits neighborhood serving commercial uses without an emphasis on pedestrian orientation except within the context of a single development. The type of development permitted within this district includes neighborhood centers, multi-tenant commercial development along city connector and main streets, and small corner commercial establishments.

Commercial Pedestrian (CP)

The CP Commercial Pedestrian District supports pedestrian-oriented retail activity at a scale compatible with surrounding residential neighborhoods. The CP Commercial Pedestrian District also encourages mixed residential/commercial development where appropriate and supports the commercial goals and policies of the 2040 General Plan in relation to Urban Villages. This district supports intensive pedestrian-oriented commercial activity and development consistent with 2040 General Plan urban design policies.

Downtown Primary Commercial (DC)

The DC Downtown Primary Commercial District is a Special Zoning District, designated as the Ground Floor Active Use Overlay (AUA), which means ground-floor, street frontage, building space. The overlay requires "active uses," store front style façade design, and window transparency. Permitted uses include general retail, education and training, entertainment and recreation, food service, personal services but not financial services, medical and veterinary services, other general services, public, quasi-public and assembly.

Heavy Industrial (HI)

The Heavy Industrial zoning designation permits industrial uses with nuisance or hazardous characteristics which for reasons of health, safety, environmental effects, or general welfare are best segregated from other uses. Extractive and primary processing industries are typical of this district. Very limited scale retail sales and service establishments serving nearby businesses and their employees may be permitted where such establishments do not restrict or preclude the ability of surrounding heavy

industrial land from being used to its fullest extent and are not of a scale or design that depends on customers from beyond normal walking distances. In addition, warehouse retail uses may be allowed where they are compatible with adjacent industrial uses and will not constrain future use of the subject site for industrial purposes.

Light Industrial (LI)

The light industrial zoning district permits a wide variety of industrial uses and excludes uses with unmitigated hazardous or nuisance effects. Typical uses are warehousing, wholesaling, and light manufacturing. Sites designated light industrial may also contain service establishments that serve only employees of businesses located in the industrial areas. In addition, warehouse retail uses may be allowed where they are compatible with adjacent industrial uses and will not constrain future use of the subject site for industrial purposes. When located within an area with a combined industrial/commercial 2040 General Plan designation, a broader range of uses will be considered including uses such as retail, church/ religious assembly, social and community centers, recreational uses, or similar uses but only when the non-industrial use does not result in the imposition of additional constraints on neighboring industrial users in the exclusively industrial areas.

Planned Development A(PD)

The Planned Development zoning district is combined with an alternative base zoning district or districts. Any zoning district set forth in Section 20.10.060 of the City Code of Ordinances may be utilized as a base district. The zone is referred to by the symbol for its base district followed by its planned district designation (e.g., A(PD)). PD districts are individually designed to meet the needs of the territory so zoned. Such districts are adopted by a zoning ordinance which incorporates by reference a general development plan for the entirety of the subject property.

Transit Employment Center (TEC)

The TEC Transit Employment Center zoning district permits intensive industrial park and supportive commercial uses with development generally at least four stories in height, consistent with 2040 General Plan height policies, and in proximity to existing or planned transit in employment districts designated as growth areas in the 2040 General Plan.

The TEC zoning district generally permits development with retail and service commercial uses on the first two floors; with office, research and development or industrial use on upper floors; as well as wholly office, research and development, or other industrial park uses on all floors.

Two-Family Residential (Eight to Sixteen Dwelling Units per Acre, R-2)

The purpose of the two-family residential zoning district is to reserve land for the construction, use and occupancy of single-family and two-family subdivisions. The allowable density range for the R-2 district is 8 to 16 DU/AC.

SECTION 3: EVALUATION OF ENVIRONMENTAL IMPACTS

This chapter describes changes that have occurred in the existing environmental conditions within and near the DSAP area and Downtown, as well as environmental impacts associated with DSAP Amendment. The major changes proposed as a part of the DSAP Amendment process would modify the planned densification of the Downtown Strategy 2040 EIR to allow for mixed uses and public infrastructure, strengthening the City as a regional employment center, entertainment destination, and significant hub for public life.

The environmental impacts of the Downtown Strategy 2040 were addressed by a Final Program EIR entitled, "Downtown Strategy 2040 General Plan Final Environmental Impact", and findings were adopted by City Council Resolution No. 78944 on December 18, 2018.

The discussion for each environmental topic area in **Section 3, Evaluation of Environmental Impacts**, follows the structure outlined below:

- **Environmental Setting** – This subsection is divided into two parts:
 - **Changes to the Regulatory Framework** – A brief overview of changes to relevant plans, policies, and regulations for development within the City that have been adopted since certification of the Downtown Strategy 2040 EIR in 2018. Unless noted otherwise in this section, all regulations described in the Downtown Strategy 2040 EIR are still relevant and would apply to all development under the DSAP Amendment.
 - **Changes to Environmental Conditions** – A brief overview of changes to the built and natural environment within Downtown since certification of the Downtown Strategy 2040 EIR in 2018.
- **Checklist and Discussion of Impacts** – This subsection includes a checklist used to compare the environmental impacts of the DSAP Amendment ("Currently Proposed Project") with those of the Downtown Strategy 2040 ("Approved Project") and to identify whether the project as currently proposed would likely result in new or substantially worse significant environmental impacts. The categories in this check list are described under **Determining Significance**, below.
 - **Impact Discussion** – Each impact discussion begins with a summary of the impacts identified in the Downtown Strategy 2040 EIR along with all measures identified to reduce or minimize those impacts. Then changes associated with the DSAP Amendment are discussed in order to determine whether they would alter the conclusions reached in the Downtown Strategy 2040 EIR or require new or more stringent measures to reduce impacts.
- **Conclusion** – This subsection provides a summary of the project's impacts on the resource and states categorically whether any new or substantially worse significant impacts would occur.

Determining Significance

The purpose of the checklist is to evaluate the categories in terms of any changed condition (e.g., changed circumstances, “project” changes, or new information of substantial importance) that may result in a changed environmental result (e.g., a new significant impact or substantial increase in the severity of a previously identified significant effect) (CEQA Guidelines Section 15162).

The questions posed in the checklist come from Appendix G of the *State CEQA Guidelines*. Each possible response is described in detail below.

New Potentially Significant Impact

Pursuant to CEQA Guidelines section 15162, subdivision (a)(1), this response indicates that the changes represented by the DSAP Amendment will result in a new significant environmental impact not previously identified or mitigated by Downtown Strategy 2040 EIR, or that the DSAP Amendment will result in a substantial increase in the severity of a previously identified significant impact.

New Less than Significant with Mitigation Incorporated

Pursuant to the CEQA Guidelines section 15162, subdivision (a)(2), this response indicates that there have been substantial changes with respect to the circumstances under which the project is undertaken which will require major revisions to the Downtown Strategy 2040 EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

New Less than Significant Impact

This response indicates that an impact has been identified which was not discussed in the Downtown Strategy 2040 EIR. However, this impact would be reduced to a less-than-significant level either through incorporation of standard conditions of approval or other regulatory requirements and no mitigation would be required.

Same Impact as “Approved Project”

This response indicates that while an impact may occur, this impact was previously identified and discussed adequately in the Downtown Strategy 2040 EIR.

Less Impact than “Approved Project”

This response indicates that changes proposed in the DSAP Amendment would reduce impacts to a level below that identified previously in the Downtown Strategy 2040 EIR.

No Impact

This response indicates that neither the DSAP Amendment nor the Downtown Strategy 2040 EIR were found to have an impact on a particular resource.

3.1 Aesthetics

3.1.1 Environmental Setting

3.1.1.1 Changes to the Regulatory Framework

State Designated Scenic Routes

The California Department of Transportation (Caltrans) designates State Scenic Highways based upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent that development modifies traveler’s enjoyment of the view. No highways were eligible for designation as State Scenic Highways within the City when the Downtown Strategy 2040 EIR was certified in 2018 and Caltrans has not designated any highways as State Scenic Highways within the City since that time.

California Senate Bill 743

On September 27, 2013, Senate Bill 743 (SB 743) was signed into law, starting a process that changed transportation impact analysis as part of CEQA compliance. SB 743 made several changes to CEQA for projects located in areas served by transit (i.e., transit-oriented development), directing the Governor’s Office of Planning and Research to develop a new approach for analyzing the transportation impacts under CEQA. SB 743 also creates a new exemption for certain projects that are consistent with a Specific Plan and, eliminating the need to evaluate aesthetic and parking impacts of a project in some circumstances. However, the exemption for aesthetic impacts does not include impacts to historic or cultural resources.

City of San José Municipal Code

The City’s Municipal Code includes several regulations associated with the protection of the City’s visual character and control of light and glare. The City’s Zoning Ordinance (Title 20 of the Municipal Code) includes design standards, maximum building height, and setback requirements. The requirements included in the Municipal Code have not been altered since certification of the Downtown Strategy 2040 EIR in 2018.

City of San José Downtown Design Guidelines and Standards

Subsequent to certification of the Downtown Strategy 2040 EIR, the City adopted new San José Downtown Design Guidelines and Standards in 2019. The San José Downtown Design Guidelines and Standards is a document with specific requirements and clear direction for new buildings and projects with major exterior modification to existing buildings in Downtown. The Downtown Design Guidelines and Standards replaces the 2004 Downtown Design Guidelines and are intended to guide buildings towards design excellence, sustainable urbanism, and a sense of place that is unique to the City. **Table 6**, below lists the applicable standards from the Downtown Design Guidelines and Standards relevant to aesthetics.

Table 6 Downtown Design Guidelines Standards Applicable to Aesthetics		
Subject	Guideline Title	Applicable Standards
4.0 Building	<p>Section 4.2.2 Massing Relationship to Context: Create massing transitions between high-rises and lower-scale development.</p>	<p>a. Height Transition (see Illustration a): If a new building 100 feet tall or more is across the street from or adjacent to either:</p> <ol style="list-style-type: none"> 1. A historic building 45 feet tall or less 2. A site for residential use that is limited to a building 45 feet tall or less. <p>The new building must step back its street-facing facade 5 feet minimum from the front parcel or setback line at an elevation between 25 and 50 feet.</p> <p>c. Rear Transition (see Illustration c): If a new building 100 feet tall or more is across a parcel line interior to a block from either:</p> <ol style="list-style-type: none"> 1. A historic building 45 feet tall or less 2. A site for residential use that is limited to a building 45 feet tall or less. <p>The rear portion of new building must maintain a transitional height of 70 feet or less within the first 20 feet from the property line.</p>

Table 6 Downtown Design Guidelines Standards Applicable to Aesthetics		
Subject	Guideline Title	Applicable Standards
	<p>Section 4.4.1 Façade Pattern and Articulation: The buildings of Downtown should rely on simple, sophisticated design using contemporary architecture to achieve timeless appeal.</p>	<p>a. Design all buildings to include a top distinguishable from the rest of the facade. The building top may consist of the special facade treatment of one or more full floors, among other possible treatments.</p> <p>b. Do not use strong expressions of horizontal or vertical elements that emphasize the facade more than the overall building form or structure, such as a projecting fin that does not serve a function like shading or control of the wind.</p> <p>c. Reflect the scale of neighboring buildings in the facade at the Podium Level and Pedestrian Level.</p>
	<p>Section 4.4.2 a. Windows and Glazing: Use window type and design to create a building that is more sustainable, efficient, and pleasant for its occupants.</p>	<p>b. When individual air conditioning units are present, shield them from view with uniform facade elements.</p>
	<p>Section 4.4.3 Materials and Colors: Use high quality materials on building exteriors and use materials and colors to indicate the building’s role in the Downtown skyline.</p>	<p>a. At the Pedestrian Level, use elements of stone, pre-cast concrete, terra cotta, masonry, or cast stone in addition to any other materials such as metal and glass.</p> <p>b. Use materials that are graffiti resistant or easily repainted.</p> <p>c. Do not use Exterior Insulation Finishing Systems below the second floor.</p> <p>d. Use highly-transparent glass at the ground floor. See Section 5.3.1.a about Active Frontages.</p>

Table 6 Downtown Design Guidelines Standards Applicable to Aesthetics		
Subject	Guideline Title	Applicable Standards
		<p>e. Use glass above the ground floor that is clear in color or with a subtle cool (blue, green, or gray) tint.</p>
	<p>Section 4.4.4 Mitigating Blank Facades: Avoid creating Blank Facades if possible. If it is necessary to create one, use interventions to enliven the Blank Façade to make it into an asset to the look of Downtown, providing visual interest and relief.</p>	<p>a. A Blank Facade is a portion of a façade above the ground level without a window (including into parking) or balcony 15 feet in any direction (see diagram).</p> <p>b. Use architectural treatments (such as trellises, screens, or changes in materials) or art to create visual interest in a Blank Facade. Cover at least 50 percent of the Blank Facade surface. Commercial advertising or building-related signage does not count as an intervention.</p>
	<p>Parking Garages: Minimize the negative effects of parking garages through placement, design, and screening.</p>	<p>b. Treat the facade of any exposed garage along an Image-Defining Frontage with materials and design of at least comparable quality to the rest of the building, integrated with the building architecture.</p>
	<p>4.4.7 a. Rooftops and Mechanical Equipment: Design roofs to provide attractive views from other buildings and minimize the negative visual impact of mechanical and window washing equipment.</p>	<p>a. Use non-reflective, low intensity (dull, not bright) roof colors.</p> <p>b. Organize and design rooftop equipment as a component of the roofscape and not as a leftover or add-on element.</p> <p>c. Screen vents, mechanical rooms and equipment, elevator houses, cooling towers, large vent projections, water tanks, or storage areas on the building elevation and rooftop from street level view with enclosures, parapets, setbacks, plant materials, or other means. Use similar means to obscure these items from neighboring buildings, if visible, or</p>

Table 6 Downtown Design Guidelines Standards Applicable to Aesthetics		
Subject	Guideline Title	Applicable Standards
		<p>design and arrange them to present an ordered and attractive view.</p> <p>d. Design enclosures or screening as a logical extension of the building, using similar materials and detailing.</p> <p>e. Incorporate window washing equipment into the building design, or design it so when not in use it is fully hidden from view from horizontally and below.</p>
	<p>Section 4.4.9 a. Lighting – Podium Level: Create safe, inviting Public Spaces and highlight distinctive architecture and features with building lighting at the Podium Level.</p>	<p>a. Provide outdoor lighting using fixtures that yield low light pollution and glare.</p> <p>b. Orient exterior lighting fixtures downward.</p>

Table 6 Downtown Design Guidelines Standards Applicable to Aesthetics		
Subject	Guideline Title	Applicable Standards
5.0 Pedestrian Level	<p>Section 5.3.1 b. Mitigating Blank Walls: Avoid long Blank Walls facing the Public Realm. Where a Blank Wall is unavoidable, work to mitigate its impact.</p>	<p>Mitigate a Blank Wall longer than 30 feet with one or more of the following:</p> <ul style="list-style-type: none"> • Public (preferably interactive) art on at least 100 square feet and 10 linear feet of the wall • Art exhibition display window Merchandising or regularly-changing public information display case or window • Special lighting, canopy, awning, trellis, planter, or other pedestrian-oriented feature.
	<p>Section 5.3.4 Lighting – Pedestrian Level: Create distinctive, safe, and inviting Public Spaces with building lighting at the Pedestrian Level.</p>	<p>h. Provide outdoor lighting using fixtures that yield low light pollution and glare.</p> <p>i. Orient lighting fixtures primarily downward.</p>
	<p>Section 5.3.5 Signage – Podium Level and Pedestrian Level: Inform and attract while enhancing the appearance of Downtown with well-designed and located Podium Level and Pedestrian Level signage.</p>	<p>a. Create signage that is perpendicular to the adjacent sidewalk, and thus more visible to pedestrians.</p> <p>b. Signage oriented parallel to the street, more visible to vehicles and people on the opposite sidewalk, is allowed but not required.</p>

Source: City of San José 2019

City Council Policies 4-2: Lighting, and 4-3: Private Outdoor Lighting on Private Developments

City Policies 4-2 (Lighting) and 4-3 (Private Outdoor Lighting on Private Development), which include requirements for new streetlights, and outdoor lighting in private development, have not been altered since certification of the Downtown Strategy 2040 EIR.

Envision San José 2040 General Plan

Since certification of the Downtown Strategy 2040 EIR, a number of text amendments have been made to the 2040 General Plan. Such amendments have generally been small, project-specific modifications to General Land Use designations on certain parcels. These changes do not include additional provisions that would affect the 2040 General Plan policies related to creating an attractive city, maintaining compatibility with existing development or protecting landmarks and districts (see Table 3.1-1 of the Downtown Strategy 2040 EIR for a full list of these policies).

3.1.1.2 Changes to Environmental Conditions

As described in the Downtown Strategy 2040 EIR, Downtown includes a mix of modern and historic buildings including Diridon Station and other buildings along the UPRR tracks. The City has built or began construction on, several modern development projects within the DSAP area since adoption of the Downtown Strategy 2040. These development projects, which are listed above in **Table 5**, account for 1,078 new residential units, and approximately 26 acres of new commercial space. This development has resulted in increased density, consistent with the assumptions included in the Downtown Strategy 2040 and contributed to a more modern aesthetic with glass and metal featured prominently in building design.

Surrounding Area

The area surrounding Downtown is primarily residential with some office and commercial uses. Single-family residences are concentrated north of Downtown are boundary, along The Alameda, as well as south towards US 101 past the southernmost boundary of Downtown. The character of this surrounding development has not changed substantially since certification of the Downtown Strategy 2040 EIR.

Scenic Views

As described in the Downtown Strategy 2040 EIR, the flat topography of Downtown limits views of the foothills of the Santa Cruz Mountains to the west, the Santa Teresa Hills to the south, and the Diablo Mountain Range to the east. Such views are obstructed by existing buildings, trees, and infrastructure, especially within the DSAP area. No new scenic views have been added since certification of the Downtown Strategy 2040 EIR. Additionally, no State Scenic Highways are located within or near the DSAP area with views to or from Downtown. The only State Scenic Highway within Santa Clara County is over 7 miles southwest of Downtown at Highway 9 between Post Miles 0.0 and 10.8.

Nighttime Lighting

Sources of nighttime lighting in the City include indoor lighting visible through windows and outdoor lighting of signs, buildings, walkways, parking lots, and parking structures. Although some new sources have been added to Downtown since 2018 through construction of the projects listed in **Table 5**, City

Council Policies 4-2 and 4-3 have served to minimize such contributions to nighttime lighting within Downtown.

3.1.2 Checklist and Discussion of Impacts

Environmental Issue Area	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	No Impact
Aesthetics. Except as provided in Public Resources Code Section 21099 ¹ , would the project:						
a)	Have a substantial adverse effect on a scenic vista?			X		
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?					X
c)	Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X		
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X		

¹ Per Public Resources Code Section 21099, aesthetic and parking impacts of residential, mixed-use residential, or employment center projects on infill sites within a transit priority area would not be considered a significant impact, unless such impacts would also affect historic or cultural resources.

3.1.2.1 Impact Discussion

Impacts to Scenic Vistas (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR determined that no impacts to scenic vistas would occur with implementation of standard 2040 General Plan policies (e.g., requirements that new development adjacent to freeways shall be designed to preserve and enhance attractive natural and man-made vistas).

Implementation of the DSAP Amendment would allow increased levels of development, including taller building heights within the DSAP area, as described in **Section 2.4.2** and **Section 2.4.4**, respectively. As determined in the Downtown Strategy 2040 EIR, most accessible views of scenic vistas within Downtown are already obstructed by existing development. High-quality urban views within the DSAP area were identified on the Alameda and from Diridon Station looking east. As identified in the San José Downtown Design Guidelines and Standards (**Table 6**), unobstructed natural views of the surrounding hills are not available within the DSAP area.

Policies from the 2040 General Plan (e.g., Policies CD-10.2 and CD-10.3) would require new development associated with the DSAP Amendment to preserve and enhance attractive natural and man-made vistas where these views exist. Additionally, Downtown design standards related to block size, building placement, and podium-level massing listed in **Table 6** would further protect these existing street-level view corridors. Given the additional requirements contained in the Downtown Design Guidelines and Standards, implementation of the DSAP Amendment would not result in a new or worsened impact to scenic vistas beyond that identified in the Downtown Strategy 2040 EIR.

Impacts to Scenic Resources within a State Scenic Highway (Same as Downtown Strategy 2040 EIR – No Impact)

The Downtown Strategy 2040 EIR determined that no designated State Scenic Highways are located within or near Downtown. Therefore, this threshold was not discussed in the Downtown Strategy 2040 EIR.

No new State Scenic Highways have been designated within Santa Clara County since certification of the Downtown Strategy 2040 EIR; therefore, no impacts to scenic resources within a State Scenic Highway would occur under the DSAP Amendment.

Impacts to Visual Character (Same as Downtown Strategy 2040 EIR – Less than Significant)

Although the Downtown Strategy 2040 EIR acknowledged that Downtown Strategy 2040 would alter the visual character of the built environment, the document determined that the project would enhance visual character of Downtown by facilitating the redevelopment of underutilized properties and creating a more attractive pedestrian-oriented environment. As Downtown is already defined by a mix of modern and historic structures, the Downtown Strategy 2040 EIR further concluded that buildout of the project would be compatible with existing development in Downtown. Furthermore, the document assumed that any potentially significant aesthetic impacts from future development would be reduced through the design review process.

The DSAP Amendment would increase density within the DSAP area beyond what was assumed in the Downtown Strategy 2040 EIR by extending maximum height limits from a range of 65 feet – 130 feet up

to 65 – 295 feet (**Figure 4a** and **Figure 4b**). The highest increased height limits would generally occur in the southern portion of the DSAP area, where the majority of proposed land uses allow for residential development. The higher allowable building heights would increase the scale and mass of development proposed in the DSAP area over the previously-analyzed project. However, the type of development would generally be similar to that assumed in the Downtown Strategy 2040 EIR, contributing to a modern aesthetic within Downtown. All individual projects under the DSAP Amendment would continue to be subject to the City’s design review process during the standard project approval process. Because the same regulatory measures plus the new Downtown Design Guidelines and Standards would apply to the DSAP Amendment, impacts to visual character under the DSAP Amendment would not be substantially greater than those previously identified under Downtown Strategy 2040.

Impacts from Nighttime Lighting and Daytime Glare (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR determined that future development under Downtown Strategy 2040 would be subject to the City’s design review process and Municipal Code controls for lighting of signs and development adjacent to residential properties. Therefore, it was determined that the impact from light and glare would be less than significant.

The DSAP Amendment would be subject to City Policies 4-2 (Lighting: Public Streetlights) and Policy 4-3 (Lighting: Outdoor Lighting on Private Developments), which require the use of energy-efficient lighting for outdoor building and street lighting, in addition to reducing nighttime light pollution. The DSAP Amendment would also be subject to the City’s design review process, which would ensure the correct implementation of the new Downtown Design Guidelines and Standards. As shown in **Table 6**, the Downtown Design Guidelines and Standards specify new requirements for building form, design, and overall architecture to preserve and enhance the visual landscape of Downtown. As all individual projects within the amended DSAP boundary would be required to conform with City policies and the Downtown Design Guidelines and Standards, there would be no new or worsened impacts to visual character from what was determined in the Downtown Strategy 2040 EIR.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR determined that build out of the Downtown Strategy 2040 would increase the number of high-rise buildings in Downtown and would alter the Diridon Station through planned expansion, including HSR service. However, such impacts were anticipated to be minimized through a design review process involving City staff, community working group, and Aesthetic Design Review Panel.

Although the determination of aesthetic effects is subjective, the combination of the DSAP Amendment with other projects within the area, including the expansion of Diridon Station, the addition of HSR service and BART, and the Downtown West project, would result in a cumulative change in the aesthetic character of Downtown beyond what was anticipated in the Downtown Strategy 2040 EIR. However, the updated Downtown Design Guidelines and Standards would ensure that new development introduced as part of the DSAP Amendment would be consistent with existing development and the City’s vision for development within Downtown. With a cohesive vision for future development for the plan area, the DSAP Amendment would not contribute to a new or worsened a cumulative aesthetic impact.

3.1.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts than those identified in the Downtown Strategy 2040 EIR because new development under the DSAP Amendment would be required to adhere to City and local policies intended to preserve and enhance the visual environment, including new requirements in the updated Downtown Design Guidelines and Standards. Based on this, the City finds that:

- A. Substantial changes in the Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred;
- B. New information of substantial importance with respect to aesthetics resulting in new significant effects or a substantial increase in the severity of previously identified effects has not been identified; and
- C. None of the proposed changes to the Downtown Strategy 2040 would significantly affect aesthetics.

Therefore, the conclusions in Section 3.1, Aesthetics, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.2 Agricultural and Forestry Resources

3.2.1 Environmental Setting

The impact discussions below summarize the conclusions regarding impacts on agriculture and forestry resources of the Downtown Strategy 2040 EIR to provide a comparison to project changes resulting from the DSAP Amendment. Refer to Section 3.2, Agriculture and Forestry Resources, of the Downtown Strategy 2040 EIR for a full discussion of agriculture and forestry resources impacts under the Downtown Strategy 2040.

3.2.1.1 Changes to the Regulatory Framework

Farmland Mapping and Monitoring Program

The California Resources Agency's Farmland Mapping and Monitoring Program (FMMP) assesses the location, quality, and quantity of agricultural land and conversion of these lands over time. No agricultural lands were designated within the DSAP area when the Downtown Strategy 2040 EIR was certified in 2018 and the California Resource Agency has not designated any such lands within the DSAP area since that time.

California Land Conservation Act

The California Land Conservation Act (Williamson Act) enables local governments to enter into contracts with private landowners to restrict parcels of land to agricultural or related open space use. In return, landowners receive lower property tax assessments. No lands were under Williamson Act contracts within the DSAP area when the Downtown Strategy 2040 EIR was certified in 2018 and no lands within the DSAP area have entered a Williamson Act contract since that time.

Forest Land, Timberland, and Timberland Production

The California Department of Forestry and Fire Protection (Cal Fire) identifies forest land, timberland, and lands zoned for timberland production that can (or do) support forestry resources. No forest land, timberland, or supporting forestry resources were designated within the DSAP area when the Downtown Strategy 2040 EIR was certified in 2018 and the Cal Fire has not designated any such lands with the DSAP area since that time.

3.2.1.2 Changes to the Environmental Conditions

The Downtown Strategy 2040 EIR established that the majority of Downtown, including the DSAP area, is designated as Urban and Built-Up Land according to FMMP mapping. One small area of Downtown (east of Autumn Street) is zoned for *Agricultural or Open Space* Uses, zoning intending to protect land used for timber and agriculture from development. However, this area is not located within the new or

existing DSAP area. No new agricultural resources have been zoned within Downtown since the Downtown Strategy 2040 EIR was certified in 2018. As of March 2020, the City’s 2040 General Plan land use map shows that there is no agricultural farmland or forest land within the amended DSAP boundaries.¹⁶

3.2.2 Checklist and Discussion of Impacts

Environmental Issue Area	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as “Approved Project”	Less Impact than “Approved Project”	No Impact
<p>Agriculture and Forestry Resources. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>						
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?					X
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?					X
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					X

¹⁶ City of San José 2020. *General Plan Land Use Map*. Available: <https://www.sanjoseca.gov/your-government/departments/planning-building-code-enforcement/planning-division/citywide-planning/envision-san-jos-2040-general-plan/land-use-map>. Accessed May 2020.

	zoned Timberland Production (as defined by Government Code section 51104(g))?						
d)	Result in the loss of forest land or conversion of forest land to non-forest use?						X
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?						X

3.2.2.1 Impact Discussion

Impacts to Agricultural and Forest Resources (Same as Downtown Strategy 2040 EIR – No Impact)

As established in the Downtown Strategy 2040 EIR, Downtown does not contain farmlands or lands or under Williamson Act contract. Furthermore, Downtown and the area surrounding Downtown are not zoned forest land, timberland, or Timberland Production. Thus, no impact would occur to these lands as a result of development within Downtown.

Although the DSAP Amendment would expand the boundaries of the DSAP area, the new areas fall within Downtown analyzed in the Downtown Strategy 2040. The DSAP Amendment does not include any forest land, timberland, or agricultural land.¹⁷ Therefore, no new impacts related to agricultural and forest resources would occur.

3.2.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts to agricultural or forest resources than those identified in the Downtown Strategy 2040 EIR because DSAP Amendment would not induce development in any forest land, timberland, or agricultural land. Based on the this, the City finds that:

- A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred;

¹⁷ Natural Resources Agency Department of Conservation, 2016. *Santa Clara County Important Farmland 2016*. Available: <https://www.conservation.ca.gov/dlrp/fmmp/Pages/SantaClara.aspx>. Accessed April 2020.

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- B. New information of substantial importance with respect to agriculture and forestry resources resulting in new significant effects or a substantial increase in the severity of previously identified effects has not been identified; and
- C. None of the proposed project changes would significantly affect agriculture and forestry resources.

Therefore, the conclusions in Section 3.2, Agricultural and Forestry Resources, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.3 Air Quality

3.3.1 Environmental Setting

Ambient air quality standards have been established at both the state and federal level. The ambient air quality in a given area depends on the quantities of pollutants emitted within the area, transport of pollutants to and from surrounding areas, local and regional meteorological conditions, as well as the surrounding topography of the air basin. Air quality is described by the concentration of various pollutants in the atmosphere. Units of concentration are generally expressed in parts per million (ppm) or micrograms per cubic meter ($\mu\text{g}/\text{m}^3$).

As required by the federal Clean Air Act, National Ambient Air Quality Standards (NAAQS) have been established for six major air pollutants: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter, including respirable particulate matter (PM_{10}) and fine particulate matter ($\text{PM}_{2.5}$), sulfur oxides (SO_x), and lead (Pb). Pursuant to the California Clean Air Act, the state has established the California Ambient Air Quality Standards (CAAQS). Both state and federal standards are summarized in Table 3.3-1 of the Downtown Strategy 2040 EIR. The “primary” standards have been established to protect the public health. The “secondary” standards are intended to protect the nation’s welfare and account for air pollutant effects on soil, water, visibility, materials, vegetation, and other aspects of the general welfare. CAAQS are generally the same or more stringent than NAAQS. The Bay Area meets all ambient air quality standards with the exception of ground-level O_3 , PM_{10} , and $\text{PM}_{2.5}$.

Air Pollutants of Concern

High O_3 levels are caused by the cumulative emissions of reactive organic gases (ROG) and NO_x . These precursor pollutants react under certain meteorological conditions to form high O_3 levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area’s attempts to reduce O_3 levels. High O_3 levels aggravate respiratory and cardiovascular diseases, reduced lung function, and increase coughing and chest discomfort.

Particulate matter is another problematic air pollutant of the Bay Area. Particulate matter is assessed and measured in terms of PM_{10} and $\text{PM}_{2.5}$. Elevated concentrations of PM_{10} and $\text{PM}_{2.5}$ are the result of both regionwide (or cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children. See Table 3.3-1 of the Downtown Strategy 2040 EIR for the state and national ambient air quality standards for criteria pollutants.

Toxic Air Contaminants

TACs are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer) and include, but are not limited to, the criteria air pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., DPM near a freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, state, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average). According to CARB, diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue.

3.3.1.2 Changes to the Regulatory Framework

Federal

The U.S. Environmental Protection Agency (EPA) sets nationwide emission standards for mobile sources, which include on-road (highway) motor vehicles such as trucks, buses, and automobiles, and non-road (off-road) vehicles and equipment used in construction, agricultural, industrial, and mining activities (such as bulldozers and loaders). The EPA also sets nationwide fuel standards, including diesel engine emission standards and diesel fuel requirements. In March 2020, the National Highway Traffic Safety Administration (NHTSA) and EPA finalized the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, which relaxed federal greenhouse gas emissions and Corporate Average Fuel Economy (CAFE) standards to increase in stringency at only about 1.5 percent per year between 2020 and 2026, compared to about 4 percent under previous standards.

State

To address the issue of diesel emissions in the state, the California Air Resources Board (CARB) developed the Diesel Risk Reduction Plan (Diesel RRP) to reduce diesel particulate matter emissions. In addition to requiring more stringent emission standards for new on- and off-road mobile sources and stationary diesel-fueled engines to reduce particulate matter emissions by 90 percent, a significant component of the plan involves application of emission control strategies to existing diesel vehicles and equipment. Many of the measures of the Diesel RRP have been approved and adopted, including the federal on- and non-road diesel engine emission standards for new engines, as well as adoption of regulations for low sulfur fuel in California.

CARB has adopted and implemented a number of regulations for stationary and mobile sources to reduce emissions of diesel particulate matter (DPM). Several of these regulatory programs affect medium and heavy-duty diesel trucks that represent the bulk of DPM emissions from California highways. CARB has also adopted and implemented regulations to reduce DPM and nitrogen oxides (NO_x) emissions from in-use (existing) and new off-road heavy-duty diesel vehicles (e.g., loaders, tractors, bulldozers, backhoes, off-highway trucks, etc.).

In November 2019, CARB released off-model adjustment factors to account for the first edition of the SAFE Vehicles Rule. Since finalization of the SAFE Vehicles rule in March 2020, CARB has evaluated these adjustment factors and determined that they continue to be valid and should be used for purposes of transportation conformity.¹⁸

¹⁸ California Air Resources Board (CARB) 2020. *EMFAC Off-Model Adjustment Factors for Carbon Dioxide (CO₂) Emissions to Account for the SAFE Vehicles Rule Part One and the Final SAFE Rule*. Available: https://ww3.arb.ca.gov/msei/emfac_off_model_co2_adjustment_factors_06262020-final.pdf?utm_medium=email&utm_source=govdelivery.

Regional

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 Air Basin (SFBAAB). BAAQMD has permit authority over stationary sources, acts as the primary reviewing agency for environmental documents, and develops regulations that must be consistent with or more stringent than federal and state air quality laws and regulations.

2017 Clean Air Plan

BAAQMD's most recently adopted plan is the Bay Area 2017 Clean Air Plan (CAP). The 2017 CAP defines an integrated, multi-pollutant control strategy to reduce emissions of particulate matter, Toxic Air Contaminants (TAC), ozone (O₃) precursors, and greenhouse gases (GHGs). The control strategy encompasses 85 individual control measures that describe specific actions to reduce emissions of air and climate pollutants from the full range of emission sources and is based on the following four key priorities:

- Reduce emissions of criteria air pollutants and TACs from all key sources.
- Reduce emissions of "super-GHGs" such as methane, black carbon, and fluorinated gases.
- Decrease demand for fossil fuels (gasoline, diesel, and natural gas).
- Decarbonize our energy system.

Since the adoption of the Downtown Strategy 2040 EIR in 2018, the CAP has not been updated. Likewise, the BAAQMD's CEQA guidelines have not been updated since the May 2017 revisions.

Local

Envision San José 2040 General Plan

Various policies in the City's 2040 General Plan have been adopted for the purpose of reducing or avoiding impacts related to air quality. Refer to Table 3.3-2 in the Downtown Strategy 2040 EIR for a full list of 2040 General Plan policies related to air quality. The 2040 General Plan text amendments in March 2020 of the 2040 General Plan do not contain changes to air quality standards that would affect the DSAP Amendment impacts.

Climate Smart San José

Adopted by the City Council in 2018, Climate Smart San José (CSSJ) is the continuation and escalation of the San José Green Vision, the City's 15-year sustainability plan. CSSJ outlines the issues of urban sustainability and how the City will transform in order to minimize the impacts of climate change, focusing on three pillars and nine key strategies, listed below in **Table 7**.

Table 7 Climate Smart San José Goals and Policies	
Pillar	Strategy
Pillar 1 – A Sustainable and Climate Smart City	Strategy 1.1: Transition to a renewable energy future
	Strategy 1.2: Embrace the Californian climate
Pillar 2 – A Vibrant City of Connected and Focused Growth	Strategy 2.1: Densify the City to accommodate future residents
	Strategy 2.2: Make homes efficient and affordable for families
	Strategy 2.3: Create clean, personalized mobility choices
	Strategy 2.4: Develop integrated, accessible public transportation infrastructure
Pillar 3 – An Economically Inclusive City of Opportunity	Strategy 3.1: Create local jobs in the City to reduce vehicle miles traveled
	Strategy 3.2: Improve the City’s commercial building stock
	Strategy 3.3: Make commercial goods movement clean and efficient

Source: City of San José 2018

City of San José Downtown Design Guidelines and Standards

The revised Downtown Design Guidelines and Standards adopted in 2019 include specific requirements and clear direction for new buildings and projects with major exterior modification to existing buildings in Downtown. Guidelines under 4.4.2.a – Windows and Glazing, are intended to reduce the use of environmentally wasteful mechanical systems and to improve indoor air quality. Guidelines under 4.4.7.b – Green Roofs and Decks, encourage the incorporation of green roofs and decks in part to improve Downtown air quality. **Table 8** lists the guidelines and standards applicable to Air Quality.

Table 8 Downtown Design Guidelines Standards Applicable to Air Quality Resources		
Subject	Guideline Title	Applicable Standards
4.0 Building	Section 4.4.2 a. Windows and Glazing: Use window type and design to create a building that is more sustainable, efficient, and pleasant for its occupants.	a. Do not use individual through-window or through-wall air conditioning units on buildings over three stories tall.
	Section 4.4.7 b. Green Roofs and Decks (Building Open Space): Include green roofs and occupiable decks for aesthetics, environmental benefits, and as building occupant amenities.	Cover at least 20% of the area of a roof that is less than 150 feet above ground and that is larger than 2,500 square feet in area with a green roof, solar panels, or a combination of these.

Source: City of San José 2019c

3.3.1.3 Changes to Environmental Conditions

Last updated in January 2017, the federal and state ambient air pollutant attainment status of the SFBAAB has also not changed since certification of the Downtown Strategy 2040 EIR. The Bay Area is considered a non-attainment area for ground-level O₃ and fine particulate matter where particles have a diameter of 2.5 micrometers or less (PM_{2.5}) under both the federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM₁₀) under the California Clean Air Act, but not the federal act. The area has attained both state and federal ambient air quality standards for carbon monoxide (CO).

As with the Downtown Strategy 2040, sensitive receptors are located throughout Downtown, including the DSAP area, and in areas immediately adjacent to Downtown’s boundaries. Due to the increased building height limits and associated densification, the DSAP Amendment is expected to result in a substantial increase in sensitive receptors within the amended DSAP boundaries. The DSAP Amendment is anticipated to result in an additional population increase of approximately 22,118 individuals (see **Section 3.14, Population and Housing**, for a discussion of additional population increase due to the DSAP Amendment). This growth would introduce both new sensitive receptors and new emissions sources.

3.3.2 Checklist and Discussion of Impacts

Environmental Issue Area	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as “Approved Project”	Less Impact than “Approved Project”	No Impact
<p>Air Quality. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.</p> <p>Would the project:</p>						
a)	Conflict with or obstruct implementation of the applicable air quality plan?			X		
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?			X		

c)	Expose sensitive receptors to substantial pollutant concentrations?				X		
d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?				X		

3.3.2.1 Impact Discussion

The impact discussion regarding the DSAP Amendment is based upon the Air Quality and Greenhouse Gas Assessment (**Appendix A**) prepared for the DSAP Amendment by Illingworth & Rodkin, Inc. (2020a).

Cumulative Contribution to Non-Attainment Criteria Pollutant Emissions (Same as Downtown Strategy 2040 EIR – Significant Unavoidable)

As identified in the Downtown Strategy 2040 EIR, the Bay Area is considered a non-attainment area for ground-level ozone and PM_{2.5} under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for PM₁₀ under the California Clean Air Act, but not the federal act. The area has attained both state and federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and particulate matter (i.e., PM_{2.5} and PM₁₀), the BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for ozone precursor pollutants (ROG and NO_x), PM₁₀, and PM_{2.5} and apply to both construction period and operational period impacts of projects. These thresholds do not apply to plan-level assessments. Downtown Strategy 2040 and DSAP Amendment construction and operation emissions are discussed in detail below.

Construction Emissions

The Downtown Strategy 2040 EIR evaluated project buildout as part of a development program that would be built over a period of 20 or more years. Construction and demolition activities generate criteria pollutants. Therefore, it was assumed that all future projects within Downtown would be evaluated for construction-related impacts at the time development is proposed. The Downtown Strategy 2040 EIR identified measures, listed below, which would ensure that future projects under the Downtown Strategy 2040 would not exceed BAAQMD’s average daily or annual emissions thresholds during construction. In the event a future project would exceed the average daily or annual emission threshold or otherwise result in a significant impact based on current BAAQMD Guidelines and City requirements, supplemental project-level environmental review would be required prior to project approval or implementation to identify the additional feasible measures necessary to reduce emissions to less than significant levels.

Measures Identified in the Downtown Strategy 2040
EIR to Reduce Construction Emissions

In conformance with 2017 BAAQMD CEQA Guidelines, GP Policy MS-13.1, and current City requirements, all projects will be required to implement the following control measures to reduce construction emissions to a less-than-significant level:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
- Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Additional measures may be required for projects that exceed screening levels for criteria pollutants, per the 2017 BAAQMD guidelines:

- Water all exposed surfaces at a frequency adequate to maintain minimum soil moisture of 12 percent (verified by lab samples or moisture probe).
- Suspend all excavation, grading, and/or demolition activities when average wind speeds exceed 20 mph.
- Install wind breaks with a maximum 50 percent air porosity (e.g., trees, fences) on the windward side(s) of actively disturbed areas of construction.
- Plant vegetative ground cover (e.g., fast-germinating native grass seed) in disturbed areas as soon as possible and watered appropriately until vegetation is established.
- Limit the simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time. Phase activities to reduce the number of disturbed surfaces at any one time.
- Wash off all trucks and equipment, including their tires, prior to leaving the site.
- Treat site access points with a 6 to 12-inch compacted layer of wood chips, mulch, or gravel, to a distance of 100 feet from the paved road.

- Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.
- Minimize the idling time of diesel-powered construction equipment to two minutes.
- Develop a plan demonstrating that the off-road equipment (more than 50 horsepower) to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve a project wide fleet-average 20 percent NO_x reduction and 45 percent PM reduction compared to the most recent ARB fleet average. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.
- Use low VOC (i.e., ROG) coatings beyond the local requirements (i.e., Regulation 8, Rule 3: Architectural Coatings).
- Equip all construction equipment, diesel trucks, and generators with Best Available Control Technology for emission reductions of NO_x and PM.
- Use equipment that meets CARB's most recent certification standard for off-road heavy duty diesel engines.

If the additional analysis of construction-related emissions of criteria pollutants completed for future projects that exceed the screening levels reveals significant exhaust-related emissions, projects would be required to implement the following measures:

- Based on project specific construction assessments, a plan shall be developed that demonstrates off-road equipment (more than 25 horsepower) on on-road haul trucks to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve appropriate project wide fleet-average NO_x and PM₁₀/PM_{2.5} reductions, such that emissions do not exceed BAAQMD construction period significance thresholds. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.
- Provide line power to the site during the early phases of construction to minimize the use of diesel-powered stationary equipment, such as generators.
- All on-road heavy-duty trucks with a gross vehicle weight rating of 33,000 pounds or greater (EMFAC2007 Category HDDT) used at the project site (such as haul trucks, water trucks, dump trucks concrete trucks) shall be model year 2010 or newer.
- Phasing of construction activities to reduce average daily emissions.

Like the Downtown Strategy 2040, implementation of the DSAP Amendment would result in temporary emissions from construction activities associated with subsequent development, including demolition, site grading, asphalt paving, building construction, and architectural coating. Emissions associated with construction activities would include fugitive dust from soil disturbance, fuel combustion from mobile heavy-duty diesel- and gasoline-powered equipment, portable auxiliary equipment, and worker commute trips. During construction, fugitive dust, the dominant source of PM₁₀ and PM_{2.5} emissions, is generated when wheels or blades disturb surface materials. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby.

Measures identified in the Downtown Strategy 2040 EIR would require implementation of BAAQMD-recommended best management practices and are applicable to both Downtown Strategy 2040 and the DSAP Amendment. This measure would reduce emissions from on-site off-road equipment and truck travel by over 50 percent for particulate matter and over 20 percent for NO_x. Measures to control fugitive dust would exceed the basic control measures recommended by BAAQMD in their 2017 CEQA Air Quality Guidelines. Therefore, with implementation of the measure listed below, the DSAP Amendment would have the same less-than-significant impact identified in the Downtown Strategy 2040 EIR.

Operational Emissions

The Downtown Strategy 2040 EIR identified a significant and unavoidable impact from project operation resulting in a significant increase in regional criteria pollutants in the Bay Area, contributing to existing violations of ozone standards. Although implementation of Downtown Strategy 2040 could substantially reduce emissions of regional air pollutants over the long-term through implementation of 2040 General Plan policies and proposed measures, the Downtown Strategy 2040 EIR determined that the policies and measures could not reduce the impact to a less-than-significant level. This is because the magnitude of the impact is nearly 25 times the ROG threshold, due to the amount of development to be built over the next 20 or more years in Downtown (see **Table 9**).

Table 9 Operational Emissions of Criteria Pollutants				
	ROG	NO_x	PM₁₀	PM_{2.5}
<i>Annual Emissions (tons per year)</i>				
BAAQMD Thresholds	10	10	15	10
Project Emissions	242	120	41	18

Bold indicates a significant impact.

Source: City of San José 2018

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts related to Regional Air Quality

To reduce emissions, the Downtown Strategy 2040 EIR proposed a transportation demand management (TDM) program, consistent with the Downtown Transportation Plan, with the following measures:

- Rideshare Measures:
 - Implement carpool/vanpool program (e.g., carpool ride matching for employees, assistance with vanpool formation, provision of vanpool vehicles, etc.)
- Transit Measures:
 - Construct transit facilities such as bus turnouts/bus bulbs, benches, shelters, etc.
 - Design and locate buildings to facilitate transit access (e.g., locate building entrances near transit stops, eliminate building setbacks, etc.)
- Services Measures:

Diridon Station Area Plan Amendment

- Provide on-site shops and services for employees, such as cafeteria, bank/ATM, dry cleaners, convenience market, etc.;
- Provide on-site child care or contribute to off-site childcare within walking distance.
- Shuttle Measures:
 - Establish mid-day shuttle service from work site to food service establishments/commercial areas;
 - Provide shuttle service to transit stations/multimodal centers.
- Parking Measures:
 - Provide preferential parking (e.g., near building entrance, sheltered area, etc.) for carpool and vanpool vehicles;
 - Implement parking fees for single occupancy vehicle commuters;
 - Implement parking cash-out program for employees (i.e., non-driving employees receive transportation allowance equivalent to value of subsidized parking);
- Bicycle and Pedestrian Measures:
 - Provide secure, weather-protected bicycle parking for employees;
 - Provide safe, direct access for bicyclists to adjacent bicycle routes;
 - Provide showers and lockers for employees bicycling or walking to work;
 - Provide secure short-term bicycle parking for retail customers or non-commute trips;
 - Provide direct, safe, attractive pedestrian access from Planning Area to transit stops and adjacent development;
- Other Measures:
 - Implement compressed work week schedule (e.g., 4 days/40 hours, 9 days/80 hours);
 - Implement home-based telecommuting program.

As stated above, the Downtown Strategy 2040 EIR evaluated project buildout as part of a future development program, including development within the DSAP area. During project-level supplemental review of future individual development projects built under the Downtown Strategy 2040 EIR, the measures would be evaluated for consistency with the Downtown Strategy 2040 and 2040 General Plan policies. All feasible and applicable measures will be required as part of project design or as conditions of approval.

Implementation of the DSAP Amendment would increase development capacity within Downtown beyond what was analyzed in the Downtown Strategy 2040 EIR. However, this growth would not be net-new within the City as a whole because additional development capacity would be reallocated to the DSAP area from existing growth areas identified in the 2040 General Plan EIR. Therefore, the total amount of growth anticipated within the SFBAAB analyzed in both the 2040 General Plan EIR and the Downtown Strategy 2040 EIR would not change with implementation of the DSAP Amendment. Furthermore, as described in **Section 3.17, Transportation**, the DSAP Amendment would contribute to a decrease in VMT within Downtown and the City because it would concentrate high-density land uses and transit-oriented development in an area with access to a variety of high-quality transit options, housing, and employment opportunities.

While there are no established significance thresholds applicable to plan-level emissions, there are project-level thresholds. For annual emissions, the thresholds are 10 tons per year for ROG, NO_x, or

PM_{2.5} and 15 tons per year for PM₁₀. For average daily emissions, the thresholds are 54 pounds per day for ROG, NO_x or PM_{2.5} and 82 pounds per day for PM₁₀. **Table 10** summarizes the anticipated emissions from complete build out of the DSAP Amendment in the context of Downtown Strategy 2040 in terms of annual emissions in tons and average daily operational emissions. Net emissions between the DSAP Amendment and Downtown Strategy 2040 are also shown.

Table 10 Downtown Strategy 2040 and the DSAP Amendment Operational Emissions				
Scenario	ROG	NO_x	PM₁₀	PM_{2.5}
Existing No Project – DTS 2040 (2015) ¹	248.36	205.24	68.00	19.06
Future No Project – DTS 2040 (2040)	226.31	161.14	156.29	36.20
Future with Project – DTS 2040 + DSAP Amendment (2040)	300.28	204.13	194.49	45.13
Total Net Plan Operational Emissions (tons/year)	74.96	42.98	38.20	8.90
BAAQMD Project Thresholds	10 tons/year	10 tons/year	15 tons/year	10 tons/year
Average Daily Net Project Operational Emissions (pounds per day) ²	405.28	235.48	209.30	48.94
BAAQMD Project Thresholds	54 lbs./day	54 lbs./day	82 lbs./day	54 lbs./day

¹ Listed for informational purposes.

² Assumes 365-day operation.

Source: Illingworth and Rodkin, 2020

As shown in **Table 10**, operational period emissions from the DSAP Amendment would increase total operational emissions within Downtown, due to the increased development capacity and the large amount of mobile emissions generated by new development. Consistent with the Envision San José 2040 General Plan EIR, the Downtown Strategy 2040 EIR concluded that buildout of the Downtown Strategy 2040 would generate substantial emissions of regional criteria pollutants and that the plan would have a significant and unavoidable impact on cumulative operational air pollutant emissions. The DSAP Amendment would contribute to this existing significant unavoidable impact but would not introduce new or substantially worse impacts within the SFBAAB. As discussed above, development capacity would be reallocated to the DSAP area from other growth areas identified in the 2040 General Plan. Therefore, there would be no net growth within the SFBAAB beyond what was anticipated in the 2040 General Plan EIR or Downtown Strategy 2040 EIR. Furthermore, the DSAP Amendment would still be subject to all measures identified in the Downtown Strategy 2040 EIR for the purposed of reducing or avoiding impacts to regional air quality.

Carbon Monoxide

CO is a pollutant that affects air quality locally. Monitoring data from all ambient air quality monitoring stations in the Bay Area indicate that existing carbon monoxide levels are currently below national and California ambient air quality standards. Monitored CO levels have decreased substantially since 1990 as newer vehicles with greatly improved exhaust emission control systems have replaced older vehicles. The Bay Area has been designated as an attainment area for the CO standards.

Even though current CO levels in the Bay Area are below ambient air quality standards and there have been no exceedances of CO standards in the Bay Area since 1991, elevated levels of CO still warrant analysis. CO hotspots (occurrences of localized high CO concentrations) could still occur near busy congested intersections. Recognizing the relatively low CO concentrations experienced in the Bay Area, the BAAQMD's CEQA Air Quality Guidelines state that a project would have a less-than-significant impact if it would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour. Peak hour traffic volumes at intersections affected by implementation of the DSAP Amendment area would be less than the threshold of 44,000 vehicles per hour. Therefore, consistent with the Downtown Strategy 2040 EIR, this impact would remain less-than-significant.

Exposure of Sensitive Receptors to Pollutant Concentrations (Same as Downtown Strategy 2040 EIR – Less than Significant)

Potential health risks associated with criteria pollutants are discussed in accordance with the recent California Supreme Court decision in *Sierra Club v. County of Fresno*.¹⁹ The California Supreme Court ruled that CEQA requires disclosure of the potential for a project's emissions to affect human health when the project's criteria air pollutant emissions exceed applicable thresholds and contribute considerably to a significant cumulative impact. The decision requires EIRs to either (1) make a "reasonable effort" to substantively connect the estimated amount of a given air pollutant a project will produce and the health effects associated with that pollutant, or (2) explain why such an analysis is infeasible.

However, the Court also clarified that CEQA "does not mandate" that EIRs include "an in-depth risk assessment" that provides "a detailed comprehensive analysis ... to evaluate and predict the dispersion of hazardous substances in the environment and the potential for exposure of human populations and to assess and quantify both the individual and population wide health risks associated with those levels of exposure."²⁰

Given that neither the timing nor the exact specifications of individual projects under the DSAP are known at this time, a full Health Risk Assessment (HRA) is not feasible or required for this plan-level Addendum. However, potential exposure to TAC emissions during both construction and operation are discussed qualitatively below at a level of detail commensurate with the Downtown Strategy 2040 EIR. Future projects under both the Downtown Strategy 2040 and the DSAP Amendment with the potential to impact sensitive receptors will be required to complete project-level HRAs to quantitatively address potential health impacts prior to project approval.

Project impacts related to increased community risk can occur either by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in Downtown or by introducing a new sensitive receptor, such as a residential use, near an existing source of TACs. The following analysis considers potential risks associated with new sources and new receptors introduced by Downtown Strategy 2040 and the DSAP Amendment relative to the Downtown Strategy 2040.

¹⁹ *Sierra Club v. County of Fresno (Friant Ranch)*, S219783, Fifth Appellate District, F066798, Fresno County Superior Court (2018) 6 Cal. 5th 502.

²⁰ 6 Cal. 5th 510-511.

Exposure of Existing Sensitive Receptors to TAC Emissions from New Construction

Buildout of the Downtown Strategy 2040 was anticipated to result in the construction of a variety of projects over the next approximately 20 years, all of which would involve short-term emissions of TACs in the form of diesel-exhaust emissions. Construction exhaust emissions may pose community risks for sensitive receptors such as nearby residents. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to PM_{2.5}. Diesel exhaust poses both a potential health and nuisance impact to nearby receptors. Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure (e.g., 30- or 70-year period) and the associated risk of contracting cancer. The use of diesel-powered construction equipment, however, would be temporary and episodic and would occur over a relatively large area.

As required by 2040 General Plan Policy MS-11.1 and discussed in the Downtown Strategy 2040 EIR, projects developed under Downtown Strategy 2040 would be required to complete project-specific air quality analyses to identify the potential for significant construction TAC impacts. The project-level analyses shall identify measures, including but not limited to those described above as measures identified in the Downtown Strategy 2040 EIR to reduce construction emissions to less than significant levels.

Development associated with implementation of the DSAP Amendment would include short-term construction sources of TACs. Similar to the Downtown Strategy 2040, sensitive receptors adjacent to and within the DSAP area could potentially be exposed to construction TACs during construction activity.

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. The construction exhaust emissions may pose community risks for sensitive receptors such as nearby residents. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to PM_{2.5}. Diesel exhaust poses both a potential health and nuisance impact to nearby receptors. A community risk assessment of construction activities related to future development in the DSAP area would be conducted at a project level to address these impacts. Because specific construction plans and schedules for construction are not known, it is not possible to quantify the impacts and determine the significance on a plan level. Because individual residential development projects under the DSAP Amendment would be developed over time, on-site residences would be occupied while construction would occur in other areas of the DSAP area. However, these impacts would not be greater than the impacts identified in the Downtown Strategy 2040 EIR. Implementation of the measures identified in the Downtown Strategy 2040 EIR and described above would reduce this impact to a less-than-significant level.

Exposure of Existing Sensitive Receptors to New Long-Term Operational Sources of TACs

In accordance with GP Policy MS-11.2, future development projects that would emit TACs would be required to: 1) prepare health risk assessments in accordance with BAAQMD-recommended procedures as part of environmental review, and 2) employ effective mitigation to reduce possible health risks to a less than significant level. Alternatively, the City may require new emitters of TACs to be located an adequate distance from residential areas and other sensitive receptors. Projects that would generate heavy truck traffic will be required to: 1) designate truck routes that minimize exposure of sensitive receptors to TACs, and 2) post signage on-site that reminds drivers that the State truck idling law limits

truck idling to five minutes (GP Policy MS-11.3 and Action MS-11.8). These measures apply to both Downtown Strategy 2040 and the DSAP Amendment.

With implementation of 2040 General Plan policies and best management practices, future development under the Downtown Strategy 2040 was found not to expose sensitive receptors to a significant risk associated with TACs. This conclusion is consistent with the analysis in the 2040 General Plan EIR.

Similar to the Downtown Strategy 2040, the DSAP Amendment would introduce new sensitive receptors that would be exposed to existing TACs and air pollutants that result in increased cancer risk and/or elevated annual PM_{2.5} exposure. Specific new sources of TACs or PM_{2.5} emissions associated with the DSAP Amendment have not been identified but, as with Downtown Strategy 2040, the types of land uses envisioned under the DSAP Amendment are not anticipated to include substantial new TAC sources such that significant exposures would occur. Implementation of 2040 General Plan policies and best management practices identified in the Downtown Strategy 2040 EIR would reduce impacts from exposure of sensitive receptors to a less-than-significant level.

Impacts to Downtown from the Environment (Planning Considerations)

Though not a CEQA issue due to the California Building Industry Association (BIA) v. BAAQMD decision, which holds that CEQA is concerned with the effects of a project on the environment and not the effects of the environment on a project, the potential effect of existing TAC sources on future projects was discussed in the Downtown Strategy 2040 EIR to comply with 2040 General Plan Policy MS-11.1. Screening levels indicated that sensitive receptors within the Downtown Strategy 2040 plan area would be exposed to levels of TACs and/or PM_{2.5} that could cause an unacceptable cancer risk or hazard near highways and stationary sources. Site-specific modeling would be required prior to development of residential or other sensitive uses under the Downtown Strategy 2040 that could be affected by TACs associated with roadways or stationary sources, in accordance with BAAQMD and City requirements and GP Policy MS-11.1. If elevated exposures are identified, projects would be required to incorporate mitigation into project design or be located an adequate distance from TAC sources to avoid significant risks to health and safety. Consistent with the 2040 General Plan EIR, the Downtown Strategy 2040 EIR concluded that this mechanism for screening and mitigating the effects of TACs would reduce potential impacts to sensitive receptors to a less-than-significant level. This screening mechanism would continue to be required for project-level clearance of all development under the DSAP Amendment.

Odors (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR did not explicitly discuss new sources of odor, although future commercial uses may involve odor-generating activities. If new odor sources are proposed under Downtown Strategy 2040 within BAAQMD screening distances to new or existing residential uses, supplemental environmental review may be required to assess potential odor impacts and identify appropriate odor minimization and control measures (GP Policy MS-12.1).

Operation of construction equipment at development sites associated with the proposed Downtown Strategy 2040 could also create objectionable odors that may be perceptible at nearby uses. Due to the localized and temporary nature of construction-related odors, future development under Downtown Strategy 2040 was not expected to generate odors that would affect a substantial number of people.

With implementation of 2040 General Plan policies, future development under Downtown Strategy 2040 was found not expose sensitive receptors to significant odor impacts.

Similar to the Downtown Strategy 2040, the DSAP Amendment would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These emissions may be noticeable by adjacent receptors. However, they would be localized and are not likely to impact off site receptors. BAAQMD responds to odor complaints from the public and considers a source to have a substantial number of odor complaints if the complaint history includes five or more confirmed complaints per year averaged over a 3-year period. The DSAP Amendment does not identify any uses that are typical sources of odors that could lead to objectionable odors that generate frequent odor complaints.

Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, there are no quantitative methodologies to determine the presence of a significant odor impact. The significance of odor impacts is based on the potential to cause odor complaints.

BAAQMD publishes screening buffer distances for odor sources and sensitive receptors in their CEQA Air Quality Guidelines. However, significant sources of odors are not proposed as part of the DSAP Amendment nor the Downtown Strategy 2040. Further, the City would implement 2040 General Plan Policy MS-12.1 and MS-12.2 as part of the development review process to ensure that residents are protected from odors that might be associated with implementation of the DSAP Amendment. Therefore, the DSAP Amendment would not introduce new significant odor impacts beyond what was discussed in the Downtown Strategy 2040 EIR.

Consistency with Plans (Same as Downtown Strategy 2040 EIR – Less than Significant)

BAAQMD is the regional agency responsible for overseeing compliance with state and federal laws, regulations, and programs within the SFBAAB. BAAQMD, with assistance from the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), prepares and implements specific plans to meet the applicable laws, regulations, and programs. The most recent and comprehensive of these is the Bay Area 2017 Clean Air Plan (2017 CAP). Consistency of the Downtown Strategy 2040 with 2017 CAP control measures was demonstrated by assessing whether the project implements the applicable CAP control measures. The Downtown Strategy 2040 was intended to facilitate sustainable development by concentrating growth in a dense urban area with access to transit facilities and was found to be generally consistent with CAP measures intended to reduce automobile and energy use. For a full consistency analysis, refer to Table 3.3-6 of the Downtown Strategy 2040 EIR.

Similar to the Downtown Strategy 2040, the DSAP Amendment would facilitate sustainable development by concentrating growth in a dense urban area with access to transit facilities. Consistency with specific control measures of the 2017 CAP is demonstrated in **Table 11**.

Table 11 BAAQMD Control Strategy Measures from the 2017 CAP and Project Consistency	
Applicable BAAQMD Control Strategy Measures	Consistency
Transportation Control Measures	
TR1: Clean Air Teleworking Initiative	<i>Consistent:</i> The DSAP Amendment would continue to include/implement the Downtown Strategy 2040 Plan Transportation Demand Management (TDM) strategies to reduce vehicle trips by promoting alternatives such as staggered or flexible work hours and telecommuting.
TR3: Local and Regional Bus Service	<i>Consistent:</i> The DSAP Amendment would be in close proximity to the proposed future Downtown San José BART station. The station would be conveniently located to provide access to several VTA bus lines.
TR4: Local and Regional Rail Service	<i>Consistent:</i> The VTA has identified options for the Downtown San José BART station within the Downtown Strategy 2040 Plan. The stations would be conveniently located to provide access to VTA light rail service.
TR 5: Transit Efficiency and Use	<i>Consistent:</i> While this is mostly a regionally implemented TDM, the DSAP Amendment as part of the Downtown Strategy 2040 Plan would improve connectivity to the region and City through investments in non-automobile infrastructure and transportation demand management measures promoting transit use, carpooling, walking and biking. Improved transportation services would connect to the Diridon Station, the future Downtown Bart Station, and other City and regional destinations.
TR8: Ridesharing, Last-Mile Connection	<i>Consistent:</i> The DSAP Amendment would promote the use of public transit, carpools, walking and biking in the area. From priority pedestrian and bicycle networks to TDM programs to reduce minimize vehicle trips and VMT, the Plan would make it easier, more comfortable, and more efficient for employees and residents to walk, bike, carpool, or use transit.
TR9: Bicycle and Pedestrian Access and Facilities	<i>Consistent:</i> The DSAP Amendment would create a highly active and lively pedestrian and bicycle friendly environment with excellent connectivity to downtown destinations and regional transit. TDM measures would include bikeshare passes, biking facilities (e.g., parking, lockers, showers, bike sharing, bike valet), and City’s continued participation in the Bay Area Bike Share program, which allows users to rent and return bicycles at various popular locations around Downtown. Neighborhoods are also close to walking and transit facilities to make it easy for residences to live in Downtown without a car.

Table 11 BAAQMD Control Strategy Measures from the 2017 CAP and Project Consistency	
Applicable BAAQMD Control Strategy Measures	Consistency
TR10: Land Use Strategies	<i>Consistent:</i> The DSAP Amendment would transition into an innovative, sustainable, and intense transit-oriented district that promotes residential, office, retail, and hotel growth while providing access to walking, biking, and sustainable transportation systems.
TR13: Parking Policies	<i>Consistent:</i> The DTS 2040 Plan would improve connectivity to the region and City through investments in non-automobile infrastructure and transportation demand management measures promoting transit use, walking and biking. The Plan would develop and implement parking strategies that reduce automobile travel through parking supply and pricing management.
Building Control Measures	
BL1: Green Buildings	<i>Consistent:</i> New construction allowed under the DSAP Amendment would meet new Title 24 standards as well as City requirements, like Policy MS-1.1 in the 2040 General Plan.
BL2: Decarbonize Buildings	<i>Consistent:</i> The DSAP Amendment would encourage energy generation through on-site photovoltaic on buildings and would discourage the use of natural gas to be consistent with the 2040 GHGRS. In addition, the Plan Amendment would support the goal of net zero energy on-site over time as the electricity provider, San José Clean Energy, strives to provide carbon free generated electricity to their customers through 2050.
Waste Management Control Measures	
WA4: Recycling and Waste Reduction	<i>Consistent:</i> The DSAP Amendment would include on-site recycling facilities, implement a construction waste management plan, and meet the waste diversion goals outlined in the California Integrated Waste Management Act and AB 935.
Water Control Measures	
WR2: Support Water Conservation	<i>Consistent:</i> DSAP Amendment would support the City’s 2040 General Plan policies encouraging new development to utilize recycled water for landscape irrigation and promoting water conservation (Policies MS-3.1 through MS-3.9)

Source: Illingworth and Rodkin, 2020

Given that the DSAP Amendment would be consistent with all applicable control measures, the DSAP Amendment would have a less than significant impact, consistent with the Downtown Strategy 2040 EIR.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Significant Unavoidable)

By nature, air pollution is a largely cumulative impact. The geographic area for cumulative air quality impacts is the SFBAAB. Past, present, and future development projects all contribute to the region’s adverse air quality impacts, but no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project’s individual emissions would be cumulatively considerable. As identified in the Downtown Strategy 2040 EIR, if a project under the Downtown Strategy 2040 were to exceed the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region’s existing air quality conditions. Because the Downtown Strategy 2040 was found to exceed BAAAMD thresholds for criteria pollutant emissions, the Downtown Strategy 2040 EIR determined that there would be a significant and unavoidable cumulative impact on operational air pollutant emissions. This finding was consistent with the 2040 General Plan EIR

By increasing development capacity within Downtown, the DSAP Amendment would contribute to the existing significant unavoidable impact identified in the Downtown Strategy 2040 EIR and would incrementally increase emissions associated with Downtown (**Table 12**). However, the increased development capacity within the DSAP area and Downtown would be reallocated from other planned growth areas identified in the 2040 General Plan and analyzed in the 2040 General Plan EIR. Therefore, there would be no net change in development capacity within the SFBAAB from implementation of the DSAP Amendment. Furthermore, the DSAP Amendment would concentrate growth identified in the 2040 General Plan around transit and employment opportunities leading to a decrease in VMT and associated personal vehicle emissions in Downtown and Citywide. Therefore, 2040 total emissions within the SFBAAB would be expected to remain the same or decrease with implementation of the DSAP Amendment. While the DSAP Amendment would contribute to an existing significant and unavoidable cumulative impact, this contribution would not be new or substantially worse than that identified in the Downtown Strategy 2040 EIR or 2040 General Plan EIR.

Table 12 Cumulative Operational Emissions				
Scenario	ROG	NO_x	PM₁₀	PM_{2.5}
Existing No Project – DTS 2040 (2015)	248.36	205.24	68.00	19.06
Future No Project – DTS 2040 (2040)	226.31	161.16	156.29	36.20
Future Cumulative – DTS 2040 + DSAP Amendment + Downtown West (2040)	369.33	238.95	223.74	52.16
Total Net Plan Operational Emissions (tons/year)	143.02	77.79	67.45	15.97
BAAQMD Project Thresholds	10 tons/year	10 tons/year	15 tons/year	10 tons/year
Average Daily Net Project Operational Emissions (pounds per day) ¹	783.67	426.27	369.57	87.49
BAAQMD Project Thresholds	54 lbs./day	54 lbs./day	82 lbs./day	54 lbs./day

Source: Illingworth and Rodkin, 2020

¹ Assumes 365-day operation.

3.3.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts to air quality than those identified in the Downtown Strategy 2040 EIR because there would be no net increase in development capacity within the SFBAAB as total development Citywide will be within the capacity anticipated in the 2040 General Plan. Additionally, the DSAP Amendment would concentrate growth identified in the 2040 General Plan around transit and employment opportunities, leading to a decrease in VMT and associated personal vehicle emissions in Downtown and Citywide. Based on this, the City finds that:

- A. Substantial changes in the Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred; and
- B. New information of substantial importance with respect to air quality resulting in new significant effects or a substantial increase in the severity of previously identified effects has not been identified.

Therefore, the conclusions in Section 3.3, Air Quality, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.4 Biological Resources

3.4.1 Environmental Setting

3.4.1.1 Changes to the Regulatory Framework

City of San José Downtown Design Guidelines and Standards

The revised Downtown Design Guidelines and Standards adopted in 2019 include specific requirements and clear direction for new buildings and projects with major exterior modification to existing buildings in Downtown. **Table 13** below lists standards from the Downtown Design Guidelines and Standards applicable to proposed projects in the DSAP area and relevant to biological resources. These guidelines and standards would require the incorporation of bird-safe building design and limit excessive shading of open spaces, such as the areas surrounding the Guadalupe River and Los Gatos Creek.

Table 13 Downtown Design Guidelines Standards Applicable to Biological Resources		
Subject	Guideline Title	Applicable Standards
4.0 Building	Section 4.4.2 b. Bird Safety: Consider bird safety in building design and landscaping.	<p>a. Do not use mirrored glass. b. Use a bird safety treatment on facades within 300 feet of a riparian corridor that have 50% or more glazed surface.</p> <p>c. Use a bird safety treatment on the façade of any floor of the building within 15 vertical feet of the level of and visible from a green roof, including a green roof on an adjacent building within 20 horizontal feet, if the facade has 50% or more glazed surface.</p> <p>d. Use a bird safety treatment on areas of glass through which sky or foliage is visible on the other side of parallel panes of glass less than 30 feet apart.</p>
	Section 4.4.2 b. Balconies (Private Open Space): Improve appearance, increase occupant comfort and enjoyment and	c. Use a bird-safe pattern on glass railings.

Table 13 Downtown Design Guidelines Standards Applicable to Biological Resources		
Subject	Guideline Title	Applicable Standards
	make a building more efficient through well designed balconies.	
	Section 4.4.8 Pedestrian Bridges: Avoid creating pedestrian bridges across public rights of way. Where unavoidable, design them to reduce their impact on the Public Realm.	d. Make the side elevations of a pedestrian bridge at least 50 % transparent to provide views into and out of the bridge. Ensure bird safety through glass patterning or other techniques.
	Section 4.4.9 a. Lighting — Podium Level: Create safe, inviting Public Spaces and highlight distinctive architecture and features with building lighting at the Podium Level.	b. Create skyline level lighting that is bird safe, including the potential to reduce or shield lighting visible to birds during migration season (February to May and August to November).
	Section 4.4.9 b. Lighting – Skyline Level: Use lighting to make Downtown’s skyline recognizable in the wider City. Add selected landmarks to make views of the skyline into a source of orientation both within and from outside Downtown.	b. Create Skyline Level lighting that is bird safe, including the potential to reduce or shield lighting visible to birds during migration season (February to May and August to November).

Source: City of San José 2019c

Special-Status Species

Special-status species are plant or animal species legally protected under the federal Endangered Species Act (ESA) and the California Endangered Species Act (CESA), or species that are considered sufficiently rare and may qualify for such listing (CEQA Guidelines Section 15380). The Downtown Strategy 2040 EIR described Downtown as highly urbanized with very little undisturbed habitat and stated that the area did not support any special-status plant species. The heavily urbanized nature of Downtown was also found to preclude the presence of special-status animals, with some exceptions. It is possible that western pond turtles, Central California Coast Steelhead, Central Valley fall-run Chinook salmon, raptors, and migratory birds may also pass through or live in the habitat provided by the Guadalupe River and associated riparian areas. Bats, including the western red bat, pallid bat, and Townsend’s big-eared bat may also roost or forage within Downtown. Since certification of the Downtown Strategy 2040 EIR, reconnaissance-level field surveys conducted as part of the Downtown West EIR in September 2019 and January 2020 identified an approximately 50-foot-long by 10-foot-wide area of creeping wild rye, a special-status plant species, southeast of the intersection of West Santa Clara Street and South Autumn Street on the west bank of Los Gatos Creek. No special status wildlife species were identified in the Downtown West EIR.²¹

²¹ City of San José. 2020c. *Downtown West Mixed-Use Plan Draft Environmental Impact Report*.

Santa Clara Valley Habitat Conservation Plan

Downtown is covered by the Santa Clara Valley Habitat Conservation Plan/Natural Community Conservation Plan (Habitat Plan). The Habitat Plan is intended to promote the recovery of endangered species and enhance ecological diversity and function while accommodating planned growth in approximately 500,000 acres of southern Santa Clara County. No alterations to relevant Habitat Plan policies have occurred since the certification of the Downtown Strategy 2040 EIR in 2018.

City of San José Policies

The City has policies protecting biological resources within its boundaries, including San José Municipal Code, Sections 13.31.010 to 13.32.100, which establishes policies regulating the removal of trees within the City. The City's 2016 Riparian Corridor and Bird-Safe Design Policy (Policy 6-34) establishes protections for riparian areas and guidelines to prevent buildings from interfering with bird habitat. Under policy 6-34, buildings are required to utilize bird-safe design features and setbacks are required for uses that could impact bird habitat. No alterations to these policies or other relevant City policies have occurred since the certification of the Downtown Strategy 2040 EIR in 2018.

The 2040 General Plan contains policies protecting biological resources present within Downtown, including riparian corridors and migratory bird habitat. Since certification of the Downtown Strategy 2040 EIR, a number of text amendments have been made to the 2040 General Plan. Such amendments are generally minor and would not affect the regulation of biological resources within Downtown (see Table 3.4-1 of the Downtown Strategy 2040 EIR for a full list of these policies).

3.4.1.2 Changes to Environmental Conditions

The DSAP Amendment would not expand the project site beyond the boundaries of the area evaluated in the Downtown Strategy 2040 EIR. As described in the Downtown Strategy 2040 EIR, the majority of the DSAP area consists of human structures, pavement, and small pockets of bare or vegetated ground that provide habitat for animals accustomed to human disturbance, such as raccoons and squirrels. The only natural areas in Downtown consist of the riparian areas of the Guadalupe River and Los Gatos Creek, which provide fish and bird habitat. Los Gatos Creek is located within the DSAP area, and the Guadalupe River is adjacent to the DSAP area to the east. As described in **Section 2.4.8, Other Planned Development**, ten projects within the DSAP area have entered construction or have been completed since the certification of the Downtown Strategy 2040 EIR. As development has only occurred in urban areas, it has not impacted natural areas or wildlife species. Portions of the Guadalupe River within Downtown are included in the Guadalupe River Flood Protection Project, a U.S. Army Corps of Engineers (USACE) project that would widen the river channel and plant vegetation along the streamside. However, this project has not progressed from the planning phase.²²

Reconnaissance-level biological surveys completed in preparation of the Downtown West EIR in 2020 identified the presence of potentially jurisdictional waters and wetlands of the U.S. in Downtown as shown in **Table 14**. Additionally, a sensitive community of creeping wild rye (*Elymus triticoides* or

²² Valley Water. 2020. E8 Upper Guadalupe River Flood Protection. Available: <https://www.valleywater.org/project-updates/e8-upper-guadalupe-river-flood-protection> (Accessed April 2020).

Laymus triticoides) was identified on the west bank of Los Gatos Creek immediately south of West Santa Clara Street. This grass was planted for bank stabilization after a bank repair project in late 2017.²³

Table 14 Potentially Jurisdictional Wetlands and Waters of the United States and the State		
Location	Riverine (i.e., channel width in feet)	Potential Instream Wetlands
Guadalupe River north and south of West Santa Clara Street, north of State Route 87	60-80	None observed
Los Gatos Creek, south of West Santa Clara Street, north of West San Fernando Street	20	5–8 feet of bank on either side of channel
Los Gatos Creek, north of West Santa Clara Street	20	5–8 feet of bank on either side of channel
Los Gatos Creek east of South Autumn Street, between West San Fernando Street and Park Avenue	60-80	5–8 feet of bank on either side of channel
Los Gatos Creek, northeast of West San Carlos Street, southwest of South Montgomery Street	20	5 feet of bank on either side of channel
Los Gatos Creek west of the railroad tracks, between West San Carlos Street and Auzerais Avenue	20	5 feet of bank on either side of channel
Los Gatos Creek under West San Fernando Street (bridge replacement site)	35-50	None observed

Source: City of San José 2020

²³ City of San José. 2020c. *Downtown West Mixed-Use Plan Draft Environmental Impact Report*.

3.4.2 Checklist and Discussion of Impacts

Environmental Issue Area	New Potentially significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less impact than "Approved Project"	No Impact
Biological Resources.						
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 Game or U.S. Fish and Wildlife Service?			X		
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 California Department of Fish and Game or U.S. Fish and Wildlife Service?			X		
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?		X			
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			X		

	use of native wildlife nursery sites?						
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X		
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?				X		

3.4.2.1 Impact Discussion

The impact discussion below compares potential impacts to biological resources resulting from development proposed under the DSAP Amendment to the findings of the Downtown Strategy 2040 EIR. Refer to Section 3.4, Biological Resources of the Downtown Strategy 2040 EIR for a full discussion of biological resources impacts under the Downtown Strategy 2040.

Impacts to Sensitive Habitats (Same as Downtown Strategy 2040 EIR – Less Than Significant)

Aquatic Habitat

The Downtown Strategy 2040 EIR determined that no direct impacts to aquatic habitat would occur because no direct modifications to the Guadalupe River or Los Gatos Creek—with the possible exception of replacing or installing outfalls or siphons—were proposed. Furthermore, it was assumed that temporary impacts to the waterways would be avoided by restricting all work within the banks to the dry season, staging construction equipment in upland and/or currently developed areas, and implementing water quality BMPs and City standard permit conditions.

The DSAP Amendment would not introduce any new direct impacts to either the Guadalupe River or Los Gatos Creek as no new modifications to either waterway are proposed. In addition to measures identified in the Downtown Strategy 2040 to avoid temporary impacts, individual projects proposed in the DSAP area would be required to undergo project-level evaluation of potential impacts and adhere to Policy 6-34 as part of the City’s design review process. Therefore, the DSAP Amendment would not contribute to a new or substantially worsened impact to aquatic habitat.

Riparian Habitat

Consistent with the 2040 General Plan EIR, the Downtown Strategy 2040 EIR concluded that new development within Downtown could impact riparian habitats within Downtown through increasing human activity near the Guadalupe River and Los Gatos Creek. Runoff from construction activities and shading from completed structures could also impact these habitats. Increasing the duration of shadows

on a daily and/or seasonal basis was not anticipated to substantially affect the quality of riparian habitat for wildlife use and movements because animals using the corridor are adapted to the shaded conditions provided by the vegetation itself. In contrast, prolonged periods of shading can preclude some species from growing, while potentially increasing the abundance of certain invasive species, such as English ivy (*Hedera helix*). Buildings, especially those adjacent to Los Gatos Creek, would mostly increase shading during non-summer months and were not expected to provide beneficial shading during the warm season. It was assumed that development under the Downtown Strategy 2040 would adhere to applicable federal, state, and local regulations and policies. City policies, such as policies contained in the 2040 General Plan and Policy 6-34 and compliance with the Habitat Plan, were determined to reduce impacts to sensitive habitats through methods such as mandating building setbacks to reduce direct impacts to the riparian corridor and to control runoff from construction sites and measures to prevent disturbance of riparian species (e.g., preventing lighting intrusion into the riparian corridor).

Consistent with the Downtown Strategy 2040, the DSAP Amendment would not expand development into the sensitive habitats of Los Gatos Creek or the Guadalupe River apart from modifications to the Los Gatos Creek Trail system. The DSAP Amendment does include an extension of the Los Gatos Creek trail system as part of a larger park improvement project with the goal of preserving natural areas. However, this improvement is currently envisioned at a plan level. A project-level impact analysis will be conducted separately once the design is finalized, and mitigation measures to reduce temporary and permanent impacts to riparian habitat will be required, as necessary, through the CEQA compliance process.

The DSAP Amendment would increase maximum allowable building heights near the Guadalupe River and Los Gatos Creek from 65 to 130 feet to between 65 and 290 feet (see **Figure 4a** and **Figure 4b**). Increased maximum building heights in the DSAP could result in taller buildings with the shading impacts to riparian vegetation as identified in the Downtown Strategy 2040 EIR. In addition, extension of the Los Gatos Creek Trail System could potentially impact riparian vegetation. Impacts to specific habitats and sensitive communities would be evaluated with project-level environmental review for proposed development project covered in the DSAP area.

Although the DSAP Amendment will increase maximum building heights compared with the 2014 DSAP, policies outlined in the Downtown Strategy 2040 EIR, which included analysis of the 2014 DSAP, for protection of riparian areas would still be enforced under the DSAP Amendment and shading of riparian areas would be minimized with implementation of these policies. As part of project design, a 50-foot riparian setback from the top of the bank to proposed buildings would be implemented near the West Bank Trail to prevent encroachment by intensification of urban development. Measures to reduce shade and shadow impacts (see **Section 3.11, Land Use and Planning**) would ensure that proposed development would not result in a 10 percent or greater increase in shadow cast onto an open space area. In addition, individual development projects under the DSAP Amendment and public infrastructure projects, including the extension of the Los Gatos Creek Trail System, would undergo project-level environmental review upon finalization of design. Project-level biological resources analyses would be required to demonstrate compliance with policies outlined in the Downtown Strategy 2040 EIR, including 2040 General Plan policies, City Council Policy 6-34 described above, and the Habitat Plan. Projects that cannot demonstrate compliance with relevant policies and regulations would require

additional environmental analysis to determine project-specific mitigation measures commensurate with the severity of impacts to riparian corridors.

Furthermore, the updated Downtown Design Guidelines and Standards include more stringent requirements than those discussed in the Downtown Strategy 2040 EIR. The Downtown Design Guidelines and Standards require the avoidance of shading of open areas through the use of slender building forms, as well as requiring the incorporation of bird-safe design into glass treatment, lighting, landscaping, and other design features (**Table 13**). The Downtown Design Guidelines and Standards also require unique treatments and design features for buildings within 300 feet of riparian areas. Given that individual projects would be required to undergo the same project approval process assumed in the Downtown Strategy 2040 EIR, in addition to meeting the more stringent requirements in the Downtown Design Guidelines and Standards, the DSAP Amendment would not create a new or worsened impact to sensitive habitats.

Impacts to Trees and the Community Forest (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR concluded that development in Downtown could impact the City’s “community forest,” which consists of the ornamental trees, stands of native trees, and remnant orchard trees found in developed areas of the City. Redevelopment associated with the Downtown Strategy 2040 was found to result in disturbance to and removal of trees. However, application of standard measures ensuring adherence to the City’s tree policies would allow for proper protection or replacement of community forest trees. The City of San José Tree Removal Controls (San José Municipal Code, Sections 13.31.010 to 13.32.100) serve to protect all trees outside the riparian corridor (discussed separately above) having a trunk that measures 38 inches or more in circumference (12.1 inches in diameter) at the height of 54 inches (4.5 feet) above the natural grade of slope.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts to the Community Forest

- **Tree Survey.** For future projects that involve direct removal or indirect impacts to community trees, require preparation of a tree survey by a certified arborist during the development review phase.
- **Preservation.** Incorporate existing trees into the project design to the extent feasible. Special priority should be given to the preservation of mature trees and native oaks.
- **Permits.** For existing trees that cannot be incorporated into new landscaping, require a Tree Removal Permit prior to removal of trees meeting the size criterion of the City’s Tree Ordinance (currently greater than 38 inches in circumference and 12.1 inches in diameter, measured 4.5 feet above ground).
- **Replacement.** Replace all trees to be removed at the following ratios listed in **Table 15**:

Table 15 Tree Replacement Ratios				
Circumference of Tree to be Removed ¹	Type of Tree to be Removed ²			Minimum Size of Each Replacement Tree
	Native	Non-Native	Orchard	
38 inches or more ³	5:1	4:1	3:1	15-gallon
19 to 38 inches	3:1	2:1	None	15-gallon
Less than 19 inches	1:1	1:1	None	15-gallon

¹As measured 4.5 feet above ground level

²X:X = tree replacement to tree loss ratio

³Ordinance-size

Notes: Trees greater than or equal to 38 inches in circumference shall not be removed unless a Tree Removal Permit, or equivalent, has been approved for the removal of such trees. For multi-family residential, commercial, and industrial properties, a Tree Removal Permit is required for removal of trees of any size.

A 38-inch tree equals 12.1 inches in diameter.

One 24-inch box tree= two 15-gallon trees

Source: City of San José 2019

The species and exact number of replacement trees to be planted on a given project site would be determined at the development permit stage, in consultation with the City Arborist and the Department of Planning, Building, and Code Enforcement. The planting and maintenance of replacement and street trees will be made conditions of development approval.

- **In-lieu Mitigation.** In the event the project site does not have sufficient area to accommodate the required tree mitigation, implement one or more of the following measures, to the satisfaction of the Director of Planning, Building and Code Enforcement, at the development permit stage:
 - The size of a 15-gallon replacement tree may be increased to 24-inch box and count as two replacement trees.
 - An alternative site(s) will be identified for additional tree planting. Alternative sites may include local parks or schools or installation of trees on adjacent properties for screening purposes to the satisfaction of the Director of the Department of Planning, Building, and Code Enforcement.
 - The applicant shall make a donation of \$300 per mitigation tree to the City for in-lieu off-site tree planting in the community. These funds will be used for tree planting and maintenance of planted trees for approximately three years. A donation receipt for off-site tree planting shall be provided to the Planning Project Manager prior to issuance of a development permit.
 - The applicant shall make a donation of \$300 per mitigation tree to the City for in-lieu off-site tree planting in the community. These funds will be used for tree planting and maintenance of planted trees for approximately three years. A donation receipt for off-site tree planting shall be provided to the Planning Project Manager prior to issuance of a development permit.

- **Landscaping Plans.** Prepare landscaping plans to demonstrate conformance with the City of San José landscaping guidelines, zoning specifications, and GP Policy MS-21.8. Landscaping plans shall be submitted the Department of Planning, Building, and Code Enforcement for review and approval during the development review phase.

- **Tree Protection Measures.** Implement the following measures during demolition and construction activities:

Pre-construction Treatments

- Retain a consulting arborist to discuss work procedures and tree protection with the construction superintendent before beginning work.
- Fence all trees to be retained to completely enclose the TREE PROTECTION ZONE prior to demolition, grubbing, or grading. Fences shall be six feet tall and chain link, or equivalent, as approved by the consulting arborist. Fences are to remain until all grading and construction is completed.
- Prune trees to be preserved to clean the crown and to provide clearance. All pruning shall be completed or supervised by a Certified Arborist and adhere to the Best Management Practices for Pruning of the International Society of Arboriculture.

During Construction

- Prohibit grading, construction, demolition or other work within the TREE PROTECTION ZONE. No excess soil, chemicals, debris, equipment or other materials shall be dumped or stored within the TREE PROTECTION ZONE. Any modifications must be approved and monitored by the consulting arborist.
 - Any root pruning required during construction shall receive the prior approval of, and be supervised by, the consulting arborist.
 - Any additional tree pruning needed for clearance during construction must be performed or supervised by an Arborist and not by construction personnel.
 - Apply supplemental irrigation to trees as determined by the consulting arborist.
 - If injury should occur to any tree during construction, the consulting arborist shall evaluate the trees as soon as possible so that appropriate treatments can be applied.
- **Heritage Trees.** Under the City’s Municipal Code Section 13.68, any pruning of Heritage Trees needs to be done in consultation with the City Arborist to ensure that the work done on or around the tree will not endanger its health, structure, or life.²⁴
 - **Street Trees.** Integrate the placement and maintenance of street trees, streetlights, signs, and other infrastructure in the design of new or modified streets to protect the long-term viability of new trees (GP Policy MS-21.7).

Like Downtown Strategy 2040, the proposed projects in the DSAP area may require removal and disturbance of the trees that make up the City’s existing greenery. However, the 2040 General Plan policies outlined in Table 3.4-1 of the Downtown Strategy 2040 EIR and the City of San José Tree Removal Controls described above would still apply to ensure trees are protected or replaced as required by the City. As shown in **Table 15**, smaller trees would be replaced at a 1:1 ratio, while larger trees would require additional replacement trees. Large native trees would also require additional replacement trees relative to non-native trees. Given that all tree protection policies would continue to

²⁴This measure would apply to any other Heritage Tree, if designated in Downtown in the future.

apply, implementation of the DSAP Amendment would not create a new or worsened impact to trees or the community forest.

Impacts to Special-Status and Protected Species (Same as Downtown Strategy 2040 EIR – Less than Significant with Mitigation)

Fish

The Downtown Strategy 2040 EIR concluded that full build out would result in less-than-significant impacts to special-status fish. Development near the Guadalupe River and Los Gatos Creek would not require the removal of shading vegetation and adherence to applicable regulations would control runoff from construction activities. Additionally, the following measures would further minimize impacts to special-status fish.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts to Fish

Fish: Future projects under the Downtown Strategy 2040 will be required to implement the following measures:²⁵

- Between March 1 and October 31, the discharge of water from new construction sites into the Guadalupe River or Los Gatos Creek either directly or through discharge into local storm drains that discharge to these waterways shall be prohibited if the temperature of the water exceeds 72 degrees F unless modeling studies and monitoring demonstrates that the volume of the discharge will not increase the maximum daily stream temperatures above 75.2 degrees F. Applicants shall be required to monitor discharges and shall be required to stop discharges of water above 75 degrees F if maximum daily stream temperatures in the discharge area are exceeded. Discharges shall be prohibited until the discharged water is cooled below the average daily stream temperature at the discharge point or maximum daily stream temperatures drop below 75 degrees F.
- Future development proposals for parcels within 100 feet of the riparian corridor of Los Gatos Creek or the Guadalupe River shall assess the effects of the proposed structures (shading and thermal radiation) on riparian vegetation and creek temperatures. Projects that will result in a 20 percent or more increase in shade or any increase in average daily temperature within the river corridor shall be required to: 1) alter their design to reducing shading; or 2) implement other measures to reduce instream water temperatures. Such measures could include increasing the setback or planting of additional shaded riverine aquatic habitat.

For minor work that may occur within the creek/river channel (i.e., modification of outfalls), additional measures may be required in compliance with local, state, and federal regulations.

The DSAP Amendment could result in denser development in areas adjacent to the Guadalupe River and Los Gatos Creek, which could result in increased disruption from human activity, such as impacts from trash, litter, or trampling of riparian vegetation. However, individual projects under the DSAP

²⁵These measures are consistent with the mitigation measures identified in the Downtown Strategy 2000 EIR for impacts to steelhead and Chinook salmon.

Amendment would be required to demonstrate consistency with the 2040 General Plan policies identified in Table 3.4-1 of the Downtown Strategy 2040 EIR, Policy 6-34, and the Downtown Design Guidelines and Standards (see **Table 13** above) to reduce the impacts of human activity during project-level environmental review. In addition, as proposed, build out of the DSAP Amendment would not require development or construction activities in either the Guadalupe River or the Los Gatos Creek. Therefore, the development proposed under the DSAP Amendment would not create a new or worsened impact to special-status fish species.

Nesting Raptors and Migratory Birds

The Downtown Strategy 2040 EIR concluded that construction impacts to special-status birds would be potentially significant. Removal and disturbance of trees would impact raptors and nesting birds roosting or nesting in trees during construction. However, the Downtown Strategy 2040 EIR identified several measures that would reduce impacts to a less-than-significant level as described below.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts to Nesting Raptors and Migratory Birds

Nesting Raptors and Migratory Birds: Future projects that could directly or indirectly affect trees that provide nesting habitat for raptors and native birds will be required to implement the following measures, in compliance with the Federal MBTA and/or the California Fish and Game Code:²⁶

- Tree removal and construction shall be scheduled to avoid the nesting season. The nesting season for most birds, including most raptors in the San Francisco Bay area, extends from February 1st through August 31st, inclusive.
- If tree removals and construction cannot be scheduled outside of nesting season, a qualified ornithologist shall complete pre-construction surveys to identify active raptor nests that may be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (February 1st through April 30th, inclusive) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May 1st through August 31st, inclusive), unless a shorter pre-construction survey is determined to be appropriate based on the presence of a species with a shorter nesting period, such as Yellow Warblers. During this survey, the ornithologist will inspect all trees and other possible nesting habitats in and immediately adjacent to the construction areas for nests. If an active nest is found in an area that will be disturbed by construction, the ornithologist will designate a construction-free buffer zone (typically 250 feet) to be established around the nest, in consultation with California Department of Fish and Wildlife (CDFW). The buffer would ensure that raptor or migratory bird nests will not be disturbed during project construction.

²⁶These measures are based on current City requirements for all projects in San José that could affect nesting raptors.

- The applicant shall submit a report indicating the results of the survey and any designated buffer zones to the satisfaction of the Director of Planning, prior to the issuance of any grading or building permit.

The DSAP Amendment would increase the allowable development capacity within Downtown. However, the project would not induce increased disturbance to areas with potential nesting or roosting sites, as construction would occur within the area studied in the Downtown Strategy 2040 EIR. Measures identified in the Downtown Strategy 2040 EIR would continue to apply under the DSAP Amendment to protect bird species through the avoidance of construction during the nesting season, preconstruction bird surveys, tree replacement, and other requirements described above. Additionally, project level-environmental review would be required to demonstrate individual projects' consistency with the 2019 Downtown Design Guidelines and Standards (**Table 13**) and Policy 6-34. As described above, the Downtown Design Guidelines and Standards and Policy 6-34 require incorporation of bird-safe design into glass treatment, lighting, landscaping, and other design features. Therefore, the DSAP Amendment would not create new or worsened impacts to special-status bird species.

Bats

The Downtown Strategy 2040 EIR concluded that although special status bats species (i.e., Western red bat, Pallid bat, and Townsend's big-eared bat) are not likely to occur in Downtown, construction impacts to bats could be potentially significant. Removal and disturbance of trees and other roosting sites associated with demolition and construction, such as abandoned buildings, could impact special-status bats. Direct impacts could include injury to individual bats and indirect disturbances that could lead to the abandonment of roosts or colonies. The Downtown Strategy 2040 EIR identified the following measures that were found to reduce these impacts to a less-than-significant level.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts to Bats

Bats: Future projects that involve the demolition of old buildings and/or mature trees will be required to implement the following measures:²⁷

- Pre-demolition surveys shall be completed by a qualified bat biologist no more than 30 days prior to any demolition or removal of mature oak trees in Downtown. If a colony of bats is found on the project site, and the project can be constructed without disturbance to the roosting colony, a bat biologist shall designate buffer zones (both physical and temporal) as necessary to ensure the continued success of the colony.
- If any active bat nurseries are found within construction areas, CDFW will be notified. Construction-free zones may be required around the bat nursery. If permitted by CDFW, the bats may be removed from the buildings or trees by a bat biologist until demolition is complete. The installation of bat boxes adjacent to the Los Gatos Creek or Guadalupe River corridor may be required to replace roosting habitat.
- A biologist report outlining the results of pre-construction surveys and any recommended buffer zones or other mitigation shall be submitted to the satisfaction of the City's Environmental Principal Planner prior to the issuance of any grading, building, or tree removal permit.

²⁷These measures are based on current City requirements for all projects in San José that could affect bats.

The DSAP Amendment would not require increased disturbance to areas with potential nesting or roosting sites. However, impacts to bats could still occur through disturbance or disruption of roosting sites, such as old buildings and mature trees. Measures identified in the Downtown Strategy 2040 EIR and described above would continue to apply under the DSAP Amendment to protect bat species through preconstruction bat surveys, cooperation with the CDFW, and other requirements. Therefore, the DSAP Amendment would not create new or worsened impacts to special-status bat species.

Impacts to State or Federally Protected Wetlands (Same as Downtown Strategy 2040 EIR – No Impact)

No state or federally protected wetlands had been identified within Downtown at the time of the certification of the Downtown Strategy 2040 EIR. Therefore, this threshold was not discussed in the Downtown Strategy 2040 EIR.

As shown in **Table 14**, several potentially jurisdictional wetlands have been identified in Downtown since certification of the Downtown Strategy 2040 EIR. As noted above, the DSAP Amendment would not expand development into the sensitive aquatic habitats of Los Gatos Creek or the Guadalupe River where these wetlands are located. Furthermore, projects near these wetlands would be subject to the same project-level environmental review, standards, and measures outlined above to avoid or reduce impacts to sensitive habitats. Therefore, development proposed under the DSAP Amendment would not create a new or worsened impact to state or federally protected wetlands.

Impacts to Wildlife Migration Corridors (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR concluded that development within Downtown could decrease movement of animals through Los Gatos Creek and the Guadalupe River. Construction near riparian areas along these waterbodies could negatively affect the movement of birds across Downtown through increased lighting and human activity. However, adherence to applicable regulations, including those contained in the 2040 General Plan and Policy 6-34, as described above, would require protection of species moving through Downtown. Additionally, it was determined that the Downtown Strategy 2040 would not include new structures or barriers or other structures within riparian areas that would obstruct animal passage.

The DSAP Amendment would not introduce new barriers to wildlife in riparian corridors beyond what was studied in the Downtown Strategy 2040 EIR. Additionally, protections to species traversing Downtown identified in the Downtown Strategy 2040 EIR would still apply to the DSAP Amendment. Furthermore, as described above, the Downtown Design Guidelines and Standards have been updated to include protections for birds passing through riparian corridors and; incorporation of bird-safe design into glass treatment, lighting, landscaping, and other design features (**Table 13**) that contribute to preservation of existing wildlife corridors. Therefore, the DSAP Amendment would not create a new or worsened impact to wildlife corridors.

Consistency with Local Policies and Ordinances and the Santa Clara Valley Habitat Conservation Plan (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR concluded that development within Downtown would comply with City policies, the 2040 General Plan, and the Habitat Plan through supplemental environmental review

and the design review process. The Downtown Strategy 2040 compliance with the Habitat Plan is evaluated below.

Santa Clara Valley Habitat Conservation Plan

The Downtown Strategy 2040 EIR documented that Downtown is located within the Habitat Plan study area. The majority of the area is designated as *Urban-Suburban* land, areas where native vegetation has been cleared for residential, commercial, industrial, transportation, or recreational structures, and is defined as having one or more structures per 2.5 acres. The portions of Downtown surrounded by the Guadalupe River and Los Gatos Creek are designated as *Mixed Riparian Forest and Woodland*, *Mixed Riparian Forest and Scrub*, and *Golf Courses/Urban Parks*. The Downtown Strategy 2040 EIR concluded that all projects within Downtown would comply with the provisions of the Habitat Plan, including payment of fees to establish management preserves designed to offset the effects of development in the City on serpentine grasslands and serpentine species. Future projects in Downtown may be subject to riparian setbacks and measures for maintaining hydrologic conditions and protecting water quality.

Like the Downtown Strategy 2040, all development under the DSAP Amendment would comply with provisions of the Habitat Plan. The DSAP Amendment would increase development density Downtown, but project-level environmental review and the design review process would ensure new development's adherence to 2040 General Plan policies, the City's Municipal Code of Ordinances, the Habitat Plan, and the Downtown Design Guidelines and Standards. Therefore, projects proposed under the DSAP Amendment would not create new or worsened impacts from inconsistency with local policies and ordinances.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR concluded that the project would not contribute to a cumulatively considerable impact to special-status species, sensitive serpentine habitats, impacts to riparian habitats and wildlife, and special-status fish species. Although development would occur in areas where special-status species may occur, 2040 General Plan policies existing City policies, and regulations, such as the Riparian Corridor and Bird-Safe Design Policy (Policy 6-34) and Municipal Code, and measures identified in the Habitat Plan would require the protection of special-status species within Downtown and the Santa Clara Valley. Nitrogen emissions resulting from increased traffic to Downtown could contribute to cumulative impacts to serpentine soils outside of the City. However, it was determined that the Downtown Strategy 2040 would reduce vehicle traffic and associated emissions over the long term. The Downtown Strategy 2040 EIR also found that cumulative shading and increased disturbance in riparian habitats and special-status fish habitat would be minimized through adherence to building setbacks requirements and other measures.

The DSAP Amendment would continue to incorporate measures identified in the Downtown Strategy 2040 EIR to minimize contributions to cumulative impacts to special-status species and riparian and special-status fish habitats. As described above, in addition to complying with measures from the Downtown Strategy 2040 EIR, shading impacts from increases in building heights would be further reduced through the use of building setbacks and application of the Downtown Design Guidelines and Standards during the project review process. As the DSAP Amendment is intended to reduce automobile traffic and associated emissions, cumulative impacts to serpentine soils outside the City would also be

minimized. Therefore, the DSAP Amendment would not substantially contribute to cumulative impacts to biological resources.

3.4.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts to biological resources than those identified in the Downtown Strategy 2040 EIR because implementation of the measures outlined in the Downtown Strategy 2040 EIR, the Habitat Plan, and the adopted Downtown Design Guidelines and Standards would prevent or mitigate potential impacts to sensitive riparian and aquatic habitats, trees, special status species, and wildlife migratory corridors. Based on this, the City finds that:

- A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred; and
- B. New information of substantial importance with respect to biological resources resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR have not been identified; and
- C. None of the proposed changes would significantly affect biological resources.

Therefore, the conclusions from Section 3.4, Biological Resources, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.5 Cultural Resources

3.5.1 Environmental Setting

3.5.1.1 Changes to the Regulatory Framework

National Register of Historic Places

The National Register is a comprehensive inventory of known historic resources throughout the United States. The National Register includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, State, or local level. Historic places are nominated to the National Register by the State Historic Preservation Officer (SHPO) of the state in which the property is located.

There are four basic criteria under which a structure, site, building, district, or object can be considered eligible for listing in the National Register. These criteria are:

- Criterion A (Event): Buildings that are associated with events that have made a significant contribution to the broad patterns of our history.
- Criterion B (Person): Buildings that are associated with the lives of persons significant in our past.
- Criterion C (Design/Construction): Buildings that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master.
- Criterion D (Information Potential): Buildings that have yielded, or may be likely to yield, information important in prehistory or history.

For a property to qualify for listing in the National Register, it must also retain “historic integrity of those features necessary to convey its significance.” To determine if a property retains the physical characteristics corresponding to its historic context, seven aspects of historic integrity are evaluated. The aspects of historic integrity include location, design, setting, materials, workmanship, feeling, and association between the property and an important historic event or person. No resources within Downtown have been added to the National Register since certification of the Downtown Strategy 2040 EIR.

California Register of Historic Resources

The California Register is an inventory of significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. Resources determined eligible for the National Register are automatically listed on the California Register. State Historical Landmarks are also automatically listed in the California Register. The evaluative criteria used for determining eligibility for the California Register are closely based on those developed by the National Park Service for the National Register of Historic Places, only they are not limited to buildings and are specific to California resources.

As with the National Register, a resource is eligible for listing in the California Register if it meets any one of the criteria of significance and sufficiently retains historic integrity. A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data. No new resources have been added to the California Register since certification of the Downtown Strategy 2040 EIR.

Secretary of the Interior’s Standards for the Treatment of Historic Properties

The 1995 U.S. Secretary of the Interior’s Standards for the Treatment of Historic Properties outlines specific standards and guidelines for the preservation, rehabilitation, restoration, and reconstruction of historic properties. Each set of standards provides specific recommendations for the proper treatment of specific building materials, as well as parts of building construction. The California Environmental Quality Act (CEQA) references these standards relative to consideration of the significance of project impacts, or lack thereof, on historic resources. These standards have not changed since certification of the Downtown Strategy 2040 EIR.

City of San José Policies

Historic Preservation Ordinance

The City’s Historic Preservation Ordinance (Chapter 13.48 of the Municipal Code) is designed to identify, protect, and encourage the preservation of significant resources and foster civic pride in the City’s cultural resources. The Historic Preservation Ordinance requires the City to establish a Historic Landmarks Commission, maintain a Historic Resources Inventory (HRI), preserve historic properties using a Landmark Designation process, require Historic Preservation Permits for alterations of properties designated as a Landmark or within a City historic district, and provide financial incentives through a Mills Act Historical Property Contract. In February 2020, the Stephen’s Meat Products neon sign located at 105 South Montgomery Street was added to the HRI. No other resources within Downtown have been added since certification of the Downtown Strategy 2040 EIR.

City Council’s Development Policy on the Preservation of Historic Landmarks

The City Council’s Development Policy on the Preservation of Historic Landmarks (as amended May 23, 2006) calls for preservation of candidate or designated landmark structures, sites, or districts wherever possible. The City offers a number of historic preservation incentives, including use of the State Historic Building Code, Mills Act/Historical Property Contract, and various tax credits.

Envision San José 2040 General Plan

Various policies in the City’s 2040 General Plan have been adopted for the purpose of reducing or avoiding impacts related to cultural resources, as listed in Table 4.5-2 of the Downtown Strategy 2040 EIR. These policies include protections for landmark structures and districts, measures to ensure compatibility between new development and existing historic structures and stop-work requirements in the event that potential archaeological or Native American resources are discovered during construction activities.

Since certification of the Downtown Strategy 2040 EIR, a number of text amendments have been made to the 2040 General Plan. Such amendments have generally been small, project-specific modifications to General Land Use designations on certain parcels. These changes do not include additional provisions that would affect the 2040 General Plan policies related to preservation of cultural resources.

City of San José Downtown Design Guidelines and Standards

The revised Downtown Design Guidelines and Standards adopted in 2019 include specific requirements and clear direction for new buildings and projects with major exterior modification to existing buildings in Downtown. The Downtown Design Guidelines and Standards include guidelines and requirements

specific to incorporating new development in the context of existing historic buildings, listed below in **Table 16**.

Table 16 Downtown Design Guidelines Standards Applicable to Cultural Resources		
Subject	Guideline Title	Applicable Standards
4.0 Building	Section 4.2.2 Massing Relation to Context: Create massing transitions between high-rises and lower-scale development.	<p>a. Height Transition (see Illustration a): If a new building 100 feet tall or more is across the street from or adjacent to either:</p> <ol style="list-style-type: none"> 1. A historic building 45 feet tall or less 2. A site for residential use that is limited to a building 45 feet tall or less <p>The new building must step back its street-facing facade 5 feet minimum from the front parcel or setback line at an elevation between 25 and 50 feet.</p> <p>b. Width Transition: If a new building is across the street from or adjacent to a historic building that is both:</p> <ol style="list-style-type: none"> 1. 45 feet tall or less 2. More than 30 feet narrower than the new building <p>The new building must create gaps in the Podium Level above the ground floor to divide its street-facing massing into segments no more than 30 feet wider than the widest of the applicable historic buildings. Gaps must be 5 feet minimum width and depth.</p> <p>Note: There is no need to limit the massing width of a building adjacent to historic buildings that occupy their full lot width, such as historic storefronts. Thus, if a historic building's street-facing facade continues to within 5 feet of its parcel edges, it does not trigger the Width Transition requirement.</p> <p>c. Rear Transition (see Illustration c): If a new building 100 feet tall or more is across a parcel line interior to a block from either:</p> <ol style="list-style-type: none"> 1. A historic building 45 feet tall or less 2. A site for residential use that is limited to a building 45 feet tall or less <p>The rear portion of new building must maintain a transitional height of 70 feet or less within the first 20 feet from the property line.</p>

Table 16 Downtown Design Guidelines Standards Applicable to Cultural Resources		
Subject	Guideline Title	Applicable Standards
	<p>Section 4.2.4 Historic Adjacency: Incorporate essential urban and architectural characteristics of historic context.</p>	<ul style="list-style-type: none"> a. Relate Podium Level building massing to the scale of Historic Context buildings by breaking a large building into masses of similar scale to Historic Context buildings. b. Design buildings with rectilinear rather than curved and diagonal forms where rectilinear forms are typical of the Historic Context buildings. c. Use cornice articulation at the Podium Level at a height comparable to the heights of Historic Context buildings. d. Maintain Streetwall continuity with Historic Context buildings that are on the same side of the same street by placing the street-side facade of a new building within 5 feet of the average Historic Context building Streetwall distance from the front property line. e. Use articulation that creates façade divisions with widths similar to Historic Context buildings on the same side of the same block (if the new building is wider). f. Do not simulate historic architecture to achieve these guidelines and standards. Do not design new facades to create a false historic appearance or copy historic architectural features unless such features are integral to the design of the new construction. h. Use some building materials that respond to Historic Context building materials, such as masonry, terra cotta, limestone, stucco, glass, mosaic, cast stone, concrete, metal, glass, and wood (trim, finishes and ornament only). i. The new materials should be compatible with historic materials in scale, proportion, design, finish, texture, and durability. j. Space pedestrian entries at similar distances to Historic Context building entries. k. Create a ground floor with a similar floor to ceiling height as nearby Historic Context buildings, provided the ground floor finish ceiling is no lower than the minimum height identified in this document.

Source: City of San José 2019c

3.5.1.2 Changes to Environmental Conditions

Archaeological Resources

As discussed in the Downtown Strategy 2040 EIR, the archaeological sensitivity (i.e., the potential for discovering unrecorded archaeological resources during construction activities) within Downtown is high given its history of residential and commercial uses dating back to the 17th century. However, it is probable that prior disturbance from grading, excavation, filling, and other construction and development over the past decades have impacted the integrity of any such deposits. No recorded archaeological sites within Downtown were identified in the Downtown Strategy 2040 EIR, and no new sites have been recorded since the adoption of the Downtown Strategy 2040 EIR. The potential for discovery of unrecorded archaeological resources within Downtown has not changed since certification of the Downtown Strategy 2040 EIR.

Historic Resources

As described in the Downtown Strategy 2040 EIR, there are numerous previously-evaluated historic districts within Downtown, several of which are within or adjacent to the DSAP area. The Southern Pacific Depot is in the heart of the DSAP area and includes the present-day Diridon Station. This resource is a designated City Landmark, National Register Historic District, and is listed in the California Register of Historical Resources. The Lakehouse City Landmark Historic District is just east of the DSAP area and is generally bounded by West San Fernando Street to the north, State Highway 87 to the east, Los Gatos Creek to the west, and Park Avenue to the south. The River Street City Landmark Historic District is located east of the DSAP area and is generally bound by North River Street and the Guadalupe River on the west, North Almaden Boulevard and State Highway 87 on the east, West Julian Street on the north, and West Saint John Street on the south.

The Downtown West EIR—circulated publicly between October 7 and December 8, 2020—analyzed a historic architectural study area consisting of the Downtown West project site (see **Figure 2**), which included a buffer area of 200 feet. This study evaluated 38 built resources more than 45 years old that are also in the DSAP area, many of which had been previously studied and/or already listed in the HRI. The Downtown West historic resource evaluations concluded that 4 of the 38 properties evaluated meet National and California Register and City of San José Candidate Landmark criteria; 6 properties (one group of 3 and 3 individual) meet City of San José Candidate Landmark criteria; 4 properties meet City of San José Structure of Merit criteria; and the Stephen’s Meat market Sign has been listed in the HRI as a Contributing Structure to the locally eligible Commercial Signage Discontiguous District. The Downtown West evaluations concluded that the rest of built resources studied were not eligible for any listing.²⁸ Based on a review of the Downtown West EIR findings, City records, and other recent built resource surveys, the following built resources within or near the DSAP area were added to the City’s HRI since certification of the Downtown Strategy 2040 EIR in December 2018.

- The Stephen’s Meat Products sign (described above) is located at 105 South Montgomery Street and was added to the City’s HRI in February 2020. The sign is a remnant of a now-demolished meat market that was constructed in 1948. This resource is located within the DSAP area, as shown in **Figure 8** and **Figure 9**

²⁸ For a full summary of these findings, refer to Table 3.3-1 and Figure 3.3-1 of the Downtown West EIR.

- The Alameda Park/Schiele Avenue neighborhood, which comprises 136 properties, was added to the City's HRI in June 2020 as a candidate historic district. The neighborhood is between The Alameda on the west and Stockton Boulevard on the east. It consists of two early San José residential subdivisions characteristic of both the pre-turn of the century residential patterns from the Victorian era (Schiele Subdivision), and the residential neighborhood formation patterns characteristic of the boom period in the 1920s (Alameda Park Subdivision). As shown in **Figure 8** and **Figure 9** the Alameda Park/Schiele Avenue candidate historic district is located just outside of the DSAP area, north of Lenzen Avenue.

The Stephen's Meat Products sign and the Alameda Park/Schiele Avenue candidate historic district are the only historic resources within or near the DSAP area that have been added to the City's HRI since certification of the Downtown Strategy 2040 EIR in December 2018. Therefore, historic resources existing conditions have not changed substantially.

Other important historic resources and districts within the DSAP area are discussed below. Because these resources were previously identified and studied in the 2014 DSAP EIR and the Downtown Strategy 2040 EIR, these discussions are provided for contextual purposes only.

Southern Pacific Depot (Diridon Station)

As stated above, the Southern Pacific Depot (Diridon Station) is a designated City Landmark and is listed on the National Register of Historic Places. Construction of the railroad tracks that are now used by Caltrain was completed in 1864. The depot was built in 1935 to serve the Southern Pacific Railroad and was originally named the Cahill Depot. The main building was designed by Southern Pacific Architect John Christie, who later worked on Union Station in Los Angeles. The depot building was constructed in the Italian Renaissance Revival style with Streamline Modern elements and consists of a central section containing the passenger waiting room with two-story side wings. In 1994, the depot underwent a substantial rehabilitation, which included a seismic upgrade and the addition of concrete shear walls. Accessibility improvements were made in 2003.

Under the Downtown West Mixed-Use Plan, the boundaries of the Southern Pacific Depot City Landmark would be modified to realign the boundary to match the existing parcel. As a designated City Landmark, any alterations to the Southern Pacific Depot and contributing outbuildings would require a Historic Preservation Permit in accordance with Chapter 13.48 of the Municipal Code. The impact of the proposed boundary modification was determined less than significant in the Downtown West EIR. Diridon Station and surrounding 4.7 acres are also covered by a Preservation Covenant between the Peninsula Corridor Joint Powers Board and the South Bay Historical Railroad Society. The covenant requires the Joint Powers Board to preserve and maintain the station in accordance with the Secretary of the Interior's Standards for Rehabilitation. Any demolition, destruction, or significant alteration cannot occur without approval of the California Legislature.

Lakehouse Historic District

The Lakehouse Historic District, east of the DSAP area, is a designated City Landmark Historic District (HD07-158). The district consists of mostly single story, Queen Anne-style houses (along with some Craftsman and Period Revival houses) constructed from 1885-1925. A subset of the district, called the Lakehouse Historic District/Delmas Historic District, was determined eligible for listing in the National

Register in 1999 due to the unique concentration of single-story Queen Anne-style houses built in the area between 1892 and 1898.

River Street City Landmark Historic District

The River Street City Landmark Historic District, east of the DSAP area (HD96-107) represents an 1875-1925 workingman’s neighborhood, which once served one of the largest concentrations of Italian immigrants in California. The historic district consists mostly of residences, but also includes the Torino Hotel, Almaden French Bakery, Prindiville Grocery, and the structures represent a variety of architectural styles including Italianate, Greek Revival, Queen Anne, and Mediterranean Revival. Construction of the Guadalupe River Flood Control project (completed in 2004) resulted in the demolition of 21 buildings and the relocation of 9 buildings.

3.5.2 Checklist and Discussion of Impacts

Environmental Issue Area	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as “Approved Project”	Less Impact than “Approved Project”	No Impact
Cultural Resources. Would the project:						
a)	Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?			X		
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X		
c)	Disturb any human remains, including those interred outside of formal cemeteries?			X		

3.5.2.1 Impact Discussion

Impacts to Unknown Archaeological Resources (Same as Downtown Strategy 2040 EIR – Less than Significant with Mitigation)

The Downtown Strategy 2040 EIR determined that future development planned within Downtown would generally have a low potential to impact undiscovered archaeological resources based on the age and type of surface soils. However, activities that involve substantial excavation (such as construction of below-ground parking garages) would have a higher potential for encountering unrecorded

archaeological resources. Given that these construction activities may result in the accidental destruction or disturbance of archaeological resources, the following measures were included to reduce impacts to a less-than-significant level.

Measures Identified in the Downtown Strategy 2040
EIR to Reduce and Avoid Impacts to Archaeological
Resources

The following measures would apply to all future development and improvement projects that require ground disturbance to reduce and avoid impacts to as yet unidentified archaeological resources:

- **Appropriate Prior Review.** For projects involving ground-disturbing activities, the City shall require preparation of a site-specific archaeological resources report to address the potential for archaeological resources to be affected by the project, unless sufficient documentation exists to make such a report unnecessary. At a minimum, this effort shall include a records search at the Northwest Information Center (NWIC) and a field inventory. The report shall be prepared by a qualified archaeologist. The report may recommend archaeological monitoring during construction.
- **Stop Work and Evaluate Unanticipated Finds.** If buried cultural deposits are encountered during project activities, all work within 50 feet of the find shall be redirected. A qualified archaeologist shall: (1) evaluate the find to determine if it meets the CEQA definition of a historical or archaeological resource; and (2) provide project-specific recommendations regarding the disposition of the find. The results of any archaeological investigation shall be submitted to the NWIC.

If the find does not meet the definition of a historical or archaeological resource, then no further study or protection is necessary prior to project implementation. If the find does meet the definition of a historical or archaeological resource, then it must be avoided by project activities. Avoidance can be accomplished through redesign, conservation easements, or site capping.

If avoidance is not feasible, adverse effects to such resources should be mitigated in accordance with the recommendations of the evaluating archaeologist. Upon completion of the archaeological evaluation, a report documenting the methods, results, and recommendations of the archaeologist shall be prepared and submitted to the NWIC.

- **Follow Statutory Procedures if Human Remains are Encountered.** Pursuant to Health and Safety Code § 7050.5 and Public Resources Code § 5097.94 of the State of California, in the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the remains are of Native American origin, the Coroner shall notify the Native American Heritage Commission (NAHC) who shall attempt to identify descendants of the deceased Native American to inspect the site and provide recommendations for the proper treatment of the remains and associated

grave goods. The archaeologist shall recover scientifically valuable information, as appropriate and in accordance with the recommendations of the Native Americans. Upon completion of analysis, as appropriate, the archaeologist shall prepare a report documenting the methods and results of the investigation. This report shall be submitted to the NWIC.

If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the landowner shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

If the site-specific archaeological resources report recommends monitoring during ground-disturbing activities including but not limited to construction, the following standard measures would apply:

- If no resources are discovered, the consulting archaeologist shall submit a report to the City's Environmental Principal Planner verifying that the required monitoring occurred and that no further mitigation is necessary.
- If evidence of any archaeological, cultural, and/or historical deposits is found, hand excavation and/or mechanical excavation will proceed to evaluate the deposits for determination of significance as defined by CEQA guidelines. In the event that human remains are found, the project shall comply with the procedures set forth by Health and Safety Code § 7050.5 and Public Resources Code § 5097.94 of the State of California.
- The archaeologist shall submit a report(s) describing the testing program and subsequent results, to the satisfaction of the City's Environmental Principal Planner. The report(s) shall identify any program mitigation that the developer shall complete in order to mitigate archaeological impacts (including resource recovery and/or avoidance testing and analysis, removal, reburial, and curation of archaeological resources).
- A final report verifying completion of the mitigation program shall be submitted to the City's Supervising Environmental Planner for approval prior to release of a Certificate of Occupancy. This report shall contain a description of the mitigation programs and results of the mitigation, including a description of the monitoring and testing program, a list of the resources found, a summary of the resources analysis methodology and conclusions, and a description of the disposition/curation of the resources.

With implementation of the measures listed above, the Downtown Strategy 2040 EIR concluded that future development would not result in a significant impact to archaeological resources.

As discussed in **Section 3.5.1.2, Changes to Environmental Conditions**, no new archaeological sites have been recorded in Downtown since the adoption of the Downtown Strategy 2040 EIR. Additionally, the potential for discovery of unrecorded archaeological resources within Downtown has not changed. Given that the same measures and 2040 General Plan policies described above would reduce potential impacts to unrecorded archaeological resources the DSAP area, the DSAP Amendment would not result

in new or worsened impacts to prehistoric or historic archaeological resources beyond those identified in the Downtown Strategy 2040 EIR.

Impacts to Historic Resources (Same as Downtown Strategy 2040 EIR – Less than Significant with Mitigation)

The Downtown Strategy 2040 EIR concluded that future development and infrastructure improvement projects in downtown could directly or indirectly affect historic resources, including those that are currently listed and those that have yet to be identified and evaluated. Examples of direct impacts include demolition, relocation, or inappropriate or unsympathetic modification (e.g., use of incompatible materials, designs, or construction techniques in a manner that alters character-defining features). Indirect impacts could occur if:

- new construction conflicts with or isolates historic buildings or structures;
- changes to the historic fabric or setting materially impair the resource’s ability to convey its significance; and/or
- there is deliberate incremental deterioration due to inaction/neglect, lack of occupancy, or inappropriate uses.

Physical changes to a historic resource or its immediate surroundings such that the resource’s ability to convey its significance is materially impaired would be considered a significant impact. Therefore, the following measures were included in the Downtown Strategy 2040 EIR and will continue to apply to new development under the DSAP Amendment.

**Measures Identified in the Downtown Strategy 2040
EIR to Reduce and Avoid Impacts to Historic
Resources**

Future projects would be subject to a variety of existing local, State, and federal regulations, plans, and policies that would reduce or avoid impacts to historic resources. Consistent with current requirements, future projects would be subject to the following measures, depending on the potential for affecting historic structures:

- **Supplemental Review.** Supplemental evaluation shall be required for future projects that would impact properties that may meet the CEQA definition of historical resources, including properties greater than 45 years of age. If the property is less than 45 years of age, the project proponent shall seek the comment of the San José Historic Preservation staff regarding any concerns the City may have regarding the proposed action and its effects on the property.
 - At a minimum, the supplemental review effort shall include preparation of a site-specific historic resources report that involves a records search at NWIC, a review of the San José Historic Resources Inventory, and where there is no evaluation within the last five years (using the Department of Parks and Recreation 523A and B forms), evaluation by a qualified historian or architectural historian to determine if the property meets the CEQA definition of a historical resource.

- If the supplemental review effort does not identify any site or structure that meets the definition of a historic resource and could be affected by construction activities, then no further study or protection is necessary prior to project implementation.
- The evaluations would include consideration of criteria for Traditional Cultural Properties and Cultural Landscapes.
- **Evaluate Potential Districts.** At the time development is proposed for the area bounded by North Montgomery Street, West Julian Street, West Saint John Street, and Guadalupe River, the area shall be evaluated for its potential to be considered a historic district or Conservation Area. Other areas with a concentration of historic buildings shall also be evaluated for potential district status.
- **Secretary of the Interior's Standards.** New construction within historic districts or adjacent to a historical resource shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties, California Historic Building Code, and other applicable regulations.
- **Conform to Guidance.** A qualified historian or architectural historian shall review all plans for any development within designated historic districts to ensure conformity with applicable design guidelines, and, if necessary, provide technical assistance to achieve such conformity.

With implementation of the measures listed above, the Downtown Strategy 2040 EIR concluded that future development would not result in a significant impact to historical resources.

As described above in **Section 3.5.1.1, Changes to the Regulatory Framework**, two main historical resources within or near the DSAP area have been added to the City's HRI since certification of the Downtown Strategy 2040 EIR: the Stephen's Meat Products sign located at 105 South Montgomery Street and the Alameda Park/Schiele Avenue candidate historic district, which is located just north of the DSAP area and comprises 136 properties. Given this, the historic resources setting has not changed substantially since certification of the Downtown Strategy 2040 EIR. Therefore, the DSAP Amendment would have a similar potential to affect known historical resources.

Approximately 81 acres of the DSAP area was recently evaluated as part of the Downtown West EIR, which encompasses the Downtown West project area plus a 200-foot buffer (see Figure 3.3-1 in the Downtown West EIR). However, the portions of the DSAP area that fall outside of that 200-foot buffer area have yet to be intensively surveyed on a project level (see **Figure 8** and **Figure 9**). Therefore, similar to the Downtown Strategy 2040, future projects under the DSAP Amendment could affect historical resources that have yet to be identified and evaluated.

Given the high concentration of older buildings and designated historic structures already identified in the Downtown Strategy 2040 EIR, build-out of the DSAP Amendment would have a similar potential to impact properties within downtown that are eligible for the National Register, California Register, or City's HRI that have not yet been identified or evaluated. Future development associated with the DSAP Amendment would be subject to the same measures identified in the Downtown Strategy 2040 EIR,

which require supplemental evaluation for future projects affecting properties that may meet the CEQA definition of historical resources or that may result in the demolition of a collection of candidate or listed Structures of Merit.

In 2019 and 2020, JRP Historical Consulting LLC (JRP) reviewed the City's HRI, Santa Clara County Assessor's Office data, Office of Historic Preservation's (OHP) California Historical Resources Information System (CHRIS) data, and other sources to create a Built Resources Historic Status Database with parcel-specific identification of properties that have been determined to be historical resources under CEQA. The database, which is included as part of **Appendix B**, also identifies properties that have been previously evaluated and determined not to be historical resources under CEQA, properties that need to be studied and have not been previously evaluated, and properties that are not eligible to qualify as a historical resource at this time due to age (less than 45 years). Given the programmatic nature of this Addendum, no reconnaissance or intensive-level historic resource surveys or project-level analysis was conducted. Such analysis will be undertaken during project-level environmental review. However, the information included in **Appendix B** will help to inform the level of study necessary for such project-level analysis.

The information collected by JRP is summarized visually in **Figure 8** and **Figure 9**. **Figure 8** depicts the locations of buildings constructed in 1975 or earlier and after 1975. Much of the existing development located north of The Alameda was built after 1975 and would not be eligible as historical resources based on age (less than 45 years old). However, many buildings located south of Park Avenue built prior to 1975 and will require further study during project-level environmental analysis. **Figure 9** shows the locations of buildings that have been previously studied and determined to be either eligible or ineligible for listing in the National Register of Historic Places and/or the California Register of Historical Resources and/or their eligibility status for designation as a City Landmark, and the locations of properties where previous evaluations need to be updated or new evaluations need to be undertaken. **Figure 9** also shows the locations of properties that have already been formally designated or listed and built after 1975 or are vacant.

As described in **Table 16**, the Downtown Design Guidelines and Standards include updated requirements regarding historic adjacency to promote compatibility and the preservation of historic context for historic resources as defined (Sections 4.2.2, 4.2.3, and 4.2.4). Historic adjacency guidelines and standards apply where at least 50 percent of buildings fully or partially within 200 feet of a new project are on the City's HRI or are eligible for listing, the site is within 100 feet of a designated or candidate City Landmark or contributor to a designated or candidate historic district or conservation area, or the project site is adjacent to a building on the HRI or eligible for HRI listing. Projects that meet these criteria are required to stand on the quality of their own architecture while helping to unify the design of new and old structures. For example, transitional massing is required for new development located near historic buildings below 40 feet in height to prevent new structures from overwhelming older ones, unless an exception is granted. An exception may be granted for physical constraints or unique situation not caused by the applicant or property owner, not caused by financial or economic constraint considerations, would not impair the integrity and character of the neighborhood or create a safety hazard, or the proposed project meets the design standard at issue to the extent physically feasible, and all other standards in the Downtown Design Guidelines and Standards. The implementation of these guidelines and standards would occur on a project-level basis during the City's standard development review process for development proposed within the DSAP area outside the Downtown West boundary.

Proposed development within the Downtown West boundary will be evaluated against design standards and guidelines for that project.

Given that the historic resources setting of the DSAP area has not changed substantially, all previously identified measures would continue to apply, and the updated Downtown Design Guidelines and Standards provide an additional level of review for historic resources within the DSAP area outside of the Downtown West project boundary. The DSAP Amendment would not create a new or substantially worse impact related to historic resources beyond what was identified in the Downtown Strategy 2040 EIR.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Significant Unavoidable)

According to the Downtown Strategy 2040 EIR, build-out of the Downtown Strategy 2040 would contribute to the on-going demolition and major alteration of historic era buildings within Downtown. Future development under the Downtown Strategy 2040 could also affect Structures of Merit listed or eligible for listing on the City’s HRI. Individual Structures of Merit are not considered historical resources under CEQA but contribute to the historic fabric of the City. Removal of individual Structures of Merit would be less than significant when viewed on a project-by-project basis. However, redevelopment of many Structures of Merit within Downtown would be considered a significant cumulative impact due to the collective loss and detrimental effect on the area’s historic fabric. Based on the number of historic resources that have been lost within Downtown (and the City in general) and the potential for remaining historic buildings to be replaced or otherwise adversely affected, the Downtown Strategy 2040 EIR concluded that build out of the Downtown Strategy 2040 would substantially contribute to the significant impact previously identified in the Downtown Strategy 2000 EIR.

Build out of the DSAP Amendment would contribute to the cumulative impacts to historical resources identified above for buildout of the Downtown Strategy 2040 at the Citywide level. As described above for the Downtown Strategy 2040, future development under the DSAP Amendment could affect Structures of Merit that are currently listed on the City’s HRI and unidentified properties that may be eligible Structures of Merit. While individual projects built under the DSAP Amendment would be required to conform with the historic adjacency guidelines and standards **Table 16**, the DSAP Amendment would still contribute to the cumulative impact identified in the Downtown Strategy 2040 EIR.

As discussed in **Section 2.3.4.1**, the current DISC Plan is not compatible with the existing location of the Southern Pacific Depot (Diridon Station) building. When combined with the contributions of the DSAP Amendment, modifications to the Southern Pacific Depot could represent a substantially greater contribution to a cumulative historic resources impact than that discussed in the Downtown Strategy 2040 EIR. However, the DISC Plan is still in early stages of development and as previously discussed removal of the building would require approval by the state legislature. It would be speculative to assume that the DISC Plan will move forward in its current form. Therefore, this cumulative analysis assumes that the Southern Pacific Depot (Diridon Station) building will not be relocated.

Although individual projects built under the DSAP Amendment would increase development capacity within the DSAP area beyond what assumed in the Downtown Strategy 2040 EIR, this increase would be accomplished by raising maximum allowable building heights in areas already planned for development rather than introducing planned development in places previously planned for preservation. Because

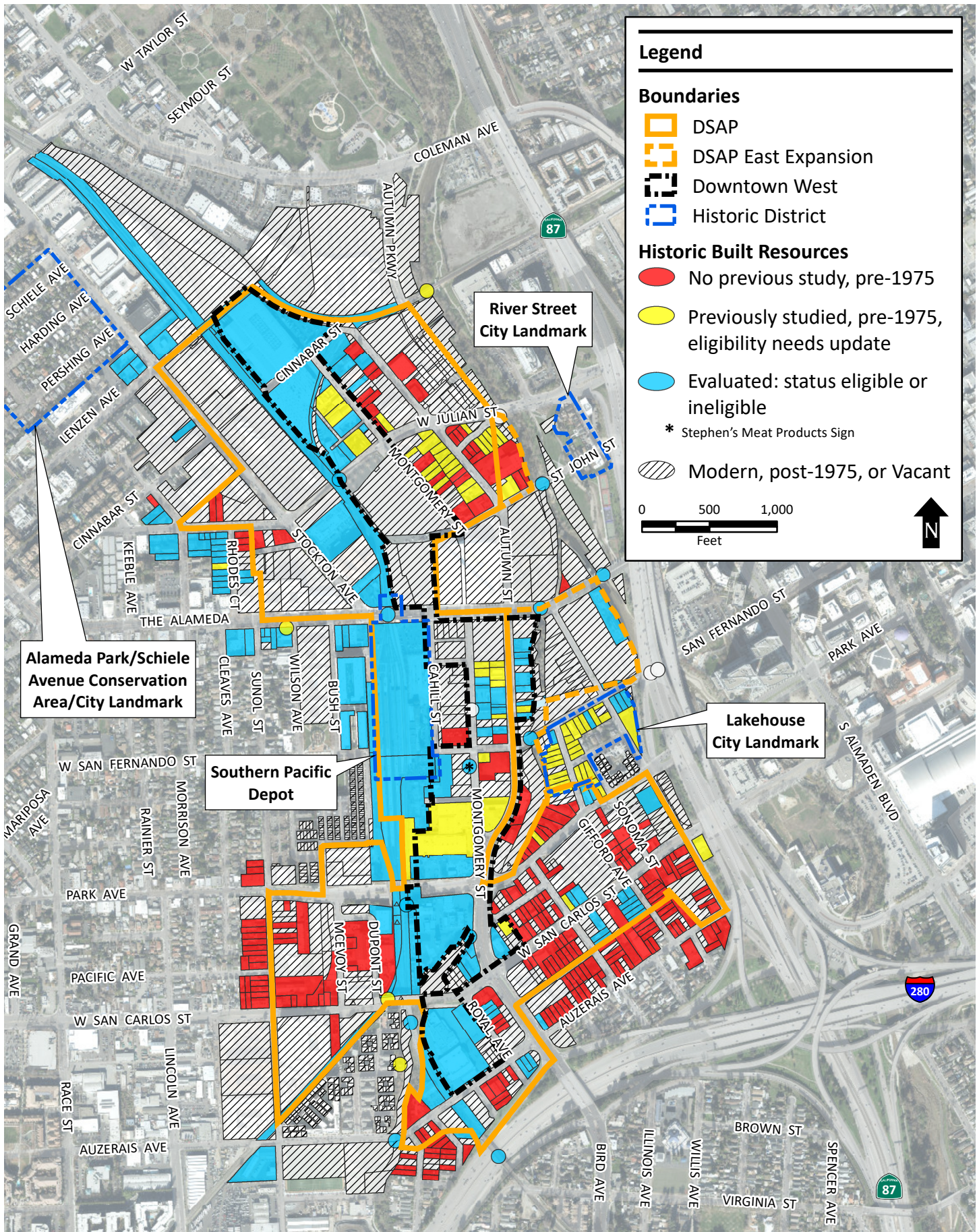
the DSAP would not propose development in any new areas beyond those assumed and studied in the Downtown Strategy 2040 EIR, the DSAP Amendment would have the same potential to affect Structures of Merit. Additionally, the Downtown Design guidelines and Standards provide for standards to ensure that new and potentially higher development near historic resources would not infringe on the integrity of the historic character of the resource, with respect to building massing, form, materials, etc. (**Table 16**). Therefore, while buildout of projects under the DSAP Amendment would contribute to the previously-identified significant unavoidable impact, this contribution would be similar to that identified in the Downtown Strategy 2040 EIR.

3.5.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts to cultural resources than those identified in the Downtown Strategy 2040 EIR because the historic setting of Downtown has not changed substantially since certification of the Downtown Strategy 2040 EIR. Furthermore, buildout of the DSAP Amendment would be subject to the same or stricter regulations and standards discussed in the Downtown Strategy 2040 EIR. Based on this, the City finds that:

- A. Substantial changes resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred; and
- B. New information of substantial importance with respect to cultural resources resulting in new significant effects or a substantial increase in the severity of previously identified effects has not been identified.

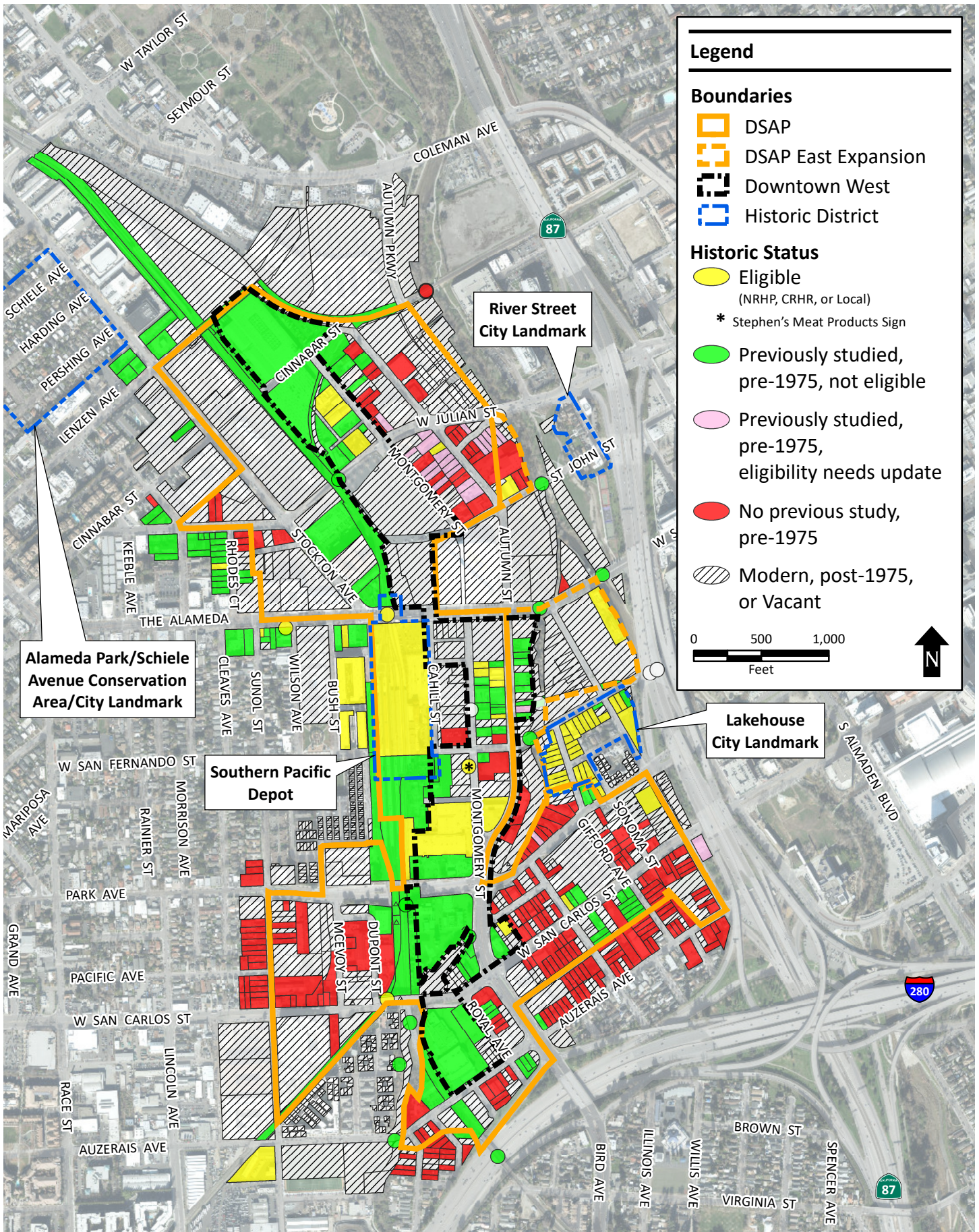
Therefore, the conclusions in Section 3.5, Cultural Resources, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.



Built Resources: Previously Studied

Figure

Source: County of Santa Clara; The Sanborn Co., 2020; Santa Clara County GIS, 2020; Caltrans, 2020; JRP, 2020.



Note: The year 1975 marks 45 years from the year 2020, the age at which buildings are considered eligible for historic evaluation. More buildings will be eligible as time progresses.

Built Resources: Eligibility Status

Figure

3.6 Energy

3.6.1 Environmental Setting

The impact discussions below summarize the conclusions regarding impacts on energy resources of the Downtown Strategy 2040 EIR to provide a comparison to project changes resulting from the DSAP Amendment. Refer to Section 3.6, Energy, of the Downtown Strategy 2040 EIR for a full discussion of energy resources impacts under the Downtown Strategy 2040.

3.6.1.1 Changes in Regulatory Setting

Federal

Federal energy standards set by the EPA apply to numerous consumer products and appliances (e.g., the EnergyStar™ program). The EPA also sets fuel efficiency standards for automobiles and other modes of transportation. In April 2020, the EPA finalized the Safer Affordable Fuel-Efficient (SAFE) rule for model years 2021 – 2026 passenger cars and light trucks, which reduced fuel efficiency standards for these model years. The rule also announced EPA’s decision to withdraw California’s waiver of preemption under Section 209 of the Clean Air Act, which allowed the State to set its own, more stringent fuel efficiency standards. Although this rule is being challenged by California and other states, this analysis assumes the use of federal fuel efficiency standards for the years 2021 – 2026.

State

Renewable Portfolio Standard Program

California established its Renewable Portfolio Standard (RPS) Program in 2002 to increase the percentage of renewable energy in the state’s electricity mix to 20 percent of retail sales by 2010. This target has been updated several times, most recently in 2018 when SB 100 increased the RPS to 60 percent by 2040 and required all of the State’s electricity to come from carbon-free resources by 2045. This change occurred prior to certification of the Downtown Strategy 2040 EIR in 2018, and no additional changes have occurred since that certification.

Building Codes

The Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6, of the California Code of Regulations (Title 24), were established in 1978 in response to a legislative mandate to reduce California’s energy consumption. Title 24 is updated approximately every three years, and the 2016 Title 24 updates went into effect on January 1, 2017. Compliance with Title 24 is mandatory at the time new building permits are issued by city and county governments. Since certification of the Downtown Strategy 2040 EIR in 2018, a new version of the California Building Standards Code was published July 1, 2019 with an effective date of January 1, 2020. The new code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality.²⁹

²⁹ California Energy Commission. 2019 Building Energy Efficiency Standards. Accessed April 22, 2020. Available at: <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2019-building-energy-efficiency>

City of San José

City of San José Reach Code Initiative

In September 2019, San José City Council approved a building reach code ordinance (Ordinance No. 30311) that encourages building electrification and energy efficiency, requires solar-readiness on nonresidential buildings, and requires electric vehicle (EV)-readiness and EV equipment installation.³⁰ This ordinance amends various sections of Title 24 and adopts provisions of the 2019 California Green Building Standard Code and California Building Energy Efficiency Standards. In October 2019, the City Council approved an ordinance (Ordinance No. 30330) prohibiting natural gas infrastructure in new detached accessory dwelling units, single-family, and low-rise multi-family buildings that would supplement the reach code ordinance. This ordinance does not apply to high rise multi-family housing units, hotels/motels, or other non-residential units. These ordinances apply to new construction starting January 1, 2020.

Climate Smart San José

Adopted by the City Council in 2018, CSSJ is the continuation and escalation of the San José Green Vision, the City's 15-year sustainability plan. CSSJ outlines the issues of urban sustainability and how the City will transform in order to minimize the impacts of climate change, focusing on nine key strategies. Transition to a renewable energy future, densification of City to accommodate future neighbors, and introduction of clean, personalized mobility choices are among listed strategies in the plan. Climate Smart San José was considered in the Downtown Strategy 2040 EIR.

Sustainable City Strategy

The Sustainable City Strategy is a statement of the City's commitment to becoming an environmentally and economically sustainable city. This statement has not been updated since certification of the Downtown Strategy 2040 EIR in 2018.

Municipal Code

The City's Municipal Code includes regulations associated with energy efficiency and energy use. City regulations, which have not changed since certification of the Downtown Strategy 2040 EIR in 2018, include a Green Building Ordinance, Water Efficient Landscape Standards, requirements for Transportation Demand Programs for employers with more than 100 employees, and a Construction and Demolition Diversion Deposit Program.

Envision San José 2040 General Plan

Since certification of the Downtown Strategy 2040 EIR in 2018, a number of text amendments have been made to the 2040 General Plan. Such amendments have generally been small, project-specific modifications to General Land Use designations on certain parcels. These changes do not include additional provisions that would affect the 2040 General Plan policies related to energy efficiency requirements (see Table 3.6-1 of the Downtown Strategy 2040 EIR for a full list of these policies).

³⁰ City of San José. Ordinance No. 30311. Accessed April 22, 2020. Available at: <https://www.sanjoseca.gov/home/showdocument?id=44078>

City of San José Downtown Design Guidelines and Standards

The revised Downtown Design Guidelines and Standards adopted in 2019 include specific requirements and clear direction for new buildings and projects with major exterior modification to existing buildings in Downtown. These guidelines and standards are intended to guide buildings towards sustainable urbanism through green building design. Guidelines under 4.4.2.a – Windows and Glazing are intended to reduce the use of energy inefficient in-window and through-wall individual air conditioning units. Guidelines under 4.4.7.b – Green Roofs and Decks encourage the incorporation of green roofs and decks in part to conserve energy. **Table 17** lists the applicable guidelines and standards.

Table 17 Downtown Design Guidelines Standards Applicable to Energy		
Subject	Guideline Title	Applicable Standards
4.0 Building	Section 4.4.2 a. Windows and Glazing: Use window type and design to create a building that is more sustainable, efficient, and pleasant for its occupants.	a. Do not use individual through-window or through-wall air conditioning units on buildings over three stories tall.
	Section 4.4.7 b. Green Roofs and Decks (Building Open Space): Include green roofs and occupiable decks for aesthetics, environmental benefits, and as building occupant amenities.	Cover at least 20% of the area of a roof that is less than 150 feet above ground and that is larger than 2,500 square feet in area with a green roof, solar panels, or a combination of these.

Source: City of San José 2019c

3.6.1.2 Changes to Environmental Conditions

Electricity

Since the certification of the Downtown Strategy 2040 EIR, the City’s Community Energy Department (CED) began operating San José Clean Energy, the City’s Community Choice Aggregation Program that provides residents and business with cleaner electricity at lower rates than Pacific Gas and Electric Company (PG&E) in September 2018. SJCE enables San José residents to access a greener mix of electricity than offered by PG&E and allows the City to pursue renewable energy programs and projects. Similar to communities throughout California, San José has saved millions of dollars and cut GHG emissions drastically, seeing an 18 percent reduction in GHG. Service began in February 2019 for most residents and business. SJCE also plays a crucial role in Climate Smart San José, the City’s climate action plan, described above.

Natural Gas

As reported in the Downtown Strategy 2040 EIR, Santa Clara County used a total of approximately 42,106,938 million British thermal units (MBtu) in 2016. Since certification of the Downtown Strategy 2040 EIR in 2018, new data for 2018 has become available, showing that natural gas usage in Santa Clara County increased to approximately 43,992,521 MBtu in 2018. Overall, natural gas demand is anticipated to decline slightly through 2028, due to on-site residential, commercial, and industrial electricity generation.³¹ As discussed in **Section 3.8, Greenhouse Gas Emissions**, the City implemented a prohibition of natural gas infrastructure ordinance as part of the GHG Reduction Strategy, applying to new construction starting January 2020. Accordingly, the City will move towards building electrification and solar-readiness of nonresidential buildings.

Fuel for Motor Vehicles

The Downtown Strategy 2040 EIR reported that approximately 15 billion gallons of gasoline were sold in California in 2017. Since that time data for 2018 and 2019 has become available, showing that taxable gasoline sales have remained at approximately 15 billion gallons per year.³²

3.6.2 Checklist and Discussion of Impacts

Environmental Issue Area	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as “Approved Project”	Less Impact than “Approved Project”	No Impact
Energy. Would the project:						
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				X		
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X		

³¹ California Gas and Electric Utilities. 2017 Natural Gas Market Trends and Outlook. Accessed August 24, 2020. <https://efiling.energy.ca.gov/getdocument.aspx?tn=221428-3>.

³² California Department of Tax and Fee Administration. April 2020 – Motor Vehicle Fuel 10 Year Reports. Accessed August 24, 2020. http://www.cdtfa.ca.gov/taxes-and-fees/MVF_10_Year_Report.pdf

3.6.2.1 Impact Discussion

Energy Use Associated with the Built Environment (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR determined that while future development would contribute to the citywide increase in demand for electricity and natural gas, all development would be subject to the Green Building Ordinance, which requires new development to incorporate energy conservation and efficiency through site design, architectural design, and construction techniques. Standard 2040 General Plan policies and regulations promoting the use and expansion of renewable energy resources including solar voltaic, solar hot water, wind, and biogas or biofuels would further help to reduce demand for imported energy supplies. For these reasons, it was determined that development under the Downtown Strategy 2040 would not result in a substantial increase in demand for energy resources in relation to project supplies.

The DSAP Amendment would increase the number of jobs and residents in Downtown by increase development capacity beyond what was assumed in the Downtown Strategy 2040 EIR. This would incrementally increase new energy demand from the built environment. However, the City's Downtown Strategy 2040 EIR measures, 2040 General Plan policies, or Municipal Code requirements designed to increase energy efficiency and use of renewable energy in the built environment would continue to apply to all development under the DSAP Amendment. Development under the DSAP Amendment would be designed to comply with the San José Clean Energy Program and Reach Code Initiative. Under the Reach Code Initiative, the City will prohibit natural gas infrastructure in new residential construction, which would lead to increased energy demand from the built environment. Furthermore, new Downtown Design Guidelines and Standards related to energy-efficient windows and green rooftops would help to further reduce energy consumption from the built environment beyond what was anticipated in the Downtown Strategy 2040 EIR. Therefore, the DSAP Amendment would not result in inefficient or unnecessary consumption of energy and would remain consistent with the conclusions in the Downtown Strategy 2040 EIR.

Energy Use Associated with Transportation (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR concluded that with implementation of a Transportation Demand and Parking Management Plan to further reduce VMT, the Downtown Strategy 2040 would not result in a new or more significant impact related to transportation energy use. This is consistent with the 2040 General Plan EIR, which determined that growth associated with the 2040 General Plan would not result in the wasteful, inefficient, or unnecessary use of energy for transportation uses given that overall VMT reductions would save nearly one million gallons of gasoline.

Similar to the Downtown Strategy 2040, future development under the DSAP Amendment would be subject to a Transportation Demand and Parking Management Plan and 2040 General Plan policies intended to reduce VMT per capita and support transportation alternatives. The DSAP Amendment would help reduce 2040 residential VMT in the DSAP area from approximately 7.55 with buildout of the Downtown Strategy 2040 to 6.78 with implementation of the project changes. The DSAP amendment would reduce employment VMT from 8.56 with buildout of the Downtown Strategy 2040 to 8.29 under the DSAP Amendment. Reductions in VMT would be accomplished by placing denser residential, office,

and retail uses close to high-quality transportation options (e.g., Diridon Station) and near employment centers in Downtown. This VMT reduction would translate into a reduction in the amount of gasoline consumption and other transportation-related energy demands. Therefore, the DSAP Amendment would not result in inefficient or unnecessary consumption of energy related to transportation and the level of impact would remain consistent with the analysis in Downtown Strategy 2040 EIR.

Energy Use Associated with Redevelopment and Construction (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR determined that, with implementation of 2040 General Plan policies and existing regulations and programs to reduce energy loss resulting from construction activities, construction of new development would not consume energy in a manner that is wasteful, inefficient, or unnecessary.

Future development under the DSAP Amendment would involve demolition and construction, including fuels and electrical power for operation of construction equipment and the fabrication and transport of construction materials. Energy will also be used to demolish, transport, and dispose of demolition materials. Such development would incorporate the same 2040 General Plan policies and existing regulations discussed in the Downtown Strategy 2040 EIR. Therefore, future development would not consume energy in a manner that is wasteful or unnecessary and would remain consistent with the analysis in Downtown Strategy 2040 EIR.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR determined that build out would not make a substantial contribution to a cumulative impact related to energy use given the overall reduction in VMT and assuming implementation of 2040 General Plan policies and existing regulations.

Development under the DSAP Amendment would contribute to an increase in cumulative energy use. However, the DSAP Amendment would help reduce 2040 residential VMT in the DSAP area from approximately 7.55 with buildout of the Downtown Strategy 2040 to 6.78 with implementation of the project changes. Buildout of the DSAP Amendment would reduce employment VMT from 8.56 with buildout of the Downtown Strategy 2040 to 8.29 under the DSAP Amendment. Combined with adherence to the same 2040 General Plan policies and existing regulations discussed in the Downtown Strategy 2040 EIR, the DSAP Amendment would not substantially contribute to a cumulative energy impact beyond what was previously identified and remains consistent with the analysis in Downtown Strategy 2040 EIR.

3.6.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse energy impacts than those identified in the Downtown Strategy 2040 EIR because development under the DSAP Amendment would be subject to the same energy-saving policies, such as the Green Building Ordinance, and the Reach Code Initiative in addition to the updated Downtown Design Guidelines and Standards. Additionally, a reduction in VMT through densification of residential, office, and retail uses close to transportation options would lessen transportation-related energy demands. Based on this, the City finds that:

Diridon Station Area Plan Amendment

- A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred; and
- B. New information of substantial importance with respect to energy resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified; and
- C. None of the proposed project changes would significantly affect energy.

Therefore, the conclusions in Section 3.6, Energy, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.7 Geology and Soils

3.7.1 Environmental Setting

3.7.1.1 Changes to the Regulatory Framework

The regulatory framework for Geology and Soils includes the California Building Code, the Clean Water Act, State of California Porter-Cologne Water Quality Act, NPDES permit program, and City policies 6-29 and 8-14. Additionally, the California Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. The California Building Code was updated in 2019 and went into effect on January 1, 2020. However, this update did not change the provisions for earthquake safety or other geologic safety issues. Therefore, the regulatory framework for Geology and Soils has not changed substantially since the certification of the Downtown Strategy 2040 EIR.

Envision San José 2040 General Plan

Since certification of the Downtown Strategy 2040 EIR in 2018, a number of text amendments have been made to the 2040 General Plan. Such amendments have generally been small, project-specific modifications to General Land Use designations on certain parcels. These changes do not include additional provisions that would affect the 2040 General Plan polices related to geology and soils (see Table 3.7-1 of the Downtown Strategy 2040 EIR for a full list of these policies).

3.7.1.2 Changes to Environmental Conditions

Geology and soils conditions have not changed substantially since the certification of the Downtown Strategy 2040 EIR, as such changes could only occur on a geologic timescale. Similarly, existing seismic hazards have not changed since 2018. As noted in the Downtown Strategy 2040 EIR, the only area in the City that is designated by the State Mining and Geology Board under the Surface Mining and Reclamation Act of 1975 (SMARA) as containing mineral deposits which are of regional significance is Communications Hill, which is located over two miles southeast of Downtown.

3.7.2 Checklist and Discussion of Impacts

Environmental Issue Area	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	No Impact
Geology & Soils. Would the project:						
a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i)	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.					
ii)	Strong seismic ground shaking?					
iii)	Seismic-related ground failure, including liquefaction?					
iv)	Landslides?					
b)	Result in substantial soil erosion or the loss of topsoil?					
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?					
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994),					

	creating substantial direct or indirect risks to life or property?						
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X		
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X		

3.7.2.1 Impact Discussion

Expansive Soils and Artificial Fill (Same as Downtown Strategy 2040 EIR – Less than Significant with Mitigation)

The Downtown Strategy 2040 EIR identified risks related to expansive soils and artificial fill located within Downtown. In addition to compliance with 2040 General Plan Policies, the City Municipal Code, and California Building Code, the following measures were proposed to reduce impacts associated with expansive soils and artificial fill.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts related to Geologic Hazards

Under current regulations, future development projects in San José are subject to the following measures:

- Consistent with 2040 General Plan policies, future projects will be required to complete a design-level geotechnical investigation to verify compliance with applicable regulations.³³ The reports shall determine the site-specific soil conditions and identify the appropriate design and construction techniques to minimize risks to people and structures, including measures for site preparation, compaction, trench excavations, foundation and subgrade design, drainage, and pavement design. Subsurface exploration, laboratory testing, and engineering analyses may be required as part of the investigations. The reports shall be submitted to the City of San José Public Works Department Geologist for review prior to issuance of any site-specific grading or building permit.

³³ Geotechnical investigations would not necessarily be required for minor improvement projects (e.g., streetscape enhancements) that are not part of a development or transportation project, unless there is potential for a significant hazard.

- Techniques that may be used to minimize hazards include replacing problematic soils with properly conditioned/compacted fill and designing structures to withstand the forces exerted during shrink-swell cycles and settlements.
- Foundations, footings, and pavements on expansive soils near trees shall be designed to withstand differential displacement.

Implementation of these measures was determined to avoid or reduce impacts related to expansive soil and artificial fill under the Downtown Strategy 2040.

Development under the DSAP Amendment would remain in the same geologic setting as Downtown Strategy 2040 and would not require substantially different construction activities or types of permanent structures than that established in the Downtown Strategy 2040 EIR. Geologic impacts would primarily result from existing geologic conditions addressed in the Downtown Strategy 2040 EIR. The measures above also apply to the DSAP Amendment, which would be subject to the same risks associated with expansive soils and artificial fill as Downtown Strategy 2040.

Erosion (Same as Downtown Strategy 2040 EIR – Less than Significant with Mitigation)

The Downtown Strategy 2040 determined that erosion could occur during and after construction of new development. Therefore, the measures below were proposed to prevent substantial erosion and siltation.

**Measures Identified in the Downtown Strategy 2040
EIR to Reduce and Avoid Impacts related to Erosion**

Under current requirements, future projects under the Downtown Strategy 2040 would be required to implement the following standard measures during construction:

- Standard erosion control and grading best management practices (BMPs) will be implemented during construction to prevent substantial erosion from occurring during site development. The BMPs shall be included on all construction documents.
- Prior to issuance of a Public Works Clearance, the applicant must obtain a grading permit before commencement of excavation and construction. In accordance with GP Policy EC-4.12, the applicant may be required to submit a Grading Plan and/or Erosion Control Plan for review and approval, prior to issuance of a grading permit.
- Future projects over one acre in size would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) under the NPDES General Construction Permit and the City's Municipal Code (refer to **Section 3.10, Hydrology and Water Quality**, for additional information).

Implementation of these standard measures was deemed sufficient to reduce and avoid construction-related erosion impacts from build out of the Downtown Strategy 2040.

As stated above, the DSAP Amendment would remain in the same geologic setting and proposes similar types of construction and development as Downtown Strategy 2040. Therefore, risks due to erosion

would be similar under the DSAP Amendment and the measures above would apply to reduce the impact to less than significant.

Dewatering (Same as Downtown Strategy 2040 EIR – Less than Significant with Mitigation)

Given that dewatering could be required for future development within Downtown, the measure below was identified to reduce impact from the Downtown Strategy 2040 to a less than significant level.

**Measures Identified in the Downtown Strategy 2040
EIR to Reduce and Avoid Impacts related to
Dewatering**

Consistent with mitigation measures identified in the 2040 General Plan EIR, individual future development projects that involve dewatering will be required to implement the following measure:

- If dewatering is needed, the design-level geotechnical investigations to be prepared for individual future development projects shall evaluate the underlying sediments and determine the potential for settlements to occur. If it is determined that unacceptable settlements may occur, then alternative groundwater control systems shall be required.

The Downtown Strategy 2040 EIR determined that implementation of this measure would reduce and avoid impacts related to ground settlement from dewatering activities.

The DSAP Amendment does not include development in new area beyond those already studied in the Downtown Strategy 2040 EIR. Given that the same types of development are proposed within the same project area and the measures described would still apply, the DSAP Amendment would not create any new or substantially worse impacts related to dewatering.

Seismic Hazards (Same as Downtown Strategy 2040 EIR – Less than Significant with Mitigation)

The City and entire Bay Area are within one of the most seismically active areas in the United States. Therefore, all structures and their occupants within Downtown are at risk of damage or injury from ground shaking in the event of an earthquake.

The Downtown Strategy 2040 EIR specifically determined that future development would be exposed to seismically induced liquefaction. Lands adjacent to Los Gatos Creek and the Guadalupe River were also deemed susceptible to lateral spreading and differential settlement. Because there are no active faults within Downtown, there is no risk for fault rupture. The Downtown Strategy 2040 EIR identified measures to reduce seismic impacts to a less-than-significant level.

**Measures Identified in the Downtown Strategy 2040
EIR to Reduce and Avoid Impacts related to Seismic
Hazards**

Implementation of City policies and existing regulations would substantially reduce seismic hazards to people and structures. Under current regulations, future development projects in San José are subject to the following measures:

- The design-level geotechnical investigations (described above) shall identify site-specific ground failure hazards such as liquefaction and the appropriate techniques to minimize risks to people and structures. Over-excavation and re-compaction are a commonly used method to mitigate soil conditions susceptible to settlement.
- Future projects shall be designed and constructed in accordance with the most recent California Building Code, which contains the regulations that govern the construction of structures in California. Adherence to the California Building Code would ensure the proposed improvements resist minor earthquakes without damage and major earthquakes without collapse.

The Downtown Strategy 2040 EIR determined that these measures would reduce impacts related to seismic hazards to a less-than-significant level.

All development associated with the DSAP Amendment would take place within the area analyzed in the Downtown Strategy 2040 EIR. Therefore, future development under the DSAP Amendment would be exposed to the same level of seismically induced liquefaction, particularly in lands adjacent to Guadalupe River and Los Gatos Creek. Given that the measures described above would still apply, the DSAP Amendment would not result in any new or substantially worse impacts related to seismic activity.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant with Mitigation)

Individual projects under the Downtown Strategy 2040 are required to complete design-level geotechnical investigations and conform to current building codes, consistent with 2040 General Plan policies. Such measures would also apply to other projects planned for Downtown including HSR, BART, and roadway projects. Therefore, the Downtown Strategy 2040 EIR determined that planned infrastructure and development projects and their occupants would not be exposed to a cumulative impact related to geologic and seismic hazards.

Construction of multiple projects at the same time could contribute to cumulative construction-related impacts regarding erosion and dewatering. However, implementation of the measures listed above, such as preconstruction surveys, construction monitoring, groundwater control systems, standard erosion control and grading BMPs, requirement to obtain a grading permit before commencement of excavation and construction, compliance with SWPPP requirements, and design-level geotechnical investigations if dewatering is needed, would reduce cumulative impacts associated with erosion and dewatering to a less-than-significant level and would minimize damage to structures, roadways, and utilities. Therefore, the Downtown Strategy 2040 EIR concluded that the cumulative effects of construction on geologic conditions would not be considered significant.

The nature, scale, and timing of the DSAP Amendment have not changed the Downtown Strategy 2040 in a manner that would further exacerbate existing geologic and seismic hazards. Future development under the DSAP Amendment will be required to conform to current building codes, consistent with 2040 Downtown Strategy policies. All individual projects would continue to go through project-level geotechnical analysis to identify and mitigate any potential impacts. Therefore, the DSAP would not substantially contribute to cumulative impacts related to geologic and seismic hazards.

3.7.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse geology and soils impacts than those identified in the Downtown Strategy 2040 EIR because development under the DSAP Amendment would remain in the same geologic setting as Downtown Strategy 2040 and would require similar construction activities to build similar structures. The measures identified in the Downtown Strategy 2040 EIR would be sufficient to prevent significant geological impacts. Based on this, the City finds that:

- A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred;
- B. New information of substantial importance with respect to geology and soils resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified; and
- C. None of the proposed project changes would significantly affect geology and soils.

Therefore, the conclusions in Section 3.7, Geology and Soils, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.8 Greenhouse Gas Emissions

3.8.1 Environmental Setting

3.8.1.1 Changes to the Regulatory Framework

Federal

Clean Air Act

The EPA is the federal agency responsible for implementing the Clean Air Act. The U.S. Supreme Court in its 2007 decision in *Massachusetts et al. v. Environmental Protection Agency et al.*, ruled that carbon dioxide (CO₂) is an air pollutant as defined under the Clean Air Act, and that EPA has the authority to regulate emissions of GHGs. Following the court decision, EPA has taken actions to regulate, monitor, and potentially reduce GHG emissions (primarily mobile emissions). In March 2020, the NHTSA and EPA finalized the SAFE Vehicles Rule, which relaxed federal greenhouse gas emissions and CAFE standards to increase in stringency at only about 1.5 percent per year between 2020 and 2026, compared to about 4 percent under previous standards.

State

California Global Warming Solutions Act

Under the California Global Warming Solutions Act, also known as Assembly Bill 32 (AB 32), CARB has established a statewide GHG emissions cap for 2020, adopted mandatory reporting rules for significant sources of GHG, and adopted a comprehensive plan, known as the Climate Change Scoping Plan, that identifies how emission reductions will be achieved from significant GHG sources.

On September 8, 2016, Governor Brown signed Senate Bill 32 (SB 32) into law, which requires CARB to ensure that statewide GHG emissions are reduced to 40 percent below 1990 levels by 2030. As a part of this effort, CARB is required to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons (MT) of carbon dioxide equivalent (CO₂e). CARB adopted the state's updated Climate Change Scoping Plan in December 2017 and has not since released an updated plan. The updated plan provides a framework for achieving the 2030 target.

California Senate Bill 375 – Redesigning Communities to Reduce GHGs

Senate Bill 375 (SB 375) builds upon AB 32 by requiring CARB to develop regional GHG reduction targets for automobile and light truck sectors for 2020 and 2035, as compared to 2005 emissions levels. Consistent with the requirements of SB 375, MTC partnered with the ABAG, BAAQMD, and Bay Conservation and Development Commission (BCDC) to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP) process. The SCS is referred to as Plan Bay Area.

Plan Bay Area established a course for reducing per-capita GHG emissions through the promotion of compact, mixed-use residential and commercial neighborhoods near transit, particularly within identified Priority Development Areas (PDAs). Downtown San José is identified as a PDA. Plan Bay Area 2040 was updated in July 2017 as a focused update with revised planning assumptions based upon current demographic trends. The Amendment to Plan Bay Area 2040, adopted in March 2018, does not contain changes to any projects within Downtown.

Advanced Clean Cars Program

CARB adopted the Advanced Clean Cars program in 2012 in coordination with the EPA and National Highway Traffic Safety Administration. The program combines the control of smog-causing (criteria) pollutants and GHG emissions into a single coordinated set of requirements for model years 2015 through 2025. The program promotes development of environmentally superior passenger cars and other vehicles, as well as saving the consumer money through fuel savings. CARB is currently in the process of establishing the next set of requirements; however, no new requirements have been passed since the certification of the Downtown Strategy 2040 EIR in 2018.

Regional

Bay Area Air Quality Management District

BAAQMD is the regional government agency that regulates sources of air pollution within the nine San Francisco Bay Area counties. Several key activities of BAAQMD related to GHG emissions are described below.

- Regional Clean Air Plans: BAAQMD and other agencies prepare clean air plans as required under the state and federal Clean Air Acts. Consistent with the GHG reduction targets adopted by the State of California, the 2017 CAP lays the groundwork for BAAQMD’s long-term effort to reduce Bay Area GHG emissions 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050.
- BAAQMD CEQA Air Quality Guidelines: The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. The Guidelines include information on legal requirements, BAAQMD rules, plans and procedures, methods and thresholds for analyzing GHG emissions, mitigation measures, and background information.

As stated above in **Section 3.3, Air Quality**, BAAQMD’s CAP and CEQA guidelines have not been updated since the certification of the Downtown Strategy 2040 EIR in 2018.

Local

Envision San José 2040 General Plan

Various policies in the City’s 2040 General Plan have been adopted for the purpose of reducing or avoiding impacts related to air quality, as listed in Table 3.8-1 of the Downtown Strategy 2040 EIR. In addition, goals, and policies throughout the 2040 General Plan encourage a reduction in VMT and requirements for Transportation Demand Management programs for large employers. Additional policies related to transportation, energy, and air quality have also been adopted to reduce energy use (and thus emissions from fuel use). No new 2040 General Plan revisions have been made that would present new policies for GHG emissions compliance since certification of the Downtown Strategy 2040 EIR.

Greenhouse Gas Reduction Strategy

The City's GHG Reduction Strategy, as part of the 2040 General Plan, identifies GHG emissions reduction measures to be implemented by development projects as part of three categories: built environment and energy, land use and transportation, and recycling and waste reduction. Some measures are mandatory for all proposed development projects and others are voluntary and could be incorporated as mitigation measures for proposed projects, at the City's discretion.

The environmental impacts of the GHG Reduction Strategy were analyzed in the 2040 General Plan Final Program Environmental Impact Report (FEIR), and as supplemented. Beyond 2020, the emission reductions in the GHG Reduction Strategy were not large enough to meet the City's identified 3.04 MT CO₂e/SP efficiency metric for 2035. An additional reduction of 5,392,000 MT CO₂e per year would be required for the projected service population to meet the City's target for 2035.

In August 2020, the City published the 2030 GHG Reduction Strategy, which is an update to the original GHG Reduction Strategy. The City Council adopted the updated Strategy in November 2020 and replaces the previous GHG Reduction Strategy in the 2040 General Plan. The 2030 GHG Reduction Strategy better aligns with SB 32 GHG reduction goal for 2030 (i.e., 40 percent reduction below 1990 levels by 2030) and builds upon the City's 2040 General Plan and the Climate Smart San José carbon reduction goals. The 2030 GHG Reduction Strategy establishes an emission target for the City that is consistent with SB 32 and identified policies that will contribute to GHG reductions in the City. In addition, the 2030 GHG Reduction Strategy is also a qualified CAP, so developments can tier off the document for CEQA review. A development checklist was developed that would streamline GHG analyses for future developments and ensure that new projects demonstrate consistency with 2030 GHG Reduction Strategy.

From 2017 to 2030, emissions are estimated to increase by approximately seven percent with no reductions implemented. Therefore, interim 2030 GHG emission targets were developed to ensure the City meets the SB 32 goal. The 2030 GHG target thresholds are 5.3 million metric tons (MMT) CO₂e/year in 2030 and 2.94 MT CO₂e/service population (SP). Several GHG reduction strategies are listed in the 2030 GHG Reduction Strategy to meet these target thresholds and further reduce GHGs. The following GHG reduction strategies would apply to this plan:

- GHGRS 1 – San José Clean Energy
 - The City will implement the San José Clean Energy program to provide residents and businesses access to cleaner energy at competitive rates.
- GHGRS 2 – Zero Net Carbon – Residential Construction
 - The City will implement building reach code ordinance (adopted September 2019) and its prohibition of natural gas infrastructure ordinance (adopted October 2019) to guide the City's new construction toward zero net carbon (ZNC) buildings.
- GHGRS 3 – Renewable Energy Development
 - The City will expand development of rooftop solar energy through the provision of technical assistance and supportive financial incentives to make progress toward the Climate Smart San José of becoming one-gigawatt solar city.

Diridon Station Area Plan Amendment

- GHGRS 5 – Zero Waste Goal
 - As an expansion to Climate Smart San José, the City will update its Zero Waste Strategic Plan and reassess zero waste strategies. Throughout the development of the update, the City will continue to divert 90 percent of waste away from landfills through source reduction, recycling, food recovery and composting, and other strategies.
- GHGRS 7 – Water Conservation
 - The City will expand its water conservation efforts to achieve and sustain long-term per capita reductions that ensure a reliable water supply with a changing climate, through regional partnerships, sustainable landscape designs, green infrastructure, and water-efficient technology and systems.

City of San José Municipal Code

The City's Municipal Code includes the following regulations that would reduce GHG emissions from future development:

- Green Building Ordinance (Chapter 17.84)
- Prohibition of Natural Gas Infrastructure in New Single Family, Low-rise Residential Buildings, and Detached Accessory Dwelling Units (Chapter 17.845)
- Water Efficient Landscape Standards for New and Rehabilitated Landscaping (Chapter 15.10)
- Transportation Demand Programs for employers with more than 100 employees (Chapter 11.105)
- Construction and Demolition Diversion Deposit Program (Chapter 9.10)
- Wood Burning Ordinance (Chapter 9.10)

Since certification of the Downtown Strategy 2040 EIR, the natural gas infrastructure prohibition has been added to the City's Municipal Code (Chapter 17.845).

City of San José Private Sector Green Building Policy (6-32)

In October 2008, the City adopted the Private Sector Green Building Policy (6-32) that establishes baseline green building standards for private sector new construction and provides a framework for the implementation of these standards. This policy requires that applicable projects achieve minimum green building performance levels using the Council adopted standards. Future development under the DSAP Amendment would be subject to this policy, which has not changed since certification of the Downtown Strategy 2040 EIR.

City of San José Reach Code Initiative

In September 2019, the City Council approved a building reach code ordinance (Ordinance No. 30311) that encourages building electrification and energy efficiency, requires solar-readiness on nonresidential buildings, and requires electric vehicle (EV)-readiness and EV equipment installation. In October 2019, the City Council approved an ordinance (Ordinance No. 30330) prohibiting natural gas infrastructure in new detached accessory dwelling units, single-family, and low-rise multi-family buildings that would supplement the reach code ordinance. This ordinance does not apply to high rise multi-family housing

units, hotels/motels, or other non-residential units. These ordinances will apply to new construction starting January 1, 2020.³⁴

Climate Smart San José

Adopted by the City Council in 2018, CSSJ is the continuation and escalation of the San José Green Vision, the City’s 15-year sustainability plan. CSSJ outlines the issues of urban sustainability and how the City will transform in order to minimize the impacts of climate change, focusing on nine key strategies. Transition to a renewable energy future, densification of City to accommodate future neighbors, and introduction of clean, personalized mobility choices are among listed strategies in the plan. The Community-Wide GHG Emissions Inventory is used to track the City’s progress in achieving the goals of CSSJ. CSSJ has not been updated since certification of the Downtown Strategy 2040 EIR.

3.8.1.2 Changes to Environmental Conditions

The environmental setting relevant to GHG emissions have not substantially changed since the certification of the Downtown Strategy 2040 EIR in 2018.

3.8.2 Checklist and Discussion of Impacts

Environmental Issue Area		New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as “Approved Project”	Less Impact than “Approved Project”	No Impact
Greenhouse Gas Emissions. Would the project:							
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				X		
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X		

3.8.2.1 Impact Discussion

Greenhouse Gas Emissions (Same as Downtown Strategy 2040 EIR – Significant Unavoidable)

The Downtown Strategy 2040 EIR found that achieving the substantial GHG emissions reductions needed to meet the 2040 threshold would require an aggressive multiple-pronged approach including policy decisions and additional emission controls at the federal and state level, and new and substantially advanced technologies that cannot be anticipated or predicted with any accuracy at this

³⁴ City of San José 2019. *San José Reach Code*. Available: <https://www.sanjoseca.gov/your-government/departments-offices/environmental-services/climate-smart-san-jos/2019-reach-code-initiative>

time. Future conditions under Downtown Strategy 2040 would also require substantial behavioral changes to reduce single occupant vehicle trips, especially to and from work places. Future policy and regulatory decisions by other agencies (such as the California ARB, PUC, California Energy Commission, MTC, and BAAQMD) and technological advances are outside the City’s control, and therefore cannot be relied upon as feasible mitigation strategies.

Given the uncertainties about the feasibility of achieving the needed 2040 emissions reductions, the Downtown Strategy 2040’s cumulative contribution to greenhouse gas emissions and climate change for the 2040 timeframe was determined to be significant and unavoidable. This conclusion in the Downtown Strategy 2040 EIR is consistent with the 2040 General Plan EIR, which found that emissions beyond 2020 would be significant and unavoidable.

The basis for the GHG thresholds recommended in the BAAQMD CEQA Air Quality Guidelines was intended to meet goals of AB 32 for the year 2020. Because development within the DSAP Amendment plan area would occur beyond 2020, a threshold that addresses a future target was used. The basis of the BAAQMD thresholds were used to develop plan level thresholds for 2040. Although BAAQMD has not yet published a quantified threshold for 2040, this assessment uses a “Substantial Progress” efficiency metric of 2.6 MT CO₂e per year per service population. An efficiency metric of 1.7 MT CO₂e per year per SP for 2040 was calculated based on GHG reduction goals of EO B-30-15, taking into account the 1990 inventory and the projected 2040 statewide population and employment levels. This 2040 service population threshold is the same one used in the Downtown Strategy 2040 EIR.

Operation of the new development associated with the DSAP Amendment would result in GHG emissions. Emissions for the DSAP area relative to Downtown were calculated by dividing the total MT CO₂e by the predicted total population. Net MT CO₂e were also calculated by subtracting the existing no project scenario GHG emissions from the total full buildout GHG emissions (**Table 18**). **Table 18** shows the estimated GHG emissions for the Downtown Strategy 2040 baseline conditions, Downtown Strategy 2040 buildout, Downtown Strategy 2040 plus the DSAP Amendment, and the cumulative scenario including the Downtown West project.

Source Category	Downtown Strategy 2040 – Existing Uses in 2015	Downtown Strategy 2040 – Existing Uses in 2040	Downtown Strategy 2040 Plus DSAP Amendment Full Build Out – Existing Plus Project in 2040	Cumulative Scenario 2040¹
Area	756	756	986	1,279
Energy Consumption	99,637	31,750	40,644	48,771
Mobile	2,985	5,073	6,313	7,708
Solid Waste Generation	11,694	11,694	16,360	20,599
Water Usage	7,327	4,894	7,142	9,135
Mobile – Exhaust	119,397	207,814	260,080	300,126

Table 18 Downtown Strategy 2040 and the DSAP Amendment GHG Emissions (MT of CO₂e per Service Population)				
Source Category	Downtown Strategy 2040 – Existing Uses in 2015	Downtown Strategy 2040 – Existing Uses in 2040	Downtown Strategy 2040 Plus DSAP Amendment Full Build Out – Existing Plus Project in 2040	Cumulative Scenario 2040¹
Total (MT of CO₂e)	241,796	261,980	331,526	387,618
Net Increase in 2040 (MT of CO₂e)	N/A	N/A	69,545	125,638
Service Population (persons)	46,156	134,812	41,272	209,093
Service Population Efficiency Metric (MT CO₂e/year/SP)	5.24	1.94 ²	1.69	1.85
2040 Substantial Progress Threshold	N/A	N/A	1.7 MT CO₂e/year/SP	1.7 MT CO₂e/year/SP

Source: Illingworth and Rodkin, 2020

¹The Downtown West analysis is included for informational purposes only.

²Efficiency metric of 1.94 MT CO₂e/year/SP for Downtown Strategy 2040 scenario differs from 2.21 MT CO₂e/year/SP reported in Downtown Strategy 2040 EIR because it was calculated based on updated projections included in the Transportation Analysis (**Appendix D**).

MT of CO₂e = metric tons of carbon dioxide equivalent; SP = service population

As shown in **Table 18** above, adding the DSAP Amendment to the Downtown Strategy 2040 would result in an efficiency metric of 1.69 MT of CO₂e per year per service population, compared to 1.94 MT of CO₂e per year per service population under full build out of the Downtown Strategy 2040. Therefore, while the DSAP Amendment would cause an incremental increase in total emissions beyond that anticipated under the Downtown Strategy 2040 EIR, emissions per service population would be reduced due to the effects of increased density and access to transit. Furthermore, growth associated with the DSAP Amendment would be reallocated to the DSAP area from other planned growth areas within the City, which were previously identified and planned for in the 2040 General Plan. Therefore, there would be no net increase in Citywide development capacity. Therefore, the DSAP Amendment would contribute to the significant and unavoidable impact identified in the Downtown Strategy 2040 EIR, but it would not introduce a new or substantially worse impact than that described in the Downtown Strategy 2040 EIR.

Consistency with Plans (Same as Downtown Strategy 2040 EIR – Less than Significant)

2017 Clean Air Plan

As discussed in the Downtown Strategy 2040 EIR, the proposed Downtown Strategy 2040 would support the goals of the 2017 Clean Air Plan through incorporation of the following:

- Reducing motor VMT by facilitating development in proximity to existing/proposed/planned pedestrian, bicycle, and transit facilities;
- Including a TDM program that encourages automobile-alternative transportation;
- Complying with applicable regulations that would result in energy and water efficiency including Title 24 and California Green Building Standards Code.

Therefore, the Downtown Strategy 2040 EIR concluded that the project would not disrupt or hinder the implementation of applicable control measures in the 2017 CAP. Likewise, all development under the DSAP Amendment would be required to implement the strategies outlined above and cited in the Downtown Strategy 2040 EIR. Therefore, the DSAP Amendment would remain consistent 2017 CAP.

Envision San José 2040 General Plan

The Downtown Strategy 2040 EIR determined that the project is consistent with 2040 General Plan policies to reduce GHG emissions by facilitating development near existing transit and bike facilities and requiring a TDM program for future development.

GHG Reduction Strategy

The Downtown Strategy 2040 EIR determined that individual projects under the Downtown Strategy 2040 would be required to demonstrate consistency with goals and policies in the 2040 General Plan designed to reduce GHG emissions during project-level environmental review. With adherence to these goals and policies, the Downtown Strategy 2040 was found to be consistent with the City’s GHG Reduction Strategy through the year 2030.

As discussed in **Section 3.8.1.1**, the City has adopted an updated 2030 GHG Reduction Strategy since certification of the Downtown Strategy 2040 EIR in 2018. This update was prepared in response to SB 32, which establishes an interim GHG reduction goal for 2030 and proposes strategies designed to reduce the City’s greenhouse gas emissions levels to 40 percent below 1990 levels by the year 2030 to meet the long-term target of carbon neutrality by 2045. As demonstrated in **Table 19**, the DSAP Amendment would be consistent with all relevant strategy measures identified in the 2030 GHG Reduction Strategy. In addition, any future developments proposed under the DSAP Amendment would need to complete the 2030 GHGRS Development Compliance Checklist to ensure that all developments adhere to the policies in the 2030 GHG Reduction Strategy or prepare a project-specific analysis of GHG emissions.³⁵ Therefore, as with the Downtown Strategy 2040, any development under the DSAP Amendment occurring through the horizon year 2030 would be consistent with the City’s GHG reduction strategy and there would be no new or substantially worse impact.

Table 19 City of San José 2030 GHG Reduction Strategy Consistency	
Applicable GHG Reduction Strategy Measures	Project Consistency
GHGRS 1 – San José Clean Energy	Consistent: The DSAP Amendment would encourage the use of the

³⁵ The City will prepare an updated GHG Reduction Strategy to address citywide emissions in 2040 to achieve an interim target between the 2030 target of 40 percent below 1990 levels and the 2050 goal established in EO S-3-05 of 80 percent 1990 levels. The timeframe for this updated GHG Reduction Strategy is unknown, but likely a decade away. Further analysis would be required to confirm consistency of any development under the DSAP Amendment post-2030 with the 2040 GHG Reduction Strategy following adoption of that document.

Table 19 City of San José 2030 GHG Reduction Strategy Consistency	
Applicable GHG Reduction Strategy Measures	Project Consistency
The City will implement the San José Clean Energy program to provide residents and businesses access to cleaner energy at competitive rates.	electricity from SJCE, which will provide 100 percent carbon free energy to customers by 2021.
GHGRS 2 – Zero Net Carbon – Residential Construction The City will implement building reach code ordinance (adopted September 2019) and its prohibition of natural gas infrastructure ordinance (adopted October 2019) to guide the City’s new construction toward zero net carbon (ZNC) buildings	Consistent: New projects under the DSAP Amendment would adhere to the City Reach code for natural gas and prohibit the use of natural gas infrastructure in new construction when appropriate.
GHGRS 3 – Renewable Energy Development The City will expand development of rooftop solar energy through the provision of technical assistance and supportive financial incentives to make progress toward the Climate Smart San José of becoming one-gigawatt solar city.	Consistent: The DSAP Amendment would encourage the incorporation of photovoltaic solar panels. Developers would also be encouraged to incorporate solar power, to the degree feasible, and at minimum provide solar ready infrastructure.
GHGRS 5 – Zero Waste Goal As an expansion to Climate Smart San José, the City will update its Zero Waste Strategic Plan and reassess zero waste strategies. Throughout the development of the update, the City will continue to divert 90 percent of waste away from landfills through source reduction, recycling, food recovery and composting, and other strategies.	Consistent: The DSAP Amendment would include on-site recycling facilities, implement a construction waste management plan, and meet the waste diversion goals outlined in the California Integrated Waste Management Act and AB 935.
GHGRS 7 – Water Conservation The City will expand its water conservation efforts to achieve and sustain long-term per capita reductions that ensure a reliable water supply with a changing climate, through regional partnerships, sustainable landscape designs, green infrastructure, and water-efficient technology and systems.	Consistent: DSAP Amendment would support the City’s 2040 General Plan policies encouraging new development to utilize recycled water for landscape irrigation and promoting water conservation (Policies MS-3.1 through MS-3.9)

Source: Illingworth and Rodkin, 2020

3.8.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts than those identified in the Downtown Strategy 2040 EIR because buildout under the DSAP Amendment would be subject to the same or stricter GHG regulations as the Downtown Strategy 2040, while at the same time reducing projected transportation-related GHG emissions through densification near high-quality transit and employment centers. Based on the this, the City finds that:

- A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred; and

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B. New information of substantial importance with respect to greenhouse gas emissions resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified.

Therefore, the conclusions in Section 3.8, Greenhouse Gas Emissions, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.9 Hazards and Hazardous Materials

3.9.1 Environmental Setting

The impact discussions below summarize the conclusions regarding hazards and hazardous materials impacts of the Downtown Strategy 2040 EIR to provide a comparison to project changes resulting from the DSAP Amendment. Refer to Section 3.9, Hazards and Hazardous Materials, of the Downtown Strategy 2040 EIR for a full discussion of hazards impacts under the Downtown Strategy 2040.

3.9.1.1 Changes to the Regulatory Framework

Hazardous materials encompass a wide range of substances, some of which are naturally-occurring and some of which are man-made. Examples include pesticides, herbicides, petroleum products, metals (e.g., lead, mercury, arsenic), asbestos, and chemical compounds used in manufacturing and industrial processes. The Downtown Strategy 2040 EIR identified numerous regulations governing the use, storage, transport, and disposal of these materials, as well as the agencies tasked with the enforcement of these regulations. Substantial updates to these regulations as they pertain to Downtown have not occurred since the certification of the Downtown Strategy 2040 EIR in 2018 (see Section 3.9.2, Regulatory Setting, of the Downtown Strategy 2040 EIR, for a full list of these regulations and agencies).

Government Code §65962.5 (Cortese List)

Section 65962.5 of the Government Code requires the California Environmental Protection Agency (Cal EPA) to develop and update (at least annually) a list of hazardous waste and substances sites, known as the Cortese List. The Downtown Strategy 2040 EIR identified numerous Cortese list sites within and nearby Downtown that likely result in contamination within Downtown. Given the industrial and urban nature of Downtown, agencies responsible for managing hazardous materials and wastes may have designated additional Cortese list sites within the DSAP area since the Certification of the Downtown Strategy 2040 EIR in 2018.

Airport Regulations

The Downtown Strategy 2040 EIR identified the potential for accidents associated with aircraft departing from and landing at the Airport as a potential hazard in Downtown. Aviation hazards are addressed at the federal level by the Federal Aviation Administration (FAA), at a state level by Caltrans under the State Aeronautics Act, and at the local level by the Santa Clara County Airport Land Use Commission (ALUC) and City policies and plans. These regulations focus on the protection people on the ground and in the air. Since the certification of the Downtown Strategy 2040 EIR, these agencies have not updated regulations relevant to the project with the exception of Federal Aviation Regulations Part 77, which was updated in July 2019. However, these updates primarily simplify the existing rule and would not substantially alter the evaluation of the environmental impacts of the project. The ALUC is currently considering an update to the Santa Clara County Airport Comprehensive Land Use Plan (CLUP).

ABAG Hazard Mitigation Plan

The ABAG hazard mitigation plan, *Taming Natural Disasters*, includes mitigation activities and strategies for dealing with hazards that are likely to impact the Bay Area, including flooding, landslides, wildfires, drought, and earthquake-related hazards. ABAG has not updated the hazard mitigation plan since the certification of the Downtown Strategy 2040 EIR in 2018.

City of San José Policies

The Downtown Strategy 2040 EIR identified the City Municipal Code, Emergency Operations Plan, and the 2040 General Plan as containing policies governing the handling of hazardous materials and providing procedures for emergency response during events such as fires, terrorist attacks, and power outages. Since the certification of the Downtown Strategy 2040 EIR, the City issued a revised Emergency Operations Plan in 2019 and completed text amendments to the 2040 General Plan. However, changes to these plans would be insubstantial in their effect on the regulation of the hazards relevant to the project (see Table 3.9-1 of the Downtown Strategy 2040 EIR for a full list of 2040 General Plan policies). The City has not substantially revised its municipal code’s hazards and hazardous materials policies since the certification of the Downtown Strategy 2040 EIR.

City of San José Downtown Design Guidelines and Standards

The revised Downtown Design Guidelines and Standards adopted in 2019 include specific requirements and clear direction for new buildings and projects with major exterior modification to existing buildings in Downtown. **Table 20** below lists the guidelines and standards applicable to the DSAP Amendment and relevant to hazardous design. There are no standards applicable to hazardous materials or transportation.

Table 20 Downtown Design Guidelines Standards Applicable to Hazards		
Subject	Guideline Title	Applicable Standards
5.0 Pedestrian Level	Section 5.3.5 Signage – Podium Level and Pedestrian Level: Inform and attract while enhancing the appearance of Downtown with well-designed and located Podium Level and Pedestrian Level signage.	c. Use signage and addressing to make clear the location of the primary entrance for pedestrians, bicyclists, bicycle parking, and emergency responders.
	Section 5.4 Surface Parking Lots: Avoid creating surface parking lots. Where created, ensure they are not large inactive areas that form barriers to walkability and urban vitality.	a. Divide any surface parking area length exceeding 240 feet into multiple zones divided by a drive aisle designed as a street, including sidewalks and parallel parking on both sides. This improves pedestrian, bicycle, and vehicular circulation in and across the site. These divisions will make it easier to redevelop portions of the parking lot at a later date. b. Create pedestrian walks at least every 120 feet within a parking lot to provide safe pedestrian travel to

Subject	Guideline Title	Applicable Standards
		either the building entrance or a public sidewalk. c. Screen with landscaping any surface parking lot within 50 feet of and visible from a street or paseo. Do not create unsafe blind spots.

Source: City of San José 2019c

N/A = Not applicable

3.9.1.2 Changes to Environmental Conditions

Downtown is currently developed with a range of residential, commercial, and industrial uses, including facilities that may use hazardous materials or generate hazardous wastes such as dry cleaners, gas stations, automotive, machine shops, and other uses. The Downtown Strategy 2040 EIR identified no large-scale manufacturing facilities that are likely to store or use toxic gases or significant quantities of hazardous materials within or adjacent to Downtown, although there may be aboveground fuel tanks, high pressure natural gas transmission lines, and other facilities that generate small quantities of hazardous wastes. Past uses in Downtown also have included uses that generate hazardous materials and wastes. No new large-scale manufacturing facilities have been constructed within Downtown that would increase use of hazardous materials in the area since the certification of the Downtown Strategy 2040 EIR in 2018. The DSAP area is still developed with residential, commercial, and industrial uses with a similar potential for use and storage of hazardous materials as identified in the Downtown Strategy 2040 EIR.

3.9.2 Checklist and Discussion of Impacts

Environmental Issue Area	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as “Approved Project”	Less Impact than “Approved Project”	No Impact
Hazards and Hazardous Materials. Would the project:						
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X		
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident				X		

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	conditions involving the release of hazardous materials into the environment?						
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X		
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?				X		
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, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X		
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X		
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X		

3.9.2.1 *Impact Discussion*

Soil and Groundwater Contamination (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

The Downtown Strategy 2040 EIR concluded that buildout of the Downtown Strategy 2040 would result in impacts from soil and groundwater contamination due to Cortese list sites and historic uses. Ground disturbance in contaminated areas could result in upset or accident conditions resulting in the release of hazardous material in the environment. In addition, Downtown likely contains artificial fill (also referred to as undocumented or man-made fill), which may include contaminated materials. However, Downtown Strategy 2040 EIR identified the following measures allow for appropriate remediation and mitigation of contamination impacts.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts Related to Contamination

- **Subsequent Analysis.** Prior to development or redevelopment of any parcel as part of implementation of Downtown Strategy 2040, a Phase I site assessment shall be conducted by a qualified professional in conformance with latest standards adopted by the American Society for Testing and Materials (ASTM). The Phase I site assessments shall identify:
 - current or historical land uses that involve the storage or generation of hazardous materials,
 - the potential for past releases of hazardous materials or historically contaminated fill materials to have affected the site,
 - regulatory listed sites in the vicinity that might have impacted the site, and
 - any recognized environmental conditions and include recommendations for further investigation of the site, if necessary.
- **Phase II Environmental Site Assessment.** If a Phase I site assessment were to indicate that a release of hazardous materials could have affected the site, additional soil and/or groundwater investigations would be completed to assess the presence and extent of contamination at the site.
- **Remedial Action Workplan.** For sites where contamination has been identified, the City or regulatory agencies may require preparation of a remedial action workplan (RAW or RAP) or similar documents. The plan will detail the specific remediation activities to be completed and the timing of the work, based on the results of the Phase II investigation and/or Human Health Risk Assessment. Typical remedial actions include:
 - removal of contaminated soils and off-site disposal,
 - groundwater remediation,
 - institutional/engineering controls such as the use of hardscape or imported soil to serve as a cap, and/or
 - modification to site planning and building design to eliminate exposure pathways.
- **Operations and Maintenance Program.** If institutional/engineering controls are used to remediate contamination, an Operations and Maintenance Program must be prepared and implemented to ensure health and safety measures for future construction, utility trenching, and maintenance are enforced throughout the life of the project.

- **Soil Management Plan.** For any site with the potential for encountering subsurface hazardous materials and/or where soil removal is required, the City or regulatory agencies may require preparation of a site-specific Soil Management Plan (or Waste Disposal Plan) to address the handling of impacted soils during site development. The plan would include the following elements:
 - procedures for transporting and disposing the waste material generated during removal activities,
 - procedures for stockpiling soil on-site,
 - provisions for collecting additional soil samples in previously inaccessible areas to confirm the extent of soil contamination, following demolition activities,
 - confirmation soil sampling to verify achievement of remediation goals,
 - procedures to ensure that fill and cap materials are verified as clean,
 - truck routes, and/or
 - staging and loading procedures and record keeping requirements.
- **Health and Safety Plan.** For any site where contamination has been identified, construction shall occur in accordance with a site-specific Health and Safety Plan (or “Construction Risk Management Plan”) prepared by an environmental professional. The Health and Safety Plan may be separate from or part of the Soil Management Plan or Removal Action Workplan and shall include the following elements, as applicable:
 - provisions for personal protection and monitoring exposure to construction workers,
 - procedures to be undertaken in the event that contamination is identified above action levels or previously unknown contamination is discovered,
 - procedures for the safe storage, stockpiling, and disposal of contaminated soils,
 - provisions for the on-site management and/or treatment of contaminated groundwater during extraction or dewatering activities, and
 - emergency procedures and responsible personnel.
- **Groundwater.** To avoid the spread of harmful levels of contamination, the discharge of any water from dewatering activities will be required to comply with NPDES permit requirements or wastewater discharge permit conditions to the sanitary sewer, which may involve installation of a treatment system(s) at the dewatering location.
- **Review for Conformance.** All investigations and plans would be completed by a qualified hazardous materials consultant, in conformance with state and local guidelines and regulations. The investigations and plans would be subject to review and approval by the appropriate regulatory oversight agencies and the City’s Environmental Compliance Officer through the City’s development review process.

The DSAP Amendment would not induce development to areas beyond what was analyzed in the Downtown Strategy 2040 EIR. Thus, development under the DSAP Amendment would not encounter new areas of soil or groundwater contamination that could lead to upset or accident conditions resulting in the release of hazardous material in the environment. Additionally, if agencies designate new Cortese list sites, measures outlined in the Downtown Strategy 2040 EIR will continue to apply to require site-specific remediation and mitigation. Furthermore, a Phase I Environmental Site Assessment would be required for project-level environmental analysis for proposed projects under the DSAP Amendment to determine potential contamination of the project site. In the event that such analysis identifies unknown contamination, a Phase II Environmental Site Assessment and appropriate remediation would

be required, as necessary. Therefore, individual projects built under the DSAP Amendment would not create new or worsened impacts from ground water or soil contamination.

Hazardous Materials Use, Transport, and Disposal (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

The Downtown Strategy 2040 EIR concluded that the new development would result in impacts due to the introduction of new uses to Downtown. New uses, such as dry cleaners, energy storage systems, generators, substations or medical facilities, could require the routine transport, use, or disposal of hazardous materials, while other new uses, such as residential facilities or schools, would introduce populations sensitive to hazardous materials. However, buffer zones between sensitive uses and sites where hazardous materials would be handled, 2040 General Plan policies, and standard measures outlined in the Downtown Strategy 2040 EIR would apply to minimize these impacts.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts related to the Use or Generation of Hazardous Materials

Consistent with current regulations, future projects that involve the use or generation of hazardous materials would be subject to the following measures:

- **Hazardous Materials Business Plan.** Facilities that use, store, or handle hazardous materials in quantities greater than 500 pounds, 55 gallons, or 200 cubic feet are required to prepare a Hazardous Materials Business Plan (HMBP). The HMBP would contain facility maps, up-to-date inventories of all hazardous materials for each area, emergency response procedures, equipment, and employee training.
- **Hazardous Waste Generator Requirements.** Facilities that generate more than 100 kilograms per month of hazardous waste or more than one kilogram per month of acutely hazardous waste must be registered with the EPA. DTSC administers hazardous waste generator registration in California.
- **Contingency Plan.** All facilities that generate hazardous waste must prepare a Contingency Plan that establishes the duties of the facility's Emergency Coordinator, identification and location of emergency equipment, and reporting procedures to follow after an incident.
- **California Accidental Release Prevention Program (CalARP).** Facilities that use significant quantities of acutely hazardous materials must prepare a Risk Management Program (RMP) if there may be a significant likelihood that this use could pose an accident risk. The RMP must include a description of acutely hazardous material accidents occurring at the facility within the past three years, a description of equipment, procedures, and training to reduce the risk of acutely hazardous materials accidents, and an off-site consequence analysis that models potential impacts from an accidental release to surrounding areas.
- **Injury and Illness Prevention Plan.** The California General Industry Safety Order requires that all employers in California shall prepare and implement an Injury and Illness Prevention Plan, which should contain a code of safe practice for each job category, methods for informing workers of hazards, and procedures for correcting identified hazards.
- **Emergency Action Plan.** The California General Industry Safety Order requires that all employers in California prepare and implement an Emergency Action Plan. The Emergency Action Plan

designates employee responsibilities, evacuation procedures and routes, alarm systems, and training procedures.

- **Fire Prevention Plan.** The California General Industry Safety Order requires that all employers in California prepare and implement a Fire Prevention Plan. The Fire Prevention Plan specifies areas of potential hazard, persons responsible for maintenance of fire prevention equipment or systems, fire prevention housekeeping procedures, and fire hazard training procedures.
- **Hazard Communication Plan.** Facilities involved in the use, storage, and handling of hazardous materials are required to prepare a Hazard Communication program. The purpose of the Hazard Communication program is to provide methods for safe handling of hazardous materials, ensure proper labeling of hazardous materials containers, and ensure employee access to Material Safety Data Sheets (MSDSs).
- **Supplemental Review.** Prior to issuance of building permits for development or redevelopment in the project area that may involve the use, storage, or disposal of hazardous materials, the City and Santa Clara County Department of Environmental Health, as the Certified Unified Program Agency (CUPA), shall determine that the proposed use has adhered to current regulations and programs concerning hazardous waste and materials. The City may impose additional avoidance measures through the Conditional Use Permit process.
 - In accordance with GP Policy EC-6.4, all proposals for new or expanded facilities that handle hazardous materials that could impact sensitive uses off-site will be required to include adequate mitigation to reduce and avoid hazardous materials impacts.
 - In accordance with GP Policy EC-6.7, land uses and development that use hazardous materials that could impact existing residences, schools, day care facilities, community or recreation centers, senior residences, or other sensitive receptors if accidentally released shall not be approved without the incorporation of adequate mitigation or separation buffers between uses.

The DSAP Amendment would not add heavy industrial or other uses that could increase the routine transport, use, or disposal of hazardous materials beyond the levels considered in the Downtown Strategy 2040 EIR. Measures protecting sensitive uses, such as schools or residential structures, from hazardous materials release outlined in the Downtown Strategy 2040 EIR would also still apply to individual projects under the DSAP Amendment. Therefore, the DSAP Amendment would not contribute to new or worsened impacts from the use, storage, or disposal of hazardous materials.

Demolition and Construction Activities (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

Given the age of development in Downtown, existing structures on properties planned for redevelopment may contain asbestos-containing building materials and lead-based paint. If improperly controlled, airborne dust could migrate off-site during future demolition activities, affecting nearby land uses. Inhalation of asbestos fibers and lead particles could result in health impacts to workers and the general public.

Construction activities anticipated in the Downtown Strategy 2040 EIR would involve the use and transport of hazardous materials such as fuels, chemicals, and demolition debris. Minor spills of substances could occur, which could adversely affect the public and environment. However, the potential for construction activities to result in accidental releases or spills of hazardous materials is

considered to be low, given that the handling and disposal of hazardous materials is subject to construction worker health and safety regulations (i.e., Title 8 of the California Code of Regulations).

Construction activities could also uncover buried structures, wells, burn areas, debris, or contaminated soil and groundwater, based on the long industrial/commercial history of the project area. The presence of previously unidentified underground storage tanks (USTs) or drums containing unidentified materials that could be hazardous in nature may also be encountered during construction activities. If encountered, these materials may require special handling and disposal to avoid impacts to construction workers, the public, and the environment.

Enforcement of existing regulations would minimize risks to the public and environment resulting from hazardous materials use, transport, and storage during construction activities. Additionally, the following measures identified in the Downtown Strategy 2040 EIR would ensure the use of procedures designed to avoid the release of or exposure of construction workers to these hazardous materials.

**Measures Identified in the Downtown Strategy 2040
EIR to Reduce and Avoid Impacts related to
Construction-related Hazards**

Consistent with current requirements, future projects would be subject to the following measures during demolition and construction activities:

- In accordance with National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines, an asbestos survey shall be performed on all structures proposed for demolition that are known or suspected to have been constructed prior to 1980. If asbestos-containing materials are determined to be present, the materials shall be abated by a certified asbestos abatement contractor in accordance with the regulations and notification requirements of BAAQMD. Demolition and disposal of ACM will be completed in accordance with the procedures specified by BAAQMD's Regulation 11, Rule 2.
- A lead-based paint survey shall be performed on all structures proposed for demolition that are known or suspected to have been constructed prior to 1980. If lead-based paint is identified, then federal and state construction worker health and safety regulations shall be followed during renovation or demolition activities. If loose or peeling lead-based paint is identified at the building, it shall be removed by a qualified lead abatement contractor and disposed of in accordance with existing hazardous waste regulations. Requirements set forth in the California Code of Regulations will be followed during demolition activities, including employee training, employee air monitoring, and dust control. Any debris or soil containing lead-based paint or coatings will be disposed of at landfills that meet acceptance criteria for the waste being disposed.

Given that the expansion of the DSAP area would occur within the existing Downtown boundary, the DSAP Amendment would not require demolition in areas beyond those considered in the Downtown Strategy 2040 EIR and thus, the risk from hazardous materials contained in existing structures would not increase. The DSAP Amendment would be required to comply with the same regulations identified in the Downtown Strategy 2040 EIR. The measures identified above also apply to the DSAP Amendment. Therefore, the DSAP Amendment would not contribute to new or worsened impacts resulting from the demolition of buildings containing hazardous materials.

Airport Hazards (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

The Downtown Strategy 2040 EIR determined that development within Downtown could face impacts from potential aviation accidents at the Airport, specifically within the Outer Safety Zone. Within the Outer Safety Zone, the CLUP limits population density to 300 people per acre, requires 20 percent of the site area to be open, discourages residential development, and prohibits certain land uses, and aboveground fuel storage. Given the maximum development capacities proposed under the Downtown Strategy 2040, the Downtown Strategy 2040 EIR concluded that population within the Outer Safety Zone could approach or exceed the population density limit of 300 people per acre. However, it was determined that City review of all proposed development projects in this area would ensure general consistency with the CLUP. Moreover, all development in Downtown would follow Federal Aviation Regulations Part 77 and the CLUP, ensuring new structures would minimize impacts through height restrictions, lighting standards, and other design features. Standard measures outlined in the Downtown Strategy 2040 EIR would require coordination with the FAA and implementation of further safety measures relating to aviation.

The DSAP Amendment would increase building height limits within the DSAP area, including land use changes in the northern part of the DSAP area, which falls within the AIA. **Figure 10** depicts the portion of the DSAP area that falls within the Outer Safety Zone, as defined in the CLUP. While most of this area is designated for employment or commercial uses, the area west of North Autumn Street would primarily include residential uses. Land use and zoning changes proposed within the Outer Safety Zone and discussed further in **Section 3.11, Land Use and Planning**, would resolve potential inconsistencies with the CLUP safety policies identified in the Downtown Strategy 2040 EIR. Specifically, development within the Outer Safety Zone Overlay for the DSAP shown in **Figure 3b** would have a maximum occupancy of 300 people per acre, minimum open space requirement of 20 percent of gross area, and would preclude uses such as regional shopping centers, theaters, meeting halls, stadiums, schools, large day care centers, hospitals, nursing homes, or similar activities. In addition, no above ground bulk fuel storage would be allowed.

Development under the DSAP Amendment would proceed in compliance with FAA regulations and other applicable regulations to avoid aviation accidents from Airport operations. Future project applicants would be required to obtain an FAA “Determination of No Hazard,” and—in the event the ALUC determines the project is inconsistent with the CLUP—the City would be required to make findings that the project would protect public health, safety, and welfare and minimize the public’s exposure to excessive safety hazards within areas around public airports to the extent that these areas are not already developed with incompatible uses. Future development projects that could exceed the FAA imaginary surfaces or potentially conflict with CLUP policies would be subject to supplemental environmental review. The standard measures identified in the Downtown Strategy 2040 EIR and listed below would also apply to development proposed under the DSAP Amendment. Therefore, the DSAP Amendment would not contribute to new or worsened impacts from airport hazards.

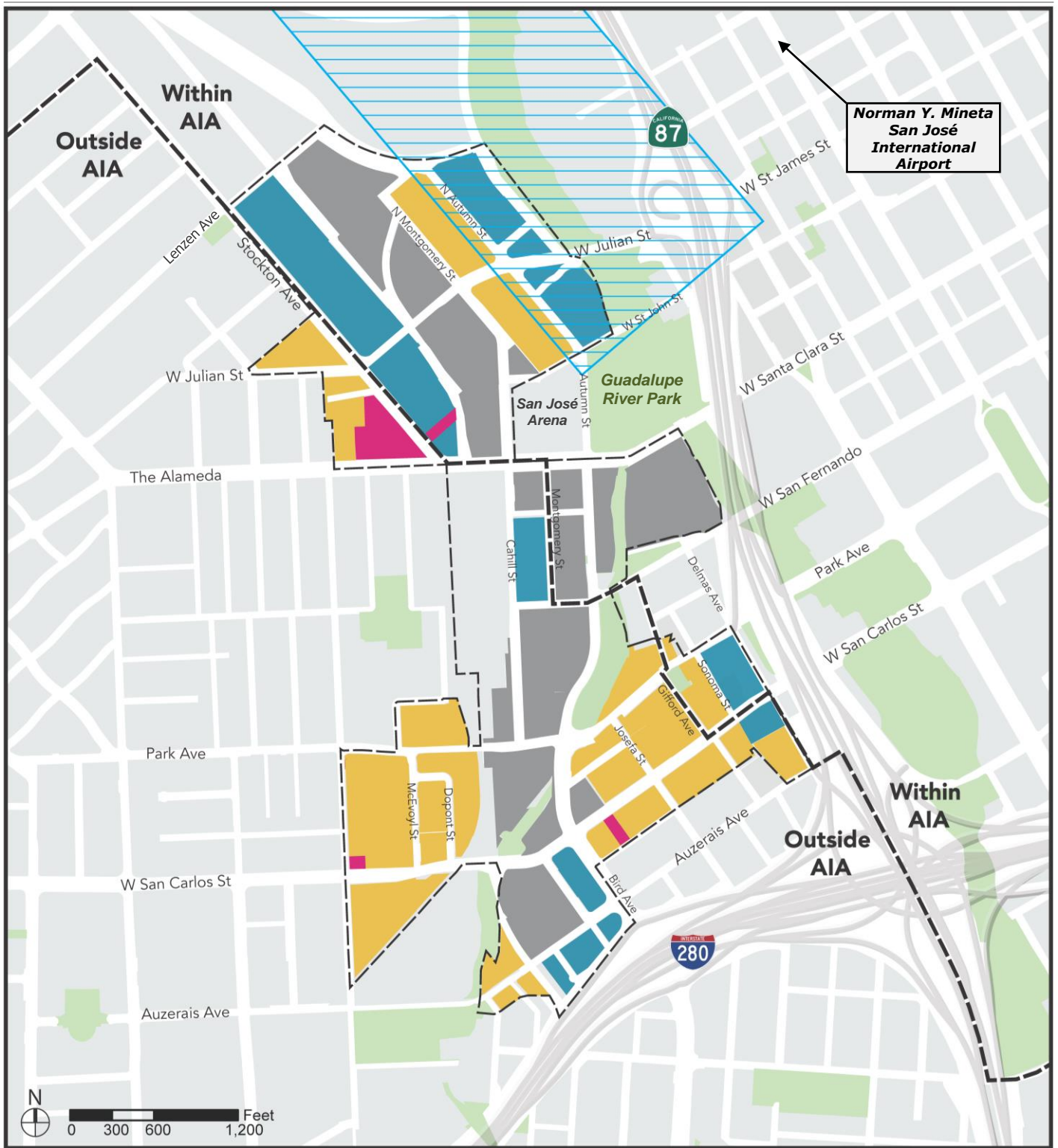
**Measures Identified in the Downtown Strategy 2040
EIR to Reduce and Avoid Impacts Related to Airport
Hazards**

- Prior to the issuance of a development permit for any project structures that would exceed the FAA imaginary surface applicable to the project site, the following actions shall be accomplished (2040 General Plan Polices TR-14.2 and CD-5.8):
 - The applicant shall comply with the notification requirements of Federal Aviation Regulations, Part 77, and receive a “Determination of No Hazard” from the FAA.
 - Conditions set forth in the required FAA determination of No Hazard regarding roof-top lighting or marking shall be incorporated into the final design of the structure.
 - Avigation and/or “no build” easements shall be dedicated to the City of San José as a condition of approval (GP Policy TR-14.4).
- Comply with safety and noise policies identified in the CLUP for the Norman Y. Mineta San José International Airport (General Plan Policy TR-14.3)
- Design all new exterior lighting within the AIA in a manner that avoids interference with aircraft operations. Such lighting shall be constructed and located so that only the intended area is illuminated, and off-site glare is fully controlled. The lighting shall be arrayed in such a manner that it cannot be mistaken for airport approach or runway lights by pilots (CLUP Policy G-7).

The following measures apply to future development within the CLUP Outer Safety Zone:

- Limit the storage of fuel or other hazardous materials (CLUP Policy S-4).
- Prohibit schools, hospitals, nursing homes, and other uses that involve very high concentrations of people or which the majority of occupants are children, elderly, and/or disabled (CLUP Policies S-2 and S-3).
- Prohibit any use that would:
 - Direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in a takeoff or final approach to the airport;
 - Cause sunlight to be reflected towards an aircraft engaged in a takeoff or final approach to the airport;

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**Norman Y. Mineta
San José
International
Airport**

Legend

- | | |
|------------------------------|-----------------------|
| Amended DSAP Boundary | Employment/Commercial |
| Downtown West Mixed-Use Plan | Residential |
| Outer Safety Zone | Retail |
| Airport Influence Area (AIA) | Open Space |



Comprehensive Land Use Plan Outer Safety Zone

Figure

10

Source: City of San José, 2021

- Generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation, communication or navigation equipment; or
- Generate smoke or water vapor, attract large concentrations of birds, or may otherwise negatively affect safe air navigation within the area (CLUP Policy S-7).

Other Hazards (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

As development within Downtown would not obstruct existing roadways or otherwise impede emergency services operations, the Downtown Strategy 2040 EIR determined that impacts from interference with the City’s Emergency Operations Plan or other emergency response plans would be minimized. In addition, ongoing evaluation on minimum standards of emergency services coverage will be required to evaluate existing fire resources requirements as population density in the DSAP area increases. As Downtown does not contain and is not located adjacent to wildlands, it would not face the risk of wildland fires. However, the Downtown Strategy 2040 EIR concluded that development in Downtown could require electrical equipment that would produce electromagnetic fields (EMF). High-strength EMFs may have negative human health consequences. Development would follow California Public Utilities Commission standards and PG&E design guidelines to avoid human health risk from EMF exposure.

The DSAP Amendment would not reduce the capacity of roadways for emergency vehicles and would not impede emergency response plans. While local population increases within the DSAP area would contribute to the current need of additional emergency resources within Downtown, projects built under the DSAP Amendment would not increase demand Citywide beyond what was identified in the Downtown Strategy 2040 EIR because growth would be reallocated from growth areas outside of Downtown that were previously identified in the Envision San José 2040 General Plan. However, project-level analysis would be conducted for individual projects under the DSAP Amendment to ensure that development would not impede emergency response operations.

Individual development projects under the DSAP Amendment would also be required to comply with the Downtown Design Guidelines and Standards and other City standards and policies for adequate emergency signage and safe circulation. As wildlands remain absent from the DSAP area and vicinity, fires on such lands would still not pose a threat to development within the DSAP area or Downtown. Additionally, standard practices for avoiding human health effects from EMF exposure would still apply to development within the DSAP area, and discovery of USTs or drums containing unidentified materials that could be hazardous will require mitigations as described in the Downtown Strategy 2040 EIR. Therefore, the DSAP Amendment would not contribute to new or worsened impacts relating to emergency response plans, wildland fires, or EMF exposure.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

As described above, the Downtown Strategy 2040 EIR concluded that build out would result in impacts from the placement of sensitive uses in proximity to hazardous materials users, hazardous materials usage, soil or groundwater contamination, demolition of buildings, airport hazards, and EMF, while avoiding impacts from conflicts with emergency response plans. The HSR and BART projects would result in similar hazards and hazardous materials impacts in Downtown. However, the environmental

documents for these projects establish that their hazards and hazardous materials impacts would be less than significant.

Development within the DSAP area would follow measures and standard practices outlined in the Downtown Strategy 2040 EIR to minimize contributions to cumulative hazards and hazardous materials impacts. No new projects in the DSAP area or vicinity would not introduce new hazards or hazardous materials impacts beyond those considered in the Downtown Strategy 2040 EIR. Additionally, individual projects would be required to comply with emergency response plans by maintaining adequate access for emergency response vehicles. Therefore, the DSAP Amendment would not contribute to new or worsened cumulative impacts related to hazards and hazardous materials.

3.9.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse hazards and hazardous materials impacts than those identified in the Downtown Strategy 2040 EIR because substantial new hazards and sources of hazardous materials have not been identified within Downtown since certification of the Downtown Strategy 2040 EIR. The same measures identified in the Downtown Strategy 2040 EIR would apply to the DSAP Amendment to ensure that contamination impacts would be reduced or mitigated to a less-than-significant level. Based on the this, the City finds that:

- A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred;
- B. New information of substantial importance with respect to hazards and hazardous materials resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified; and
- C. None of the proposed project changes would significantly affect hazards and hazardous materials.

Therefore, the conclusions in Section 3.9, Hazards and Hazardous Materials, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.10 Hydrology and Water Quality

3.10.1 Environmental Setting

3.10.1.1 Changes to the Regulatory Framework

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP) to provide subsidized flood insurance to communities that comply with FEMA regulations protecting development in floodplains. As part of this program, FEMA publishes Flood Insurance Rate Maps (FIRMs) that identify flood hazard zones within a community.

The type of flooding most likely to affect the Downtown Strategy 2040 area is storm-related flooding of creeks and storm drains. According to the Downtown Strategy 2040 EIR, the majority of the Downtown Strategy 2040 area is not within a 100-year flood hazard area and the floodplain is primarily confined to the Los Gatos Creek and Guadalupe River channels; these areas could experience flood depths of one to three feet during a 100-year storm event. FEMA has not updated its flood hazard maps for Downtown or vicinity since the certification of the Downtown Strategy 2040.³⁶

Dam Safety

Dams are under the jurisdiction of the California Division of Safety of Dams (DSOD) and/or the Federal Energy Regulatory Commission (FERC). In accordance with the State Dam Safety Act, detailed evacuation procedures have been prepared for each dam and are contained in the City's Dam Failure Evacuation Plan. The Santa Clara Valley Water District (Valley Water) routinely monitors and studies the condition of each of its 10 dams. The City's Dam Failure Evacuation Plan has not been updated since the certification of the Downtown Strategy 2040 EIR in 2018.

Dam Failure Hazard

The Downtown Strategy 2040 area is located within a dam failure inundation zone for Lenihan Dam at Lexington Reservoir and Anderson Dam at Anderson Reservoir. Both dams were constructed in the 1950's and are owned and operated by the Valley Water. Valley Water has received preliminary findings of a seismic study of Anderson Dam that show the material at the base of the dam could liquefy in a 7.25 magnitude earthquake on the nearby Calaveras Fault. The Valley Water is planning to complete design and construction of a seismic retrofit by the end of 2028. Valley Water continues to pursue these plans to reduce the risk of dam failure from Anderson Dam and has not released additional information regarding the Safety of Lenihan Dam since the certification of the Downtown Strategy 2040 EIR in 2018.³⁷

³⁶Federal Emergency Management Agency. 2019. FEMA Flood Map Service Center. Available: <https://msc.fema.gov/portal/search?AddressQuery=santa%20clara#searchresultsanchor> (Accessed April 2020).

³⁷Valley Water. 2020. *Anderson Dam Seismic Retrofit*. Available: <https://www.valleywater.org/anderson-dam-project> (Accessed April 2020).

Section 303(d) of the Federal Clean Water Act

Section 303(d) of the federal Clean Water Act requires states to develop a list of water bodies that do not meet water quality standards, establish priority rankings for waters on the list and develop action plans, called Total Maximum Daily Loads (TMDL), to improve water quality. The EPA lists Guadalupe River as an impaired water body for mercury, diazinon, and trash. Los Gatos Creek is also listed as being impaired from diazinon. The TMDL for mercury in the Guadalupe River watershed was adopted by the San Francisco Regional Water Quality Control Board (RWQCB) in 2008. A 2020 TMDL for mercury provides new requirements for mine sites with the potential to result in mercury runoff into the Guadalupe river.³⁸

Diazinon is being addressed by an EPA-approved TMDL for pesticide-related toxicity in all urban creeks, while a TMDL for trash has not been completed. The primary source of diazinon and trash has been identified as urban runoff. The EPA has not approved a new TMDL for the Guadalupe River or Los Gatos Creek for diazinon since the certification of the Downtown Strategy 2040 EIR in 2018.

National Pollutant Discharge Elimination System

The EPA's regulations, as called for under Section 402 of the Clean Water Act, also include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into waters of the U.S. (e.g., streams, lakes, bays, etc.).

NPDES construction General Permit

The State Water Quality Control Board (SWRCB) has implemented a NPDES General Permit for Discharges of Stormwater Associated with Construction Activity (Construction General Permit) for the State of California. Projects that would disturb more than one acre of land are required to submit a Notice of Intent and a Storm Water Pollution Prevention Plan (SWPPP) to the SWRCB to apply for coverage under the Construction General Permit. The SWPPP will include the site-specific best management practices (BMPs) to control erosion and sedimentation and maintain water quality during the construction phase, as well as BMPs to be implemented during the post-construction period. The SWQCB has not issued a new Construction General Permit for the Bay Area since the certification of the Downtown Strategy 2040 EIR.³⁹

NPDES Industrial Discharge Permit

To minimize the impact of stormwater discharges from industrial facilities, the NPDES program includes an industrial stormwater permitting component. The NPDES Industrial Discharge permit requires the implementation of management measures that will achieve the performance standard of best available technology economically achievable (BAT) and best conventional pollutant control technology (BCT). The NPDES Industrial Discharge permit also requires the development of a SWPPP and a monitoring plan.

³⁸ San Francisco Regional Water Quality Control Board, 2020. Guadalupe River Watershed Mercury TMDL. Available:

https://www.waterboards.ca.gov/rwqcb2/water_issues/programs/TMDLs/guadalupeivermercurytmdl.html (accessed October 2020)

³⁹ San Francisco Regional Water Quality Control Board. 2020. *Construction Stormwater General Permits*. Available: https://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.html (Accessed October 2020).

The RWQCB has not issued a new industrial discharge permit for the Bay Area since the certification of the Downtown Strategy 2040 EIR.

Municipal Regional Stormwater Permit

In 2015, the RWQCB issued a regional NPDES permit to all Bay Area municipalities and flood control agencies that discharge directly to San Francisco Bay. The current permit is referred to as the Municipal Regional Permit (MRP).

Under Provision C.3 of the MRP, development projects that create, add, or replace 10,000 square feet or more of impervious surface area are required to control post-development stormwater runoff through source control, site design, and treatment control BMPs. The MRP also includes a Trash Load Reduction provision (Provision C.10) that requires annual clean-up of 32 creek Trash Hot Spots and establishes phased goals to dramatically reduce trash loads from the storm sewer system. Provision C.11 establishes “Mercury Controls”, including the requirement for permittees to promote, facilitate, and/or participate in collection and recycling of mercury containing devices and equipment at the consumer level. The RWQCB has not issued a new MRP for the San Francisco Bay Area since the certification of the Downtown Strategy 2040 EIR.⁴⁰

Hydromodification

In addition to water quality controls, the MRP has controls for hydromodification, which is defined as a change in stormwater runoff characteristics of a watershed resulting from changes in land use conditions (i.e., urbanization). Based on the Hydromodification Management Applicability Map (as amended July 2011), the Downtown Strategy 2040 area is located within a sub-watershed that is greater than 65 percent impervious. Therefore, development under the DSAP Amendment would remain exempt from the Hydromodification Management Projects (HMP) requirements in the MRP.

Basin Plan

The RWQCB regulates water quality in the Bay Area in accordance with the Water Quality Control Plan or “Basin Plan”. The Basin Plan lists the beneficial uses which the RWQCB has identified for local aquifers, streams, marshes, rivers, and the San Francisco Bay, as well as the water quality objectives, and criteria that must be met to protect these uses. The RWQCB has not issued a revised Basin Plan since the certification of the Downtown Strategy 2040 EIR.⁴¹

⁴⁰ San Francisco Regional Water Quality Control Board. 2019. Municipal Stormwater Program. Available: https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/stormwater/Municipal/ (Accessed April 2020).

⁴¹ San Francisco Regional Water Quality Control Board. 2020. *Basin Planning*. Available: https://www.waterboards.ca.gov/sanfranciscobay/basin_planning.html (Accessed October 2020).

City of San José Policies

Post-Construction Urban Runoff Management Policy 6-29

The City's Post-Construction Urban Runoff Management Policy 6-29 was adopted to establish an implementation framework, consistent with Provision C.3 of the MRP. This policy requires all new and redevelopment projects to implement post-construction BMPs and Treatment Control Measures (TCMs). The City has not revised this policy since the certification of the Downtown Strategy 2040 EIR in 2018.

Post-Construction Hydromodification Management Policy 8-14

The City's Post-Construction Hydromodification Management Policy 8-14 establishes an implementation framework for projects that are subject to hydromodification controls in the MRP. The City has not revised this policy since the certification of the Downtown Strategy 2040 EIR in 2018.

Storm Drain Standards Improvement Process

In general, rehabilitation of the existing system is implemented through the City's Storm Sewer Capital Improvement Program (CIP). The CIP mainly addresses minor neighborhood drainage problems. To determine system-wide infrastructure needs to accommodate planned development based on regulatory requirements and design standards, the City is initiating a Storm Master Plan effort. The City has not issued a Storm Master Plan since the certification of the Downtown Strategy 2040 EIR and the CIP remains the primary means for implementing stormwater system improvements.

Envision San José 2040 General Plan

The 2040 General Plan contains various long-range goals and policies that address hydrology and water quality (see Table 3.10-1 of the Downtown Strategy 2040 EIR). These policies provide for protection of floodways, emergency evacuation in the event of flooding, maintenance of stormwater infrastructure, and for other measures related to hydrology and water quality. The City has not altered these goals and policies since certification of the Downtown Strategy 2040 EIR in 2018.

City of San José Downtown Design Guidelines and Standards

The revised Downtown Design Guidelines and Standards adopted in 2019 include specific requirements and clear direction for new buildings and projects with major exterior modification to existing buildings in Downtown. **Table 21** below lists the guidelines and standards applicable to the DSAP Amendment and relevant to hydrology and water quality. These guidelines focus on stormwater management in Downtown.

Table 21 Downtown Design Guidelines Standards Applicable to Hydrology and Water Quality		
Subject	Guideline Title	Applicable Standards
4.0 Building	<p>Section 4.4.7 b. Green Roofs and Decks (Building Open Space): Include green roofs and occupiable decks for aesthetics, environmental benefits, and as building occupant amenities.</p>	<p>Cover at least 20% of the area of a roof that is less than 150 feet above ground and that is larger than 2,500 square feet in area with a green roof, solar panels, or a combination of these.</p>

Source: City of San José 2019c

N/A = Not applicable

3.10.1.2 Changes to Environmental Conditions

Since the Downtown Strategy 2040 EIR was certified in 2018, the setting for hydrology and water quality has not experienced substantial changes. Los Gatos Creek and the Guadalupe River continue to flow through Downtown and have not been the subject of human modification. Any changes to the hydrological setting are described below.

Stormwater Drainage

Stormwater runoff is rainwater that flows across surfaces without being absorbed into soil. Urban runoff is a combination of stormwater, irrigation, and other sources of water. Urban runoff contains pollutants from various sources (referred to as “nonpoint source pollution”). As established in the Downtown Strategy 2040 EIR, runoff flows overland into the City-maintained storm drainage system, which comprises a network of inlets, manholes, pipes, outfalls, channels, and pump stations.

Flood Zones

The Downtown West Draft EIR identified updates to the flood hazard zones identified by Valley Water in August 2020. To assess site-specific flood hazards under a development scenario, Valley Water developed a two-dimensional hydraulic HEC-RAS model of Los Gatos Creek, which represents the best available floodplain data applicable to analysis of Downtown. The model provides a detailed analysis of locations that could experience increased flood depths (under a development scenario) and identifies a deficiency of channel capacity resulting from overbank flooding during the 100-year event not identified in the FEMA FIRM.

3.10.2 Checklist and Discussion of Impacts

Environmental Issue Area	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	No Impact
Hydrology and Water Quality. Would the project:						
a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			X		
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X		
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:			X		
	i) result in substantial erosion or siltation on- or off-site;			X		
	ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			X		
	iii) 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			X		
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X		
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X		

3.10.2.1 Impact Discussion

Flooding Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant with Mitigation)

The Downtown Strategy 2040 EIR identified areas subject to 100-year floods along Los Gatos Creek and the Guadalupe River. Flood zones were also identified between Stockton Avenue and the Guadalupe River, and around the intersection of Stockton Avenue and West Santa Clara Street. Development within Downtown in areas prone to flooding could alter flood flows and result in a significant impact, increasing the rate or amount of surface runoff in a manner which would result in flooding. Placement of industrial and commercial uses that require storage of hazardous materials in flood hazard zones could risk release of pollutants due to project inundation. However, the Downtown Strategy 2040 EIR determined that this impact would be less than significant with application of the measures below.

Measures identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts Related to Flood Hazards

The following measures, if included in future projects within a flood hazard area, would reduce impacts related to development within the 100-year floodplain to a less than significant level:

- In accordance with Chapter 17.08 of the San José Municipal Code, the lowest floor of all new structures within flood hazard areas must be elevated above the base flood elevation (BFE) as mapped by FEMA, or for non-residential structures, be flood-proofed one foot above the BFE. Any below-ground parking structures shall be designed and constructed so that the base flood would not inundate these areas. Flood protection of below-ground parking could be achieved either by grade control and/or berms.

The DSAP Amendment would increase development densities within Downtown, but such development would occur within areas already analyzed in the Downtown Strategy 2040 EIR. As mentioned above, additional flood risk was determined near Los Gatos Creek that is not identified in the FEMA FIRM maps. Future development projects within the DSAP area would be required to implement the same measures as those outlined in the Downtown Strategy 2040 EIR. These measures would still reduce this impact to a less-than-significant level. Measures and policies outlined in the Downtown Strategy 2040 EIR would require development on the first floors of buildings to be located above the base flood elevation. While there is potential for groundwater intrusion into new belowground facilities, such as underground parking lots at sites along waterways, these impacts would be addressed in project-level analysis. New development would also be required to control runoff from new impervious surfaces. These measures also address the increased flood risk near Los Gatos Creek. Thus, the DSAP Amendment would not result in new or worsened impacts from increasing the rate or amount of surface runoff in a manner which would result in flooding or risk release of pollutants due to inundation within Downtown.

Dam Failure (Same as Downtown Strategy 2040 EIR – Less than Significant)

Build out of Downtown Strategy 2040 would require construction within dam inundation zones for Lenihan and Anderson dams. As Valley Water has planned improvements to increase safety at Anderson Dam and the City reduces risks from dam inundation through its local emergency plans, it was

determined that build out of the Downtown Strategy 2040 EIR would not expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of dam failure.

The DSAP Amendment would also require construction within dam inundation zones for Lenihan and Anderson dams. However, development would not occur in new areas beyond those considered in the Downtown Strategy 2040 EIR. Valley Water continues to pursue improvements to increase safety at Anderson Dam and the City continues to reduce risks from dam inundation through its local emergency plans. Therefore, the DSAP Amendment would not contribute to new or worsened impacts from dam failure.

Tsunami and Seiche Impacts (Same as Downtown Strategy 2040 EIR – No Impact)

Downtown is not within tsunami or seiche hazard zones and is not adjacent to water features capable of producing tsunamis or seiches. Thus, it was determined that build out of the Downtown Strategy 2040 would not risk release of pollutants due to project inundation from tsunami or seiche events.

As with the Downtown Strategy 2040, the DSAP Amendment would not require development within tsunami or seiche hazard zones or adjacent to water features capable of producing tsunamis or seiches. Therefore, the DSAP Amendment would not contribute to new or worsened impacts from tsunami or seiche events.

Climate Change Effects in the City (Same as Downtown Strategy 2040 EIR – Less than Significant)

Increases in global temperatures are likely to result in sea level rise around the world and in the San Francisco Bay. The Downtown Strategy 2040 EIR concluded that sea level rise was not a concern for Downtown, given the distance from San Francisco Bay and ground surface elevations (approximately 100 feet above sea level).

The DSAP Amendment would include development at the same ground surface elevations and distance from the San Francisco Bay as anticipated in the Downtown Strategy 2040 EIR. Therefore, the DSAP Amendment would not contribute to new or worsened impacts related to inundation from sea level rise in the City.

Post-Construction Hydrology and Water Quality Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR concluded that new development associated with Downtown Strategy 2040 would contribute to runoff by introducing new impervious surfaces. Additionally, intensification of urban development could increase non-point pollution sources. However, NPDES BMPs would reduce impacts on the City's drainage system and address non-point pollution. Furthermore, City policies would require new development to employ a greater area of landscaping designed to reduce runoff, include drainage systems, and ensure proper disposal of waste. The Downtown Strategy 2040 EIR concluded that with the implementation of standard measures outlined below, build out of Downtown Strategy 2040 would not result in a significant impact from the creation or contribution runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Build out of Downtown Strategy 2040 would also not violate water quality standards or waste discharge requirements, while avoiding conflict with the implementation of water quality control plans.

Measures Identified in the Downtown Strategy 2040
EIR to Reduce and Avoid Post-Construction
Hydrology and Water Quality Impacts

Consistent with current requirements, the project includes measures to reduce stormwater drainage and water quality impacts to a less than significant level. Future development projects will be subject to the following measures:

- New development will be required to design and construct on-site storm drain systems meeting the City's 10-year storm event design standard (GP Policies IN-3.1 and IN-3.7). Applicants shall prepare drainage plans that define needed improvements in accordance with City standards and MRP requirements (GP Policies IN-3.9 and IN-3.10).
- In accordance with GP Policy IN-3.3, at the time future projects are proposed, the City will evaluate the local storm drain system to determine if runoff from the site would contribute to significant downstream deficiencies and identify the need for specific upgrades (i.e., new or supplemental stormwater lines, catch basins, outfalls, or other infrastructure).⁴² If needed, modifications to the storm drain system could be completed either independently, jointly with other developments in the area, or as part of the City's CIP process. The City may also consider financing improvements to the storm drain system in the Downtown Strategy 2040 area through the payment of special taxes or connection fees by development (GP Policy IP-15.2).
- Future projects will be required to implement and maintain BMPs that facilitate the infiltration of water into the ground surface, reduce the rate and volume of runoff to the storm drain system, and minimize pollution in runoff, in accordance with the MRP and City policies. Under current MRP requirements, new or redevelopment projects that create, add, or replace 10,000 square feet or more of impervious surface area will be required to control post-development stormwater runoff through site design, source control, and LID treatment control BMPs.

Typical site design measures include protecting existing on-site natural resources, reducing impervious surfaces, directing roof downspouts to drain to landscaped areas, and incorporating pervious paving, green roofs, and detention areas in landscaping. Source control measures are structural and operational BMPs that limit pollutant generation and prevent pollutants from entering stormwater runoff.

Treatment measures are structural or landscaped facilities designed to remove pollutants from runoff and/or reduce the volume or rate of stormwater runoff prior to entering the storm drain system. Typical treatment controls include bio-treatment, infiltration, evapotranspiration, and/or harvesting and re-use of runoff on-site.⁴³

- Consistent with the Clean Water Act and RWQCB Basin Plan, projects will be required to implement and maintain BMPs for minimizing the amount of trash and mercury-containing products entering waterways in the area. Example control measures include catch basin inserts, hydrodynamic separators, and outfall netting devices. Institutional measures that may be implemented include enhanced street sweeping, storm drain signage/markings, education and

⁴²Outfalls that must be replaced will require permits from the Army Corps of Engineers, the California Regional Water Quality Control Board and the California Department of Fish and Game and other public agencies.

⁴³LID is a stormwater management strategy designed to manage runoff as close to its source as possible by incorporating a variety of natural and built features to reduce the rate of surface water runoff, filter pollutants out of runoff, facilitate infiltration of water into the ground surface, and reuse the water on-site.

outreach, trash bin management, and anti-littering enforcement. Additional measures are identified in the SCVURPPP's Trash BMP Toolbox (September 2007).

- Industrial facilities requiring NPDES permit coverage will be required to implement management measures that will achieve the performance standard of best available technology economically achievable (BAT) and best conventional pollutant control technology (BCT).

The DSAP Amendment would increase areas of impervious surfaces in the DSAP area and could increase non-point pollution through intensification of urban development. However, standard measures outlined in the Downtown Strategy 2040 EIR would apply to the DSAP Amendment to control and treat runoff from new development. Additionally, new development would be required to include drainage systems, waste management practices, household hazardous waste collection services, and trash load reduction efforts in accordance with existing City policies and regulations (see **Section 3.9.1.1**). Individual projects under the DSAP Amendment would also be subject to the Downtown Design Guidelines and Standards, which include measures to prevent increased stormwater runoff, such as requiring pervious surface materials and bioswales for new construction. Therefore, the DSAP Amendment would not result in new or worsened impacts from the creation or contribution of runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The DSAP Amendment would also not result in new or worsened impacts from conflict with implementation of water quality control plans.

Construction-Related Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant)

Construction activities associated with development under Downtown Strategy 2040 would include building demolition, ground disturbance, and construction of new structures and pavement. Ground-disturbing activities such as grading and excavation could result in accelerated erosion or siltation on work sites by exposing soil to runoff. Construction of projects that would require excavation would require dewatering, which could result in release of pollutants contained in contaminated groundwater. However, the Downtown Strategy 2040 EIR concluded that the standard measures outlined below would avoid siltation, erosion, and the addition of sources of polluted runoff through the implementation of BMPs consistent with applicable regulations. Buildout of Downtown Strategy 2040 would also not violate water quality standards or waste discharge requirements, while avoiding conflict with implementation of water quality control plans.

**Measures Identified in the Downtown Strategy 2040
EIR to Reduce and Avoid Construction-Related
Impacts to Water Quality**

Consistent with current requirements, future projects will be subject to the following standard measures:

- Restrict grading to the dry season or meet City requirements for grading during the rainy season.
- Use effective, site-specific erosion and sediment control methods during the construction periods. Provide temporary cover of all disturbed surfaces to help control erosion during construction. Provide permanent cover as soon as is practical to stabilize the disturbed surfaces after construction has been completed.

- Cover soil, equipment, and supplies that could contribute non-visible pollution prior to rainfall events or perform monitoring of runoff with secure plastic sheeting or tarps.
- Implement regular maintenance activities such as sweeping driveways between the construction area and public streets. Clean sediments from streets, driveways, and paved areas on-site using dry sweeping methods. Designate a concrete truck washdown area.
- Dispose of all wastes properly and keep site clear of trash and litter. Clean up leaks, drips, and other spills immediately so that they do not contact stormwater.
- Place fiber rolls or silt fences around the perimeter of the site. Protect existing storm and sewer inlets in the project area from sedimentation with filter fabric and sand or gravel bags.

The SWPPP shall also include a Post-Construction Stormwater Management Plan that includes site design, source control, and treatment measures to be incorporated into the project and implemented following construction. When the construction phase is complete, a Notice of Termination (NOT) will be filed with the RWQCB and the DTSC, in conformance with the Construction General Permit requirements. The NOT will document that all elements of the SWPPP have been executed, construction materials and waste have been properly disposed of, and a Post-Construction Stormwater Management Plan is in place, as described in the SWPPP for the site.

- **Dewatering.** For future projects that involve dewatering activities, the SWPPP shall include provisions for the proper management of dewatering effluent. At a minimum, all dewatering effluent will be contained prior to discharge to allow the sediment to settle out, and filtered, if necessary, to ensure that only clear water is discharged to the storm or sanitary sewer system. In areas of suspected groundwater contamination (i.e., underlain by fill or near sites where chemical releases are known or suspected to have occurred), groundwater will be analyzed by a State-certified laboratory for the suspected pollutants prior to discharge. Based on the results of the analytical testing, the applicant will work with the RWQCB and/or the local wastewater treatment plant to determine appropriate disposal options.

The DSAP Amendment would allow increased development density in the DSAP area relative to the Downtown Strategy 2040 EIR. However, the DSAP Amendment would not introduce any new development in areas not evaluated by the Downtown Strategy 2040. Additionally, standard measures outlined in the Downtown Strategy 2040 and BMPs prescribed by the Construction General Permit would still apply to reduce impacts from construction. Therefore, the DSAP Amendment would not result in new or worsened impacts from the creation or contribution of runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The DSAP Amendment would also not result in new or worsened impacts from conflicts with implementation of water quality control plans or from increased erosion and siltation.

Groundwater Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR concluded that development in Downtown would not contribute to depletion of groundwater supplies, given that areas proposed for redevelopment are generally developed with impervious surfaces already. Additionally, water discharged from Downtown would be treated according to all applicable City, regional, state, and federal policies. Thus, buildout of Downtown

Strategy 2040 would not substantially degrade groundwater quality or obstruct the implementation of a sustainable groundwater management plan.

The DSAP Amendment would result in increased development density and impervious surface area within the DSAP area. However, such development would occur primarily in areas where groundwater recharge is restricted by existing structures and impervious surfaces. Water discharged from Downtown, including the DSAP area, would still be treated according to the applicable City, regional, state, and federal policies. As stated above, individual projects under the DSAP Amendment would be required to follow the Downtown Design Guidelines and Standards, which include measure to use permeable pavement or landscaping to increase natural percolation and on-site drainage where possible. Therefore, the DSAP Amendment would not result in new or worsened impacts from substantially degrading groundwater quality or obstructing the implementation of a sustainable groundwater management plan.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR concluded that implementation of a cumulative scenario including the 2040 General Plan and the Downtown Strategy 2040 would not result in a significant impact related to flooding, drainage, surface water quality, or groundwater, with the implementation of existing regulations, programs, and 2040 General Plan policies. The Downtown Strategy 2040, in combination with other projects could increase strain on the City’s storm drain system. However, the storm drain system will be upgraded through the CIP and new development within Downtown would be required to include runoff treatment measures. While the degradation of Los Gatos Creek and the Guadalupe River is cumulatively considerable, implementation of the Downtown Strategy 2040 would not make a substantial contribution of polluted stormwater runoff in comparison to existing runoff conditions within Downtown. Pollutant release and erosion could occur as a result of construction of ground disturbance from projects, including the HSR and BART projects. However, build out of the Downtown Strategy 2040 and other projects would be subject to applicable City, regional, state, and federal regulations to manage water quality impacts through BMPs.

Development in the City has increased since the certification of the Downtown Strategy 2040 EIR and the DSAP Amendment, in combination with the Downtown West project, would further increase development density. This development could increase impervious surface areas, increase strain on the City’s storm drain system, place structures within floodways, and impact surface and ground water quality. However, the applicable City, regional, state, and federal policies would continue to apply to reduce hydrology and water quality impacts from new development as established in the Downtown Strategy 2040 EIR, and new requirements under the Downtown Design Guidelines and Standards would also apply to the DSAP Amendment. Therefore, the DSAP Amendment would not substantially contribute to a cumulative hydrology and water quality impact.

3.10.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse hydrology and water quality impacts than those identified in the Downtown Strategy 2040 EIR because development under the DSAP Amendment would apply the same measures to reduce and avoid impacts related to flood hazards and water quality impacts. Planned

Diridon Station Area Plan Amendment

development would be located within the DSAP area, which is not an area of concern for tsunami, seiche, or sea level rise impacts. Based on this, the City finds that:

- A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred;
- B. New information of substantial importance with respect to hydrology and water quality resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 has not been identified; and
- C. None of the proposed project changes would significantly affect hydrology and water quality.

Therefore, the conclusions in Section 3.10, Hydrology and Water Quality, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.11 Land Use and Planning

3.11.1 Environmental Setting

3.11.1.1 Changes to the Regulatory Framework

No new updates to local, state, or federal regulations pertaining to land use have occurred since the Downtown Strategy 2040 EIR was certified in 2018. The text amendments in March 2020 of the 2040 General Plan do not contain changes to land use designations within the amended DSAP boundaries that would affect the DSAP Amendment's impacts.

Airport-Related Plans and Regulations

The Airport is owned and operated by the City and regulated by the Code of Federal Aviation regulations. These regulations have not changed substantially since certification of the Downtown Strategy 2040 EIR.

Additionally, the Santa Clara County Airport Land Use Commission (ALUC), under State of California mandate has adopted a CLUP for the Airport. The ALUC is currently considering an update to the CLUP.

Santa Clara Valley Habitat Plan / Natural Community Conservation Plan

The Santa Clara Valley Habitat Plan/Natural Community Conservation Plan (Habitat Plan) covers an area of 519,506 acres, or approximately 62 percent of Santa Clara County, including portions of Downtown. This plan has not been updated since certification of the Downtown Strategy 2040 EIR.

City of San José Plans and Policies

Envision San José 2040 General Plan

Since certification of the Downtown Strategy 2040 EIR in 2018, a number of text and land use amendments have been made to the 2040 General Plan. 2040 General Plan land use amendments have generally been small, project-specific modifications on certain parcels. These changes do not include additional provisions that would affect the overall vision for future growth, development, and the provision of municipal services for the City. For a full discussion of 2040 General Plan strategies and land use designations within Downtown, refer to Section 3.11.13 of the Downtown Strategy 2040 EIR.

Diridon Station Area Plan

As discussed in the **Project Description**, the original DSAP adopted in 2014 lays out a land use plan for a subset of Downtown centered on Diridon Station. Prior to the DSAP Amendment, no substantial changes have been made to the DSAP since certification of the Downtown Strategy 2040 EIR.

Zoning Ordinance

The City of San José's Zoning Ordinance (Title 20 of the Municipal Code) is intended to promote the public peace, health, safety, and general welfare of residents, while supporting the goals and policies of the 2040 General Plan. This Zoning Ordinance has changed slightly since certification of the Downtown Strategy 2040 EIR to accommodate the approval of project-specific rezoning requests. However, the overall land use pattern for each zoning district within Downtown has not changed substantially since 2018.

City of San José Design Guidelines and Standards

As discussed in **Section 3.1, Aesthetics**, the City adopted new San José Downtown Design Guidelines and Standards in 2019, subsequent to certification of the Downtown Strategy 2040 EIR. The Downtown Design Guidelines and Standards address the design of the buildings and the locations of different uses with the building, but they do not govern land use. Therefore, while there are guidelines relevant to land use and planning, there are no applicable standards to the DSAP Amendment.

3.11.1.2 Changes to Environmental Conditions

In general, existing Land Use conditions within Downtown have not changed since certification of the Downtown Strategy 2040 EIR. As shown in **Table 5**, some new development has been constructed since 2018 or is currently under construction. However, these projects are consistent with the future development assumptions included in the Downtown Strategy 2040 EIR.

2040 General Plan Growth Areas within Downtown

As discussed in the Downtown Strategy 2040 EIR, the 2040 General Plan focuses new housing growth within identified Growth Areas and precludes large scale residential development from occurring on sites outside of these Growth Areas. The location of Growth Areas within Downtown (shown in Figure 3.11-1 of the Downtown Strategy 2040 EIR) has not changed since certification of the Downtown Strategy 2040 EIR.

Land Use Areas Established in Downtown Strategy 2040

The Downtown Strategy 2040 used twelve multi-block zones of varying shapes and sizes to outline its land use strategy for Downtown. These areas have not changed since certification of the Downtown Strategy 2040 EIR, and include the Plaza de Cesar Chavez Area, Saint James Park Area, 1st and 2nd Street Area, Santa Clara Street Area, San Pedro Square Area, San Fernando Street Area, SoFA and Convention Center Area, San Carlos Street Area, Almaden Boulevard Area, North Gateway Area, and the Diridon Arena Area. For a full description of these areas, refer to Section 3.11.1.1 of the Downtown Strategy 2040 EIR.

Surrounding Land Uses

Land use patterns and neighborhood character surrounding Downtown have not changed substantially since certification of the Downtown Strategy 2040 EIR. The areas to the north and east of Downtown consist of high and medium-density residential neighborhoods. The area to the south consists predominantly of medium-density residential neighborhoods, while the area west of Downtown contains a mixture of industrial, commercial, retail, and medium-density residential development. Other important land uses surrounding Downtown include the Guadalupe Gardens and the Airport to the north and San José State University (SJSU) to the east.

3.11.2 Checklist and Discussion of Impacts

Environmental Issue Area	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	No Impact
Land Use and Planning. Would the project:						
a) Physically divide an established community?				X		
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?				X		

3.11.2.1 Impact Discussion

Impacts to an Established Community (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR determined that while new development would occur at greater levels than previously anticipated, future development allowed under the Downtown Strategy would generally continue and reinforce the patterns of land use currently in place. Furthermore, compatibility of new development with existing uses would be enforced through the development review process. Therefore, it was determined that the Downtown Strategy 2040 would not physically divide an established community.

As described in **Section 2.4.3**, the DSAP Amendment would require changes to 2040 General Plan land use designations within the DSAP area. These changes area shown in **Figure 2b** and would include the following:

- The Northern Innovation District outside of the Downtown West project would be converted from Transit Employment Center to Commercial Downtown northwest of the intersection of West Julian Street and the railroad tracks, Downtown between North Autumn and North Montgomery Street, and Commercial Downtown southeast of the intersection of North Autumn and West Julian Streets. The blocks northeast of the intersection of West Julian and North Autumn Street would remain Transit Employment Center.
- The Urban Village area bounded by Julian Street to the north, West Santa Clara Street to the south, railroad tracks to the east, and Stockton Avenue to the west would be converted to Downtown.

- The southernmost triangular area between the Los Gatos Creek Trail and I-280 would be converted from Combined Industrial/Commercial to Urban Residential and Commercial Downtown.

Additionally, the Transit Residential land use classification would be modified within the DSAP area to allow for residential densities between 65 and 450 dwelling units per acre. Under the original DSAP, this use allowed for between 65 and 250 dwelling units per acre. Overall height limits within the DSAP area would increase from a range of 65 – 130 feet up to 65 – 295 feet. While these changes would occur under the DSAP Amendment, they would continue to reinforce the existing pattern of development and character of the established neighborhoods. Adherence to the Downtown Design Guidelines and Standards would ensure that new construction is developed to be consistent with existing neighborhoods and would not result in conflicting land uses. Thus, the DSAP Amendment would not introduce new significant impacts with regard to established communities.

Consistency with Plans and Policy (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR evaluated proposed changes for consistency with the Habitat Plan, Airport CLUP, 2040 General Plan, original DSAP, and Zoning Ordinance. It was determined that the proposed changes would be consistent with each plan and policy, given that new development would still be subject to the land use regulations and policies established by each of these documents. This consistency would be enforced through the design review process.

While implementation of the DSAP Amendment would allow for development of higher densities than envisioned in Downtown Strategy 2040, future development would still occur in an already urbanized area and would generally intensify rather than disrupt existing land use patterns. Furthermore, the City's design review process, including implementation of the updated Downtown Design Guidelines and Standards which provide best practices guidelines for land use, would ensure that new development is compatible with both existing uses, planned development, and applicable land use plans, policies and regulations. Therefore, no new or worsened impacts related to the division of existing communities or conflicts with applicable land uses plans, policies, or regulations would occur.

Shade and Shadow (Same as Downtown Strategy 2040 EIR – Less than Significant with Mitigation)

The Downtown Strategy 2040 EIR identified six major open space areas in Downtown subject to potential shade and shadow impacts: Saint James Park, Plaza of Palms, Plaza de Cesar Chavez, Paseo de San Antonio, Guadalupe River Park, and McEnery Park. Given that future development under the Downtown Strategy 2040 would include tall structures adjacent to these six areas, it was determined that the following measures were necessary to reduce shade and shadow impacts to a less-than-significant-level.

Measures Identified in the Project to Reduce Shade and Shadow Impacts

Future projects under the Downtown Strategy 2040 located adjacent to the south, east, and west sides of the six major open space areas in Downtown would be required to implement the following shade and shadow measures:

- Proposed projects on sites directly south, east, and west of the six major open space areas in Downtown shall prepare a project-specific shade and shadow analysis. The shade and shadow analysis must demonstrate that the proposed development would not result in a 10 percent or greater increase in the shadow cast onto the open space area.
- If the shade and shadow analysis shows that the project would result in a 10 percent or greater increase in the shadow cast onto the open space area, the project design shall be revised to reduce the increase in shadow to less than 10 percent.

With implementation of the standard measures described above, it was determined that future development under the Downtown Strategy 2040 would not result in significant shade and shadow impacts.

While none of the six major open spaces identified in the Downtown Strategy 2040 EIR are within the original or amended DSAP boundaries, increased building heights proposed under the DSAP Amendment would result in shade and shadow impacts if they cause a 10 percent or greater increase in the shadow cast onto the Guadalupe River Park or the Los Gatos Creek Trail. Therefore, the mitigation measures proposed in the Downtown Strategy 2040 EIR would be required to reduce impacts to a less-than-significant level. Project-level analysis would be required for future projects under the DSAP Amendment, in order to demonstrate compliance with 2040 General Plan policies (including Policy 6-34), and the Habitat Plan. Furthermore, the updated Downtown Design Guidelines and Standards include more stringent requirements than those discussed in the Downtown Strategy 2040 EIR. The updated Downtown Design Guidelines and Standards require the avoidance of shading of open areas through the use of slender building forms, as well as design features (refer to **Table 13 in Section 3.4, Biological Resources**). With implementation of these measures during the design review process, the DSAP Amendment would not create any new or worse shade and shadow impacts beyond those identified in the requiring the incorporation of bird-safe design into glass treatment, lighting, landscaping, and other Downtown Strategy 2040 EIR.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant)

Given that future development under the Downtown Strategy 2040 would take place in already urbanized areas and would be compliant with all relevant plans and policies, the Downtown Strategy 2040 EIR concluded that development would not divide an established community, conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, or conflict with any applicable habitat or natural community conservation plan. Therefore, it was determined that there would be a less than significant cumulative land use impact within Downtown and the surrounding areas. While the DSAP Amendment would intensify planned development, the project would also take place within the same urbanized area studied in the Downtown Strategy 2040 EIR and would be compliant with all relevant plans and policies, including the updated Downtown Design Guidelines and Standards. Therefore, consistent with the Downtown Strategy 2040 EIR, the DSAP Amendment would not make a substantial contribution to a cumulative land use impact.

3.11.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse land use impacts than those identified in the Downtown Strategy 2040 EIR because implementation of the DSAP Amendment would intensify rather than disrupt existing land use patterns. Implementation of the updated Downtown Design Guidelines and Standards would ensure that future development is compatible with both existing uses, planned development, and applicable land use plans, policies, and regulations. Measures identified in the Downtown Strategy 2040 EIR would reduce shade and shadow impacts to open space. Based on this, the City finds that:

- A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred;
- B. New information of substantial importance with respect to land use and planning resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified; and
- C. None of the proposed changes to the Downtown Strategy 2040 would significantly affect land use and planning.

Therefore, the conclusions in Section 3.11, Land Use and Planning, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.12 Mineral Resources

3.12.1 Environmental Setting

3.12.1.1 Changes to the Regulatory Framework

Development within the City of San José is subject to various federal, state, and local regulations aimed at reducing the potential impacts on mineral resources and the environment. No new updates to local, state, or federal regulations pertaining to mineral resources have occurred since the Downtown Strategy 2040 EIR was certified in 2018.

3.12.1.2 Changes to Environmental Conditions

Mineral resources found and extracted in Santa Clara County include construction aggregate deposits such as sand, gravel, and crushed stone. The only area in the City of San José that is designated by the State Mining and Geology Board under the Surface Mining and Reclamation Act of 1975 (SMARA) as containing mineral deposits which are of regional significance is Communications Hill, which is located over two miles southeast of Downtown.

No new publicly available studies showing of the presence of previously unknown mineral resources in Downtown have been published since the Downtown Strategy 2040 EIR was certified in 2018. Thus, mineral deposits remain absent from Downtown.⁴⁴

3.12.2 Checklist and Discussion of Impacts

Environmental Issue Area	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as “Approved Project”	Less Impact than “Approved Project”	No Impact
Mineral Resources. 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?						X
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?						X

⁴⁴ California Geological Survey, 1982. *Mineral Land Classification Map Aggregate Resources Only*. Special Report 146, Plate 2.50, San José West Quadrangle.

3.12.2.1 Impact Discussion

No impacts to mineral resources with Downtown were identified in the Downtown Strategy 2040 EIR. Downtown is not located within a designated area containing mineral deposits of regional or local significance. The Downtown Strategy 2040 would not result in the loss of availability of a known mineral resource.

Similarly, the DSAP Amendment would not expand the DSAP boundaries beyond the areas evaluated in the Downtown Strategy 2040 EIR and does not include development within or near a designated area containing mineral deposits of regional or local significance. No new impacts affiliated with mineral resources have been identified.

3.12.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts to mineral resources than those identified in the Downtown Strategy 2040 EIR because there are no mineral resources within Downtown. Based on this, the City finds that:

- A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 have not occurred;
- B. New information of substantial importance with respect to mineral resources resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified; and
- C. None of the proposed changes to the Downtown Strategy 2040 would significantly affect mineral resources.

Therefore, the mineral resources conclusions included in Section 3.7, Geology and Soils, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.13 Noise

3.13.1 Environmental Setting

3.13.1.1 Changes to the Regulatory Framework

Federal Transit Administration Vibration Limits

The US Department of Transportation Federal Transit Administration (FTA) has developed vibration impact assessment criteria for evaluating vibration impacts associated with transit projects. FTA has vibration impact criteria based on maximum overall levels for a single event. See Table 3.12-1 of the Downtown Strategy 2040 EIR for the impact criteria for groundborne vibration of frequent events, occasional events, and infrequent events. These limits have not changed since certification of the Downtown Strategy 2040 EIR

California Building Code, Title 24, Part 2

The current version of the California Building Code, updated in 2019, requires interior noise levels attributable to exterior environmental noise sources to be limited to a level not exceeding 45 A-weighted decibels (dBA) Day-Night Level (DNL)/Community Noise Equivalent Level (CNEL) in any habitable room. While the California Building Code is regularly updated, these standards for interior noise levels have not changed since certification of the Downtown Strategy 2040 EIR.

California Building Code, Title 24, Part 11 (Cal Green Code)

The State has established exterior sound transmission control standards for new non-residential buildings as set forth in the 2019 California Green Building Standards (Cal Green) Code. The performance method (Section 5.507.4.2), which establishes the acceptable interior noise level, is the method typically used when applying these standards. While the Cal Green Code is regularly updated, the standards applicable to Downtown have not changed since certification of the Downtown Strategy 2040 EIR.

Santa Clara County Airport Land Use Commission Comprehensive Land Use Plan

As shown in **Figure 10**, a portion of the DSAP area is located within the AIA, as defined by the Airport CLUP, adopted by the ALUC on May 25, 2011. The CLUP includes noise policies and contains standards for projects within the vicinity of the Airport. The ALUC is currently considering an update to the CLUP. See Section 3.12.1.2, Regulatory Framework, of the Downtown Strategy 2040 EIR for the full list of applicable CLUP noise policies.

San José Municipal Code

The Municipal Code restricts construction hours within 500 feet of a residential unit to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, unless otherwise expressly allowed in a Development Permit or other planning approval. The Municipal Code does not establish quantitative noise limits for demolition or construction activities occurring in the City.

Unless the City issues a use permit for a project that allows exceedance of these noise levels, or unless a project is located within one of the Downtown Zoning Districts, the Zoning Ordinance limits noise levels at any property line of residential, commercial, or industrial properties (see Table 3.12-2 of the Downtown Strategy 2040 EIR for the City's Zoning Ordinance noise standards). The Zoning Ordinance

also limits noise emitted by stand-by/backup and emergency generators to 55 decibels at the property line of residential properties, and the testing of generators is limited to 7 a.m. to 7 p.m., Monday through Friday. The standards set forth by Title 20 (Zoning) of the Municipal Code have not changed since certification of the Downtown Strategy 2040 EIR.

Envision San José 2040 General Plan

The 2040 General Plan includes noise compatibility guidelines for various land uses. The noise policies applicable to Downtown include standards for interior and exterior noise levels, incorporation of noise attenuation techniques, and requirements for construction and operation noise surrounding sensitive land uses. The vibration policies applicable to development in Downtown include requirements to minimize vibration impacts on people, residences, and businesses, as well as vibration impacts on sensitive historic buildings. See Table 3.12-4 of the Downtown Strategy 2040 EIR for a detailed list of applicable 2040 General Plan policies on noise and vibration. Noise and vibration compatibility requirements in the 2040 General Plan have not been updated since certification of the Downtown Strategy 2040 EIR.

3.13.1.2 Changes to Environmental Conditions

As identified in **Section 2.4.8, Other Planned Development**, other projects in various stages of review, construction, and completion are increasing residential and commercial uses within Downtown. These projects will ultimately add 9,669 residential units, 8,323,000 square feet of commercial space, 676,619 square feet of commercial retail space, and 1,578 hotel rooms to Downtown. Vehicle travel to and from these new developments will continue to increase noise and vibration levels in Downtown.

As discussed in the Downtown Strategy 2040 EIR, the predominant noise sources contributing to ambient noise levels in Downtown are transportation-related noise sources including vehicle traffic along highways and roadways, heavy-rail and light-rail trains, and aircraft operations associated with the Airport.

Vehicle traffic along I-280 and SR 87 are the primary contributors to ambient noise levels in the plan area. Major arterial roadways include Taylor Street, Julian Street, The Alameda/Santa Clara Street, San Carlos Street, Autumn Street, Almaden Boulevard, Coleman Avenue, State Route 82/West Santa Clara Street, East Santa Clara Street, Saint James Street, Julian Street, 1st Street, and 4th Street also contribute to the noise environment in and around the plan area. See Table 3.12-5 and Figure 3.12-1 of the Downtown Strategy 2040 EIR for a summary of the results of ambient noise measurements and the locations of long-term (LT) noise measurement sites for Downtown Strategy 2040.

Rail operations along the VTA rights-of-way and along Union Pacific Railroad rights-of-way also are substantial sources of noise in some areas of Downtown. Substantial sources of noise day-night average noise levels commonly range from 65 to 75 dBA DNL at land uses adjoining a railroad right-of-way, while train warning whistles can generate maximum noise levels of approximately 105 dBA at 100 feet. Railroad operations have not changed substantially since certification of Downtown Strategy 2040 EIR in 2040.

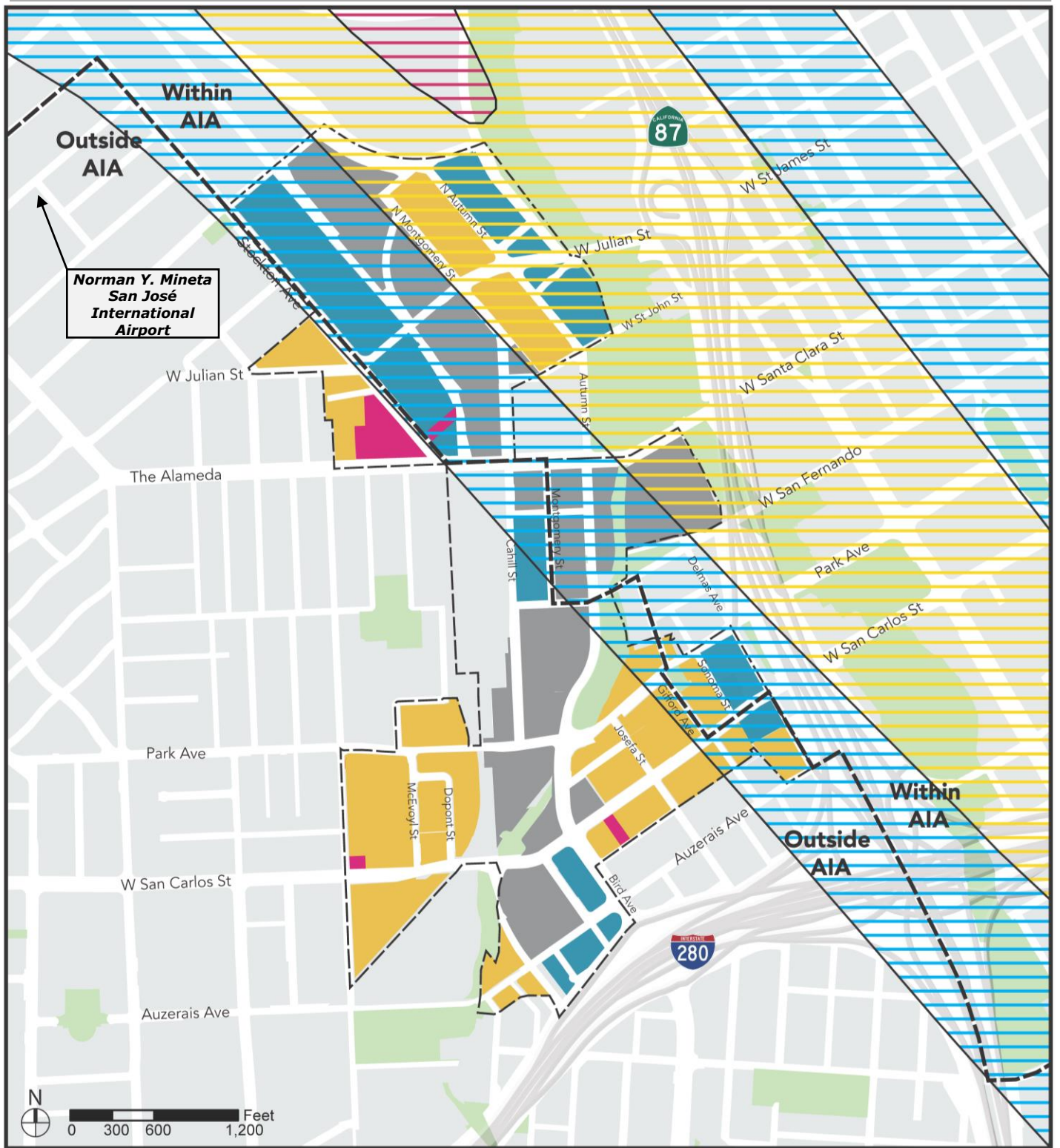
The Airport is located approximately 3,500 feet beyond the northernmost boundary of the plan area. Noise exposure from airport operations is estimated and reported in the CLUP. Existing conditions are best represented by the noise exposure maps published in the quarterly reports prepared for the

airport. There is no private airstrip near Downtown. Refer to **Figure 11** for a map depicting the most recent Airport noise contours and AIA in relation to the DSAP area. While the airport noise levels have decreased slightly in 2020 due to the COVID-19 pandemic, this is expected to be temporary. Therefore, standard airport noise levels have generally not changed since certification of the Downtown Strategy 2040 EIR in 2018.

3.13.2 Checklist and Discussion of Impacts

Environmental Issue Area	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	No Impact
Noise. 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?			X		
b)	Generation of excessive groundborne vibration or groundborne noise levels?			X		
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?			X		

Diridon Station Area Plan Amendment



Legend

- | | | |
|------------------------------|-----------------------|--------|
| Amended DSAP Boundary | Employment/Commercial | 60 dBs |
| Downtown West Mixed-Use Plan | Residential | 65 dBs |
| Airport Influence Area (AIA) | Retail | 70 dBs |
| | Open Space | |



Noise Contour for San José International Airport Relative to DSAP

Figure

Source: City of San José, 2021

3.13.2.1 Impact Discussion

This discussion is based upon the Noise and Vibration Assessment (**Appendix C**) prepared for the DSAP Amendment by Illingworth & Rodkin, Inc. (2020b).

Noise-Generating Land Uses (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

The Downtown Strategy 2040 EIR concluded that office, commercial, retail, or other noise-generating uses developed under the Downtown Strategy 2040 could substantially increase noise levels at noise-sensitive land uses or could expose sensitive receptors to noise levels that exceed the City's 2040 General Plan policies and Municipal Code noise limits.

The implementation of 2040 General Plan Policies EC-1.2, EC-1.3, and EC-1.9 was found to reduce potential impacts associated with new noise-producing land uses. Additionally, new noise-generating projects developed under the Downtown Strategy 2040 would be subject to the noise requirements in the City's Municipal Code, mitigating the possibility that existing or proposed residences and other noise-sensitive land uses would be exposed to excessive noise. Compliance with the City's 2040 General Plan policies and Municipal Code noise limits would ensure future development of noise-generating land uses would not result in significant impacts.

Under the DSAP Amendment, the Downtown land use designation includes proposed mixed-use residential development throughout the DSAP Amendment plan area. Urban Residential and Transit Residential land use designations are proposed in the western and southern portion of the DSAP Amendment plan area (see **Figure 2b** in the Project Description). Open Space, Parklands, and Habitat land uses provide essential open space, parks, and trails along Los Gatos Creek (see **Figure 6**). Many of the proposed residential and recreational locations are along major roadways, the existing light rail corridor, and the UPRR/Caltrain rail line.

Office, commercial, retail, or other noise-generating uses developed under the DSAP Amendment could substantially increase noise levels at existing and/or proposed noise-sensitive land uses or could expose receivers to noise levels that exceed the City's 2040 General Plan policies and Municipal Code noise limits.

As described above and in the Downtown Strategy 2040 EIR, the implementation of 2040 General Plan Policies EC-1.2, EC-1.3, and EC-1.9 would reduce potential impacts associated with new noise-producing land uses facilitated by the plan to a less-than-significant level. These policies would also be applicable to the DSAP Amendment.

New noise-generating projects implemented by the plan or the siting of noise sensitive receptors would also be subject to the City's Municipal Code, mitigating the possibility that existing or proposed residences and other noise-sensitive land uses would not be exposed to excessive noise. Therefore, the DSAP Amendment would not create a new or worse impact related to noise-generating land uses.

Project-Generated Traffic Noise (Same as Downtown Strategy 2040 EIR – Significant Unavoidable Impact)

Vehicle trips generated by development associated with the Downtown Strategy 2040 were determined to generate additional roadway noise in Downtown and surrounding areas as the city's population

increases. The Downtown Strategy 2040 EIR compared existing traffic noise levels to 2040 build-out projections at a representative sample of roadway segments and intersections within Downtown (see Table 3.12-6 of the Downtown Strategy 2040 EIR). Noise levels were projected to increase substantially (i.e., by 3 dBA DNL or more) along segments of Santa Clara Street, Autumn Street, San Carlos Street, Bird Avenue, Julian Street, Almaden Boulevard, Race Street, The Alameda, King Road, First Street, Fruitdale Avenue, Alma Avenue, Naglee Avenue, and Keyes Street. These estimated noise increases ranged between 3 and 5 dBA. Noise levels were projected to decrease (by 1 to 6 dBA) along segments of Delmas Avenue, Montgomery Street, and Santa Clara Street.

Future traffic noise increases could be mitigated by the construction of noise barriers, traffic calming measures, and sound insulation treatments in residences. Detailed analyses for individual projects would be required to identify specific measures to reduce traffic noise levels at all affected properties along roadway segments where the project would result in significant traffic noise impacts. However, even with the preparation of detailed analyses and identification of site-specific measures, it may not be feasible to reduce the impacts to a less-than-significant level due to a variety of administrative and fiscal challenges. Therefore, the Downtown Strategy 2040 EIR concluded that buildout of the project would result in a significant unavoidable impact at existing noise-sensitive land uses adjacent to segments of Santa Clara Street, Autumn Street, San Carlos Street, Bird Avenue, Julian Street, Almaden Boulevard, Race Street, The Alameda, King Road, First Street, Fruitdale Avenue, Alma Avenue, Naglee Avenue, and Keyes Street due to substantial increases in traffic noise. This would lead to the exposure of a greater number of sensitive receptors to increased noise levels.

As stated above, vehicular traffic on roadways in the city would both increase or decrease, depending on the intersection, as development occurs and the city's population and land use change over time. Increases in traffic noise under the DSAP Amendment would gradually degrade the environment in areas sensitive to noise. Proposed roadway modifications could increase or decrease traffic noise levels depending on the circumstances of each project built under the DSAP Amendment. Traffic noise levels were calculated along major roadways, expressways, and highways in the plan area based on peak hour traffic volumes.

Existing Plus DSAP Amendment Project Conditions

According to 2040 General Plan Policy EC-1.2, a 3 dBA DNL or more increase in ambient noise levels represents a significant permanent noise increase where ambient noise levels exceed the "normally acceptable" noise level standard. A 5 dBA DNL or more increase represent a significant permanent impact where ambient noise levels are at or below the "normally acceptable" noise level standard. An increase of 3 dBA DNL would be considered substantial in noise sensitive areas along the roadways analyzed in the plan area as noise exposures at a distance of 75 feet from the roadway centerline generally exceed 60 dBA DNL. Traffic noise increases ranging from 0 to 2 dBA DNL are not considered substantial.

Traffic noise levels were calculated for the Existing plus the DSAP Amendment and compared to Existing conditions to quantify the noise increase attributable to the development of the DSAP Amendment. Locations of long-term noise measurement sites are shown in **Figure 12**, and the data obtained from these sites are summarized in **Table 22**. This analysis assumed that traffic noise increases calculated based on the comparison of PM peak hour traffic data would equal the noise increase expected on a DNL. Note that the traffic noise levels indicated in **Table 22** are based on traffic noise generated by the

roadway segment identified only. Traffic noise contours shown in Downtown Strategy 2040 analysis include cumulative traffic noise from all traffic noise sources including I-280 and SR 87.

Table 22 DSAP Amendment Traffic Noise Level Change Relative to Existing Conditions				
Roadway	Segment	Existing + DSAP Amendment Noise Level at 75 feet (dBA DNL)	DSAP Amendment Noise Increase above existing conditions (dBA DNL)	Significant?
Autumn Street	North of West St John Street	52	0	No
	West St John Street to West Santa Clara Street	59	0	No
	West Santa Clara Street to West San Fernando Street	59	2	No
	West San Fernando Street to Park Avenue	62	2	No
Delmas Avenue	West Santa Clara Street to West San Fernando Street	59	-2	No
	Park Avenue to Auzerais Avenue	64	1	No
Josefa Street	Park Avenue to Columbia Avenue	60	2	No
Montgomery Street	Cinnabar Street to West St John Street	55	8	Yes
	West Santa Clara Street to Park Avenue	63	-1	No
Bird Avenue/Montgomery Street	Park Avenue to West San Carlos Street	69	1	No
Bird Avenue	West San Carlos Street to I-280 ramps	69	1	No
Park Avenue	Sunol Street to South Autumn Street	62	1	No
	South Autumn Street to Delmas Avenue	63	2	No
Royal Avenue	West San Carlos Street to Auzerais Avenue	61	1	No
Santa Clara Street	West of South Montgomery Street	64	-3	No
	South Montgomery Street to South Autumn Street	64	-3	No
	South Autumn Street to SR87	61	-6	No

Table 22 DSAP Amendment Traffic Noise Level Change Relative to Existing Conditions				
Roadway	Segment	Existing + DSAP Amendment Noise Level at 75 feet (dBA DNL)	DSAP Amendment Noise Increase above existing conditions (dBA DNL)	Significant?
Stockton Avenue	Lenzen Avenue to West Julian Street	59	1	No
	West Julian Street to West Santa Clara Street	64	3	Yes
West San Fernando Street	Cahill Street to South Autumn Street	62	0	No
West San Carlos Street	West of Bird Avenue	62	2	No
	Bird Avenue to Almaden Boulevard	61	3	Yes
West Julian Street	North Montgomery Street to SR 87	61	1	No

dBA = A-weighted decibel; DNL = Day-Night Level, a 24-hour average of noise levels, with a 10dB penalty applied to noise occurring between 10:00 p.m. and 7:00 a.m.

Source: Illingworth and Rodkin, 2020

The DSAP Amendment could result in significant traffic noise increases along segments of Montgomery Street, Stockton Avenue, and West San Carlos Street. Decreases in traffic noise levels along Santa Clara Street, Montgomery Street, and Delmas Avenue are due to a reduction in travel lanes along Santa Clara Street to accommodate a dedicated bus lane and the conversion of Montgomery Street from one-way to two-way operations, with a planned termination at its southern end just north of Park Avenue. These impacts would generally be 3 dBA increases, with one 8 dBA increase anticipated on Montgomery Street between Cinnabar Street and West St. John Street.

As described in the Downtown Strategy 2040 EIR and above in **Section 3.13.2.1**, 2040 General Plan Policy EC-1.4 would reduce the impact to the extent feasible by requiring the inclusion of appropriate noise attenuation techniques in the design of new arterial streets projected to adversely impact noise sensitive uses. A combination of measures such as replacement or construction of noise barriers, traffic calming, and sound insulation could be implemented to reduce the effects of increased traffic noise generated by development under the DSAP Amendment. However, the implementation of measures associated with this policy may not be able to reduce substantial noise increases to acceptable levels at all noise sensitive areas. As stated above, even with the preparation of detailed analyses for individual projects and identification of site-specific measures, it may not be feasible to reduce the impacts to a less than significant level due to a variety of administrative and fiscal challenges.



Legend

- Project Site
- Long Term (LT) Noise Measurement
- Vibration (V) Measurement



DSAP Amendment Noise and Vibration Measurement Locations

Figure

Future development associated with the DSAP Amendment would result in significant traffic noise increases along segments of Montgomery Street, Stockton Avenue, and West San Carlos Street, while the Downtown Strategy 2040 EIR concluded that significant noise increases would occur along segments of Santa Clara Street, Autumn Street, San Carlos Street, Bird Avenue, Julian Street, Almaden Boulevard, Race Street, The Alameda, King Road, First Street, Fruitdale Avenue, Alma Avenue, Naglee Avenue, and Keyes Street. The DSAP Amendment and Downtown Strategy 2040 noise analyses use different representative sample of roadways and intersections given their differing project boundaries. While the Downtown Strategy 2040 EIR and the present DSAP Amendment analysis do not share the same noise measurement locations, the anticipated impacts are largely identical in terms of the magnitude of impact (3-5 dBA increases for the Downtown Strategy 2040 and 3-8 dBA increases for the DSAP Amendment). Additionally, the DSAP Amendment analysis indicates a future decrease of 1 to 6 dBA along segments of Delmas Avenue, Montgomery Street, and Santa Clara Street. Resulting ambient noise levels at impacted intersections and roadway segments would remain between 55 and 64 dBA. For context, this noise level is roughly equivalent to conversation in a restaurant, background music, or an air conditioning unit at approximately 100 feet. The change in noise levels due to traffic under the DSAP Amendment would lead to a significant and unavoidable impact. However, the DSAP Amendment's contribution to this impact would not be substantially worse than that identified in the Downtown Strategy 2040 EIR, which was also determined to be significant and unavoidable.

Construction Noise (Same as Downtown Strategy 2040 EIR – Less than Significant with Mitigation)

Construction of new buildings and infrastructure due to build-out of Downtown Strategy 2040 was determined to generate noise that could affect nearby residences and businesses. The highest noise levels would be generated during demolition, grading, excavation, and construction of building foundations, when heavy equipment is used. Typical hourly average construction-generated noise levels are approximately 80 to 85 dBA measured at a distance of 50 feet from the site during busy construction periods.

For temporary construction-related noise from an individual project to be considered significant, construction noise levels would exceed ambient noise levels by 5 dBA L_{eq} or more and exceed the normally acceptable levels of 60 dBA L_{eq} at the nearest noise-sensitive land uses or 70 dBA L_{eq} at office or commercial land uses for a period of more than 12 months. The Downtown Strategy 2040 EIR identified the measures listed below to ensure noise impacts from construction are less than significant.

Measures Identified in the Project to Reduce and Avoid Construction-related Noise Impacts

As described above, the Municipal Code requires that reasonable noise reduction measures be incorporated into the construction plan and implemented during all phases of construction activity.

Accordingly, future projects under the Downtown Strategy 2040 would be required to implement the following standard noise control measures:

- Construction will be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday for any on-site or off-site work within 500 feet of any residential unit. Construction outside of these hours may be approved through a development permit

based on a site-specific “construction noise mitigation plan” and a finding by the Director of Planning, Building and Code Enforcement that the construction noise mitigation plan is adequate to prevent noise disturbance of affected residential uses.

- The contractor shall use “new technology” power construction equipment with state-of-the-art noise shielding and muffling devices. All internal combustion engines used on the project site shall be equipped with adequate mufflers and shall be in good mechanical condition to minimize noise created by faulty or poorly maintained engines or other components.
- The unnecessary idling of internal combustion engines shall be prohibited.
- Staging areas and stationary noise-generating equipment shall be located as far as possible from noise-sensitive receptors such as residential uses (a minimum of 200 feet, where feasible).
- The surrounding neighborhood within 500 feet shall be notified early and frequently of the construction activities.
- A “noise disturbance coordinator” shall be designated to respond to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaints (e.g., beginning work too early, bad muffler, etc.) and institute reasonable measures warranted to correct the problem. A telephone number for the disturbance coordinator would be conspicuously posted at the construction site.

Adherence to the Municipal Code requirements would minimize impacts to neighboring properties from temporary increases in ambient noise levels resulting from future construction activities. Small projects allowed under the Downtown Strategy 2040 are not anticipated to generate noise levels exceeding the City’s acceptable noise standard beyond one construction season. Larger projects that last over one year in duration may result in a substantial temporary noise increase at adjacent land uses. Projects that would exceed the City’s standard would be required to prepare a “construction noise logistics plan”, in accordance with GP Policy EC-1.7. A typical construction noise logistics plan would include, but not be limited to, the following measures to reduce construction noise levels as low as practical:

- Utilize ‘quiet’ models of air compressors and other stationary noise sources where technology exists;
- Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment;
- Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from adjacent land uses;
- Locate staging areas and construction material areas as far away as possible from adjacent land uses;
- Prohibit all unnecessary idling of internal combustion engines;
- If impact pile driving is proposed, multiple-pile drivers shall be considered to expedite construction. Although noise levels generated by multiple pile drivers would be higher than the noise generated by a single pile driver, the total duration of pile driving activities would be reduced.
- If impact pile driving is proposed, temporary noise control blanket barriers shall shroud pile drivers or be erected in a manner to shield the adjacent land uses. Such noise control blanket barriers can be rented and quickly erected.

- If impact pile driving is proposed, foundation pile holes shall be pre-drilled to minimize the number of impacts required to seat the pile. Pre-drilling foundation pile holes is a standard construction noise control technique. Pre-drilling reduces the number of blows required to seat the pile. Notify all adjacent land uses of the construction schedule in writing;
- Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

With implementation of GP Policy EC-1.7 and Municipal Code requirements, the Downtown Strategy 2040 EIR concluded that future development would result in a less-than-significant construction noise impact.

The DSAP Amendment would facilitate additional construction and increase the duration of construction of projects where the building heights have increased beyond what was anticipated in the Downtown Strategy 2040 EIR. Construction noise impacts result from noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, the distance between construction noise sources and noise-sensitive areas, and the presence of intervening shielding features such as buildings or terrain. Typical hourly average construction-generated noise levels are about 77 to 89 dBA L_{eq} measured at 50 feet from the site during busy construction periods. Large pieces of earth-moving equipment, such as graders, scrapers, and dozers, generate maximum noise levels of 85 to 90 dBA L_{max} at 50 feet.

The potential short-term noise impacts associated with the DSAP Amendment would be minimized by 2040 General Plan Policy EC-1.7, which requires a construction noise logistics plan for some projects. 2040 General Plan Policy EC-1.7 is described above.

The potential short-term noise impacts associated with construction facilitated by the DSAP Amendment would be similar to those identified in the Downtown Strategy 2040 EIR. These impacts would be minimized by the implementation of the above policy which require reasonable noise reduction measures be incorporated into the construction plan and implemented during all phases of construction activity to minimize the exposure of neighboring properties. Policy EC-1.7, in combination with the limitations on hours set forth in the Municipal Code, would reduce the impact to a less-than-significant level, consistent with the findings of the Downtown Strategy 2040 EIR.

Construction Vibration (Same as Downtown Strategy 2040 EIR – Less than Significant with Mitigation)

Demolition and construction activities required for projects developed under the Downtown Strategy 2040 may generate perceptible vibration levels and levels that could affect nearby structures when heavy equipment or impact tools are used in the vicinity of nearby sensitive land uses. Building damage generally falls into three categories: cosmetic, minor, and major damage.

The Caltrans Transportation and Construction Guidance Manual develops a synthesis of various vibration criteria to assess the damage potential for representative categories of structures and effects upon people. The guideline criteria, summarized in Table 3.12-7 of the Downtown Strategy 2040 EIR, establishes seven separate categories. The first two categories (Categories 1 and 2) address human perceptibility of vibration only. The five remaining categories (Categories 3-7) address human perceptibility and potential for damage to buildings. Most, if not all buildings in Downtown would fall into Categories 5-7.

The Downtown Strategy 2040 EIR identified the measures listed below to ensure vibration impacts from construction would be less than significant.

Measures Identified in the Project to Reduce and Avoid Construction-related Vibration Impacts

For all projects that could generate vibration levels exceeding the thresholds for Categories 3, 4, and 5, which include historic and fragile buildings, implement all of the applicable controls outlined below.

For projects impacting receptors in Categories 6 and 7 that do not involve impact or vibratory pile driving, the following best available controls shall be implemented:

- A list of all heavy construction equipment to be used for this project known to produce high vibration levels (e.g., tracked vehicles, vibratory compaction, jackhammers, hoe rams, clam shovel drop, and vibratory roller, etc.) shall be submitted to the City by the contractor. This list shall be used to identify equipment and activities that would potentially generate substantial vibration and to define the level of effort for reducing vibration levels below the thresholds.
- Place operating equipment on the construction site as far as possible from vibration-sensitive receptors.
- Use smaller equipment to minimize vibration levels below the limits.
- Avoid using vibratory rollers and clam shovel drops near sensitive areas.
- Select demolition methods not involving impact tools.
- Modify/design or identify alternative construction methods to reduce vibration levels below the limits.
- Avoid dropping heavy objects or materials.

For projects impacting receptors in Categories 6 and 7 where pile driving will occur, in addition to the controls above, implement the following best available controls:

- Notify neighbors within 500 feet of the construction site of the construction schedule and that there could be noticeable vibration levels resulting from pile driving.
- Foundation pile holes shall be pre-drilled to minimize the number of impacts required to seat the pile.
- Jet or partially jet piles into place to minimize the number of impacts required to seat the pile.
- A construction vibration monitoring plan shall be implemented to document conditions prior to, during, and after pile driving. All plan tasks shall be undertaken under the direction of a licensed Professional Structural Engineer in the State of California (and a

Historic Architect if the affected structures are historic resources) and be in accordance with industry-accepted standard methods. The construction vibration monitoring plan should be implemented to include the following tasks:

- Identification of sensitivity to ground-borne vibration of nearby structures. A vibration survey (generally described below) would need to be performed.
- Performance of a pre-construction photo survey, elevation survey, and crack monitoring survey for each of these structures. Surveys shall be performed prior to any pile driving activity, in regular interval during pile driving, and after completion and shall include internal and external crack monitoring in structures, settlement, and distress and shall document the condition of foundations, walls and other structural elements in the interior and exterior of said structures.
- Development of a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted, set up a vibration monitoring schedule, define structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document before and after pile driving. Alternative construction methods would be identified for when vibration levels approach the limits that are stated in the 2040 General Plan such as Policy EC-2.3.
- If vibration levels approach limits, suspend construction and implement alternative construction methods to either lower vibration levels or secure the affected structures.
- Conduct post-construction survey on structures where either monitoring has indicated high levels or complaints of damage has been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities.
- The results of all vibration monitoring shall be summarized and submitted in a report to the City's Supervising Environmental Planner assigned by the City to the project review, shortly after substantial completion of each phase identified in the project schedule. The report will include a description of measurement methods, equipment used, calibration certificates, and graphics as required to clearly identify vibration monitoring locations. An explanation of all events that exceeded vibration limits will be included together with proper documentation supporting any such claims.
- Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.

With implementation of the required measures listed above, the Downtown Strategy 2040 EIR concluded that future development under the project would not result in a significant construction vibration impact.

Construction and demolition activities required for individual projects associated with DSAP Amendment may generate perceptible vibration levels and levels that could affect nearby structures when heavy equipment or impact are used in the vicinity of nearby sensitive land uses. The DSAP Amendment would facilitate the development of various projects in a variety of settings. While the severity of the vibration impact is determined by the proximity of the project with respect to buildings and receptors and the sensitivity of buildings, the construction vibration impacts for proposed projects under the DSAP Amendment would be similar to those described in the Downtown Strategy 2040 EIR. For projects that produce vibration levels falling under Categories 1 and 2, the primary issue related to construction

vibration would be human perceptibility and the potential for annoyance, as analyzed for Downtown Strategy 2040.

For projects that produce vibration levels exceeding the thresholds for Categories 3-7, construction vibration would be expected to cause both human annoyance and the possibility of cosmetic damage. With incorporation of the measures described above for vibration, the DSAP amendment would not create a new or substantially worse impact related to construction vibration.

Airport Noise (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR used the 2027 CNEL Contours noise exposure map published as part of the Norman Y. Mineta San José International Airport Master Plan to evaluate potential impacts from airport noise. These are defined in Figure 3.12-3 of the Downtown Strategy 2040 EIR. Implementation of 2040 General Plan Policies EC-1.1, EC-1.9, and EC-1.11 would guide new development under Downtown Strategy 2040 proposed for areas susceptible to noise associated with the Airport. Furthermore, future development within the 65 dBA CNEL noise contour would need to prepare a detailed noise analysis and incorporate noise insulation features into project design to reduce interior noise levels. As shown in Figure 3a, approximately half of the Diridon Station Area Plan area is located within the AIA of the Airport. The areas within the AIA are subject to policies and requirements included in the CLUP. As described fully in Section 3.12.1.2 of the Downtown Strategy 2040 EIR, CLUP policies require that projects proposed within the AIA undergo additional review to ensure compatibility with the existing noise environment. With implementation of County CLUP and 2040 General Plan policies, the Downtown Strategy 2040 EIR determined that development would not expose people residing or working in the project area to excessive noise levels from airport operations.

Since certification of the Downtown Strategy 2040, the City amended the Airport Master Plan and certified a new Airport Master Plan EIR in April 2020. The updated 2037 CNEL Contours are shown in relation to the DSAP area in **Figure 11**. The DSAP Amendment would facilitate new residential development where existing and future aircraft noise levels associated with operations at the Airport may exceed 65 dBA CNEL. Some of the land uses proposed within the 65 dBA CNEL contour would be residential and employment/commercial. As shown in **Figure 11** these areas are generally in the northeastern portion of the DSAP area, east of North Montgomery Street and north of West Saint John Street.

The Santa Clara County ALUC establishes 65 dBA CNEL as the maximum allowable noise level considered compatible with residential uses. CLUP Policy N-4 would prohibit residential or transient lodging within the 65 dB CNEL contour boundary unless the resulting interior sound levels would be less than 45 dB CNEL and there are no outdoor patios or outdoor activity areas associated with the residential uses. CLUP Policy N-5 would require all property owners within the 65 dB CNEL contour boundary who rent or lease their property for residential use to disclose to the tenants that they are living within a high noise area as part of their rental/lease agreement.

As described in the Downtown Strategy 2040 EIR, the implementation of 2040 General Plan Policies EC-1.1, EC-1.9, and EC-1.11 would guide new development proposed for areas susceptible to noise associated with the Airport. Policy EC-1.1 would require that the 2040 General Plan's compatibility standards be used to determine where noise levels in the community are acceptable or unacceptable and require noise attenuation measures to achieve the "normally acceptable" noise level standards. This

policy allows for noise levels to exceed the “normally acceptable” noise level standard in the environs of the Airport. The City will require that individual development projects undergo project-specific environmental review. Policy EC-1.9 of the 2040 General Plan would be implemented and would require that studies be conducted to mitigate loud intermittent noise sources such as aircraft and could include measures such as a prohibition on outdoor patios or outdoor activity areas for residential developments within the 65 dBA CNEL contour. Policy EC-1.11 would be implemented and would require that incompatible land uses be located outside of the 65 dBA CNEL noise contour or, for individual residential projects within the 65 dBA CNEL contour, a detailed analysis of the noise reduction requirements and necessary noise insulation features to be included in the design would be required.

With the 2040 General Plan and CLUP policies listed above and described in **Section 3.13.1.1**, the DSAP Amendment would not result in a new or worsened airport noise impact beyond that identified in the Downtown Strategy 2040 EIR.

Noise Impacts of Environment on the Project (Planning Considerations)

Exposure of Future Development to Noise from Ground Transportation

Under Downtown Strategy 2040, noise exposures along many roadways, heavy rail, and rail transit corridors could exceed the 45 dBA DNL interior compatibility level and the 60 dBA DNL exterior compatibility level for multi-family housing. Traffic noise contours were calculated for the Downtown Strategy 2040, as shown on Figure 3.12-4 of the Downtown Strategy 2040 EIR. The City’s noise thresholds of acceptability would likely be exceeded at development sites facilitated by the project. The need for noise attenuation measures in building construction and project design for non-sensitive land uses (e.g., commercial, industrial, and institutional) will be determined on a project-by-project basis at the time development is proposed.

Implementation of 2040 General Plan Policies EC-1.1, EC-1.9, and EC-1.14, in conjunction with the Land Use Compatibility Guidelines, would require that the 2040 General Plan compatibility standards be used to determine where noise levels in the community are acceptable or unacceptable, and require noise attenuation measures to achieve the “normally acceptable” noise standards. The interior noise limits set forth in the State Building Code are extended to residential, hotel, motel, residential care, and hospital land uses in San José.

Exposure of Future Development to Groundborne Vibration

Groundborne vibration from heavy-rail trains passing through the Downtown Strategy 2040 plan area could exceed the guidelines set forth by the FTA if new buildings housing sensitive uses such as residences are constructed within approximately 100 feet of the tracks. These guidelines and thresholds are outlined in Table 3.12-8 of the Downtown Strategy 2040 EIR.

As discussed in the Downtown Strategy 2040 EIR, implementation of 2040 General Plan Policy EC-2.1 would require new development within 100 feet of rail lines to utilize setbacks and/or structural design features that reduce vibration and to demonstrate prior to project approval that vibration experienced by residents and vibration sensitive uses would not exceed the Federal Transit Administration’s

guidelines for compatible vibration levels. With implementation of this policy, the Downtown Strategy 2040 EIR determined that FTA’s guidelines for compatible vibration levels would not be exceeded.

The DSAP Amendment does not include any new heavy-rail trains within Downtown, therefore groundborne vibration generation levels would be the same as that assumed in the Downtown Strategy 2040 EIR. Implementation of 2040 General Plan Policy EC-2.1 would continue to be required for all development under the DSAP Amendment. Therefore, the DSAP Amendment would not create a new or substantially worse impact related to exposure of future development to groundborne vibration.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Significant Unavoidable)

The Downtown Strategy 2040 EIR evaluated the impacts of all planned development in Downtown through the year 2040. As such, the traffic noise impacts identified above Santa Clara Street, Autumn Street, San Carlos Street, Bird Avenue, Julian Street, Almaden Boulevard, Race Street, The Alameda, King Road, First Street, Fruitdale Avenue, Alma Avenue, Naglee Avenue, and Keyes Street were also cumulative impacts. As noted above, estimated noise increases at impacted intersections and roadway segments ranged between 3 and 5 dBA while noise levels other intersection and roadway segments were found to decrease by 1 to 6 dBA (**Table 22**).

To determine if the cumulative projects would result in significant noise levels increases, traffic noise levels were calculated for the 2040 Future Build Project scenario and compared to the 2040 No Build scenario under the DSAP Amendment. The DSAP Amendment would result in a significant cumulative traffic noise impact if noise levels at existing sensitive receivers would be substantially increased (i.e., 3 dBA DNL above existing traffic noise levels where noise levels would exceed 60 dBA DNL) and if the DSAP Amendment would make a “cumulatively considerable” contribution to the overall traffic noise level increase. A “cumulatively considerable” contribution would be defined as an increase of 1 dBA DNL or more attributable solely to the DSAP Amendment.

Table 23 summarizes the traffic noise increases anticipated under the 2040 Build scenario and the noise increase attributable to the DSAP Amendment. Most cumulative traffic noise increases that are not attributable to the DSAP Amendment would occur due to the Downtown West Project. This analysis assumed that traffic noise increases calculated based on the comparison of PM peak hour traffic data would equal the noise increase expected on a DNL.

Table 23 Cumulatively Considerable Traffic Noise Increase Attributable to the DSAP Amendment				
Roadway	Segment	2040 Future Build Noise Increase above Existing Conditions (dBA DNL)	Noise Increase Attributable to DSAP Amendment (dBA DNL)	Cumulatively Considerable?
Autumn Street	North of West St John Street	4	0	No
	West St John Street to West Santa Clara Street	5	0	No

Table 23 Cumulatively Considerable Traffic Noise Increase Attributable to the DSAP Amendment				
Roadway	Segment	2040 Future Build Noise Increase above Existing Conditions (dBA DNL)	Noise Increase Attributable to DSAP Amendment (dBA DNL)	Cumulatively Considerable?
	West Santa Clara Street to West San Fernando Street	6	0	No
	West San Fernando Street to Park Avenue	5	1	Yes
Delmas Avenue	West Santa Clara Street to West San Fernando Street	0	-1	No
	Park Avenue to Auzerais Avenue	3	0	No
Josefa Street	Park Avenue to Columbia Avenue	6	1	Yes
Montgomery Street	Cinnabar Street to West St John Street	11	2	Yes
	West Santa Clara Street to Park Avenue	-4	-1	No
Bird Avenue/Montgomery Street	Park Avenue to West San Carlos Street	2	1	No
Bird Avenue	West San Carlos Street to I-280 ramps	2	0	No
Park Avenue	Sunol Street to South Autumn Street	4	1	Yes
	South Autumn Street to Delmas Avenue	4	1	Yes
Royal Avenue	West San Carlos Street to Auzerais Avenue	3	1	Yes
Santa Clara Street	West of South Montgomery Street	1	-1	No
	South Montgomery Street to South Autumn Street	1	-2	No
	South Autumn Street to SR87	0	-3	No
Stockton Avenue	Lenzen Avenue to West Julian Street	4	1	Yes
	West Julian Street to West Santa Clara Street	4	2	Yes
West San Fernando Street	Cahill Street to South Autumn Street	1	0	No

Table 23 Cumulatively Considerable Traffic Noise Increase Attributable to the DSAP Amendment				
Roadway	Segment	2040 Future Build Noise Increase above Existing Conditions (dBA DNL)	Noise Increase Attributable to DSAP Amendment (dBA DNL)	Cumulatively Considerable?
West San Carlos Street	West of Bird Avenue	5	0	No
	Bird Avenue to Almaden Boulevard	6	1	Yes
West Julian Street	North Montgomery Street to SR 87	3	1	Yes

Source: Illingworth and Rodkin, 2020

As shown in **Table 23**, the DSAP Amendment would result in cumulatively considerable traffic noise increases along segments of Autumn Street, Josefa Street, Montgomery Street, Park Avenue, Royal Avenue, Stockton Avenue, West San Carlos Street, and West Julian Street, while decreases would occur along segments of Delmas Avenue, Montgomery Street, and Santa Clara Street. Despite a combination of mitigation measures, such as the replacement or construction of noise barriers, traffic calming, and sound insulation above applied (see **Section 3.13.2.1**), this impact would remain significant and unavoidable. As discussed above, the Downtown Strategy 2040 EIR analyzed a different set of intersections and roadway segments than the present DSAP Amendment analysis; each analysis looked at a set of intersection and roadway segments that represented their respective project areas. However, the DSAP Amendment’s contribution to the existing significant unavoidable cumulative impact would be of a similar magnitude to that identified in the Downtown Strategy 2040 EIR (i.e., between 1 and 2 dBA). Therefore, while the DSAP Amendment would contribute to an existing significant and unavoidable cumulative impact, this contribute would be similar to that identified in the Downtown Strategy 2040 EIR.

3.13.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse noise and vibration impacts than those identified in the Downtown Strategy 2040 EIR because the DSAP Amendment would be subject to 2040 General Plan policies, the City’s Municipal Code, and the County CLUP. Development associated with the DSAP Amendment would contribute to greater traffic-related noise in some areas while reducing traffic-related noise in others. Measures identified in the Downtown Strategy 2040 EIR for construction-related noise and vibration impacts would reduce and avoid these impacts, however previously identified significant-unavoidable impacts from operation would remain. Based on this, the City finds that:

- A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred; and

Diridon Station Area Plan Amendment

B. New information of substantial importance with respect to noise resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified.

Therefore, the conclusions in Section 3.12, Noise and Vibration, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.14 Population and Housing

3.14.1 Environmental Setting

3.14.1.1 Changes to Regulatory Framework

Regional Housing Needs Allocation (RHNA)

ABAG allocated regional housing needs to each city and county within the nine-county Bay Area, based on statewide goals. California’s Housing Element Law requires all cities to 1) zone adequate lands to accommodate its Regional Housing Needs Allocation (RHNA); 2) produce an inventory of sites that can accommodate its share of the regional housing need; 3) identify governmental and non-governmental constraints to residential development; 4) develop strategies and work plan to mitigate or eliminate those constraints; and 5) adopt a housing element that is to be updated on a regular recurring basis. These Statewide and regional regulations have not been altered since certification of the Downtown Strategy 2040 EIR.

Housing Element Law

The City’s Department of Housing administers affordable housing programs and develops and updates its local Housing Investment Plan, the state-required Housing Element, and the federal Consolidated Plan, which are required for local jurisdictions to implement its local land use authority and to receive regional, state, and federal funding for housing, community development, and transportation programs. The City’s Housing Element has not been updated since certification of the Downtown Strategy 2040 EIR.

Housing Crisis Response Workplan

On June 12, 2018, the City Council adopted a Housing Crisis Response Workplan. As part of that Workplan, the City Council directed the Housing Department to develop a Citywide Anti-Displacement Strategy based on extensive community engagement and local research; nationwide anti-displacement practices; a gap analysis of the City’s current anti displacement policies and programs; an assessment of past discriminatory practices and policies, which contribute to displacement; and ongoing housing policy developments at regional and state levels.

Envision San José 2040 General Plan

Various policies in the 2040 General Plan have been adopted for the purpose of reducing or avoiding impacts related to population and housing. These policies, which are listed in Table 3.13-1 of the Downtown Strategy 2040 EIR, have not been revised since certification of the Downtown Strategy 2040 EIR in 2018.

3.14.1.2 Changes to Environmental Conditions

The Downtown Strategy 2040 EIR stated that in 2015, the most recent year for which corresponding data was available, the City was estimated to have a population of 1,010,085, with 12,548 located in Downtown. There were an estimated 359,128 jobs in the City, with an estimated 33,608 located in Downtown. Updated Census data shows that the total San José population increased to 1,021,795 in

2019.⁴⁵ However, corresponding data for population and employment specifically within Downtown were not available.

Jobs/Housing Balance

The Downtown Strategy 2040 EIR reports a jobs/employed residents in San José of 0.8 to 1. As part of the 2040 General Plan Annual Performance Review in 2020, City staff calculated that the current ratio is essentially the same, at 0.81 to 1.

Since certification of the Downtown Strategy 2040 EIR, six projects within the DSAP area have entered construction or have been completed since the certification of the Downtown Strategy 2040 EIR in 2018. Once all have been completed, these six projects would add 1,078 residential units, 1,023,000 square feet of commercial office use, and 112,446 square feet of commercial retail use. These projects were evaluated on a programmatic basis under the Downtown Strategy 2040 EIR and completed environmental clearance.

3.14.2 Checklist and Discussion of Impacts

Environmental Issue Area	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as “Approved Project”	Less Impact than “Approved Project”	No Impact
Population and Housing. 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)?				X		
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X		

⁴⁵ United States Census Bureau. 2020. Quick Facts – City of San José. <https://www.census.gov/quickfacts/sanjosecitycalifornia>. Accessed August 25, 2020.

3.14.2.1 Impact Discussion

Induce Substantial Population Growth (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR concluded that the Downtown Strategy 2040 was consistent with all 2040 General Plan goals for focused and sustainable growth because it supports the intensification of development in an urbanized area that is currently served by existing roads, transit, utilities, and public services. Furthermore, growth anticipated under the Downtown Strategy 2040 was accounted for in the 2040 General Plan EIR. Project implementation was evaluated in the buildout of the 2040 General Plan and would therefore, not result in any unplanned population growth.

The DSAP Amendment would result in greater a population density and increase the number of jobs within the DSAP area. As shown in **Table 3**, the DSAP Amendment would add 7,044 new residential units and 7,838,000 square feet of commercial office space to Downtown, within the DSAP area. This translates into approximately 15,497 new residents and 39,293 new jobs.⁴⁶

Similar to the Downtown Strategy 2040, increased density would be achieved through transferring residential and commercial development capacity from growth areas located outside of Downtown identified in the 2040 General Plan. Thus, the DSAP Amendment would not result in changes to the overall population or jobs/housing ratio of the City and unplanned population growth would not be induced.

Displace Housing Units or People (Same as Downtown Strategy 2040 EIR – Less than Significant)

Consistent with the 2040 General Plan, the Downtown Strategy 2040 EIR concluded that nearly all existing housing units would be retained with build out of the project because growth would be focused in existing commercial, industrial, and vacant areas within the City's Urban Growth Boundary. The displacement of small numbers of existing residential units and residents could be accommodated as part of the planned growth within Downtown.

Under the DSAP Amendment, growth would continue to be focused in existing commercial, industrial, and undeveloped areas within the amended DSAP boundaries, and would therefore be consistent with the findings of the Downtown Strategy 2040 EIR. Furthermore, the City is currently preparing a citywide anti-displacement strategy, building upon a report prepared by the San José Anti-Displacement Policy Network team; exploring additional funding sources for affordable housing and programs; and working at the regional level, such as through the Committee to House the Bay Area. The City's anti-displacement activities are related to social and economic effects and under CEQA are not physical effects on the environment. CEQA provides that economic or social effects are not considered significant effects on the environment unless the social and/or economic effects are connected to physical environmental effects. Thus, the City's anti-displacement activities are not discussed further in this Addendum.

⁴⁶ Residents calculated using a ratio of 2.2 persons per dwelling unit in the DSAP area, consistent with the Downtown West EIR. Jobs calculated using the ratio of 4.12 jobs/1000sf of commercial space used in the Downtown Strategy 2040 EIR.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Significant Unavoidable)

Based on the 2040 General Plan 4-Year Review, the City could have 1.1 jobs per employed resident by 2040, which is a substantial change beyond the existing 0.8 to 1 ratio. The new jobs/housing imbalance would have the secondary effect of inducing population growth outside of the City by creating demand for new housing to serve the new workers in the City. The 2040 General Plan EIR identified a significant unavoidable impact related to VMT increases associated with the projected jobs/housing imbalance. Although the Downtown Strategy 2040 would reduce VMT through regional transit use, the Downtown Strategy 2040 EIR determined that because the Downtown Strategy 2040 would contribute to the significant unavoidable impact identified in the 2040 General Plan EIR because it would not change the overall number of jobs and housing planned for the City in the 2040 General Plan.

Because growth associated with the DSAP Amendment would be reallocated from elsewhere within the City, the DSAP Amendment would not change the overall number of jobs and housing planned for the City in 2040. Therefore, the DSAP Amendment would contribute to the significant unavoidable jobs/housing imbalance identified in the 2040 General Plan EIR. However, this contribution would not be new or substantially worse than the contribution identified in the Downtown Strategy 2040 EIR.

3.14.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts to population and housing than those identified in the Downtown Strategy 2040 EIR because the DSAP Amendment increased development capacity would be reallocated to the DSAP area from previously identified growth areas outside of Downtown. Planned growth associated with the DSAP Amendment would not increase the total amount of jobs and housing planned for the City in 2040 General Plan. Based on this, the City finds that:

- A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred;
- B. New information of substantial importance with respect to population and housing resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified; and
- C. None of the proposed changes to the Downtown Strategy 2040 would significantly affect population and housing.

Therefore, the conclusions in Section 3.13, Population and Housing, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.15 Public Services

3.15.1 Environmental Setting

3.15.1.1 Changes to Environmental Conditions

Since certification of the Downtown Strategy 2040 EIR, six projects within the DSAP area have entered construction or have been completed since the certification of the Downtown Strategy 2040 EIR in 2018. These six projects comprise approximately 1,078 residential units, 1,023,000 square feet of commercial office use, and 112,446 square feet of commercial retail use. These projects were evaluated on a programmatic basis under the Downtown Strategy 2040 EIR and completed environmental clearance, including evaluation of impacts to public services.

Fire Protection

Fire protection services in the City are provided by the San José Fire Department (SJFD). The City has 34 fire stations. Fire Station 1 (225 North Market Street) and Fire Station 30 (454 Auzerais Avenue) are both located within Downtown. No new fire stations have been added to Downtown since certification of the Downtown Strategy 2040 EIR in 2018. Ongoing evaluation of call volume and minimum standards of coverage would be necessary as the population of the DSAP area increases. Additional fire stations or other resources would likely be necessary to maintain minimum response time standards as development in the DSAP area proceeds.

Police Protection

Police protection services in the City are provided by the City of San José Police Department (SJPD). The SJPD dispatches patrolling officers from headquarters, located at 201 West Mission Street. No new police stations or facilities have been added to Downtown since certification of the Downtown Strategy 2040 EIR in 2018.

Schools

Downtown is service by the San José Unified School District (SJUSD), which consists of 27 elementary, six middle, and nine high schools. The closest schools to Downtown are Grant Elementary, Horace Mann Elementary, Gardner Elementary, Peter Burnett Middle School, Herbert Hoover Middle School, and San José High School. No new school facilities have been added within Downtown since certification of the Downtown Strategy 2040 EIR in 2018.

Community Centers and Other Recreational Facilities

The City currently has 50 community centers, seven public skate parks, three municipal golf courses, 17 community gardens, and six swimming pools. No new facilities have been added to Downtown since certification of the Downtown Strategy 2040 EIR in 2018.

Parks

The City's Department of Parks, Recreation, and Neighborhood Services is responsible for the development, operation, and maintenance of parks, trails, community centers, and other recreational facilities in San José.

The City owns over 3,500 acres of land dedicated to neighborhood/community-serving parks and regional parks. See **Table 26** in **Section 3.16, Recreation**, for a list of parks within Downtown. The City also manages approximately 50 community centers and, in 2018–2019, the City operated 11 hub community centers, three of which were combination community centers and libraries. The City also has reuse facilities that are operated by non-profit organizations, neighborhood associations, school districts, and other government agencies or community service providers. No new parks or community facilities within Downtown have been established since the adoption of the Downtown Strategy 2040 EIR in 2018; therefore, the setting has not changed.

Libraries

The City’s public library system consists of one main library and 18 open branch libraries. The Dr. Martin Luther King Jr. Main Library is located in Downtown. No new permanent libraries have been added to Downtown since certification of the Downtown Strategy 2040 EIR in 2018.

3.15.1.2 Changes to Regulatory Setting

California Government Code Section 65996

California Government Code Section 65996 specifies that an acceptable method of offsetting a project’s effect on the adequacy of school facilities is the payment of a school impact fee prior to issuance of a building permit. This regulation has not been altered since certification of the Downtown Strategy 2040 EIR.

School Siting Criteria

The siting and construction of schools in California is regulated by Title 5 of the California Code of Regulations (School Site Selection Criteria), Sections 17210.1 and 17213 of the California Education Code (Schools Property Evaluation and Cleanup), and Section 21151.8 of CEQA (Requirements for School Site Acquisition or Construction). This regulation has not be updated since certification of the Downtown Strategy 2040 EIR.

Quimby Act-California Code Sections 66475-66478

The Quimby Act (California Government Code Sections 66475-66478) was approved by the California legislature to preserve open space and parkland in the state. The Quimby Act authorizes local governments to establish ordinances requiring developers of new subdivisions to dedicate parks, pay an in-lieu fee, or perform a combination of the two. As described below, the City has adopted a Parkland Dedication Ordinance and a Park Impact Ordinance, consistent with the Quimby Act.

Countywide Trails Master Plan

The *Santa Clara County Trails Master Plan Update* (1995) establishes a vision for a contiguous trail network that connects regional open spaces and urbanized areas of the County. The Master Plan Update identifies potential trail routes that support the recreation, transportation, health and welfare, and science education goals of the County. This plan has not been updated since the Downtown Strategy 2040 was certified in 2018.

City of San José Greenprint 2009 Update

The *City of San José Greenprint 2009 Update* is the City’s 20-year strategic plan for parks, recreational facilities, and programs. As part of the Greenprint and Green Vision, the City has identified two goals related to the trail network: 1) complete 100 miles of interconnected trails by 2022, and 2) complete 130 miles of the network by 2035. There were no new updates to the *City of San José Greenprint 2009 Update* since the Downtown Strategy 2040 EIR was certified in 2018.

ActivateSJ Strategic Plan (2020-2040)

ActivateSJ, approved in 2020, is the City’s strategic plan and guiding document for the next 20 years. ActivateSJ identifies strategies to implement and build upon the policies contained within the 2040 General Plan related to parks and recreational services.

Parkland Dedication Ordinance and the Park Impact Ordinance

The City of San José has adopted the Parkland Dedication Ordinance (PDO, Municipal Code Chapter 19.38) and Park Impact Ordinance (PIO, Municipal Code Chapter 14.25) requiring new residential development to either dedicate sufficient land to serve new residents, improvement of existing parkland or park facilities, or pay in-lieu fees to offset the increased costs of providing new park facilities for new development. There were no new updates to the Parkland Deduction Ordinance since the Downtown Strategy 2040 EIR was certified in 2018.

City of San José Policies

Envision San José 2040 General Plan

Since certification of the Downtown Strategy 2040 EIR in 2018, a number of text amendments have been made to the 2040 General Plan. Such amendments have generally been small, project-specific modifications to General Land Use designations on certain parcels. These changes do not include additional provisions that would affect the 2040 General Plan policies related to public facilities and services (see Table 3.14-1 of the Downtown Strategy 2040 EIR for a full list of these policies).

City of San José Downtown Design Guidelines and Standards

The revised Downtown Design Guidelines and Standards adopted in 2019 include specific requirements and clear direction for new buildings and projects with major exterior modification to existing buildings in Downtown. **Table 24** below lists the guidelines and standards applicable to the DSAP Amendment and relevant to design affecting public services.

Table 24 Downtown Design Guidelines Standards Applicable to Public Services			
Subject	Guideline Title		Applicable Standards
5.0 Pedestrian Level	Section 5.3.5 Signage – Podium Level and Pedestrian Level: Inform and attract		c. Use signage and addressing to make clear the location of the primary entrance for pedestrians,

Table 24 Downtown Design Guidelines Standards Applicable to Public Services			
Subject	Guideline Title		Applicable Standards
	while enhancing the appearance of Downtown with well-designed and located Podium Level and Pedestrian Level signage.		bicyclists, bicycle parking, and emergency responders.
	Section 5.6 Paseo Design: Provide interesting and active building frontages along paseos to maintain and promote pedestrian activity and safety.		b. A paseo that does not serve as emergency access may be any width greater than 5 feet. A paseo that serves as emergency access must comply with minimum requirements of the City's Public Works and Fire departments.

Source: City of San José 2019c

3.15.2 Checklist and Discussion of Impacts

Environmental Issue Area		New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	No Impact
Public Services.							
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 any of the public services:				X		
	Fire protection				X		
	Police protection?				X		
	Schools?				X		
	Parks?				X		
	Other public facilities?				X		

3.15.2.1 Impact Discussion

Fire and Police Protection (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR determined that build out would not cause impacts to fire protection services or require the construction of new fire stations, other than those currently planned. Furthermore, implementation of 2040 General Plan policies would ensure that the SJFD meets and maintains the City’s response time objectives. Similar to fire protection, the Downtown Strategy 2040 EIR determined that implementation of 2040 General Plan policies would reduce any potential physical impacts from development of police facilities to accommodate planned growth in Downtown. The Downtown Strategy 2040 EIR also determined that implementation of 2040 General Plan policies and actions would help the SJPD to meet and maintain the City’s response time objectives over the long term.

The DSAP Amendment would increase the intensity of development within the DSAP area, which could result in increased congestion, affecting police and fire response times. Additionally, building height limit increases could increase hazards from potential fires and thus the DSAP Amendment could require additional fire protection compared to the Downtown Strategy 2040 EIR. However, consistent with the Downtown Strategy 2040 EIR, growth within Downtown would be achieved through the relocation of commercial space and residential units from the growth areas outside of Downtown identified in the 2040 General Plan. Therefore, while demand for fire services within the DSAP area may increase, estimated demand in other areas of the City previously proposed as growth areas would decrease. If additional facilities are required to meet or maintain response times, implementation of the following 2040 General Plan policies would reduce the physical environmental impacts of such construction:

- **ES-3.4:** Construct and maintain architecturally attractive, durable, resource-efficient, environmentally sustainable and healthful police and fire facilities to minimize operating costs, foster community engagement, and express the significant civic functions that these facilities provide for the San José community in their built form. Maintain City programs that encourage civic leadership in green building standards for all municipal facilities.
- **ES-3.21:** Create long-range funding and deployment strategies for expanding and maintaining police and fire facilities and operations to address service delivery demands from new population growth.

In addition to the policies identified in the Downtown Strategy 2040 EIR, projects within the DSAP area would also be subject the Downtown Design Guidelines and Standards, which require clear signage for emergency services and encourage the use of paseos as emergency access routes to enable emergency services to easily access new development (**Table 24**). Furthermore, individual projects under the DSAP Amendment would be required to undergo project-level review to identify and mitigate impacts to fire and police services. Implementation of the identified City policies and those identified in the Downtown Strategy 2040 EIR would help ensure that the SJFD meets and maintains the City's response time objectives over the long-term, and development proposed in the DSAP area would not create a new or worse impact related to fire or police protection within Downtown.

Schools (Same as Downtown Strategy 2040 EIR – Less than Significant)

Planned growth under the 2040 General Plan was estimated to generate an additional 11,079 students in the SJUSD, which would require 11 new schools (seven elementary, two middle, and two high schools). Given that the Downtown Strategy 2040 would not increase the total number of students introduced to the SJUSD beyond what was assumed in the 2040 General Plan, it was determined that the redistribution of students to Downtown from elsewhere in the City would not constitute a significant impact.

The DSAP Amendment would increase residential units and population within Downtown compared to the Downtown Strategy 2040 EIR and would therefore increase the number of students attending nearby schools. However, as with the Downtown Strategy 2040, this growth would not be net new for the City. Given that this growth was considered as part of the 2040 General Plan, the increase in students would not increase the number of students in the SJUSD beyond what has been anticipated in the 2040 General Plan EIR. Therefore, the DSAP Amendment would not create a new or worse impact to schools beyond what was identified in the Downtown Strategy 2040 EIR.

Libraries (Same as Downtown Strategy 2040 EIR – Less than Significant)

The 2040 General Plan EIR determined that future growth would reduce the amount of library space per capita from approximately 0.8 square feet to 0.68 square feet, which would still meet the City’s service objective of providing at least 0.59 square feet of library space per capita. Given that the Downtown Strategy 2040 would not add any net growth within the City beyond what was assumed in the 2040 General Plan, it was determined that this impact would be less than significant. Further redistribution of growth from elsewhere in the City to the DSAP area would maintain the 0.68 square feet of library space per capita anticipated in the 2040 General Plan. Therefore, the DSAP Amendment would not create a new or worse impact to libraries.

Parks (Same as Downtown Strategy 2040 EIR – Less than Significant)

As discussed in the Downtown Strategy 2040 EIR, new residential development within Downtown will be required to incorporate outdoor spaces and recreational amenities, in accordance with GP Policy PR-1.9 and the City’s Residential Design Guidelines. Future residential developers would also be subject to the City’s PDO/PIO. The Downtown Strategy 2040 determined that implementation of the PDO/PIO and 2040 General Plan policies would ensure that adequate parkland and recreational facilities would be provided to meet increased demand from increased development capacity under the Downtown Strategy 2040 and that impacts would be less than significant.

Development under the DSAP Amendment would be subject to the same regulations and policies as those discussed in the Downtown Strategy 2040 EIR. Although the DSAP Amendment would increase development capacity and demand for park facilities beyond levels anticipated in the Downtown Strategy 2040 EIR, it would also include new park facilities to meet that increased demand. Under the DSAP Amendment, a new park system would be dispersed along the Los Gatos Creek and throughout the adjacent neighborhoods. The open space strategy for the DSAP area consists of 11 acres of publicly accessible open spaces, including neighborhood parks, trail segments, and plazas dispersed throughout the existing neighborhoods and future developments. The 11 acres will supplement the existing open space in the DSAP area. Approximately 5 of the 11 planned acres of publicly accessible open spaces are within the Downtown West project boundary, and six acres will be outside the Downtown West project boundary in the broader DSAP area. A new extension and off-street alignment of the Los Gatos Creek Trail from West Saint John Street to Auzerais Avenue is included as part of the DSAP Amendment analyzed in this Addendum. This extension would be implemented in multiple segments, each of which could require separate, project-level environmental review. Other major improvements envisioned as part of this extension would include the following.

- **West Saint John Street to Julian Street (West Bank Trail):** This segment would implement the Guadalupe River Park Master Plan vision for this area by supporting continuity of the Guadalupe River Trail System along the west bank of the river. Implementation of a 50-foot riparian setback from the top of the bank to proposed buildings in this area would prevent encroachment by intensification of urban development.
- **West Santa Clara Street to West San Fernando Street:** South of Saint John Street, this trail connection would provide off-street continuity of the trail system and interconnectivity between the Guadalupe River Trail and Los Gatos Creek. There will be an off-street trail alignment from West Santa Clara Street to the VTA light rail tracks and as an interim

solution a on street bikeway along South Autumn Street from the VTA Light Trail tracks to West San Fernando Street.

- **West San Fernando Street Crossing:** It is the vision to have this connection may include an elevated bike/pedestrian bridge structure from San Fernando Street to Arena Green West.
- **West San Fernando Street to Park Avenue:** An interim solution for this area would include an on-street trail located on each side of South Autumn Street until necessary property is acquired to create an urban green space consistent with that planned in the original 2014 DSAP and 2008 Los Gatos Creek Trail Master Plan.
- **Park Avenue to San Carlos Street:** This segment would add a Class I bikeway west of Montgomery Street per the Los Gatos Creek Trail Master Plan and would connect to a future trail connection via a tunnel under San Carlos Street to the west side trail at Park Avenue.
- **San Carlos Street to Auzerais Avenue:** This segment would comprise of a road alignment west of the creek and on-street bike facilities east of the creek and, ensuring sufficient clearance between the trails and adjacent uses to promote safety.
- **Diridon Station to West San Carlos Street:** Once the train tracks are elevated as proposed in the DISC Plan, a direct trail connection from Auzerais Avenue across Park Avenue to Diridon Station would be considered.

Additionally, the following parks, recreation and open space improvements are proposed:

- A minimum of 13,000 square feet of community center space located strategically near transit and residential housing within the DSAP area. Additional community outreach is needed to determine the ideal location.
- A new floating neighborhood park in the northwest corner of the Diridon Station Area, near or along Stockton Avenue
- A new floating neighborhood park in the southwestern corner of the DSAP area, between San Carlos Street and Park Avenue
- An approximately 0.3-acre pocket neighborhood park in the southern zone on a City-owned undeveloped lot at Gifford Avenue and Park Avenue
- An approximately 0.90-acre neighborhood park along the southwest corner of West San Carlos Street and Royal Avenue
- An approximately 0.40-acre neighborhood park between West San Carlos Street and Park Avenue directly west of Los Gatos Creek
- An approximately 0.60-acre neighborhood park midblock, between South Autumn Street and South Montgomery Street
- An approximately 1.50-acre neighborhood park at the end of the West St. John Street corridor
- An approximately 0.9-acre neighborhood park near along Cinnabar Street, west of Autumn Parkway
- Two transit plazas along West Santa Clara Street and West San Fernando Street, near Diridon Station
- Approximately 4 acres of permanent privately-owned publicly accessible parks throughout the Downtown West project

With implementation of PDO/PIO and 2040 General Plan policies in addition to the new parks facilities discussed above, the DSAP Amendment would not create a new or substantially worse impact to parks.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant)

Impacts to public services are cumulative by nature in that they depend on the capacity of the service provider to provide adequate service to the existing and future population. Planned growth for the Downtown Strategy 2040 was previously studied as part of the 2040 General Plan. Although new development would increase the need for public services, implementation of 2040 General Plan policies would ensure services and facilities are provided at adequate levels. Construction of new facilities or expansion of existing facilities, if required, would be subject to supplemental environmental review. With implementation of 2040 General Plan policies, the Downtown Strategy 2040 determined that the redistribution of growth would not contribute to a significant cumulative impact to public services, nor would it result in a new cumulative impact. By the same token, further redistribution of planned growth to the DSAP area would not increase Citywide growth capacity beyond what was anticipated in the 2040 General Plan EIR and Downtown Strategy 2040 EIR. Therefore, the DSAP Amendment would not contribute to any previously-identified significant unavoidable impact or result in a new cumulative impact to public services and facilities.

3.15.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts to public services than those identified in the Downtown Strategy 2040 EIR because existing City policies and standards would minimize impacts associated with expansion of fire and police protection, schools, parks, or other public facilities during the project-level environmental review process. Based on this, the City finds that:

- A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred;
- B. New information of substantial importance with respect to public services resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified; and
- C. None of the proposed changes to the Downtown Strategy 2040 would significantly affect public services.

Therefore, the conclusions in Section 3.14, Public Services, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.16 Recreation

3.16.1 Environmental Setting

3.16.1.1 Changes to Regulatory Framework

Quimby Act-California Code Sections 66475-66478

The Quimby Act (California Government Code Sections 66475-66478) was approved by the California legislature to preserve open space and parkland in the state. The Quimby Act authorizes local governments to establish ordinances requiring developers of new subdivisions to dedicate parks, pay an in-lieu fee, or perform a combination of the two. As described below, the City has adopted a Parkland Dedication Ordinance and a Park Impact Ordinance, consistent with the Quimby Act.

Countywide Trails Master Plan

The *Santa Clara County Trails Master Plan Update* (1995) establishes a vision for a contiguous trail network that connects regional open spaces and urbanized areas of the County. The Master Plan Update identifies potential trail routes that support the recreation, transportation, health and welfare, and science education goals of the County. This plan has not been updated since the Downtown Strategy 2040 was certified in 2018.

City of San José Los Gatos Creek Master Plan

The City approved the *Los Gatos Creek Trail Master Plan* in 1985, which established plans for a future Los Gatos Creek Trail system, dividing it into five reaches. The Reach 5 portion of the Master Plan was approved in 2008, which covers the length of Park Avenue to the Guadalupe River in downtown. Reach 5 also updates the Master Plan's trail planning criteria with stricter environmental regulations, unavailability of public property, and numerous new developments that had occurred since the Master Plan was originally approved in 1985. There were no new updates to the *Los Gatos Creek Trail Master Plan* or Reach 5 since Downtown Strategy 2040 EIR was certified in 2018.

City of San José Greenprint 2009 Update

The *City of San José Greenprint 2009 Update* is the City's 20-year strategic plan for parks, recreational facilities, and programs. As part of the Greenprint and Green Vision, the City has identified two goals related to the trail network: 1) complete 100 miles of interconnected trails by 2022, and 2) complete 130 miles of the network by 2035. There were no new updates to the *City of San José Greenprint 2009 Update* since the Downtown Strategy 2040 EIR was certified in 2018.

ActivateSJ Strategic Plan (2020-2040)

ActivateSJ, approved in 2020, is the City's strategic plan and guiding document for the next 20 years. ActivateSJ identifies strategies to implement and builds upon the policies contained within the 2040 General Plan related to parks and recreational services.

Parkland Dedication Ordinance and the Park Impact Ordinance

The City of San José has adopted the Parkland Dedication Ordinance (PDO, Municipal Code Chapter 19.38) and Park Impact Ordinance (PIO, Municipal Code Chapter 14.25) requiring new residential development to either dedicate sufficient land to serve new residents, improvement of existing parkland or park facilities, or pay in-lieu fees to offset the increased costs of providing new park facilities for new development. There were no new updates to the Parkland Deduction Ordinance since the Downtown Strategy 2040 EIR was certified in 2018.

Envision San José 2040 General Plan

Various policies in the City’s 2040 General Plan have been adopted for the purpose of reducing or avoiding impacts associated with parks and recreation, as listed in Table 3.14-1 of the Downtown Strategy 2040 EIR in 2018.

City of San José Downtown Design Guidelines and Standards

The revised Downtown Design Guidelines and Standards adopted in 2019 include specific requirements and clear direction for new buildings and projects with major exterior modification to existing buildings in Downtown. **Table 25** below lists the guidelines and standards applicable to the DSAP Amendment and relevant to recreation.

Table 25 Downtown Design Guidelines Standards Applicable to Recreation		
Subject	Guideline Title	Applicable Standards
3.0 Site	Section 3.5.1 Pedestrian and Bicycle Entrance Location: Make pedestrian entries from Public Space the primary entry and identity points for the building.	<p>b. For buildings with multiple frontages, locate main pedestrian and bicycle entrances and retail entrances on frontages based on the hierarchy as follows:</p> <ol style="list-style-type: none"> 1. Urban Park/Plaza Frontage 2. Primary or SoFA Addressing Street 3. Secondary Addressing Street 4. Paseo 5. Open Space Frontage or Other Street <p>A building with Active Frontage on 100% of the length of higher-level frontages may place retail entrances the next lower-level frontage.</p>

Source: City of San José 2019c

3.16.1.2 Changes to Environmental Conditions

The City’s Department of Parks, Recreation, and Neighborhood Services is responsible for the development, operation, and maintenance of parks, trails, community centers, and other recreational facilities in San José.

Parkland

The City has over 200 parks and recreation facilities, including neighborhood/community-serving parks and regional parks, making up over 3,500 acres of land. **Table 26** lists the parks and recreational facilities located within Downtown. No new parks within Downtown have been established since the adoption of the Downtown Strategy 2040 EIR in 2018; therefore, the setting has not changed.

Table 26 Parks within Downtown		
Park	Location	Size (Acres)
Arena Green West	N. Autumn Street	10.6
Arena Green East	340 W. St, John Street	
Cahill Park	W. San Fernando Street & Wilson Avenue	3.7
Columbus Park	Ashbury Street & Irene Street	9.9
John P. McEnery Park	286-310 W. San Fernando Street	1.8
Discovery Meadow	330 W. San Carlos Street	11.5
Plaza de Cesar Chavez	1 Paseo De San Antonio	2.4
St. James Park	N. Second Street	7.0
TOTAL		46.9

Source: City of San José 2019

Trails

There are currently over 61 miles of trails in San José. The closest trails to Downtown are the Guadalupe River Trail and Los Gatos Creek Trail. The 2040 General Plan identifies these trails as Core Trail Systems, which carry relatively high volumes of traffic, extend significant distances, or link to regional systems outside the City’s boundaries. These trails also connect housing to employment and thus, support commuting. No new trails within Downtown have been established since the adoption of the Downtown Strategy 2040 EIR in 2018; therefore, the setting has not changed.

Community Centers and Other Recreational Facilities

The City currently has 50 community centers, seven public skate parks, three municipal golf courses, 17 community gardens, and six swimming pools. The setting for community centers and other recreational facilities has not changed since the adoption of the Downtown Strategy 2040 EIR in 2018.

Planned Parks and Recreation Improvements

The City has adopted several plans that outline future parks and recreation improvements, such as the Midtown Specific Plan (1992), the Guadalupe River Park Master Plan (2002), Diridon/Arena Strategic Development Plan (2002), Greenprint (2009), the 2040 General Plan, and most recently, the ActivateSJ Strategic Plan (2020).

As established in the **Project Description**, six projects within the DSAP area have entered construction or have been completed since the certification of the Downtown Strategy 2040 EIR in 2018. These six projects comprise approximately 1,078 residential units, 1,023,000 square feet of commercial office use, and 112,446 square feet of commercial retail use. These projects were evaluated on a programmatic basis under the Downtown Strategy 2040 EIR and completed environmental clearance, which require evaluation and mitigation of potential parks and recreation impacts.

3.16.2 Checklist and Discussion of Impacts

Environmental Issue Area		New Potentially significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as “Approved Project”	Less impact than “Approved Project”	No Impact
Recreation.							
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?				X		
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?				X		

3.16.2.1 Impact Discussion

The impact discussions below summarize the conclusions regarding recreational facilities impacts of the Downtown Strategy 2040 EIR to provide a comparison to project changes resulting from the DSAP Amendment. Refer to Section 3.14, Public Services of the Downtown Strategy 2040 EIR for a full discussion of recreational facilities impacts under the Downtown Strategy 2040.

Parks and Recreation Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant)

Based on the City’s service level objectives for parkland and the goal to provide public parkland or recreational open space to all residents, the need for new or expanded facilities to serve new residential development in order to maintain performance standards and avoid deterioration of existing facilities would depend on the size of existing facilities, their proximity to the residential development, and their current usage.

Without construction of additional facilities and in consideration of planned growth under the 2040 General Plan, downtown residents would continue to be underserved by neighborhood/community-

serving parkland. Additional population growth under Downtown Strategy 2040 has the potential to exacerbate this deficiency. Construction of the planned parks and trails would help offset the current and future demand for recreational facilities in Downtown and surrounding neighborhoods.

New residential development will be required to incorporate outdoor spaces and recreational amenities, in accordance with existing 2040 General Plan policies, the City's Residential Design Guidelines, and the Downtown Design Guidelines and Standards. Outdoor spaces incorporated into new housing development would supplement the public open space network and add to neighborhood-serving amenities in Downtown.

To further offset demand for parkland, community centers, and other recreational facilities, future residential developers will be subject to the City's PDO/PIO. Consistent with the Downtown Strategy 2040 EIR, development under Downtown Strategy 2040 could satisfy their parkland obligation through a combination of several means, including: 1) the dedication of land for parkland, 2) improvement of existing parkland or park facilities, and 3) payment of PDO/PIO fees based on the number of proposed dwelling units. The PDO/PIO fees generated by new residential development would be used to provide neighborhood-serving facilities within a 0.75-mile radius of the development site and/or community-serving facilities within a three-mile radius (GP Policies PR-2.4 and PR-2.5).

According to the Downtown Strategy 2040, the combination of existing, planned, and proposed recreational facilities within and adjacent to Downtown would meet community needs. Planned development under Downtown Strategy 2040 would not increase the use of existing parks or other recreational facilities such that substantial physical deterioration would occur or be accelerated due to overuse.

The DSAP Amendment would increase the density of development in the DSAP area, which could potentially increase use of parks and recreational facilities within Downtown beyond the levels considered in the Downtown Strategy 2040 EIR. However, 2040 General Plan policies to ensure sufficient access to parks and recreational facilities would reduce impacts caused by the DSAP Amendment. Policies listed in Table 3.14-1 of the Downtown Strategy 2040 EIR in 2018 would require developers to compensate for increased use of facilities through a combination of several means, including: 1) the dedication of land for parkland, 2) improvement of existing parkland or park facilities, and 3) payment of PDO/PIO fees to be based on the number of proposed dwelling units. New residential development would also be required to incorporate outdoor spaces and recreational amenities (GP Policy PR-1.9). Additionally, the Downtown Design Guidelines and Standards (**Table 25**) require new projects to enhance access to open areas and include public open areas such as green rooves where possible.

Additionally, the City is developing plans to expand and enhance parks and recreational areas within the DSAP area. A new park system would be dispersed along the Los Gatos Creek and throughout the adjacent neighborhoods. The open space strategy for the DSAP area consists of 11 acres of publicly accessible open spaces, including neighborhood parks, trail segments, and plazas dispersed throughout the existing neighborhoods and future developments. The 11 acres will supplement the existing open space in the DSAP area. Approximately 5 of the 11 planned acres of publicly accessible open spaces are within the Downtown West project boundary, and six acres will be outside the Downtown West project boundary in the broader DSAP area. A new extension and off-street alignment of the Los Gatos Creek Trail from West Saint John Street to Auzerais Avenue is included as part of the DSAP Amendment. This

extension would be implemented in multiple segments, each of which could require separate, project-level environmental review. Project level review would also determine projects' consistency with the relative standards prescribed by the Downtown Design Guidelines and Standards). Major improvements envisioned as part of this extension would include the following.

- **West Saint John Street to Julian Street (West Bank Trail):** This segment would implement the Guadalupe River Park Master Plan vision for this area by supporting continuity of the Guadalupe River Trail System along the west bank of the river. Implementation of a 50-foot riparian setback from the top of the bank to proposed buildings in this area would prevent encroachment by intensification of urban development.
- **West Santa Clara Street to West San Fernando Street:** South of Saint John Street, this trail connection would provide off-street continuity of the trail system and interconnectivity between the Guadalupe River Trail and Los Gatos Creek. There will be an off-street trail alignment from West Santa Clara Street to the VTA light rail tracks and as an interim solution a on street bikeway along South Autumn Street from the VTA Light Rail tracks to West San Fernando Street.
- **West San Fernando Street Crossing:** It is the vision to have this connection may include an elevated bike/pedestrian bridge from San Fernando Street to Arena Green West.
- **West San Fernando Street to Park Avenue:** An interim solution for this area would include an on-street trail located on each side of South Autumn Street until necessary property is acquired to create an urban green space consistent with that planned in the original 2014 DSAP and 2008 Los Gatos Creek Trail Master Plan.
- **Park Avenue to San Carlos Street:** This segment would add a Class I bikeway west of Montgomery Street per the Los Gatos Creek Trail Master Plan and would connect to a future trail connection via a tunnel under San Carlos Street to the west side trail at Park Avenue.
- **San Carlos Street to Auzerais Avenue:** This segment would comprise of a road alignment west of the creek and on-street bike facilities east of the creek and ensuring sufficient clearance between the trails and adjacent uses to promote safety.
- **Diridon Station to West San Carlos Street:** Once the train tracks are elevated as proposed in the DISC Plan, a direct trail connection from Auzerais Avenue across Park Avenue to Diridon Station would be considered.

Additionally, the following parks, recreation and open space improvements are proposed:

- A minimum of 13,000 square feet of community center space located strategically near transit and residential housing within the DSAP area. Additional community outreach is needed to determine the ideal location.
- A new floating neighborhood park in the northwest corner of the Diridon Station Area, near or along Stockton Avenue
- A new floating neighborhood park in the southwestern corner of the DSAP area, between San Carlos Street and Park Avenue
- An approximately 0.3-acre pocket neighborhood park in the southern zone on a City-owned undeveloped lot at Gifford Avenue and Park Avenue
- An approximately 0.90-acre neighborhood park along the southwest corner of West San Carlos Street and Royal Avenue

- An approximately 0.40-acre neighborhood park between West San Carlos Street and Park Avenue directly west of Los Gatos Creek
- An approximately 0.60-acre neighborhood park midblock, between South Autumn Street and South Montgomery Street
- An approximately 1.50-acre neighborhood park at the end of the West St. John Street corridor
- An approximately 0.9-acre neighborhood park near along Cinnabar Street, west of Autumn Parkway
- Two transit plazas along West Santa Clara Street and West San Fernando Street, near Diridon Station
- Approximately 4 acres of permanent privately-owned publicly accessible parks throughout the Downtown West project

Project-level environmental review and the City's plans to expand and enhance parks and recreation facilities in the DSAP area would help ensure new residents would have sufficient access to parks and recreational facilities. As new residents would have sufficient access to parks and recreational facilities, increased degradation of such facilities from increased visitation by new residents would be unlikely to occur. Therefore, the DSAP Amendment would not contribute to new or worsened impacts resulting from increased use of neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

Construction-related Effects of New Facilities (Same as Downtown Strategy 2040 EIR – Less than Significant)

Planned community parks and recreational facilities would be subject to supplemental project-level review at the time a final design or Master Plan is developed. In accordance with GP Policies PR- 6.2, PR- 6.5, and PR-6.9, future parkland development would be designed, constructed, and maintained in an environmentally sensitive and fiscally sustainable manner.

Specific locations of new parkland, community centers, and other recreational facilities that will be required to serve residential development were not known at the time of publishing the Downtown Strategy 2040 EIR. The siting, design, and construction of new facilities would require supplemental environmental review on a case-by-case basis. Construction of new facilities and/or expansion of existing facilities in a manner that is fully consistent with 2040 General Plan policies and existing regulations would be expected to reduce any environmental impacts to a less than significant level.

Although development allowed under Downtown Strategy 2040 would contribute to demand for parkland and recreational facilities in the Central/Downtown Planning area, the Downtown Strategy 2040 EIR did not identify a new or more significant impact than previously identified in the 2040 General Plan EIR or Downtown Strategy 2000 EIR. It is anticipated that construction or expansion of parkland and recreational facilities to accommodate increased demand would not result in significant environmental effects with implementation of 2040 General Plan policies and existing regulations.

As described above, the DSAP amendment would increase demand for recreational facilities through increasing development density within Downtown. Increased demand for recreational facilities could result in the construction of additional facilities, which could in turn result in environmental impacts. However, such new recreational facilities would remain subject to project-level environmental review as

established in the Downtown Strategy 2040 and would be subject to the Downtown Design Guidelines and Standards (**Table 25**). Therefore, the DSAP Amendment would not contribute to new or worsened impacts resulting from the construction of new recreational facilities.

3.16.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts than those identified in the Downtown Strategy 2040 EIR because project-level environmental review and the City's plans to expand and enhance parks and recreation facilities in the DSAP area would help ensure new residents would have sufficient access to parks and recreational facilities and that construction of new recreation facilities would not result in new impact. Based on this, the City finds that:

- A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred;
- B. New information of substantial importance with respect to recreation resources resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified; and
- C. None of the proposed project changes would significantly affect recreation resources.

Therefore, the conclusions in Section 3.14, Public Services, of the Downtown Strategy 2040 EIR pertaining to recreational resources, would remain valid with implementation of the DSAP Amendment.

3.17 Transportation

3.17.1 Environmental Setting

3.17.1.1 Changes to Regulatory Framework

The Downtown Strategy 2040 EIR identifies state, federal and local agencies with authority over transportation facilities in the DSAP area. These agencies retain the same authority as established in the Downtown Strategy 2040 EIR. The City has jurisdiction over all City streets and City-operated traffic signals while the Caltrans manages state facilities, such as Interstate 280 (I-280). Caltrain is owned by the Peninsula Corridor Joint Powers Board (PCJPB) and the Federal Highway Administration (FHWA) administers and oversees highway programs and the distribution of federal funds for transportation projects. The San Francisco Bay Area MTC is the transportation planning agency. VTA oversees the Congestion Management Program (CMP). The VTA also operates light rail and bus transit service in Santa Clara County

Federal Aviation Administration Regulations

Title 14 of the Code of Federal Aviation Regulations sets standards for obstructions to airspace, which would apply to the City, given the City's proximity to the Airport. Part 77 of the Federal Aviation Regulations establishes imaginary surfaces for airports and runways as a means to identify objects that are obstructions to air navigation, requiring FAA review of planned projects above height limits. The FAA has not altered Federal Aviation Regulations Title 14, Part 17 since certification of the Downtown Strategy 2040 EIR in 2018.

California Senate Bill 743

On September 27, 2013, SB 743 was signed into law, starting a process that changed transportation impact analysis as part of CEQA compliance. SB 743 removes automobile vehicle delay and other similar measures of vehicular capacity or traffic congestion from CEQA transportation analysis. Rather, VMT are now used as a basis for determining significant transportation impacts in California. Although SB 743 took effect on July 1, 2020, City Council Policy 5-1 "Transportation Analysis Policy" established the use of VMT as the metric to assess transportation impacts for new development under CEQA prior to the certification of the Downtown Strategy 2040. Thus, the Downtown Strategy 2040 EIR was prepared in adherence with SB 743. Also, SB 743 has not been altered since certification of the Downtown Strategy 2040 EIR in 2018.

Regional Transportation Planning

MTC is the transportation planning, coordinating, and financing agency with jurisdiction over the City. MTC and ABAG adopted Plan Bay Area 2040 in July 2017, which includes the region's Sustainable Communities Strategy (integrating transportation, land use, and housing to meet GHG reduction targets) and Regional Transportation Plan (including a regional transportation investment strategy for revenues from federal, state, regional and local sources over the next 22 years). Although MTC and ABAG

amended Plan Bay Area 2020, this amendment would not change the analysis of transportation impacts as established in the Downtown Strategy 2040 EIR.⁴⁷

Congestion Management Program

The VTA oversees the CMP which is aimed at reducing regional traffic congestion within Santa Clara County. VTA has review responsibility for proposed development projects that are expected to affect CMP designated intersections. The VTA has not altered the CMP since certification of the Downtown Strategy 2040 EIR in 2018.

City of San José Plans and Policies

Transportation Analysis Policy (City Council Policy 5-1)

As established in City Council Policy 5-1 “Transportation Analysis Policy” (2018), the City uses VMT as the metric to assess transportation impacts from new, development under CEQA, as suggested by SB 743. The City has not altered this policy since certification of the Downtown Strategy 2040 EIR in 2018.

Climate Smart San José

CSSJ is a comprehensive plan to reduce GHGs generated within the City as described in **Section 3.3, Air Quality**. CSSJ addresses GHG produced from transportation sources through methods including creating local jobs to reduce VMT, developing integrated, accessible public transport infrastructure, and creating clean and personalized mobility choices. The City has not altered CSSJ since certification of the Downtown Strategy 2040 EIR in 2018.

San José Better Bike Plan 2025

The City of San José Bike Plan 2020 (adopted in 2009) contains policies for guiding the development and maintenance of bicycle and trail facilities within the City. In September 2020, the City released the Draft San José Better Bike Plan 2025 to revise the City of San José Bike Plan 2020. The Draft San José Better Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the DSAP area. The planned improvements to the bicycle network will provide improved connections to surrounding pedestrian, bicycle, and transit facilities and a balanced transportation system as outlined in the 2040 General Plan goals and policies.⁴⁸

Envision San José 2040 General Plan

The Circulation Element of the 2040 General Plan contains various long-range goals and policies that are intended to reduce GHG emissions from transportation sources, while improving the pedestrian, transit, and bicycle transportation network. The City has not altered the Circulation Element of the 2040 General Plan since certification of the Downtown Strategy 2040 EIR in 2018.

⁴⁷ Metropolitan Transportation Commission. 2020. Amendment to Plan Bay Area 2040. Available: <https://mtc.ca.gov/our-work/plans-projects/plan-bay-area-2040/amendment-plan-bay-area-2040>. Accessed October 2020.

⁴⁸ City of San José 2020. Draft San José Better Bike Plan 2025. Available: <https://www.bikesanjose.com/>. Accessed October 2020.

City of San José Downtown Design Guidelines and Standards

The revised Downtown Design Guidelines and Standards adopted in 2019 include specific requirements and clear direction for new buildings and projects with major exterior modification to existing buildings in Downtown. **Table 27** below lists the guidelines and standards applicable to the DSAP Amendment and relevant to transportation and traffic. The Downtown Design Guidelines and Standards prioritize safe and easy access to pedestrian and transit routes over automobile transportation.

Table 27 Downtown Design Guidelines Standards Applicable to Transportation		
Subject	Guideline Title	Applicable Standards
3.0 Site	Section 3.3.2 Relationship to Transit: Emphasize transit by orienting activities and amenities to stations.	a. Place a building’s Active Frontages (particularly retail) and amenities such as POPOS near rail transit stations and bus stops on the Frequent Network. b. Locate vehicular curb cuts away from bus stops, rail stations, and light rail corridors.
	Section 3.3.1 Arrangement of Activities: Enhance the vitality of Downtown by placing activities to support a vibrant Public Realm and by internalizing activities and uses that detract from the Public Realm	b. Prioritize placement of Active Uses to support Active Frontages near street intersections, paseo intersections, parks, plazas, and transit stops.
	Section 3.3.3 Paseo / Mid-Block Connection Location: Mid-block pedestrian and bicycle connections are helpful additions to the Downtown circulation network.	a. A new paseo may be created only on a block that meets at least one of the following conditions: 1. The block is over 3 acres in size with over 400 feet between streets on the longest side, or 2. The paseo will connect to a block containing part of the Guadalupe River park system, or 3. The paseo will connect directly to a rail transit stop or station.
	Section 3.4.1 Locating Privately-Owned POSOS: Use Privately-Owned Public Open Spaces to provide locations for repose, relaxation, and gathering.	e. When near a transit station, locate a ground level POPOS to provide transit patrons with shade and benches.
	Section 3.5.2 Service Entrance Location: Locate service, utilities, and access points including curb cuts where they do not interfere with the actions of pedestrians, bicycles, and transit.	c. For buildings with multiple frontages, locate service doors and entrances on the frontages as defined in Section 2.2 based on the hierarchy as follows: 1. Other Street 2. Open Space Frontage (if the frontage has vehicle access) 3. Secondary Addressing Street 4. Urban Park/Plaza Frontage

Table 27 Downtown Design Guidelines Standards Applicable to Transportation		
Subject	Guideline Title	Applicable Standards
		5. Any street with at-grade light rail transit 6. Primary or south of first area Addressing Street
	Section 3.5.1 Pedestrian and Bicycle Entrance Location: Make pedestrian entries from Public Space the primary entry and identity points for the building.	a. Connect the primary pedestrian and bicycle building access directly to a public sidewalk, Public Open Space, or paseo, uninterrupted by a parking lot or vehicular circulation.
	Section 3.5.3 Parking and Vehicular Access Location: To promote Public Life, separate vehicular parking access from the pedestrian realm and other transportation modes.	b. For buildings with multiple frontages, locate vehicular and parking entrances on the frontages as defined in Section 2.2 based on the hierarchy as follows: 1. Other Street 2. Open Space Frontage 3. Secondary Addressing Street 4. Urban Park/Plaza Frontage 5. Any street with at-grade light rail transit lines or stops 6. Primary or SoFA Addressing Street
5.0 Pedestrian Level	Section 5.3.5 Signage – Podium Level and Pedestrian Level: Inform and attract while enhancing the appearance of Downtown with well-designed and located Podium Level and Pedestrian Level signage.	c. Use signage and addressing to make clear the location of the primary entrance for pedestrians, bicyclists, bicycle parking, and emergency responders.
	Section 5.4 Surface Parking Lots: Avoid creating surface parking lots. Where created, ensure they are not large inactive areas that form barriers to walkability and urban vitality.	a. Divide any surface parking area length exceeding 240 feet into multiple zones divided by a drive aisle designed as a street, including sidewalks and parallel parking on both sides. This improves pedestrian, bicycle, and vehicular circulation in and across the site. These divisions will make it easier to redevelop portions of the parking lot at a later date. b. Create pedestrian walks at least every 120 feet within a parking lot to provide safe pedestrian travel to either the building entrance or a public sidewalk. c. Screen with landscaping any surface parking lot within 50 feet of and visible from a street or paseo. Do not create unsafe blind spots.

Source: City of San José 2019c

POPOS = Privately-Owned Public Open Spaces

3.17.1.2 Changes to Environmental Conditions

As identified established in **Section 2.4.8, Other Planned Development**, other projects in various stages of review, construction, and completion are increasing residential and commercial uses in the project vicinity. These projects will ultimately add 9,170 residential units, 8,676,093 square feet of commercial space, 675,077 square feet of commercial retail space, and 1,575 hotel rooms to Downtown. Vehicle travel to and from these new developments will continue to increase traffic in the project footprint and vicinity. The DSAP Amendment would expand the project site beyond the boundaries of the area evaluated in the Downtown Strategy 2040 EIR, the DSAP Amendment would not encounter major transportation networks or roadways beyond those analyzed in the Downtown Strategy 2040 as described below.

Existing Roadway Network

State Route 87 (SR 87), I-280, and I-880 continue to provide regional access to the DSAP area. West Julian Street, Santa Clara Street, the Alameda (SR 82), San Fernando Street, San Carlos Street, Park Avenue, Auzerais Avenue, Bird Avenue, Montgomery Street, Autumn Street, Coleman Avenue, Stockton Avenue, Delmas Avenue, and Cahill Street continue to provide local access to the DSAP area as established in the Downtown Strategy 2040 EIR.

Existing Transit Facilities

Existing Transit Facilities have not change substantially since the certification of the Downtown Strategy 2040 EIR in 2018. VTA bus and light rail transit services continue to connect the DSAP area to other parts of the City. Caltrain, Altamont Commuter Express, and Amtrak continue to provide regional transit access to the DSAP area.

Existing Bicycle and Pedestrian Facilities

Pedestrian facilities in the DSAP area include sidewalks, pedestrian push buttons, and signal heads along the majority of the local roadways described above. Bikeways also continue to traverse the DSAP including major routes such as the SR 87/Guadalupe Light Rail Transit and the I-880/I-680/SR 17/Vasona Rail/Los Gatos Creek cross-county bicycle corridors. The Guadalupe River Trail also provides a corridor for pedestrian and bicycle transit. Bay Wheels still provides bike and scooter share service within the DSAP area, while Zipcar still provides car share service.

2040 General Plan Transportation Network

The Downtown Strategy 2040 EIR identifies numerous improvements to roadway, pedestrian, transit, and bicycle facilities planned under the 2040 General plan for the DSAP area. These improvements include street extensions, street widenings, addition of regional rail track, construction of new bikeways, and other infrastructure alterations. The City has not altered these plans since certification of the Downtown Strategy 2040 EIR in 2018.

3.17.2 Checklist and Discussion of Impacts

Environmental Issue Area		New Potentially significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less impact than "Approved Project"	No Impact
Transportation. Would the project:							
a)	Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X		
b)	Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?				X		
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X		
d)	Result in inadequate emergency access?				X		

3.17.2.1 Impact Discussion

The discussion of impacts of the DSAP Amendment is based upon the Transportation Analysis (**Appendix D**) prepared for the DSAP Amendment by Hexagon Transportation Consultants, Inc. (2020). Refer to Section 3.15, Transportation/Traffic of the Downtown Strategy 2040 EIR for a full discussion of traffic/transportation impacts under the Downtown Strategy 2040.

Vehicle Miles Traveled Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant)

VMT Analysis Methodology and Criteria and Impacts

Buildout of the Downtown Strategy 2040 was analyzed according to City Council Policy 5-1, which establishes VMT thresholds of significance for a range of project types. The Downtown Strategy 2040 EIR utilized the City’s Travel Demand Forecasting (TDF) Model to project long-term traffic growth and VMT data. The TDF Model has the ability to project the diversion of traffic and change in traffic patterns due to roadway/transit system changes as well as large land use changes. Using the TDF Model, an analysis was conducted to compare the development under the Downtown Strategy 2040’s VMT levels against

the appropriate City thresholds of significance. Based on City Council Policy 5-1, a significant VMT impact would occur if residential VMT per capita were to exceed 10.12 or if employment VMT per job were to exceed 12.21. Based on the increased density near high quality transit options, the Downtown Strategy 2040 was found to decrease residential VMT per capita from 8.25 in 2015 to 7.54 in 2040. Likewise, employment VMT was anticipated to decrease from 10.12 in 2015 to 8.49 in 2040. However, the Downtown Strategy 2040 found that limited areas would experience VMT increases above the levels set by Policy 5-1. However, Policy 5-1 is not appropriate for full analysis of program-level impacts. Where a proposed project’s location indicates the potential for VMT to exceed the City’s thresholds established by Policy 5-1, a project-specific analysis would be conducted, and if the analysis demonstrates that VMT will exceed the City’s threshold for that use, feasible measures (e.g., transportation demand management) would be applied to sufficiently reduce the project’s VMT. Thus, the Downtown Strategy 2040 EIR concluded that impacts under the Downtown Strategy 2040 to VMT would be less than significant.

The DSAP Amendment would increase population density relative to the Downtown Strategy 2040. However, this increased population density would be placed in close proximity to new jobs and extensive opportunities for the use of transit, bicycles, and other non-automobile modes of travel. Additionally, relevant Downtown Design Guideline and Standards (**Table 27**) prioritize safe and easy access to pedestrian and transit routes over automobile transportation and would apply to projects completed under the DSAP Amendment. As shown in **Table 28**, this increase in population density near new jobs and accessible transit options would lower residential VMT per capita from 7.55 under Downtown Strategy 2040 to 6.78 with implementation of the DSAP Amendment.⁴⁹ Likewise, employment VMT per job would be reduced from 8.56 to 8.29. Therefore, the DSAP Amendment would improve VMT within Downtown and would be consistent CEQA Guidelines section 15064.3, subdivision (b).

Table 28 VMT Analysis		
Study Scenario	Residential VMT per Capita (CEQA Threshold: 10.12)	Employment VMT per Job (CEQA Threshold: 12.21)
Baseline Year 2015	8.25	10.12
2040 Downtown Strategy 2040	7.55	8.56
2040 Downtown Strategy 2040 + DSAP Amendment	6.78	8.29

Source: Hexagon Transportation Consultants, Inc, 2020. Diridon Station Area Plan Amendment Transportation Analysis.

⁴⁹ VMT associated with build out of the Downtown Strategy 2040 was recalculated as part of this analysis to account for changes in land use that have occurred since certification of the Downtown Strategy 2040 EIR in 2018. Therefore, Downtown Strategy 2040 residential VMT per capita is reported as 7.55 in this analysis and 7.54 in **Section 3.17.2.1**. Likewise, employment VMT per job is reported as 8.56 here and 8.49 in **Section 3.17.2.1**.

VMT Per Service Population

In addition to the analysis of VMT conducted in accordance with City Policy 5-1, the Downtown Strategy 2040 EIR also analyzed topics based on the City's General Plan Amendment Methodology, including VMT per service population, as well as Journey-to-work mode share, average vehicle speeds in transit priority corridors, and impacts to adjacent jurisdictions (discussed below). VMT per service population is a measure of the daily VMT divided by the number of residents and employees within the City of San José. Any increase in VMT per service population over the existing 2040 General Plan conditions due to a proposed land use amendment is considered a significant impact. The Downtown Strategy 2040 EIR concluded that build out of the Downtown Strategy 2040 would result in a slight decrease in overall daily VMT per service population relative to the 2040 General Plan (from 13.6 to 13.5) and would thus result in a less than significant impact.

The DSAP Amendment would result in a slight decrease in overall VMT per service population relative to the conditions analyzed in the Downtown Strategy 2040 EIR (from 13.64 to 13.47) because housing density would increase near transit corridors (see **Appendix C** for a full discussion of VMT per service population calculations). Therefore, the DSAP Amendment would not contribute to new or worsened impacts related to VMT per service population.

Journey-to-Work Mode Share

Mode share is the distribution of all daily work trips by travel mode. The General Plan Amendment Methodology considers increases to the percentage of workers driving to work alone to be significant impacts. The Downtown Strategy 2040 concluded that buildout would decrease the percentage of commuters driving alone relative to the 2040 General Plan (72.0 to 71.5 percent) and would thus result in a less than significant impact.

Relative to the conditions analyzed in Downtown Strategy 2040 EIR, the DSAP Amendment would result in a slight decrease in the proportion of commuters driving alone (71.7 percent to 70.9 percent). Therefore, the DSAP Amendment would not contribute to new or worsened impacts related to journey-to-work mode share.

Average Vehicle Speeds in Transit Priority Corridors

The General Plan Amendment Methodology considers decreases 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 average speed decreases by 1 mph or more for a transit corridor with average speed below 15 mph to be significant impacts. The Downtown Strategy 2040 EIR concluded that buildout would result in only minor reductions in speeds or slight increases in speeds along transit priority corridors relative to 2040 General Plan conditions. Thus, buildout of the Downtown Strategy 2040 would result in less than significant impacts to transit priority corridors.

DSAP Amendment would not result in a decrease in travel speeds greater than one mph or 25 percent on any of the City's transit priority corridors relative to the conditions analyzed in the Downtown Strategy 2040 EIR. Therefore, the DSAP Amendment would not contribute to new or worsened impacts related to average vehicle speeds in transit priority corridors.

Impacts to Pedestrian, Bicycle, and Transit Facilities (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR established that development and transportation projects within Downtown would be required to facilitate pedestrian and bicycle access and safety, consistent with 2040 General Plan policies. Additionally, 2040 General Plan policies requiring the accommodation of transit services and enhancement of the safety and comfort of transit users would be implemented. Thus, build out would further City goals of encouraging and providing for the safety of pedestrian, bicycle, and transit facilities. Therefore, the Downtown Strategy 2040 was found not to conflict with an applicable program, plan, ordinance, or policy establishing measures of effectiveness for the performance of addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Future reasonably foreseeable transportation projects within the DSAP area are listed in **Table 29**, which also lists projects planned under the original DSAP that have since been removed. These projects are also discussed in **Section 2.4.5, Transportation Network Changes**, of the DSAP Amendment. In addition to these new and removed projects, approximately 50 transportation projects included in the 2014 DSAP would be modified with implementation of the DSAP Amendment. Such modifications are generally minor and in service of the same goal and are therefore not listed in **Table 29**, however, the full list of transportation projects is available in **Appendix E**. New transportation projects planned under the DSAP Amendment include primarily pedestrian, bicycle, and transit upgrades, as well as several roadway improvements. Like the Downtown Strategy 2040, the DSAP Amendment was developed with the intention of encouraging pedestrian, bicycle, and transit facilities through the creation of new trails and paths, while increasing the density of development near pedestrian, bicycle, and transit routes. Additionally, relevant Downtown Design Guideline and Standards (**Table 27**) prioritize safe and easy access to pedestrian and transit routes over automobile transportation and would apply to projects completed under the DSAP Amendment. Furthermore, all of the same 2040 General Plan policies identified in the Downtown Strategy 2040 EIR would apply to the DSAP Amendment. Therefore, the DSAP Amendment would not contribute to new or worsened conflicts with an applicable program, plan, ordinance, or policy establishing measures of effectiveness for the performance of addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Impacts to Air Traffic Patterns (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR determined that build out would increase development density in the vicinity of the Airport. Development under the Downtown Strategy 2040 would have no impact on air traffic patterns. See **Section 3.9, Hazards and Hazardous Materials**, for discussion of building-specific compliance with federal aviation regulations.

The DSAP Amendment would increase development density within the DSAP area relative to the levels considered in the Downtown Strategy 2040 EIR. However, this development would continue to avoid impacts to air traffic patterns. Therefore, the DSAP Amendment would not contribute to new or worsened impacts to air traffic patterns.

Transportation Hazards and Emergency Access (Same as Downtown Strategy 2040 EIR – Less than Significant)

The DSAP Amendment will not change the conclusions of the Downtown Strategy 2040 EIR, which concluded that build out would not result in incompatible uses of roadways or introduce any new features that would otherwise impede the movement of emergency vehicles. Therefore, consistent with the Downtown Strategy 2040 EIR, development in the amended DSAP would not result in inadequate emergency access or hazards with the implementation of 2040 General Plan Policies and City standards.

Like the Downtown Strategy 2040, the DSAP Amendment would not result in incompatible uses of roadways or introduce any new features that would otherwise impede the movement of emergency vehicles. Therefore, the DSAP Amendment would not contribute to new or worsened impacts due to inadequate emergency access.

Table 29 Transportation Projects within DSAP			
#	Project Type	Improvement	Description
New Projects Planned within DSAP			
1	New Street	Active Transportation Greenway Underneath and Alongside Elevated Tracks	A greenway (active transportation, car-free street and open space) under and alongside elevated tracks extended between San Carlos Street and Lenzen Avenue. This will provide a needed north-south active transportation link connecting directly to the Diridon Station via the space underneath and alongside the elevated tracks. It will address the problem that the existing bike network running north to south is not as strong as its perpendicular counterpart. It will also allow for specific placemaking opportunities such as pedestrian parks. Connected with the Los Gatos Creek Trail at San Carlos Street, it will decrease commuting times, separate bicyclists and pedestrian from motorized vehicles, enhance air quality, and in turn, add joy to the art of bicycling and walking in a major metropolis.
2	Interchange	Santa Clara Street/SR-87 Ramp Modifications	The proposed modifications to the freeway gateway at Santa Clara Street (Grand Boulevard) will complement the proposed exclusive public service lanes to prioritize transit. Motor vehicles traveling on northbound SR-87 are encouraged to exit via the upstream Woz Way off-ramp or the downstream Julian Street off-ramp. Examples of ramp modifications include enhanced crosswalks, reduced crossing length, automatic pedestrian signals, signal timing changes, and lane modifications.
3	Interchange	Julian Street SR-87 Interchange Modifications	The proposed modifications to the Julian Street interchange will make it the primary Downtown gateway for regional vehicular traffic on SR-87. It will consolidate the existing interchanges at Santa Clara Street and Julian Street into a modified, full interchange at Julian Street that will connect vehicles to key parking locations outside of the core station area.

Table 29 Transportation Projects within DSAP			
#	Project Type	Improvement	Description
4	Pedestrian/Bicycle	Trail Crossing - San Carlos Street At-grade/Grade-separated	Los Gatos Creek Trail crosses under San Carlos Street along the west bank. Along the east bank, it crosses San Carlos Street via bridge or under-crossing, which becomes a Class I bike path alongside the track line ending at Auzerais Avenue.
5	Pedestrian/Bicycle	Trail Crossing - Auzerais Avenue At-grade	Los Gatos Creek Trail crosses Auzerais Avenue at-grade along the west bank.
6	Pedestrian/Bicycle	Across I-280 Pedestrian/Bicycle Connection	The proposed bicycle and pedestrian connection will provide a needed north-south active transportation link across a major barrier in I-280. It will connect the residential neighborhoods south of I-280 – Gardner, Fuller-Drake, North Willow Glen, Broadway-Palmhaven, and Willow Glen, with the residential neighborhoods and commercial activities north of I-280 – Auzerais-Josefa, Hannah-Gregory, Midtown San José, and the station area. It will connect the Diridon Station, Gardner Elementary School, and various open spaces and parks such as Biebrach, Fuller, and Del Monte parks. The proposed connection aims to minimize bicycle and pedestrian conflicts with motorized vehicles on Bird Avenue (City Connector Street).
7	Pedestrian/Bicycle	Montgomery Street Complete Street with Pedestrian Priority Improvements	Montgomery Street between San Fernando Street and Santa Clara Street; curbless street design and pedestrian priority improvements with Class III Bike Boulevard.
8	Station	Station Park-and-Ride	A small number of parking spaces are considered in shared facilities in the station district.
9	Station	Existing Track Approaches to Station	Maintain track approaches that generally stay within the existing northern and southern corridors in order to leverage existing rail infrastructure, minimize overall community impact, and minimize the need to acquire significant land.
10	Station	Bicycle Access to Station	San Fernando Street is considered in the DISC Plan to serve as the primary corridor for traveling to and through the station by bicycle. The DISC Plan also proposes a major bicycle parking facility under the tracks at San Fernando Street.

Table 29 Transportation Projects within DSAP			
#	Project Type	Improvement	Description
11	Station	Light Rail Access to Station	The two existing light rail stops near the station, one along Laurel Grove Lane on the west and the other near the intersection of Montgomery and San Fernando Street on the east) are considered in the DISC Plan to be consolidated into a single centrally-located stop that would be accessed on the east side of the station roughly at the current intersection of Cahill and Crandall streets.
12	Station	Bus Access to Station	The Concept Layout proposes a VTA bus facility located south of the primary station hall along a bus-only street to the east of the heavy rail tracks.
13	Station	Intercity Bus Access to Station	The Concept Layout proposes along the western edge of the rail tracks, in the current location of White Street.
14	Station	BART Access to Station	The Concept Layout proposes an access point to BART via the lobby of a proposed future building on the corner of Santa Clara and Montgomery streets. The Partner Agencies are considering additional access points.
15	Station	Station Curb Space for Pick-up/Drop-off	Space for these modes is considered at the southeast corner of the station, south of San Fernando Street and west of Cahill Street. This facility is carefully sited away from the core of the station so as to minimize conflicts between pedestrians and cyclists who will be coming to the station from Downtown.
16	Transit	VTA Light Rail Grade-separation and Re-alignment	The light rail track connection between the Diridon Station and the stations in Downtown will be re-aligned east-west from the current San Carlos Street to Park Avenue or San Fernando Street. To minimize conflicts with pedestrian and bicyclists and to speed up and LRT operations, different light rail grade separation options such as Autumn Street, Delmas Avenue, San Fernando Street, and/or Park Avenue are considered.
17	Transit	Caltrain Business Plan Long Range Service Vision	The Business Plan addresses four major focus areas: service, business case, community interface, and organization. The Long-Range Service Vision as part of the Business Plan will increase the number of peak hour trains per direction to 8 between Tamien Station and San Francisco, 4 between the Blossom Hill and Tamien Stations, and 2

Table 29 Transportation Projects within DSAP			
#	Project Type	Improvement	Description
			between the Gilroy and Blossom Hill Stations. The Caltrain Board of Directors adopted a service vision as part of the Business Plan in October 2019 that envisions significantly expanding Caltrain service, roughly tripling the number of daily riders from 65,000 today to 180,000 by 2040. Diridon Station is currently one of the busiest stations in the system currently. It is also one of the core stations that will see most enhanced service under the Business Plan.
Projects No Longer Planned within DSAP¹			
1	Station	Central Zone - Airport-style station layout	
2	Pedestrian/Bicycle	South Zone - Green fingers	Green fingers reaching out from the large community park along Park Avenue to provide strong bike and pedestrian connections between the sub-areas and into the neighborhoods beyond.
3	Pedestrian/Bicycle	South Zone - Extension of Josefa Street	Extension of Josefa Street in the north to connect bikes and pedestrians to the Los Gatos Creek trail and down into the neighborhood. This linkage is treated as another green finger reaching into the heart of the neighborhood.
4	Station	Station - KNR, private shuttle buses, taxis	Kiss-and-ride curb would be located in front of the new station building and the historic depot. Additional curb frontage on Cahill Street would accommodate private shuttle buses and taxis.
5	Station	Station - Transit Center	Bus Plaza Option, Transit Mall Option, or the Skewed Alignment Option
6	New Street	Wilson Avenue Enhanced Pedestrian Connection	Enhanced Pedestrian Connection on Wilson Avenue between The Alameda and Stockton Avenue (new street)
7	New Street	Drake Street Enhanced Pedestrian Connection (new street)	Enhanced pedestrian connection on Drake Street between Auzerais Avenue and Columbia Avenue (new street)
8	Pedestrian	Pedestrian Scramble	Santa Clara Street/Montgomery Street
9	Pedestrian	Intersection with Improved Pedestrian Access	The Alameda/Stockton Avenue
10	Pedestrian	Intersection with Improved Pedestrian Access	Stockton Avenue between The Alameda and Julian Street

Table 29 Transportation Projects within DSAP			
#	Project Type	Improvement	Description
11	Pedestrian	Intersection with Improved Pedestrian Access	Santa Clara Street/Cahill Street
12	Pedestrian	Intersection with Improved Pedestrian Access	Santa Clara Street/Autumn Street
13	Pedestrian	Intersection with Improved Pedestrian Access	Julian Street/Montgomery Street
14	Pedestrian	Intersection with Improved Pedestrian Access	Julian Street/Autumn Street
15	Pedestrian	Intersection with Improved Pedestrian Access	Montgomery Street/Stover Street
16	Pedestrian	Intersection with Improved Pedestrian Access	Montgomery Street/Crandall Street
17	Pedestrian	Intersection with Improved Pedestrian Access	Autumn Street/Stover Street
18	Pedestrian	Intersection with Improved Pedestrian Access	Autumn Street/Crandall Street
19	Pedestrian	Intersection with Improved Pedestrian Access	San Fernando Street/Montgomery Street
20	Pedestrian	Intersection with Improved Pedestrian Access	San Fernando Street/Autumn Street
21	Pedestrian	Intersection with Improved Pedestrian Access	Autumn Street/Josefa Street
22	Pedestrian	Intersection with Improved Pedestrian Access	Park Avenue/Josefa Street
23	Pedestrian	Intersection with Improved Pedestrian Access	San Carlos Street/Josefa Street
24	Pedestrian	Intersection with Improved Pedestrian Access	San Carlos Street/Gifford Avenue
25	Pedestrian	Intersection with Improved Pedestrian Access	Park Avenue/Laurel Grove Lane

Table 29 Transportation Projects within DSAP			
#	Project Type	Improvement	Description
26	Pedestrian	Intersection with Improved Pedestrian Access	San Carlos Street/Sunol Street
27	Pedestrian	Pork-chop island removal	The Alameda/Stockton Avenue
28	Pedestrian	Pork-chop island removal	Park Avenue/Autumn Street
29	Pedestrian	Pork-chop island removal	San Carlos Street/Autumn Street
30	Pedestrian	Pork-chop island removal	Auzerais Avenue/Bird Avenue
31	New Street	North-South Connection - Autumn Street Extension (new street)	Class I Bicycle Path on Autumn Street between Santa Clara Street and Julian Street; Autumn Street Extension between Saint John Street and Julian Street, and adjacent grid alignment (new street)
32	Transit	Bus Stop Improvements	Santa Clara Street/Montgomery Street
33	Transit	Bus Stop Improvements	Santa Clara Street/Delmas Avenue
34	Transit	Bus Stop Improvements	San Carlos Street/Sunol Street
35	Transit	Bus Stop Improvements	San Carlos Street/Bird Avenue
36	Transit	Bus Stop Improvements	San Carlos Street/Gifford Avenue
37	New Street	North-South Connection - Georgetown Place (new street)	Georgetown Place between San Carlos Street and Park Avenue (new street)
38	New Street	East-West Connection - Stover Street (new street)	Enhanced pedestrian connection on Stover Street between Cahill Street and Delmas Avenue (new street)
39	New Street	East-West Connection - Crandall Street (new street)	Crandall Street between Cahill Street and Autumn Street (new street)
40	New Street	East-West Connection - Parkinson Court (new street)	Parkinson Court between Sunol Street and Dupont Street
41	New Street	East-West Connection - Pacific Avenue (new street)	Pacific Avenue between Sunol Street and Dupont Street
42	New Street	East-West Connection - Columbia Street (new street)	Enhanced pedestrian connection on Columbia Street between Drake Street and Bird Avenue (new street)
43	Pedestrian/Bicycle	Northern Zone - North-south pedestrian and bike connection	Improved north-south pedestrian and bike connections along the western side of the arena

Some projects planned in the original DSAP are subsumed into new projects in the DSAP Amendment and therefore are proposed for removal.

Consistency with Plans (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR concluded that build out would increase congestion at several intersections and freeway segments beyond levels acceptable under the CMP. However, the project was determined to be in substantial conformance with CMP requirements through a combination of trip reduction from Downtown and implementation of VTA requirements. Furthermore, given that the Downtown Strategy 2040 was expected to reduce overall VMT in Downtown, the Downtown Strategy 2040 EIR determined that it would not conflict with an applicable program, plan, ordinance, or policy establishing measures of effectiveness for the performance of addressing the circulation system, including roadways and freeways.

Similar to the Downtown Strategy 2040, the DSAP Amendment is expected to increase congestion beyond acceptable levels under the CMP. However, as established in City Council policy 5-1 and discussed in the Downtown Strategy 2040 EIR, VMT is the relevant metric for evaluating traffic impacts under CEQA. Because the DSAP Amendment would reduce VMT compared to the Downtown Strategy 2040, the DSAP Amendment would not contribute to new or worsened impacts due to conflict with an applicable program, plan, ordinance, or policy establishing measures of effectiveness for the performance of addressing the circulation system, including roadways and freeways.

Geometric Hazards Same as Downtown Strategy 2040 EIR – (Less than Significant)

The Downtown Strategy 2040 EIR determined that incorporation of 2040 General Plan policies would ensure that build out would not increase or create hazards due to design features or incompatible uses.

Like the Downtown Strategy 2040, the DSAP Amendment would not require incompatible uses of roadways or introduce any new features that would otherwise impede the movement of vehicles. Furthermore, all of the same 2040 General Plan policies would apply. Therefore, the DSAP Amendment would not contribute to new or worsened impacts through increasing hazards due to a geometric design feature.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Same as Downtown Strategy 2040 EIR – Less Than Significant)

Cumulative Downtown VMT

The Downtown Strategy 2040 EIR evaluated a cumulative scenario including the 2014 DSAP and a preliminary concept of the Downtown West Project. The analysis found that build out of all projects included in the cumulative scenario would result in even lower residential and employment VMT per capita than buildout of the Downtown Strategy 2040 alone (7.46 and 8.50, respectively). Assuming implementation of 2040 General Plan polices, Zoning Ordinance and other applicable regulations, the Downtown Strategy 2040 EIR determined that cumulative build out would not substantially contribute to a significant cumulative transportation impact.

As shown in **Table 28**, the addition of the DSAP Amendment to Downtown would reduce VMT per service population within Downtown beyond that anticipated for the Downtown Strategy 2040. For the purposes of analyzing cumulative transportation impacts, the cumulative scenario in this analysis includes the Downtown West project and other land use changes proposed by the City’s Four-Year General Plan Review. As discussed in **Section 2, Project Information and Description**, the Downtown West project proposes an additional 6,306,000 square feet of commercial office space, 469,000 square

feet of retail space, 5,575 residential units, and 1,100 hotel units of development capacity in the DSAP area, in addition to the development proposed in the DSAP Amendment. **Table 30** shows the total development capacity analyzed under the cumulative scenario.

Table 30 Cumulative Development Capacity within DSAP Amendment Boundary				
Study Scenario	Office (square feet)	Retail (square feet)	Residential (units)	Hotel Rooms
Year 2040 DTS 2040 (Only development capacity within DSAP Boundary)	4,963,400	424,100	2,588	900
DSAP Amendment	7,838,000	-	7,044	-
Downtown West Project	6,306,000	469,000	5,575	1,100
Cumulative Scenario (Downtown Strategy 2040 + DSAP Amendment + Downtown West)	19,107,400	893,100	15,207	2,000

Source: Hexagon Transportation Consultants, Inc, 2020. Diridon Station Area Plan Amendment Transportation Analysis.

As demonstrated in **Table 31**, build out of the cumulative scenario would further reduce residential VMT per capita from 6.78 with implementation of the DSAP Amendment to 6.37. Likewise, employment VMT per job would be reduced from 8.29 to 8.16. Given that all of the same 2040 General Plan policies, the Zoning Ordinance, Downtown Design Guidelines and Standards, and other applicable regulations would be implemented, the DSAP Amendment would not substantially contribute to a significant cumulative transportation impact.

Table 31 Cumulative VMT Analysis		
Study Scenario	Residential VMT per Capita (CEQA Threshold: 10.12)	Employment VMT per Job (CEQA Threshold: 12.21)
2040 Downtown Strategy 2040 + DSAP Amendment	6.78	8.29
2040 Cumulative Scenario	6.37	8.16

Source: Hexagon Transportation Consultants, Inc, 2020. Diridon Station Area Plan Amendment Transportation Analysis.

General Plan Amendment Cumulative Long-Range Analysis

The Downtown Strategy 2040 EIR evaluated a cumulative scenario that included additional General Plan Amendments proposed prior to its certification and addressed the following topics.

VMT Per Service Population

The Downtown Strategy 2040 EIR concluded that buildout of the Downtown Strategy 2040 and other General Plan Amendments would not substantially increase VMT per service population relative to 2040 General Plan conditions. Thus, the Downtown Strategy 2040 and other General Plan Amendments would result in a less than significant cumulative impact. Likewise, the DSAP Amendment, in combination with other General Plan Amendments would reduce VMT per service population relative to the conditions analyzed in the Downtown Strategy 2040 EIR (from 13.73 to 13.39). Therefore, the DSAP Amendment would not result in new or worsened cumulative impacts related to VMT per service population.

Journey-to-Work Mode Share

The Downtown Strategy 2040 EIR concluded that buildout of the Downtown Strategy 2040 and other General Plan Amendments would decrease the percentage of commuters driving to work alone relative to 2040 General Plan conditions (from 72.0 percent to 71.5 percent). Thus, the Downtown Strategy 2040 and other General Plan Amendments would result in a less than significant cumulative impact. Likewise, the DSAP Amendment, in combination with other General Plan Amendments would decrease the percentage of commuters driving to work alone relative to the conditions analyzed in the Downtown Strategy 2040 EIR (from 71.7 to 70.1 percent). Therefore, the DSAP Amendment would not result in new or worsened cumulative impacts related to journey to work mode share.

Average Vehicle Speeds in Transit Priority Corridors

The Downtown Strategy 2040 EIR concluded that buildout of the Downtown Strategy 2040 and other General Plan Amendments would decrease in travel speeds of 0.6 mph or less (or a change of 3.5 percent or less) on ten corridors due to the applicant proposed GPAs. Travel speeds on the remaining corridors would improve slightly or remain unchanged when compared to 2040 General Plan conditions. Thus, the Downtown Strategy 2040 and other General Plan Amendments would result in a less than significant cumulative impact.

Likewise, the DSAP Amendment, in combination with other General Plan Amendments would only result in a decrease in travel speeds of 2.7 mph or less (or a change of 13.7 percent or less) on nine of the 14 transit priority corridors when compared to the conditions evaluated in the Downtown Strategy 2040 EIR. Based on the City's measures of effectiveness (MOE) significance thresholds, a significant impact would only occur if a decrease in average travel speed on a transit corridor below current 2040 General Plan conditions in the AM peak one-hour period when (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 speeds below 15pmh under 2040 General Plan conditions. Therefore, although speeds would be slower than those evaluated in the Downtown Strategy 2040 EIR, the DSAP Amendment would not result in new or worsened cumulative impacts related to average vehicle speeds in transit priority corridors.

Cumulative Impacts on Transit, Bicycle, and Pedestrian Circulation

The Downtown Strategy 2040 EIR concluded that buildout of the Downtown Strategy 2040 and other General Plan Amendments would not result in changes to existing roadways or other infrastructure. Additionally, numerous 2040 General Plan policies prioritize the improvement of transit, bicycle, and pedestrian routes. Thus, the Downtown Strategy 2040 and other General Plan Amendments would result in a less than significant cumulative impact.

As described above, the City proposed the DSAP Amendment with the intention of encouraging pedestrian, bicycle, and transit facilities through the creation of new trails and paths, while increasing the density of development near pedestrian, bicycle, and transit routes. Other General Plan Amendments, such as the Downtown West Project share similar goals. Furthermore, the Downtown Design Guidelines and Standards (**Table 27**) prioritize safe and easy access to pedestrian and transit routes over automobile transportation. Therefore, the DSAP Amendment would not contribute to new or worsened cumulative impacts on transit, bicycle, and pedestrian circulation.

3.17.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse transportation impacts than those identified in the Downtown Strategy 2040 EIR because the DSAP Amendment would improve VMT within Downtown by densifying development near employment centers and high-quality pedestrian, bicycle, and transit facilities. Based on this, the City finds that:

- A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred; and
- B. New information of substantial importance with respect to transportation resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified.

Therefore, the conclusions in Section 3.15, Transportation/Traffic, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.18 Tribal Cultural Resources

3.18.1 Environmental Setting

3.18.1.1 Changes to Regulatory Framework

Assembly Bill 52

Assembly Bill 52 (AB 52), the Native American Historic Resource Protection Act, sets forth a proactive approach intended to reduce the potential for delay and conflicts between Native American and development interests. Projects subject to AB 52 are those that file a notice of preparation for an EIR or notice of intent to adopt a negative or mitigated negative declaration on or after July 1, 2016. A tribal cultural resource (TCR) can be a site, feature, place, object, or cultural landscape with value to a California Native American tribe that is either included also or eligible for inclusion in the California Register of Historic Resources or included in a local register of historical resources that is also eligible for listing on the CRHR. A Native American Tribe or the lead agency, supported by substantial evidence, may choose at its discretion to treat a resource as a TCR. Requirements surrounding AB 52 have not changed since certification of the Downtown Strategy 2040 EIR in 2018.

California Senate Bill 18

The intent of Senate Bill 18 (SB 18) is to aid in the protection of traditional tribal cultural places through local land use planning by requiring city governments to consult with California Native American tribes on projects which include adoption or amendment of general plans (defined in Government Code Section 65300 et seq.) and specific plans (defined in Government Code Section 65450 et seq.) and designation of open space. SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. Requirements surrounding SB 18 have not changed since certification of the Downtown Strategy 2040 EIR in 2018.

Native American Burials

California law protects Native American burials, skeletal remains, and associated grave materials and provides for the sensitive treatment and disposition of those remains (Section 7050.5(b) of the California Health and Safety code). CEQA Guidelines Section 15064.5(e) requires that excavation activities be stopped whenever human remains are uncovered, and that the county coroner or medical examiner be contacted to assess the remains. If the county coroner or medical examiner determines that the remains are those of Native Americans, the Native American Heritage Commission (NAHC) must be contacted within 24 hours. The property owner is required to consult with the appropriate Native Americans identified by the NAHC as a “most likely descendant” to develop an agreement for the treatment and disposition of the remains. These requirements have not changed since certification of the Downtown Strategy 2040 EIR in 2018.

3.18.1.2 Changes to Environmental Conditions

At the time of the issuance of the revised Notice of Preparation for the Downtown Strategy 2040 on March 10, 2017, no written requests for consultations from tribal representatives had been received. In compliance with SB18 and AB52, a letter was sent to the NAHC seeking information about sacred land files, which track Native American cultural resources and names of Native American individuals and

groups that would be appropriate to contact regarding projects. On June 6, 2018, the City sent letters of notification offering consultation to the following tribal representatives. The letters included a description of the Downtown Strategy 2040 and provided its location.

- Monica Arellano, Vice-Chairperson, Muwekma Ohlone Tribe of SF Bay Area
- Rosemary Cambra, Chairperson, Muwekma Ohlone Tribe of SF Bay Area
- Andrew Galvan, The Ohlone Indian Tribe
- Ramona Garibay, Representative
- Jakki Kehl
- Edward Ketchum, Amah Mutsun Tribal Band
- Valentin Lopez, Chairperson, Amah Mutsun Tribal Band
- Katherine Erolina Perez
- Ann Marie Sayers, Chairperson, Indian Canyon Mutsun Band of Costanoan
- Trina Marine Ruano Family
- Linda G. Yamane
- Michelle Zimmer, Amah Mutsun Tribal Band of Mission San Juan Bautista
- Irenne Zwierlein, Chairperson, Amah Mutsun Tribal Band

In response to the City's notification to tribal representatives of the proposed Downtown Strategy 2040 and related General Plan Amendments, a tribal representative for the Ohlone Indian Tribe initiated consultation with the City on the proposed General Plan Amendments on June 7, 2018. There was consensus between the City and the Ohlone Indian Tribe on the need to discuss archaeological sensitivity and to establish a framework for development-project level literature reviews, field work, and treatments for potential resources, including human remains. Conditions related to tribal cultural resources in the City have not changed since the certification of the Downtown Strategy 2040 EIR. The Downtown setting has not changed and no 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 has been identified. The amended DSAP boundaries do not encompass historic buildings or districts beyond what was studied in the Downtown Strategy 2040 EIR and the new areas are not considered archaeologically sensitive; nonetheless, the possibility exists that construction associated with the DSAP Amendment could encounter buried tribal cultural resources.

3.18.2 Checklist and Discussion of Impacts

Environmental Issue Area	New Potentially significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less impact than "Approved Project"	No Impact
Tribal Cultural Resources.						
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), or				X	
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.				X	

3.18.2.1 Impact Discussion

Impacts to Tribal Cultural Resources (Same as Downtown Strategy 2040 EIR – Less than Significant)

The Downtown Strategy 2040 EIR identified potential impacts to tribal cultural resources for future development in Downtown. The types of tribal cultural resources that meet the definition of historical resources under Public Resources Code Section 21080.3.1 generally consist of districts, sites, landscapes, buildings, structures, and objects that are significant for their traditional, cultural, and/or historical associations. Further, a cultural place is a landscape feature, site, or cultural resource that has some relationship to particular tribal religious heritage or is a historic or archaeological site of significance or potential significance. Under CEQA, both prehistoric and historic-period archaeological sites may qualify based on historical associations as tribal cultural resources [TCRs]. This impact was reduced to less than

significant with implementation of policy-level and programmatic measures identified in the Downtown Strategy 2040 providing for the discovery of information about prehistory or history or possessing traditional or cultural significance to the Native American or other descendant communities.

**Preferred Treatment Options and Measures
Identified in the Downtown Strategy 2040 EIR**

The following policy-level and programmatic measures identified in the Downtown Strategy 2040 would result in potential cultural resource impacts that are not significant. These measures can be adapted for the future development projects as avoidance and mitigation measures such as standard permit conditions, for development-specific tiering under CEQA from the Downtown Strategy 2040 EIR.

1. **Appropriate Reviews:** Conduct appropriate levels of reviews and literature review during the planning stage to understand existing information; including Sacred Lands Files (SLF) search and recorded findings by a qualified archaeologist. These listings are updated and maintained at the California Historical Resources Information System, Northwest Information Center, California State University Sonoma (CHRIS/NWIC). For projects involving ground-disturbing activities, the City may require preparation of a site-specific archaeological resources report to address the potential for archaeological resources to be affected by the project.
2. **Supplemental Reviews/Subsurface Testing:** Sites in Downtown San José that are archaeologically sensitive should undergo exploratory trenching and borings on site/s to determine the extent of potential resources on-site, in addition to the above conducted literature search. Subsurface testing methodologies and reporting will be based on the methodologies and best practices as described in the Secretary of Interior's Standards for Archaeological Documentation and conducted by a qualified archaeologist.
3. **Determine Regulatory Status of Resources:** A qualified archaeologist should determine the status of known resources and potential resources known through the measures (1) and (2) above. The above steps (1) through (3) will be formalized as the Archaeological Resources Assessment Report.
4. **Stop Work and Evaluate Unanticipated Finds:** If buried cultural deposits are encountered during project activities, all work within 50 feet of the find should be halted and redirected. A qualified archaeologist shall: (1) evaluate the find to determine if it meets the CEQA definition of a historical or archaeological resource; and (2) provide project-specific recommendations for data recovery and evaluation. The results of any archaeological investigation will be submitted to the NWIC. The results of the archaeological investigation may:
 - Results in findings that does not meet the definition of a historical or archaeological resource, then no further study or protection is necessary prior to project implementation.
 - Results in findings that meets the definition of a historical or archaeological resource. In which case avoidance and preservation of the resources in place shall be examined. Avoidance may be accomplished through redesign, conservation easements, or site capping.

5. **Dignified and Respectful Treatment:** An important aspect of the consultation process is a dignified and respectful treatment of TCRs. As part of mitigation measure requirements, the City may request inclusion of an Archaeological Monitoring Contractor Awareness Education Program.
6. **Determine Feasible Avoidance and Alternatives:** When an archaeological site meets the CEQA definition of a historical or archaeological resource and will be impacted by the proposed project, make reasonable efforts to feasibly avoid project impacts (e.g., project redesign, conservation easements, or site capping). Review the project elements to determine ways to protect the cultural and natural context of the resources or to incorporate the resources with culturally appropriate protection and management criteria based on Public Resources Code Section 21084.3.
7. **Determine Mitigation Measures:** When avoidance is not feasible, adverse effects to such resources shall be mitigated in accordance with the recommendations of the evaluating archaeologist. Upon completion of the archaeological evaluation, a report documenting the methods, results, and recommendations of the archaeologist shall be prepared and submitted to the NWIC.
8. **Authorize Data Recovery and Curation:** To mitigate potential impacts to the buried resources and as part of (6 and) above, a data recovery program or a Tribal Cultural Resources Treatment Plan should be prepared by an approved archaeologist for review by the City. The data recovery shall involve implementation of surface collection and curation/repatriation of artifacts to prevent looting. All archaeological materials recovered during the data recovery efforts shall be cleaned, sorted, catalogued, and analyzed following standard archaeological procedures, and shall be documented in a report submitted to the Director of Planning, Building and Code Enforcement and the NWIC.
9. **Stop Work/Follow Statutory Procedures when Human Remains are Encountered:** In the event of the discovery of human remains during ground disturbance activities, all activities within a 50-foot radius of the find shall be stopped. Pursuant to Health and Safety Code § 7050.5 and Public Resources Code § 5097.94 of the State of California, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains.
 - The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American origin or whether an investigation into the cause of death is required.
 - If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours of the identification. The NAHC shall identify the descendants of the deceased Native American, also known and designated as the most likely descendent (MLD).
 - The MLD will inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. The archaeologist should recover scientifically valuable

information, as appropriate and in accordance with the recommendations of the Native Americans in accordance with CEQA Guidelines Section 15064.5 (e).

- The archaeologist shall recover scientifically-valuable information, as appropriate and in accordance with the recommendations of the MLD. A report of findings documenting data recovery, methodologies, and results shall be submitted to Director of Planning, Building and Code Enforcement and the NWIC.
- If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the landowner/project applicant shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

10. **Maintain Confidentiality:** As required under Public Resources Code Section 21084.3, protect the confidentiality of the resources. The Tribal Cultural Resources Treatment Plan Report and all pertinent data and results shall be subject to the confidentiality as an exception to the Public Resources Act and will not be available for public review or distribution. The site of any reburial of Native American human remains shall be kept confidential and not be disclosed pursuant to the California Public Records Act, California Government Code §§ 6254.10, 6254(r). The County Medical Examiner shall also withhold public disclosure of information related to such reburials pursuant to the exemption set forth in California Government Code § 6254.5(e).

The Downtown Strategy 2040 determined that the policy-level and programmatic measures noted above would ensure that potential cultural resource impacts of individual development projects are less than significant. Future developments allowed under the DSAP Amendment could impact, either directly or indirectly tribal cultural resources. However, with implementation of policy-level and programmatic measures identified in Downtown Strategy 2040 EIR, potential tribal cultural resources impacts would be minimized too less than significant. The DSAP Amendment would not result in substantial adverse change in the significance of a tribal cultural resource and would remain consistent with the analysis in Downtown Strategy 2040 EIR.

3.18.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts than those identified in the Downtown Strategy 2040 EIR because buildout of the DSAP Amendment would occur within a subset of the same area analyzed in the Downtown Strategy 2040 EIR. Therefore, individual projects under the DSAP Amendment would have a similar potential to impact tribal cultural resources, and the same measures identified in the Downtown Strategy 2040 EIR would reduce potential impacts to a less-than-significant level. Based on this, the City finds that:

- A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred;

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- B. New information of substantial importance with respect to tribal cultural resources resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified; and
- C. None of the proposed project changes would significantly affect tribal cultural resources.

Therefore, the conclusions in Section 3.5, Cultural Resources, of the Downtown Strategy 2040 EIR, which also covers tribal cultural resources, would remain valid with implementation of the DSAP Amendment.

3.19 Utilities and Service Systems

3.19.1 Environmental Setting

3.19.1.1 Changes to Regulatory Framework

State and Regional

The Downtown Strategy 2040 EIR identified numerous state and regional utilities and service system regulations, as well as the agencies responsible for enforcing these regulations. These regulations include California Senate and Assembly bills establishing goals and rules for the state pertaining to solid waste, recycling, water conservation, energy conservation and other topics (see Section 3.16.1.1, Regulatory Setting, of the Downtown Strategy 2040 EIR for a full list of these regulations and agencies). Apart from updates to the California Green Building Standards Code (CALGreen), state and regional agencies have not issued updated utility regulations that would pertain to the DSAP Amendment.

In January 2010, the State of California adopted CALGreen, which establishes mandatory green building standards for all buildings in California. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality. These standards include a mandatory set of minimum guidelines for new construction projects to achieve specific green building performance levels, as well as more rigorous voluntary measures. The following summarizes the updated 2019 code for Water Efficiency and Conservation:

- Nonresidential development having outdoor potable water use in landscape areas shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWEL0), whichever is more stringent.⁵⁰

City of San José Policies

The Downtown Strategy 2040 EIR identified the City's goals and policies relating to waste reduction, water conservation, energy conservation, and maintaining sanitary sewer capacity. Since certification of the Downtown Strategy 2040 EIR, the City has not issued substantial revisions to the plans and policies outlined in the Downtown Strategy 2040 EIR. Additionally, although the City has issued text revisions and amendments to the 2040 General Plan, these changes would not pertain utilities and service systems within Downtown.

City of San José Downtown Design Guidelines and Standards

The revised Downtown Design Guidelines and Standards adopted in 2019 include specific requirements and clear direction for new buildings and projects with major exterior modification to existing buildings in Downtown. While guidelines relevant to public utilities and service systems include best practices for the use of green roofs, green stormwater infrastructure, and permeable pavers/pavement to manage stormwater runoff from new development, there are no specific standards that apply to this resource.

⁵⁰ California Building Standards Commission. *CALGreen (Title 24, Part 11): Current edition & supplements*. Accessed on April 22, 2020. Available at: <https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen>

3.19.2 Checklist and Discussion of Impacts

Environmental Issue Area	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	No Impact
Utilities and Service Systems. Would the project:						
a) Require or result in the relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				X		
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				X		
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				X		
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?				X		
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X		

3.19.2.1 Impacts of the Diridon Station Area Plan

Electric Power, Natural Gas, and Telecommunications facilities (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

Through design review and project-level environmental review, the City would ensure electrical power, natural gas, and telecommunications facilities would be sufficient to serve proposed projects in Downtown at the time of their construction. Therefore, these utilities were not discussed individually in the Downtown Strategy 2040 EIR.

The DSAP Amendment would increase development density within the DSAP area, increasing demand for electricity natural gas, and telecommunications. However, individual projects under the DSAP Amendment would still be subject to project-level environmental review and the design review process. Additionally, the City's 2030 GHG Reduction Strategy (**Table 32**) prohibits natural gas infrastructure in new residential developments, including such developments within the DSAP area. Therefore, the DSAP Amendment would not contribute to new or worsened impacts from the relocation and construction of new or expanded electricity, natural gas, or telecommunications facilities.

Water Service Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

The Downtown Strategy 2040 EIR concluded that the project would result in increased population in Downtown, increasing water demand. However, adherence to regulations such as CALgreen would require the application of water conserving practices and infrastructure, and the City would ensure the availability of adequate water supply at the time proposed by projects within Downtown. Thus, new or expanded water entitlements would not be required, and sufficient water supply would exist during dry, normal, and multiple dry years.

Increased development under the DSAP Amendment would contribute to total demand for San José Water (SJW) and Santa Clara Valley Water District water supplies. However, application of water saving measures established in City policies would still reduce impacts to water supply during dry, normal, and multiple dry years to a less-than-significant level. Furthermore, a Water Supply Assessment completed by SJW in December 2020 concluded that SJW would be able to meet the needs of the DSAP area through at least 2035 for average and single-dry years without a call for water use reductions (**Appendix F**). The impact of the DSAP Amendment was therefore determined not to be consequential and that there would be sufficient water to serve the DSAP area.⁵¹ Therefore, the DSAP Amendment would not result in any new or worse impacts related to water service.

Wastewater Service Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

Wastewater Treatment

The Downtown Strategy 2040 EIR concluded that development within Downtown would increase wastewater production but would not result in exceedance of the City's available wastewater treatment capacity in addition to its existing commitments. Increased wastewater production could result in the City approaching the wastewater effluent limit as established by the RWQCB. However, water-saving

⁵¹ San José Water. 2020. *Water Supply Assessment: Diridon Station Area Plan Amendment*.

practices required by the 2040 General Plan, as well as regional and local policies, would avoid exceedances of RWQCB limits.

Although the DSAP Amendment would increase development density within the DSAP area, overall development would not exceed the levels analyzed in the Downtown Strategy 2040 EIR. Additionally, water saving practices outlined in the Downtown Strategy 2040 EIR would still apply to the DSAP Amendment. Therefore, the DSAP Amendment would not contribute to new or worsened impacts due to a determination that City's wastewater treatment capacity would be insufficient to serve development under the DSAP Amendment in addition to existing City commitments.

Sanitary Sewer System

Although development within Downtown would not result in exceedance of wastewater capacity or effluent limits, it could result in exceedance of the sanitary sewer's capacity to convey wastewater. However, City policies would require new development to provide for new sewer infrastructure and future development would be subject to measures established in the Downtown Strategy 2040 EIR.

Measures Identified in the Downtown Strategy 2040 EIR to Reduce and Avoid Impacts to the Sanitary Sewer System

Future development under the Downtown Strategy 2040 would be subject to the following measures:

- 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 Downtown through the payment of special taxes or connection fees by development under Downtown Strategy 2040 (Policy IP-15.2).

Demand for sanitary sewer service for commercial downtown and residential land uses would be increased with the addition of new development capacity included in the DSAP Amendment. The additional wastewater generated by the DSAP Amendment could represent a substantial increase in the severity of impacts to the sanitary sewer system identified in the Downtown Strategy 2040 EIR. **Table 32** identifies the following improvements to the sanitary sewer system that are proposed as part of the DSAP Amendment:

Location	Length (feet)	Existing Diameter (inches)	Required Diameter (inches)
Autumn St. between Autumn Ct. and W. Julian St.; then to Autumn Pkwy.	880	8	10 to 15
McEvoy St. between Park Ave. and W San Carlos St.	800	6	8
Dupont St. between Park Ave. and W San Carlos St.	750	6	10
W San Carlos St. between Dupont St. and Gifford Ave.	1,910	12	15
Park Ave. between Josefa St. and Gifford Ave.	540	8	10 to 12
W Santa Clara St. between White St. and Autumn St.	1,000	12	15
N Montgomery St. between Cinnabar St. And W Julian St., then to N Autumn St.	970	6 to 8	8 to 10
Park Ave. and McEvoy St. to Autumn St., then to St. John St. and Santa Teresa St.	5,220	33 to 36	42

Source: City of San José 2020

The expansion, improvements, and replacements of lines would be required to serve the planned growth. Enforcing the City’s Sanitary Sewer System Level of Service Policy would prevent sanitary sewer overflows due to inadequate capacity. With implementation of the project-level environmental review, Sanitary Sewer System Master Plan, 2040 General Plan policies, and existing regulations, the sanitary sewer system would have capacity to meet the needs of new development. Therefore, the DSAP Amendment would not contribute to new or worsened impacts from the expansion of wastewater facilities, including sanitary sewer facilities.

Stormwater Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

The Downtown Strategy 2040 EIR concluded that development within Downtown would alter stormwater flows, but would generally occur in existing paved areas, likely avoiding the need for additional stormwater facilities. Also, as specific projects are proposed, 2040 General Plan policies would ensure sufficient drainage facilities are incorporated into the design of new development.

As new development would occur in the same areas as identified in the Downtown Strategy 2040 EIR and would be required to incorporate sufficient drainage facilities through project-level environmental review, the DSAP Amendment would not result in exceedances of stormwater capacity with the DSAP area. Additionally, the Downtown Design Guidelines and Standards (**Table 32**) would require the use of green roofs, green stormwater infrastructure, and permeable pavers/pavement to manage stormwater runoff from new development. Therefore, the DSAP Amendment would not contribute to new or worsened impacts related to stormwater flows.

Solid Waste Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

Landfill Capacity

The Downtown Strategy 2040 EIR concluded that increased development density within Downtown would result in increases in solid waste production. However, an analysis of existing landfills and anticipated waste generation of such development established that solid waste production would not exceed local landfill capacity.

Increased development density associated with the DSAP Amendment would increase solid waste production in the DSAP area. However, the overall level of development within the City would not increase from the levels established in the Downtown Strategy 2040 EIR. Additionally, City waste reduction programs and policies would ensure solid waste production would not exceed the capacity of local infrastructure. Therefore, the DSAP Amendment would not contribute to new or worsened impacts from solid waste generation in excess of local infrastructure.

Solid Waste Regulations

As described above, the Downtown Strategy 2040 EIR concluded that increased development density within Downtown would result in increases in solid waste production. However, programs, such as the City's Zero Waste Strategic Plan, would limit waste produced from new development to avoid exceedance of state and local solid waste goals.

Although the DSAP Amendment would increase development density within the DSAP area, City waste reduction programs and policies identified in the Downtown Strategy 2040 would ensure solid waste production would comply with federal, state, and local management policies and statutes. Therefore, the DSAP Amendment would not contribute to new or worsened impacts from noncompliance with applicable statutes and regulations related to solid waste.

Expansion or Replacement of Existing Facilities (Same as Downtown Strategy 2040 EIR – Less than Significant Impact)

The Downtown Strategy 2040 EIR concluded that development within Downtown could require minor modifications to stormwater facilities, water lines, sanitary sewer infrastructure, and other below-ground utilities. However, implementation of City policies would require that individual projects include sufficient utility infrastructure or contribute to the creation of such infrastructure elsewhere.

Development density within Downtown would increase under the DSAP Amendment, and such development would require modifications to existing utilities as established in the Downtown 2040 EIR. However, projects within the DSAP area would still be subject to project-level environmental review and City utility requirements. Therefore, the DSAP Amendment would not contribute to new or worsened impacts from the expansion or replacement of new or expanded utility facilities.

Cumulative Impacts (Same as Downtown Strategy 2040 EIR – Less than Significant)

The 2040 General Plan EIR generally accounted for the maximum development levels proposed by the Downtown Strategy 2040 EIR and did not conclude significant impacts to utilities and service systems would occur as a result of the plan. Based on the 2040 General Plan EIR, the Downtown Strategy 2040 EIR concluded substantial contributions to cumulative utility and service systems impacts would not occur.

As the DSAP Amendment would not increase the overall level of development within the City from the levels considered in the Downtown Strategy 2040 EIR, the DSAP Amendment would not substantially increase utility and service system requirements. Thus, the DSAP Amendment would not contribute to cumulative utilities and service systems impacts.

3.19.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts to utilities and service systems than those identified in the Downtown Strategy 2040 EIR because adherence to existing regulations and project-level environmental review would ensure that development under the DSAP Amendment would not impact electric power, natural gas, telecommunication, water services, stormwater, or solid waste services. Measures identified in the Downtown Strategy 2040 EIR would also apply to the DSAP Amendment to reduce and avoid impacts to the sanitary sewer system. Based on this, the City finds that:

- A. Substantial changes in the Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred;
- B. New information of substantial importance with respect to utilities and service systems resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified; and
- C. None of the proposed changes to the Downtown Strategy 2040 would significantly affect utilities and service systems.

Therefore, the conclusions in Section 3.16, Utilities and Service Systems, of the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

3.20 Wildfire

3.20.1 Environmental Setting

3.20.1.1 Changes to Regulatory Framework

Since the Downtown Strategy 2040 EIR was certified in 2018, the CEQA Statute and Guidelines have been revised to create additional significance thresholds for the topic of wildfire. These new thresholds are discussed in **Section 3.20.2, Checklist and Discussion of Impacts**. No other updates to local, State, or federal regulations pertaining to wildfire have occurred since the Downtown Strategy 2040 EIR was certified in 2018.

3.20.1.2 Changes to Environmental Conditions

Since the Downtown Strategy 2040 EIR was certified in 2018, Downtown’s susceptibility to wildfire has not changed, with the area being heavily developed and without substantial natural areas. The DSAP Amendment would result in development in areas beyond those considered in the Downtown Strategy 2040, but these areas are limited to Downtown and do not include lands prone to wildfires.

3.20.2 Checklist and Discussion of Impacts

Environmental Issue Area	New Potentially significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as “Approved Project”	Less Impact than “Approved Project”	No Impact
Wildfire. 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?				X		
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?				X		
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks,				X		

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	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?						
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?				X		

3.20.2.1 Impacts of the Diridon Station Area Plan

As the topic of wildfire was not included in the CEQA Statute and Guidelines during the preparation of the Downtown Strategy 2040 EIR, the Downtown Strategy 2040 EIR did not provide a determination of significance for potential impacts from wildfire.

As a highly urban area, Downtown including the DSAP area, is very unlikely to experience wildfires. The California Department of Forestry and Fire Protection (CAL FIRE) establishes very high fire hazard severity zones, where the chance of wildfire is very likely, and areas of state responsibility, where the state is responsible for fire control. According to CAL FIRE, the DSAP area and vicinity are not located in or near any such zones.⁵² No impacts related to wildfire have been identified.

⁵² California Department of Forestry and Fire Protection (CAL FIRE), Fire and Resource Assessment Program. 2008. *Very High Fire Hazard Severity Zones in LRA – Santa Clara County 2008*.

3.20.3 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts than those identified in the Downtown Strategy 2040 EIR because the DSAP area is not located in or near any fire hazard zones. Based on this, the City finds that:

- A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant effects or a substantial increase in the severity of previously identified significant effects in the Downtown Strategy 2040 EIR have not occurred;
- B. New information of substantial importance with respect to wildfire impacts resulting in new significant effects or a substantial increase in the severity of previously identified effects in the Downtown Strategy 2040 EIR has not been identified; and
- C. None of the proposed changes to the Downtown Strategy 2040 would significantly affect wildfire impacts.

Therefore, the conclusions in Section 3.9, Hazards and Hazardous Materials, of the Downtown Strategy 2040 EIR, which also covers fire-related hazards, would remain valid with implementation of the DSAP Amendment.

3.21 Mandatory Findings of Significance

3.21.1 Checklist and Discussion of Impacts

Environmental Issue Area	New Potentially Significant Impact	New Less than Significant with Mitigation Incorporated	New Less than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	No Impact
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?				X		
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)?				X		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X		

3.21.1.1 Cumulative Impacts Identified in the Downtown Strategy 2040 EIR

The Downtown Strategy 2040 EIR identified that buildout of the Downtown Strategy 2040 would contribute to five significant and unavoidable cumulative impacts related to Air Quality, Cultural Resources, Greenhouse Gas, Noise and Vibration, and Population and Housing. These include:

Impact C-AQ-1: Build-out of the Downtown Strategy 2040 would result in a significant increase in criteria pollutants in the Bay Area, contributing to existing violations of ozone standards. **(Significant Unavoidable Cumulative Impact)**

Impact C-CUL-1: Downtown Strategy 2040 would make a cumulatively considerable contribution to previously identified significant impacts to historic resources. **(Significant Unavoidable Cumulative Impact)**

Impact C-GHG-1: Build-out of the Downtown Strategy 2040 would result in significant GHG emissions under 2040 conditions. **(Significant Unavoidable Cumulative Impact)**

Impact C-NV-1: Build-out of the Downtown Strategy 2040 would result in a significant unavoidable cumulative noise impact at existing noise-sensitive land uses adjacent to segments of Santa Clara Street, Autumn Street, San Carlos Street, Bird Avenue, Julian Street, Almaden Boulevard, Race Street, The Alameda, King Road, North First Street, Fruitdale Avenue, Alma Avenue, Naglee Avenue, and Keyes Street. due to substantial increases in traffic noise. **(Significant Unavoidable Cumulative Impact)**

Impact C-PH-1: Future development under the proposed Downtown Strategy 2040 would make a substantial contribution to the significant unavoidable impact related to the jobs/housing imbalance, as identified in the 2040 General Plan EIR. **(Significant Unavoidable Cumulative Impact)**

3.21.1.2 Discussion

Cumulative Biological Effects

As discussed in **Section 3.4, Biological Resources**, the Downtown Strategy 2040 EIR concluded that the project would contribute to a cumulative impact to special-status species, sensitive serpentine habitats, impacts to riparian habitats and wildlife, and special-status fish species. Although development would occur in areas where special-status species occur, measures identified in the Habitat Plan would require the protection of special-status species within Downtown and the Santa Clara Valley. Nitrogen emissions resulting from increased traffic to Downtown could contribute to cumulative impacts to serpentine soils outside of the City. However, it was determined that the Downtown Strategy 2040 would reduce vehicle traffic and associated emissions over the long term. The Downtown Strategy 2040 EIR also found that cumulative shading and increased disturbance in riparian habitats and special-status fish habitat would be minimized through adherence to building setbacks requirements and other measures.

The DSAP Amendment would continue to incorporate measures identified in the Downtown Strategy 2040 EIR to minimize contributions to cumulative impacts to special-status species, riparian habitats, and fish species. As described above, shading impacts from increases in building heights would be limited through the use of building setbacks and application of the 2019 Downtown Design Guidelines and Standards during the project approval process. As the DSAP Amendment is intended to reduce

automobile traffic and associated emissions, cumulative impacts to serpentine soils outside the City would also be minimized. Therefore, the DSAP Amendment would not substantially contribute to cumulative impacts to biological resources.

Effects of the DSAP Amendment on Identified Cumulative Impacts

Cumulative Air Quality and Greenhouse Gas Impacts

As discussed in **Section 3.3, Air Quality**, and **Section 3.8, Greenhouse Gas Emissions**, air pollution is a largely cumulative impact by nature. The geographic area for cumulative air quality impacts is the SFBAAB. Past, present, and future development projects all contribute to the region's adverse air quality impacts, but no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. As identified in the Downtown Strategy 2040 EIR, if a project under the Downtown Strategy 2040 were to exceed the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Because the Downtown Strategy 2040 was found to exceed BAAQMD thresholds for criteria pollutant emissions, the Downtown Strategy 2040 EIR determined that there would be a significant and unavoidable cumulative impact on operational air pollutant emissions. This finding was consistent with the 2040 General Plan EIR.

By increasing development capacity within Downtown, the DSAP Amendment would contribute to the existing significant unavoidable impacts identified in the Downtown Strategy 2040 EIR and would incrementally increase emissions within Downtown (**Table 12**). However, the increased development capacity within the DSAP area and Downtown would be reallocated from other planned growth areas identified in the 2040 General Plan and analyzed in the 2040 General Plan EIR. Therefore, there would be no net change in development capacity within the City or the SFBAAB from implementation of the DSAP Amendment. Furthermore, the DSAP Amendment would concentrate growth identified in the 2040 General Plan around transit and employment opportunities leading to a decrease in VMT and associated personal vehicle emissions in Downtown and Citywide. Therefore, 2040 total emissions within the SFBAAB would be expected to remain the same or decrease with implementation of the DSAP Amendment. While the DSAP Amendment would contribute to an existing significant and unavoidable cumulative impact, this contribution would not be new or substantially worse than that identified in the Downtown Strategy 2040 EIR or 2040 General Plan EIR.

Cumulative Cultural Resources Impacts

Build out of the DSAP Amendment would contribute to previously-identified cumulative historic resources impacts at the Citywide level. As with the Downtown Strategy 2040, future development could affect Structures of Merit that are currently listed on the City's HRI and unidentified properties that may become Structures of Merit, which are not significant resources under CEQA but contribute to the historic fabric of the City. Removal of individual Structures of Merit would be less than significant when viewed on a project-by-project basis. However, redevelopment of many of the non-significant properties currently listed on the City's HRI within Downtown would be considered a significant cumulative impact due to the collective loss of historical structures and destruction of the area's historic fabric. While individual projects built under the DSAP Amendment would be required to follow the more

stringent historic adjacency guidelines described in **Table 16** above, the DSAP Amendment would still contribute to the cumulative impact identified in the Downtown Strategy 2040 EIR.

As discussed in **Section 2.3.4.1**, the current DISC Plan is not compatible with the current location of the Southern Pacific Depot due to the need to add tracks and expand platforms to accommodate the planned service. When combined with the contributions of the DSAP Amendment, this could represent a substantially greater contribution to a cumulative historic resources impact than that discussed in the Downtown Strategy 2040 EIR. However, the DISC Plan is still in early stages of development and the current proposal to relocate the historic depot building lacks public support. It would be speculative to assume that the DISC Plan will move forward in its current form. Therefore, this cumulative analysis assumes that the Southern Pacific Depot/Diridon Station building will not be relocated.

Although the DSAP Amendment would increase development capacity within the DSAP area beyond what assumed in the Downtown Strategy 2040 EIR, this increase would be accomplished by raising maximum allowable building heights in areas already planned for development rather than introducing planned development in places previously planned for preservation. Because the DSAP Amendment would not propose development in any new areas beyond those assumed and studied in the Downtown Strategy 2040 EIR, individual projects under the DSAP Amendment would have the same potential to affect Structures of Merit. Therefore, while buildout of projects under the DSAP Amendment would contribute to the previously-identified significant unavoidable impact, this contribution would be similar to that identified in the Downtown Strategy 2040 EIR.

Cumulative Noise and Vibration Impacts

As discussed in **Section 3.13, Noise**, and demonstrated in **Table 23**, the DSAP Amendment would result in cumulatively considerable traffic noise increases along segments of Autumn Street, Josefa Street, Montgomery Street, Park Avenue, Royal Avenue, Stockton Avenue, West San Carlos Street, and West Julian Street. Despite a combination of mitigation measures, such as the repaving of area roadways with a “quiet pavement”, replacement or construction of noise barriers, traffic calming, and sound insulation above applied (see **Section 3.13.2.1**), this impact would remain significant and unavoidable. As discussed above, the Downtown Strategy 2040 EIR analyzed a different set of intersections and roadway segments than the present DSAP Amendment analysis; each analysis looked at a set of intersection and roadway segments that represented their respective project areas. However, the DSAP Amendment’s contribution to the existing significant unavoidable cumulative impact would be of a similar magnitude to that identified in the Downtown Strategy 2040 EIR (i.e., between 1 and 2 dBA). Therefore, while the DSAP Amendment would contribute to an existing significant and unavoidable cumulative impact, this contribute would be similar to that identified in the Downtown Strategy 2040 EIR.

Cumulative Population and Housing Impacts

Because growth associated with the project would be reallocated from elsewhere within the City, the project would not change the overall number of jobs and housing planned for the City in the 2040. Therefore, as discussed in **Section 3.14, Population and Housing**, the project would contribute to the significant unavoidable jobs/housing imbalance identified in the 2040 General Plan EIR. However, this contribution would not be new or substantially worse than the contribution identified in the Downtown Strategy 2040 EIR.

Direct or Indirect Adverse Effects on Human Beings

Based on the analysis in **Section 3, Evaluation of Environmental Impacts**, the DSAP Amendment would not result in any new or substantially worse direct or indirect adverse effects on human beings than previously identified in the Downtown Strategy 2040 EIR.

3.21.2 Conclusion

Changes to the Downtown Strategy 2040 to accommodate the proposed DSAP Amendment would not result in new or substantially worse impacts than those identified in the Downtown Strategy 2040 EIR because increased development capacity would be reallocated to the DSAP area from existing growth areas planned for in the 2040 General Plan. Measures identified in the Downtown Strategy 2040 EIR would continue to apply and new requirements, including the updated Downtown Design Guidelines and Standards would reduce impacts to levels commensurate with those discussed in the Downtown Strategy 2040 EIR. Based on this, the City finds that:

- A. Substantial changes in Downtown Strategy 2040 and circumstances resulting in new significant cumulative effects or a substantial increase in the severity of previously identified significant cumulative effects in the Downtown Strategy 2040 EIR have not occurred;
- B. New information of substantial importance with respect to the cumulative scenario resulting in new significant cumulative effects or a substantial increase in the severity of previously identified cumulative effects in the Downtown Strategy 2040 EIR has not been identified.

Therefore, the conclusions in the Downtown Strategy 2040 EIR would remain valid with implementation of the DSAP Amendment.

SECTION 4: GROWTH INDUCING IMPACTS

A project is considered growth-inducing if it would: directly or indirectly foster economic or population growth or the construction of additional housing; if it would remove obstacles to population growth or tax community service facilities to the extent that the construction of new facilities would be necessary; or if it would encourage or facilitate other activities that cause significant environmental effects.

While economic and employment growth within Downtown is an intended consequence of the DSAP Amendment, growth induced directly and indirectly could also affect the greater region. Increased future employment generated by resident and employee spending ultimately results in physical development of space to accommodate those employees. The characteristics of this developed physical space at a specific location determines the type and magnitude of environmental impacts associated with additional economic activity. It would be speculative to identify the specific location of jobs created as an indirect result of the DSAP Amendment. Therefore, it would also be speculative to identify any specific environmental impact other than those already identified for cumulative development under the 2040 General Plan.

As discussed in **Section 3.14, Population and Housing**, the Downtown Strategy 2040 EIR determined that the Downtown Strategy 2040 would contribute to a significant and unavoidable growth-inducing impact identified previously in the 2040 General Plan EIR given the large scale of development proposed. The DSAP Amendment would further increase development capacity within Downtown but would not increase overall development capacity planned for the City in the 2040 General Plan. As discussed throughout **Section 3, Evaluation of Environmental Impacts**, increased development capacity associated with the DSAP Amendment would not create new or worse environmental impacts beyond those already identified in the Downtown Strategy 2040 EIR. Therefore, the DSAP Amendment would not create a new or worse growth inducing impact beyond that identified in the Downtown Strategy 2040 EIR.

SECTION 5: SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL CHANGES

An EIR must identify any significant irreversible environmental changes that would be caused by the proposed project being analyzed. Irreversible environmental changes may include current or future commitments to the use of non-renewable resources, or secondary or growth-inducing impacts that commit future generations to similar uses. In addition, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified. The CEQA Guidelines describe three categories of significant irreversible changes that should be considered, as further detailed below.

5.1 Changes in land use which would commit future generations

As described in the Downtown Strategy 2040 EIR, the City's long-range vision for redevelopment in Downtown focuses on revitalizing the traditional Downtown center by allowing higher density infill development in areas with significant unbuilt and underutilized parcels of land and replacement of underutilized uses. The DSAP Amendment would further encourage infill development of similar types, though at higher densities in some areas. Such growth and revitalization would not commit future generations to substantial changes in land use.

5.2 Irreversible changes from environmental actions

The Downtown Strategy 2040 EIR determined that the only irreversible changes to the environment that could occur from implementation of the Downtown Strategy 2040 EIR was the accidental release of hazardous materials associated with development. However, it was found that compliance with hazardous materials regulations and policies, and the remediation of existing conditions within Downtown as outlined in **Section 3.9, Hazards and Hazardous Materials**.

Given that the DSAP Amendment would be subject to all of the same regulations, policies, and measures as the Downtown Strategy 2040, the DSAP Amendment would not result in any irreversible changes from environmental actions.

5.3 Consumption of non-renewable resources

Consumption of nonrenewable resources includes increased energy consumption, conversion of agricultural lands to urban uses, and lost access to mineral reserves. The Downtown Strategy 2040 EIR concluded that build out would redevelop underutilized parcels in Downtown San José. No agricultural lands would be converted and no access to mining reserves would be lost with implementation of Downtown Strategy 2040. While implementation of Downtown Strategy 2040 would require additional energy of several types for construction and for on-going use, it would not require the construction of major new lines to deliver energy. Furthermore, to the extent that growth throughout the City is partly an expression of regional demand, development within Downtown would represent a more efficient allocation of non-renewable resources than many other types or patterns of growth. Given that the DSAP Amendment would further concentrate growth within Downtown, the DSAP Amendment is expected to increase efficiencies regarding the use of non-renewable resources within the City.

SECTION 6: SIGNIFICANT AND UNAVOIDABLE IMPACTS

As discussed through **Section 3, Evaluation of Environmental Impacts**, the DSAP Amendment would not result in any new or substantially worse environmental impacts, beyond those identified in the Downtown Strategy 2040 EIR. However, the DSAP Amendment would contribute to the following significant and unavoidable impacts identified within the Downtown Strategy 2040 EIR:

Impact AQ-1: Build-out of the Downtown Strategy 2040 would result in a significant increase in criteria pollutants in the Bay area, contributing to existing violations of ozone standards. **(Significant Unavoidable Impact)**

Impact C-AQ-1: Build-out of the Downtown Strategy 2040 would result in a significant increase in criteria pollutants in the Bay Area, contributing to existing violations of ozone standards. **(Significant Unavoidable Cumulative Impact)**

Impact C-CUL-1: Downtown Strategy 2040 would make a cumulatively considerable contribution to previously identified significant impacts to historic resources. **(Significant Unavoidable Cumulative Impact)**

Impact GHG-1: Build-out of the Downtown Strategy 2040 would result in significant GHG emissions under 2040 conditions. **(Significant Unavoidable Impact)**

Impact C-GHG-1: Build-out of the Downtown Strategy 2040 would result in significant GHG emissions under 2040 conditions. **(Significant Unavoidable Cumulative Impact)**

Impact NV-1: Build-out of the Downtown Strategy 2040 would result in a significant unavoidable impact at existing noise-sensitive land uses adjacent to segments of Santa Clara Street, Autumn Street, San Carlos Street, Bird Avenue, Julian Street, Almaden Boulevard, Race Street, The Alameda, King Road, First Street, Fruitdale Avenue, Alma Avenue, Naglee Avenue, and Keyes Street due to substantial increases in traffic noise. **(Significant Unavoidable Impact)**

Impact C-NV-1: Build-out of the Downtown Strategy 2040 would result in a significant unavoidable cumulative noise impact at existing noise-sensitive land uses adjacent to segments of Santa Clara Street, Autumn Street, San Carlos Street, Bird Avenue, Julian Street, Almaden Boulevard, Race Street, The Alameda, King Road, North First Street, Fruitdale Avenue, Alma Avenue, Naglee Avenue, and Keyes Street. due to substantial increases in traffic noise. **(Significant Unavoidable Cumulative Impact)**

Impact C-PH-1: Future development under the proposed Downtown Strategy 2040 would make a substantial contribution to the significant unavoidable impact related to the jobs/housing imbalance, as identified in the 2040 General Plan EIR. **(Significant Unavoidable Cumulative Impact)**

Impact GI-1: Future development under the proposed Downtown Strategy 2040 would make a substantial contribution to the significant unavoidable growth-inducing impact identified in the 2040 General Plan EIR. **(Significant Unavoidable Impact)**

SECTION 7: CONCLUSION

While the DSAP Amendment would increase development capacity within the DSAP area and Downtown, it would do so through a reallocation of planned growth previously identified and studied in both the 2040 General Plan EIR and the Downtown Strategy 2040 EIR. Therefore, the DSAP Amendment would not create new Citywide or regional impacts beyond what has already been identified in those documents. Adherence to the updated and more stringent Downtown Design Guidelines and Standards adopted in 2019 would further reduce potential localized impacts such as aesthetics, shade and shadow, built resources, and biological impacts to the Guadalupe River and Los Gatos Creek. Correct implementation of these guidelines—and all relevant measures and requirements identified in the Downtown Strategy 2040 for the purpose of avoiding or mitigating impacts—would be ensured through the City’s project-level design review process.

Based on the analysis in **Section 3**, which compares the potential effects of the DSAP Amendment with the potential environmental impacts as discussed in the Downtown Strategy 2040 Final EIR, the DSAP Amendment would not require revisions of the Downtown Strategy 2040 Final EIR due to:

- **No Substantial Project Changes:** There are no substantial changes proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (State CEQA Guidelines Section 15162(a)(1)).
- **No Substantial Changes in Circumstances:** In addition, no substantial changes have occurred with respect to the circumstances under which the project would be undertaken which would require major revisions of the Downtown Strategy 2040 Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects (State CEQA Guidelines Section 15162(a)(2)).
- **No Substantial New Information:** Finally, no new information of substantial importance has been presented which would show any of the following:
 - a) The DSAP Amendment would have one or more significant effects not discussed in the prior EIR;
 - b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents declined to adopt the mitigation measure or alternatives; or
 - d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents declined to adopt the mitigation measure or alternative (State CEQA Guidelines Section 15162(a)(3)).

Diridon Station Area Plan Amendment

Therefore, none of the conditions described in Section 15162 of the State CEQA Guidelines requiring preparation of a subsequent EIR have occurred. The project as revised, and as described in this addendum, does not create any of the conditions described in Section 15162 of the CEQA Guidelines that call for the preparation of a subsequent EIR.

Thus, an addendum to the Downtown Strategy 2040 Final EIR is the appropriate environmental documentation to analyze the potential environmental impacts that would result from the refinement to the project description.

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Appendix A: Air Quality and Greenhouse Gas Assessment

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DIRIDON STATION AREA PLAN AMEDMENT – AIR QUALITY AND GREENHOUSE GAS ASSESSMENT

San José, California

October 2, 2020

Revised December 9, 2020

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INTRODUCTION

This report examines air quality and greenhouse gas (GHG) emissions for the Diridon Station Area Plan (DSAP) Amendment, includes a summary of applicable air quality and GHG regulations, and analyzes potential air quality and GHG impacts associated with the DSAP amendment. The DSAP amendment would increase commercial and residential development within the Downtown boundary. This report includes a summary of applicable air quality and GHG regulations and analyzes potential air quality impacts and GHG emissions associated with the proposed DSAP amendment.

BACKGROUND

The DSAP was adopted in 2014 in response to the planned extension of Bay Area Rapid Transit (BART) and High-Speed Rail (HSR) service to San José's Diridon Station. The goal of the DSAP was to forecast the maximum possible build-out of new transit-related development in the station area including office, retail, residential, and hotel uses. The DSAP integrates open space, transportation and land uses to create an expansion of Downtown San José. The majority of the DSAP is within the Downtown boundary and was considered as part of the Downtown Strategy (DTS) 2040 EIR, which was certified and adopted in December 2018 to update and replace the prior DTS for development and redevelopment of Downtown San José through the year 2040. Due to the more recent environmental review and VMT analysis prepared for the Downtown Strategy 2040 EIR, the City determined that the Downtown Strategy 2040 is the controlling document to the extent that there is any inconsistency between it and the DSAP.

Since adoption of the DTS 2040 in 2018, the City has adopted new design guidelines for Downtown San José and a new citywide climate action plan, Climate Smart San José. Plans for Diridon Station itself have also evolved as the City continues to work with Caltrain, the California High-Speed Rail Authority, and the Santa Clara Valley Transportation Authority (VTA) on the Diridon Integrated Station Concept (DISC) Plan process. Additionally, an 81-acre mixed-use project (Downtown West) has been proposed that would occupy between 50 and 60 percent of the total DSAP area.

An Addendum to the DTS 2040 EIR is currently being prepared to analyze proposed increases in density and development capacity that would be added to the DSAP as part of the DSAP Amendment project. **The purpose of this report is to assess whether the changes to DSAP, proposed as part of the DSAP Amendment project would result in new impacts or increase the severity of impacts identified in the DTS 2040 EIR.** The Downtown West project is currently undergoing separate, project-level environmental review; therefore, this report only evaluates changes proposed under the Downtown West project as part of a cumulative scenario.

PROJECT DESCRIPTION

The project site is located in Northern California within Santa Clara County. As defined in the 2014 DSAP, the DSAP boundary encompasses approximately 238 acres west of State Route 87 (SR 87) and south of the Norman Y. Mineta San José International Airport. The DSAP area is generally bounded by Lenzen Avenue and the UPRR tracks to the north, Interstate 280 (I-280) to the south, the Guadalupe River and Delmas Avenue to the east, and Sunol Avenue and the Diridon Station commuter rail tracks to the west. The 2014 DSAP boundaries, DSAP Amendment boundaries, and the DTS 2040 site boundaries are shown in Figure 1.

As part of the DSAP Amendment, the DSAP boundaries would be expanded by approximately 24 acres, increasing the total DSAP area from approximately 238 acres to 262 acres, including:

- Incorporation of the area bounded by Autumn Street, St. John Street, Guadalupe River, and West Julian Street
- Incorporation of the former Trammel Crow/Old SJ Water Company site bounded by West Santa Clara Street, Los Gatos Creek, West San Fernando Street, and the Guadalupe River
- Incorporation of undeveloped areas along Los Gatos Creek between West Santa Clara Street and Park Avenue.

Development Capacity Changes

The City of San José evaluated two development capacity scenarios based on a capacity study conducted by Skidmore, Owings & Merrill LLP in January 2020: one with a residential focus and one with a commercial focus. For the purpose of this CEQA analysis, a maximum envelope including the greatest possible residential and commercial capacities from each scenario is assumed. Table 1 shows the proposed maximum buildout compared to the 2014 DSAP assumptions contained in the DTS 2040 EIR. The Downtown West maximum buildout in relation to the DSAP development capacity is also included.

The growth shown in Table 1 is a summary of planned growth capacity in the 2014 DSAP and planned General Plan development capacity equivalent to approximately 12,619 housing units and 14.1 million square feet of commercial office space proposed to be reallocated to Downtown from other planning areas identified in the General Plan to support transit-oriented development. Additional retail and hotel space proposed as part of the Downtown West project (separate project) would be reallocated to the DSAP area from within the Downtown boundaries. Figure 2 shows the Downtown West project boundaries in relation to the DSAP Amendment and DTS 2040 site boundaries.

As shown in Table 1, **the project would increase the development capacity in the DSAP and Downtown by up to 7,838,000 square feet of commercial office space and up to 7,044 residential units. This increase is the focus of the present Addendum to the Downtown Strategy 2040 EIR.** Under a cumulative scenario, the Downtown West project proposes to further increase development capacity in the DSAP by up to 6,306,000 square feet of commercial office space, 469,000 square feet of retail space, 5,575 residential units, and 1,100 hotel rooms. The Downtown West project is undergoing separate, project-level environmental review. Therefore,

additional growth from the Downtown West project is only considered as part of the cumulative scenario within this Addendum. The two projects would result in a total increase of growth capacity in DSAP and Downtown by 14,144,000 square feet of commercial office space, 469,000 square feet of retail space, 12,619 residential units, and 1,100 hotel rooms. This would result in a net increase of 10,031 residential units, 8,144,649 square feet of office space, and 612,005 square feet of retail space above what was planned for in the 2014 DSAP.

Commercial office and residential growth would be reallocated to the DSAP area from outside the Downtown boundary. Therefore, this additional development capacity would represent a net increase in development capacity for the DTS 2040. Retail and hotel growth proposed as part of the Downtown West project would be reallocated to the Downtown West project area from other areas within the Downtown boundary. This growth from the Downtown West project would not represent a net increase in development capacity within Downtown. Additionally, the DSAP Amendment would allow up to 24,166 square feet of commercial office space and up to 2,671 residential units located in areas within DSAP but outside of the Downtown boundary. This portion of the project related growth would not represent an increase in development capacity above what was planned for in the Downtown Strategy 2040. Table 2 summarizes the net growth in the Downtown Strategy 2040 development capacity from the DSAP Amendment. The proposed growth from the Downtown West project within the DTS boundaries is also listed.

Table 1. Change in Maximum DSAP Development Capacity

Scenario	Office (sf)	Retail (sf)	Residential (units)	Hotel (units)
DSAP (2015)	4,963,400	424,100	2,588	900
Proposed DSAP Amendment (Project Changes)	7,838,000	-	7,044	-
Total DSAP Development Capacity	12,801,400	424,100	9,632	900
Proposed Amendment to DSAP Capacity (Downtown West Project)	6,306,000	469,000	5,575	1,100

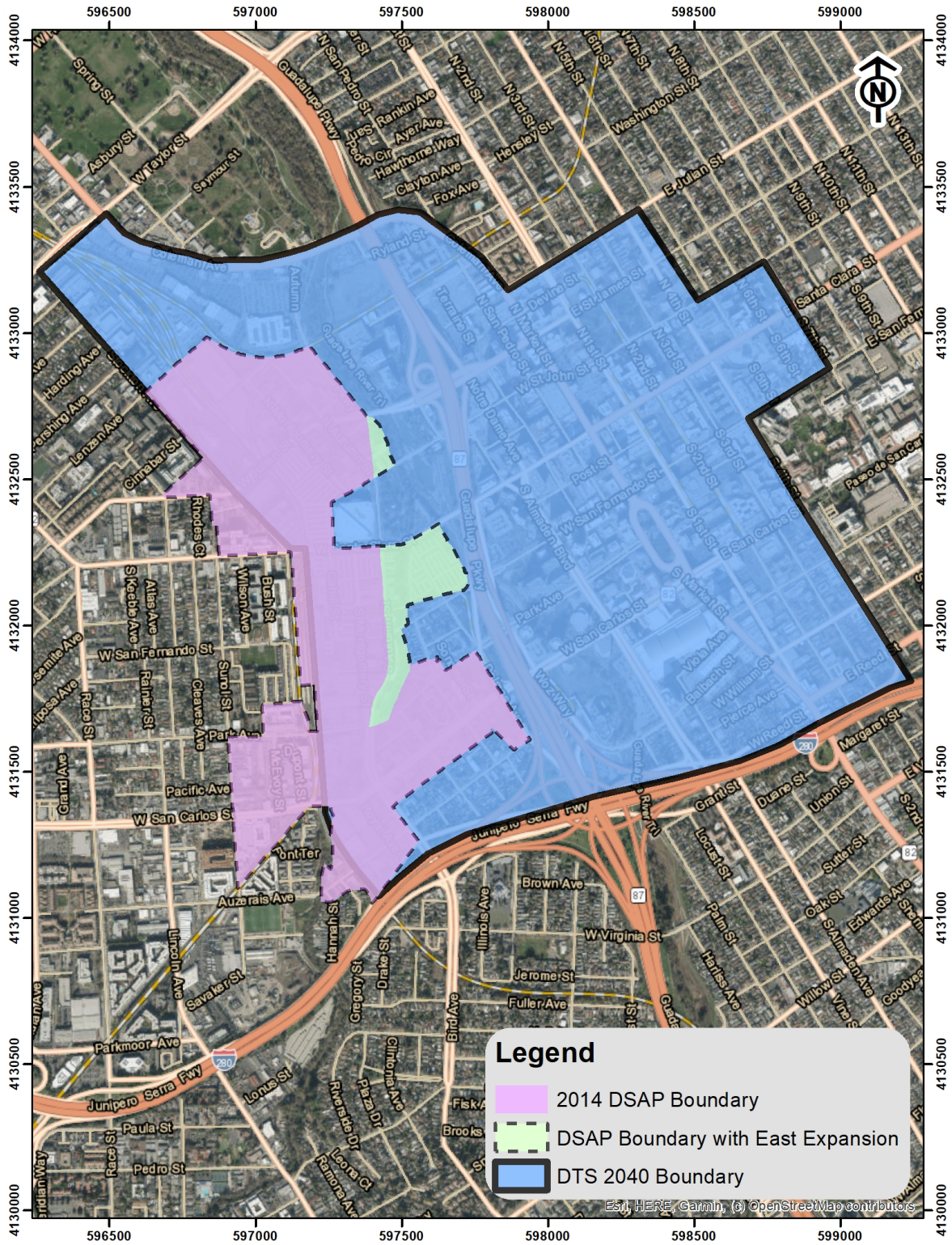
Source: City of San José 2020

Table 2. Change in Maximum Downtown Strategy 2040 Buildout

Scenario	Office (sf)	Retail (sf)	Residential (units)	Hotel (units)
Downtown Strategy 2040 (2018)	14,200,000	1,400,000	14,360	3,600
Proposed Amendment to DSAP Capacity within Downtown Boundary (Project Changes)	7,813,834	-	4,373	-
Total DSAP Development Capacity within DTS Boundaries	22,013,834	1,400,000	18,733	3,600
Proposed Amendment to DSAP Capacity (Downtown West)	6,306,000	-	5,575	-

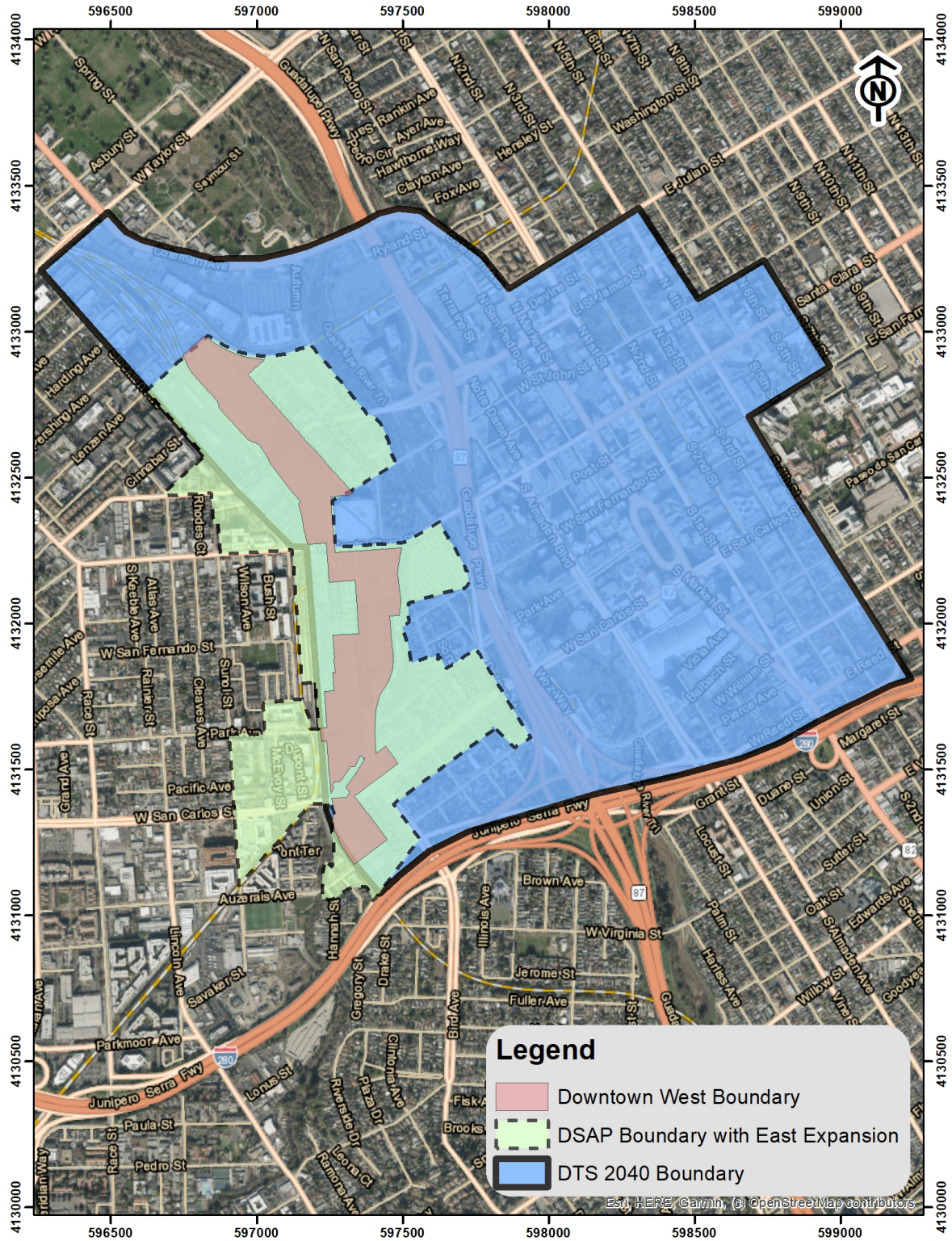
Source: City of San José 2020

Figure 1. 2014 DSAP, DSAP Amendment and Downtown Boundaries



Note that the DTS 2040 study limits are the Downtown boundaries as defined in the Envision San José 2040 General Plan
 Source: Shapefiles from Circlepoint, 2020 using ArcMap 1.8.1

Figure 2. DSAP Amendment Plan Boundaries, Downtown West Project Site, and Downtown Strategy 2040 Site Boundaries



Source: Shapefiles from Circlepoint, 2020 using ArcMap 10.8.1

SETTING

Local Climate and Air Quality

Air quality is a function of both local climate and local sources of air pollution. Air quality is the balance of the natural dispersal capacity of the atmosphere and emissions of air pollutants from human uses of the environment. Climate and topography are major influences on air quality.

Climate and Meteorology

During the summer, mostly clear skies result in warm daytime temperatures and cool nights in the Santa Clara Valley. Winter temperatures are mild, except for very cool but generally frost-less mornings. Further inland where the moderating effect of the bay is not as strong, temperature extremes are greater. Wind patterns are influenced by local terrain, with a northwesterly sea breeze typically developing during the daytime. Winds are usually stronger in the spring and summer. Rainfall amounts are modest, ranging from 13 inches in the lowlands to 20 inches in the hills.

Air Pollution Potential

Ozone and fine particle pollution (PM_{2.5}) are the major regional air pollutants of concern in the San Francisco Bay Area. Ozone is primarily a problem in the summer, and fine particle pollution in the winter. Most of Santa Clara County is well south of the cooler waters of the San Francisco Bay and far from the cooler marine air which usually reaches across San Mateo County in summer. Ozone frequently forms on hot summer days when the prevailing seasonal northerly winds carry ozone precursors southward across the county, causing health standards to be exceeded. Santa Clara County experiences many exceedances of the PM_{2.5} standard each winter. This is due to the high population density, wood smoke, freeway traffic, and poor wintertime air circulation caused by extensive hills to the east and west that block wind flow into the region.

Attainment Status Designations

The California Air Resources Board (CARB) is required to designate areas of the state as attainment, nonattainment, or unclassified for all state standards. An “attainment” designation for an area signifies that pollutant concentrations did not violate the standard for that pollutant in that area. A “nonattainment” designation indicates that a pollutant concentration violated the standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. An “unclassified” designation signifies that data does not support either an attainment or nonattainment status. The California Clean Air Act (CCAA) divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

Table 3 shows the state and federal standards for criteria pollutants and provides a summary of the attainment status for the San Francisco Bay Area with respect to national and state ambient air quality standards.

Table 3. NAAQS, CAAQS, and San Francisco Bay Area Attainment Status

Pollutant	Averaging Time	California Standards		National Standards	
		Concentration	Attainment Status	Concentration	Attainment Status
Carbon Monoxide (CO)	8-Hour	9 ppm (10 mg/m ³)	Attainment	9 ppm (10 mg/m ³)	Attainment
	1-Hour	20 ppm (23 mg/m ³)	Attainment	35 ppm (40 mg/m ³)	Attainment
Nitrogen Dioxide (NO ₂)	Annual Mean	0.030 ppm (57 mg/m ³)	Attainment	0.053 ppm (100 µg/m ³)	Attainment
	1-Hour	0.18 ppm (338 µg/m ³)	Attainment	0.100 ppm	Unclassified
Ozone (O ₃)	8-Hour	0.07 ppm (137 µg/m ³)	Nonattainment	0.070 ppm	Nonattainment
	1-Hour	0.09 ppm (180 µg/m ³)	Nonattainment	Not Applicable	Not Applicable
Suspended Particulate Matter (PM ₁₀)	Annual Mean	20 µg/m ³	Nonattainment	Not Applicable	Not Applicable
	24-Hour	50 µg/m ³	Nonattainment	150 µg/m ³	Unclassified
Suspended Particulate Matter (PM _{2.5})	Annual Mean	12 µg/m ³	Nonattainment	12 µg/m ³	Attainment
	24-Hour	Not Applicable	Not Applicable	35 µg/m ³	Nonattainment
Sulfur Dioxide (SO ₂)	Annual Mean	Not Applicable	Not Applicable	80 µg/m ³ (0.03 ppm)	Attainment
	24-Hour	0.04 ppm (105 µg/m ³)	Attainment	365 µg/m ³ (0.14 ppm)	Attainment
	1-Hour	0.25 ppm (655 µg/m ³)	Attainment	0.075 ppm (196 µg/m ³)	Attainment

Notes: Lead (Pb) is not listed in the above table because it has been in attainment since the 1980s. ppm = parts per million, mg/m³ = milligrams per cubic meter, µg/m³ = micrograms per cubic meter

Source: Bay Area Air Quality Management District, 2017. *Air Quality Standards and Attainment Status*. January 5.

Existing Air Pollutant Levels

The Bay Area Air Quality Management District (BAAQMD) monitors air pollution at various sites within the Bay Area. The closest air monitoring station (158 Jackson Street) that monitored O₃, CO, NO, NO₂, PM₁₀, and PM_{2.5} over the past 5 years (2014 through 2018) is in the City of San José approximately 5 miles southwest of the project site. The data shows that during the past few years, the project area has exceeded the state and/or federal O₃, PM₁₀, and PM_{2.5} ambient air quality standards. Table 4 lists air quality trends in data collected at the San José Station for the past 5 years and published by the BAAQMD, which is the most recent time-period available. Ozone standards are exceeded on 0 to 4 days annually in San José and 3 to 15 days throughout the Bay Area. Measured 24-hour PM₁₀ and PM_{2.5} concentrations are exceeded on 0 to 6 monitoring days in San José and up to 18 days at any place in the Bay Area (note these levels were influenced by smoke from wildfires).

Table 4. Ambient Air Quality Concentrations from 2014 through 2018

Pollutant		Standard	2014	2015	2016	2017	2018
Ozone							
Max 1-hr concentration			89 ppb	94 ppb	87 ppb	121 ppb	78 ppb
No. days exceeded:	CAAQS	90 ppb	0	0	0	3	0
Max 8-hr concentration			66 ppb	81 ppb	66 ppb	98 ppb	61 ppb
No. days exceeded:	CAAQS	70 ppb	0	2	0	4	0
	NAAQS	70 ppb	0	2	0	4	0
Carbon Monoxide							
Max 1-hr concentration			2.4 ppm	2.4 ppm	2.0 ppm	2.1 ppm	2.5 ppm
No. days exceeded:	CAAQS	20 ppm	0	0	0	0	0
	NAAQS	35 ppm	0	0	0	0	0
Max 8-hr concentration			1.9 ppm	1.8 ppm	1.4 ppm	1.8 ppm	2.1 ppm
No. days exceeded:	CAAQS	9.0 ppm	0	0	0	0	0
	NAAQS	9 ppm	0	0	0	0	0
PM₁₀							
Max 24-hr concentration			55 µg/m ³	58 µg/m ³	41 µg/m ³	70 µg/m ³	122 µg/m ³
No. days exceeded:	CAAQS	50 µg/m ³	1	1	0	6	4
	NAAQS	150 µg/m ³	0	0	0	0	0
Max annual concentration			19.9 µg/m ³	22.0 µg/m ³	18.5 µg/m ³	21.6 µg/m ³	23.1 µg/m ³
No. days exceeded: State		-	-	-	-	-	-
PM_{2.5}							
Max 24-hr concentration			60.4 µg/m ³	49.4 µg/m ³	22.6 µg/m ³	49.7 µg/m ³	133.9 µg/m ³
No. days exceeded:	NAAQS	35 µg/m ³	2	2	0	6	4
Annual Concentration			8.4 µg/m ³	10.0 µg/m ³	8.4 µg/m ³	9.5 µg/m ³	12.8 µg/m ³
No. days exceeded:	CAAQS	12 µg/m ³	-	-	-	-	-
	NAAQS	12 µg/m ³	-	-	-	-	-
Nitrogen Dioxide							
Max 1-hr concentration			58 ppb	49 ppb	51 ppb	68 ppb	86 ppb
No. days exceeded:	CAAQS	180 ppb	0	0	0	0	0
	NAAQS	100 ppb	0	0	0	0	0
Annual Concentration			13 ppb	13 ppb	11 ppb	12 ppb	13 ppb
No. days exceeded:	CAAQS	30 ppb	-	-	-	-	-
	NAAQS	53 ppb	-	-	-	-	-

Source: Bay Area Air Quality Management District, 2019

Regulatory Framework

Pursuant to the Federal Clean Air Act (FCAA) of 1970, the Environmental Protection Agency (EPA) established the National Ambient Air Quality Standards (NAAQS). The NAAQS were established for major pollutants, termed “criteria” pollutants. Criteria pollutants are defined as those pollutants for which the federal and state governments have established ambient air quality standards, or criteria, for outdoor concentrations in order to protect public health.

Both the EPA and the CARB have established ambient air quality standards for common pollutants: CO, O₃, NO₂, SO₂, Pb, and PM. In addition, the state has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particles. These standards are designed to protect the health and welfare of the public with a reasonable margin of safety. These ambient air quality standards are levels of contaminants which represent safe levels that avoid specific adverse health effects associated with each criteria pollutant.

Federal Air Quality Regulations

At the federal level, the EPA has been charged with implementing national air quality programs. EPA’s air quality mandates are drawn primarily from the FCAA, which was enacted in 1963. The FCAA was amended in 1970, 1977, and 1990.

The FCAA required EPA to establish primary and secondary NAAQS and required each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). Federal standards include both primary and secondary standards. Primary standards set limits to protect public health, including the health of sensitive populations such as asthmatics, children, and the elderly. Secondary standards set limits to protect public welfare, including protection against decreased visibility, damage to animals, crops, vegetation, and buildings.¹ The Federal Clean Air Act Amendments of 1990 (FCAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is periodically modified to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies. EPA has responsibility to review all state SIPs to determine conformity with the mandates of the FCAAA and determine if implementation will achieve air quality goals. If the EPA determines a SIP to be inadequate, a Federal Implementation Plan (FIP) may be prepared for the nonattainment area which imposes additional control measures. Failure to submit an approvable SIP or to implement the Plan within the mandated timeframe may result in the application of sanctions on transportation funding and stationary air pollution sources in the air basin.

The 1970 FCAA authorized the establishment of national health-based air quality standards and set deadlines for their attainment. The FCAA Amendments of 1990 changed deadlines for attaining NAAQS as well as the remedial actions required of areas of the nation that exceed the standards. Under the FCAA, state and local agencies in areas that exceed the NAAQS are required to develop SIPs to show how they will achieve the NAAQS by specific dates. The FCAA requires that projects receiving federal funds demonstrate conformity to the approved SIP and local air quality

¹ See: U.S. Environmental Protection Agency, Web: <https://www.epa.gov/criteria-air-pollutants/naaqs-table>, Accessed 13 August 2020

attainment Plan for the region. Conformity with the SIP requirements would satisfy the FCAA requirements.

State Air Quality Regulations

The CARB is the agency responsible for the coordination and oversight of state and local air pollution control programs in California and for implementing the CCAA, adopted in 1988. The CCAA requires that all air districts in the state achieve and maintain the CAAQS by the earliest practical date. The CCAA specifies that districts should focus on reducing the emissions from transportation and air-wide emission sources and provides districts with the authority to regulate indirect sources.

CARB is also responsible for developing and implementing air pollution control plans to achieve and maintain the NAAQS. CARB is primarily responsible for statewide pollution sources and produces a major part of the SIP. Local air districts provide additional strategies for sources under their jurisdiction. CARB combines this data and submits the completed SIP to the EPA.

Other CARB duties include monitoring air quality (in conjunction with air monitoring networks maintained by air pollution control and air quality management districts), establishing CAAQS (which in many cases are more stringent than the NAAQS), determining and updating area designations and maps, and setting emissions standards for new mobile sources, consumer products, small utility engines, and off-road vehicles.

California Clean Air Act

In 1988, the CCAA required that all air districts in the state endeavor to achieve and maintain CAAQS for CO, O₃, SO₂, and NO₂ by the earliest practical date. The CCAA provides districts with authority to regulate indirect sources and mandates that air quality districts focus attention on reducing emissions from transportation and area-wide emission sources. Each nonattainment district is required to adopt a plan to achieve a 5 percent annual reduction, averaged over consecutive 3-year periods, in district-wide emissions of each nonattainment pollutant or its precursors. A Clean Air Plan (CAP) shows how a district would reduce emissions to achieve air quality standards. Generally, the state standards for these pollutants are more stringent than the national standards.

California Air Resources Board Handbook

In 1998, CARB identified particulate matter from diesel-fueled engines as a toxic air contaminant. CARB has completed a risk management process that identified potential cancer risks for a range of activities using diesel-fueled engines.² CARB subsequently developed an Air Quality and Land Use Handbook³ (Handbook) in 2005 that is intended to serve as a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process. The 2005 CARB Handbook recommends that planning agencies

² California Air Resources Board, 2000. Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. October.

³ California Air Resources Board, 2005. Air Quality and Land Use Handbook: A Community Health Perspective. April.

consider proximity to air pollution sources when considering new locations for “sensitive” land uses, such as residences, medical facilities, daycare centers, schools, and playgrounds.

Air pollution sources of concern include freeways, rail yards, ports, refineries, distribution centers, chrome plating facilities, dry cleaners, and large gasoline service stations. Key recommendations in the Handbook relative to the Plan Area include taking steps to consider or avoid siting new, sensitive land uses:

- Within 500 feet of a freeway, urban roads with 100,000 vehicles/day or rural roads with 50,000 vehicles/day.
- Within 300 feet of gasoline fueling stations (note that new fueling stations utilize enhanced vapor recovery systems that substantially reduce emissions).
- Within 300 feet of dry-cleaning operations (note that dry cleaning with TACs is being phased out and will be prohibited in 2023).

Bay Area Air Quality Management District

The BAAQMD seeks to attain and maintain air quality conditions in the San Francisco Bay Area Air Basin (SFBAAB) through a comprehensive program of planning, regulation, enforcement, technical innovation, and education. The clean air strategy includes the preparation of plans for the attainment of ambient air quality standards, adoption and enforcement of rules and regulations, and issuance of permits for stationary sources. The BAAQMD also inspects stationary sources and responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements programs and regulations required by law.

Clean Air Plan

The BAAQMD is responsible for developing a CAP, which guides the region’s air quality planning efforts to attain the CAAQS. The BAAQMD’s 2017 CAP is the latest CAP which contains district-wide control measures to reduce ozone precursor emissions (i.e., ROG and NO_x), particulate matter and greenhouse gas emissions. The Bay Area 2017 Clean Air Plan, which was adopted on April 19, 2017 by the BAAQMD’s board of directors:

- Updates the Bay Area 2010 CAP in accordance with the requirements of the California Clean Air Act to implement “all feasible measures” to reduce ozone;
- Provides a control strategy to reduce ozone, particulate matter (PM), air toxics, and greenhouse gases in a single, integrated plan;
- Reviews progress in improving air quality in recent years; and
- Continues and updates emission control measures.

BAAQMD CARE Program

The Community Air Risk Evaluation (CARE) program was initiated in 2004 to evaluate and reduce health risks associated with exposures to outdoor TACs in the Bay Area. The program examines TAC emissions from point sources, area sources and on-road and off-road mobile sources with an emphasis on diesel exhaust, which is a major contributor to airborne health risk in

California. The CARE program is an on-going program that encourages community involvement and input. The technical analysis portion of the CARE program is being implemented in three phases that includes an assessment of the sources of TAC emissions, modeling and measurement programs to estimate concentrations of TAC, and an assessment of exposures and health risks. Throughout the program, information derived from the technical analyses will be used to focus emission reduction measures in areas with high TAC exposures and high density of sensitive populations. Risk reduction activities associated with the CARE program are focused on the most at-risk communities in the Bay Area. The BAAQMD has identified six communities as impacted: Concord, Richmond/San Pablo, Western Alameda County, San José, Redwood City/East Palo Alto, and Eastern San Francisco.

Planning Healthy Places

BAAQMD developed a guidebook that provides air quality and public health information intended to assist local governments in addressing potential air quality issues related to exposure of sensitive receptors to exposure of emissions from local sources of air pollutants. The guidance provides tools and recommended best practices that can be implemented to reduce exposures. The information is provided as recommendations to develop policies and implementing measures in city or county General Plans, neighborhood or specific plans, land use development ordinances, or into projects.

BAAQMD California Environmental Quality Act Air Quality Guidelines

The BAAQMD California Environmental Quality Act (CEQA) Air Quality Guidelines⁴ were prepared to assist in the evaluation of air quality impacts of projects and plans proposed within the Bay Area. The guidelines provide recommended procedures for evaluating potential air impacts during the environmental review process consistent with CEQA requirements including thresholds of significance, mitigation measures, and background air quality information. They also include assessment methodologies for air toxics, odors, and greenhouse gas emissions. In June 2010, the BAAQMD's Board of Directors adopted CEQA thresholds of significance and an update of their CEQA Guidelines. In May 2011, the updated BAAQMD CEQA Air Quality Guidelines were amended to include a risk and hazards threshold for new receptors and modify procedures for assessing impacts related to risk and hazard impacts. A recent update to the Guidelines was published in May 2017.

BAAQMD Rules and Regulations

Projects with combustion equipment or other processes that directly emit air pollutants, precursor air pollutants or toxic air contaminants are subject to BAAQMD permitting rules and regulations that typically require obtaining permits to operate. Common sources requiring permits that may be constructed in the plan area include diesel engines used to power emergency generators and gasoline fueling dispensaries.

⁴ Bay Area Air Quality Management District, 2017. *CEQA Air Quality Guidelines*. May.

Local Plans and Policies

San José Envision 2040 General Plan

The San José Envision 2040 General Plan includes goals, policies, and actions to reduce exposure of the City's sensitive population to exposure of air pollution and toxic air contaminants or TACs. The following goals, policies, and actions are applicable to the proposed project and this assessment:

Applicable Goals – Air Pollutant Emission Reduction

Goal MS-10 Minimize emissions from new development.

Applicable Policies – Air Pollutant Emission Reduction

- MS-10.1 Assess projected air emissions from new development in conformance with the BAAQMD CEQA Guidelines and relative to state and federal standards. Identify and implement feasible air emission reduction measures.
- MS-10.2 Consider the cumulative air quality impacts from proposed developments for proposed land use designation changes and new development, consistent with the region's Clean Air Plan and state law.
- MS-10.3 Promote the expansion and improvement of public transportation services and facilities, where appropriate, to both encourage energy conservation and reduce air pollution.

Applicable Goals – Toxic Air Contaminants

Goal MS-11 Minimize exposure of people to air pollution and toxic air contaminants such as ozone, carbon monoxide, lead, and particulate matter.

Applicable Policies – Toxic Air Contaminants

- MS-11.2 For projects that emit toxic air contaminants, require project proponents to prepare health risk assessments in accordance with BAAQMD-recommended procedures as part of environmental review and employ effective mitigation to reduce possible health risks to a less than significant level. Alternatively, require new projects (such as, but not limited to, industrial, manufacturing, and processing facilities) that are sources of TACs to be located an adequate distance from residential areas and other sensitive receptors.
- MS-11.5 Encourage the use of pollution absorbing trees and vegetation in buffer areas between substantial sources of TACs and sensitive land uses.

Actions – Toxic Air Contaminants

- MS-11.7 Consult with BAAQMD to identify stationary and mobile TAC sources and determine the need for and requirements of a health risk assessment for proposed developments.
- MS-11.8 For new projects that generate truck traffic, require signage which reminds drivers that the state truck idling law limits truck idling to five minutes.

Odors

Odor impacts are subjective in nature and are generally regarded as an annoyance rather than a health hazard. The ability to detect and react to odors varies considerably among people. A strong or unfamiliar odor is more easily detected and are more likely to cause complaints. BAAQMD responds to odor complaints from the public and considers a source to have a substantial number of odor complaints if the complaint history includes five or more confirmed complaints per year averaged over a 3-year period. Facilities that are regulated by CalRecycle (e.g. landfill, composting, etc.) are required to have Odor Impact Minimization Plans in place.

Greenhouse Gas Regulatory Framework

This section summarizes key federal, State, and City statutes, regulations, and policies that would apply to the DSAP Amendment. Global climate change resulting from GHG emissions is an emerging ongoing environmental concern being raised and discussed at the international, national, statewide, and local levels. At each level, agencies are considering strategies to control emissions of gases that contribute to global climate change.

Global temperatures are affected by naturally occurring and anthropogenic-generated (generated by humankind) atmospheric gases, such as water vapor, carbon dioxide, methane, and nitrous oxide. Gases that trap heat in the atmosphere are called greenhouse gases. Solar radiation enters the earth's atmosphere from space, and a portion of the radiation is absorbed at the surface. The earth emits this radiation back toward space as infrared radiation. Greenhouse gases, which are mostly transparent to incoming solar radiation, are effective in absorbing infrared radiation and redirecting some of this back to the earth's surface. As a result, this radiation that otherwise would have escaped back into space is now retained, resulting in a warming of the atmosphere. This is known as the greenhouse effect.

The greenhouse effect helps maintain a habitable climate. Emissions of GHGs from human activities, such as electricity production, motor vehicle use, and agriculture, are elevating the concentration of GHGs in the atmosphere, and are reported to have led to a trend of unnatural warming of the earth's natural climate, known as global warming or global climate change. The term "global climate change" is often used interchangeably with the term "global warming," but "global climate change" is preferred because it implies that there are other consequences to the global climate in addition to rising temperatures. Other than water vapor, the primary GHGs contributing to global climate change include the following gases:

- Carbon dioxide (CO₂), primarily a byproduct of fuel combustion;
- Nitrous oxide (N₂O), a byproduct of fuel combustion; also associated with agricultural operations such as the fertilization of crops;
- Methane (CH₄), commonly created by off-gassing from agricultural practices (e.g. livestock), wastewater treatment and landfill operations;
- Chlorofluorocarbons (CFCs) were used as refrigerants, propellants and cleaning solvents, but their production has been mostly prohibited by international treaty;
- Hydrofluorocarbons (HFCs) are now widely used as a substitute for chlorofluorocarbons in refrigeration and cooling; and
- Perfluorocarbons (PFCs) and sulfur hexafluoride (SF₆) emissions are commonly created by industries such as aluminum production and semiconductor manufacturing.

These gases vary considerably in terms of Global Warming Potential (GWP), a term developed to compare the propensity of each GHG to trap heat in the atmosphere relative to another GHG. GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and the length of time of gas remains in the atmosphere. The GWP of each GHG is measured relative to CO₂. Accordingly, GHG emissions are typically measured and reported in terms of equivalent CO₂ (CO₂e). For instance, SF₆ is 22,800 times more intense in terms of global climate change contribution than CO₂.

An expanding body of scientific research supports the theory that global warming is currently affecting changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. The climate and several naturally occurring resources within California could be adversely affected by the global warming trend. Increased precipitation and sea level rise could increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

Federal and Statewide GHG Emissions

The U.S. EPA reported that in 2018, total gross nationwide GHG emissions were 6,676.6 million MMT CO₂e.⁵ These emissions were lower than peak levels of 7,416 MMT that were emitted in 2007. CARB updates the statewide GHG emission inventory on an annual basis where the latest inventory includes 2000 through 2017 emissions.⁶ In 2017, GHG emissions from statewide emitting activities were 424 MMT. The 2017 emissions have decreased by 14 percent since peak levels in 2004 and are 7 MMT below the 1990 emissions level and the State's 2020 GHG limit. Per capita GHG emissions in California have dropped from a 2001 peak of 14.1 MT per person to 10.7 MT per person in 2017. The most recent Bay Area emission inventory was computed for the

⁵ United States Environmental Protection Agency, 2020. *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2018*. April. Web: <https://www.epa.gov/sites/production/files/2020-04/documents/us-ghg-inventory-2020-main-text.pdf>

⁶ CARB. 2019. *2019 Edition, California Greenhouse Gas Emission Inventory: 2000 – 2017*. Web: https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2017/ghg_inventory_trends_00-17.pdf

year 2011.⁷ The Bay Area GHG emissions were 87 MMT. As a point of comparison, statewide emissions were about 444 MMT in 2011.

Federal Regulations

The United States participates in the United Nations Framework Convention on Climate Change (UNFCCC). While the United States signed the Kyoto Protocol, which would have required reductions in GHGs, Congress never ratified the protocol. The federal government chose voluntary and incentive-based programs to reduce emissions and has established programs to promote climate technology and science. Currently, there are no federal regulations or policies pertaining to GHG emissions from proposed projects or plans.

State Regulations

The State of California is concerned about GHG emissions and their effect on global climate change. The State recognizes that “there appears to be a close relationship between the concentration of GHGs in the atmosphere and global temperatures” and that “the evidence for climate change is overwhelming.” The effects of climate change on California, in terms of how it would affect the ecosystem and economy, remain uncertain. The State has many areas of concern regarding climate change with respect to global warming. According to the 2006 Climate Action Team Report, the following climate change effects and conditions can be expected in California over the course of the next century:

- A diminishing Sierra snowpack declining by 70 percent to 90 percent, effecting the state’s water supply;
- Increasing temperatures from 8 to 10.4 degrees Fahrenheit (°F) under the higher emission scenarios, leading to a 25 to 35 percent increase in the number of days ozone pollution standards are exceeded in most urban areas;
- Coastal erosion along the length of California and seawater intrusion into the Sacramento River Delta from a 4- to 33-inch rise in sea level. This would exacerbate flooding in already vulnerable regions;
- Increased vulnerability of forests due to pest infestation and increased temperatures;
- Increased challenges for the state’s important agricultural industry from water shortages, increasing temperatures, and saltwater intrusion into the Delta; and
- Increased electricity demand, particularly in the hot summer months.

Executive Order S-3-05 – California GHG Reduction Targets

Executive Order (EO) S-3-05 was signed by Governor Arnold Schwarzenegger in 2005 to set GHG emission reduction targets for California. The three targets established by this EO are as follows: (1) reduce California’s GHG emissions to 2000 levels by 2010, (2) reduce California’s GHG

⁷ BAAQMD. 2015. *Bay Area Emissions Inventory Summary Report: Greenhouse Gases Base Year 2011*. January. Web: http://www.baaqmd.gov/~media/files/planning-and-research/emission-inventory/by2011_ghgsummary.pdf accessed Nov. 26, 2019.

emissions to 1990 levels by 2020, and (3) reduce California's GHG emissions by 80 percent below 1990 levels by 2050.

Assembly Bill 32 – California Global Warming Solutions Act (2006)

Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, codified the State's GHG emissions target by directing CARB to reduce the State's global warming emissions to 1990 levels by 2020. AB 32 was signed and passed into law by Governor Schwarzenegger on September 27, 2006. Since that time, the CARB, CEC, California Public Utilities Commission (CPUC), and Building Standards Commission have all been developing regulations that will help meet the goals of AB 32 and Executive Order S-3-05, which has a target of reducing GHG emissions 80 percent below 1990 levels.

A Scoping Plan for AB 32 was adopted by CARB in December 2008. It contains the State's main strategies to reduce GHGs from business-as-usual emissions projected in 2020 back down to 1990 levels. Business-as-usual (BAU) is the projected emissions in 2020, including increases in emissions caused by growth, without any GHG reduction measures. The Scoping Plan has a range of GHG reduction actions, including direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system.

As directed by AB 32, CARB has also approved a statewide GHG emissions limit. On December 6, 2007, CARB staff resolved an amount of 427 MMT CO₂e as the total statewide GHG 1990 emissions level and 2020 emissions limit. The limit is a cumulative statewide limit, not a sector- or facility-specific limit. CARB updated the future 2020 BAU annual emissions forecast, considering the economic downturn, to 545 MMT of CO₂e. Two GHG emissions reduction measures currently enacted that were not previously included in the 2008 Scoping Plan baseline inventory were included, further reducing the baseline inventory to 507 MMT of CO₂e. Thus, an estimated reduction of 80 MMT of CO₂e is necessary to reduce statewide emissions to meet the AB 32 target by 2020.

Executive Order B-30-15 & Senate Bill 32 GHG Reduction Targets – 2030 GHG Reduction Target

In April 2015, Governor Brown signed EO B-30-15, which extended the goals of AB 32, setting a greenhouse gas emissions target at 40 percent of 1990 levels by 2030. On September 8, 2016, Governor Brown signed Senate Bill (SB) 32, which legislatively established the GHG reduction target of 40 percent below 1990 levels by 2030. In November 2017, CARB issued *California's 2017 Climate Change Scoping Plan*.⁸ While the State is on track to exceed the AB 32 scoping plan 2020 targets, this plan is an update to reflect the enacted SB 32 reduction target.

SB 32 was passed in 2016, which codified a 2030 GHG emissions reduction target of 40 percent below 1990 levels. CARB is currently working on a second update to the Scoping Plan to reflect the 2030 target set by Executive Order B-30-15 and codified by SB 32. The proposed Scoping

⁸ California Air Resource Board, 2017. *California's 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Targets*. November. Web: https://ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf

Plan Update was published on January 20, 2017 as directed by SB 32 companion legislation AB 197. The mid-term 2030 target is considered critical by CARB on the path to obtaining an even deeper GHG emissions target of 80 percent below 1990 levels by 2050, as directed in Executive Order S-3-05. The Scoping Plan outlines the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure, providing a blueprint to continue driving down GHG emissions and obtain the statewide goals.

The new Scoping Plan establishes a strategy that will reduce GHG emissions in California to meet the 2030 target (note that the AB 32 Scoping Plan only addressed 2020 targets and a long-term goal). Key features of this plan are:

- Cap and Trade program places a firm limit on 80 percent of the State’s emissions;
- Achieving a 50-percent Renewable Portfolio Standard by 2030 (currently at about 29 percent statewide);
- Increase energy efficiency in existing buildings;
- Develop fuels with an 18-percent reduction in carbon intensity;
- Develop more high-density, transit-oriented housing;
- Develop walkable and bikable communities;
- Greatly increase the number of electric vehicles on the road and reduce oil demand in half;
- Increase zero-emissions transit so that 100 percent of new buses are zero emissions;
- Reduce freight-related emissions by transitioning to zero emissions where feasible and near-zero emissions with renewable fuels everywhere else; and
- Reduce “super pollutants” by reducing methane and hydrofluorocarbons or HFCs by 40 percent.

In the updated Scoping Plan, CARB recommends statewide targets of no more than 6 metric tons CO_{2e} (MT CO_{2e}) per capita (statewide) by 2030 and no more than 2 MT CO_{2e} per capita by 2050. The statewide per capita targets account for all emissions sectors in the State, statewide population forecasts, and the statewide reductions necessary to achieve the 2030 statewide target under SB 32 and the longer-term State emissions reduction goal of 80 percent below 1990 levels by 2050.

Executive Order B-55-18 – Carbon Neutrality

In 2018, a new statewide goal was established to achieve carbon neutrality as soon as possible, but no later than 2045, and to maintain net negative emissions thereafter. CARB and other relevant state agencies are tasked with establishing sequestration targets and create policies/programs that would meet this goal.

Senate Bill 375 – California’s Regional Transportation and Land Use Planning Efforts (2008)

California enacted legislation (SB 375) to expand the efforts of AB 32 by controlling indirect GHG emissions caused by urban sprawl. SB 375 provides incentives for local governments and applicants to implement new conscientiously planned growth patterns. This includes incentives for creating attractive, walkable, and sustainable communities and revitalizing existing communities. The legislation also allows applicants to bypass certain environmental reviews under CEQA if they build projects consistent with the new sustainable community strategies. Development of more

alternative transportation options that would reduce vehicle trips and miles traveled, along with traffic congestion, would be encouraged. SB 375 enhances CARB’s ability to reach the AB 32 goals by directing the agency in developing regional GHG emission reduction targets to be achieved from the transportation sector for 2020 and 2035. CARB works with the metropolitan planning organizations (e.g. Association of Bay Area Governments [ABAG] and Metropolitan Transportation Commission [MTC]) to align their regional transportation, housing, and land use plans to reduce vehicle miles traveled and demonstrate the region's ability to attain its GHG reduction targets. A similar process is used to reduce transportation emissions of ozone precursor pollutants in the Bay Area.

Senate Bill 350 - Renewable Portfolio Standards

In September 2015, the California Legislature passed SB 350, which increases the states Renewables Portfolio Standard (RPS) for content of electrical generation from the 33 percent target for 2020 to a 50 percent renewables target by 2030.

Senate Bill 100 – Current Renewable Portfolio Standards

In September 2018, SB 100 was signed by Governor Brown to revise California’s RPS program goals, furthering California’s focus on using renewable energy and carbon-free power sources for its energy needs. The bill would require all California utilities to supply a specific percentage of their retail sales from renewable resources by certain target years. By December 31, 2024, 44 percent of the retail sales would need to be from renewable energy sources, by December 31, 2026 the target would be 40 percent, by December 31, 2017 the target would be 52 percent, and by December 31, 2030 the target would be 60 percent. By December 31, 2045, all California utilities would be required to supply retail electricity that is 100 percent carbon-free and sourced from eligible renewable energy resource to all California end-use customers.

California Building Standards Code – Title 24 Part 11 & Part 6

The California Green Building Standards Code (CALGreen Code) is part of the California Building Standards Code under Title 24, Part 11.⁹ The CALGreen Code encourages sustainable construction standards that involve planning/design, energy efficiency, water efficiency resource efficiency, and environmental quality. These green building standard codes are mandatory statewide and are applicable to residential and non-residential developments. The most recent CALGreen Code (2019 California Building Standard Code) was effective as of January 1, 2020.

The California Building Energy Efficiency Standards (California Energy Code) is under Title 24, Part 6 and is overseen by the California Energy Commission (CEC). This code includes design requirements to conserve energy in new residential and non-residential developments, while being cost effective for homeowners. This Energy Code is enforced and verified by cities during the planning and building permit process. The current energy efficiency standards (2019 Energy Code) replaced the 2016 Energy Code as of January 1, 2020. Under the 2019 standards, single-family homes are predicted to be 53 percent more efficient than homes built under the 2016 standard due

⁹ See: <https://www.dgs.ca.gov/BSC/Resources/Page-Content/Building-Standards-Commission-Resources-List-Folder/CALGreen#:~:text=CALGreen%20is%20the%20first%2Din,to%201990%20levels%20by%202020>.

more stringent energy-efficiency standards and mandatory installation of solar photovoltaic systems. For nonresidential developments, it is predicted that these buildings will use 30 percent less energy due to lightening upgrades.¹⁰

Bay Area Air Quality Management District

BAAQMD is the regional government agency that regulates sources of air pollution within the nine San Francisco Bay Area counties. The BAAQMD regulates GHG emissions through the following plans, programs, and guidelines.

Regional Clean Air Plans

BAAQMD and other air districts prepare CAP in accordance with the State and Federal Clean Air Acts. The Bay Area 2017 CAP is a comprehensive plan to improve Bay Area air quality and protect public health through implementation of a control strategy designed to reduce emissions and ambient concentrations of harmful pollutants. The most recent CAP also includes measures designed to reduce GHG emissions.

BAAQMD Climate Protection Program

The BAAQMD established a climate protection program to reduce pollutants that contribute to global climate change and affect air quality in the San Francisco Bay Area Air Basin. The climate protection program includes measures that promote energy efficiency, reduce vehicle miles traveled, and develop alternative sources of energy, all of which assist in reducing emissions of GHG and in reducing air pollutants that affect the health of residents. BAAQMD also seeks to support current climate protection programs in the region and to stimulate additional efforts through public education and outreach, technical assistance to local governments and other interested parties, and promotion of collaborative efforts among stakeholders.

BAAQMD CEQA Air Quality Guidelines

The BAAQMD adopted revised CEQA Air Quality Guidelines on June 2, 2010 and then adopted a modified version of the Guidelines in May 2011. The BAAQMD CEQA Air Quality Guidelines include thresholds of significance for greenhouse gas emissions. Under the latest CEQA Air Quality Guidelines, a local government may prepare a qualified greenhouse gas Reduction Strategy that is consistent with AB 32 goals. If a project is consistent with an adopted qualified greenhouse gas Reduction Strategy, it can be presumed that the project will not have significant GHG emissions under CEQA.¹¹ The BAAQMD also developed a quantitative threshold for project- and plan-level analyses based on estimated GHG emissions, as well as per capita metrics.

¹⁰ See: https://www.energy.ca.gov/sites/default/files/2020-03/Title_24_2019_Building_Standards_FAQ_ada.pdf

¹¹ Bay Area Air Quality Management District, 2017. *CEQA Air Quality Guidelines*. May.

City of San José

Climate Smart San José

Climate Smart San José is a plan to reduce GHG emissions and 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 Jose Clean Energy (SJCE) will provide 100-percent carbon-free base power by 2021.
- One gigawatt of solar power will be installed in San Jose by 2040.
- 61 percent of passenger vehicles will be powered by electricity by 2030.

2030 Greenhouse Gas Reduction Strategy

The City of San José published their 2030 Greenhouse Gas Reduction Strategy (GHGRS) in August 2020.¹² This 2030 GHGRS is an update to the City’s original GHGR to better align with SB 32 GHG reduction goal for 2030 (i.e. 40 percent reduction below 1990 levels by 2030) and build upon the City’s general plan and the Climate Smart San José carbon reduction goals. The 2030 GHGRS established an emission target for the City that is consistent with SB 32 and identified policies that will contribute to GHG reductions in the City. In addition, the 2030 GHGRS is also a qualified Climate Action Plan (CAP), so developments could tier off the document for CEQA review. A development checklist was developed that would streamline GHG analyses for future developments and ensure that new projects demonstrate consistency with 2030 GHGRS.

In the 2017 GHG inventory, GHG emissions totaled 5.7 MMT CO₂e or 5.50 MT CO₂e per capita (MT CO₂e/capita). Sources of emissions include transportation, building energy, solid waste, water and wastewater, and process and fugitive emissions. Transportation emissions are the largest contributor, representing 63 percent of the total citywide GHG emissions. This is overwhelming due to on-road vehicle (e.g. passenger cars and trucks) emissions. From 2017 to 2030, emissions are estimated to increase by approximately seven percent with no reductions implemented. Therefore, interim 2030 GHG emission targets were developed to ensure the City meets the SB 32 goal. The 2030 GHG target thresholds are 5.3 MMT CO₂e/year in 2030 and 2.94 MT CO₂e/service population (SP). Several GHG reduction strategies are listed in the 2030 GHGRS to meet these target thresholds and further reduce GHGs. The following GHG reduction strategies would apply to this plan:

- GHGRS 1 – San Jose Clean Energy
 - The City will implement the San José Clean Energy program to provide residents and businesses access to cleaner energy at competitive rates.

¹² City of San José, 2020. *2030 Greenhouse Gas Reduction Strategy*. August. Web: <https://www.sanjoseca.gov/Home/ShowDocument?id=63605>

- GHGRS 2 – Zero Net Carbon – Residential Construction
 - The City will implement building reach code ordinance (adopted September 2019) and its prohibition of natural gas infrastructure ordinance (adopted October 2019) to guide the City’s new construction toward zero net carbon (ZNC) buildings

- GHGRS 3 – Renewable Energy Development
 - The City will expand development of rooftop solar energy through the provision of technical assistance and supportive financial incentives to make progress toward the Climate Smart San José of becoming one-gigawatt solar city.

- GHGRS 5 – Zero Waste Goal
 - As an expansion to Climate Smart San José, the City will update its Zero Waste Strategic Plan and reassess zero waste strategies. Throughout the development of the update, the City will continue to divert 90 percent of waste away from landfills through source reduction, recycling, food recovery and composting, and other strategies.

- GHGRS 7 – Water Conservation
 - The City will expand its water conservation efforts to achieve and sustain long-term per capita reductions that ensure a reliable water supply with a changing climate, through regional partnerships, sustainable landscape designs, green infrastructure, and water-efficient technology and systems.

San Jose Reach Code and Natural Gas

The California Energy Commission (CEC) updates the California Building Energy Efficiency Standards every three years, in alignment with the California Code of regulations. Title 24 Parts 6 and 11 of the California Building Energy Efficiency Standards and the California Green Building Standards Code (CALGreen) address the need for regulations to improve energy efficiency and combat climate change. The 2019 CAL Green standards include substantial changes intended to increase the energy efficiency of buildings. For example, the code encourages the installation of solar and heat pump water heaters in low-rise residential buildings. The 2019 California Code went before City Council in October 2019 for approval, with an effective date of January 1, 2020. As part of this action, the City adopted a “reach code” (Ordinance 30311) that requires development projects to exceed the minimum Building Energy Efficiency requirements.¹³ The City’s reach code applies only to new residential and non-residential construction in San José. It incentivizes all-electric construction, requires increased energy efficiency and electrification-readiness for those choosing to maintain the presence of natural gas. The code requires that non-residential construction include solar readiness. It also requires additional EV charging readiness and/or electric vehicle service equipment (EVSE) installation for all development types. In October 2019, Council approved an ordinance (Ordinance No. 30330) prohibiting natural gas infrastructure in new detached accessory dwelling units, single-family, and low-rise multi-family buildings that would supplement the reach code ordinance.

¹³ City of San Jose Transportation and Environmental Committee, *Building Reach Code for New Construction Memorandum*, August 2019.

PROJECT IMPACTS AND MITIGATION MEASURES

Significance Criteria

Per Appendix G of the CEQA Guidelines and BAAQMD recommendations, air quality and GHG impacts are considered significant if implementation of the DSAP Amendment would:

- 1) Conflict with or obstruct implementation of an applicable air quality plan.
- 2) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.
- 3) Expose sensitive receptors to substantial pollutant concentrations.
- 4) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.
- 5) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- 6) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The City uses the significance thresholds recommended by BAAQMD in its latest update to the CEQA Air Quality Guidelines. In response to the legal issues, BAAQMD revised its CEQA Guidelines in May 2017. The thresholds identified in Table 5 and Table 6 represent the most recent guidance provided by BAAQMD that are used by the City of San José. Though not necessarily a CEQA issue, the effect of existing TAC sources on future DSAP Amendment sensitive receptors (e.g. residences) is analyzed to comply with BAAQMD’s 2017 CAP key goal of reducing population TAC exposure and protecting public health in the Bay Area.

Table 5. BAAQMD Recommended Plan-Level Air Quality Significance Thresholds

Pollutant/Contaminant	Construction Related	Operational
Criteria Air Pollutants and Precursors	None	1. Consistency with Current Air Quality Plan control measures 2. Projected VMT or vehicle trip increase is less than or equal to projected population increase
GHGs	None	Compliance with Qualified GHG Reduction Strategy OR 6.6 MT CO ₂ e/SP/year (residents + employees)
Risks and Hazards	None	1. Overlay zones around existing and planned sources of TACs (including adopted Risk Reduction Plan areas) 2. Overlay zones of at least 500 feet from all freeways and high-volume roadways
Odors	None	Identify the location, and include policies to reduce the impacts, of existing or planned sources of odors

Note that for this analysis – overlay zones are based on potential for sources to result in the following impacts: (1) Excess Cancer Risk exceeding 10 chances per million, (2) Annual PM_{2.5} concentration exceeds 0.3 µg/m³, and (3) the Hazard Index (HI) value is greater than 1.0.

Table 6. BAAQMD Recommended Project-Level CEQA Significance Thresholds

Criteria Air Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀	82 (Exhaust)	82	15
PM _{2.5}	54 (Exhaust)	54	10
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	
Health Risks and Hazards	Single Sources Within 1,000-foot Zone of Influence	Combined Sources (Cumulative from all sources within 1,000-foot zone of influence)	
Excess Cancer Risk	>10 per one million	>100 per one million	
Hazard Index	>1.0	>10.0	
Incremental annual PM _{2.5}	>0.3 µg/m ³	>0.8 µg/m ³	
Odors	Complaints	Complaints	
Land Use Projects	No threshold	5 confirmed complaints per year averaged over three years	
Greenhouse Gas Emissions			
Land Use Projects – direct and indirect emissions	Compliance with a Qualified GHG Reduction Strategy OR 4.6 metric tons per service population in 2020		
Note: ROG = reactive organic gases, NO _x = nitrogen oxides, PM ₁₀ = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, PM _{2.5} = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less.			

AIR QUALITY IMPACTS AND MITIGATION MEASURES

Impact AIR-1: Conflict with or obstruct implementation of an applicable air quality plan?

BAAQMD is the regional agency responsible for overseeing compliance with State and Federal laws, regulations, and programs within the SFBAAB. BAAQMD, with assistance from ABAG and MTC, has prepared and implements specific plans to meet the applicable laws, regulations, and programs. The most recent and comprehensive of which is the *Bay Area 2017 Clean Air Plan*.¹⁴ The BAAQMD has also developed CEQA guidelines to assist lead agencies in evaluating the significance of air quality impacts. In formulating compliance strategies, BAAQMD relies on planned land uses established by local general plans. Land use planning affects vehicle travel, which in turn affects region-wide emissions of air pollutants and GHGs.

Consistency of the DSAP Amendment with the 2017 CAP control measures is demonstrated by assessing whether the proposed Plan implements the applicable Clean Air Plan control measures. The 2017 CAP includes control measures that are intended to reduce air pollutant emissions in the Bay Area either directly or indirectly. The control measures (a total of 85 measures) are divided into nine categories that include:

- 40 measures to reduce stationary sources and area sources;
- 23 transportation control measures (including land use strategies);
- 4 building sector measures;
- 2 energy sector measures;
- 4 agriculture sector measures;
- 3 natural and working lands measures;
- 4 waste sector measures;
- 2 water sector measures; and
- 3 super-GHG pollutants measures.

In developing the control strategy, BAAQMD identified the full range of tools and resources available, both regulatory and non-regulatory, to develop each measure. Implementation of each control measure will rely on some combination of the following:

- Adoption and enforcement of rules to reduce emissions from stationary sources, area sources, and indirect sources.
- Revisions to the BAAQMD's permitting requirements for stationary sources.
- Enforcement of CARB rules to reduce emissions from heavy-duty diesel engines.
- Allocation of grants and other funding by the Air District and/or partner agencies.
- Promotion of best policies and practices that can be implemented by local agencies through guidance documents, model ordinances, and other measures.
- Partnerships with local governments, other public agencies, the business community, non-profits, and other groups.

¹⁴ Bay Area Air Quality Management District (BAAQMD), 2017. *Final 2017 Clean Air Plan*.

- Public outreach and education.
- Enhanced air quality monitoring.
- Development of land use guidance and CEQA guidelines, and Air District review and comment on Bay Area projects pursuant to CEQA.
- Leadership and advocacy.

This approach relies upon lead agencies to assist in implementing some of the control measures. A key tool for local agency implementation is the development of land use policies and implementing measures that address new development or redevelopment in local communities. To address this impact, the DSAP Amendment's effect on implementing the 2017 CAP is evaluated based on consistency with the 2017 CAP projections (i.e., rate of increase in population versus vehicle travel) and consistency with 2017 CAP Control Measures.

Consistency with 2017 CAP Projections

The BAAQMD, with assistance from ABAG and MTC, has prepared and implemented the 2017 CAP to meet the applicable laws, regulations, and programs. The primary goals of the 2017 CAP are to attain air quality standards, reduce population exposure and protect public health, and reduce GHG emissions and protect the climate. The BAAQMD has also developed CEQA guidelines to assist lead agencies in evaluating the significance of air quality impacts. In formulating compliance strategies, BAAQMD relies on planned land uses established by local general plans. Land use planning affects vehicle travel, which in turn affects region-wide emissions of air pollutants and GHG.

Table 7 provides land use, traffic, and population projections for the DSAP Amendment within the DSAP area and the Downtown boundaries. The traffic and population projections were provided by the traffic consultant.¹⁵ The projections for the Existing without Project (i.e. 2014 DSAP and DTS 2040 in the years 2015 and 2040) and the Future with Project (i.e. 2014 DSAP + DSAP Amendment and DTS 2040 + DSAP Amendment). Note that the land uses sizes slightly differ between the DSAP and DTS area due to their boundaries. In addition, the land use, traffic, and population projections are included for the Cumulative scenario, which includes the DTS 2040 + DSAP Amendment + Downtown West project. This cumulative scenario is provided and analyzed for informational purposes only. The Downtown West project is undergoing a separate project-level environmental review.

As shown in Table 7, the DSAP Amendment would increase the total service population by 62,164 persons (20,111 residents and 42,053 employees) within the DSAP area. Within the Downtown boundaries, the DSAP Amendment would increase the total service population by 41,272 persons (15,145 residents and 26,127 employees). The increase in service population within the DSAP area and the Downtown boundaries would be due to the increase in office space and residential dwelling units.

However, the vehicle miles traveled (VMT) per capita, is predicted to decrease under the full build-out of the DSAP Amendment within the DSAP area and Downtown boundaries. Within the DSAP

¹⁵ Correspondence with Hexagon Transportation Consultants, August and September 2020.

area, the VMT per capita would decrease from 12.73 miles per capita to 12.30 miles per capita (a reduction of 0.43 miles per capita) with the inclusion of the DSAP Amendment in 2040. Within the Downtown Boundaries, the VMT per capita would decrease from 14.00 miles per capita to 13.36 miles per capita (a reduction of 0.65 miles per capita) with the inclusion of the DSAP Amendment in 2040. In addition, the cumulative VMT per capita (includes DTS 2040 + DSAP Amendment + Downtown West) would be 12.89, which is a 0.47 miles capita reduction compared to the VMT per capita of the DTS 2040 + DSAP Amendment scenario. Therefore, the DSAP Amendment would not increase VMT at a greater rate than the increase in population.

Table 7. DSAP, DTS, and Cumulative Land Use, Traffic, and Population Projections

Scenario	Population	Daily Trips	Daily VMT	VMT per Capita	Office (sf)	Retail (sf)	Residential (Units)	Hotel (Rooms)
<i>Land Use, Traffic and Population Projections within the DSAP Area</i>								
Existing No Project – 2014 DSAP (2015)	8,022	26,440	102,150	12.73	4,963,400	424,100	2,588	900
Future with Project – 2014 DSAP + DSAP Amendment (2040)	70,186	183,935	863,352	12.30	12,801,400	424,100	9,632	900
<i>Net Change</i>	62,164	62,164	157,495	-0.43	7,838,000	0	7,044	0
<i>Land Use, Traffic and Population Projections within the Downtown Boundaries</i>								
Existing No Project – DTS 2040 (2015)	46,156	144,405	787,474	17.06	14,200,000	1,400,000	14,360	3,600
Future No Project – DTS 2040 (2040)	134,812	355,225	1,887,937	14.00	14,200,000	1,400,000	14,360	3,600
Future with Project – DTS 2040 + DSAP Amendment (2040)	176,083	444,740	2,351,629	13.36	22,013,834	1,400,000	18,733	3,600
<i>Net Change</i>	41,272	89,515	463,692	-0.65	7,813,834	0	4,373	0
Cumulative with Project – DTS 2040 + DSAP Amendment + Downtown West (2040)	209,093	516,730	2,694,973	12.89	28,319,834	1,400,000	24,308	3,600

Source: Hexagon Traffic Consultants, Inc., August 2020 and September 2020

Consistency with Clean Air Plan Control Measures

The Guidelines set forth criteria for determining consistency with the 2017 CAP control measures. In general, a plan is considered consistent if a) the plan supports the primary goals of the CAP; b) includes control measures; and c) does not interfere with implementation of the Clean Air Plan measures. Since the proposed DSAP Amendment is being evaluated via an addendum to the DTS 2040EIR, the 2017 CAP control measures that were applicable to the DTS 2040 EIR are compared

to the DSAP Amendment to ensure that the amendment would still be consistent with these policies (see Table 8). Additional control measures are also included since they are relevant to the plan amendment.

DTS 2040 was found to be consistent with all applicable BAAQMD control measures because it would reduce per capita VMT within Downtown.¹⁶ Given that the DSAP Amendment would (1) would intensify infill development and transit-oriented uses near the Diridon Station by reallocating planned growth from outside of the Downtown boundary, and (2) further reduce VMT by 0.65 miles traveled per capita amount within the Downtown boundaries, the DSAP Amendment would also be consistent with all applicable BAAQMD control measures. Table 8 provides a full consistency analysis with these measures.”

Table 8. BAAQMD Control Strategy Measures from the 2017 CAP

Applicable BAAQMD Control Strategy Measures	Consistency
Transportation Control Measures	
TR1: Clean Air Teleworking Initiative	<i>Consistent:</i> The DSAP Amendment would continue to include/implement the DTS 2040 Plan Transportation Demand Management (TDM) strategies to reduce vehicle trips by promoting alternatives such as staggered or flexible work hours and telecommuting.
TR3: Local and Regional Bus Service	<i>Consistent:</i> The DSAP Amendment would be in close proximity to the proposed future Downtown San José BART station. The station would be conveniently located to provide access to several VTA bus lines.
TR4: Local and Regional Rail Service	<i>Consistent:</i> The VTA has identified options for the Downtown San José BART station within the DTS 2040 Plan. The stations would be conveniently located to provide access to VTA light rail service.
TR 5: Transit Efficiency and Use	<i>Consistent:</i> While this is mostly a regionally implemented TDM, the DSAP Amendment as part of the DTS 2040 Plan would improve connectivity to the region and City through investments in non-automobile infrastructure and transportation demand management measures promoting transit use, carpooling, walking and biking. Improved transportation services would connect to the Diridon Station, the future Downtown Bart Station, and other City and regional destinations.

¹⁶ City of San José, 2018. *Integrated Final EIR Downtown Strategy 2040*. December. Web: <https://www.sanjoseca.gov/Home/ShowDocument?id=44054>

Applicable BAAQMD Control Strategy Measures	Consistency
TR8: Ridesharing, Last-Mile Connection	<i>Consistent:</i> The DSAP Amendment would promote the use of public transit, carpools, walking and biking in the area. From priority pedestrian and bicycle networks to TDM programs to reduce minimize vehicle trips and VMT, the Plan would make it easier, more comfortable, and more efficient for employees and residents to walk, bike, carpool, or use transit.
TR9: Bicycle and Pedestrian Access and Facilities	<i>Consistent:</i> The DSAP Amendment would create a highly active and lively pedestrian and bicycle friendly environment with excellent connectivity to downtown destinations and regional transit. TDM measures would include bikeshare passes, biking facilities (e.g., parking, lockers, showers, bike sharing, bike valet), and City’s continued participation in the Bay Area Bike Share program, which allows users to rent and return bicycles at various popular locations around the Downtown area. Neighborhoods are also close to walking and transit facilities to make it easy for residences to live in the Downtown area without a car.
TR10: Land Use Strategies	<i>Consistent:</i> The DSAP Amendment would transition into an innovative, sustainable, and intense transit-oriented district that promotes residential, office, retail, and hotel growth while providing access to walking, biking, and sustainable transportation systems.
TR13: Parking Policies	<i>Consistent:</i> The DTS 2040 Plan would improve connectivity to the region and City through investments in non-automobile infrastructure and transportation demand management measures promoting transit use, walking and biking. The Plan would develop and implement parking strategies that reduce automobile travel through parking supply and pricing management.
Building Control Measures	
BL1: Green Buildings	<i>Consistent:</i> New construction allowed under the DSAP Amendment would meet new Title 24 standards as well as City requirements, like Policy MS-1.1 in the 2040 General Plan.

Applicable BAAQMD Control Strategy Measures	Consistency
BL2: Decarbonize Buildings	<i>Consistent:</i> The DSAP Amendment would encourage energy generation through on-site photovoltaic on buildings and would discourage the use of natural gas to be consistent with the 2040 GHGRS. In addition, the Plan Amendment would support the goal of net zero energy on-site over time as the electricity provider, San José Clean Energy, strives to provide carbon free generated electricity to their customers from the year 2021 and on. The City recently adopted the new Reach Code and an ordinance prohibiting natural gas infrastructure in new detached accessory dwelling units, single-family, and low-rise multi-family buildings that would supplement the reach code ordinance. These measures will reduce natural gas demand in new buildings.
Waste Management Control Measures	
WA4: Recycling and Waste Reduction	<i>Consistent:</i> The DSAP Amendment would include on-site recycling facilities, implement a construction waste management plan, and meet the waste diversion goals outlined in the California Integrated Waste Management Act and AB 935.
Water Control Measures	
WR2: Support Water Conservation	<i>Consistent:</i> DSAP Amendment would support the City’s General Plan policies encouraging new development to utilize recycled water for landscape irrigation and promoting water conservation (Policies MS-3.1 through MS-3.9)

Impact AIR-2: Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

The Bay Area is considered a non-attainment area for ground-level ozone and PM_{2.5} under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for PM₁₀ under the California Clean Air Act, but not the federal act. The area has attained both state and federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and particulate matter (i.e., PM_{2.5} and PM₁₀), the BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for ozone precursor pollutants (ROG and NO_x), PM₁₀, and PM_{2.5} and apply to both construction period and operational period impacts for projects. These thresholds do not apply to plan-level assessments.

Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to by itself, result in nonattainment of ambient air quality standards. Instead a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

DSAP Amendment Construction Period Emission

Implementation of the DSAP Amendment would result in temporary emissions from construction activities associated with subsequent development, including demolition, site grading, asphalt paving, building construction, and architectural coating. Emissions commonly associated with construction activities include fugitive dust from soil disturbance, fuel combustion from mobile heavy-duty diesel- and gasoline-powered equipment, portable auxiliary equipment, and worker commute trips. During construction, fugitive dust, the dominant source of PM₁₀ and PM_{2.5} emissions, is generated when wheels or blades disturb surface materials. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. The potential health risk impact from construction is addressed under Impact AIR-3.

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM₁₀ and PM_{2.5}. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less-than-significant if best management practices are implemented to reduce these emissions. *Mitigation Measure AQ-1 identified in the DTS 2040 would require implementation BAAQMD-recommended best management practices and are applicable to the DSAP Amendment.*

DTS 2040 Mitigation Measure AQ-1: Measures Included in the Project to Reduce Construction Emissions

During any construction period ground disturbance, the applicant shall ensure that the project contractor implement measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less than significant level. The contractor shall implement the following best management practices that are required of all projects:

Basic Measures

All construction emissions would implement the following measures:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Applicable Enhanced Control Measures

9. All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe.
10. All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph and visible dust extends beyond site boundaries.
11. Wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction adjacent to sensitive receptors. Wind breaks should have at maximum 50 percent air porosity.
12. Vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established.
13. The simultaneous occurrence of excavation, grading, and ground-disturbing construction activities on the same area at any one time shall be limited. Activities shall be phased to reduce the amount of disturbed surfaces at any one time.
14. Avoid tracking of visible soil material on to public roadways by employing the following measures if necessary: (1) Site accesses to a distance of 100 feet from public paved roads shall be treated with a 6 to 12 inch compacted layer of wood chips, mulch, or gravel and (2) washing truck tires and construction equipment of prior to leaving the site.
15. Sandbags or other erosion control measures shall be installed to prevent silt runoff to public roadways from sites with a slope greater than one percent.
16. Minimizing the idling time of diesel-powered construction equipment to two minutes.

Exhaust Control Measures

Projects with significant exhaust-related emissions would implement one or more of the following measures to reduce emissions below the thresholds:

17. Based on project specific construction assessments, a plan shall be developed that demonstrates off-road equipment (more than 25 horsepower) on on-road haul trucks to be used in the construction project (i.e., owned, leased, and subcontractor vehicles) would achieve appropriate project wide fleet-average NO_x and PM₁₀/PM_{2.5} reductions, such that emissions do not exceed BAAQMD construction period significance thresholds. Acceptable options for reducing emissions include the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, add-on devices such as particulate filters, and/or other options as such become available.
18. Provide line power to the site during the early phases of construction to minimize the use of diesel-powered stationary equipment, such as generators.
19. All on-road heavy-duty trucks with a gross vehicle weight rating of 33,000 pounds or greater (EMFAC2007 Category HDDT) used at the project site (such as haul trucks, water trucks, dump trucks concrete trucks) shall be model year 2010 or newer.
20. Phasing of construction activities to reduce average daily emissions.

Effectiveness of Mitigation

Emissions from on-site off-road equipment operation and on- or near-site truck travel would be reduced by over 50 percent for particulate matter and over 20 percent for NO_x. Measures to control fugitive dust would exceed the basic control measures recommended by BAAQMD in their CEQA Air Quality Guidelines.

DSAP Amendment Operational Period Emissions

Implementation of the DSAP Amendment would result in long-term area and mobile source emissions from operation and use of subsequent development. As described above, implementation of the DSAP Amendment would contribute to a decrease in VMT per capita (see discussion under Impact 1). There are no significance thresholds applicable to emissions associated with plan-level development; however, there are project-level thresholds. For annual emissions, the thresholds are of 10 tons per year for ROG, NO_x or PM_{2.5} and 15 tons per year for PM₁₀. For average daily emissions, the thresholds are 54 pounds per day for ROG, NO_x or PM_{2.5} and 82 pounds per day for PM₁₀.

CalEEMod Modeling Assumptions

Operational air emissions from the project would be generated primarily from autos driven by future residents, workers, and associated service vehicles. Evaporative emissions from architectural coatings and maintenance products (classified as consumer products) are also typical emissions from these types of uses. CalEEMod was used to predict net emissions from operation of the proposed project assuming full buildout in 2040 or later. Emissions from existing conditions were also modeled.

Land Uses

The land uses from the full build-out of the DSAP Amendment were input to CalEEMod, as shown in Table 7. The full buildout conditions within the DSAP area and Downtown boundaries include land uses from the original plan areas and the increase associated with the DSAP Amendment.

Model Year

Emissions associated with vehicle travel depend on the year of analysis because emission control technology requirements are phased in over time. Therefore, the earlier the year analyzed in the model, the higher the emission rates utilized by CalEEMod. The baseline year for existing conditions was entered as 2015 and the operational year was assumed 2040 or later.

Traffic Inputs

To compute mobile emissions from the DSAP Amendment, the emissions were separated into two categories: exhaust emissions and idle/start emissions. The peak trips, total VMT, and VMT by speed bin for the DSAP area and the Downtown Boundaries provided by the traffic consultant were used.

To compute the exhaust emissions, the provided VMT speed bin was used with the California Department of Transportation (Caltrans) Emission FACTors (EMFAC) 2017 model (i.e. CT-EMFAC2017). Default Santa Clara County fleet mix, truck percentages and CARB precipitation correction were used. Roadways were assumed to be major/collector roadways, but the default road surface silt loading factor was changed to 0.043 g/m² which is more accurate for Santa Clara County. Computed Emissions from CT-EMFAC2017 were then adjusted with the CARB

EMFAC2017 off-model adjustment factors to account for the Safer Affordable Efficient (SAFE) Vehicle Rule Part One and Final SAFE Rule.^{17,18}

The SAFE vehicle Rule Part One revoked California's authority to set its own GHG emission standards and set zero emission vehicle mandates in California. As a result of this ruling, mobile criteria pollutant and GHG emissions would increase. Therefore, the CalEEMod vehicle emission factors and fleet mix were updated with the emission rates and fleet mix from EMFAC2017, which were adjusted with the CARB EMFAC off-model adjustment factors. More details about the updates in emissions calculation methodologies and data are available in the EMFAC2017 Technical Support Document.¹⁹

For the idle and start mobile emissions, CalEEMod was used with adjustments made to the land use trip generation rates and trip lengths. The trip generation rates were changed using the VMT and peak trip information provided by the traffic consultant.²⁰ Note that the peak hour trips were converted into daily trips using a formula of $Daily = (AM\ Trips + PM\ Trips) * 5$, which is a formula provided by the traffic consultant. Daily trips and daily VMT are reported above in Table 7.

The project specific daily VMT and trips were used to create adjustment factors that were then multiplied against the default CalEEMod trip generation rates. To calculate a trip generation rate adjustment factor, the total number of CalEEMod trips were divided by the traffic total trips. The trips were then all assumed to be 100 percentage primary trips since the VMT and trips provided by the traffic consultant accounted for pass-by and diverted trips. A trip length of 0.10 miles was used to simulate idle and start emissions. The CalEEMod default fleet mix and vehicle emission factors were also updated with the CARB EMFAC2017 off-model adjustment factors for the SAFE rulings.

Energy – Electricity Generation

CalEEMod defaults for energy use were used, which include the 2016 Title 24 Building Standards. GHG emissions modeling includes those indirect emissions from electricity consumption. The electricity produced emission rate was modified in CalEEMod. CalEEMod has a default emission factor of 641.3 pounds of CO₂ per megawatt of electricity produced, which is based on PG&E's 2008 emissions rate. The Pacific Gas and Electric (PG&E) published emissions rates for 2010 through 2017 in 2019, which showed the emission rate for delivered electricity had been reduced to 210 pounds of CO₂ per megawatt hour (lbs. CO₂ per MWh) of electricity delivered in the year 2017.²¹ This intensity factor was used in the model along with the assumption that the project

¹⁷ California Air Resource Board, 2019. *EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicle Rule Part One*. November. Web: https://ww3.arb.ca.gov/msei/emfac_off_model_adjustment_factors_final_draft.pdf

¹⁸ California Air Resource Board, 2020. *EMFAC Off-Model Adjustment Factors for Carbon Dioxide (CO₂) Emissions to Accounts for the SAFE Vehicles Rule Part One and the Final SAFE Rule*. June. Web: https://ww3.arb.ca.gov/msei/emfac_off_model_co2_adjustment_factors_06262020-final.pdf?utm_medium=email&utm_source=govdelivery

¹⁹ See CARB 2018: <https://ww2.arb.ca.gov/our-work/programs/mobile-source-emissions-inventory/road-documentation/msei-modeling-tools-emfac>

²⁰ Hexagon, 2020. *DSAP Trip Estimates and VMT*. August

²¹ PG&E, 2019. *Corporate Responsibility and Sustainability Report*. Web: http://www.pgecorp.com/corp_responsibility/reports/2019/assets/PGE_CRSR_2019.pdf

would use electricity supplied by San José Clean Energy (SJCE). SJCE provided 86 percent carbon free energy to customers in 2020 and aims to increase the percentage of renewable energy it offers in its base product over time. SJCE also offers a 100 percent renewable, 100% carbon free option.²² Note that for the 2015 existing scenarios the 2015 PG&E emission rate of 405 lbs. CO₂ per MWh was used, and no carbon-free electricity was assumed.

Other Inputs

Default model assumptions for emissions associated with solid waste generation and water/wastewater use were applied to the project. No woodburning emissions from hearths was assumed.

Summary of Operational Period Emissions

Tables 9 and 10 report the predicted emissions from complete build out of the DSAP Amendment within the DSAP area and within the Downtown boundaries in terms of annual emissions in tons and average daily operational emissions. Operation was assumed to occur 365 days per year. Net emissions between the proposed DSAP Amendment area and existing plan areas are also shown. The cumulative DTS + DSAP + Downtown West project operational period emissions are also shown for informational purposes in Table 11.

Note that there are no emission thresholds that apply to potential emissions generated by a plan. The BAAQMD project-level thresholds are included for informational and comparative purposes only not for impact findings.

As shown in all three tables below, operational period emissions would exceed the BAAQMD project-level thresholds. These emissions are similar or less than the operational period emissions computed for the DTS 2040 EIR. The high emissions would be due to the large scale of the developments planned in these plan areas and the large amount of mobile emissions generated under these plans and project. However, the impact of operational period emissions was already addressed in the DTS 2040 EIR. It was concluded in the DTS 2040 EIR that buildout of the DTS 2040 would generate substantial emissions of regional criteria pollutants and that the plan would have a significant and unavoidable impact on cumulative operational air pollutant emissions. Therefore, the DSAP Amendment would still be subject to the measures included in the DTS 2040 EIR that would reduce regional air pollutants. *Attachment 1* to this report includes the operational assumptions, CalEEMod model output files, and EMFAC2017 modeling output files.

²²See: <https://www.sanjoseca.gov/your-government/departments-offices/environmental-services/climate-smart-san-jos/2019-reach-code-initiative>

Table 9. DSAP and the DSAP Amendment Operational Period Emissions

Scenario	ROG	NO_x	PM₁₀	PM_{2.5}
<i>Existing No Project – 2014 DSAP (2015)¹</i>	<i>56.09 tons</i>	<i>31.79 tons</i>	<i>9.23 tons</i>	<i>2.84 tons</i>
Future No Project – DSAP (2040)	46.37 tons	14.38 tons	9.07 tons	2.541 tons
Future with Project – 2014 DSAP + DSAP Amendment (2040)	143.45 tons	80.21 tons	72.13 tons	17.05 tons
Total Net Plan Operational Emissions (tons/year)	97.08	65.83	63.06	14.52
<i>BAAQMD Project Thresholds</i>	<i>10 tons/year</i>	<i>10 tons/year</i>	<i>15 tons/year</i>	<i>10 tons/year</i>
Average Daily Net Project Operational Emissions ²	531.99 lbs./day	360.70 lbs./day	345.51 lbs./day	79.56 lbs./day
<i>BAAQMD Project Thresholds</i>	<i>54 lbs./day</i>	<i>54 lbs./day</i>	<i>82 lbs./day</i>	<i>54 lbs./day</i>

¹ Listed for informational purposes. ² Assumes 365-day operation.

Table 10. DTS 2040 and DSAP Amendment Operational Period Emissions

Scenario	ROG	NO_x	PM₁₀	PM_{2.5}
<i>Existing No Project – DTS 2040 (2015)¹</i>	<i>248.36</i>	<i>205.24</i>	<i>68.00</i>	<i>19.06</i>
Future No Project – DTS 2040 (2040)	226.31	161.14	156.29	36.20
Future with Project – DTS 2040 + DSAP Amendment (2040)	300.28	204.13	194.49	45.13
Total Net Plan Operational Emissions (tons/year)	74.96	42.98	38.20	8.90
<i>BAAQMD Project Thresholds</i>	<i>10 tons/year</i>	<i>10 tons/year</i>	<i>15 tons/year</i>	<i>10 tons/year</i>
Average Daily Net Project Operational Emissions (pounds per day) ²	405.28	235.48	209.30	48.94
<i>BAAQMD Project Thresholds</i>	<i>54 lbs./day</i>	<i>54 lbs./day</i>	<i>82 lbs./day</i>	<i>54 lbs./day</i>

¹ Listed for informational purposes. ² Assumes 365-day operation.

Table 11. DTS 2040, DSAP Amendment and Downtown West within Downtown Operational Period Emissions

Scenario	ROG	NO_x	PM₁₀	PM_{2.5}
<i>Existing No Project – DTS 2040 (2015)¹</i>	<i>248.36</i>	<i>205.24</i>	<i>68.00</i>	<i>19.06</i>
Future No Project – DTS 2040 (2040)	226.31	161.16	156.29	36.20
Future with Project – DTS 2040 + DSAP Amendment + Downtown West (2040)	369.33	238.95	223.74	52.16
Total Net Plan Operational Emissions (tons/year)	143.02	77.79	67.45	15.97
<i>BAAQMD Project Thresholds</i>	<i>10 tons/year</i>	<i>10 tons/year</i>	<i>15 tons/year</i>	<i>10 tons/year</i>
Average Daily Net Project Operational Emissions (pounds per day) ²	783.67	426.27	369.57	87.49
<i>BAAQMD Project Thresholds</i>	<i>54 lbs./day</i>	<i>54 lbs./day</i>	<i>82 lbs./day</i>	<i>54 lbs./day</i>

¹ Listed for informational purposes. ² Assumes 365-day operation.

DTS 2040 Mitigation Measure AQ-2: Measures Included in the Project to Reduce and Avoid Impacts Related to Regional Air Quality

To reduce emissions associated with vehicle travel, future development will be required to implement a transportation demand management (TDM) program, consistent with the Downtown Transportation Plan. The TDM programs may incorporate, but would not be limited to, the following Transportation Control Measures (TCMs):²³

- Rideshare Measures:
 - Implement carpool/vanpool program (e.g., carpool ride matching for employees, assistance with vanpool formation, provision of vanpool vehicles, etc.)
- Transit Measures:
 - Construct transit facilities such as bus turnouts/bus bulbs, benches, shelters, etc.
 - Design and locate buildings to facilitate transit access (e.g., locate building entrances near transit stops, eliminate building setbacks, etc.)
- Services Measures:
 - Provide on-site shops and services for employees, such as cafeteria, bank/ATM, dry cleaners, convenience market, etc.;
 - Provide on-site child care or contribute to off-site childcare within walking distance.
- Shuttle Measures:
 - Establish mid-day shuttle service from work site to food service establishments/commercial areas;
 - Provide shuttle service to transit stations/multimodal centers
- Parking Measures:
 - Provide preferential parking (e.g., near building entrance, sheltered area, etc.) for carpool and vanpool vehicles;
 - Implement parking fees for single occupancy vehicle commuters;
 - Implement parking cash-out program for employees (i.e., non-driving employees receive transportation allowance equivalent to value of subsidized parking);
- Bicycle and Pedestrian Measures:
 - Provide secure, weather-protected bicycle parking for employees;
 - Provide safe, direct access for bicyclists to adjacent bicycle routes;
 - Provide showers and lockers for employees bicycling or walking to work;
 - Provide secure short-term bicycle parking for retail customers or non-commute trips;
 - Provide direct, safe, attractive pedestrian access from Planning Area to transit stops and adjacent development;
- Other Measures:
 - Implement compressed work week schedule (e.g., 4 days/40 hours, 9 days/80 hours);
 - Implement home-based telecommuting program.

During project-level supplemental review of future individual development projects, the measures will be evaluated for consistency with the Downtown Strategy 2040 and General Plan policies. All feasible and applicable measures will be required as part of project design or as conditions of approval.

²³ These measures are recommended by BAAQMD for reducing emissions associated with vehicle travel and are identified in the Downtown Strategy 2000 EIR as mitigation measures for regional air quality impacts.

Carbon Monoxide

Carbon monoxide (CO) is a pollutant that affects air quality locally. Monitoring data from all ambient air quality monitoring stations in the Bay Area indicate that existing carbon monoxide levels are currently below national and California ambient air quality standards. Monitored CO levels have decreased substantially since 1990 as newer vehicles with greatly improved exhaust emission control systems have replaced older vehicles. The Bay Area has been designated as an attainment area for the CO standards. The highest measured levels in the Bay Area during the past three years are 3.0 ppm or less for eight-hour averaging periods, compared with state and federal criteria of 9.0 ppm.

Even though current CO levels in the Bay Area are well below ambient air quality standards, and there have been no exceedances of CO standards in the Bay Area since 1991, elevated levels of CO still warrant analysis. CO hotspots (occurrences of localized high CO concentrations) could still occur near busy congested intersections. Recognizing the relatively low CO concentrations experienced in the Bay Area, the BAAQMD's CEQA Air Quality Guidelines state that a project would have a less-than-significant impact if it would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour. Peak hour traffic volumes at intersections affected by implementation of the DSAP Amendment area would be less than the threshold of 44,000 vehicles per hour. Therefore, this impact would remain less-than-significant as concluded in the DSTS 2040 EIR.

Impact AIR-3: Expose project sensitive receptors to substantial pollutant concentrations during construction and operation?

Project Construction TAC Exposure

Subsequent land use activities associated with implementation of the DSAP Amendment could include short-term construction sources of TACs. There are sensitive receptors adjacent to many portions of the Plan Area and there will be future residents in the DSAP Amendment development areas that could potentially be exposed to construction TACs during construction activity.

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. The construction exhaust emissions may pose community risks for sensitive receptors such as nearby residents. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to PM_{2.5}. Diesel exhaust poses both a potential health and nuisance impact to nearby receptors. A community risk assessment of the project construction activities would have to be conducted at a project level to address these impacts. Since specific construction plans and schedules for construction are not known, it is not possible to quantify the impacts and determine the significance. There are various measures that can be incorporated into construction plans that could minimize these potential impacts.

Because residential development at the project site would be developed over time there would be on-site residences (new sensitive receptors) occupied while construction would be occurring in other areas of the Plan Area. Community health risks to nearby off-site and future on-site sensitive receptors associated with temporary construction of the future development is considered *potentially significant*. *Implementation of DTS 2040 Mitigation Measures AQ-1 would reduce this impact to less-than-significant.*

Effectiveness of Mitigation Measures AQ-1

Implementation of the basic measures in *Mitigation Measure AQ-1* would be consistent with BAAQMD-recommended basic control measures for reducing fugitive particulate matter that are contained in the BAAQMD CEQA Air Quality Guidelines. Implementation of the Additional and Exhaust Measures identified in *Mitigation Measure AQ-1* through future project-specific assessments would further reduce on-site diesel exhaust emissions. The selection of appropriate equipment could reduce emissions substantially. For example, the use of diesel-powered construction equipment that meets U.S. EPA particulate matter emissions standards for Tier 4 engines or included diesel particulate matter filters certified by CARB can reduce diesel particulate matter emissions by at least 80 percent. That measure alone would likely reduce construction health risk impacts to a less-than-significant level. Other measures identified in Mitigation Measure AQ-2 would further reduce impacts. Additional measures to reduce TAC and PM_{2.5} emissions would include hourly limits for generator or crane use, electrification or use of alternative fuels for portable equipment, appropriate staging of equipment, and additional limitations on equipment idling. The application of appropriate measures would reduce maximum cancer risk, annual PM_{2.5} concentrations, and HI to below respective threshold levels. Therefore, *after implementation of these recommended measures, the project would have a less-than-significant impact with respect to community risk caused by construction activities.*

Project Operation TAC Exposure

As previously discussed, there are no thresholds to evaluate the effects of plans on TAC exposure. There are thresholds that would apply to projects constructed under the plan. Specific sources of TACs or PM_{2.5} emissions associated with the plan have not been identified. The types of land uses envisioned under the DSAP Amendment are not anticipated to include substantial TAC sources such that significant exposures could occur. Increases in traffic that would occur as a result of the DSAP Amendment would be a source of TACs and PM_{2.5}. Emissions sources associated with projects constructed under the plan may also include diesel generator or natural gas-fueled boilers that would require permitting by BAAQMD. These types of sources of air pollution that operate within accordance of BAAQMD rules and regulations would not cause significant exposure for on- or off-site sensitive receptors. This would be a *less-than-significant impact*.

As discussed above, in December 2015, the Supreme Court determined that an analysis of the impacts of the environment on a project – known as “CEQA-in-reverse” – is only required under two limited circumstances: (1) when a statute provides an express legislative directive to consider such impacts; and (2) when a proposed project risks exacerbating environmental hazards or conditions that already exist (Cal. Supreme Court Case No. S213478). However, the BAAQMD CAP contains the following goal: “reduce population exposure and protecting public health in the Bay Area.” Therefore, the potential community risk impact to future onsite receptors is addressed here. To address exposure of sensitive receptors to substantial pollutant levels, the BAAQMD CEQA Guidelines developed thresholds that address community health risk. These include increased cancer risk, non-cancer hazards and increased annual concentrations of PM_{2.5}. Sources of TACs and PM_{2.5} lead to increased community risk levels. Diesel particulate matter (DPM) is the predominant TAC in the area.

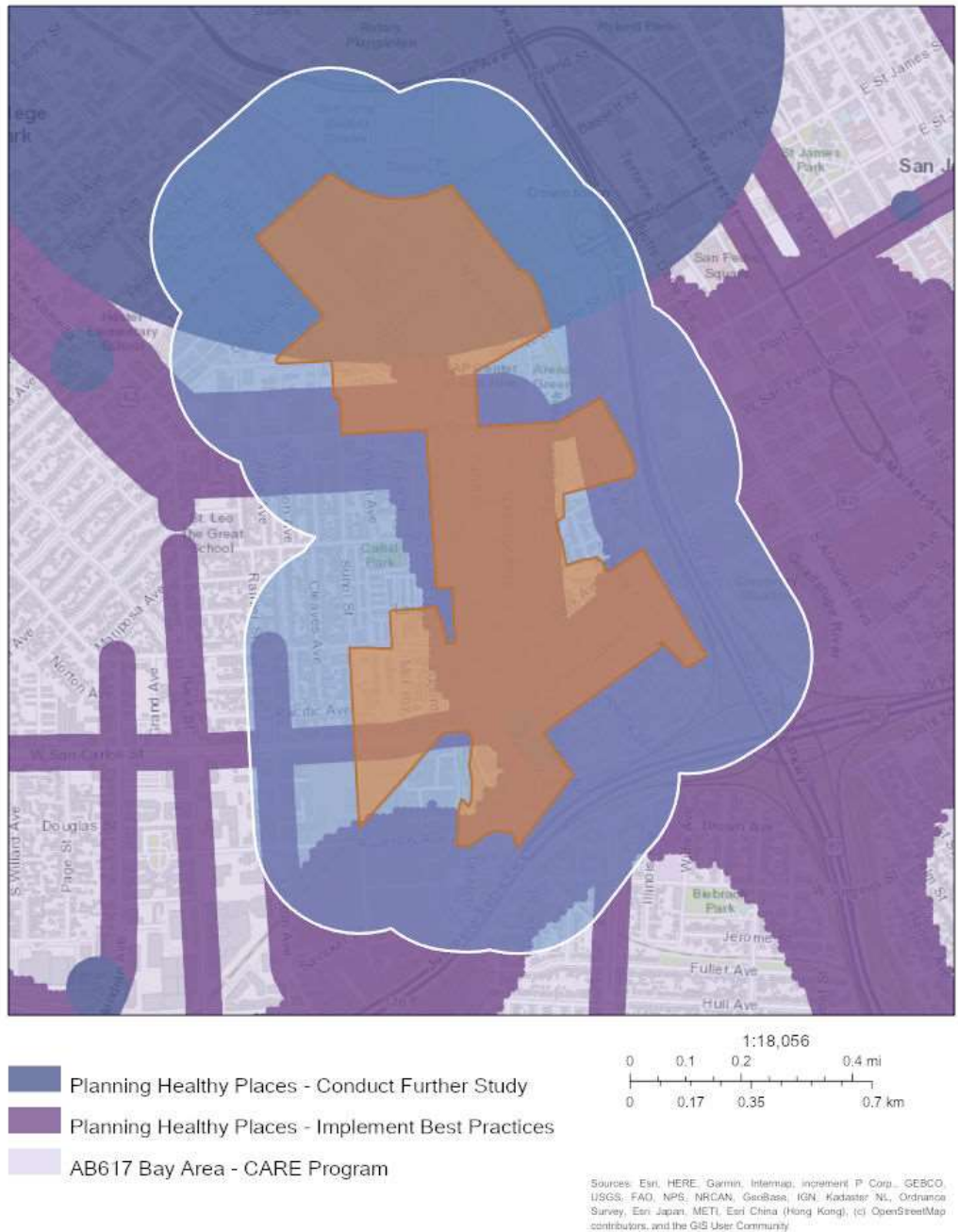
TAC Effects on DSAP Amendment Sensitive Receptors

The project would include new sensitive receptors, primarily in the form of residents. Substantial sources of air pollution can adversely affect sensitive receptors proposed as part of new projects. BAAQMD recommends using a 1,000-foot screening radius around a project site for purposes of identifying community health risk from siting a new sensitive receptor or a new source of TACs. Implementation of the proposed project is not expected to introduce any new substantial stationary sources of TACs. However, nearby stationary sources of TACs (e.g., emergency back-up generators and gas stations) and traffic on local roadways could affect the proposed plan residences.

As shown in Figure 3, the DSAP Amendment plan area is located in a CARE community with some portions of the plan located in Planning Healthy Places areas that require implementation of best practices or further study. The plan amendment area is also affected by various sources of TACs or air pollutants that could potentially result in unhealthy exposures. The DSAP Amendment area is near State Route (SR) 87, Interstate 280 (I-280), and busy nearby local roadways with average daily traffic (ADT) of over 10,000 vehicles. The San José Diridon Station is also within the plan area and it is a major transit hub for Santa Clara County with rail services for Caltrain, Amtrak, and the Altamont Corridor Express. The Diridon Station is also where the future BART extension in Downtown San José would be located. Lastly, 39 BAAQMD permitted stationary

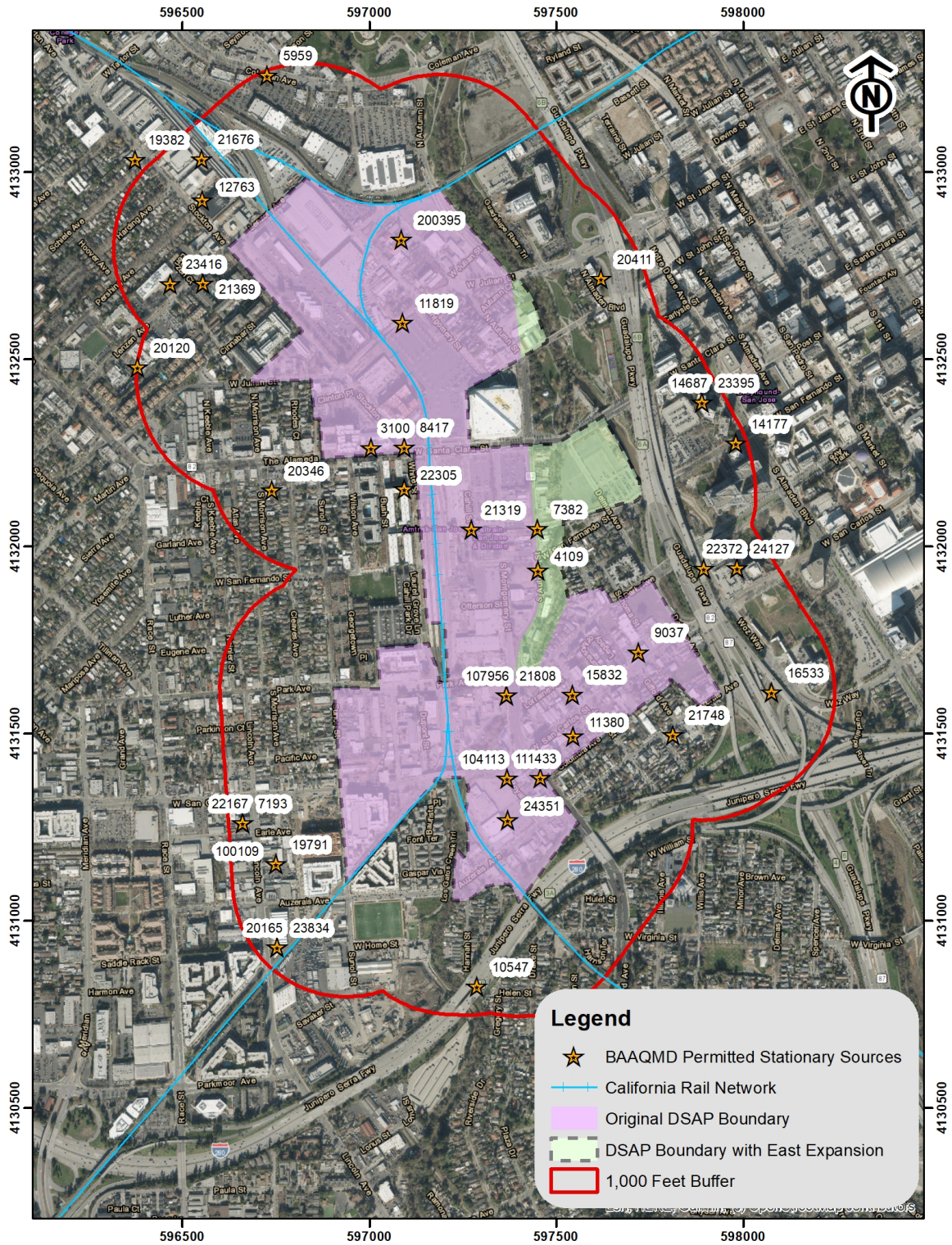
sources were identified within the 1,000-foot influence area. Figure 4 shows the DSAP Amendment plan area, the 1,000-foot influence area, and the nearby TAC sources. The screening and community risk calculations are included in Attachment 2.

Figure 3. BAAQMD’s Planning Healthy Places Boundaries and 1,000-foot Influence Area in Proximity to the DSAP Amendment Plan Area



Source: BAAQMD, 2020 Permitted Stationary Sources Risk and Hazards

Figure 4. DSAP Amendment Plan Area and 1,000-foot Influence Area with Identified TAC Sources



Source: BAAQMD, 2020 Permitted Stationary Sources Risk and Hazards using ArcMap 10.8.1

Freeway & Roadway Community Risk Impacts

SR 87 is east of the DSAP Amendment site boundaries and I-280 is south of the plan area. Neither freeway is within the DSAP Amendment plan area, but they are within 1,000 feet of its boundaries. The primary source of TAC emissions from freeways is from diesel trucks that emit DPM. Additional TAC emissions come from gasoline fueled vehicles which emit organic TAC compounds. PM_{2.5}, which is also of concern, is emitted from vehicle exhaust, tire and brake wear, and from re-suspended roadway dust.

Based on provided 2040 DSAP plus DTS full build-out traffic volumes, traffic on the following local roadways would exceed 10,000 ADT: Stockton Avenue, Delmas Avenue, Park Avenue, Auzerais Avenue, Josefa Street, West San Fernando Street, Autumn Street, Montgomery Street, Bird Street, West San Carlos Street, and West Julian Street. These roadways are sources of TAC emissions that may adversely affect sensitive receptors in close proximity to the roadway.

At the time of this analysis, BAAQMD has not provided screening tools to assess freeways or local roadways. Therefore, refined modeling would be needed for future projects proposed within the DSAP Amendment plan area. This includes modeling emissions with the latest version of the EMFAC model and combining those with projected traffic conditions in a dispersion model (i.e. AERMOD) that uses hourly meteorological data collected at the San José International Airport. However, if screening tools from BAAQMD to evaluate roadway risks and hazards do become available in the future, then those screening tools could be use in lieu of refined dispersion modeling.

Railroad Community Risk Impacts

At the time of this analysis, BAAQMD does not provide screening tools to evaluate diesel-powered locomotives operating on railroads. Therefore, refined modeling techniques that utilize emissions calculations and dispersion modeling need to be employed for developments near active railroads. However, if screening tools from BAAQMD to evaluate rail line risks and hazards do become available in the future, then those screening tools could be use in lieu of refined dispersion modeling.

Stationary Source Community Risk Impacts

Permitted stationary sources of air pollution near the project site were identified using BAAQMD's *Permitted Stationary Sources 2018* geographic information systems (GIS) website tool²⁴, which identifies the location of nearby stationary sources and their estimated risk and hazard impacts. The screening level risks and hazards posted on the GIS website for the sources can then be adjusted for distance using BAAQMD's *Distance Adjustment Multiplier Tool for Diesel Internal Combustion Engines* and *Gasoline Dispensing Facility Distance Multiplier Tool* when appropriate. These distance adjustment multipliers can be found in the *BAAQMD Risk and*

²⁴ BAAQMD, <https://baaqmd.maps.arcgis.com/apps/webappviewer/index.html?id=2387ae674013413f987b1071715daa65>

Hazards Emission Screening Calculator (Beta Version 4.0).²⁵ This allows many of the sources to be screened out of any additional analysis.

However, stationary sources that show the potential for significant community risk impacts after this first level of review are further analyzed by contacting BAAQMD for additional emissions information. The *BAAQMD Risk and Hazards Emission Screening Calculator (Beta Version 4.0)* along with the updated BAAQMD average daily emissions information can then be used for additional screening. A refined modeling analysis would be required if there are sources that still have potentially significant impacts after this level of review.

A refined analysis would include dispersion modeling of the source using emissions and source information provided by BAAQMD. If the source still has significant community risk impacts following this level of effort, then risk reduction strategies would have to be implemented by the project on a case-by-case basis, including but not limited to, mechanical air filtration systems.

Of the 39 stationary sources identified within the Plan area, only five of the facilities had risk impacts exceeding BAAQMD thresholds without distance adjustments. Note that this GIS database is periodically update; therefore, stationary sources identified in this analysis may be removed or changed in the future. Therefore, proposed future project developments within the DSAP Amendment area would need to conduct project-level analysis to assess the risk and hazards from the nearby BAAQMD permitted stationary sources. Figure 4 shows the stationary sources within the Plan and the stationary sources' risk impacts are in Attachment 2.

Summary of TAC Community Risk

The DSAP Amendment would allow new land uses that include sensitive receptors that could be exposed to existing TACs and air pollutants that result in increased cancer risk and/or elevated annual PM_{2.5} exposures. New developments could also include sources of TACs and air pollutants or indirectly create these sources (e.g., transit stations) that could expose both existing and new sensitive receptors. This impact would be potentially significant. Implementation of the DTS 2040 Mitigation Measure AQ-3 would reduce these impacts to a level of less than significant.

DTS 2040 Mitigation Measure AQ-3: The following measures shall be utilized in site planning and building designs to reduce TAC and PM_{2.5} exposure where new receptors are located within the setback distances identified above:

- Future development under the DSAP Amendment/DTS 2040 Plan that includes sensitive receptors (such as residents, schools, hospitals, daycare centers, or retirement homes) located within the setback distances from SR 87 and I-280, local roadways, and stationary sources shall require site-specific analysis to quantify the level of TAC and PM_{2.5} exposure. These are identified as the shaded areas in Figure 1. This analysis shall be conducted following procedures outlined by BAAQMD. If the site-specific analysis reveals significant exposures, such as cancer risk greater than 10 in one million acute or chronic hazards with a Hazard Index greater than

²⁵ See <http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools>, accessed January 29, 2015.

1.0, or annual PM_{2.5} exposures greater than 0.3 µg/m³, or a significant cumulative health risk in terms of excess cancer risk greater than 100 in one million, acute or chronic hazards with a Hazard Index greater than 10.0, or annual PM_{2.5} exposures greater than 0.8 µg/m³, additional measures such as those detailed below shall be employed to reduce the risk to below the threshold. If this is not possible, the sensitive receptors shall be relocated.

- Future developments that would include TAC sources would be evaluated through the CEQA process or BAAQMD permit process to ensure that they do not cause a significant health risk in terms of excess cancer risk greater than 10 in one million, acute or chronic hazards with a Hazard Index greater than 1.0, or annual PM_{2.5} exposures greater than 0.3 µg/m³, or a significant cumulative health risk in terms of excess cancer risk greater than 100 in one million, acute or chronic hazards with a Hazard Index greater than 10.0, or annual PM_{2.5} exposures greater than 0.8 µg/m³.
- For significant cancer risk exposure, as defined by BAAQMD, indoor air filtration systems shall be installed to effectively reduce particulate levels to a less-than-significant level. Project sponsors shall submit performance specifications and design details to demonstrate that lifetime residential exposures would result in less-than-significant cancer risks (less than 10 in one million chances or 100 in one million for cumulative sources), Hazard Index or PM_{2.5} concentration.
- Air filtration systems installed shall be rated MERV-13 or higher and a maintenance plan for the air filtration system shall be implemented.
- Trees and/or vegetation shall be planted between sensitive receptors and pollution sources, if feasible. Trees that are best suited to trapping particulate matter shall be planted, including the following: Pine (*Pinus nigra* var. *maritime*), Cypress (*X Cupressocyparis leylandii*), Hybrid poplar (*Populus deltoids* X *trichocarpa*), and Redwoods (*Sequoia sempervirens*).
- Sites shall be designed to locate sensitive receptors as far as possible from any freeways, roadways, refineries, diesel generators, distribution centers, and rail lines.
- Operable windows, balconies, and building air intakes shall be located as far away from these sources as feasible. If near a distribution center, residents shall not be located immediately adjacent to a loading dock or where trucks concentrate to deliver goods.

Effectiveness of Mitigation Measure AQ-2

The BAAQMD CEQA Air Quality Guidelines and BAAQMD's Planning Healthy Places recommend that developments in areas affected by air pollutant sources install and maintain air filtration systems of fresh air supply. These systems should be installed on either an individual unit-by-unit basis, with individual air intake and exhaust ducts ventilating each unit separately, or

through a centralized building ventilation system. The ventilation system should be certified to achieve certain effectiveness.

The air filtration recommendations identified for Mitigation Measure AQ-2, filtration system using MERV13, was evaluated for effectiveness. Increased cancer risks for each of the filtration cases were calculated assuming a combination of outdoor and indoor exposure. This includes 3 hours of outdoor exposure to ambient DPM concentrations and 21 hours of indoor exposure to filtered air was assumed. In this case, the effective particulate control efficiency using a MERV13 filtration system is about 85 percent and 70 percent when accounting for 3 hours of non-filtered air.

Assuming the effectiveness of filtration systems described above, implementation of Mitigation Measure AQ-2 would reduce maximum cancer risk, annual PM_{2.5} concentrations, and HI to below respective threshold levels. Therefore, with implementation of Mitigation Measure AQ-2, this impact would be reduced to a of *less-than-significant* level.

Impact AIR-4: Create objectionable odors affecting a substantial number of people?

The project would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These emissions may be noticeable from time to time by adjacent receptors. However, they would be localized and are not likely to adversely affect people off site by resulting in confirmed odor complaints. The Plan Amendment does not identify any uses that are typical sources of odors that could lead to objectionable odors that generate frequent odor complaints.

Odor impacts could occur if residents associated with the project experienced objectionable odors and made complaints. Due to the subjective nature of odor impacts, the number of variables that can influence the potential for an odor impact, and the variety of odor sources, there are no quantitative methodologies to determine the presence of a significant odor impact. The significance of odor impacts is based on the potential to cause odor complaints.

BAAQMD publishes screening buffer distances for odor sources and sensitive receptors in their CEQA Air Quality Guidelines. However, significant sources of odors are not proposed as part of the DSAP Amendment nor the DTS 2040 Plan. Further, the City would implement General Plan Policy MS-12.1 and MS-12.2 as part of the development review process to ensure that residents are protected from odors that might be associated with implementation of the DSAP Amendment.

GREENHOUSE GAS EMISSIONS

Impact GHG-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The City of San José 2030 GHGRS serves as a Qualified Greenhouse Gas Reduction Strategy or a community-wide plan approved by BAAQMD to reduce GHG emissions in accordance with AB 32 goals.²⁶ A Scoping Plan for AB 32 was adopted by CARB in December 2008. It contains the State of California’s main strategies to reduce GHGs from business-as-usual emissions projected in 2020 back down to 1990 levels. Business-as-usual (BAU) is the projected emissions in 2020, including increases in emissions caused by growth, without any GHG reduction measures. The Scoping Plan has a range of GHG reduction actions, including direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system.

Greenhouse Gas Emissions Significance Threshold

The BAAQMD thresholds were developed specifically for the Bay Area after considering the latest Bay Area GHG inventory and the effects of Assembly Bill (AB) 32 scoping plan measures that would reduce regional emissions. BAAQMD intends to achieve GHG reductions from new land use developments to close the gap between projected regional emissions with AB 32 scoping plan measures and the AB 32 targets. The BAAQMD GHG recommendations include a specific plan- and project-level GHG emission efficiency metric of 4.6 MT of CO₂e per service population (future residences and full-time workers) per year for projects operational during or before 2020. Note that the BAAQMD threshold of 6.6 MT CO₂e per service population per year is for general plans not specific or area plans.

The basis for the GHG thresholds recommended in the BAAQMD CEQA Air Quality Guidelines was intended to meet goals of AB 32 for the year 2020. Since the plan development would occur beyond 2020, a threshold that addresses a future emission target was used. Development within the DSAP Amendment plan area would occur beyond 2020, so a threshold that addresses a future target is appropriate. The basis of the BAAQMD thresholds were used to develop plan level thresholds for 2040. Although BAAQMD has not yet published a quantified threshold for 2040, this assessment uses a “Substantial Progress” efficiency metric of 2.6 MT CO₂e/year/service population (SP). This is calculated for 2030 based on the GHG reduction goals of EO B-30-15, taking into account the 1990 inventory and the projected 2030 statewide population and employment levels.²⁷ An efficiency metric of 1.7 MT CO₂e/year/S.P. for 2040 was also calculated using the same method. This 2040 service population threshold is the same one used in the DTS 2040 EIR.

²⁶ City of Santa Clara, 2013. *Santa Clara Climate Action Plan*. December.

²⁷ Association of Environmental Professionals, 2016. *Beyond 2020 and Newhall: A Field Guide to New CEQA Greenhouse Gas Thresholds and Climate Action Plan Targets for California*. April.

Operational GHG Emissions

The CalEEMod model that was used to predict air pollutant emissions was used to compute annual GHG emissions in 2015 and 2040 for the Existing without Project (i.e. 2014 DSAP and DTS 2040 in the years 2015 and 2040) and the Future with Project (i.e. 2014 DSAP + DSAP Amendment and DTS 2040 + DSAP Amendment) scenarios in Tables 12 and 13, respectively. In addition, the cumulative scenario (i.e. DTS 2040 + DSAP Amendment + Downtown West) GHG emissions in 2040 were predicted and are compared to the DTS 2040 GHG emissions for informational purposes in Table 14. The 2015 GHG emissions for the Existing without Project scenarios are also listed in each table for informational and comparative purposes.

Summary of Operational GHG Emissions

The GHG emissions are shown in total MT CO₂e and per service population. The service population emissions were calculated by dividing the total MT CO₂e by the predicted total population provided by the traffic consultant. Net MT CO₂e were also calculated by subtracting the existing no project scenario GHG emissions from the total full buildout GHG emissions. The service population emissions for the full buildout scenarios are based on the net emissions and net service populations with the exception of the DTS 2040 + DSAP Amendment + Downtown West scenario. The gross total MT of CO₂e for that scenario were divided by the total service population from the DTS 2040, DSAP Amendment, and Downtown West.

As shown in Table 12, the DSAP + DSAP Amendment scenario would have annual service population emissions of 1.70 MT of CO₂e/year/SP in 2040. In Table 13, the DTS 2040 + DSAP Amendment scenario would have an annual net service population emissions of 1.69 MT of CO₂e/year/SP in 2040, which would not exceed the efficiency metric of 1.7 MT CO₂e/year/SP. Additionally the DTS 2040 + DSAP Amendment + Downtown West service population emissions would be 1.85 MT of CO₂e/year/SP in 2040, which would exceed the 2040 Substantial Progress threshold of 1.7 MT of CO₂e/year/SP.

The GHG emissions in Table 12 and Table 13 would have lower or similar results to the GHG emissions computed for the DTS 2040 EIR. Therefore, the DSAP Amendment would not substantially worsen the impacts identified in the DTS 2040 EIR.

Table 12. DSAP and DSAP Amendment GHG Emissions in MT of CO₂e and Per Service Population

Source Category	2014 DSAP – Existing Uses in 2015	DSAP –Existing Uses in 2040	DSAP Amendment Full Build-Out – Existing + Project in 2040
Area	136	136	507
Energy Consumption	29,736	8,724	18,884
Mobile	576	398	2,826
Solid Waste Generation	3,392	3,392	8,690
Water Usage	2,216	1,480	3,969
Mobile – Exhaust	15,353	10,274	95,322
Total (MT of CO₂e)	51,409	24,404	130,198
Net Increase in 2040 (MT of CO₂e)			105,794
Service Population (persons)	8,022	8,022	62,164
Service Population Efficiency Metric (MT CO₂e/year/SP)	6.41	3.04	1.70
<i>2040 Substantial Progress Threshold</i>			<i>1.7 MT CO₂e/year/SP</i>

Table 13. DTS 2040 and DSAP Amendment GHG Emissions in MT of CO₂e and Per Service Population

Source Category	DTS 2040 (2015) – Existing Uses in 2015	DTS 2040 – Existing Uses in 2040	DTS 2040 + DSAP Amendment Full Build-Out – Existing + Project in 2040
Area	756	756	986
Energy Consumption	99,637	31,750	40,644
Mobile	2,985	5,073	6,313
Solid Waste Generation	11,694	11,694	16,360
Water Usage	7,327	4,894	7,142
Mobile – Exhaust	119,397	207,814	260,080
Total (MT of CO₂e)	241,796	261,980	331,526
Net Increase in 2040 (MT of CO₂e)			69,545
Service Population (persons)	46,156	134,812	41,272
Service Population Efficiency Metric (MT CO₂e/year/SP)	5.24	1.94	1.69
<i>2040 Substantial Progress Threshold</i>			<i>1.7 MT CO₂e/year/SP</i>

Table 14. DTS 2040, DSAP Amendment, and Downtown West GHG Emissions in MT of CO₂e and Per Service Population

Source Category	DTS 2040 (2015) – Existing Uses in 2015	DTS 2040 – Existing Uses in 2040	DTS 2040 + DSAP Amendment + Downtown West Full Build-Out – Existing + Project in 2040
Area	756	756	1,279
Energy Consumption	99,637	31,750	48,771
Mobile	2,985	5,073	7,708
Solid Waste Generation	11,694	11,694	20,599
Water Usage	7,327	4,894	9,135
Mobile – Exhaust	119,397	207,814	300,126
Total (MT of CO₂e)	241,796	261,980	387,618
Net Increase in 2040 (MT of CO₂e)			125,638
Service Population (persons)	46,156	134,812	209,093
Service Population Efficiency Metric (MT CO₂e/year/SP)	5.24	1.94	1.85
2040 Substantial Progress Threshold			1.7 MT CO₂e/year/SP
Notes: ¹ Includes plan area specific VMT. Table included for informational purposes only.			

Impact GHG-2: Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The proposed Plan Amendment would not conflict or otherwise interfere with the statewide GHG reduction measures identified in CARB’s Scoping Plan. The project would comply with requirements of the Green Building Code. For example, proposed buildings would be constructed in conformance with CALGreen and the Title 24 Building Code, which requires high-efficiency water fixtures and water-efficient irrigation systems. The City also has listed reduction strategies that would be relevant to the Plan Amendment. The GHGRS identified earlier in the report are shown in Table 15 and the DSAP Amendment is evaluated for project consistency. In addition, any future developments proposed under the DSAP Amendment would need to complete the 2030 GHGRS Development Compliance Checklist to ensure that all developments adhere to the policies in the 2030 GHGRS. As indicated in Table 15, the DSAP Amendment would include implementing policies and measures that are generally consistent with the City’s 2030 GHGRS.

Table 15. City of San José 2030 GHGRS Consistency [PENDING]

Applicable GHGRS Measures	Consistency
<p>GHGRS 1 – San Jose Clean Energy The City will implement the San José Clean Energy program to provide residents and businesses access to cleaner energy at competitive rates.</p>	<p><i>Consistent:</i> “The DSAP Amendment would encourage the use of the electricity from SJCE, which provided 86 percent carbon free energy to customers in 2020 and which aims to increase the percentage of renewable energy it offers in its base product over time. SJCE also offers a 100 percent renewable, 100% carbon-free option.</p>
<p>GHGRS 2 – Zero Net Carbon – Residential Construction The City will implement building reach code ordinance (adopted September 2019) and its prohibition of natural gas infrastructure ordinance (adopted October 2019) to guide the City’s new construction toward zero net carbon (ZNC) buildings</p>	<p><i>Consistent:</i> New projects under the DSAP Amendment would adhere to the City reach codes for natural gas and prohibit the use of natural gas infrastructure in new construction when appropriate.</p>
<p>GHGRS 3 – Renewable Energy Development The City will expand development of rooftop solar energy through the provision of technical assistance and supportive financial incentives to make progress toward the Climate Smart San José of becoming one-gigawatt solar city.</p>	<p><i>Consistent:</i> The DSAP Amendment would encourage the incorporation of photovoltaic solar panels. Developers would also be encouraged to incorporate solar power, to the degree feasible, and at minimum provide solar ready infrastructure.</p>
<p>GHGRS 5 – Zero Waste Goal As an expansion to Climate Smart San José, the City will update its Zero Waste Strategic Plan and reassess zero waste strategies. Throughout the development of the update, the City will continue to divert 90 percent of waste away from landfills through source reduction, recycling, food recovery and composting, and other strategies.</p>	<p><i>Consistent:</i> The DSAP Amendment would include on-site recycling facilities, implement a construction waste management plan, and meet the waste diversion goals outlined in the California Integrated Waste Management Act and AB 935.</p>

Applicable GHGRS Measures	Consistency
<p data-bbox="203 237 592 268">GHGRS 7 – Water Conservation</p> <p data-bbox="203 279 730 512">The City will expand its water conservation efforts to achieve and sustain long-term per capita reductions that ensure a reliable water supply with a changing climate, through regional partnerships, sustainable landscape designs, green infrastructure, and water-efficient technology and systems.</p>	<p data-bbox="792 237 1404 394"><i>Consistent:</i> DSAP Amendment would support the City’s General Plan policies encouraging new development to utilize recycled water for landscape irrigation and promoting water conservation (Policies MS-3.1 through MS-3.9)</p>

Attachment 1: CalEEMod Modeling and Assumptions

DSAP				
Scenario	Office (sf)	Retail (sf)	Residential (units)	Hotel (units)
EXISTING (2015)				
Original DSAP	4,963,400	424,100	2,588	900
Project (2040) - Net				
Proposed Amended DSAP	7,838,000	-	7,044	-
Existing + Project (2040)				
Total DSAP	12,801,400	424,100	9,632	900

DOWNTOWN WEST - GOOGLE				
Scenario	Office (sf)	Retail (sf)	Residential (units)	Hotel (units)
Further Growth				
Downtown West (DSAP Capacity)	6,306,000	469,000	5,575	1,100

Downtown Strategy 2040				
Scenario	Office (sf)	Retail (sf)	Residential (units)	Hotel (units)
Original DTS	14,200,000	1,400,000	14,360	3,600
Proposed Amended DSAP within DTS Boudary	7,813,834		4373	
Total	22,013,834	1,400,000	18,733	3,600
Downtown West within DTS*	6306000		5575	

*Retail and hotel growth proposed as part of the Downtown West project would be reallocated to the Downtown West project area from other areas within the Downtown boundary. Therefore, this growth would not represent a net increase in development capacity within Downtown. Additionally, 24,166 square feet of commercial office space and 2,671 residential units proposed as part of the project would be located in areas within DSAP but outside of the Downtown boundary

LAND USE, TRAFFIC, AND POPULATION PROJECTIONS - DSAP & DTS 2040 & CUMULATIVE										
Scenario	Residents	Employees	Population	Daily Trips	Daily VMT	VMT/Capita	Office (sf)	Retail (sf)	Residential (units)	Hotel (units)
2014 DSAP (2015)	3,163	4,859	8,022	26,440	102,150	12.73	4,963,400	424,100	2,588	900
2014 DSAP (2040)	Same inputs as the 2015 scenario									
Total DSAP (2014 DSAP + DSAP Amendment)	23,274	46,912	70,186	183,935	863,352	12.30	12,801,400	424,100	9,632	900
Net Change	20,111	42,053	62,164	157,495	761,202	-0.43	7,838,000	0	7,044	0
DTS 2040 (2015)	12,548	33,608	46,156	144,405	787,474	17.06	14,200,000	1,400,000	14,360	3,600
DTS 2040	42,704	92,108	134,812	355,225	1,887,937	14.00	14,200,000	1,400,000	14,360	3,600
DTS 2040 + DSAP Amendment 2040	57,848	118,235	176,083	444,740	2,351,629	13.36	22,013,834	1,400,000	18,733	3,600
Net Change	15,145	26,127	41,272	89,515	463,692	-0.65	7,813,834	0	4,373	0
Cumulative (DTS 2040 + DSAP Amendment + Downtown West)	69,834	139,258	209,093	516,730	2,694,973	12.89	28,319,834	1,400,000	24,308	3,600

2014 DSAP + DSAP Amendment Operational Criteria Air Pollutants				
	ROG	NOX	Total PM10	Total PM2.5
Year	Tons			
2015 2014 DSAP Total				
Area	42.21	0.32	0.11	0.11
Energy	0.88	7.90	0.61	0.61
Mobile	6.83	3.02	0.18	0.06
Waste			0.00	0.00
Water			0.00	0.00
Mobile - Exhaust	6.18	20.54	8.33	2.06
TOTAL	56.09	31.79	9.23	2.84
2040 2014 DSAP Total				
Area	42.15	0.31	0.11	0.11
Energy	0.88	7.90	0.61	0.61
Mobile	1.75	1.63	0.17	0.05
Waste			0.00	0.00
Water			0.00	0.00
Mobile - Exhaust	1.59	4.54	8.18	1.77
TOTAL	46.37	14.38	9.07	2.54
DSAP + DSAP Amendment Total				
Area	110.94	1.16	0.42	0.42
Energy	1.90	17.00	1.31	1.31
Mobile	12.45	11.57	1.18	0.34
Waste			0.00	0.00
Water			0.00	0.00
Mobile - Exhaust	18.16	50.49	69.22	14.98
TOTAL	143.45	80.21	72.13	17.05
Net Annual Operational Emissions				
Tons/year	97.08	65.83	63.06	14.52
Average Daily Emissions				
Pounds Per Day	531.94	360.70	345.51	79.56

Category	CO2e		
	Original DSAP - 2015	Original DSAP - 2040	Original DSAP + Amended DSAP - 2040
Area	136	136	507
Energy	29,736	8,724	18,884
Mobile	576	398	2,826
Waste	3,392	3,392	8,690
Water	2,216	1,480	3,969
Mobile - Exhaust	15,353	10,274	95,322
TOTAL	51,409	24,404	130,198
Net GHG Emissions			105,794
Service Population	8,022	8,022	62,164
Service Population Emissions	6.41	3.04	1.70

General*	MOBILE EXHAUST EMISSIONS							
	2015 DSAP	2040 DSAP	2040 DSAP + Amended DSAP	2015 DTS	2040 DTS	2040 DST + DSAP	2040 DTS + DSAP + GOOGLE	
**PM2.5	0.006	0.005	0.041	0.044	0.090	0.112	0.128	tons
**PM10	0.023	0.022	0.190	0.176	0.415	0.517	0.592	tons
NOx	0.056	0.012	0.138	0.436	0.301	0.379	0.440	tons
CO	0.210	0.054	0.520	1.609	1.137	1.420	1.636	tons
ROG	0.017	0.004	0.050	0.131	0.107	0.136	0.160	tons

*The off-model adjustment factors are applied to Nox, TOG, ROG, PM10, and PM2.5, and CO for emissions from the years 2021 to 2050
**Only PM exhaust emissions were adjusted. (The total PM emissions = Adjusted PM exhaust emissions + Non-Exhaust Emissions)
NOTE Road Silt Loading Factor = 0.043

GHGS	2040 DSAP + Amended DSAP							
	2015 DSAP	2040 DSAP	2040 DSAP + Amended DSAP	2015 DTS	2040 DTS	2040 DST + DSAP	2040 DTS + DSAP + GOOGLE	
CO2	41.325933	27.810402	257.981849	321.404177	562.434119	703.886817	812.263175	Metric Tons
N2O	0.002270	0.001055	0.009829	0.017559	0.021446	0.026825	0.030934	Metric Tons
CH4	0.002469	0.000888	0.009787	0.019092	0.021174	0.026739	0.031228	Metric Tons
CO2e (Annual MT)	15,353	10,274	95,322	119,397	207,814	260,080	300,126	
Difference			85,048		88,418		40,045	
Changes over Existing			79,968		192,461		284,772	
US ton to Metric Ton Conversion Rate	1.102							

DTS + DSAP Amendment Operational Criteria Air Pollutants				
	ROG	NOX	Total PM10	Total PM2.5
Year	Tons			
2015 DTS 2040 Total				
Area	161.94	1.78	0.62	0.62
Energy	3.19	28.63	2.20	2.20
Mobile	35.39	15.67	0.94	0.32
Waste			0.00	0.00
Water			0.00	0.00
Mobile - Exhaust	47.84	159.17	64.24	15.91
TOTAL	248.36	205.24	68.00	19.06
2040 DTS 2040 Total				
Area	161.64	1.72	0.63	0.63
Energy	3.19	28.63	2.20	2.20
Mobile	22.35	20.77	2.11	0.60
Waste			0.00	0.00
Water			0.00	0.00
Mobile - Exhaust	39.14	110.04	151.35	32.76
TOTAL	226.31	161.16	156.29	36.20
2040 DTS 2040 + DSAP Amendment Total				
Area	217.38	2.25	0.82	0.82
Energy	4.08	36.64	2.82	2.82
Mobile	29.20	27.01	2.31	0.67
Waste			0.00	0.00
Water			0.00	0.00
Mobile - Exhaust	49.62	138.24	188.53	40.82
TOTAL	300.28	204.13	194.49	45.13
Net Annual Operational Emissions				
Tons/year	73.96	42.98	38.20	8.93
Average Daily Emissions				
Pounds Per Day	405.28	235.48	209.30	48.94

Category	CO2e		
	Original DTS - 2015	Original DTS - 2040	Original DTS + Amended DSAP - 2040
Area	756	756	986
Energy	99,637	31,750	40,644
Mobile	2,985	5,073	6,313
Waste	11,694	11,694	16,360
Water	7,327	4,894	7,142
Mobile - Exhaust	119,397	207,814	260,080
TOTAL	241,796	261,980	331,526
Net GHG Emissions			69,545
Service Population	46,156	134,812	41,272
Service Population Emissions	5.24	1.94	1.69

General*	MOBILE EXHAUST EMISSIONS						
	2015 DSAP	2040 DSAP	2040 DSAP + Amended DSAP	2015 DTS	2040 DTS	2040 DST + DSAP	2040 DTS + DSAP + GOOGLE
**PM2.5	0.006	0.005	0.041	0.044	0.090	0.112	0.128 tons/day
**PM10	0.023	0.022	0.190	0.176	0.415	0.517	0.592 tons/day
NOx	0.056	0.012	0.138	0.436	0.301	0.379	0.440 tons/day
CO	0.210	0.054	0.520	1.609	1.137	1.420	1.636 tons/day
ROG	0.017	0.004	0.050	0.131	0.107	0.136	0.160 tons/day

*The off-model adjustment factors are applied to Nox, TOG, ROG, PM10, and PM2.5, and CO for emissions from the years 2021 to 2050
**Only PM exhaust emissions were adjusted. (The total PM emissions = Adjusted PM exhaust emissions + Non-Exhaust Emissions)

GHGS	2040 DSAP + Amended DSAP						
	2015 DSAP	2040 DSAP	2040 DSAP + Amended DSAP	2015 DTS	2040 DTS	2040 DST + DSAP	2040 DTS + DSAP + GOOGLE
CO2	41.325933	27.810402	257.981849	321.404177	562.434119	703.886817	812.263175 Metric Tons
N2O	0.002270	0.001055	0.009829	0.017559	0.021446	0.026825	0.030934 Metric Tons
CH4	0.002469	0.000888	0.009787	0.019092	0.021174	0.026739	0.031228 Metric Tons
CO2e (Annual MT)	15,353	10,274	95,322	119,397	207,814	260,080	300,126
Difference			85,048		88,418		40,045
Changes over Existing			79,968		192,461		284,772
US ton to Metric Ton Conversion Rate	1.102						

DTS + DSAP Amendment + Downtown West Operational Criteria Air Pollutants				
	ROG	NOX	Total PM10	Total PM2.5
Year	Tons			
2015 DTS 2040 Total				
Area	161.94	1.78	0.62	0.62
Energy	3.19	28.63	2.20	2.20
Mobile	35.39	15.67	0.94	0.32
Waste			0.00	0.00
Water			0.00	0.00
Mobile - Exhaust	47.84	159.17	64.24	15.91
TOTAL	248.36	205.24	68.00	19.06
2040 DTS 2040 Total				
Area	161.64	1.72	0.63	0.63
Energy	3.19	28.63	2.20	2.20
Mobile	22.35	20.77	2.11	0.60
Waste			0.00	0.00
Water			0.00	0.00
Mobile - Exhaust	39.14	110.04	151.35	32.76
TOTAL	226.31	161.16	156.29	36.20
2040 DTS 2040 + DSAP Amendment + Downtown West Total				
Area	272.26	2.92	1.07	1.07
Energy	4.90	43.92	3.38	3.38
Mobile	33.96	31.56	3.21	0.92
Waste			0.00	0.00
Water			0.00	0.00
Mobile - Exhaust	58.22	160.56	216.08	46.79
TOTAL	369.33	238.95	223.74	52.16
Net Annual Operational Emissions				
Tons/year	143.02	77.79	67.45	15.97
Average Daily Emissions				
Pounds Per Day	783.67	426.27	369.57	87.49

Category	CO2e		
	Original DTS - 2015	Original DTS - 2040	Original DTS + Amended DSAP + Downtown West - 2040
Area	756	756	1,279
Energy	99,637	31,750	48,771
Mobile	2,985	5,073	7,708
Waste	11,694	11,694	20,599
Water	7,327	4,894	9,135
Mobile - Exhaust	119,397	207,814	300,126
TOTAL	241,796	261,980	387,618
Net GHG Emissions			125,638
Service Population	46,156	134,812	209,093
Service Population Emissions	5.24	1.94	1.85

MOBILE EXHAUST EMISSIONS							
General*	2040 DSAP + Amended DSAP			2040 DST + DSAP		2040 DTS + DSAP + GOOGLE	
	2015 DSAP	2040 DSAP	DSAP	2015 DTS	2040 DTS	DSAP	GOOGLE
**PM2.5	0.006	0.005	0.041	0.044	0.090	0.112	0.128
**PM10	0.023	0.022	0.190	0.176	0.415	0.517	0.592
NOx	0.056	0.012	0.138	0.436	0.301	0.379	0.440
CO	0.210	0.054	0.520	1.609	1.137	1.420	1.636
ROG	0.017	0.004	0.050	0.131	0.107	0.136	0.160

*The off-model adjustment factors are applied to Nox, TOG, ROG, PM10, and PM2.5, and CO for emissions from the years 2021 to 2050
**Only PM exhaust emissions were adjusted. (The total PM emissions = Adjusted PM exhaust emissions + Non-Exhaust Emissions)

GHGS	2040 DSAP + Amended DSAP			2040 DST + DSAP		2040 DTS + DSAP + GOOGLE	
	2015 DSAP	2040 DSAP	DSAP	2015 DTS	2040 DTS	DSAP	GOOGLE
CO2	41.325933	27.810402	257.981849	321.404177	562.434119	703.886817	812.263175
N2O	0.002270	0.001055	0.009829	0.017559	0.021446	0.026825	0.030934
CH4	0.002469	0.000888	0.009787	0.019092	0.021174	0.026739	0.031228
CO2e (Annual MT)	15,353	10,274	95,322	119,397	207,814	260,080	300,126
Difference			85,048		88,418		40,045
Changes over Existing			79,968		192,461		284,772
US ton to Metric Ton Conversion Rate	1.102						

Table 1**Daily Vehicle Miles - DTS Area**

	Year	Year 2040		
	2015	DTS	DTS+DSAP	DTS+DSAP+GOOGLE
Daily VMT	787,474	1,887,937	2,351,629	2,694,973
Households	5,530	19,890	26,934	32,509
Total Population	12,548	42,704	57,848	69,834
Total Jobs	33,608	92,108	118,235	139,258
VMT per Capita	17.06	14.00	13.36	12.89
Notes:				
Capita = Population + Jobs in DTS area				
Daily VMT = 100 % of VMT made by trips with origin and destination in DTS area + 50% of trips with origin or destination in DTS area.				

Table 2**Daily Vehicle Miles - Citywide**

	Year	Year 2040		
	2015	DTS	DTS+DSAP	DTS+DSAP+GOOGLE
Daily VMT	17,505,088	28,035,508	27,684,812	27,323,777
Households	319,870	429,350	429,350	429,350
Total Population	1,016,043	1,290,009	1,290,009	1,290,009
Total Jobs	376,903	751,650	751,650	751,650
VMT per Capita	12.57	13.73	13.56	13.38
Notes:				
Capita = Population + Jobs in the City of San Jose				
Daily VMT = 100 % of VMT made by trips with origin and destination in San Jose + 50% of trips with origin or destination in San Jose.				

Table 1**Daily Vehicle Miles - DSAP Area**

	Year	Year 2040		
	2015	DTS	DTS+DSAP	DTS+DSAP+ GOOGLE
Daily VMT	102,150	387,760	863,352	1,220,181
Households	1,134	3,499	10,543	16,118
Total Population	3,163	8,129	23,274	35,260
Total Jobs	4,859	20,785	46,912	67,935
VMT per Capita	12.73	13.41	12.30	11.82
Notes:				
Capita = Population + Jobs in DSAP area				
Daily VMT = 100 % of VMT made by trips with origin and destination in DSAP area + 50% of trips with origin or destination in DSAP area.				

*DTS includes only area that overlaps with the DSAP Area

Table 2**Daily Vehicle Miles - Citywide**

	Year	Year 2040		
	2015	DTS	DTS+DSAP	DTS+DSAP+ GOOGLE
Daily VMT	17,505,088	28,035,508	27,684,812	27,323,777
Households	319,870	429,350	429,350	429,350
Total Population	1,016,043	1,290,009	1,290,009	1,290,009
Total Jobs	376,903	751,650	751,650	751,650
VMT per Capita	12.57	13.73	13.56	13.38
Notes:				
Capita = Population + Jobs in the City of San Jose				
Daily VMT = 100 % of VMT made by trips with origin and destination in San Jose + 50% of trips with origin or destination in San Jose.				

Peak Hour Trips

	AM Peak Hour Trips	PM Peak Hour Trips	I&R EDIT	
			Daily	<i>Daily = 5*(AM+PM)</i>
Year 2015 Existing	12,156	16,725	144,405	
DTS 2040	29,679	41,366	355,225	
DTS 2040 w/DSAP Amendment	37,311	51,637	444,740	
<i>Change vs. DTS 2040</i>	<i>7,632</i>	<i>10,271</i>		
<i>% Change vs. DTS 2040</i>	<i>26%</i>	<i>25%</i>		
DTS 2040 w/DSAP Amenment & Google	43,385	59,961	516,730	
<i>Change vs. DTS 2040</i>	<i>13,706</i>	<i>18,595</i>		
<i>% Change vs. DTS 2040</i>	<i>46%</i>	<i>45%</i>		

DSAP Amendment Trip Generation Estimates							I&R EDIT
Scenario	AM Peak-Hour			PM Peak-Hour			Daily
	Trips			Trips			
	In	Out	Total	In	Out	Total	
Year 2015 Existing	1,516	736	2,252	1,233	1,803	3,036	26,440
Year 2040 DTS	5,087	2,479	7,566	4,667	5,923	10,590	90,730
DTS 2040 Plus DSAP	9,991	5,502	15,493	9,698	11,596	21,294	183,935
<i>Change vs. Year 2040 DTS</i>	<i>4,904</i>	<i>3,023</i>	<i>7,927</i>	<i>5,031</i>	<i>5,673</i>	<i>10,704</i>	
<i>% Change vs. Year 2040 DTS</i>	<i>96%</i>	<i>122%</i>	<i>105%</i>	<i>108%</i>	<i>96%</i>	<i>101%</i>	
DTS 2040 Plus DSAP Plus Google	13,884	7,870	21,754	13,722	16,223	29,945	258,495
<i>Change vs. Year 2040 DTS</i>	<i>8,797</i>	<i>5,391</i>	<i>14,188</i>	<i>9,055</i>	<i>10,300</i>	<i>19,355</i>	
<i>% Change vs. Year 2040 DTS</i>	<i>173%</i>	<i>217%</i>	<i>188%</i>	<i>194%</i>	<i>174%</i>	<i>183%</i>	

VMT per Capita and VMT per Job DTS Area

Alternative	Housing Units	Population	Residential VMT ¹	Residential VMT per Capita ²	Jobs	Employment VMT ³	Employment VMT per Job ⁴
2015	5,530	12,548	103,562	8.25	33,608	340,166	10.12
2040 DTS	19,890	42,704	322,610	7.55	92,108	787,999	8.56
2040 DTS + DSAP	26,934	57,848	392,267	6.78	118,235	980,640	8.29
2040 DTS + DSAP + GOOGLE	32,509	69,834	444,696	6.37	139,258	1,135,811	8.16

¹ Residential VMT = Home-Based Trip Productions * Distance
² Residential VMT per Capita = Residential VMT / Population
³ Employment VMT = Home-Based Work Trip Attractions * Distance
⁴ Employment VMT per Job = Employment VMT / Jobs

VMT per Capita and VMT per Job Citywide

Alternative	Housing Units	Population	Residential VMT ¹	Residential VMT per Capita ²	Jobs	Employment VMT ³	Employment VMT per Job ⁴
2015	319,870	1,016,043	11,980,421	11.79	376,903	5,369,236	14.25
2040 DTS	429,350	1,290,009	14,053,914	10.89	751,650	10,844,535	14.43
2040 DTS + DSAP	429,350	1,290,009	13,793,704	10.69	751,650	10,547,633	14.03
2040 DTS + DSAP + GOOGLE	429,350	1,290,009	13,612,317	10.55	751,650	10,269,353	13.66

¹ Residential VMT = Home-Based Trip Productions * Distance
² Residential VMT per Capita = Residential VMT / Population
³ Employment VMT = Home-Based Work Trip Attractions * Distance
⁴ Employment VMT per Job = Employment VMT / Jobs

Summary of DSAP Amendment Growth

Scenario	Residential	Office		Retail		Hotel		Total Jobs
	(d.u.)	(S.F.)	Jobs	(S.F.)	Jobs	Rooms	Jobs	
City's DSAP Land Use Summary Table¹								
Total DTS 2040	14,360	14,200,000	47,333	1,400,000	3,500	3,600	7,920	58,753
DTS 2040 plus Total DSAP Growth	26,979	28,344,154	94,480	1,400,000	3,500	3,600	7,920	105,900
Proposed Total Additional DSAP Growth	12,619	14,144,154	47,147	0	0	0	0	47,147
Downtown West Growth	5,575	6,306,000	21,020	469,000	1,173	1,100	2,420	24,612
DSAP Growth outside DGB	2,496	24,166	81	0	0	0	0	81
Proposed DSAP Growth w/o Downtown West	7,044	7,838,154	26,127	0	0	0	0	26,127
City's TAZ Land Use Data²								
Total DTS 2040 ¹	14,360	14,200,000	47,333	1,400,000	3,500	3,600	7,920	58,753
DTS 2040 plus Total DSAP Growth	26,979	28,344,028	94,480	1,400,000	3,500	3,600,000	7,920	105,900
Proposed Total Additional DSAP Growth	12,619	14,145,014	47,150	0	0	0	0	47,150
Downtown West Growth	5,575	6,306,906	21,023	469,200	1,173	1,100	2,420	24,616
DSAP Growth outside DGB	???	???	???	???	???	???	???	???
Proposed DSAP Growth w/o Downtown West	7,044	7,838,108	26,127	0	0	0	0	26,127
Difference Between Land Use Summary and TAZ Data	0							0

Notes:
¹ Per DSAP Amendment - Max. Capacity For CEQA Analysis Summary - 5/3/20
² Per land use (TAZ) data provided by CSI Planning (Jared Hart & Robert Rivera) on 4/24/20.
 Job Conversion Rates:
 Hotel - 2.20 Jobs per room
 Office - 3.33 Jobs per ksf
 Retail - 2.5 Jobs per ksf

DSAP Amendment - VMT Adjustments based on CalEEMod and Hexagon

EXISTING - ORIGINAL DSAP 2015

From CalEEMod

	Annual	Avg Daily	VMT		
			Weekday	Saturday	Sunday
Apartments High Rise	25,300,903	69,318	68,779	81,553	59,773
General Office	99,397,687	272,322	358,439	79,942	34,122
Hotel	13,432,782	36,802	38,274	38,368	27,874
Strip Mall	26,504,868	72,616	79,306	75,226	36,557
			544,799		
			CalEEMod		mi/trip = 5.94

	Trips			Weekly
	Weekday	Saturday	Sunday	
Apartments High Rise	10,870	12,888	9,446	10,955
General Office	54,746	12,210	5,212	41,593
Hotel	7,353	7,371	5,355	7,070
Strip Mall	18,796	17,829	8,664	17,211
	91,765	50,298	28,677	

	CalEEMod Default trips			Adjusted Trips		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Apartments High Rise	4.2	4.98	3.65	0.65	0.77	0.57
General Office	11.03	2.46	1.05	1.71	0.38	0.16
Hotel	8.17	8.19	5.95	1.27	1.27	0.92
Strip Mall	44.32	42.04	20.43	6.86	6.51	3.16

From Traffic

	VMT	
	102,150	
	Traffic	mi/trip = 3.86
Adjustment to Trip Length =	65%	

	Trips	
	26,440	CalEEMod= 170,741
Adjustment to Trips =	15%	

DSAP Amendment - VMT Adjustments based on CalEEMod and Hexagon

EXISTING - TOTAL DSAP 2040

From CalEEMod

	<u>VMT</u>					<u>Trips</u>			
	<i>Annual</i>	<i>Avg Daily</i>	<i>Weekday</i>	<i>Saturday</i>	<i>Sunday</i>	<i>Weekday</i>	<i>Saturday</i>	<i>Sunday</i>	<i>Weekly</i>
Apartments High Rise	94,164,722	257,986	255,983	303,523	222,461	40,454	47,967	35,157	40,771
General Office	256,482,640	702,692	924,904	206,280	88,046	141,266	31,506	13,448	107,326
Hotel	13,432,782	36,802	38,274	38,368	27,874	7,353	7,371	5,355	7,070
Strip Mall	26,504,868	72,616	79,306	75,226	36,557	18,796	17,829	8,664	17,211
			1,298,467			207,869	104,674	62,624	
			CalEEMod	mi/trip =	6.25				

	CalEEMod Default trips			Adjusted Trips		
	<i>Weekday</i>	<i>Saturday</i>	<i>Sunday</i>	<i>Weekday</i>	<i>Saturday</i>	<i>Sunday</i>
Apartments High Rise	4.2	4.98	3.65	2.06	2.44	1.79
General Office	11.03	2.46	1.05	5.41	1.21	0.51
Hotel	8.17	8.19	5.95	4.01	4.02	2.92
Strip Mall	44.32	42.04	20.43	21.73	20.61	10.02

From Traffic

	<u>VMT</u>	<u>Trips</u>
	863,352	183,935
	Traffic	CalEEMod=
	mi/trip =	375,167
Adjustment to Trip Length =	75%	Adjustment to Trips =
		49%

DSAP Amendment - VMT Adjustments based on CalEEMod and Hexagon

EXISTING - DTS 2015

From CalEEMod

	Annual	Avg Daily	VMT		
			Weekday	Saturday	Sunday
Apartments High Rise	140,386,774	384,621	381,303	453,470	332,363
General Office	284,371,027	779,099	1,025,472	228,709	97,620
Hotel	53,731,128	147,209	153,098	153,473	111,497
Strip Mall	87,495,437	239,714	261,797	248,329	120,680
	565,984,366		1,821,671		
			CalEEMod		mi/trip = 5.91

	Trips			Weekly
	Weekday	Saturday	Sunday	
Apartments High Rise	60,132	71,513	52,414	60,655
General Office	156,626	34,932	14,910	118,996
Hotel	29,412	29,484	21,420	28,281
Strip Mall	62,048	58,856	28,602	56,814
	308,218	194,785	117,346	

	CalEEMod Default trips			Adjusted Trips*		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Apartments High Rise	4.2	4.98	3.65	0.98	1.16	0.85
General Office	11.03	2.46	1.05	2.57	0.57	0.24
Hotel	8.17	8.19	5.95	1.90	1.91	1.39
Strip Mall	44.32	42.04	20.43	10.32	9.79	4.76

From Traffic

	VMT	
	787,474	
	Traffic	mi/trip = 5.45
Adjustment to Trip Length =	92%	

	Trips	
	144,405	CalEEMod= 620,349
Adjustment to Trips =	23%	

DSAP Amendment - VMT Adjustments based on CalEEMod and Hexagon

Existing - DTS 2040 (2015)

From CalEEMod

	VMT					Trips			
	Annual	Avg Daily	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekly
Apartments High Rise	140,386,774	384,621	381,303	453,470	332,363	60,132	71,513	52,414	60,655
General Office	284,371,027	779,099	1,025,472	228,709	97,620	156,626	34,932	14,910	118,996
Hotel	53,731,128	147,209	153,098	153,473	111,497	29,412	29,484	21,420	28,281
Strip Mall	87,495,437	239,714	261,797	248,329	120,680	62,048	58,856	28,602	56,814
	565,984,366		1,821,671			308,218	194,785	117,346	
			CalEEMod	mi/trip =	5.91				

	CalEEMod Default trips			Adjusted Trips		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Apartments High Rise	4.2	4.98	3.65	2.41	2.85	2.09
General Office	11.03	2.46	1.05	6.32	1.41	0.60
Hotel	8.17	8.19	5.95	4.68	4.69	3.41
Strip Mall	44.32	42.04	20.43	25.38	24.07	11.70

From Traffic

	VMT	mi/trip =	Trips
	1,887,937		355,225
		Traffic	CalEEMod= 620,349
Adjustment to Trip Length =	90%		Adjustment to Trips = 57%

DSAP Amendment - VMT Adjustments based on CalEEMod and Hexagon

Future with Project - DTS 2040 + DSAP Amendment 2040

From CalEEMod

	VMT					Trips			
	Annual	Avg Daily	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekly
Apartments High Rise	183,138,262	501,749	497,854	590,312	432,659	78,679	93,290	68,375	79,294
General Office	440,851,871	1,207,813	1,589,759	354,561	151,337	242,813	54,154	23,115	184,476
Hotel	53,731,128	147,209	153,098	153,473	111,497	29,412	29,484	21,420	28,281
Strip Mall	87,495,437	239,714	261,797	248,329	120,680	62,048	58,856	28,602	56,814
	765,216,698		2,502,508			412,951	235,784	141,512	
			CalEEMod	mi/trip =	6.06				

	CalEEMod Default trips			Adjusted Trips*		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Apartments High Rise	4.2	4.98	3.65	2.36	2.80	2.05
General Office	11.03	2.46	1.05	6.21	1.38	0.59
Hotel	8.17	8.19	5.95	4.60	4.61	3.35
Strip Mall	44.32	42.04	20.43	24.94	23.66	11.50

	CalEEMod Default VMT			Adjusted Trip Length		
	Res H-W	Res H-S	Res H-O	Res H-W	Res H-S	Res H-O
Apartments High Rise	10.8	4.8	5.7	9.42	4.19	4.97
	Non Res C-C	Non Res C-W	Non Res C-NW	Non Res C-C	Non Res C-W	Non Res C-NW
General Office	7.3	9.5	7.3	6.37	8.29	6.37
Hotel	7.3	9.5	7.3	6.37	8.29	6.37
Strip Mall	7.3	9.5	7.3	6.37	8.29	6.37

From Traffic

		VMT			Trips	
		2,351,629			444,740	CalEEMod= 790,248
		Traffic	mi/trip =	5.29		
	Adjustment to Trip Length =	87%			Adjustment to Trips =	56%

DSAP Amendment - VMT Adjustments based on CalEEMod and Hexagon

CUMULATIVE with Project - DTS 2040 + DSAP Amendment + Downtown West

From CalEEMod

	<u>VMT</u>					<u>Trips</u>			
	Annual	Avg Daily	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Weekly
Apartments High Rise	237,640,787	651,071	646,017	765,991	561,419	102,094	121,054	88,724	102,892
General Office	567,136,639	1,553,799	2,045,155	456,127	194,688	312,368	69,667	29,736	237,320
Hotel	53,731,128	147,209	153,098	153,473	111,497	29,412	29,484	21,420	28,281
Strip Mall	87,495,437	239,714	261,797	248,329	120,680	62,048	58,856	28,602	56,814
	946,003,991		3,106,067			505,921	279,061	168,482	
			CalEEMod	mi/trip =	6.14				

	CalEEMod Default trips			Adjusted Trips		
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Apartments High Rise	4.2	4.98	3.65	2.28	2.70	1.98
General Office	11.03	2.46	1.05	5.98	1.33	0.57
Hotel	8.17	8.19	5.95	4.43	4.44	3.22
Strip Mall	44.32	42.04	20.43	24.02	22.78	11.07

	CalEEMod Default VMT			Adjusted Trip Length		
	Res H-W	Res H-S	Res H-O	Res H-W	Res H-S	Res H-O
Apartments High Rise	10.8	4.8	5.7	9.17	4.08	4.84
	Non Res C-C	Non Res C-W	Non Res C-NW	Non Res C-C	Non Res C-W	Non Res C-NW
General Office	7.3	9.5	7.3	6.20	8.07	6.20
Hotel	7.3	9.5	7.3	6.20	8.07	6.20
Strip Mall	7.3	9.5	7.3	6.20	8.07	6.20

From Traffic

		<u>VMT</u>		<u>Trips</u>	
		2,694,973		516,730	CalEEMod= 953,464
		Traffic	mi/trip =	5.22	
	Adjustment to Trip Length =	85%		Adjustment to Trips =	54%

Speed Interval	2015				
	Morning	Midday	Afternoon	Night	Daily
0 - 5	50	59	87	19	215
5 - 10	33	7	159	0	199
10 - 15	489	28	832	0	1,349
15 - 20	2,088	1,366	3,004	463	6,921
20 - 25	4,755	5,833	7,648	2,110	20,346
25 - 30	3,280	2,361	4,774	757	11,172
30 - 35	1,971	1,349	3,113	320	6,753
35 - 40	1,569	576	2,777	65	4,987
40 - 45	2,887	1,187	3,510	310	7,894
45 - 50	1,550	1,683	3,043	8	6,284
50 - 55	2,473	2,908	2,622	95	8,098
55 - 60	3,012	7,863	2,456	4,840	18,171
60 - 65	856	5,314	838	2,753	9,761
Totals	25,013	30,534	34,863	11,740	102,150

Speed Interval	2015				
	Morning	Midday	Afternoon	Night	Daily
0 - 5	0%	0%	0%	0%	0.2%
5 - 10	0%	0%	0%	0%	0.2%
10 - 15	2%	0%	2%	0%	1.3%
15 - 20	8%	4%	9%	4%	6.8%
20 - 25	19%	19%	22%	18%	19.9%
25 - 30	13%	8%	14%	6%	10.9%
30 - 35	8%	4%	9%	3%	6.6%
35 - 40	6%	2%	8%	1%	4.9%
40 - 45	12%	4%	10%	3%	7.7%
45 - 50	6%	6%	9%	0%	6.2%
50 - 55	10%	10%	8%	1%	7.9%
55 - 60	12%	26%	7%	41%	17.8%
60 - 65	3%	17%	2%	23%	9.6%
Totals	100%	100%	100%	100%	100%

Speed Interval	2040 Existing GP				
	Morning	Midday	Afternoon	Night	Daily
0 - 5	433	196	1,169	58	1,856
5 - 10	3,063	108	6,018	0	9,189
10 - 15	10,335	646	17,200	22	28,203
15 - 20	17,409	7,190	29,618	2,656	56,873
20 - 25	20,981	26,475	24,257	10,528	82,241
25 - 30	11,850	12,948	18,267	4,406	47,471
30 - 35	7,466	6,824	9,218	1,793	25,301
35 - 40	6,925	5,216	6,839	298	19,278
40 - 45	4,739	9,799	5,443	1,253	21,234
45 - 50	3,527	7,996	3,626	75	15,224
50 - 55	3,081	11,627	2,972	233	17,913
55 - 60	3,358	17,370	3,110	14,538	38,376
60 - 65	2,043	9,003	2,045	11,510	24,601
Totals	95,210	115,398	129,782	47,370	387,760

Speed Interval	2040 Existing GP				
	Morning	Midday	Afternoon	Night	Daily
0 - 5	0%	0%	1%	0%	0%
5 - 10	3%	0%	5%	0%	2%
10 - 15	11%	1%	13%	0%	7%
15 - 20	18%	6%	23%	6%	15%
20 - 25	22%	23%	19%	22%	21%
25 - 30	12%	11%	14%	9%	12%
30 - 35	8%	6%	7%	4%	7%
35 - 40	7%	5%	5%	1%	5%
40 - 45	5%	8%	4%	3%	5%
45 - 50	4%	7%	3%	0%	4%
50 - 55	3%	10%	2%	0%	5%
55 - 60	4%	15%	2%	31%	10%
60 - 65	2%	8%	2%	24%	6%
Totals	100%	100%	100%	100%	100%

Speed Interval	2040 DSAP				
	Morning	Midday	Afternoon	Night	Daily
0 - 5	1,304	473	4,294	146	6,217
5 - 10	6841	767	16,346	0	23,954
10 - 15	25,908	1,577	41,102	75	68,662
15 - 20	38,207	14,955	57,736	5,934	116,832
20 - 25	44,711	57,914	52,642	24,239	179,506
25 - 30	26,272	30,276	39,664	11,165	107,377
30 - 35	17,245	16,754	19,272	4,862	58,133
35 - 40	14,171	14,708	13,963	786	43,628
40 - 45	9,901	19,150	13,726	3,287	46,064
45 - 50	7,372	16,857	7,497	185	31,911
50 - 55	7,689	24,866	6,687	636	39,878
55 - 60	8,354	36,587	6,832	31,944	83,717
60 - 65	4,954	21,600	5,073	25,846	57,473
Totals	212,929	256,484	284,834	109,105	863,352

Speed Interval	2040 DSAP				
	Morning	Midday	Afternoon	Night	Daily
0 - 5	1%	0%	2%	0%	0.72%
5 - 10	3%	0%	6%	0%	2.77%
10 - 15	12%	1%	14%	0%	7.95%
15 - 20	18%	6%	20%	5%	13.53%
20 - 25	21%	23%	18%	22%	20.79%
25 - 30	12%	12%	14%	10%	12.44%
30 - 35	8%	7%	7%	4%	6.73%
35 - 40	7%	6%	5%	1%	5.05%
40 - 45	5%	7%	5%	3%	5.34%
45 - 50	3%	7%	3%	0%	3.70%
50 - 55	4%	10%	2%	1%	4.62%
55 - 60	4%	14%	2%	29%	9.70%
60 - 65	2%	8%	2%	24%	6.66%
Totals	100%	100%	100%	100%	100%

Speed Interval	2040 DSAP + GOOGLE				
	Morning	Midday	Afternoon	Night	Daily
0 - 5	2,257	1,308	8,216	256	12,037
5 - 10	13197	1338	30,012	0	44,547
10 - 15	36,980	2,371	56,505	166	96,022
15 - 20	56,644	22,993	78,069	8,899	166,605
20 - 25	60,994	83,505	72,390	36,101	252,990
25 - 30	33,843	41,267	52,419	16,156	143,685
30 - 35	24,637	24,695	27,160	7,256	83,748
35 - 40	19,796	19,576	19,999	1,136	60,507
40 - 45	13,126	26,068	20,855	4,711	64,760
45 - 50	11,438	22,233	8,180	253	42,104
50 - 55	10,016	33,576	9,091	809	53,492
55 - 60	11,315	52,906	10,547	43,982	118,750
60 - 65	7,273	30,297	7,191	36,173	80,934
Totals	301,516	362,133	400,634	155,898	1,220,181

Speed Interval	2040 DSAP + GOOGLE				
	Morning	Midday	Afternoon	Night	Daily
0 - 5	1%	0%	2%	0%	0.99%
5 - 10	4%	0%	7%	0%	3.65%
10 - 15	12%	1%	14%	0%	7.87%
15 - 20	19%	6%	19%	6%	13.65%
20 - 25	20%	23%	18%	23%	20.73%
25 - 30	11%	11%	13%	10%	11.78%
30 - 35	8%	7%	7%	5%	6.86%
35 - 40	7%	5%	5%	1%	4.96%
40 - 45	4%	7%	5%	3%	5.31%
45 - 50	4%	6%	2%	0%	3.45%
50 - 55	3%	9%	2%	1%	4.38%
55 - 60	4%	15%	3%	28%	9.73%
60 - 65	2%	8%	2%	23%	6.63%
Totals	100%	100%	100%	100%	100%

DTS Area Daily VMT by Speedbin

Speed Interval	2015					Daily	
	Morning	Midday	Afternoon	Night	Daily		
0 - 5	499	630	862	203	2,194	0.279%	
5 - 10	306	105	889	261	1,561	0.198%	
10 - 15	2,693	757	6,168	4,946	14,564	1.849%	
15 - 20	17,268	12,080	24,295	15,542	69,185	8.786%	
20 - 25	30,507	37,774	46,707	7,586	122,574	15.565%	
25 - 30	23,353	18,906	33,705	3,849	79,813	10.135%	
30 - 35	12,655	10,465	21,342	777	45,239	5.745%	
35 - 40	10,603	5,210	18,775	2,930	37,518	4.764%	
40 - 45	17,609	8,445	21,685	102	47,841	6.075%	
45 - 50	11,380	9,002	19,752	405	40,539	5.148%	
50 - 55	14,016	12,849	16,688	31,902	75,455	9.582%	
55 - 60	20,210	52,655	17,230	20,034	110,129	13.985%	
60 - 65	7,115	38,502	6,708	88,537	140,862	17.888%	
Totals	168,214	207,380	234,806	177,074	787,474	100.00%	

Speed Interval	2040 DTS					Daily	
	Morning	Midday	Afternoon	Night	Daily		
0 - 5	2,308	1,197	5,828	430	9,763	0.517%	
5 - 10	14,625	577	31,552	1	46,755	2.477%	
10 - 15	53,111	3,937	86,389	701	144,138	7.635%	
15 - 20	85,488	43,470	136,330	17,317	282,605	14.969%	
20 - 25	95,705	121,808	116,087	52,239	385,839	20.437%	
25 - 30	55,586	64,237	89,935	25,495	235,253	12.461%	
30 - 35	36,479	39,951	44,386	13,037	133,853	7.090%	
35 - 40	31,286	25,987	32,784	1,838	91,895	4.867%	
40 - 45	23,678	46,985	25,384	7,671	103,718	5.494%	
45 - 50	16,854	37,837	16,866	407	71,964	3.812%	
50 - 55	14,868	52,474	13,772	1,129	82,243	4.356%	
55 - 60	17,506	76,693	15,848	69,654	179,701	9.518%	
60 - 65	11,088	44,106	11,183	53,833	120,210	6.367%	
Totals	458,582	559,259	626,344	243,752	1,887,937	100.00%	

Speed Interval	2040 DTS + DSAP					Daily	
	Morning	Midday	Afternoon	Night	Daily		
0 - 5	3,191	1,578	9,889	545	15,203	0.65%	
5 - 10	19,157	1,582	48,983	1	69,723	2.96%	
10 - 15	71,547	5,034	108,666	851	186,098	7.91%	
15 - 20	105,141	50,674	155,849	20,870	332,534	14.14%	
20 - 25	115,729	150,888	145,386	65,216	477,219	20.29%	
25 - 30	70,577	82,522	109,155	32,707	294,961	12.54%	
30 - 35	47,170	49,456	52,438	16,323	165,387	7.03%	
35 - 40	36,560	40,027	39,086	2,370	118,043	5.02%	
40 - 45	28,305	52,209	35,966	9,717	126,197	5.37%	
45 - 50	19,101	44,864	19,044	542	83,551	3.55%	
50 - 55	20,671	64,969	18,195	1,545	105,380	4.48%	
55 - 60	23,128	94,908	19,014	86,250	223,300	9.50%	
60 - 65	13,935	57,757	14,373	67,968	154,033	6.55%	
Totals	574,212	696,468	776,044	304,905	2,351,629	100.00%	

Speed Interval	2040 DTS + DSAP + GOOGLE					Daily	
	Morning	Midday	Afternoon	Night	Daily		
0 - 5	4,124	2,505	14,588	658	21,875	0.81%	
5 - 10	28,911	2,290	66,293	1	97,495	3.62%	
10 - 15	81,124	5,748	121,891	971	209,734	7.78%	
15 - 20	124,759	59,451	174,869	23,847	382,926	14.21%	
20 - 25	129,625	174,530	161,077	76,653	541,885	20.11%	
25 - 30	75,015	91,635	117,797	37,175	321,622	11.93%	
30 - 35	54,934	58,023	62,089	18,494	193,540	7.18%	
35 - 40	42,595	43,968	44,950	2,683	134,196	4.98%	
40 - 45	30,418	58,194	44,159	11,112	143,883	5.34%	
45 - 50	24,449	48,518	18,005	607	91,579	3.40%	
50 - 55	22,020	73,531	20,064	1,701	117,316	4.35%	
55 - 60	25,779	113,519	23,999	98,250	261,547	9.70%	
60 - 65	16,537	66,304	16,445	78,089	177,375	6.58%	
Totals	660,290	798,216	886,226	350,241	2,694,973	100%	

Total Emissions

General*	2040 DSAP + Amended				2040 DTS + DSAP+ GOOGLE			
	2015 DSAP	2040 DSAP	DSAP	2015 DTS	2040 DTS	+ DSAP	GOOGLE	
**PM _{2.5}	0.006	0.005	0.041	0.044	0.090	0.112	0.128	tons/day
**PM ₁₀	0.023	0.022	0.190	0.176	0.415	0.517	0.592	tons/day
NO _x	0.056	0.012	0.138	0.436	0.301	0.379	0.440	tons/day
CO	0.210	0.054	0.520	1.609	1.137	1.420	1.636	tons/day
ROG	0.017	0.004	0.050	0.131	0.107	0.136	0.160	tons/day

General	2040 DSAP + Amended				2040 DTS + DSAP+ GOOGLE			
	2015 DSAP	2040 DSAP	DSAP	2015 DTS	2040 DTS	+ DSAP	GOOGLE	
PM _{2.5}	11	10	82	87	179	224	256	pounds
PM ₁₀	46	45	379	352	829	1,033	1,184	pounds
NO _x	113	25	277	872	603	757	880	pounds
CO	420	109	1,040	3,217	2,273	2,841	3,273	pounds
ROG	34	9	100	262	214	272	319	pounds

*The off-model adjustment factors are applied to Nox, TOG, ROG, PM10, and PM2.5, and CO for emissions from the years 2

**Only PM exhaust emissions were adjusted. (The total PM emissions = Adjusted PM exhaust emissions + Non-Exhaust Emissions)

GHGS***	2040 DSAP + Amended				2040 DTS + DSAP+ GOOGLE			
	2015 DSAP	2040 DSAP	DSAP	2015 DTS	2040 DTS	+ DSAP	GOOGLE	
CO ₂	45.54	30.6	284.30	354.19	619.80	775.68	895.11	tons/day
N ₂ O	0.00	0.0	0.01	0.02	0.02	0.03	0.03	tons/day
CH ₄	0.00	0.0	0.01	0.02	0.02	0.03	0.03	tons/day

GHGS	2040 DSAP + Amended				2040 DTS + DSAP+ GOOGLE			
	2015 DSAP	2040 DSAP	DSAP	2015 DTS	2040 DTS	+ DSAP	GOOGLE	
CO ₂	41.325933	27.810402	257.981849	321.404177	562.434119	703.886817	812.263175	Metric Tons
N ₂ O	0.002270	0.001055	0.009829	0.017559	0.021446	0.026825	0.030934	Metric Tons
CH ₄	0.002469	0.000888	0.009787	0.019092	0.021174	0.026739	0.031228	Metric Tons
CO ₂ e (Annual MT)	15,353	10,274	95,322	119,397	207,814	260,080	300,126	
Difference			85,048		88,418		40,045	
Changes over Existing			79,968		192,461		284,772	
US ton to Metric Ton Conversion Rate	1.102							

File Name: 2015_DSAP Area_Santa Clara (SF) - 2015 - Annual.EM
 CT-EMFAC2017 Version: 1.0.2.27401
 Run Date: 9/28/2020 15:27
 Area: Santa Clara (SF)
 Analysis Year: 2015
 Season: Annual

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category	Gas VMT Fraction Within Category
Truck 1	0.024	0.399	0.601
Truck 2	0.033	0.952	0.04
Non-Truck	0.943	0.011	0.978

Road Type: Major/Collector
 Silt Loading Factor: User-Defined 0.043 g/m2
 Precipitation Correction: CARB P = 64 days N = 365 days

Road Length: 102150 miles
 Volume: 1 vehicles per hour
 Number of Hours: 1 hours

VMT Distribution by Speed Bin (mph):

<= 5 mph	0.20%
10 mph	0.20%
15 mph	1.30%
20 mph	6.80%
25 mph	19.90%
30 mph	10.90%
35 mph	6.60%
40 mph	4.90%
45 mph	7.70%
50 mph	6.20%
55 mph	7.90%
60 mph	17.80%
65 mph	9.60%
70 mph	0.00%
75 mph	0.00%

Summary of Emissions and Consumption

Pollutant Name	Running Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Road Dust (grams)	Total (grams)	Total (US tons)
PM2.5	923.40	-	221.50	1,762.00	2,208.80	5,115.60	0.006
PM10	972.10	-	885.90	4,111.20	14,725.20	20,694.50	0.023
NOx	51,057.20	-	-	-	-	51,057.20	0.056
CO	190,702.20	-	-	-	-	190,702.20	0.21
TOG	10,623.10	7,257.10	-	-	-	17,880.20	0.02
ROG	8,109.00	7,257.10	-	-	-	15,366.00	0.017
CO2	41,314,261.70	-	-	-	-	41,314,261.70	45.541
N2O	2,269.20	-	-	-	-	2,269.20	0.003
CH4	1,476.00	992.8	-	-	-	2,468.80	0.003

Fuel Consumption

Fuel Type	(gallons)
Gasoline	4,220.43
Diesel	594.97

END

END

Pollutant Name	Total (Grams)	Total (Tons)	Total (Pounds)	Exhaust (Grams)	Non-Exhaust (Grams)	PM TOTAL
PM2.5	5,115.60	0.01	11.27796748	923.40	4,192.30	0.01
PM10	20,694.50	0.02	45.62356285	972.10	19,722.30	0.02
NOx	51,057.20	0.06	112.5618581			
CO	190,702.20	0.21	420.4263842			
ROG	15,366.00	0.02	33.87623121			
CO2	41,314,261.70	45.54	91082.35595			
N2O	2,269.20	0.00	5.002729653			
CH4	2,468.80	0.00	5.442772329			

File Name: 2040_DSAP_Santa Clara (SF) - 2040 - Annual.EM
 CT-EMFAC2017 Version: 1.0.2.27401
 Run Date: 10/1/2020 15:11
 Area: Santa Clara (SF)
 Analysis Year: 2040
 Season: Annual

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category	Gas VMT Fraction Within Category
Truck 1	0.027	0.543	0.457
Truck 2	0.038	0.931	0.053
Non-Truck	0.935	0.016	0.932

Road Type: Major/Collector
 Silt Loading Factor: User-Defined 0.043 g/m2
 Precipitation Correction: CARB P = 64 days N = 365 days

Road Length: 102150 miles
 Volume: 1 vehicles per hour
 Number of Hours: 1 hours

VMT Distribution by Speed Bin (mph):

<= 5 mph	0.20%
10 mph	0.20%
15 mph	1.30%
20 mph	6.80%
25 mph	19.90%
30 mph	10.90%
35 mph	6.60%
40 mph	4.90%
45 mph	7.70%
50 mph	6.20%
55 mph	7.90%
60 mph	17.80%
65 mph	9.60%
70 mph	0.00%
75 mph	0.00%

Summary of Emissions and Consumption

Pollutant Name	Running Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Road Dust (grams)	Total (grams)	Total (US tons)
PM2.5	118.30	-	225.00	1,772.90	2,276.50	4,392.70	0.005
PM10	125.90	-	899.90	4,136.80	15,176.40	20,339.10	0.022
NOx	11,171.80	-	-	-	-	11,171.80	0.012
CO	47,987.20	-	-	-	-	47,987.20	0.053
ROG	1,572.30	2,304.60	-	-	-	3,876.90	0.004
CO2	24,894,832.00	-	-	-	-	24,894,832.00	27.442
N2O	1,054.70	-	-	-	-	1,054.70	0.001
CH4	501.30	386.8	-	-	-	888.10	< 0.001

Fuel Consumption

Fuel Type	(gallons)
Gasoline	2,412.62
Diesel	444.464

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 Diesel 444.46
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Pollutant Name	Total (Grams)	Total (US Tons)	Total (Pounds)	Exhaust (Grams)	Non-Exhaust (Grams)	ADJUSTED Total (Tons)
PM2.5	4,392.70	0.004842	9.684245791	121.49	4,274.40	0.00
PM10	20,339.10	0.022420	44.84003997	129.30	20,213.10	0.02
NOx	11,171.80	0.012315	24.62960301			0.012449033
CO	47,987.20	0.052897	105.7936667			0.054383234
ROG	3,876.90	0.004274	8.547101443			0.004347911
CO2	24,894,832.00	27.441855	54883.70979			30.64706355
N2O	1,054.70	0.001163	2.325215479			0.001163
CH4	888.10	0.000979	1.95792535			0.000979

File Name: 2040_DSAP + DSAP Amendment_Santa Clara (SF) - 2040 - Annual.EM
 CT-EMFAC2017 Version: 1.0.2.27401
 Run Date: 9/28/2020 15:50
 Area: Santa Clara (SF)
 Analysis Year: 2040
 Season: Annual

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category	Gas VMT Fraction Within Category
Truck 1	0.027	0.543	0.457
Truck 2	0.038	0.931	0.053
Non-Truck	0.935	0.016	0.932

Road Type: Major/Collector
 Silt Loading Factor: User-Defined 0.043 g/m2
 Precipitation Correction: CARB P = 64 days N = 365 days

Road Length: 863352 miles
 Volume: 1 vehicles per hour
 Number of Hours: 1 hours

VMT Distribution by Speed Bin (mph):

<= 5 mph	0.72%
10 mph	2.77%
15 mph	7.95%
20 mph	13.53%
25 mph	20.79%
30 mph	12.44%
35 mph	6.73%
40 mph	5.05%
45 mph	5.34%
50 mph	3.70%
55 mph	4.62%
60 mph	9.70%
65 mph	6.66%
70 mph	0.00%
75 mph	0.00%

Summary of Emissions and Consumption

Pollutant Name	Running Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Road Dust (grams)	Total (grams)	Total (US tons)
PM2.5	1,086.70	-	1,902.00	14,984.30	19,240.70	37,213.60	0.041
PM10	1,161.90	-	7,606.10	34,963.20	128,268.20	171,999.50	0.19
NOx	124,137.50	-	-	-	-	124,137.50	0.137
CO	458,929.20	-	-	-	-	458,929.20	0.506
ROG	17,370.90	27,000.40	-	-	-	44,371.30	0.049
CO2	230,935,700.60	-	-	-	-	230,935,700.60	254.563
N2O	9,826.10	-	-	-	-	9,826.10	0.011
CH4	5,252.60	4,531.40	-	-	-	9,784.00	0.011

Fuel Consumption

Fuel Type	(gallons)
Gasoline	22,297.68
Diesel	4,195.54

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 Diesel 4,593.86
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Pollutant Name	Total (Grams)	Total (US Tons)	Total (Pounds)	Exhaust (Grams)	Non-Exhaust (Grams)	ADJUSTED Total (Tons)
PM2.5	37,213.60	0.041021	82.0419444	1,116.04	36,127.00	0.04
PM10	171,999.50	0.189597	379.1939886	1,193.27	170,837.50	0.19
NOx	124,137.50	0.136838	273.6763407			0.138329706
CO	458,929.20	0.505883	1011.765696			0.520098156
ROG	44,371.30	0.048911	97.82197174			0.049762037
CO2	230,935,700.60	254.563035	509126.0697			284.2959973
N2O	9,826.10	0.010831	21.66284234			0.010831
CH4	9,784.00	0.010785	21.57002773			0.010785

File Name: 2015_DTS Area_Santa Clara (SF) - 2015 - Annual.EM
 CT-EMFAC2017 Version: 1.0.2.27401
 Run Date: 9/28/2020 15:38
 Area: Santa Clara (SF)
 Analysis Year: 2015
 Season: Annual

Vehicle Category VMT Fraction Across Category Diesel VMT Fraction Within Category Gas VMT Fraction Within Category
 Truck 1 0.024 0.399 0.601
 Truck 2 0.033 0.952 0.04
 Non-Truck 0.943 0.011 0.978

Road Type: Major/Collector
 Silt Loading Factor: User-Defined 0.043 g/m2
 Precipitation Correction: CARB P = 64 days N = 365 days

Road Length: 787474 miles
 Volume: 1 vehicles per hour
 Number of Hours: 1 hours

VM T Distribution by Speed Bin (mph):

<= 5 mph 0.28%
 10 mph 0.20%
 15 mph 1.85%
 20 mph 8.79%
 25 mph 15.56%
 30 mph 10.14%
 35 mph 5.75%
 40 mph 4.76%
 45 mph 6.08%
 50 mph 5.15%
 55 mph 9.58%
 60 mph 13.98%
 65 mph 17.88%
 70 mph 0.00%
 75 mph 0.00%

Summary of Emissions and Consumption

Pollutant Name	Running Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Road Dust (grams)	Total (grams)	Total (US tons)
PM2.5	7,235.10	-	1,707.20	13,583.10	17,027.60	39,553.00	0.044
PM10	7,616.90	-	6,829.80	31,693.50	113,516.70	159,656.90	0.176
NOx	395,605.30	-	-	-	-	395,605.30	0.436
CO	1,459,371.80	-	-	-	-	1,459,371.80	1.609
ROG	63,359.70	55,537.00	-	-	-	118,896.70	0.131
CO2	321,313,407.60	-	-	-	-	321,313,407.60	354.187
N2O	17,553.90	-	-	-	-	17,553.90	0.019
CH4	11,488.80	7,597.90	-	-	-	19,086.70	0.021

Fuel Consumption

Fuel Type (gallons)
 Gasoline 32,854.31
 Diesel 4,594.49

Pollutant Name	Total (Grams)	Total (Tons)	Total (Pounds)	Exhaust (Grams)	Non-Exhaust (Grams)	PM TOTAL
PM2.5	39,553.00	0.04	87.19943856	7,235.10	32,317.90	0.04
PM10	159,656.90	0.18	351.9832135	7,616.90	152,040.00	0.18
NOx	395,605.30	0.44	872.1603937			
CO	1,459,371.80	1.61	3217.364084			
ROG	118,896.70	0.13	262.1223545			
CO2	321,313,407.60	354.19	708374.8071			
N2O	17,553.90	0.02	38.69972504			
CH4	19,086.70	0.02	42.0789706			

File Name: 2040_DTS Area_Santa Clara (SF) - 2040 - Annual.EM
 CT-EMFAC2017 Version: 1.0.2.27401
 Run Date: 9/28/2020 16:00
 Area: Santa Clara (SF)
 Analysis Year: 2040
 Season: Annual

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category	Gas VMT Fraction Within Category
Truck 1	0.027	0.543	0.457
Truck 2	0.038	0.931	0.053
Non-Truck	0.935	0.016	0.932

Road Type: Major/Collector
 Silt Loading Factor: User-Defined 0.043 g/m2
 Precipitation Correction: CARB P = 64 days N = 365 days

Road Length: 1887937 miles
 Volume: 1 vehicles per hour
 Number of Hours: 1 hours

VMT Distribution by Speed Bin (mph):

<= 5 mph	0.52%
10 mph	2.48%
15 mph	7.64%
20 mph	14.97%
25 mph	20.44%
30 mph	12.46%
35 mph	7.09%
40 mph	4.87%
45 mph	5.49%
50 mph	3.81%
55 mph	4.36%
60 mph	9.51%
65 mph	6.36%
70 mph	0.00%
75 mph	0.00%

Summary of Emissions and Consumption

Pollutant Name	Running Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Road Dust (grams)	Total (grams)	Total (US tons)
PM2.5	2,354.50	-	4,159.10	32,767.00	42,074.60	81,355.20	0.09
PM10	2,517.60	-	16,632.70	76,455.80	280,490.80	376,096.90	0.415
NOx	270,547.00	-	-	-	-	270,547.00	0.298
CO	1,002,957.30	-	-	-	-	1,002,957.30	1.106
ROG	37,605.70	57,999.10	-	-	-	95,604.80	0.105
CO2	503,469,984.60	-	-	-	-	503,469,984.60	554.981
N2O	21,440.20	-	-	-	-	21,440.20	0.024
CH4	11,434.40	9,733.80	-	-	-	21,168.20	0.023

Fuel Consumption

Fuel Type	(gallons)
Gasoline	48,609.50
Diesel	9,149.52

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 Diesel 9,148.98
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Pollutant Name	Total (Grams)	Total (US Tons)	Total (Pounds)	Exhaust (Grams)	Non-Exhaust (Grams)	ADJUSTED Total (Tons)
PM2.5	81,355.20	0.089679	179.3575143	2,418.07	79,000.70	0.09
PM10	376,096.90	0.414576	829.1517337	2,585.58	373,579.30	0.41
NOx	270,547.00	0.298227	596.4540365			0.301477693
CO	1,002,957.30	1.105571	2211.142352			1.136637726
ROG	95,604.80	0.105386	210.7725048			0.107219973
CO2	503,469,984.60	554.980659	1109961.317			619.8023997
N2O	21,440.20	0.023634	47.26754994			0.023634
CH4	21,168.20	0.023334	46.66789258			0.023334

File Name: 2040_DTS Area + DSAP Amendment_Santa Clara (SF) - 2040 - Annual.EM
 CT-EMFAC2017 Version: 1.0.2.27401
 Run Date: 9/28/2020 16:02
 Area: Santa Clara (SF)
 Analysis Year: 2040
 Season: Annual

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category	Gas VMT Fraction Within Category
Truck 1	0.027	0.543	0.457
Truck 2	0.038	0.931	0.053
Non-Truck	0.935	0.016	0.932

Road Type: Major/Collector
 Silt Loading Factor: User-Defined 0.043 g/m2
 Precipitation Correction: CARB P = 64 days N = 365 days

Road Length: 2351629 miles
 Volume: 1 vehicles per hour
 Number of Hours: 1 hours

VMT Distribution by Speed Bin (mph):

<= 5 mph	0.65%
10 mph	2.96%
15 mph	7.91%
20 mph	14.14%
25 mph	20.29%
30 mph	12.54%
35 mph	7.03%
40 mph	5.02%
45 mph	5.37%
50 mph	3.55%
55 mph	4.48%
60 mph	9.50%
65 mph	6.56%
70 mph	0.00%
75 mph	0.00%

Summary of Emissions and Consumption

Pollutant Name	Running Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Road Dust (grams)	Total (grams)	Total (US tons)
PM2.5	2,961.80	-	5,180.60	40,814.90	52,408.40	101,365.80	0.112
PM10	3,167.30	-	20,717.90	95,233.90	349,381.50	468,500.60	0.516
NOx	339,879.80	-	-	-	-	339,879.80	0.375
CO	1,253,380.60	-	-	-	-	1,253,380.60	1.382
ROG	47,519.40	73,690.60	-	-	-	121,210.00	0.134
CO2	630,093,147.90	-	-	-	-	630,093,147.90	694.559
N2O	26,817.10	-	-	-	-	26,817.10	0.03
CH4	14,364.20	12,367.20	-	-	-	26,731.50	0.029

Fuel Consumption

Fuel Type	(gallons)
Gasoline	60,830.94
Diesel	11,452.98

=====
 Diesel 11,452.98
 =====

Pollutant Name	Total (Grams)	Total (US Tons)	Total (Pounds)	Exhaust (Grams)	Non-Exhaust (Grams)	ADJUSTED Total (Tons)
PM2.5	101,365.80	0.111737	223.4733358	3,041.77	98,403.90	0.11
PM10	468,500.60	0.516434	1032.867021	3,252.82	465,333.30	0.52
NOx	339,879.80	0.374653	749.3066958			0.378737069
CO	1,253,380.60	1.381616	2763.231225			1.420439011
ROG	121,210.00	0.133611	267.222308			0.135935988
CO2	630,093,147.90	694.558804	1389117.608			775.6832722
N2O	26,817.10	0.029561	59.12158531			0.029561
CH4	26,731.50	0.029466	58.93286962			0.029466

File Name: 2040_DTS Area + DSAP Amendment + Google_Santa Clara (SF) - 2040 - Annual.EM
 CT-EMFAC2017 Version: 1.0.2.27401
 Run Date: 9/28/2020 16:03
 Area: Santa Clara (SF)
 Analysis Year: 2040
 Season: Annual

Vehicle Category	VMT Fraction Across Category	Diesel VMT Fraction Within Category	Gas VMT Fraction Within Category
Truck 1	0.027	0.543	0.457
Truck 2	0.038	0.931	0.053
Non-Truck	0.935	0.016	0.932

Road Type: Major/Collector
 Silt Loading Factor: User-Defined 0.043 g/m2
 Precipitation Correction: CARB P = 64 days N = 365 days

Road Length: 2694973 miles
 Volume: 1 vehicles per hour
 Number of Hours: 1 hours

VMT Distribution by Speed Bin (mph):

<= 5 mph	0.81%
10 mph	3.62%
15 mph	7.78%
20 mph	14.21%
25 mph	20.11%
30 mph	11.93%
35 mph	7.18%
40 mph	4.98%
45 mph	5.34%
50 mph	3.40%
55 mph	4.35%
60 mph	9.70%
65 mph	6.59%
70 mph	0.00%
75 mph	0.00%

Summary of Emissions and Consumption

Pollutant Name	Running Exhaust (grams)	Running Loss (grams)	Tire Wear (grams)	Brake Wear (grams)	Road Dust (grams)	Total (grams)	Total (US tons)
PM2.5	3,437.60	-	5,937.00	46,774.00	60,060.20	116,208.70	0.128
PM10	3,676.60	-	23,742.70	109,138.30	400,392.10	536,949.80	0.592
NOx	394,762.60	-	-	-	-	394,762.60	0.435
CO	1,443,995.50	-	-	-	-	1,443,995.50	1.592
ROG	55,522.20	86,707.80	-	-	-	142,230.00	0.157
CO2	727,107,609.40	-	-	-	-	727,107,609.40	801.499
N2O	30,924.80	-	-	-	-	30,924.80	0.034
CH4	16,667.00	14,551.90	-	-	-	31,218.90	0.034

Fuel Consumption

Fuel Type	(gallons)
Gasoline	70,189.58
Diesel	13,221.83

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 Diesel 13,221.83
 =====

Pollutant Name	Total (Grams)	Total (US Tons)	Total (Pounds)	Exhaust (Grams)	Non-Exhaust (Grams)	ADJUSTED Total (Tons)
PM2.5	116,208.70	0.128098	256.1963289	3,530.42	112,771.20	0.13
PM10	536,949.80	0.591886	1183.771676	3,775.87	533,273.10	0.59
NOx	394,762.60	0.435151	870.3025582			0.439894428
CO	1,443,995.50	1.591733	3183.465145			1.636460258
ROG	142,230.00	0.156782	313.5634755			0.15950974
CO2	727,107,609.40	801.498942	1602997.884			895.1140185
N2O	30,924.80	0.034089	68.17751366			0.034089
CH4	31,218.90	0.034413	68.82589317			0.034413

Adjustment Factors for EMFAC2017 Gasoline Light Duty Vehicles						
Year	NOx Exhaust	TOG Evaporative	TOG Exhaust	PM Exhaust	CO Exhaust	CO2 Exhaust
NA	1	1	1	1	1	1
2021	1.0002	1.0001	1.0002	1.0009	1.0005	1.0023
2022	1.0004	1.0003	1.0004	1.0018	1.0014	1.0065
2023	1.0007	1.0006	1.0007	1.0032	1.0027	1.0126
2024	1.0012	1.0010	1.0011	1.0051	1.0044	1.0207
2025	1.0018	1.0016	1.0016	1.0074	1.0065	1.0309
2026	1.0023	1.0022	1.0020	1.0091	1.0083	1.0394
2027	1.0028	1.0028	1.0024	1.0105	1.0102	1.0475
2028	1.0034	1.0035	1.0028	1.0117	1.0120	1.0554
2029	1.0040	1.0042	1.0032	1.0129	1.0138	1.0629
2030	1.0047	1.0051	1.0037	1.0142	1.0156	1.0702
2031	1.0054	1.0061	1.0042	1.0155	1.0173	1.0770
2032	1.0061	1.0072	1.0047	1.0169	1.0189	1.0834
2033	1.0068	1.0083	1.0052	1.0182	1.0204	1.0893
2034	1.0075	1.0095	1.0058	1.0196	1.0218	1.0947
2035	1.0081	1.0108	1.0063	1.0210	1.0232	1.0997
2036	1.0088	1.0121	1.0069	1.0223	1.0244	1.1041
2037	1.0094	1.0134	1.0074	1.0236	1.0255	1.1080
2038	1.0099	1.0148	1.0079	1.0248	1.0265	1.1114
2039	1.0104	1.0161	1.0085	1.0259	1.0274	1.1143
2040	1.0109	1.0174	1.0090	1.0270	1.0281	1.1168
2041	1.0113	1.0186	1.0095	1.0279	1.0288	1.1189
2042	1.0116	1.0198	1.0099	1.0286	1.0294	1.1207
2043	1.0119	1.0207	1.0103	1.0293	1.0299	1.1221
2044	1.0122	1.0216	1.0106	1.0299	1.0303	1.1233
2045	1.0124	1.0225	1.0109	1.0303	1.0306	1.1243
2046	1.0125	1.0233	1.0111	1.0308	1.0309	1.1251
2047	1.0127	1.0240	1.0113	1.0311	1.0311	1.1258
2048	1.0128	1.0246	1.0115	1.0314	1.0313	1.1263
2049	1.0128	1.0252	1.0116	1.0316	1.0315	1.1268
2050	1.0129	1.0257	1.0117	1.0318	1.0316	1.1272

*PM Exhaust off model factor is only applied to the PM Exhaust emissions not start/idle
The off-model adjustment factors need to be applied only to emissions from gasoline light duty vehicles (LDA, LDT1, LDT2 and MDV). Please note that the adjustment factors are by calendar year and includes all model years.

Enter NA in the date field if adjustments do not apply

2015 Original DSAP AQ-GHG Model - Santa Clara County, Annual

2015 - 2014 DSAP AQ-GHG Model
Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	4,963.40	1000sqft	113.94	4,963,400.00	0
Hotel	900.00	Room	30.00	1,306,800.00	0
Apartments High Rise	2,588.00	Dwelling Unit	41.74	2,588,000.00	7402
Strip Mall	424.10	1000sqft	9.74	424,100.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4	Operational Year	2015		
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	405	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E provider to City of San Jose. Default intensity factors for the 2015 existing land use mode.
http://www.pgecorp.com/corp_responsibility/reports/2019/en02_climate_change.html

Land Use - Original DSAP: Office = 4,963,400 SF, Retail = 424,100 SF, Residential = 2,588 High-Rise Units, Hotel = 900 Rooms

Construction Phase - No construction

Vehicle Trips - Idle/Start Emissions: 0.1 mile trip length. Trip Generation Rates altered using the VMT data from Hexagon and CalEEMod default VMT data. 100% pass-by then since using altered trip gen and VMT

Vehicle Emission Factors - 2015 Santa Clara County - EMFAC2017 Emission Factors

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - No wood applications but assuing natural gas fireplaces. Total number of gas fireplaces = 828.16

Energy Use -

Water And Wastewater - Assuming all water treated in a wastewater treatment plant

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	120.00	0.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	388.20	828.16
tblFireplaces	NumberWood	439.96	0.00
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.58	0.58
tblFleetMix	LDA	0.58	0.58
tblFleetMix	LDA	0.58	0.58
tblFleetMix	LDA	0.58	0.58
tblFleetMix	LDT1	0.04	0.05
tblFleetMix	LDT1	0.04	0.05
tblFleetMix	LDT1	0.04	0.05
tblFleetMix	LDT1	0.04	0.05
tblFleetMix	LDT2	0.19	0.19
tblFleetMix	LDT2	0.19	0.19
tblFleetMix	LDT2	0.19	0.19
tblFleetMix	LDT2	0.19	0.19

tbIFleetMix	LHD1	0.02	0.02
tbIFleetMix	LHD1	0.02	0.02
tbIFleetMix	LHD1	0.02	0.02
tbIFleetMix	LHD1	0.02	0.02
tbIFleetMix	LHD2	4.8780e-003	4.5070e-003
tbIFleetMix	LHD2	4.8780e-003	4.5070e-003
tbIFleetMix	LHD2	4.8780e-003	4.5070e-003
tbIFleetMix	LHD2	4.8780e-003	4.5070e-003
tbIFleetMix	MCY	5.4870e-003	5.7010e-003
tbIFleetMix	MCY	5.4870e-003	5.7010e-003
tbIFleetMix	MCY	5.4870e-003	5.7010e-003
tbIFleetMix	MCY	5.4870e-003	5.7010e-003
tbIFleetMix	MDV	0.12	0.11
tbIFleetMix	MDV	0.12	0.11
tbIFleetMix	MDV	0.12	0.11
tbIFleetMix	MDV	0.12	0.11
tbIFleetMix	MH	9.4700e-004	9.0900e-004
tbIFleetMix	MH	9.4700e-004	9.0900e-004
tbIFleetMix	MH	9.4700e-004	9.0900e-004
tbIFleetMix	MH	9.4700e-004	9.0900e-004
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	OBUS	1.9090e-003	1.6510e-003
tbIFleetMix	OBUS	1.9090e-003	1.6510e-003
tbIFleetMix	OBUS	1.9090e-003	1.6510e-003
tbIFleetMix	OBUS	1.9090e-003	1.6510e-003
tbIFleetMix	SBUS	5.8400e-004	8.6400e-004
tbIFleetMix	SBUS	5.8400e-004	8.6400e-004

tbIFleetMix	SBUS	5.8400e-004	8.6400e-004
tbIFleetMix	SBUS	5.8400e-004	8.6400e-004
tbIFleetMix	UBUS	1.7450e-003	1.3300e-003
tbIFleetMix	UBUS	1.7450e-003	1.3300e-003
tbIFleetMix	UBUS	1.7450e-003	1.3300e-003
tbIFleetMix	UBUS	1.7450e-003	1.3300e-003
tbIProjectCharacteristics	CO2IntensityFactor	641.35	405
tbIVehicleEF	HHD	0.65	0.03
tbIVehicleEF	HHD	0.06	0.07
tbIVehicleEF	HHD	0.28	0.00
tbIVehicleEF	HHD	3.90	3.63
tbIVehicleEF	HHD	1.50	1.70
tbIVehicleEF	HHD	7.09	6.1040e-003
tbIVehicleEF	HHD	4,042.85	915.46
tbIVehicleEF	HHD	1,774.15	1,746.11
tbIVehicleEF	HHD	19.93	0.31
tbIVehicleEF	HHD	26.45	6.26
tbIVehicleEF	HHD	7.31	8.21
tbIVehicleEF	HHD	19.42	0.85
tbIVehicleEF	HHD	0.09	0.04
tbIVehicleEF	HHD	0.06	0.06
tbIVehicleEF	HHD	0.04	0.04
tbIVehicleEF	HHD	0.09	0.22
tbIVehicleEF	HHD	8.8700e-004	2.2000e-005
tbIVehicleEF	HHD	0.09	0.04
tbIVehicleEF	HHD	0.03	0.03
tbIVehicleEF	HHD	8.8020e-003	8.8590e-003
tbIVehicleEF	HHD	0.09	0.21
tbIVehicleEF	HHD	8.4200e-004	2.1000e-005
tbIVehicleEF	HHD	3.7700e-004	3.3000e-005

tbIVehicleEF	HHD	0.03	2.6560e-003
tbIVehicleEF	HHD	1.07	0.48
tbIVehicleEF	HHD	1.8500e-004	1.5000e-005
tbIVehicleEF	HHD	0.30	0.51
tbIVehicleEF	HHD	2.4180e-003	0.01
tbIVehicleEF	HHD	0.36	0.00
tbIVehicleEF	HHD	0.04	8.5350e-003
tbIVehicleEF	HHD	0.02	0.02
tbIVehicleEF	HHD	3.2200e-004	3.0000e-006
tbIVehicleEF	HHD	3.7700e-004	3.3000e-005
tbIVehicleEF	HHD	0.03	2.6560e-003
tbIVehicleEF	HHD	1.23	0.55
tbIVehicleEF	HHD	1.8500e-004	1.5000e-005
tbIVehicleEF	HHD	0.38	0.63
tbIVehicleEF	HHD	2.4180e-003	0.01
tbIVehicleEF	HHD	0.39	0.00
tbIVehicleEF	LDA	8.6480e-003	7.9050e-003
tbIVehicleEF	LDA	0.02	0.10
tbIVehicleEF	LDA	1.08	1.49
tbIVehicleEF	LDA	2.90	2.91
tbIVehicleEF	LDA	310.44	301.34
tbIVehicleEF	LDA	69.67	64.55
tbIVehicleEF	LDA	0.11	0.13
tbIVehicleEF	LDA	0.21	0.34
tbIVehicleEF	LDA	1.8270e-003	1.7480e-003
tbIVehicleEF	LDA	2.6460e-003	2.3150e-003
tbIVehicleEF	LDA	1.6890e-003	1.6150e-003
tbIVehicleEF	LDA	2.4390e-003	2.1340e-003
tbIVehicleEF	LDA	0.06	0.09
tbIVehicleEF	LDA	0.19	0.18

tblVehicleEF	LDA	0.05	0.07
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	0.07	0.37
tblVehicleEF	LDA	0.23	0.52
tblVehicleEF	LDA	3.1160e-003	6.2000e-005
tblVehicleEF	LDA	7.4900e-004	0.00
tblVehicleEF	LDA	0.06	0.09
tblVehicleEF	LDA	0.19	0.18
tblVehicleEF	LDA	0.05	0.07
tblVehicleEF	LDA	0.04	0.05
tblVehicleEF	LDA	0.07	0.37
tblVehicleEF	LDA	0.25	0.57
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.03	0.14
tblVehicleEF	LDT1	2.79	2.96
tblVehicleEF	LDT1	5.90	3.38
tblVehicleEF	LDT1	361.57	354.11
tblVehicleEF	LDT1	81.48	77.30
tblVehicleEF	LDT1	0.28	0.30
tblVehicleEF	LDT1	0.33	0.47
tblVehicleEF	LDT1	3.7610e-003	3.3710e-003
tblVehicleEF	LDT1	4.9420e-003	3.9730e-003
tblVehicleEF	LDT1	3.4790e-003	3.1130e-003
tblVehicleEF	LDT1	4.5660e-003	3.6650e-003
tblVehicleEF	LDT1	0.15	0.19
tblVehicleEF	LDT1	0.39	0.34
tblVehicleEF	LDT1	0.10	0.13
tblVehicleEF	LDT1	0.09	0.09
tblVehicleEF	LDT1	0.28	1.27
tblVehicleEF	LDT1	0.46	0.78

tblVehicleEF	LDT1	3.6560e-003	2.2910e-003
tblVehicleEF	LDT1	9.2100e-004	0.00
tblVehicleEF	LDT1	0.15	0.19
tblVehicleEF	LDT1	0.39	0.34
tblVehicleEF	LDT1	0.10	0.13
tblVehicleEF	LDT1	0.12	0.12
tblVehicleEF	LDT1	0.28	1.27
tblVehicleEF	LDT1	0.50	0.86
tblVehicleEF	LDT2	0.01	9.1140e-003
tblVehicleEF	LDT2	0.02	0.12
tblVehicleEF	LDT2	1.45	1.77
tblVehicleEF	LDT2	3.55	3.78
tblVehicleEF	LDT2	422.28	399.25
tblVehicleEF	LDT2	95.18	86.54
tblVehicleEF	LDT2	0.19	0.21
tblVehicleEF	LDT2	0.35	0.56
tblVehicleEF	LDT2	1.6380e-003	1.6260e-003
tblVehicleEF	LDT2	2.3990e-003	2.1020e-003
tblVehicleEF	LDT2	1.5100e-003	1.5000e-003
tblVehicleEF	LDT2	2.2100e-003	1.9370e-003
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	0.18	0.17
tblVehicleEF	LDT2	0.05	0.07
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.11	0.57
tblVehicleEF	LDT2	0.26	0.60
tblVehicleEF	LDT2	4.2390e-003	0.01
tblVehicleEF	LDT2	1.0140e-003	1.0600e-004
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	0.18	0.17

tblVehicleEF	LDT2	0.05	0.07
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.11	0.57
tblVehicleEF	LDT2	0.28	0.66
tblVehicleEF	LHD1	7.2100e-003	6.0090e-003
tblVehicleEF	LHD1	0.04	0.02
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.17	0.20
tblVehicleEF	LHD1	1.96	2.34
tblVehicleEF	LHD1	4.27	1.55
tblVehicleEF	LHD1	8.88	9.26
tblVehicleEF	LHD1	755.54	902.53
tblVehicleEF	LHD1	38.78	14.65
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	1.96	1.92
tblVehicleEF	LHD1	1.30	0.42
tblVehicleEF	LHD1	7.5300e-004	7.0100e-004
tblVehicleEF	LHD1	9.5250e-003	9.3900e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.5640e-003	5.6700e-004
tblVehicleEF	LHD1	7.2000e-004	6.7000e-004
tblVehicleEF	LHD1	2.3810e-003	2.3470e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.4420e-003	5.2700e-004
tblVehicleEF	LHD1	3.1590e-003	3.3230e-003
tblVehicleEF	LHD1	0.11	0.13
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.3980e-003	1.4700e-003
tblVehicleEF	LHD1	0.17	0.18
tblVehicleEF	LHD1	0.35	0.83

tblVehicleEF	LHD1	0.42	0.16
tblVehicleEF	LHD1	7.4720e-003	8.8390e-003
tblVehicleEF	LHD1	4.6800e-004	1.4500e-004
tblVehicleEF	LHD1	3.1590e-003	3.3230e-003
tblVehicleEF	LHD1	0.11	0.13
tblVehicleEF	LHD1	0.03	0.04
tblVehicleEF	LHD1	1.3980e-003	1.4700e-003
tblVehicleEF	LHD1	0.22	0.23
tblVehicleEF	LHD1	0.35	0.83
tblVehicleEF	LHD1	0.46	0.17
tblVehicleEF	LHD2	4.9490e-003	4.0050e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	0.14	0.15
tblVehicleEF	LHD2	1.23	1.27
tblVehicleEF	LHD2	2.56	1.01
tblVehicleEF	LHD2	13.97	14.30
tblVehicleEF	LHD2	776.18	876.76
tblVehicleEF	LHD2	29.56	10.11
tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	2.18	2.36
tblVehicleEF	LHD2	0.81	0.26
tblVehicleEF	LHD2	1.2890e-003	1.2980e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	8.5400e-004	2.3400e-004
tblVehicleEF	LHD2	1.2330e-003	1.2420e-003
tblVehicleEF	LHD2	2.6240e-003	2.6210e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.8700e-004	2.1500e-004

tblVehicleEF	LHD2	1.8020e-003	1.8780e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.7500e-004	8.0300e-004
tblVehicleEF	LHD2	0.16	0.16
tblVehicleEF	LHD2	0.18	0.51
tblVehicleEF	LHD2	0.24	0.08
tblVehicleEF	LHD2	7.5800e-003	8.4920e-003
tblVehicleEF	LHD2	3.4300e-004	1.0000e-004
tblVehicleEF	LHD2	1.8020e-003	1.8780e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	7.7500e-004	8.0300e-004
tblVehicleEF	LHD2	0.19	0.20
tblVehicleEF	LHD2	0.18	0.51
tblVehicleEF	LHD2	0.26	0.09
tblVehicleEF	MCY	0.40	0.35
tblVehicleEF	MCY	0.17	0.27
tblVehicleEF	MCY	23.11	23.38
tblVehicleEF	MCY	9.98	8.77
tblVehicleEF	MCY	163.48	211.58
tblVehicleEF	MCY	49.25	64.56
tblVehicleEF	MCY	1.19	1.19
tblVehicleEF	MCY	0.32	0.27
tblVehicleEF	MCY	1.6460e-003	1.6690e-003
tblVehicleEF	MCY	4.8410e-003	4.2760e-003
tblVehicleEF	MCY	1.5540e-003	1.5770e-003
tblVehicleEF	MCY	4.5990e-003	4.0630e-003
tblVehicleEF	MCY	0.92	1.85
tblVehicleEF	MCY	0.80	0.82

tbIVehicleEF	MCY	0.51	1.03
tbIVehicleEF	MCY	2.49	2.50
tbIVehicleEF	MCY	0.77	2.96
tbIVehicleEF	MCY	2.36	2.08
tbIVehicleEF	MCY	2.0820e-003	2.0940e-003
tbIVehicleEF	MCY	7.2600e-004	6.3900e-004
tbIVehicleEF	MCY	0.92	1.85
tbIVehicleEF	MCY	0.80	0.82
tbIVehicleEF	MCY	0.51	1.03
tbIVehicleEF	MCY	2.97	2.98
tbIVehicleEF	MCY	0.77	2.96
tbIVehicleEF	MCY	2.56	2.27
tbIVehicleEF	MDV	0.02	0.01
tbIVehicleEF	MDV	0.03	0.15
tbIVehicleEF	MDV	2.16	2.09
tbIVehicleEF	MDV	5.42	4.72
tbIVehicleEF	MDV	543.43	478.08
tbIVehicleEF	MDV	120.66	103.27
tbIVehicleEF	MDV	0.31	0.27
tbIVehicleEF	MDV	0.53	0.68
tbIVehicleEF	MDV	1.9280e-003	1.8920e-003
tbIVehicleEF	MDV	2.8980e-003	2.5540e-003
tbIVehicleEF	MDV	1.7800e-003	1.7480e-003
tbIVehicleEF	MDV	2.6700e-003	2.3540e-003
tbIVehicleEF	MDV	0.07	0.09
tbIVehicleEF	MDV	0.20	0.19
tbIVehicleEF	MDV	0.06	0.08
tbIVehicleEF	MDV	0.06	0.06
tbIVehicleEF	MDV	0.13	0.62
tbIVehicleEF	MDV	0.46	0.80

tblVehicleEF	MDV	5.4580e-003	4.7280e-003
tblVehicleEF	MDV	1.3050e-003	1.0220e-003
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.20	0.19
tblVehicleEF	MDV	0.06	0.08
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.13	0.62
tblVehicleEF	MDV	0.50	0.88
tblVehicleEF	MH	0.08	0.05
tblVehicleEF	MH	0.06	0.04
tblVehicleEF	MH	9.29	7.49
tblVehicleEF	MH	11.86	3.08
tblVehicleEF	MH	1,258.85	1,698.12
tblVehicleEF	MH	78.38	26.69
tblVehicleEF	MH	2.19	2.17
tblVehicleEF	MH	1.23	0.26
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	3.9150e-003	9.9500e-004
tblVehicleEF	MH	3.1920e-003	3.2260e-003
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	3.6780e-003	9.3300e-004
tblVehicleEF	MH	1.51	1.48
tblVehicleEF	MH	0.13	0.12
tblVehicleEF	MH	0.48	0.47
tblVehicleEF	MH	0.36	0.31
tblVehicleEF	MH	0.03	2.51
tblVehicleEF	MH	0.85	0.24
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	9.9700e-004	2.6400e-004

tblVehicleEF	MH	1.51	1.48
tblVehicleEF	MH	0.13	0.12
tblVehicleEF	MH	0.48	0.47
tblVehicleEF	MH	0.45	0.39
tblVehicleEF	MH	0.03	2.51
tblVehicleEF	MH	0.93	0.26
tblVehicleEF	MHD	0.02	3.3610e-003
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.12	0.01
tblVehicleEF	MHD	0.64	0.38
tblVehicleEF	MHD	1.75	2.47
tblVehicleEF	MHD	13.58	1.53
tblVehicleEF	MHD	142.40	80.12
tblVehicleEF	MHD	1,225.67	1,265.94
tblVehicleEF	MHD	71.77	10.70
tblVehicleEF	MHD	1.56	1.03
tblVehicleEF	MHD	5.12	6.81
tblVehicleEF	MHD	10.91	0.47
tblVehicleEF	MHD	9.5690e-003	7.5040e-003
tblVehicleEF	MHD	0.16	0.28
tblVehicleEF	MHD	2.5520e-003	3.3400e-004
tblVehicleEF	MHD	9.1550e-003	7.1790e-003
tblVehicleEF	MHD	0.15	0.26
tblVehicleEF	MHD	2.3850e-003	3.1300e-004
tblVehicleEF	MHD	2.1670e-003	9.7500e-004
tblVehicleEF	MHD	0.10	0.05
tblVehicleEF	MHD	0.05	0.03
tblVehicleEF	MHD	9.5600e-004	4.2800e-004
tblVehicleEF	MHD	0.37	0.68
tblVehicleEF	MHD	0.05	0.23

tblVehicleEF	MHD	0.89	0.10
tblVehicleEF	MHD	1.3720e-003	7.6000e-004
tblVehicleEF	MHD	0.01	0.01
tblVehicleEF	MHD	9.5900e-004	1.0600e-004
tblVehicleEF	MHD	2.1670e-003	9.7500e-004
tblVehicleEF	MHD	0.10	0.05
tblVehicleEF	MHD	0.07	0.04
tblVehicleEF	MHD	9.5600e-004	4.2800e-004
tblVehicleEF	MHD	0.43	0.78
tblVehicleEF	MHD	0.05	0.23
tblVehicleEF	MHD	0.97	0.11
tblVehicleEF	OBUS	0.01	9.2570e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.04	0.02
tblVehicleEF	OBUS	0.38	0.59
tblVehicleEF	OBUS	1.38	2.10
tblVehicleEF	OBUS	8.00	2.45
tblVehicleEF	OBUS	112.68	98.38
tblVehicleEF	OBUS	1,352.87	1,548.73
tblVehicleEF	OBUS	71.59	19.00
tblVehicleEF	OBUS	1.03	0.95
tblVehicleEF	OBUS	3.69	3.69
tblVehicleEF	OBUS	3.24	0.61
tblVehicleEF	OBUS	3.1090e-003	8.8060e-003
tblVehicleEF	OBUS	0.04	0.13
tblVehicleEF	OBUS	9.3600e-004	2.4100e-004
tblVehicleEF	OBUS	2.9740e-003	8.4250e-003
tblVehicleEF	OBUS	0.04	0.12
tblVehicleEF	OBUS	8.7300e-004	2.2500e-004
tblVehicleEF	OBUS	1.4110e-003	1.2020e-003

tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.09
tblVehicleEF	OBUS	5.5100e-004	4.6600e-004
tblVehicleEF	OBUS	0.17	0.34
tblVehicleEF	OBUS	0.03	0.17
tblVehicleEF	OBUS	0.52	0.14
tblVehicleEF	OBUS	1.0870e-003	9.3500e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.5700e-004	1.8800e-004
tblVehicleEF	OBUS	1.4110e-003	1.2020e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.08	0.11
tblVehicleEF	OBUS	5.5100e-004	4.6600e-004
tblVehicleEF	OBUS	0.21	0.40
tblVehicleEF	OBUS	0.03	0.17
tblVehicleEF	OBUS	0.57	0.15
tblVehicleEF	SBUS	0.89	0.04
tblVehicleEF	SBUS	0.05	0.01
tblVehicleEF	SBUS	0.15	4.2900e-003
tblVehicleEF	SBUS	7.72	1.68
tblVehicleEF	SBUS	2.90	1.10
tblVehicleEF	SBUS	14.85	0.70
tblVehicleEF	SBUS	1,184.94	348.16
tblVehicleEF	SBUS	1,108.36	1,129.61
tblVehicleEF	SBUS	48.76	3.37
tblVehicleEF	SBUS	13.43	4.27
tblVehicleEF	SBUS	6.97	6.80
tblVehicleEF	SBUS	13.89	0.39
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	0.01	0.01

tblVehicleEF	SBUS	0.07	0.06
tblVehicleEF	SBUS	1.1740e-003	3.4000e-005
tblVehicleEF	SBUS	0.04	9.9020e-003
tblVehicleEF	SBUS	2.6740e-003	2.7660e-003
tblVehicleEF	SBUS	0.06	0.06
tblVehicleEF	SBUS	1.0800e-003	3.1000e-005
tblVehicleEF	SBUS	6.7100e-003	5.8400e-004
tblVehicleEF	SBUS	0.06	4.7000e-003
tblVehicleEF	SBUS	0.95	0.20
tblVehicleEF	SBUS	2.0940e-003	1.8100e-004
tblVehicleEF	SBUS	0.25	0.16
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	0.77	0.03
tblVehicleEF	SBUS	0.01	3.3080e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	7.4500e-004	3.3000e-005
tblVehicleEF	SBUS	6.7100e-003	5.8400e-004
tblVehicleEF	SBUS	0.06	4.7000e-003
tblVehicleEF	SBUS	1.34	0.28
tblVehicleEF	SBUS	2.0940e-003	1.8100e-004
tblVehicleEF	SBUS	0.32	0.19
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	0.84	0.03
tblVehicleEF	UBUS	0.29	0.19
tblVehicleEF	UBUS	0.04	2.1640e-003
tblVehicleEF	UBUS	8.39	1.51
tblVehicleEF	UBUS	7.63	0.14
tblVehicleEF	UBUS	2,318.62	1,928.35
tblVehicleEF	UBUS	54.83	1.64
tblVehicleEF	UBUS	19.98	13.80

tblVehicleEF	UBUS	18.00	0.02
tblVehicleEF	UBUS	0.72	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.47	0.02
tblVehicleEF	UBUS	7.8000e-004	1.0000e-006
tblVehicleEF	UBUS	0.31	0.03
tblVehicleEF	UBUS	3.0000e-003	8.3320e-003
tblVehicleEF	UBUS	0.45	0.02
tblVehicleEF	UBUS	7.2400e-004	1.0000e-006
tblVehicleEF	UBUS	2.6540e-003	5.6000e-005
tblVehicleEF	UBUS	0.06	7.3300e-004
tblVehicleEF	UBUS	1.1370e-003	3.3000e-005
tblVehicleEF	UBUS	1.25	0.02
tblVehicleEF	UBUS	8.7850e-003	4.3240e-003
tblVehicleEF	UBUS	0.49	9.1640e-003
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	6.8300e-004	1.6000e-005
tblVehicleEF	UBUS	2.6540e-003	5.6000e-005
tblVehicleEF	UBUS	0.06	7.3300e-004
tblVehicleEF	UBUS	1.1370e-003	3.3000e-005
tblVehicleEF	UBUS	1.65	0.21
tblVehicleEF	UBUS	8.7850e-003	4.3240e-003
tblVehicleEF	UBUS	0.54	0.01
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CW_TL	9.50	0.10

tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TL	5.70	0.10
tblVehicleTrips	HS_TL	4.80	0.10
tblVehicleTrips	HW_TL	10.80	0.10
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	4.98	0.77
tblVehicleTrips	ST_TR	2.46	0.38
tblVehicleTrips	ST_TR	8.19	1.27
tblVehicleTrips	ST_TR	42.04	6.51
tblVehicleTrips	SU_TR	3.65	0.57
tblVehicleTrips	SU_TR	1.05	0.16
tblVehicleTrips	SU_TR	5.95	0.92
tblVehicleTrips	SU_TR	20.43	3.16
tblVehicleTrips	WD_TR	4.20	0.65
tblVehicleTrips	WD_TR	11.03	1.71
tblVehicleTrips	WD_TR	8.17	1.27
tblVehicleTrips	WD_TR	44.32	6.86
tblWater	AerobicPercent	87.46	100.00

tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	51.76	0.00
tblWoodstoves	NumberNoncatalytic	51.76	0.00
tblWoodstoves	WoodstoveDayYear	14.12	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.2 Overall Operational Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	42.2071	0.3205	19.6743	1.59E-03		0.1123	0.1123		0.1123	0.1123	0	134.8886	134.8886	0.035	1.90E-03	136.3271
Energy	0.8763	7.9009	6.2097	0.0478		0.6055	0.6055		0.6055	0.6055	0	29,554.94	29,554.94	1.6615	0.4684	29,736.05
Mobile	6.8279	3.0235	16.6318	3.35E-03	0.1609	0.0204	0.1813	0.043	0.0192	0.0622	0	564.1078	564.1078	0.472	0	575.9075

Waste						0	0		0	0	1,369.07	0	1,369.07	80.9099	0	3,391.82
Water						0	0		0	0	390.9601	1,528.43	1,919.39	1.4551	0.8729	2,215.87
Total	49.9114	11.2448	42.5158	0.0527	0.1609	0.7382	0.899	0.043	0.7369	0.7799	1,760.03	31,782.36	33,542.39	84.5334	1.3431	36,055.98

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	42.2071	0.3205	19.6743	1.5900e-003		0.1123	0.1123		0.1123	0.1123	0.0000	134.8886	134.8886	0.0350	1.9000e-003	136.3271
Energy	0.8763	7.9009	6.2097	0.0478		0.6055	0.6055		0.6055	0.6055	0.0000	29,554.9373	29,554.9373	1.6615	0.4684	29,736.0478
Mobile	6.8279	3.0235	16.6318	3.3500e-003	0.1609	0.0204	0.1813	0.0430	0.0192	0.0622	0.0000	564.1078	564.1078	0.4720	0.0000	575.9075
Waste						0.0000	0.0000		0.0000	0.0000	1,369.0726	0.0000	1,369.0726	80.9099	0.0000	3,391.8193
Water						0.0000	0.0000		0.0000	0.0000	390.9601	1,528.4266	1,919.3867	1.4551	0.8729	2,215.8744
Total	49.9114	11.2448	42.5158	0.0527	0.1609	0.7382	0.8990	0.0430	0.7369	0.7799	1,760.0327	31,782.3602	33,542.3929	84.5334	1.3431	36,055.9761

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	6.8279	3.0235	16.6318	3.3500e-003	0.1609	0.0204	0.1813	0.0430	0.0192	0.0622	0.0000	564.1078	564.1078	0.4720	0.0000	575.9075
Unmitigated	6.8279	3.0235	16.6318	3.3500e-003	0.1609	0.0204	0.1813	0.0430	0.0192	0.0622	0.0000	564.1078	564.1078	0.4720	0.0000	575.9075

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	1,682.20	1,992.76	1475.16	61,770	61,770
General Office Building	8,487.41	1,886.09	794.14	234,610	234,610
Hotel	1,143.00	1,143.00	828.00	39,967	39,967
Strip Mall	2,909.33	2,760.89	1340.16	96,968	96,968
Total	14,221.94	7,782.74	4,437.46	433,315	433,315

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	0.10	0.10	0.10	31.00	15.00	54.00	100	0	0
General Office Building	0.10	0.10	0.10	33.00	48.00	19.00	100	0	0
Hotel	0.10	0.10	0.10	19.40	61.60	19.00	100	0	0
Strip Mall	0.10	0.10	0.10	16.60	64.40	19.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.581773	0.048561	0.192724	0.109822	0.019605	0.004507	0.012829	0.019722	0.001651	0.001330	0.005701	0.000864	0.000909
General Office Building	0.581773	0.048561	0.192724	0.109822	0.019605	0.004507	0.012829	0.019722	0.001651	0.001330	0.005701	0.000864	0.000909

Hotel	0.581773	0.048561	0.192724	0.109822	0.019605	0.004507	0.012829	0.019722	0.001651	0.001330	0.005701	0.000864	0.000909
Strip Mall	0.581773	0.048561	0.192724	0.109822	0.019605	0.004507	0.012829	0.019722	0.001651	0.001330	0.005701	0.000864	0.000909

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	20,882.2950	20,882.2950	1.4953	0.3094	21,011.8683
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	20,882.2950	20,882.2950	1.4953	0.3094	21,011.8683
NaturalGas Mitigated	0.8763	7.9009	6.2097	0.0478		0.6055	0.6055		0.6055	0.6055	0.0000	8,672.6423	8,672.6423	0.1662	0.1590	8,724.1795
NaturalGas Unmitigated	0.8763	7.9009	6.2097	0.0478		0.6055	0.6055		0.6055	0.6055	0.0000	8,672.6423	8,672.6423	0.1662	0.1590	8,724.1795

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	2.23589e+007	0.1206	1.0303	0.4384	6.5800e-003		0.0833	0.0833		0.0833	0.0833	0.0000	1,193.1559	1,193.1559	0.0229	0.0219	1,200.2462
General Office Building	8.12509e+007	0.4381	3.9829	3.3456	0.0239		0.3027	0.3027		0.3027	0.3027	0.0000	4,335.8552	4,335.8552	0.0831	0.0795	4,361.6210

Hotel	5.79043e+007	0.3122	2.8385	2.3843	0.0170		0.2157	0.2157		0.2157	0.2157	0.0000	3,089.9944	3,089.9944	0.0592	0.0567	3,108.3567
Strip Mall	1.00512e+006	5.4200e-003	0.0493	0.0414	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	53.6369	53.6369	1.0300e-003	9.8000e-004	53.9556
Total		0.8763	7.9009	6.2097	0.0478		0.6055	0.6055		0.6055	0.6055	0.0000	8,672.6423	8,672.6423	0.1662	0.1590	8,724.1795

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	2.23589e+007	0.1206	1.0303	0.4384	6.5800e-003		0.0833	0.0833		0.0833	0.0833	0.0000	1,193.1559	1,193.1559	0.0229	0.0219	1,200.2462
General Office Building	8.12509e+007	0.4381	3.9829	3.3456	0.0239		0.3027	0.3027		0.3027	0.3027	0.0000	4,335.8552	4,335.8552	0.0831	0.0795	4,361.6210
Hotel	5.79043e+007	0.3122	2.8385	2.3843	0.0170		0.2157	0.2157		0.2157	0.2157	0.0000	3,089.9944	3,089.9944	0.0592	0.0567	3,108.3567
Strip Mall	1.00512e+006	5.4200e-003	0.0493	0.0414	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	53.6369	53.6369	1.0300e-003	9.8000e-004	53.9556
Total		0.8763	7.9009	6.2097	0.0478		0.6055	0.6055		0.6055	0.6055	0.0000	8,672.6423	8,672.6423	0.1662	0.1590	8,724.1795

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	1.06842e+007	1,962.7345	0.1405	0.0291	1,974.9131
General Office Building	8.84974e+007	16,257.4109	1.1641	0.2409	16,358.2872
Hotel	9.95782e+006	1,829.2997	0.1310	0.0271	1,840.6504

Strip Mall	4.53363e+006	832.8499	0.0596	0.0123	838.0177
Total		20,882.2950	1.4953	0.3094	21,011.8683

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	1.06842e+007	1,962.7345	0.1405	0.0291	1,974.9131
General Office Building	8.84974e+007	16,257.4109	1.1641	0.2409	16,358.2872
Hotel	9.95782e+006	1,829.2997	0.1310	0.0271	1,840.6504
Strip Mall	4.53363e+006	832.8499	0.0596	0.0123	838.0177
Total		20,882.2950	1.4953	0.3094	21,011.8683

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	42.2071	0.3205	19.6743	1.5900e-003		0.1123	0.1123		0.1123	0.1123	0.0000	134.8886	134.8886	0.0350	1.9000e-003	136.3271

Unmitigated	42.2071	0.3205	19.6743	1.5900e-003		0.1123	0.1123		0.1123	0.1123	0.0000	134.8886	134.8886	0.0350	1.9000e-003	136.3271
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6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.3125					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	36.2520					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0105	0.0893	0.0380	5.7000e-004		7.2200e-003	7.2200e-003		7.2200e-003	7.2200e-003	0.0000	103.3869	103.3869	1.9800e-003	1.9000e-003	104.0013
Landscaping	0.6322	0.2312	19.6363	1.0200e-003		0.1050	0.1050		0.1050	0.1050	0.0000	31.5017	31.5017	0.0330	0.0000	32.3259
Total	42.2071	0.3205	19.6743	1.5900e-003		0.1123	0.1123		0.1123	0.1123	0.0000	134.8886	134.8886	0.0350	1.9000e-003	136.3272

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.3125					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	36.2520					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0105	0.0893	0.0380	5.7000e-004		7.2200e-003	7.2200e-003		7.2200e-003	7.2200e-003	0.0000	103.3869	103.3869	1.9800e-003	1.9000e-003	104.0013
Landscaping	0.6322	0.2312	19.6363	1.0200e-003		0.1050	0.1050		0.1050	0.1050	0.0000	31.5017	31.5017	0.0330	0.0000	32.3259

Total	42.2071	0.3205	19.6743	1.5900e-003		0.1123	0.1123		0.1123	0.1123	0.0000	134.8886	134.8886	0.0350	1.9000e-003	136.3272
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7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,919.3867	1.4551	0.8729	2,215.8744
Unmitigated	1,919.3867	1.4551	0.8729	2,215.8744

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	168.619 / 106.303	295.6184	0.2222	0.1332	340.8771
General Office Building	882.164 / 540.681	1,536.6458	1.1619	0.6969	1,773.3645
Hotel	22.8301 / 2.53668	32.4021	0.0295	0.0179	38.4826
Strip Mall	31.4142 / 19.2538	54.7205	0.0414	0.0248	63.1501

Total		1,919.3867	1.4551	0.8729	2,215.8743
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Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	168.619 / 106.303	295.6184	0.2222	0.1332	340.8771
General Office Building	882.164 / 540.681	1,536.6458	1.1619	0.6969	1,773.3645
Hotel	22.8301 / 2.53668	32.4021	0.0295	0.0179	38.4826
Strip Mall	31.4142 / 19.2538	54.7205	0.0414	0.0248	63.1501
Total		1,919.3867	1.4551	0.8729	2,215.8743

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1,369.0726	80.9099	0.0000	3,391.8193
Unmitigated	1,369.0726	80.9099	0.0000	3,391.8193

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	1190.48	241.6567	14.2815	0.0000	598.6942
General Office Building	4615.96	936.9982	55.3750	0.0000	2,321.3733
Hotel	492.75	100.0238	5.9112	0.0000	247.8047
Strip Mall	445.31	90.3939	5.3421	0.0000	223.9471
Total		1,369.0726	80.9099	0.0000	3,391.8193

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	1190.48	241.6567	14.2815	0.0000	598.6942
General Office Building	4615.96	936.9982	55.3750	0.0000	2,321.3733
Hotel	492.75	100.0238	5.9112	0.0000	247.8047
Strip Mall	445.31	90.3939	5.3421	0.0000	223.9471
Total		1,369.0726	80.9099	0.0000	3,391.8193

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

2040 Original DSAP AQ-GHG Model - Santa Clara County, Annual

2040 - 2014 DSAP AQ-GHG Model
Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	4,963.40	1000sqft	113.94	4,963,400.00	0
Hotel	900.00	Room	30.00	1,306,800.00	0
Apartments High Rise	2,588.00	Dwelling Unit	41.74	2,588,000.00	7402
Strip Mall	424.10	1000sqft	9.74	424,100.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4	Operational Year	2040		
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	210	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E provider to City of San Jose. Using latest published rate from 2017.
http://www.pgecorp.com/corp_responsibility/reports/2019/en02_climate_change.html

Land Use - Original DSAP: Office = 4,963,400 SF, Retail = 424,100 SF, Residential = 2,588 High-Rise Units, Hotel = 900 Rooms

Construction Phase - No construction

Vehicle Trips - Idle/Start Emissions: 0.1 mile trip length. Trip Generation Rates altered using the VMT data from Hexagon and CalEEMod default VMT data. 100% pass-by then since using altered trip gen and VMT

Vehicle Emission Factors - 2040 Santa Clara County - EMFAC2017 Emission Factors

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - No wood applications but assuming natural gas fireplaces. Total number of gas fireplaces = 828.16

Energy Use -

Water And Wastewater - Assuming all water treated in a wastewater treatment plant

Energy Mitigation - SJCE will provide carbon free electricity post 2021

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	120.00	0.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	388.20	828.16
tblFireplaces	NumberWood	439.96	0.00
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LHD1	0.01	0.02
tblFleetMix	LHD1	0.01	0.02

tbIFleetMix	LHD1	0.01	0.02
tbIFleetMix	LHD1	0.01	0.02
tbIFleetMix	LHD2	5.1260e-003	5.8393e-003
tbIFleetMix	LHD2	5.1260e-003	5.8393e-003
tbIFleetMix	LHD2	5.1260e-003	5.8393e-003
tbIFleetMix	LHD2	5.1260e-003	5.8393e-003
tbIFleetMix	MCY	5.0770e-003	4.3548e-003
tbIFleetMix	MCY	5.0770e-003	4.3548e-003
tbIFleetMix	MCY	5.0770e-003	4.3548e-003
tbIFleetMix	MCY	5.0770e-003	4.3548e-003
tbIFleetMix	MDV	0.10	0.11
tbIFleetMix	MDV	0.10	0.11
tbIFleetMix	MDV	0.10	0.11
tbIFleetMix	MDV	0.10	0.11
tbIFleetMix	MH	6.4200e-004	7.3309e-004
tbIFleetMix	MH	6.4200e-004	7.3309e-004
tbIFleetMix	MH	6.4200e-004	7.3309e-004
tbIFleetMix	MH	6.4200e-004	7.3309e-004
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	OBUS	2.2990e-003	1.3928e-003
tbIFleetMix	OBUS	2.2990e-003	1.3928e-003
tbIFleetMix	OBUS	2.2990e-003	1.3928e-003
tbIFleetMix	OBUS	2.2990e-003	1.3928e-003
tbIFleetMix	SBUS	6.5300e-004	8.4105e-004
tbIFleetMix	SBUS	6.5300e-004	8.4105e-004
tbIFleetMix	SBUS	6.5300e-004	8.4105e-004
tbIFleetMix	SBUS	6.5300e-004	8.4105e-004

tbIFleetMix	UBUS	1.4220e-003	1.0757e-003
tbIFleetMix	UBUS	1.4220e-003	1.0757e-003
tbIFleetMix	UBUS	1.4220e-003	1.0757e-003
tbIFleetMix	UBUS	1.4220e-003	1.0757e-003
tbIProjectCharacteristics	CO2IntensityFactor	641.35	210
tbIVehicleEF	HHD	0.24	0.02
tbIVehicleEF	HHD	0.06	0.04
tbIVehicleEF	HHD	0.05	0.00
tbIVehicleEF	HHD	1.39	6.54
tbIVehicleEF	HHD	0.94	0.40
tbIVehicleEF	HHD	4.45	8.5380e-003
tbIVehicleEF	HHD	4,055.87	851.66
tbIVehicleEF	HHD	1,476.74	1,063.61
tbIVehicleEF	HHD	13.13	0.06
tbIVehicleEF	HHD	11.61	5.29
tbIVehicleEF	HHD	1.40	2.44
tbIVehicleEF	HHD	19.05	2.29
tbIVehicleEF	HHD	1.6880e-003	1.9740e-003
tbIVehicleEF	HHD	0.06	0.06
tbIVehicleEF	HHD	0.04	0.04
tbIVehicleEF	HHD	5.3590e-003	0.02
tbIVehicleEF	HHD	1.6200e-004	1.0000e-006
tbIVehicleEF	HHD	1.6150e-003	1.8880e-003
tbIVehicleEF	HHD	0.03	0.03
tbIVehicleEF	HHD	8.8700e-003	8.9240e-003
tbIVehicleEF	HHD	5.1270e-003	0.02
tbIVehicleEF	HHD	1.4900e-004	1.0000e-006
tbIVehicleEF	HHD	1.1900e-004	2.0000e-006
tbIVehicleEF	HHD	5.2120e-003	8.2000e-005
tbIVehicleEF	HHD	0.36	0.44

tbIVehicleEF	HHD	7.7000e-005	1.0000e-006
tbIVehicleEF	HHD	0.08	0.02
tbIVehicleEF	HHD	4.8400e-004	4.1500e-004
tbIVehicleEF	HHD	0.08	2.0000e-006
tbIVehicleEF	HHD	0.04	7.9330e-003
tbIVehicleEF	HHD	0.01	9.7550e-003
tbIVehicleEF	HHD	2.0300e-004	1.0000e-006
tbIVehicleEF	HHD	1.1900e-004	2.0000e-006
tbIVehicleEF	HHD	5.2120e-003	8.2000e-005
tbIVehicleEF	HHD	0.42	0.50
tbIVehicleEF	HHD	7.7000e-005	1.0000e-006
tbIVehicleEF	HHD	0.15	0.06
tbIVehicleEF	HHD	4.8400e-004	4.1500e-004
tbIVehicleEF	HHD	0.08	3.0000e-006
tbIVehicleEF	LDA	1.1910e-003	5.8600e-004
tbIVehicleEF	LDA	7.0000e-004	0.02
tbIVehicleEF	LDA	0.24	0.36
tbIVehicleEF	LDA	0.36	1.44
tbIVehicleEF	LDA	158.69	199.89
tbIVehicleEF	LDA	35.57	41.13
tbIVehicleEF	LDA	0.02	0.02
tbIVehicleEF	LDA	0.01	0.11
tbIVehicleEF	LDA	6.3000e-004	5.4000e-004
tbIVehicleEF	LDA	1.0050e-003	7.3900e-004
tbIVehicleEF	LDA	5.8000e-004	4.9700e-004
tbIVehicleEF	LDA	9.2400e-004	6.8000e-004
tbIVehicleEF	LDA	9.0280e-003	0.01
tbIVehicleEF	LDA	0.03	0.04
tbIVehicleEF	LDA	8.5250e-003	0.01
tbIVehicleEF	LDA	2.9880e-003	1.7310e-003

tbIVehicleEF	LDA	0.03	0.15
tbIVehicleEF	LDA	9.4370e-003	0.07
tbIVehicleEF	LDA	1.5870e-003	8.4000e-005
tbIVehicleEF	LDA	3.6100e-004	0.00
tbIVehicleEF	LDA	9.0280e-003	0.01
tbIVehicleEF	LDA	0.03	0.04
tbIVehicleEF	LDA	8.5250e-003	0.01
tbIVehicleEF	LDA	4.3460e-003	2.5100e-003
tbIVehicleEF	LDA	0.03	0.15
tbIVehicleEF	LDA	0.01	0.08
tbIVehicleEF	LDT1	1.6740e-003	6.9500e-004
tbIVehicleEF	LDT1	1.1120e-003	0.02
tbIVehicleEF	LDT1	0.31	0.38
tbIVehicleEF	LDT1	0.48	1.54
tbIVehicleEF	LDT1	201.86	239.08
tbIVehicleEF	LDT1	45.83	49.94
tbIVehicleEF	LDT1	0.02	0.02
tbIVehicleEF	LDT1	0.02	0.13
tbIVehicleEF	LDT1	7.8800e-004	6.0500e-004
tbIVehicleEF	LDT1	1.2490e-003	8.4200e-004
tbIVehicleEF	LDT1	7.2400e-004	5.5600e-004
tbIVehicleEF	LDT1	1.1490e-003	7.7400e-004
tbIVehicleEF	LDT1	0.02	0.02
tbIVehicleEF	LDT1	0.05	0.05
tbIVehicleEF	LDT1	0.02	0.02
tbIVehicleEF	LDT1	4.1500e-003	2.1240e-003
tbIVehicleEF	LDT1	0.04	0.21
tbIVehicleEF	LDT1	0.01	0.08
tbIVehicleEF	LDT1	2.0200e-003	2.4290e-003
tbIVehicleEF	LDT1	4.6600e-004	0.00

tbIVehicleEF	LDT1	0.02	0.02
tbIVehicleEF	LDT1	0.05	0.05
tbIVehicleEF	LDT1	0.02	0.02
tbIVehicleEF	LDT1	6.0530e-003	3.0990e-003
tbIVehicleEF	LDT1	0.04	0.21
tbIVehicleEF	LDT1	0.02	0.09
tbIVehicleEF	LDT2	1.8650e-003	9.2200e-004
tbIVehicleEF	LDT2	1.3110e-003	0.03
tbIVehicleEF	LDT2	0.37	0.45
tbIVehicleEF	LDT2	0.54	1.96
tbIVehicleEF	LDT2	232.94	240.16
tbIVehicleEF	LDT2	52.57	50.31
tbIVehicleEF	LDT2	0.03	0.02
tbIVehicleEF	LDT2	0.02	0.13
tbIVehicleEF	LDT2	7.5600e-004	6.2000e-004
tbIVehicleEF	LDT2	1.1740e-003	7.8800e-004
tbIVehicleEF	LDT2	6.9600e-004	5.7200e-004
tbIVehicleEF	LDT2	1.0790e-003	7.2500e-004
tbIVehicleEF	LDT2	0.02	0.03
tbIVehicleEF	LDT2	0.04	0.05
tbIVehicleEF	LDT2	0.02	0.03
tbIVehicleEF	LDT2	4.6400e-003	3.0660e-003
tbIVehicleEF	LDT2	0.04	0.21
tbIVehicleEF	LDT2	0.02	0.11
tbIVehicleEF	LDT2	2.3310e-003	8.6920e-003
tbIVehicleEF	LDT2	5.3400e-004	8.7000e-005
tbIVehicleEF	LDT2	0.02	0.03
tbIVehicleEF	LDT2	0.04	0.05
tbIVehicleEF	LDT2	0.02	0.03
tbIVehicleEF	LDT2	6.7620e-003	4.4330e-003

tbIVehicleEF	LDT2	0.04	0.21
tbIVehicleEF	LDT2	0.02	0.12
tbIVehicleEF	LHD1	2.9240e-003	3.4210e-003
tbIVehicleEF	LHD1	4.9730e-003	3.9080e-003
tbIVehicleEF	LHD1	4.9640e-003	5.9710e-003
tbIVehicleEF	LHD1	0.13	0.17
tbIVehicleEF	LHD1	0.45	0.36
tbIVehicleEF	LHD1	1.04	0.77
tbIVehicleEF	LHD1	8.82	7.58
tbIVehicleEF	LHD1	612.09	637.02
tbIVehicleEF	LHD1	22.60	8.76
tbIVehicleEF	LHD1	0.05	0.03
tbIVehicleEF	LHD1	0.18	0.09
tbIVehicleEF	LHD1	0.37	0.17
tbIVehicleEF	LHD1	6.5200e-004	9.8200e-004
tbIVehicleEF	LHD1	0.01	9.9810e-003
tbIVehicleEF	LHD1	6.6710e-003	5.1070e-003
tbIVehicleEF	LHD1	4.7600e-004	1.8200e-004
tbIVehicleEF	LHD1	6.2400e-004	9.4000e-004
tbIVehicleEF	LHD1	2.6490e-003	2.4950e-003
tbIVehicleEF	LHD1	6.3540e-003	4.8440e-003
tbIVehicleEF	LHD1	4.3700e-004	1.6700e-004
tbIVehicleEF	LHD1	0.04	0.03
tbIVehicleEF	LHD1	0.01	0.01
tbIVehicleEF	LHD1	6.1900e-004	6.1300e-004
tbIVehicleEF	LHD1	0.09	0.07
tbIVehicleEF	LHD1	0.09	0.17
tbIVehicleEF	LHD1	0.07	0.03
tbIVehicleEF	LHD1	8.7000e-005	7.3000e-005
tbIVehicleEF	LHD1	5.9650e-003	6.2070e-003

tbIVehicleEF	LHD1	2.4400e-004	8.7000e-005
tbIVehicleEF	LHD1	0.04	0.03
tbIVehicleEF	LHD1	0.02	0.02
tbIVehicleEF	LHD1	6.1900e-004	6.1300e-004
tbIVehicleEF	LHD1	0.10	0.08
tbIVehicleEF	LHD1	0.09	0.17
tbIVehicleEF	LHD1	0.07	0.03
tbIVehicleEF	LHD2	2.1510e-003	2.0850e-003
tbIVehicleEF	LHD2	4.7820e-003	4.8230e-003
tbIVehicleEF	LHD2	2.0180e-003	3.0030e-003
tbIVehicleEF	LHD2	0.12	0.13
tbIVehicleEF	LHD2	0.44	0.47
tbIVehicleEF	LHD2	0.82	0.43
tbIVehicleEF	LHD2	13.32	12.02
tbIVehicleEF	LHD2	662.85	624.36
tbIVehicleEF	LHD2	20.99	5.60
tbIVehicleEF	LHD2	0.05	0.05
tbIVehicleEF	LHD2	0.08	0.16
tbIVehicleEF	LHD2	0.18	0.09
tbIVehicleEF	LHD2	8.6800e-004	1.5090e-003
tbIVehicleEF	LHD2	0.01	0.01
tbIVehicleEF	LHD2	7.2620e-003	0.01
tbIVehicleEF	LHD2	3.8300e-004	1.0000e-004
tbIVehicleEF	LHD2	8.3000e-004	1.4430e-003
tbIVehicleEF	LHD2	2.7110e-003	2.7210e-003
tbIVehicleEF	LHD2	6.9240e-003	0.01
tbIVehicleEF	LHD2	3.5200e-004	9.2000e-005
tbIVehicleEF	LHD2	4.4200e-004	4.8400e-004
tbIVehicleEF	LHD2	0.01	0.02
tbIVehicleEF	LHD2	0.01	0.01

tbIVehicleEF	LHD2	2.8000e-004	3.1000e-004
tbIVehicleEF	LHD2	0.09	0.09
tbIVehicleEF	LHD2	0.03	0.08
tbIVehicleEF	LHD2	0.03	0.01
tbIVehicleEF	LHD2	1.3000e-004	1.1500e-004
tbIVehicleEF	LHD2	6.4390e-003	6.0190e-003
tbIVehicleEF	LHD2	2.2300e-004	5.5000e-005
tbIVehicleEF	LHD2	4.4200e-004	4.8400e-004
tbIVehicleEF	LHD2	0.01	0.02
tbIVehicleEF	LHD2	0.01	0.02
tbIVehicleEF	LHD2	2.8000e-004	3.1000e-004
tbIVehicleEF	LHD2	0.10	0.11
tbIVehicleEF	LHD2	0.03	0.08
tbIVehicleEF	LHD2	0.03	0.01
tbIVehicleEF	MCY	0.46	0.32
tbIVehicleEF	MCY	0.15	0.24
tbIVehicleEF	MCY	17.05	17.07
tbIVehicleEF	MCY	10.45	9.32
tbIVehicleEF	MCY	172.03	209.59
tbIVehicleEF	MCY	41.48	58.06
tbIVehicleEF	MCY	1.13	1.13
tbIVehicleEF	MCY	0.32	0.27
tbIVehicleEF	MCY	2.2420e-003	2.2350e-003
tbIVehicleEF	MCY	3.3930e-003	2.9700e-003
tbIVehicleEF	MCY	2.0900e-003	2.0830e-003
tbIVehicleEF	MCY	3.1660e-003	2.7710e-003
tbIVehicleEF	MCY	0.88	1.82
tbIVehicleEF	MCY	0.59	0.63
tbIVehicleEF	MCY	0.46	0.96
tbIVehicleEF	MCY	2.10	2.10

tblVehicleEF	MCY	0.40	1.25
tblVehicleEF	MCY	2.07	1.84
tblVehicleEF	MCY	2.0620e-003	2.0740e-003
tblVehicleEF	MCY	6.4600e-004	5.7500e-004
tblVehicleEF	MCY	0.88	1.82
tblVehicleEF	MCY	0.59	0.63
tblVehicleEF	MCY	0.46	0.96
tblVehicleEF	MCY	2.64	2.64
tblVehicleEF	MCY	0.40	1.25
tblVehicleEF	MCY	2.26	2.01
tblVehicleEF	MDV	2.8050e-003	9.3100e-004
tblVehicleEF	MDV	3.1350e-003	0.03
tblVehicleEF	MDV	0.47	0.44
tblVehicleEF	MDV	0.84	1.96
tblVehicleEF	MDV	311.48	290.09
tblVehicleEF	MDV	69.40	59.43
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.05	0.13
tblVehicleEF	MDV	8.4400e-004	6.1500e-004
tblVehicleEF	MDV	1.3060e-003	8.0000e-004
tblVehicleEF	MDV	7.7700e-004	5.6700e-004
tblVehicleEF	MDV	1.2010e-003	7.3500e-004
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	7.0530e-003	3.1500e-003
tblVehicleEF	MDV	0.06	0.22
tblVehicleEF	MDV	0.04	0.11
tblVehicleEF	MDV	3.1130e-003	2.5670e-003
tblVehicleEF	MDV	7.0700e-004	5.2700e-004

tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.01	4.5460e-003
tblVehicleEF	MDV	0.06	0.22
tblVehicleEF	MDV	0.05	0.12
tblVehicleEF	MH	4.4300e-003	3.8070e-003
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.20	0.19
tblVehicleEF	MH	3.12	1.47
tblVehicleEF	MH	1,168.01	1,245.00
tblVehicleEF	MH	55.70	13.78
tblVehicleEF	MH	0.65	0.87
tblVehicleEF	MH	0.53	0.22
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.0330e-003	9.1090e-003
tblVehicleEF	MH	8.8400e-004	2.1200e-004
tblVehicleEF	MH	3.2200e-003	3.3040e-003
tblVehicleEF	MH	5.7310e-003	8.6790e-003
tblVehicleEF	MH	8.1300e-004	1.9500e-004
tblVehicleEF	MH	0.28	0.22
tblVehicleEF	MH	0.02	0.01
tblVehicleEF	MH	0.13	0.10
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	2.8740e-003	0.17
tblVehicleEF	MH	0.19	0.07
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.1100e-004	1.3600e-004
tblVehicleEF	MH	0.28	0.22
tblVehicleEF	MH	0.02	0.01

tblVehicleEF	MH	0.13	0.10
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	2.8740e-003	0.17
tblVehicleEF	MH	0.21	0.07
tblVehicleEF	MHD	0.02	4.2930e-003
tblVehicleEF	MHD	2.3220e-003	8.5200e-004
tblVehicleEF	MHD	0.03	9.1640e-003
tblVehicleEF	MHD	0.39	0.43
tblVehicleEF	MHD	0.22	0.13
tblVehicleEF	MHD	3.10	0.86
tblVehicleEF	MHD	123.89	57.14
tblVehicleEF	MHD	1,155.14	910.34
tblVehicleEF	MHD	61.47	8.81
tblVehicleEF	MHD	0.31	0.29
tblVehicleEF	MHD	0.94	1.37
tblVehicleEF	MHD	9.35	1.64
tblVehicleEF	MHD	2.7000e-005	8.3000e-005
tblVehicleEF	MHD	2.8210e-003	6.6880e-003
tblVehicleEF	MHD	8.8400e-004	1.2700e-004
tblVehicleEF	MHD	2.6000e-005	7.9000e-005
tblVehicleEF	MHD	2.6920e-003	6.3910e-003
tblVehicleEF	MHD	8.1300e-004	1.1700e-004
tblVehicleEF	MHD	6.2900e-004	3.0500e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	4.0300e-004	1.9400e-004
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.01	0.07
tblVehicleEF	MHD	0.21	0.04
tblVehicleEF	MHD	1.1950e-003	5.4300e-004

tblVehicleEF	MHD	0.01	8.6920e-003
tblVehicleEF	MHD	6.6900e-004	8.7000e-005
tblVehicleEF	MHD	6.2900e-004	3.0500e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.04	0.03
tblVehicleEF	MHD	4.0300e-004	1.9400e-004
tblVehicleEF	MHD	0.04	0.01
tblVehicleEF	MHD	0.01	0.07
tblVehicleEF	MHD	0.23	0.05
tblVehicleEF	OBUS	0.01	7.2220e-003
tblVehicleEF	OBUS	3.5120e-003	1.6630e-003
tblVehicleEF	OBUS	0.02	0.01
tblVehicleEF	OBUS	0.24	0.63
tblVehicleEF	OBUS	0.26	0.20
tblVehicleEF	OBUS	3.77	1.48
tblVehicleEF	OBUS	96.99	86.02
tblVehicleEF	OBUS	1,257.82	1,120.11
tblVehicleEF	OBUS	64.57	12.75
tblVehicleEF	OBUS	0.21	0.42
tblVehicleEF	OBUS	0.77	1.41
tblVehicleEF	OBUS	2.59	1.09
tblVehicleEF	OBUS	1.9000e-005	1.3700e-004
tblVehicleEF	OBUS	2.7190e-003	7.7800e-003
tblVehicleEF	OBUS	1.0200e-003	1.7400e-004
tblVehicleEF	OBUS	1.9000e-005	1.3200e-004
tblVehicleEF	OBUS	2.5780e-003	7.4270e-003
tblVehicleEF	OBUS	9.3800e-004	1.6000e-004
tblVehicleEF	OBUS	1.2260e-003	1.1050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.05

tbIVehicleEF	OBUS	5.7500e-004	5.2800e-004
tbIVehicleEF	OBUS	0.04	0.01
tbIVehicleEF	OBUS	0.04	0.18
tbIVehicleEF	OBUS	0.25	0.07
tbIVehicleEF	OBUS	9.3700e-004	8.1700e-004
tbIVehicleEF	OBUS	0.01	0.01
tbIVehicleEF	OBUS	7.1200e-004	1.2600e-004
tbIVehicleEF	OBUS	1.2260e-003	1.1050e-003
tbIVehicleEF	OBUS	0.02	0.02
tbIVehicleEF	OBUS	0.05	0.06
tbIVehicleEF	OBUS	5.7500e-004	5.2800e-004
tbIVehicleEF	OBUS	0.04	0.02
tbIVehicleEF	OBUS	0.04	0.18
tbIVehicleEF	OBUS	0.27	0.08
tbIVehicleEF	SBUS	0.84	0.10
tbIVehicleEF	SBUS	3.6500e-003	1.6600e-003
tbIVehicleEF	SBUS	0.05	8.7250e-003
tbIVehicleEF	SBUS	9.39	4.08
tbIVehicleEF	SBUS	0.26	0.16
tbIVehicleEF	SBUS	7.00	1.12
tbIVehicleEF	SBUS	954.95	307.32
tbIVehicleEF	SBUS	967.85	834.52
tbIVehicleEF	SBUS	64.75	6.63
tbIVehicleEF	SBUS	1.88	1.30
tbIVehicleEF	SBUS	0.80	1.09
tbIVehicleEF	SBUS	9.99	1.78
tbIVehicleEF	SBUS	1.4100e-004	3.6400e-004
tbIVehicleEF	SBUS	0.01	0.01
tbIVehicleEF	SBUS	2.5290e-003	6.8240e-003
tbIVehicleEF	SBUS	1.3950e-003	1.0700e-004

tblVehicleEF	SBUS	1.3500e-004	3.4800e-004
tblVehicleEF	SBUS	2.5530e-003	2.5930e-003
tblVehicleEF	SBUS	2.3940e-003	6.5060e-003
tblVehicleEF	SBUS	1.2830e-003	9.8000e-005
tblVehicleEF	SBUS	4.4100e-003	1.5920e-003
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	1.14	0.45
tblVehicleEF	SBUS	2.1060e-003	7.7100e-004
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	0.02	0.10
tblVehicleEF	SBUS	0.39	0.05
tblVehicleEF	SBUS	9.4450e-003	2.9440e-003
tblVehicleEF	SBUS	9.3600e-003	8.0200e-003
tblVehicleEF	SBUS	7.6900e-004	6.6000e-005
tblVehicleEF	SBUS	4.4100e-003	1.5920e-003
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	1.66	0.64
tblVehicleEF	SBUS	2.1060e-003	7.7100e-004
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	0.02	0.10
tblVehicleEF	SBUS	0.42	0.05
tblVehicleEF	UBUS	0.24	1.86
tblVehicleEF	UBUS	0.06	1.6730e-003
tblVehicleEF	UBUS	2.18	14.11
tblVehicleEF	UBUS	8.20	0.14
tblVehicleEF	UBUS	1,839.71	1,664.74
tblVehicleEF	UBUS	143.02	1.26
tblVehicleEF	UBUS	1.57	0.70
tblVehicleEF	UBUS	11.95	0.01
tblVehicleEF	UBUS	0.49	0.07

tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.02	5.1160e-003
tblVehicleEF	UBUS	1.6760e-003	1.5000e-005
tblVehicleEF	UBUS	0.21	0.03
tblVehicleEF	UBUS	3.0000e-003	8.3320e-003
tblVehicleEF	UBUS	0.02	4.8930e-003
tblVehicleEF	UBUS	1.5410e-003	1.4000e-005
tblVehicleEF	UBUS	3.4210e-003	2.4000e-005
tblVehicleEF	UBUS	0.05	2.0700e-004
tblVehicleEF	UBUS	2.0600e-003	1.1000e-005
tblVehicleEF	UBUS	0.06	0.03
tblVehicleEF	UBUS	0.01	1.1550e-003
tblVehicleEF	UBUS	0.75	6.9960e-003
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	1.5810e-003	1.3000e-005
tblVehicleEF	UBUS	3.4210e-003	2.4000e-005
tblVehicleEF	UBUS	0.05	2.0700e-004
tblVehicleEF	UBUS	2.0600e-003	1.1000e-005
tblVehicleEF	UBUS	0.30	1.90
tblVehicleEF	UBUS	0.01	1.1550e-003
tblVehicleEF	UBUS	0.82	7.6590e-003
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	CW_TL	9.50	0.10

tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TL	5.70	0.10
tblVehicleTrips	HS_TL	4.80	0.10
tblVehicleTrips	HW_TL	10.80	0.10
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	4.98	0.77
tblVehicleTrips	ST_TR	2.46	0.38
tblVehicleTrips	ST_TR	8.19	1.27
tblVehicleTrips	ST_TR	42.04	6.51
tblVehicleTrips	SU_TR	3.65	0.57
tblVehicleTrips	SU_TR	1.05	0.16
tblVehicleTrips	SU_TR	5.95	0.92
tblVehicleTrips	SU_TR	20.43	3.16
tblVehicleTrips	WD_TR	4.20	0.65
tblVehicleTrips	WD_TR	11.03	1.71
tblVehicleTrips	WD_TR	8.17	1.27
tblVehicleTrips	WD_TR	44.32	6.86
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00

tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	51.76	0.00
tblWoodstoves	NumberNoncatalytic	51.76	0.00
tblWoodstoves	WoodstoveDayYear	14.12	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.2 Overall Operational Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	42.1524	0.3106	19.2272	1.5900e-003		0.1140	0.1140		0.1140	0.1140	0.0000	134.8886	134.8886	0.0322	1.9000e-003	136.2571
Energy	0.8763	7.9009	6.2097	0.0478		0.6055	0.6055		0.6055	0.6055	0.0000	19,500.4990	19,500.4990	1.6615	0.4684	19,681.6095
Mobile	1.7530	1.6289	8.4780	2.5500e-003	0.1611	4.5000e-003	0.1656	0.0431	4.1700e-003	0.0473	0.0000	395.4434	395.4434	0.0974	0.0000	397.8781
Waste						0.0000	0.0000		0.0000	0.0000	1,369.0726	0.0000	1,369.0726	80.9099	0.0000	3,391.8193
Water						0.0000	0.0000		0.0000	0.0000	390.9601	792.5175	1,183.4776	1.4551	0.8729	1,479.9653

Total	44.7817	9.8404	33.9149	0.0519	0.1611	0.7240	0.8851	0.0431	0.7236	0.7667	1,760.032	20,823.34	22,583.381	84.1560	1.3431	25,087.52
											7	85	2			92

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	42.1524	0.3106	19.2272	1.59E-03		0.114	0.114		0.114	0.114	0	134.8886	134.8886	0.0322	1.90E-03	136.2571
Energy	0.8763	7.9009	6.2097	0.0478		0.6055	0.6055		0.6055	0.6055	0	8,672.64	8,672.64	0.1662	0.159	8,724.18
Mobile	1.753	1.6289	8.478	2.55E-03	0.1611	4.50E-03	0.1656	0.0431	4.17E-03	0.0473	0	395.4434	395.4434	0.0974	0	397.8781
Waste						0	0		0	0	1,369.07	0	1,369.07	80.9099	0	3,391.82
Water						0	0		0	0	390.9601	792.5175	1,183.48	1.4551	0.8729	1,479.97
Total	44.7817	9.8404	33.9149	0.0519	0.1611	0.724	0.8851	0.0431	0.7236	0.7667	1,760.03	9,995.49	11,755.52	82.6607	1.0338	14,130.10

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	52.00	47.95	1.78	23.03	43.68

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.7530	1.6289	8.4780	2.5500e-003	0.1611	4.5000e-003	0.1656	0.0431	4.1700e-003	0.0473	0.0000	395.4434	395.4434	0.0974	0.0000	397.8781
Unmitigated	1.7530	1.6289	8.4780	2.5500e-003	0.1611	4.5000e-003	0.1656	0.0431	4.1700e-003	0.0473	0.0000	395.4434	395.4434	0.0974	0.0000	397.8781

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	1,682.20	1,992.76	1475.16	61,770	61,770
General Office Building	8,487.41	1,886.09	794.14	234,610	234,610
Hotel	1,143.00	1,143.00	828.00	39,967	39,967
Strip Mall	2,909.33	2,760.89	1340.16	96,968	96,968
Total	14,221.94	7,782.74	4,437.46	433,315	433,315

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	0.10	0.10	0.10	31.00	15.00	54.00	100	0	0
General Office Building	0.10	0.10	0.10	33.00	48.00	19.00	100	0	0
Hotel	0.10	0.10	0.10	19.40	61.60	19.00	100	0	0
Strip Mall	0.10	0.10	0.10	16.60	64.40	19.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733
General Office Building	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733
Hotel	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733
Strip Mall	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	10,827.8567	10,827.8567	1.4953	0.3094	10,957.4300
NaturalGas Mitigated	0.8763	7.9009	6.2097	0.0478		0.6055	0.6055		0.6055	0.6055	0.0000	8,672.6423	8,672.6423	0.1662	0.1590	8,724.1795
NaturalGas Unmitigated	0.8763	7.9009	6.2097	0.0478		0.6055	0.6055		0.6055	0.6055	0.0000	8,672.6423	8,672.6423	0.1662	0.1590	8,724.1795

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	2.23589e+007	0.1206	1.0303	0.4384	6.5800e-003		0.0833	0.0833		0.0833	0.0833	0.0000	1,193.1559	1,193.1559	0.0229	0.0219	1,200.2462
General Office Building	8.12509e+007	0.4381	3.9829	3.3456	0.0239		0.3027	0.3027		0.3027	0.3027	0.0000	4,335.8552	4,335.8552	0.0831	0.0795	4,361.6210
Hotel	5.79043e+007	0.3122	2.8385	2.3843	0.0170		0.2157	0.2157		0.2157	0.2157	0.0000	3,089.9944	3,089.9944	0.0592	0.0567	3,108.3567
Strip Mall	1.00512e+006	5.4200e-003	0.0493	0.0414	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	53.6369	53.6369	1.0300e-003	9.8000e-004	53.9556

Total		0.8763	7.9009	6.2097	0.0478		0.6055	0.6055		0.6055	0.6055	0.0000	8,672.6423	8,672.6423	0.1662	0.1590	8,724.1795
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Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	2.23589e+007	0.1206	1.0303	0.4384	6.5800e-003		0.0833	0.0833		0.0833	0.0833	0.0000	1,193.1559	1,193.1559	0.0229	0.0219	1,200.2462
General Office Building	8.12509e+007	0.4381	3.9829	3.3456	0.0239		0.3027	0.3027		0.3027	0.3027	0.0000	4,335.8552	4,335.8552	0.0831	0.0795	4,361.6210
Hotel	5.79043e+007	0.3122	2.8385	2.3843	0.0170		0.2157	0.2157		0.2157	0.2157	0.0000	3,089.9944	3,089.9944	0.0592	0.0567	3,108.3567
Strip Mall	1.00512e+006	5.4200e-003	0.0493	0.0414	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	53.6369	53.6369	1.0300e-003	9.8000e-004	53.9556
Total		0.8763	7.9009	6.2097	0.0478		0.6055	0.6055		0.6055	0.6055	0.0000	8,672.6423	8,672.6423	0.1662	0.1590	8,724.1795

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	1.06842e+007	1,017.7142	0.1405	0.0291	1,029.8928
General Office Building	8.84974e+007	8,429.7686	1.1641	0.2409	8,530.6449
Hotel	9.95782e+006	948.5258	0.1310	0.0271	959.8765
Strip Mall	4.53363e+006	431.8481	0.0596	0.0123	437.0159
Total		10,827.8567	1.4953	0.3094	10,957.4300

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Hotel	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	42.1524	0.3106	19.2272	1.5900e-003		0.1140	0.1140		0.1140	0.1140	0.0000	134.8886	134.8886	0.0322	1.9000e-003	136.2571
Unmitigated	42.1524	0.3106	19.2272	1.5900e-003		0.1140	0.1140		0.1140	0.1140	0.0000	134.8886	134.8886	0.0322	1.9000e-003	136.2571

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.3125					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	36.2520					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0105	0.0893	0.0380	5.7000e-004		7.2200e-003	7.2200e-003		7.2200e-003	7.2200e-003	0.0000	103.3869	103.3869	1.9800e-003	1.9000e-003	104.0013
Landscaping	0.5775	0.2214	19.1892	1.0200e-003		0.1068	0.1068		0.1068	0.1068	0.0000	31.5017	31.5017	0.0302	0.0000	32.2558
Total	42.1524	0.3106	19.2272	1.5900e-003		0.1140	0.1140		0.1140	0.1140	0.0000	134.8886	134.8886	0.0322	1.9000e-003	136.2571

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.3125					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	36.2520					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0105	0.0893	0.0380	5.7000e-004		7.2200e-003	7.2200e-003		7.2200e-003	7.2200e-003	0.0000	103.3869	103.3869	1.9800e-003	1.9000e-003	104.0013
Landscaping	0.5775	0.2214	19.1892	1.0200e-003		0.1068	0.1068		0.1068	0.1068	0.0000	31.5017	31.5017	0.0302	0.0000	32.2558
Total	42.1524	0.3106	19.2272	1.5900e-003		0.1140	0.1140		0.1140	0.1140	0.0000	134.8886	134.8886	0.0322	1.9000e-003	136.2571

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,183.4776	1.4551	0.8729	1,479.9653
Unmitigated	1,183.4776	1.4551	0.8729	1,479.9653

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	168.619 / 106.303	182.0076	0.2222	0.1332	227.2663
General Office Building	882.164 / 540.681	947.0549	1.1619	0.6969	1,183.7737
Hotel	22.8301 / 2.53668	20.6902	0.0295	0.0179	26.7706
Strip Mall	31.4142 / 19.2538	33.7250	0.0414	0.0248	42.1546
Total		1,183.4776	1.4551	0.8729	1,479.9652

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	168.619 / 106.303	182.0076	0.2222	0.1332	227.2663
General Office Building	882.164 / 540.681	947.0549	1.1619	0.6969	1,183.7737
Hotel	22.8301 / 2.53668	20.6902	0.0295	0.0179	26.7706
Strip Mall	31.4142 / 19.2538	33.7250	0.0414	0.0248	42.1546
Total		1,183.4776	1.4551	0.8729	1,479.9652

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1,369.0726	80.9099	0.0000	3,391.8193
Unmitigated	1,369.0726	80.9099	0.0000	3,391.8193

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	1190.48	241.6567	14.2815	0.0000	598.6942
General Office Building	4615.96	936.9982	55.3750	0.0000	2,321.3733
Hotel	492.75	100.0238	5.9112	0.0000	247.8047
Strip Mall	445.31	90.3939	5.3421	0.0000	223.9471
Total		1,369.0726	80.9099	0.0000	3,391.8193

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	1190.48	241.6567	14.2815	0.0000	598.6942
General Office Building	4615.96	936.9982	55.3750	0.0000	2,321.3733
Hotel	492.75	100.0238	5.9112	0.0000	247.8047
Strip Mall	445.31	90.3939	5.3421	0.0000	223.9471
Total		1,369.0726	80.9099	0.0000	3,391.8193

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

2040 Original DSAP + Amended DSAP AQ-GHG Model - Santa Clara County, Annual

**2040 - 2014 DSAP + DSAP Amendment AQ-GHG Model
Santa Clara County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	12,807.40	1000sqft	294.02	12,807,400.00	0
Hotel	900.00	Room	30.00	1,306,800.00	0
Apartments High Rise	9,632.00	Dwelling Unit	155.35	9,632,000.00	27548
Strip Mall	424.10	1000sqft	9.74	424,100.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4	Operational Year	2040		
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	210	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E provider to City of San Jose. Using the latest PG&E published intensity factor (2017) of 210 lb/MWh

Land Use - Original DSAP + Amended DSAP: Office = 12,801,400 SF, Retail = 424,100 SF, Residential = 9,632 High-Rise Units, Hotel = 900 Rooms

Construction Phase - No construction

Vehicle Trips - Idle/start emisions: 0.1 mile trip length Trip Generation Rates altered using the VMT data from Hexagon and CalEEMod default VMT data. 100% pass-by then since using altered trip gen and VMT

Vehicle Emission Factors - 2040 Santa Clara County - EMFAC2017 Emission Factors

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - No wood applications but assuing natural gas fireplaces. Total number of gas fireplaces = 3,082.24

Energy Use -

Water And Wastewater - Assuming all water treated in a wastewater treatment plant

Energy Mitigation - SJCE is the main electricity provider in San Jose. SJCE's base power mix is on track to be 100 percent carbon neutral by 2021, which will mean virtually no GHG emissions

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	300.00	0.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	1,444.80	3,082.24
tblFireplaces	NumberWood	1,637.44	0.00
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LDT2	0.18	0.17

tbIFleetMix	LDT2	0.18	0.17
tbIFleetMix	LDT2	0.18	0.17
tbIFleetMix	LHD1	0.01	0.02
tbIFleetMix	LHD1	0.01	0.02
tbIFleetMix	LHD1	0.01	0.02
tbIFleetMix	LHD1	0.01	0.02
tbIFleetMix	LHD2	5.1260e-003	5.8390e-003
tbIFleetMix	LHD2	5.1260e-003	5.8390e-003
tbIFleetMix	LHD2	5.1260e-003	5.8390e-003
tbIFleetMix	LHD2	5.1260e-003	5.8390e-003
tbIFleetMix	MCY	5.0770e-003	4.3550e-003
tbIFleetMix	MCY	5.0770e-003	4.3550e-003
tbIFleetMix	MCY	5.0770e-003	4.3550e-003
tbIFleetMix	MCY	5.0770e-003	4.3550e-003
tbIFleetMix	MDV	0.10	0.11
tbIFleetMix	MDV	0.10	0.11
tbIFleetMix	MDV	0.10	0.11
tbIFleetMix	MDV	0.10	0.11
tbIFleetMix	MH	6.4200e-004	7.3300e-004
tbIFleetMix	MH	6.4200e-004	7.3300e-004
tbIFleetMix	MH	6.4200e-004	7.3300e-004
tbIFleetMix	MH	6.4200e-004	7.3300e-004
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	OBUS	2.2990e-003	1.3930e-003
tbIFleetMix	OBUS	2.2990e-003	1.3930e-003
tbIFleetMix	OBUS	2.2990e-003	1.3930e-003
tbIFleetMix	OBUS	2.2990e-003	1.3930e-003

tbIFleetMix	SBUS	6.5300e-004	8.4100e-004
tbIFleetMix	SBUS	6.5300e-004	8.4100e-004
tbIFleetMix	SBUS	6.5300e-004	8.4100e-004
tbIFleetMix	SBUS	6.5300e-004	8.4100e-004
tbIFleetMix	UBUS	1.4220e-003	1.0760e-003
tbIFleetMix	UBUS	1.4220e-003	1.0760e-003
tbIFleetMix	UBUS	1.4220e-003	1.0760e-003
tbIFleetMix	UBUS	1.4220e-003	1.0760e-003
tbIProjectCharacteristics	CO2IntensityFactor	641.35	210
tbIVehicleEF	HHD	0.24	0.02
tbIVehicleEF	HHD	0.06	0.04
tbIVehicleEF	HHD	0.05	0.00
tbIVehicleEF	HHD	1.39	6.54
tbIVehicleEF	HHD	0.94	0.40
tbIVehicleEF	HHD	4.45	8.5380e-003
tbIVehicleEF	HHD	4,055.87	851.66
tbIVehicleEF	HHD	1,476.74	1,063.61
tbIVehicleEF	HHD	13.13	0.06
tbIVehicleEF	HHD	11.61	5.29
tbIVehicleEF	HHD	1.40	2.44
tbIVehicleEF	HHD	19.05	2.29
tbIVehicleEF	HHD	1.6880e-003	1.9740e-003
tbIVehicleEF	HHD	0.06	0.06
tbIVehicleEF	HHD	0.04	0.04
tbIVehicleEF	HHD	5.3590e-003	0.02
tbIVehicleEF	HHD	1.6200e-004	1.0000e-006
tbIVehicleEF	HHD	1.6150e-003	1.8880e-003
tbIVehicleEF	HHD	0.03	0.03
tbIVehicleEF	HHD	8.8700e-003	8.9240e-003
tbIVehicleEF	HHD	5.1270e-003	0.02

tblVehicleEF	HHD	1.4900e-004	1.0000e-006
tblVehicleEF	HHD	1.1900e-004	2.0000e-006
tblVehicleEF	HHD	5.2120e-003	8.2000e-005
tblVehicleEF	HHD	0.36	0.44
tblVehicleEF	HHD	7.7000e-005	1.0000e-006
tblVehicleEF	HHD	0.08	0.02
tblVehicleEF	HHD	4.8400e-004	4.1500e-004
tblVehicleEF	HHD	0.08	2.0000e-006
tblVehicleEF	HHD	0.04	7.9330e-003
tblVehicleEF	HHD	0.01	9.7550e-003
tblVehicleEF	HHD	2.0300e-004	1.0000e-006
tblVehicleEF	HHD	1.1900e-004	2.0000e-006
tblVehicleEF	HHD	5.2120e-003	8.2000e-005
tblVehicleEF	HHD	0.42	0.50
tblVehicleEF	HHD	7.7000e-005	1.0000e-006
tblVehicleEF	HHD	0.15	0.06
tblVehicleEF	HHD	4.8400e-004	4.1500e-004
tblVehicleEF	HHD	0.08	3.0000e-006
tblVehicleEF	LDA	1.1910e-003	5.8600e-004
tblVehicleEF	LDA	7.0000e-004	0.02
tblVehicleEF	LDA	0.24	0.36
tblVehicleEF	LDA	0.36	1.44
tblVehicleEF	LDA	158.69	199.89
tblVehicleEF	LDA	35.57	41.13
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.01	0.11
tblVehicleEF	LDA	6.3000e-004	5.4000e-004
tblVehicleEF	LDA	1.0050e-003	7.3900e-004
tblVehicleEF	LDA	5.8000e-004	4.9700e-004
tblVehicleEF	LDA	9.2400e-004	6.8000e-004

tbIVehicleEF	LDA	9.0280e-003	0.01
tbIVehicleEF	LDA	0.03	0.04
tbIVehicleEF	LDA	8.5250e-003	0.01
tbIVehicleEF	LDA	2.9880e-003	1.7310e-003
tbIVehicleEF	LDA	0.03	0.15
tbIVehicleEF	LDA	9.4370e-003	0.07
tbIVehicleEF	LDA	1.5870e-003	8.4000e-005
tbIVehicleEF	LDA	3.6100e-004	0.00
tbIVehicleEF	LDA	9.0280e-003	0.01
tbIVehicleEF	LDA	0.03	0.04
tbIVehicleEF	LDA	8.5250e-003	0.01
tbIVehicleEF	LDA	4.3460e-003	2.5100e-003
tbIVehicleEF	LDA	0.03	0.15
tbIVehicleEF	LDA	0.01	0.08
tbIVehicleEF	LDT1	1.6740e-003	6.9500e-004
tbIVehicleEF	LDT1	1.1120e-003	0.02
tbIVehicleEF	LDT1	0.31	0.38
tbIVehicleEF	LDT1	0.48	1.54
tbIVehicleEF	LDT1	201.86	239.08
tbIVehicleEF	LDT1	45.83	49.94
tbIVehicleEF	LDT1	0.02	0.02
tbIVehicleEF	LDT1	0.02	0.13
tbIVehicleEF	LDT1	7.8800e-004	6.0500e-004
tbIVehicleEF	LDT1	1.2490e-003	8.4200e-004
tbIVehicleEF	LDT1	7.2400e-004	5.5600e-004
tbIVehicleEF	LDT1	1.1490e-003	7.7400e-004
tbIVehicleEF	LDT1	0.02	0.02
tbIVehicleEF	LDT1	0.05	0.05
tbIVehicleEF	LDT1	0.02	0.02
tbIVehicleEF	LDT1	4.1500e-003	2.1240e-003

tblVehicleEF	LDT1	0.04	0.21
tblVehicleEF	LDT1	0.01	0.08
tblVehicleEF	LDT1	2.0200e-003	2.4290e-003
tblVehicleEF	LDT1	4.6600e-004	0.00
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	6.0530e-003	3.0990e-003
tblVehicleEF	LDT1	0.04	0.21
tblVehicleEF	LDT1	0.02	0.09
tblVehicleEF	LDT2	1.8650e-003	9.2200e-004
tblVehicleEF	LDT2	1.3110e-003	0.03
tblVehicleEF	LDT2	0.37	0.45
tblVehicleEF	LDT2	0.54	1.96
tblVehicleEF	LDT2	232.94	240.16
tblVehicleEF	LDT2	52.57	50.31
tblVehicleEF	LDT2	0.03	0.02
tblVehicleEF	LDT2	0.02	0.13
tblVehicleEF	LDT2	7.5600e-004	6.2000e-004
tblVehicleEF	LDT2	1.1740e-003	7.8800e-004
tblVehicleEF	LDT2	6.9600e-004	5.7200e-004
tblVehicleEF	LDT2	1.0790e-003	7.2500e-004
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	4.6400e-003	3.0660e-003
tblVehicleEF	LDT2	0.04	0.21
tblVehicleEF	LDT2	0.02	0.11
tblVehicleEF	LDT2	2.3310e-003	8.6920e-003
tblVehicleEF	LDT2	5.3400e-004	8.7000e-005

tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	6.7620e-003	4.4330e-003
tblVehicleEF	LDT2	0.04	0.21
tblVehicleEF	LDT2	0.02	0.12
tblVehicleEF	LHD1	2.9240e-003	3.4210e-003
tblVehicleEF	LHD1	4.9730e-003	3.9080e-003
tblVehicleEF	LHD1	4.9640e-003	5.9710e-003
tblVehicleEF	LHD1	0.13	0.17
tblVehicleEF	LHD1	0.45	0.36
tblVehicleEF	LHD1	1.04	0.77
tblVehicleEF	LHD1	8.82	7.58
tblVehicleEF	LHD1	612.09	637.02
tblVehicleEF	LHD1	22.60	8.76
tblVehicleEF	LHD1	0.05	0.03
tblVehicleEF	LHD1	0.18	0.09
tblVehicleEF	LHD1	0.37	0.17
tblVehicleEF	LHD1	6.5200e-004	9.8200e-004
tblVehicleEF	LHD1	0.01	9.9810e-003
tblVehicleEF	LHD1	6.6710e-003	5.1070e-003
tblVehicleEF	LHD1	4.7600e-004	1.8200e-004
tblVehicleEF	LHD1	6.2400e-004	9.4000e-004
tblVehicleEF	LHD1	2.6490e-003	2.4950e-003
tblVehicleEF	LHD1	6.3540e-003	4.8440e-003
tblVehicleEF	LHD1	4.3700e-004	1.6700e-004
tblVehicleEF	LHD1	0.04	0.03
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	6.1900e-004	6.1300e-004
tblVehicleEF	LHD1	0.09	0.07

tbIVehicleEF	LHD1	0.09	0.17
tbIVehicleEF	LHD1	0.07	0.03
tbIVehicleEF	LHD1	8.7000e-005	7.3000e-005
tbIVehicleEF	LHD1	5.9650e-003	6.2070e-003
tbIVehicleEF	LHD1	2.4400e-004	8.7000e-005
tbIVehicleEF	LHD1	0.04	0.03
tbIVehicleEF	LHD1	0.02	0.02
tbIVehicleEF	LHD1	6.1900e-004	6.1300e-004
tbIVehicleEF	LHD1	0.10	0.08
tbIVehicleEF	LHD1	0.09	0.17
tbIVehicleEF	LHD1	0.07	0.03
tbIVehicleEF	LHD2	2.1510e-003	2.0850e-003
tbIVehicleEF	LHD2	4.7820e-003	4.8230e-003
tbIVehicleEF	LHD2	2.0180e-003	3.0030e-003
tbIVehicleEF	LHD2	0.12	0.13
tbIVehicleEF	LHD2	0.44	0.47
tbIVehicleEF	LHD2	0.82	0.43
tbIVehicleEF	LHD2	13.32	12.02
tbIVehicleEF	LHD2	662.85	624.36
tbIVehicleEF	LHD2	20.99	5.60
tbIVehicleEF	LHD2	0.05	0.05
tbIVehicleEF	LHD2	0.08	0.16
tbIVehicleEF	LHD2	0.18	0.09
tbIVehicleEF	LHD2	8.6800e-004	1.5090e-003
tbIVehicleEF	LHD2	0.01	0.01
tbIVehicleEF	LHD2	7.2620e-003	0.01
tbIVehicleEF	LHD2	3.8300e-004	1.0000e-004
tbIVehicleEF	LHD2	8.3000e-004	1.4430e-003
tbIVehicleEF	LHD2	2.7110e-003	2.7210e-003
tbIVehicleEF	LHD2	6.9240e-003	0.01

tbIVehicleEF	LHD2	3.5200e-004	9.2000e-005
tbIVehicleEF	LHD2	4.4200e-004	4.8400e-004
tbIVehicleEF	LHD2	0.01	0.02
tbIVehicleEF	LHD2	0.01	0.01
tbIVehicleEF	LHD2	2.8000e-004	3.1000e-004
tbIVehicleEF	LHD2	0.09	0.09
tbIVehicleEF	LHD2	0.03	0.08
tbIVehicleEF	LHD2	0.03	0.01
tbIVehicleEF	LHD2	1.3000e-004	1.1500e-004
tbIVehicleEF	LHD2	6.4390e-003	6.0190e-003
tbIVehicleEF	LHD2	2.2300e-004	5.5000e-005
tbIVehicleEF	LHD2	4.4200e-004	4.8400e-004
tbIVehicleEF	LHD2	0.01	0.02
tbIVehicleEF	LHD2	0.01	0.02
tbIVehicleEF	LHD2	2.8000e-004	3.1000e-004
tbIVehicleEF	LHD2	0.10	0.11
tbIVehicleEF	LHD2	0.03	0.08
tbIVehicleEF	LHD2	0.03	0.01
tbIVehicleEF	MCY	0.46	0.32
tbIVehicleEF	MCY	0.15	0.24
tbIVehicleEF	MCY	17.05	17.07
tbIVehicleEF	MCY	10.45	9.32
tbIVehicleEF	MCY	172.03	209.59
tbIVehicleEF	MCY	41.48	58.06
tbIVehicleEF	MCY	1.13	1.13
tbIVehicleEF	MCY	0.32	0.27
tbIVehicleEF	MCY	2.2420e-003	2.2350e-003
tbIVehicleEF	MCY	3.3930e-003	2.9700e-003
tbIVehicleEF	MCY	2.0900e-003	2.0830e-003
tbIVehicleEF	MCY	3.1660e-003	2.7710e-003

tblVehicleEF	MCY	0.88	1.82
tblVehicleEF	MCY	0.59	0.63
tblVehicleEF	MCY	0.46	0.96
tblVehicleEF	MCY	2.10	2.10
tblVehicleEF	MCY	0.40	1.25
tblVehicleEF	MCY	2.07	1.84
tblVehicleEF	MCY	2.0620e-003	2.0740e-003
tblVehicleEF	MCY	6.4600e-004	5.7500e-004
tblVehicleEF	MCY	0.88	1.82
tblVehicleEF	MCY	0.59	0.63
tblVehicleEF	MCY	0.46	0.96
tblVehicleEF	MCY	2.64	2.64
tblVehicleEF	MCY	0.40	1.25
tblVehicleEF	MCY	2.26	2.01
tblVehicleEF	MDV	2.8050e-003	9.3100e-004
tblVehicleEF	MDV	3.1350e-003	0.03
tblVehicleEF	MDV	0.47	0.44
tblVehicleEF	MDV	0.84	1.96
tblVehicleEF	MDV	311.48	290.09
tblVehicleEF	MDV	69.40	59.43
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.05	0.13
tblVehicleEF	MDV	8.4400e-004	6.1500e-004
tblVehicleEF	MDV	1.3060e-003	8.0000e-004
tblVehicleEF	MDV	7.7700e-004	5.6700e-004
tblVehicleEF	MDV	1.2010e-003	7.3500e-004
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	7.0530e-003	3.1500e-003

tblVehicleEF	MDV	0.06	0.22
tblVehicleEF	MDV	0.04	0.11
tblVehicleEF	MDV	3.1130e-003	2.5670e-003
tblVehicleEF	MDV	7.0700e-004	5.2700e-004
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.01	4.5460e-003
tblVehicleEF	MDV	0.06	0.22
tblVehicleEF	MDV	0.05	0.12
tblVehicleEF	MH	4.4300e-003	3.8070e-003
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.20	0.19
tblVehicleEF	MH	3.12	1.47
tblVehicleEF	MH	1,168.01	1,245.00
tblVehicleEF	MH	55.70	13.78
tblVehicleEF	MH	0.65	0.87
tblVehicleEF	MH	0.53	0.22
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.0330e-003	9.1090e-003
tblVehicleEF	MH	8.8400e-004	2.1200e-004
tblVehicleEF	MH	3.2200e-003	3.3040e-003
tblVehicleEF	MH	5.7310e-003	8.6790e-003
tblVehicleEF	MH	8.1300e-004	1.9500e-004
tblVehicleEF	MH	0.28	0.22
tblVehicleEF	MH	0.02	0.01
tblVehicleEF	MH	0.13	0.10
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	2.8740e-003	0.17
tblVehicleEF	MH	0.19	0.07

tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.1100e-004	1.3600e-004
tblVehicleEF	MH	0.28	0.22
tblVehicleEF	MH	0.02	0.01
tblVehicleEF	MH	0.13	0.10
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	2.8740e-003	0.17
tblVehicleEF	MH	0.21	0.07
tblVehicleEF	MHD	0.02	4.2930e-003
tblVehicleEF	MHD	2.3220e-003	8.5200e-004
tblVehicleEF	MHD	0.03	9.1640e-003
tblVehicleEF	MHD	0.39	0.43
tblVehicleEF	MHD	0.22	0.13
tblVehicleEF	MHD	3.10	0.86
tblVehicleEF	MHD	123.89	57.14
tblVehicleEF	MHD	1,155.14	910.34
tblVehicleEF	MHD	61.47	8.81
tblVehicleEF	MHD	0.31	0.29
tblVehicleEF	MHD	0.94	1.37
tblVehicleEF	MHD	9.35	1.64
tblVehicleEF	MHD	2.7000e-005	8.3000e-005
tblVehicleEF	MHD	2.8210e-003	6.6880e-003
tblVehicleEF	MHD	8.8400e-004	1.2700e-004
tblVehicleEF	MHD	2.6000e-005	7.9000e-005
tblVehicleEF	MHD	2.6920e-003	6.3910e-003
tblVehicleEF	MHD	8.1300e-004	1.1700e-004
tblVehicleEF	MHD	6.2900e-004	3.0500e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	4.0300e-004	1.9400e-004

tbIVehicleEF	MHD	0.04	0.01
tbIVehicleEF	MHD	0.01	0.07
tbIVehicleEF	MHD	0.21	0.04
tbIVehicleEF	MHD	1.1950e-003	5.4300e-004
tbIVehicleEF	MHD	0.01	8.6920e-003
tbIVehicleEF	MHD	6.6900e-004	8.7000e-005
tbIVehicleEF	MHD	6.2900e-004	3.0500e-004
tbIVehicleEF	MHD	0.03	0.01
tbIVehicleEF	MHD	0.04	0.03
tbIVehicleEF	MHD	4.0300e-004	1.9400e-004
tbIVehicleEF	MHD	0.04	0.01
tbIVehicleEF	MHD	0.01	0.07
tbIVehicleEF	MHD	0.23	0.05
tbIVehicleEF	OBUS	0.01	7.2220e-003
tbIVehicleEF	OBUS	3.5120e-003	1.6630e-003
tbIVehicleEF	OBUS	0.02	0.01
tbIVehicleEF	OBUS	0.24	0.63
tbIVehicleEF	OBUS	0.26	0.20
tbIVehicleEF	OBUS	3.77	1.48
tbIVehicleEF	OBUS	96.99	86.02
tbIVehicleEF	OBUS	1,257.82	1,120.11
tbIVehicleEF	OBUS	64.57	12.75
tbIVehicleEF	OBUS	0.21	0.42
tbIVehicleEF	OBUS	0.77	1.41
tbIVehicleEF	OBUS	2.59	1.09
tbIVehicleEF	OBUS	1.9000e-005	1.3700e-004
tbIVehicleEF	OBUS	2.7190e-003	7.7800e-003
tbIVehicleEF	OBUS	1.0200e-003	1.7400e-004
tbIVehicleEF	OBUS	1.9000e-005	1.3200e-004
tbIVehicleEF	OBUS	2.5780e-003	7.4270e-003

tblVehicleEF	OBUS	9.3800e-004	1.6000e-004
tblVehicleEF	OBUS	1.2260e-003	1.1050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	5.7500e-004	5.2800e-004
tblVehicleEF	OBUS	0.04	0.01
tblVehicleEF	OBUS	0.04	0.18
tblVehicleEF	OBUS	0.25	0.07
tblVehicleEF	OBUS	9.3700e-004	8.1700e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.1200e-004	1.2600e-004
tblVehicleEF	OBUS	1.2260e-003	1.1050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	5.7500e-004	5.2800e-004
tblVehicleEF	OBUS	0.04	0.02
tblVehicleEF	OBUS	0.04	0.18
tblVehicleEF	OBUS	0.27	0.08
tblVehicleEF	SBUS	0.84	0.10
tblVehicleEF	SBUS	3.6500e-003	1.6600e-003
tblVehicleEF	SBUS	0.05	8.7250e-003
tblVehicleEF	SBUS	9.39	4.08
tblVehicleEF	SBUS	0.26	0.16
tblVehicleEF	SBUS	7.00	1.12
tblVehicleEF	SBUS	954.95	307.32
tblVehicleEF	SBUS	967.85	834.52
tblVehicleEF	SBUS	64.75	6.63
tblVehicleEF	SBUS	1.88	1.30
tblVehicleEF	SBUS	0.80	1.09
tblVehicleEF	SBUS	9.99	1.78

tblVehicleEF	SBUS	1.4100e-004	3.6400e-004
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.5290e-003	6.8240e-003
tblVehicleEF	SBUS	1.3950e-003	1.0700e-004
tblVehicleEF	SBUS	1.3500e-004	3.4800e-004
tblVehicleEF	SBUS	2.5530e-003	2.5930e-003
tblVehicleEF	SBUS	2.3940e-003	6.5060e-003
tblVehicleEF	SBUS	1.2830e-003	9.8000e-005
tblVehicleEF	SBUS	4.4100e-003	1.5920e-003
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	1.14	0.45
tblVehicleEF	SBUS	2.1060e-003	7.7100e-004
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	0.02	0.10
tblVehicleEF	SBUS	0.39	0.05
tblVehicleEF	SBUS	9.4450e-003	2.9440e-003
tblVehicleEF	SBUS	9.3600e-003	8.0200e-003
tblVehicleEF	SBUS	7.6900e-004	6.6000e-005
tblVehicleEF	SBUS	4.4100e-003	1.5920e-003
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	1.66	0.64
tblVehicleEF	SBUS	2.1060e-003	7.7100e-004
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	0.02	0.10
tblVehicleEF	SBUS	0.42	0.05
tblVehicleEF	UBUS	0.24	1.86
tblVehicleEF	UBUS	0.06	1.6730e-003
tblVehicleEF	UBUS	2.18	14.11
tblVehicleEF	UBUS	8.20	0.14
tblVehicleEF	UBUS	1,839.71	1,664.74

tblVehicleEF	UBUS	143.02	1.26
tblVehicleEF	UBUS	1.57	0.70
tblVehicleEF	UBUS	11.95	0.01
tblVehicleEF	UBUS	0.49	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.02	5.1160e-003
tblVehicleEF	UBUS	1.6760e-003	1.5000e-005
tblVehicleEF	UBUS	0.21	0.03
tblVehicleEF	UBUS	3.0000e-003	8.3320e-003
tblVehicleEF	UBUS	0.02	4.8930e-003
tblVehicleEF	UBUS	1.5410e-003	1.4000e-005
tblVehicleEF	UBUS	3.4210e-003	2.4000e-005
tblVehicleEF	UBUS	0.05	2.0700e-004
tblVehicleEF	UBUS	2.0600e-003	1.1000e-005
tblVehicleEF	UBUS	0.06	0.03
tblVehicleEF	UBUS	0.01	1.1550e-003
tblVehicleEF	UBUS	0.75	6.9960e-003
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	1.5810e-003	1.3000e-005
tblVehicleEF	UBUS	3.4210e-003	2.4000e-005
tblVehicleEF	UBUS	0.05	2.0700e-004
tblVehicleEF	UBUS	2.0600e-003	1.1000e-005
tblVehicleEF	UBUS	0.30	1.90
tblVehicleEF	UBUS	0.01	1.1550e-003
tblVehicleEF	UBUS	0.82	7.6590e-003
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10

tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TL	5.70	0.10
tblVehicleTrips	HS_TL	4.80	0.10
tblVehicleTrips	HW_TL	10.80	0.10
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	4.98	2.44
tblVehicleTrips	ST_TR	2.46	1.21
tblVehicleTrips	ST_TR	8.19	4.02
tblVehicleTrips	ST_TR	42.04	20.61
tblVehicleTrips	SU_TR	3.65	1.79
tblVehicleTrips	SU_TR	1.05	0.51
tblVehicleTrips	SU_TR	5.95	2.92
tblVehicleTrips	SU_TR	20.43	10.02
tblVehicleTrips	WD_TR	4.20	2.06
tblVehicleTrips	WD_TR	11.03	5.41
tblVehicleTrips	WD_TR	8.17	4.01

tblVehicleTrips	WD_TR	44.32	21.73
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	192.64	0.00
tblWoodstoves	NumberNoncatalytic	192.64	0.00
tblWoodstoves	WoodstoveDayYear	14.12	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	110.9386	1.1553	71.4749	5.9100e-003		0.4239	0.4239		0.4239	0.4239	0.0000	501.8617	501.8617	0.1192	7.0500e-003	506.9445
Energy	1.8969	16.9995	12.6903	0.1035		1.3106	1.3106		1.3106	1.3106	0.0000	45,692.4165	45,692.4165	4.0773	1.1133	46,126.1143

Mobile	12.4491	11.5678	60.2078	0.0181	1.1440	0.0320	1.1760	0.3061	0.0296	0.3358	0.0000	2,808.2986	2,808.2986	0.6916	0.0000	2,825.5886
Waste						0.0000	0.0000		0.0000	0.0000	3,507.6148	0.0000	3,507.6148	207.2941	0.0000	8,689.9673
Water						0.0000	0.0000		0.0000	0.0000	1,046.5857	2,128.9745	3,175.5602	3.8962	2.3368	3,969.3355
Total	125.2846	29.7225	144.3730	0.1275	1.1440	1.7665	2.9105	0.3061	1.7641	2.0702	4,554.2006	51,131.5513	55,685.7519	216.0785	3.4572	62,117.9502

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	110.9386	1.1553	71.4749	5.91E-03		0.4239	0.4239		0.4239	0.4239	0	501.8617	501.8617	0.1192	7.05E-03	506.9445
Energy	1.8969	16.9995	12.6903	0.1035		1.3106	1.3106		1.3106	1.3106	0	18,772.41	18,772.41	0.3598	0.3442	18,883.97
Mobile	12.4491	11.5678	60.2078	0.0181	1.144	0.032	1.176	0.3061	0.0296	0.3358	0	2,808.30	2,808.30	0.6916	0	2,825.59
Waste						0	0		0	0	3,507.61	0	3,507.61	207.2941	0	8,689.97
Water						0	0		0	0	1,046.59	2,128.97	3,175.56	3.8962	2.3368	3,969.34
Total	125.2846	29.7225	144.373	0.1275	1.144	1.7665	2.9105	0.3061	1.7641	2.0702	4,554.20	24,211.55	28,765.75	212.361	2.688	34,875.80

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	52.65	48.34	1.72	22.25	43.86

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	12.4491	11.5678	60.2078	0.0181	1.1440	0.0320	1.1760	0.3061	0.0296	0.3358	0.0000	2,808.2986	2,808.2986	0.6916	0.0000	2,825.5886
Unmitigated	12.4491	11.5678	60.2078	0.0181	1.1440	0.0320	1.1760	0.3061	0.0296	0.3358	0.0000	2,808.2986	2,808.2986	0.6916	0.0000	2,825.5886

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	19,841.92	23,502.08	17241.28	727,755	727,755
General Office Building	69,288.03	15,496.95	6531.77	1,916,038	1,916,038
Hotel	3,609.00	3,618.00	2628.00	126,313	126,313
Strip Mall	9,215.69	8,740.70	4249.48	307,157	307,157
Total	101,954.65	51,357.74	30,650.54	3,077,264	3,077,264

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	0.10	0.10	0.10	31.00	15.00	54.00	100	0	0
General Office Building	0.10	0.10	0.10	33.00	48.00	19.00	100	0	0
Hotel	0.10	0.10	0.10	19.40	61.60	19.00	100	0	0
Strip Mall	0.10	0.10	0.10	16.60	64.40	19.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733
General Office Building	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733

Hotel	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733
Strip Mall	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	26,920.0029	26,920.0029	3.7175	0.7691	27,242.1456
NaturalGas Mitigated	1.8969	16.9995	12.6903	0.1035		1.3106	1.3106		1.3106	1.3106	0.0000	18,772.4136	18,772.4136	0.3598	0.3442	18,883.9687
NaturalGas Unmitigated	1.8969	16.9995	12.6903	0.1035		1.3106	1.3106		1.3106	1.3106	0.0000	18,772.4136	18,772.4136	0.3598	0.3442	18,883.9687

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	8.32152e+007	0.4487	3.8344	1.6317	0.0245		0.3100	0.3100		0.3100	0.3100	0.0000	4,440.6790	4,440.6790	0.0851	0.0814	4,467.0678

General Office Building	2.09657e+008	1.1305	10.2773	8.6329	0.0617		0.7811	0.7811		0.7811	0.7811	0.0000	11,188.1033	11,188.1033	0.2144	0.2051	11,254.5886
Hotel	5.79043e+007	0.3122	2.8385	2.3843	0.0170		0.2157	0.2157		0.2157	0.2157	0.0000	3,089.9944	3,089.9944	0.0592	0.0567	3,108.3567
Strip Mall	1.00512e+006	5.4200e-003	0.0493	0.0414	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	53.6369	53.6369	1.0300e-003	9.8000e-004	53.9556
Total		1.8969	16.9995	12.6903	0.1035		1.3106	1.3106		1.3106	1.3106	0.0000	18,772.4136	18,772.4136	0.3598	0.3442	18,883.9687

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	8.32152e+007	0.4487	3.8344	1.6317	0.0245		0.3100	0.3100		0.3100	0.3100	0.0000	4,440.6790	4,440.6790	0.0851	0.0814	4,467.0678
General Office Building	2.09657e+008	1.1305	10.2773	8.6329	0.0617		0.7811	0.7811		0.7811	0.7811	0.0000	11,188.1033	11,188.1033	0.2144	0.2051	11,254.5886
Hotel	5.79043e+007	0.3122	2.8385	2.3843	0.0170		0.2157	0.2157		0.2157	0.2157	0.0000	3,089.9944	3,089.9944	0.0592	0.0567	3,108.3567
Strip Mall	1.00512e+006	5.4200e-003	0.0493	0.0414	3.0000e-004		3.7400e-003	3.7400e-003		3.7400e-003	3.7400e-003	0.0000	53.6369	53.6369	1.0300e-003	9.8000e-004	53.9556
Total		1.8969	16.9995	12.6903	0.1035		1.3106	1.3106		1.3106	1.3106	0.0000	18,772.4136	18,772.4136	0.3598	0.3442	18,883.9687

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	3.97643e+007	3,787.7213	0.5231	0.1082	3,833.0477
General Office Building	2.28356e+008	21,751.9077	3.0038	0.6215	22,012.2056

Mitigated	110.9386	1.1553	71.4749	5.9100e-003		0.4239	0.4239		0.4239	0.4239	0.0000	501.8617	501.8617	0.1192	7.0500e-003	506.9445
Unmitigated	110.9386	1.1553	71.4749	5.9100e-003		0.4239	0.4239		0.4239	0.4239	0.0000	501.8617	501.8617	0.1192	7.0500e-003	506.9445

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	14.3612					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	94.3971					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0389	0.3323	0.1414	2.1200e-003		0.0269	0.0269		0.0269	0.0269	0.0000	384.7847	384.7847	7.3800e-003	7.0500e-003	387.0713
Landscaping	2.1415	0.8230	71.3336	3.7900e-003		0.3971	0.3971		0.3971	0.3971	0.0000	117.0771	117.0771	0.1119	0.0000	119.8733
Total	110.9386	1.1553	71.4749	5.9100e-003		0.4239	0.4239		0.4239	0.4239	0.0000	501.8617	501.8617	0.1192	7.0500e-003	506.9445

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	14.3612					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	94.3971					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0389	0.3323	0.1414	2.1200e-003		0.0269	0.0269		0.0269	0.0269	0.0000	384.7847	384.7847	7.3800e-003	7.0500e-003	387.0713

Landscaping	2.1415	0.8230	71.3336	3.7900e-003		0.3971	0.3971		0.3971	0.3971	0.0000	117.0771	117.0771	0.1119	0.0000	119.8733
Total	110.9386	1.1553	71.4749	5.9100e-003		0.4239	0.4239		0.4239	0.4239	0.0000	501.8617	501.8617	0.1192	7.0500e-003	506.9445

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3,175.5602	3.8962	2.3368	3,969.3355
Unmitigated	3,175.5602	3.8962	2.3368	3,969.3355

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	627.564 / 395.638	677.3946	0.8271	0.4959	845.8382
General Office Building	2276.31 / 1395.16	2,443.7505	2.9982	1.7982	3,054.5721
Hotel	22.8301 / 2.53668	20.6902	0.0295	0.0179	26.7706
Strip Mall	31.4142 / 19.2538	33.7250	0.0414	0.0248	42.1546

Total		3,175.5602	3.8962	2.3368	3,969.3355
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Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	627.564 / 395.638	677.3946	0.8271	0.4959	845.8382
General Office Building	2276.31 / 1395.16	2,443.7505	2.9982	1.7982	3,054.5721
Hotel	22.8301 / 2.53668	20.6902	0.0295	0.0179	26.7706
Strip Mall	31.4142 / 19.2538	33.7250	0.0414	0.0248	42.1546
Total		3,175.5602	3.8962	2.3368	3,969.3355

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3,507.6148	207.2941	0.0000	8,689.9673
Unmitigated	3,507.6148	207.2941	0.0000	8,689.9673

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	4430.72	899.3961	53.1528	0.0000	2,228.2158
General Office Building	11910.9	2,417.8010	142.8880	0.0000	5,989.9996
Hotel	492.75	100.0238	5.9112	0.0000	247.8047
Strip Mall	445.31	90.3939	5.3421	0.0000	223.9471
Total		3,507.6148	207.2941	0.0000	8,689.9673

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	4430.72	899.3961	53.1528	0.0000	2,228.2158
General Office Building	11910.9	2,417.8010	142.8880	0.0000	5,989.9996
Hotel	492.75	100.0238	5.9112	0.0000	247.8047
Strip Mall	445.31	90.3939	5.3421	0.0000	223.9471
Total		3,507.6148	207.2941	0.0000	8,689.9673

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

2015 Original DTS AQ-GHG Model - Santa Clara County, Annual

**2015 DTS 2040 AQ-GHG Model
Santa Clara County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	14,200.00	1000sqft	325.99	14,200,000.00	0
Hotel	3,600.00	Room	120.00	5,227,200.00	0
Apartments High Rise	14,360.00	Dwelling Unit	231.61	14,360,000.00	41070
Strip Mall	1,400.00	1000sqft	32.14	1,400,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4	Operational Year	2015		
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	405	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E provider to City of San Jose. Default intensity factors for the 2015 existing land use mode.
http://www.pgecorp.com/corp_responsibility/reports/2019/en02_climate_change.html

Land Use - Original DTS: Office = 14,200,000 SF, Retail = 1,400,000 SF, Residential = 14,360 High-Rise Units, Hotel = 3,600 Rooms

Construction Phase - No construction

Vehicle Trips - Idle/Start Emissions: 0.1 trip length. Trip Generation Rates altered using the VMT data from Hexagon and CalEEMod default VMT data. 100% pass-by, using altered trip gen and VMT

Vehicle Emission Factors - 2015 Santa Clara County - EMFAC2017 Emission Factors

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - No wood applications but assuing natural gas fireplaces. Total number of gas fireplaces = 4595.2

Energy Use -

Water And Wastewater - Assuming all water treated in a wastewater treatment plant

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	480.00	0.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	2,154.00	4,595.20
tblFireplaces	NumberWood	2,441.20	0.00
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.58	0.58
tblFleetMix	LDA	0.58	0.58
tblFleetMix	LDA	0.58	0.58
tblFleetMix	LDA	0.58	0.58
tblFleetMix	LDT1	0.04	0.05
tblFleetMix	LDT1	0.04	0.05
tblFleetMix	LDT1	0.04	0.05
tblFleetMix	LDT1	0.04	0.05
tblFleetMix	LDT2	0.19	0.19
tblFleetMix	LDT2	0.19	0.19
tblFleetMix	LDT2	0.19	0.19
tblFleetMix	LDT2	0.19	0.19

tbIFleetMix	LHD1	0.02	0.02
tbIFleetMix	LHD1	0.02	0.02
tbIFleetMix	LHD1	0.02	0.02
tbIFleetMix	LHD1	0.02	0.02
tbIFleetMix	LHD2	4.8780e-003	4.5070e-003
tbIFleetMix	LHD2	4.8780e-003	4.5070e-003
tbIFleetMix	LHD2	4.8780e-003	4.5070e-003
tbIFleetMix	LHD2	4.8780e-003	4.5070e-003
tbIFleetMix	MCY	5.4870e-003	5.7010e-003
tbIFleetMix	MCY	5.4870e-003	5.7010e-003
tbIFleetMix	MCY	5.4870e-003	5.7010e-003
tbIFleetMix	MCY	5.4870e-003	5.7010e-003
tbIFleetMix	MDV	0.12	0.11
tbIFleetMix	MDV	0.12	0.11
tbIFleetMix	MDV	0.12	0.11
tbIFleetMix	MDV	0.12	0.11
tbIFleetMix	MH	9.4700e-004	9.0900e-004
tbIFleetMix	MH	9.4700e-004	9.0900e-004
tbIFleetMix	MH	9.4700e-004	9.0900e-004
tbIFleetMix	MH	9.4700e-004	9.0900e-004
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	OBUS	1.9090e-003	1.6510e-003
tbIFleetMix	OBUS	1.9090e-003	1.6510e-003
tbIFleetMix	OBUS	1.9090e-003	1.6510e-003
tbIFleetMix	OBUS	1.9090e-003	1.6510e-003
tbIFleetMix	SBUS	5.8400e-004	8.6400e-004
tbIFleetMix	SBUS	5.8400e-004	8.6400e-004

tbIFleetMix	SBUS	5.8400e-004	8.6400e-004
tbIFleetMix	SBUS	5.8400e-004	8.6400e-004
tbIFleetMix	UBUS	1.7450e-003	1.3300e-003
tbIFleetMix	UBUS	1.7450e-003	1.3300e-003
tbIFleetMix	UBUS	1.7450e-003	1.3300e-003
tbIFleetMix	UBUS	1.7450e-003	1.3300e-003
tbIProjectCharacteristics	CO2IntensityFactor	641.35	405
tbIVehicleEF	HHD	0.65	0.03
tbIVehicleEF	HHD	0.06	0.07
tbIVehicleEF	HHD	0.28	0.00
tbIVehicleEF	HHD	3.90	3.63
tbIVehicleEF	HHD	1.50	1.70
tbIVehicleEF	HHD	7.09	6.1040e-003
tbIVehicleEF	HHD	4,042.85	915.46
tbIVehicleEF	HHD	1,774.15	1,746.11
tbIVehicleEF	HHD	19.93	0.31
tbIVehicleEF	HHD	26.45	6.26
tbIVehicleEF	HHD	7.31	8.21
tbIVehicleEF	HHD	19.42	0.85
tbIVehicleEF	HHD	0.09	0.04
tbIVehicleEF	HHD	0.06	0.06
tbIVehicleEF	HHD	0.04	0.04
tbIVehicleEF	HHD	0.09	0.22
tbIVehicleEF	HHD	8.8700e-004	2.2000e-005
tbIVehicleEF	HHD	0.09	0.04
tbIVehicleEF	HHD	0.03	0.03
tbIVehicleEF	HHD	8.8020e-003	8.8590e-003
tbIVehicleEF	HHD	0.09	0.21
tbIVehicleEF	HHD	8.4200e-004	2.1000e-005
tbIVehicleEF	HHD	3.7700e-004	3.3000e-005

tbIVehicleEF	HHD	0.03	2.6560e-003
tbIVehicleEF	HHD	1.07	0.48
tbIVehicleEF	HHD	1.8500e-004	1.5000e-005
tbIVehicleEF	HHD	0.30	0.51
tbIVehicleEF	HHD	2.4180e-003	0.01
tbIVehicleEF	HHD	0.36	0.00
tbIVehicleEF	HHD	0.04	8.5350e-003
tbIVehicleEF	HHD	0.02	0.02
tbIVehicleEF	HHD	3.2200e-004	3.0000e-006
tbIVehicleEF	HHD	3.7700e-004	3.3000e-005
tbIVehicleEF	HHD	0.03	2.6560e-003
tbIVehicleEF	HHD	1.23	0.55
tbIVehicleEF	HHD	1.8500e-004	1.5000e-005
tbIVehicleEF	HHD	0.38	0.63
tbIVehicleEF	HHD	2.4180e-003	0.01
tbIVehicleEF	HHD	0.39	0.00
tbIVehicleEF	LDA	8.6480e-003	7.9050e-003
tbIVehicleEF	LDA	0.02	0.10
tbIVehicleEF	LDA	1.08	1.49
tbIVehicleEF	LDA	2.90	2.91
tbIVehicleEF	LDA	310.44	301.34
tbIVehicleEF	LDA	69.67	64.55
tbIVehicleEF	LDA	0.11	0.13
tbIVehicleEF	LDA	0.21	0.34
tbIVehicleEF	LDA	1.8270e-003	1.7480e-003
tbIVehicleEF	LDA	2.6460e-003	2.3150e-003
tbIVehicleEF	LDA	1.6890e-003	1.6150e-003
tbIVehicleEF	LDA	2.4390e-003	2.1340e-003
tbIVehicleEF	LDA	0.06	0.09
tbIVehicleEF	LDA	0.19	0.18

tbIVehicleEF	LDA	0.05	0.07
tbIVehicleEF	LDA	0.03	0.04
tbIVehicleEF	LDA	0.07	0.37
tbIVehicleEF	LDA	0.23	0.52
tbIVehicleEF	LDA	3.1160e-003	6.2000e-005
tbIVehicleEF	LDA	7.4900e-004	0.00
tbIVehicleEF	LDA	0.06	0.09
tbIVehicleEF	LDA	0.19	0.18
tbIVehicleEF	LDA	0.05	0.07
tbIVehicleEF	LDA	0.04	0.05
tbIVehicleEF	LDA	0.07	0.37
tbIVehicleEF	LDA	0.25	0.57
tbIVehicleEF	LDT1	0.02	0.02
tbIVehicleEF	LDT1	0.03	0.14
tbIVehicleEF	LDT1	2.79	2.96
tbIVehicleEF	LDT1	5.90	3.38
tbIVehicleEF	LDT1	361.57	354.11
tbIVehicleEF	LDT1	81.48	77.30
tbIVehicleEF	LDT1	0.28	0.30
tbIVehicleEF	LDT1	0.33	0.47
tbIVehicleEF	LDT1	3.7610e-003	3.3710e-003
tbIVehicleEF	LDT1	4.9420e-003	3.9730e-003
tbIVehicleEF	LDT1	3.4790e-003	3.1130e-003
tbIVehicleEF	LDT1	4.5660e-003	3.6650e-003
tbIVehicleEF	LDT1	0.15	0.19
tbIVehicleEF	LDT1	0.39	0.34
tbIVehicleEF	LDT1	0.10	0.13
tbIVehicleEF	LDT1	0.09	0.09
tbIVehicleEF	LDT1	0.28	1.27
tbIVehicleEF	LDT1	0.46	0.78

tblVehicleEF	LDT1	3.6560e-003	2.2910e-003
tblVehicleEF	LDT1	9.2100e-004	0.00
tblVehicleEF	LDT1	0.15	0.19
tblVehicleEF	LDT1	0.39	0.34
tblVehicleEF	LDT1	0.10	0.13
tblVehicleEF	LDT1	0.12	0.12
tblVehicleEF	LDT1	0.28	1.27
tblVehicleEF	LDT1	0.50	0.86
tblVehicleEF	LDT2	0.01	9.1140e-003
tblVehicleEF	LDT2	0.02	0.12
tblVehicleEF	LDT2	1.45	1.77
tblVehicleEF	LDT2	3.55	3.78
tblVehicleEF	LDT2	422.28	399.25
tblVehicleEF	LDT2	95.18	86.54
tblVehicleEF	LDT2	0.19	0.21
tblVehicleEF	LDT2	0.35	0.56
tblVehicleEF	LDT2	1.6380e-003	1.6260e-003
tblVehicleEF	LDT2	2.3990e-003	2.1020e-003
tblVehicleEF	LDT2	1.5100e-003	1.5000e-003
tblVehicleEF	LDT2	2.2100e-003	1.9370e-003
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	0.18	0.17
tblVehicleEF	LDT2	0.05	0.07
tblVehicleEF	LDT2	0.04	0.04
tblVehicleEF	LDT2	0.11	0.57
tblVehicleEF	LDT2	0.26	0.60
tblVehicleEF	LDT2	4.2390e-003	0.01
tblVehicleEF	LDT2	1.0140e-003	1.0600e-004
tblVehicleEF	LDT2	0.06	0.08
tblVehicleEF	LDT2	0.18	0.17

tblVehicleEF	LDT2	0.05	0.07
tblVehicleEF	LDT2	0.05	0.06
tblVehicleEF	LDT2	0.11	0.57
tblVehicleEF	LDT2	0.28	0.66
tblVehicleEF	LHD1	7.2100e-003	6.0090e-003
tblVehicleEF	LHD1	0.04	0.02
tblVehicleEF	LHD1	0.03	0.03
tblVehicleEF	LHD1	0.17	0.20
tblVehicleEF	LHD1	1.96	2.34
tblVehicleEF	LHD1	4.27	1.55
tblVehicleEF	LHD1	8.88	9.26
tblVehicleEF	LHD1	755.54	902.53
tblVehicleEF	LHD1	38.78	14.65
tblVehicleEF	LHD1	0.07	0.06
tblVehicleEF	LHD1	1.96	1.92
tblVehicleEF	LHD1	1.30	0.42
tblVehicleEF	LHD1	7.5300e-004	7.0100e-004
tblVehicleEF	LHD1	9.5250e-003	9.3900e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.5640e-003	5.6700e-004
tblVehicleEF	LHD1	7.2000e-004	6.7000e-004
tblVehicleEF	LHD1	2.3810e-003	2.3470e-003
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	1.4420e-003	5.2700e-004
tblVehicleEF	LHD1	3.1590e-003	3.3230e-003
tblVehicleEF	LHD1	0.11	0.13
tblVehicleEF	LHD1	0.02	0.03
tblVehicleEF	LHD1	1.3980e-003	1.4700e-003
tblVehicleEF	LHD1	0.17	0.18
tblVehicleEF	LHD1	0.35	0.83

tblVehicleEF	LHD1	0.42	0.16
tblVehicleEF	LHD1	7.4720e-003	8.8390e-003
tblVehicleEF	LHD1	4.6800e-004	1.4500e-004
tblVehicleEF	LHD1	3.1590e-003	3.3230e-003
tblVehicleEF	LHD1	0.11	0.13
tblVehicleEF	LHD1	0.03	0.04
tblVehicleEF	LHD1	1.3980e-003	1.4700e-003
tblVehicleEF	LHD1	0.22	0.23
tblVehicleEF	LHD1	0.35	0.83
tblVehicleEF	LHD1	0.46	0.17
tblVehicleEF	LHD2	4.9490e-003	4.0050e-003
tblVehicleEF	LHD2	0.02	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	0.14	0.15
tblVehicleEF	LHD2	1.23	1.27
tblVehicleEF	LHD2	2.56	1.01
tblVehicleEF	LHD2	13.97	14.30
tblVehicleEF	LHD2	776.18	876.76
tblVehicleEF	LHD2	29.56	10.11
tblVehicleEF	LHD2	0.12	0.12
tblVehicleEF	LHD2	2.18	2.36
tblVehicleEF	LHD2	0.81	0.26
tblVehicleEF	LHD2	1.2890e-003	1.2980e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	8.5400e-004	2.3400e-004
tblVehicleEF	LHD2	1.2330e-003	1.2420e-003
tblVehicleEF	LHD2	2.6240e-003	2.6210e-003
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.8700e-004	2.1500e-004

tblVehicleEF	LHD2	1.8020e-003	1.8780e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.02	0.02
tblVehicleEF	LHD2	7.7500e-004	8.0300e-004
tblVehicleEF	LHD2	0.16	0.16
tblVehicleEF	LHD2	0.18	0.51
tblVehicleEF	LHD2	0.24	0.08
tblVehicleEF	LHD2	7.5800e-003	8.4920e-003
tblVehicleEF	LHD2	3.4300e-004	1.0000e-004
tblVehicleEF	LHD2	1.8020e-003	1.8780e-003
tblVehicleEF	LHD2	0.07	0.07
tblVehicleEF	LHD2	0.02	0.03
tblVehicleEF	LHD2	7.7500e-004	8.0300e-004
tblVehicleEF	LHD2	0.19	0.20
tblVehicleEF	LHD2	0.18	0.51
tblVehicleEF	LHD2	0.26	0.09
tblVehicleEF	MCY	0.40	0.35
tblVehicleEF	MCY	0.17	0.27
tblVehicleEF	MCY	23.11	23.38
tblVehicleEF	MCY	9.98	8.77
tblVehicleEF	MCY	163.48	211.58
tblVehicleEF	MCY	49.25	64.56
tblVehicleEF	MCY	1.19	1.19
tblVehicleEF	MCY	0.32	0.27
tblVehicleEF	MCY	1.6460e-003	1.6690e-003
tblVehicleEF	MCY	4.8410e-003	4.2760e-003
tblVehicleEF	MCY	1.5540e-003	1.5770e-003
tblVehicleEF	MCY	4.5990e-003	4.0630e-003
tblVehicleEF	MCY	0.92	1.85
tblVehicleEF	MCY	0.80	0.82

tbIVehicleEF	MCY	0.51	1.03
tbIVehicleEF	MCY	2.49	2.50
tbIVehicleEF	MCY	0.77	2.96
tbIVehicleEF	MCY	2.36	2.08
tbIVehicleEF	MCY	2.0820e-003	2.0940e-003
tbIVehicleEF	MCY	7.2600e-004	6.3900e-004
tbIVehicleEF	MCY	0.92	1.85
tbIVehicleEF	MCY	0.80	0.82
tbIVehicleEF	MCY	0.51	1.03
tbIVehicleEF	MCY	2.97	2.98
tbIVehicleEF	MCY	0.77	2.96
tbIVehicleEF	MCY	2.56	2.27
tbIVehicleEF	MDV	0.02	0.01
tbIVehicleEF	MDV	0.03	0.15
tbIVehicleEF	MDV	2.16	2.09
tbIVehicleEF	MDV	5.42	4.72
tbIVehicleEF	MDV	543.43	478.08
tbIVehicleEF	MDV	120.66	103.27
tbIVehicleEF	MDV	0.31	0.27
tbIVehicleEF	MDV	0.53	0.68
tbIVehicleEF	MDV	1.9280e-003	1.8920e-003
tbIVehicleEF	MDV	2.8980e-003	2.5540e-003
tbIVehicleEF	MDV	1.7800e-003	1.7480e-003
tbIVehicleEF	MDV	2.6700e-003	2.3540e-003
tbIVehicleEF	MDV	0.07	0.09
tbIVehicleEF	MDV	0.20	0.19
tbIVehicleEF	MDV	0.06	0.08
tbIVehicleEF	MDV	0.06	0.06
tbIVehicleEF	MDV	0.13	0.62
tbIVehicleEF	MDV	0.46	0.80

tblVehicleEF	MDV	5.4580e-003	4.7280e-003
tblVehicleEF	MDV	1.3050e-003	1.0220e-003
tblVehicleEF	MDV	0.07	0.09
tblVehicleEF	MDV	0.20	0.19
tblVehicleEF	MDV	0.06	0.08
tblVehicleEF	MDV	0.08	0.08
tblVehicleEF	MDV	0.13	0.62
tblVehicleEF	MDV	0.50	0.88
tblVehicleEF	MH	0.08	0.05
tblVehicleEF	MH	0.06	0.04
tblVehicleEF	MH	9.29	7.49
tblVehicleEF	MH	11.86	3.08
tblVehicleEF	MH	1,258.85	1,698.12
tblVehicleEF	MH	78.38	26.69
tblVehicleEF	MH	2.19	2.17
tblVehicleEF	MH	1.23	0.26
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	0.04	0.04
tblVehicleEF	MH	3.9150e-003	9.9500e-004
tblVehicleEF	MH	3.1920e-003	3.2260e-003
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	3.6780e-003	9.3300e-004
tblVehicleEF	MH	1.51	1.48
tblVehicleEF	MH	0.13	0.12
tblVehicleEF	MH	0.48	0.47
tblVehicleEF	MH	0.36	0.31
tblVehicleEF	MH	0.03	2.51
tblVehicleEF	MH	0.85	0.24
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	9.9700e-004	2.6400e-004

tblVehicleEF	MH	1.51	1.48
tblVehicleEF	MH	0.13	0.12
tblVehicleEF	MH	0.48	0.47
tblVehicleEF	MH	0.45	0.39
tblVehicleEF	MH	0.03	2.51
tblVehicleEF	MH	0.93	0.26
tblVehicleEF	MHD	0.02	3.3610e-003
tblVehicleEF	MHD	0.03	0.04
tblVehicleEF	MHD	0.12	0.01
tblVehicleEF	MHD	0.64	0.38
tblVehicleEF	MHD	1.75	2.47
tblVehicleEF	MHD	13.58	1.53
tblVehicleEF	MHD	142.40	80.12
tblVehicleEF	MHD	1,225.67	1,265.94
tblVehicleEF	MHD	71.77	10.70
tblVehicleEF	MHD	1.56	1.03
tblVehicleEF	MHD	5.12	6.81
tblVehicleEF	MHD	10.91	0.47
tblVehicleEF	MHD	9.5690e-003	7.5040e-003
tblVehicleEF	MHD	0.16	0.28
tblVehicleEF	MHD	2.5520e-003	3.3400e-004
tblVehicleEF	MHD	9.1550e-003	7.1790e-003
tblVehicleEF	MHD	0.15	0.26
tblVehicleEF	MHD	2.3850e-003	3.1300e-004
tblVehicleEF	MHD	2.1670e-003	9.7500e-004
tblVehicleEF	MHD	0.10	0.05
tblVehicleEF	MHD	0.05	0.03
tblVehicleEF	MHD	9.5600e-004	4.2800e-004
tblVehicleEF	MHD	0.37	0.68
tblVehicleEF	MHD	0.05	0.23

tbIVehicleEF	MHD	0.89	0.10
tbIVehicleEF	MHD	1.3720e-003	7.6000e-004
tbIVehicleEF	MHD	0.01	0.01
tbIVehicleEF	MHD	9.5900e-004	1.0600e-004
tbIVehicleEF	MHD	2.1670e-003	9.7500e-004
tbIVehicleEF	MHD	0.10	0.05
tbIVehicleEF	MHD	0.07	0.04
tbIVehicleEF	MHD	9.5600e-004	4.2800e-004
tbIVehicleEF	MHD	0.43	0.78
tbIVehicleEF	MHD	0.05	0.23
tbIVehicleEF	MHD	0.97	0.11
tbIVehicleEF	OBUS	0.01	9.2570e-003
tbIVehicleEF	OBUS	0.02	0.02
tbIVehicleEF	OBUS	0.04	0.02
tbIVehicleEF	OBUS	0.38	0.59
tbIVehicleEF	OBUS	1.38	2.10
tbIVehicleEF	OBUS	8.00	2.45
tbIVehicleEF	OBUS	112.68	98.38
tbIVehicleEF	OBUS	1,352.87	1,548.73
tbIVehicleEF	OBUS	71.59	19.00
tbIVehicleEF	OBUS	1.03	0.95
tbIVehicleEF	OBUS	3.69	3.69
tbIVehicleEF	OBUS	3.24	0.61
tbIVehicleEF	OBUS	3.1090e-003	8.8060e-003
tbIVehicleEF	OBUS	0.04	0.13
tbIVehicleEF	OBUS	9.3600e-004	2.4100e-004
tbIVehicleEF	OBUS	2.9740e-003	8.4250e-003
tbIVehicleEF	OBUS	0.04	0.12
tbIVehicleEF	OBUS	8.7300e-004	2.2500e-004
tbIVehicleEF	OBUS	1.4110e-003	1.2020e-003

tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.06	0.09
tblVehicleEF	OBUS	5.5100e-004	4.6600e-004
tblVehicleEF	OBUS	0.17	0.34
tblVehicleEF	OBUS	0.03	0.17
tblVehicleEF	OBUS	0.52	0.14
tblVehicleEF	OBUS	1.0870e-003	9.3500e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	8.5700e-004	1.8800e-004
tblVehicleEF	OBUS	1.4110e-003	1.2020e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.08	0.11
tblVehicleEF	OBUS	5.5100e-004	4.6600e-004
tblVehicleEF	OBUS	0.21	0.40
tblVehicleEF	OBUS	0.03	0.17
tblVehicleEF	OBUS	0.57	0.15
tblVehicleEF	SBUS	0.89	0.04
tblVehicleEF	SBUS	0.05	0.01
tblVehicleEF	SBUS	0.15	4.2900e-003
tblVehicleEF	SBUS	7.72	1.68
tblVehicleEF	SBUS	2.90	1.10
tblVehicleEF	SBUS	14.85	0.70
tblVehicleEF	SBUS	1,184.94	348.16
tblVehicleEF	SBUS	1,108.36	1,129.61
tblVehicleEF	SBUS	48.76	3.37
tblVehicleEF	SBUS	13.43	4.27
tblVehicleEF	SBUS	6.97	6.80
tblVehicleEF	SBUS	13.89	0.39
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	0.01	0.01

tblVehicleEF	SBUS	0.07	0.06
tblVehicleEF	SBUS	1.1740e-003	3.4000e-005
tblVehicleEF	SBUS	0.04	9.9020e-003
tblVehicleEF	SBUS	2.6740e-003	2.7660e-003
tblVehicleEF	SBUS	0.06	0.06
tblVehicleEF	SBUS	1.0800e-003	3.2000e-005
tblVehicleEF	SBUS	6.7100e-003	5.8400e-004
tblVehicleEF	SBUS	0.06	4.7000e-003
tblVehicleEF	SBUS	0.95	0.20
tblVehicleEF	SBUS	2.0940e-003	1.8100e-004
tblVehicleEF	SBUS	0.25	0.16
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	0.77	0.03
tblVehicleEF	SBUS	0.01	3.3080e-003
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	7.4500e-004	3.3000e-005
tblVehicleEF	SBUS	6.7100e-003	5.8400e-004
tblVehicleEF	SBUS	0.06	4.7000e-003
tblVehicleEF	SBUS	1.34	0.28
tblVehicleEF	SBUS	2.0940e-003	1.8100e-004
tblVehicleEF	SBUS	0.32	0.19
tblVehicleEF	SBUS	0.04	0.04
tblVehicleEF	SBUS	0.84	0.03
tblVehicleEF	UBUS	0.29	0.19
tblVehicleEF	UBUS	0.04	2.1640e-003
tblVehicleEF	UBUS	8.39	1.51
tblVehicleEF	UBUS	7.63	0.14
tblVehicleEF	UBUS	2,318.62	1,928.35
tblVehicleEF	UBUS	54.83	1.64
tblVehicleEF	UBUS	19.98	13.80

tblVehicleEF	UBUS	18.00	0.02
tblVehicleEF	UBUS	0.72	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.47	0.02
tblVehicleEF	UBUS	7.8000e-004	1.0000e-006
tblVehicleEF	UBUS	0.31	0.03
tblVehicleEF	UBUS	3.0000e-003	8.3320e-003
tblVehicleEF	UBUS	0.45	0.02
tblVehicleEF	UBUS	7.2400e-004	1.0000e-006
tblVehicleEF	UBUS	2.6540e-003	5.7000e-005
tblVehicleEF	UBUS	0.06	7.3300e-004
tblVehicleEF	UBUS	1.1370e-003	3.3000e-005
tblVehicleEF	UBUS	1.25	0.02
tblVehicleEF	UBUS	8.7850e-003	4.3240e-003
tblVehicleEF	UBUS	0.49	9.1640e-003
tblVehicleEF	UBUS	0.02	0.02
tblVehicleEF	UBUS	6.8300e-004	1.6000e-005
tblVehicleEF	UBUS	2.6540e-003	5.7000e-005
tblVehicleEF	UBUS	0.06	7.3300e-004
tblVehicleEF	UBUS	1.1370e-003	3.3000e-005
tblVehicleEF	UBUS	1.65	0.21
tblVehicleEF	UBUS	8.7850e-003	4.3240e-003
tblVehicleEF	UBUS	0.54	0.01
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CW_TL	9.50	0.10

tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TL	5.70	0.10
tblVehicleTrips	HS_TL	4.80	0.10
tblVehicleTrips	HW_TL	10.80	0.10
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	4.98	1.16
tblVehicleTrips	ST_TR	2.46	0.57
tblVehicleTrips	ST_TR	8.19	1.91
tblVehicleTrips	ST_TR	42.04	9.79
tblVehicleTrips	SU_TR	3.65	0.85
tblVehicleTrips	SU_TR	1.05	0.24
tblVehicleTrips	SU_TR	5.95	1.39
tblVehicleTrips	SU_TR	20.43	4.76
tblVehicleTrips	WD_TR	4.20	0.98
tblVehicleTrips	WD_TR	11.03	2.57
tblVehicleTrips	WD_TR	8.17	1.90
tblVehicleTrips	WD_TR	44.32	10.32
tblWater	AerobicPercent	87.46	100.00

tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	287.20	0.00
tblWoodstoves	NumberNoncatalytic	287.20	0.00
tblWoodstoves	WoodstoveDayYear	14.12	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.2 Overall Operational Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	161.9434	1.7768	109.0173	8.81E-03		0.6223	0.6223		0.6223	0.6223	0	748.1741	748.1741	0.1931	0.0105	756.1359
Energy	3.1892	28.6278	21.678	0.174		2.2035	2.2035		2.2035	2.2035	0	99,030.75	99,030.75	5.436	1.5782	99,636.95
Mobile	35.3884	15.6704	86.2006	0.0174	0.8337	0.1059	0.9397	0.223	0.0993	0.3222	0	2,923.71	2,923.71	2.4463	0	2,984.86
Waste						0	0		0	0	4,720.07	0	4,720.07	278.948	0	11,693.77

Water						0	0		0	0	1,292.95	5,053.84	6,346.79	4.8121	2.8866	7,327.31
Total	200.5209	46.075	216.8959	0.2001	0.8337	2.9317	3.7654	0.223	2.925	3.148	6,013.02	#####	113,769.50	291.8355	4.4753	122,399.03

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	161.9434	1.7768	109.0173	8.8100e-003		0.6223	0.6223		0.6223	0.6223	0.0000	748.1741	748.1741	0.1931	0.0105	756.1359
Energy	3.1892	28.6278	21.6780	0.1740		2.2035	2.2035		2.2035	2.2035	0.0000	99,030.7523	99,030.7523	5.4360	1.5782	99,636.9489
Mobile	35.3884	15.6704	86.2006	0.0174	0.8337	0.1059	0.9397	0.2230	0.0993	0.3222	0.0000	2,923.7076	2,923.7076	2.4463	0.0000	2,984.8645
Waste						0.0000	0.0000		0.0000	0.0000	4,720.0677	0.0000	4,720.0677	278.9480	0.0000	11,693.7679
Water						0.0000	0.0000		0.0000	0.0000	1,292.9512	5,053.8437	6,346.7948	4.8121	2.8866	7,327.3091
Total	200.5209	46.0750	216.8959	0.2001	0.8337	2.9317	3.7654	0.2230	2.9250	3.1480	6,013.0188	107,756.4776	113,769.4965	291.8355	4.4753	122,399.0263

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	35.3884	15.6704	86.2006	0.0174	0.8337	0.1059	0.9397	0.2230	0.0993	0.3222	0.0000	2,923.7076	2,923.7076	2.4463	0.0000	2,984.8645
Unmitigated	35.3884	15.6704	86.2006	0.0174	0.8337	0.1059	0.9397	0.2230	0.0993	0.3222	0.0000	2,923.7076	2,923.7076	2.4463	0.0000	2,984.8645

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	14,072.80	16,657.60	12206.00	515,984	515,984
General Office Building	36,494.00	8,094.00	3408.00	1,008,654	1,008,654
Hotel	6,840.00	6,876.00	5004.00	239,616	239,616
Strip Mall	14,448.00	13,706.00	6664.00	481,572	481,572
Total	71,854.80	45,333.60	27,282.00	2,245,826	2,245,826

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	0.10	0.10	0.10	31.00	15.00	54.00	100	0	0
General Office Building	0.10	0.10	0.10	33.00	48.00	19.00	100	0	0
Hotel	0.10	0.10	0.10	19.40	61.60	19.00	100	0	0
Strip Mall	0.10	0.10	0.10	16.60	64.40	19.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.581773	0.048561	0.192724	0.109822	0.019605	0.004507	0.012829	0.019722	0.001651	0.001330	0.005701	0.000864	0.000909
General Office Building	0.581773	0.048561	0.192724	0.109822	0.019605	0.004507	0.012829	0.019722	0.001651	0.001330	0.005701	0.000864	0.000909
Hotel	0.581773	0.048561	0.192724	0.109822	0.019605	0.004507	0.012829	0.019722	0.001651	0.001330	0.005701	0.000864	0.000909
Strip Mall	0.581773	0.048561	0.192724	0.109822	0.019605	0.004507	0.012829	0.019722	0.001651	0.001330	0.005701	0.000864	0.000909

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	67,468.6354	67,468.6354	4.8311	0.9995	67,887.2741
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	67,468.6354	67,468.6354	4.8311	0.9995	67,887.2741
NaturalGas Mitigated	3.1892	28.6278	21.6780	0.1740		2.2035	2.2035		2.2035	2.2035	0.0000	31,562.1169	31,562.1169	0.6049	0.5786	31,749.6748
NaturalGas Unmitigated	3.1892	28.6278	21.6780	0.1740		2.2035	2.2035		2.2035	2.2035	0.0000	31,562.1169	31,562.1169	0.6049	0.5786	31,749.6748

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	1.24063e+008	0.6690	5.7166	2.4326	0.0365		0.4622	0.4622		0.4622	0.4622	0.0000	6,620.4476	6,620.4476	0.1269	0.1214	6,659.7896
General Office Building	2.32454e+008	1.2534	11.3948	9.5716	0.0684		0.8660	0.8660		0.8660	0.8660	0.0000	12,404.6307	12,404.6307	0.2378	0.2274	12,478.3452
Hotel	2.31617e+008	1.2489	11.3538	9.5372	0.0681		0.8629	0.8629		0.8629	0.8629	0.0000	12,359.9776	12,359.9776	0.2369	0.2266	12,433.4267
Strip Mall	3.318e+006	0.0179	0.1627	0.1366	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	177.0611	177.0611	3.3900e-003	3.2500e-003	178.1133
Total		3.1892	28.6279	21.6780	0.1740		2.2035	2.2035		2.2035	2.2035	0.0000	31,562.1169	31,562.1169	0.6049	0.5786	31,749.6748

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	1.24063e+008	0.6690	5.7166	2.4326	0.0365		0.4622	0.4622		0.4622	0.4622	0.0000	6,620.4476	6,620.4476	0.1269	0.1214	6,659.7896
General Office Building	2.32454e+008	1.2534	11.3948	9.5716	0.0684		0.8660	0.8660		0.8660	0.8660	0.0000	12,404.6307	12,404.6307	0.2378	0.2274	12,478.3452
Hotel	2.31617e+008	1.2489	11.3538	9.5372	0.0681		0.8629	0.8629		0.8629	0.8629	0.0000	12,359.9776	12,359.9776	0.2369	0.2266	12,433.4267
Strip Mall	3.318e+006	0.0179	0.1627	0.1366	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	177.0611	177.0611	3.3900e-003	3.2500e-003	178.1133
Total		3.1892	28.6279	21.6780	0.1740		2.2035	2.2035		2.2035	2.2035	0.0000	31,562.1169	31,562.1169	0.6049	0.5786	31,749.6748

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	5.92831e+007	10,890.5976	0.7798	0.1613	10,958.1731
General Office Building	2.53186e+008	46,511.5113	3.3305	0.6891	46,800.1124
Hotel	3.98313e+007	7,317.1988	0.5240	0.1084	7,362.6015
Strip Mall	1.4966e+007	2,749.3277	0.1969	0.0407	2,766.3871
Total		67,468.6354	4.8311	0.9995	67,887.2741

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	5.92831e+007	10,890.5976	0.7798	0.1613	10,958.1731
General Office Building	2.53186e+008	46,511.5113	3.3305	0.6891	46,800.1124
Hotel	3.98313e+007	7,317.1988	0.5240	0.1084	7,362.6015
Strip Mall	1.4966e+007	2,749.3277	0.1969	0.0407	2,766.3871
Total		67,468.6354	4.8311	0.9995	67,887.2741

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	161.9434	1.7768	109.0173	8.8100e-003		0.6223	0.6223		0.6223	0.6223	0.0000	748.1741	748.1741	0.1931	0.0105	756.1359
Unmitigated	161.9434	1.7768	109.0173	8.8100e-003		0.6223	0.6223		0.6223	0.6223	0.0000	748.1741	748.1741	0.1931	0.0105	756.1359

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	20.9687					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	137.4236					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0580	0.4953	0.2108	3.1600e-003		0.0401	0.0401		0.0401	0.0401	0.0000	573.6615	573.6615	0.0110	0.0105	577.0705
Landscaping	3.4931	1.2814	108.8065	5.6400e-003		0.5823	0.5823		0.5823	0.5823	0.0000	174.5126	174.5126	0.1821	0.0000	179.0654
Total	161.9434	1.7768	109.0173	8.8000e-003		0.6223	0.6223		0.6223	0.6223	0.0000	748.1741	748.1741	0.1931	0.0105	756.1359

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	20.9687					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	137.4236					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0580	0.4953	0.2108	3.1600e-003		0.0401	0.0401		0.0401	0.0401	0.0000	573.6615	573.6615	0.0110	0.0105	577.0705
Landscaping	3.4931	1.2814	108.8065	5.6400e-003		0.5823	0.5823		0.5823	0.5823	0.0000	174.5126	174.5126	0.1821	0.0000	179.0654
Total	161.9434	1.7768	109.0173	8.8000e-003		0.6223	0.6223		0.6223	0.6223	0.0000	748.1741	748.1741	0.1931	0.0105	756.1359

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	6,346.7948	4.8121	2.8866	7,327.3091
Unmitigated	6,346.7948	4.8121	2.8866	7,327.3091

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	935.612 / 589.842	1,640.2938	1.2331	0.7393	1,891.4202
General Office Building	2523.82 / 1546.86	4,396.2546	3.3242	1.9937	5,073.4933
Hotel	91.3204 / 10.1467	129.6082	0.1182	0.0717	153.9302
Strip Mall	103.702 / 63.559	180.6383	0.1366	0.0819	208.4654
Total		6,346.7948	4.8121	2.8866	7,327.3091

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	935.612 / 589.842	1,640.2938	1.2331	0.7393	1,891.4202
General Office Building	2523.82 / 1546.86	4,396.2546	3.3242	1.9937	5,073.4933
Hotel	91.3204 / 10.1467	129.6082	0.1182	0.0717	153.9302
Strip Mall	103.702 / 63.559	180.6383	0.1366	0.0819	208.4654
Total		6,346.7948	4.8121	2.8866	7,327.3091

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4,720.0677	278.9480	0.0000	11,693.7679
Unmitigated	4,720.0677	278.9480	0.0000	11,693.7679

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	6605.6	1,340.8771	79.2436	0.0000	3,321.9663
General Office Building	13206	2,680.6987	158.4248	0.0000	6,641.3175
Hotel	1971	400.0952	23.6450	0.0000	991.2189
Strip Mall	1470	298.3967	17.6347	0.0000	739.2652
Total		4,720.0677	278.9480	0.0000	11,693.7678

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	6605.6	1,340.8771	79.2436	0.0000	3,321.9663
General Office Building	13206	2,680.6987	158.4248	0.0000	6,641.3175
Hotel	1971	400.0952	23.6450	0.0000	991.2189
Strip Mall	1470	298.3967	17.6347	0.0000	739.2652
Total		4,720.0677	278.9480	0.0000	11,693.7678

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

2040 DTS AQ-GHG Model - Santa Clara County, Annual

**2040 DTS AQ-GHG Model
Santa Clara County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	14,200.00	1000sqft	325.99	14,200,000.00	0
Hotel	3,600.00	Room	120.00	5,227,200.00	0
Apartments High Rise	14,360.00	Dwelling Unit	231.61	14,360,000.00	41070
Strip Mall	1,400.00	1000sqft	32.14	1,400,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2040
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	210	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E provider to City of San Jose. Using intensity factors for the latest published year 2017.
http://www.pgecorp.com/corp_responsibility/reports/2019/en02_climate_change.html

Land Use - Original DTS: Office = 14,200,000 SF, Retail = 1,400,000 SF, Residential = 14,360 High-Rise Units, Hotel = 3,600 Rooms

Construction Phase - No construction

Vehicle Trips - Idle/Start Emissions: 0.1 mile trip length Trip Generation Rates altered using the VMT data from Hexagon and CalEEMod default VMT data. 100% pass-by, using altered trip gen and VMT

Vehicle Emission Factors - 2040 Santa Clara County - EMFAC2017 Emission Factors

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - No wood applications but assuing natural gas fireplaces. Total number of gas fireplaces = 4595.2

Energy Use -

Water And Wastewater - Assuming all water treated in a wastewater treatment plant

Energy Mitigation - SJCE will provide 100% carbon free energy from 2021 and on

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	480.00	0.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	2,154.00	4,595.20
tblFireplaces	NumberWood	2,441.20	0.00
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LDT2	0.18	0.17

tbIFleetMix	LDT2	0.18	0.17
tbIFleetMix	LHD1	0.01	0.02
tbIFleetMix	LHD1	0.01	0.02
tbIFleetMix	LHD1	0.01	0.02
tbIFleetMix	LHD1	0.01	0.02
tbIFleetMix	LHD2	5.1260e-003	5.8390e-003
tbIFleetMix	LHD2	5.1260e-003	5.8390e-003
tbIFleetMix	LHD2	5.1260e-003	5.8390e-003
tbIFleetMix	LHD2	5.1260e-003	5.8390e-003
tbIFleetMix	MCY	5.0770e-003	4.3550e-003
tbIFleetMix	MCY	5.0770e-003	4.3550e-003
tbIFleetMix	MCY	5.0770e-003	4.3550e-003
tbIFleetMix	MCY	5.0770e-003	4.3550e-003
tbIFleetMix	MDV	0.10	0.11
tbIFleetMix	MDV	0.10	0.11
tbIFleetMix	MDV	0.10	0.11
tbIFleetMix	MDV	0.10	0.11
tbIFleetMix	MH	6.4200e-004	7.3300e-004
tbIFleetMix	MH	6.4200e-004	7.3300e-004
tbIFleetMix	MH	6.4200e-004	7.3300e-004
tbIFleetMix	MH	6.4200e-004	7.3300e-004
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	OBUS	2.2990e-003	1.3930e-003
tbIFleetMix	OBUS	2.2990e-003	1.3930e-003
tbIFleetMix	OBUS	2.2990e-003	1.3930e-003
tbIFleetMix	OBUS	2.2990e-003	1.3930e-003
tbIFleetMix	SBUS	6.5300e-004	8.4100e-004

tbIFleetMix	SBUS	6.5300e-004	8.4100e-004
tbIFleetMix	SBUS	6.5300e-004	8.4100e-004
tbIFleetMix	SBUS	6.5300e-004	8.4100e-004
tbIFleetMix	UBUS	1.4220e-003	1.0760e-003
tbIFleetMix	UBUS	1.4220e-003	1.0760e-003
tbIFleetMix	UBUS	1.4220e-003	1.0760e-003
tbIFleetMix	UBUS	1.4220e-003	1.0760e-003
tbIProjectCharacteristics	CO2IntensityFactor	641.35	210
tbIVehicleEF	HHD	0.24	0.02
tbIVehicleEF	HHD	0.06	0.04
tbIVehicleEF	HHD	0.05	0.00
tbIVehicleEF	HHD	1.39	6.54
tbIVehicleEF	HHD	0.94	0.40
tbIVehicleEF	HHD	4.45	8.5380e-003
tbIVehicleEF	HHD	4,055.87	851.66
tbIVehicleEF	HHD	1,476.74	1,063.61
tbIVehicleEF	HHD	13.13	0.06
tbIVehicleEF	HHD	11.61	5.29
tbIVehicleEF	HHD	1.40	2.44
tbIVehicleEF	HHD	19.05	2.29
tbIVehicleEF	HHD	1.6880e-003	1.9740e-003
tbIVehicleEF	HHD	0.06	0.06
tbIVehicleEF	HHD	0.04	0.04
tbIVehicleEF	HHD	5.3590e-003	0.02
tbIVehicleEF	HHD	1.6200e-004	1.0000e-006
tbIVehicleEF	HHD	1.6150e-003	1.8880e-003
tbIVehicleEF	HHD	0.03	0.03
tbIVehicleEF	HHD	8.8700e-003	8.9240e-003
tbIVehicleEF	HHD	5.1270e-003	0.02
tbIVehicleEF	HHD	1.4900e-004	1.0000e-006

tblVehicleEF	HHD	1.1900e-004	2.0000e-006
tblVehicleEF	HHD	5.2120e-003	8.2000e-005
tblVehicleEF	HHD	0.36	0.44
tblVehicleEF	HHD	7.7000e-005	1.0000e-006
tblVehicleEF	HHD	0.08	0.02
tblVehicleEF	HHD	4.8400e-004	4.1500e-004
tblVehicleEF	HHD	0.08	2.0000e-006
tblVehicleEF	HHD	0.04	7.9330e-003
tblVehicleEF	HHD	0.01	9.7550e-003
tblVehicleEF	HHD	2.0300e-004	1.0000e-006
tblVehicleEF	HHD	1.1900e-004	2.0000e-006
tblVehicleEF	HHD	5.2120e-003	8.2000e-005
tblVehicleEF	HHD	0.42	0.50
tblVehicleEF	HHD	7.7000e-005	1.0000e-006
tblVehicleEF	HHD	0.15	0.06
tblVehicleEF	HHD	4.8400e-004	4.1500e-004
tblVehicleEF	HHD	0.08	3.0000e-006
tblVehicleEF	LDA	1.1910e-003	5.8600e-004
tblVehicleEF	LDA	7.0000e-004	0.02
tblVehicleEF	LDA	0.24	0.36
tblVehicleEF	LDA	0.36	1.44
tblVehicleEF	LDA	158.69	199.89
tblVehicleEF	LDA	35.57	41.13
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.01	0.11
tblVehicleEF	LDA	6.3000e-004	5.4000e-004
tblVehicleEF	LDA	1.0050e-003	7.3900e-004
tblVehicleEF	LDA	5.8000e-004	4.9700e-004
tblVehicleEF	LDA	9.2400e-004	6.8000e-004
tblVehicleEF	LDA	9.0280e-003	0.01

tbIVehicleEF	LDA	0.03	0.04
tbIVehicleEF	LDA	8.5250e-003	0.01
tbIVehicleEF	LDA	2.9880e-003	1.7310e-003
tbIVehicleEF	LDA	0.03	0.15
tbIVehicleEF	LDA	9.4370e-003	0.07
tbIVehicleEF	LDA	1.5870e-003	8.4000e-005
tbIVehicleEF	LDA	3.6100e-004	0.00
tbIVehicleEF	LDA	9.0280e-003	0.01
tbIVehicleEF	LDA	0.03	0.04
tbIVehicleEF	LDA	8.5250e-003	0.01
tbIVehicleEF	LDA	4.3460e-003	2.5100e-003
tbIVehicleEF	LDA	0.03	0.15
tbIVehicleEF	LDA	0.01	0.08
tbIVehicleEF	LDT1	1.6740e-003	6.9500e-004
tbIVehicleEF	LDT1	1.1120e-003	0.02
tbIVehicleEF	LDT1	0.31	0.38
tbIVehicleEF	LDT1	0.48	1.54
tbIVehicleEF	LDT1	201.86	239.08
tbIVehicleEF	LDT1	45.83	49.94
tbIVehicleEF	LDT1	0.02	0.02
tbIVehicleEF	LDT1	0.02	0.13
tbIVehicleEF	LDT1	7.8800e-004	6.0500e-004
tbIVehicleEF	LDT1	1.2490e-003	8.4200e-004
tbIVehicleEF	LDT1	7.2400e-004	5.5600e-004
tbIVehicleEF	LDT1	1.1490e-003	7.7400e-004
tbIVehicleEF	LDT1	0.02	0.02
tbIVehicleEF	LDT1	0.05	0.05
tbIVehicleEF	LDT1	0.02	0.02
tbIVehicleEF	LDT1	4.1500e-003	2.1240e-003
tbIVehicleEF	LDT1	0.04	0.21

tbIVehicleEF	LDT1	0.01	0.08
tbIVehicleEF	LDT1	2.0200e-003	2.4290e-003
tbIVehicleEF	LDT1	4.6600e-004	0.00
tbIVehicleEF	LDT1	0.02	0.02
tbIVehicleEF	LDT1	0.05	0.05
tbIVehicleEF	LDT1	0.02	0.02
tbIVehicleEF	LDT1	6.0530e-003	3.0990e-003
tbIVehicleEF	LDT1	0.04	0.21
tbIVehicleEF	LDT1	0.02	0.09
tbIVehicleEF	LDT2	1.8650e-003	9.2200e-004
tbIVehicleEF	LDT2	1.3110e-003	0.03
tbIVehicleEF	LDT2	0.37	0.45
tbIVehicleEF	LDT2	0.54	1.96
tbIVehicleEF	LDT2	232.94	240.16
tbIVehicleEF	LDT2	52.57	50.31
tbIVehicleEF	LDT2	0.03	0.02
tbIVehicleEF	LDT2	0.02	0.13
tbIVehicleEF	LDT2	7.5600e-004	6.2000e-004
tbIVehicleEF	LDT2	1.1740e-003	7.8800e-004
tbIVehicleEF	LDT2	6.9600e-004	5.7200e-004
tbIVehicleEF	LDT2	1.0790e-003	7.2500e-004
tbIVehicleEF	LDT2	0.02	0.03
tbIVehicleEF	LDT2	0.04	0.05
tbIVehicleEF	LDT2	0.02	0.03
tbIVehicleEF	LDT2	4.6400e-003	3.0660e-003
tbIVehicleEF	LDT2	0.04	0.21
tbIVehicleEF	LDT2	0.02	0.11
tbIVehicleEF	LDT2	2.3310e-003	8.6920e-003
tbIVehicleEF	LDT2	5.3400e-004	8.7000e-005
tbIVehicleEF	LDT2	0.02	0.03

tbIVehicleEF	LDT2	0.04	0.05
tbIVehicleEF	LDT2	0.02	0.03
tbIVehicleEF	LDT2	6.7620e-003	4.4330e-003
tbIVehicleEF	LDT2	0.04	0.21
tbIVehicleEF	LDT2	0.02	0.12
tbIVehicleEF	LHD1	2.9240e-003	3.4210e-003
tbIVehicleEF	LHD1	4.9730e-003	3.9080e-003
tbIVehicleEF	LHD1	4.9640e-003	5.9710e-003
tbIVehicleEF	LHD1	0.13	0.17
tbIVehicleEF	LHD1	0.45	0.36
tbIVehicleEF	LHD1	1.04	0.77
tbIVehicleEF	LHD1	8.82	7.58
tbIVehicleEF	LHD1	612.09	637.02
tbIVehicleEF	LHD1	22.60	8.76
tbIVehicleEF	LHD1	0.05	0.03
tbIVehicleEF	LHD1	0.18	0.09
tbIVehicleEF	LHD1	0.37	0.17
tbIVehicleEF	LHD1	6.5200e-004	9.8200e-004
tbIVehicleEF	LHD1	0.01	9.9810e-003
tbIVehicleEF	LHD1	6.6710e-003	5.1070e-003
tbIVehicleEF	LHD1	4.7600e-004	1.8200e-004
tbIVehicleEF	LHD1	6.2400e-004	9.4000e-004
tbIVehicleEF	LHD1	2.6490e-003	2.4950e-003
tbIVehicleEF	LHD1	6.3540e-003	4.8440e-003
tbIVehicleEF	LHD1	4.3700e-004	1.6700e-004
tbIVehicleEF	LHD1	0.04	0.03
tbIVehicleEF	LHD1	0.01	0.01
tbIVehicleEF	LHD1	6.1900e-004	6.1300e-004
tbIVehicleEF	LHD1	0.09	0.07
tbIVehicleEF	LHD1	0.09	0.17

tblVehicleEF	LHD1	0.07	0.03
tblVehicleEF	LHD1	8.7000e-005	7.3000e-005
tblVehicleEF	LHD1	5.9650e-003	6.2070e-003
tblVehicleEF	LHD1	2.4400e-004	8.7000e-005
tblVehicleEF	LHD1	0.04	0.03
tblVehicleEF	LHD1	0.02	0.02
tblVehicleEF	LHD1	6.1900e-004	6.1300e-004
tblVehicleEF	LHD1	0.10	0.08
tblVehicleEF	LHD1	0.09	0.17
tblVehicleEF	LHD1	0.07	0.03
tblVehicleEF	LHD2	2.1510e-003	2.0850e-003
tblVehicleEF	LHD2	4.7820e-003	4.8230e-003
tblVehicleEF	LHD2	2.0180e-003	3.0030e-003
tblVehicleEF	LHD2	0.12	0.13
tblVehicleEF	LHD2	0.44	0.47
tblVehicleEF	LHD2	0.82	0.43
tblVehicleEF	LHD2	13.32	12.02
tblVehicleEF	LHD2	662.85	624.36
tblVehicleEF	LHD2	20.99	5.60
tblVehicleEF	LHD2	0.05	0.05
tblVehicleEF	LHD2	0.08	0.16
tblVehicleEF	LHD2	0.18	0.09
tblVehicleEF	LHD2	8.6800e-004	1.5090e-003
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	7.2620e-003	0.01
tblVehicleEF	LHD2	3.8300e-004	1.0000e-004
tblVehicleEF	LHD2	8.3000e-004	1.4430e-003
tblVehicleEF	LHD2	2.7110e-003	2.7210e-003
tblVehicleEF	LHD2	6.9240e-003	0.01
tblVehicleEF	LHD2	3.5200e-004	9.2000e-005

tblVehicleEF	LHD2	4.4200e-004	4.8400e-004
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	2.8000e-004	3.1000e-004
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.03	0.08
tblVehicleEF	LHD2	0.03	0.01
tblVehicleEF	LHD2	1.3000e-004	1.1500e-004
tblVehicleEF	LHD2	6.4390e-003	6.0190e-003
tblVehicleEF	LHD2	2.2300e-004	5.5000e-005
tblVehicleEF	LHD2	4.4200e-004	4.8400e-004
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	2.8000e-004	3.1000e-004
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.03	0.08
tblVehicleEF	LHD2	0.03	0.01
tblVehicleEF	MCY	0.46	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	17.05	17.07
tblVehicleEF	MCY	10.45	9.32
tblVehicleEF	MCY	172.03	209.59
tblVehicleEF	MCY	41.48	58.06
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.32	0.27
tblVehicleEF	MCY	2.2420e-003	2.2350e-003
tblVehicleEF	MCY	3.3930e-003	2.9700e-003
tblVehicleEF	MCY	2.0900e-003	2.0830e-003
tblVehicleEF	MCY	3.1660e-003	2.7710e-003
tblVehicleEF	MCY	0.88	1.82

tbIVehicleEF	MCY	0.59	0.63
tbIVehicleEF	MCY	0.46	0.96
tbIVehicleEF	MCY	2.10	2.10
tbIVehicleEF	MCY	0.40	1.25
tbIVehicleEF	MCY	2.07	1.84
tbIVehicleEF	MCY	2.0620e-003	2.0740e-003
tbIVehicleEF	MCY	6.4600e-004	5.7500e-004
tbIVehicleEF	MCY	0.88	1.82
tbIVehicleEF	MCY	0.59	0.63
tbIVehicleEF	MCY	0.46	0.96
tbIVehicleEF	MCY	2.64	2.64
tbIVehicleEF	MCY	0.40	1.25
tbIVehicleEF	MCY	2.26	2.01
tbIVehicleEF	MDV	2.8050e-003	9.3100e-004
tbIVehicleEF	MDV	3.1350e-003	0.03
tbIVehicleEF	MDV	0.47	0.44
tbIVehicleEF	MDV	0.84	1.96
tbIVehicleEF	MDV	311.48	290.09
tbIVehicleEF	MDV	69.40	59.43
tbIVehicleEF	MDV	0.04	0.02
tbIVehicleEF	MDV	0.05	0.13
tbIVehicleEF	MDV	8.4400e-004	6.1500e-004
tbIVehicleEF	MDV	1.3060e-003	8.0000e-004
tbIVehicleEF	MDV	7.7700e-004	5.6700e-004
tbIVehicleEF	MDV	1.2010e-003	7.3500e-004
tbIVehicleEF	MDV	0.04	0.05
tbIVehicleEF	MDV	0.09	0.07
tbIVehicleEF	MDV	0.04	0.05
tbIVehicleEF	MDV	7.0530e-003	3.1500e-003
tbIVehicleEF	MDV	0.06	0.22

tblVehicleEF	MDV	0.04	0.11
tblVehicleEF	MDV	3.1130e-003	2.5670e-003
tblVehicleEF	MDV	7.0700e-004	5.2700e-004
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.01	4.5460e-003
tblVehicleEF	MDV	0.06	0.22
tblVehicleEF	MDV	0.05	0.12
tblVehicleEF	MH	4.4300e-003	3.8070e-003
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.20	0.19
tblVehicleEF	MH	3.12	1.47
tblVehicleEF	MH	1,168.01	1,245.00
tblVehicleEF	MH	55.70	13.78
tblVehicleEF	MH	0.65	0.87
tblVehicleEF	MH	0.53	0.22
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.0330e-003	9.1090e-003
tblVehicleEF	MH	8.8400e-004	2.1200e-004
tblVehicleEF	MH	3.2200e-003	3.3040e-003
tblVehicleEF	MH	5.7310e-003	8.6790e-003
tblVehicleEF	MH	8.1300e-004	1.9500e-004
tblVehicleEF	MH	0.28	0.22
tblVehicleEF	MH	0.02	0.01
tblVehicleEF	MH	0.13	0.10
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	2.8740e-003	0.17
tblVehicleEF	MH	0.19	0.07
tblVehicleEF	MH	0.01	0.01

tbIVehicleEF	MH	6.1100e-004	1.3600e-004
tbIVehicleEF	MH	0.28	0.22
tbIVehicleEF	MH	0.02	0.01
tbIVehicleEF	MH	0.13	0.10
tbIVehicleEF	MH	0.03	0.04
tbIVehicleEF	MH	2.8740e-003	0.17
tbIVehicleEF	MH	0.21	0.07
tbIVehicleEF	MHD	0.02	4.2930e-003
tbIVehicleEF	MHD	2.3220e-003	8.5200e-004
tbIVehicleEF	MHD	0.03	9.1640e-003
tbIVehicleEF	MHD	0.39	0.43
tbIVehicleEF	MHD	0.22	0.13
tbIVehicleEF	MHD	3.10	0.86
tbIVehicleEF	MHD	123.89	57.14
tbIVehicleEF	MHD	1,155.14	910.34
tbIVehicleEF	MHD	61.47	8.81
tbIVehicleEF	MHD	0.31	0.29
tbIVehicleEF	MHD	0.94	1.37
tbIVehicleEF	MHD	9.35	1.64
tbIVehicleEF	MHD	2.7000e-005	8.3000e-005
tbIVehicleEF	MHD	2.8210e-003	6.6880e-003
tbIVehicleEF	MHD	8.8400e-004	1.2700e-004
tbIVehicleEF	MHD	2.6000e-005	7.9000e-005
tbIVehicleEF	MHD	2.6920e-003	6.3910e-003
tbIVehicleEF	MHD	8.1300e-004	1.1700e-004
tbIVehicleEF	MHD	6.2900e-004	3.0500e-004
tbIVehicleEF	MHD	0.03	0.01
tbIVehicleEF	MHD	0.03	0.02
tbIVehicleEF	MHD	4.0300e-004	1.9400e-004
tbIVehicleEF	MHD	0.04	0.01

tbIVehicleEF	MHD	0.01	0.07
tbIVehicleEF	MHD	0.21	0.04
tbIVehicleEF	MHD	1.1950e-003	5.4300e-004
tbIVehicleEF	MHD	0.01	8.6920e-003
tbIVehicleEF	MHD	6.6900e-004	8.7000e-005
tbIVehicleEF	MHD	6.2900e-004	3.0500e-004
tbIVehicleEF	MHD	0.03	0.01
tbIVehicleEF	MHD	0.04	0.03
tbIVehicleEF	MHD	4.0300e-004	1.9400e-004
tbIVehicleEF	MHD	0.04	0.01
tbIVehicleEF	MHD	0.01	0.07
tbIVehicleEF	MHD	0.23	0.05
tbIVehicleEF	OBUS	0.01	7.2220e-003
tbIVehicleEF	OBUS	3.5120e-003	1.6630e-003
tbIVehicleEF	OBUS	0.02	0.01
tbIVehicleEF	OBUS	0.24	0.63
tbIVehicleEF	OBUS	0.26	0.20
tbIVehicleEF	OBUS	3.77	1.48
tbIVehicleEF	OBUS	96.99	86.02
tbIVehicleEF	OBUS	1,257.82	1,120.11
tbIVehicleEF	OBUS	64.57	12.75
tbIVehicleEF	OBUS	0.21	0.42
tbIVehicleEF	OBUS	0.77	1.41
tbIVehicleEF	OBUS	2.59	1.09
tbIVehicleEF	OBUS	1.9000e-005	1.3700e-004
tbIVehicleEF	OBUS	2.7190e-003	7.7800e-003
tbIVehicleEF	OBUS	1.0200e-003	1.7400e-004
tbIVehicleEF	OBUS	1.9000e-005	1.3200e-004
tbIVehicleEF	OBUS	2.5780e-003	7.4270e-003
tbIVehicleEF	OBUS	9.3800e-004	1.6000e-004

tblVehicleEF	OBUS	1.2260e-003	1.1050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	5.7500e-004	5.2800e-004
tblVehicleEF	OBUS	0.04	0.01
tblVehicleEF	OBUS	0.04	0.18
tblVehicleEF	OBUS	0.25	0.07
tblVehicleEF	OBUS	9.3700e-004	8.1700e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.1200e-004	1.2600e-004
tblVehicleEF	OBUS	1.2260e-003	1.1050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	5.7500e-004	5.2800e-004
tblVehicleEF	OBUS	0.04	0.02
tblVehicleEF	OBUS	0.04	0.18
tblVehicleEF	OBUS	0.27	0.08
tblVehicleEF	SBUS	0.84	0.10
tblVehicleEF	SBUS	3.6500e-003	1.6600e-003
tblVehicleEF	SBUS	0.05	8.7250e-003
tblVehicleEF	SBUS	9.39	4.08
tblVehicleEF	SBUS	0.26	0.16
tblVehicleEF	SBUS	7.00	1.12
tblVehicleEF	SBUS	954.95	307.32
tblVehicleEF	SBUS	967.85	834.52
tblVehicleEF	SBUS	64.75	6.63
tblVehicleEF	SBUS	1.88	1.30
tblVehicleEF	SBUS	0.80	1.09
tblVehicleEF	SBUS	9.99	1.78
tblVehicleEF	SBUS	1.4100e-004	3.6400e-004

tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.5290e-003	6.8240e-003
tblVehicleEF	SBUS	1.3950e-003	1.0700e-004
tblVehicleEF	SBUS	1.3500e-004	3.4800e-004
tblVehicleEF	SBUS	2.5530e-003	2.5930e-003
tblVehicleEF	SBUS	2.3940e-003	6.5060e-003
tblVehicleEF	SBUS	1.2830e-003	9.8000e-005
tblVehicleEF	SBUS	4.4100e-003	1.5920e-003
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	1.14	0.45
tblVehicleEF	SBUS	2.1060e-003	7.7100e-004
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	0.02	0.10
tblVehicleEF	SBUS	0.39	0.05
tblVehicleEF	SBUS	9.4450e-003	2.9440e-003
tblVehicleEF	SBUS	9.3600e-003	8.0200e-003
tblVehicleEF	SBUS	7.6900e-004	6.6000e-005
tblVehicleEF	SBUS	4.4100e-003	1.5920e-003
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	1.66	0.64
tblVehicleEF	SBUS	2.1060e-003	7.7100e-004
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	0.02	0.10
tblVehicleEF	SBUS	0.42	0.05
tblVehicleEF	UBUS	0.24	1.86
tblVehicleEF	UBUS	0.06	1.6730e-003
tblVehicleEF	UBUS	2.18	14.11
tblVehicleEF	UBUS	8.20	0.14
tblVehicleEF	UBUS	1,839.71	1,664.74
tblVehicleEF	UBUS	143.02	1.26

tblVehicleEF	UBUS	1.57	0.70
tblVehicleEF	UBUS	11.95	0.01
tblVehicleEF	UBUS	0.49	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.02	5.1160e-003
tblVehicleEF	UBUS	1.6760e-003	1.5000e-005
tblVehicleEF	UBUS	0.21	0.03
tblVehicleEF	UBUS	3.0000e-003	8.3320e-003
tblVehicleEF	UBUS	0.02	4.8930e-003
tblVehicleEF	UBUS	1.5410e-003	1.4000e-005
tblVehicleEF	UBUS	3.4210e-003	2.4000e-005
tblVehicleEF	UBUS	0.05	2.0700e-004
tblVehicleEF	UBUS	2.0600e-003	1.1000e-005
tblVehicleEF	UBUS	0.06	0.03
tblVehicleEF	UBUS	0.01	1.1550e-003
tblVehicleEF	UBUS	0.75	6.9960e-003
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	1.5810e-003	1.3000e-005
tblVehicleEF	UBUS	3.4210e-003	2.4000e-005
tblVehicleEF	UBUS	0.05	2.0700e-004
tblVehicleEF	UBUS	2.0600e-003	1.1000e-005
tblVehicleEF	UBUS	0.30	1.90
tblVehicleEF	UBUS	0.01	1.1550e-003
tblVehicleEF	UBUS	0.82	7.6590e-003
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10

tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TL	5.70	0.10
tblVehicleTrips	HS_TL	4.80	0.10
tblVehicleTrips	HW_TL	10.80	0.10
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	4.98	2.85
tblVehicleTrips	ST_TR	2.46	1.41
tblVehicleTrips	ST_TR	8.19	4.69
tblVehicleTrips	ST_TR	42.04	24.07
tblVehicleTrips	SU_TR	3.65	2.09
tblVehicleTrips	SU_TR	1.05	0.60
tblVehicleTrips	SU_TR	5.95	3.41
tblVehicleTrips	SU_TR	20.43	11.70
tblVehicleTrips	WD_TR	4.20	2.41
tblVehicleTrips	WD_TR	11.03	6.32
tblVehicleTrips	WD_TR	8.17	4.68
tblVehicleTrips	WD_TR	44.32	25.38

tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	287.20	0.00
tblWoodstoves	NumberNoncatalytic	287.20	0.00
tblWoodstoves	WoodstoveDayYear	14.12	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	161.6413	1.7222	106.5423	8.8100e-003		0.6320	0.6320		0.6320	0.6320	0.0000	748.1741	748.1741	0.1777	0.0105	755.7497
Energy	3.1892	28.6278	21.6780	0.1740		2.2035	2.2035		2.2035	2.2035	0.0000	66,545.8538	66,545.8538	5.4360	1.5782	67,152.0504
Mobile	22.3488	20.7667	108.0861	0.0325	2.0538	0.0574	2.1112	0.5495	0.0532	0.6027	0.0000	5,041.5063	5,041.5063	1.2416	0.0000	5,072.5456
Waste						0.0000	0.0000		0.0000	0.0000	4,720.0677	0.0000	4,720.0677	278.9480	0.0000	11,693.7679

Water						0.0000	0.0000		0.0000	0.0000	1,292.9512	2,620.5115	3,913.4627	4.8121	2.8866	4,893.9770
Total	187.1793	51.1168	236.3065	0.2153	2.0538	2.8928	4.9466	0.5495	2.8886	3.4382	6,013.0188	74,956.0457	80,969.0645	290.6154	4.4753	89,568.0905

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	161.6413	1.7222	106.5423	8.81E-03		0.632	0.632		0.632	0.632	0	748.1741	748.1741	0.1777	0.0105	755.7497
Energy	3.1892	28.6278	21.678	0.174		2.2035	2.2035		2.2035	2.2035	0	31,562.12	31,562.12	0.6049	0.5786	31,749.67
Mobile	22.3488	20.7667	108.0861	0.0325	2.0538	0.0574	2.1112	0.5495	0.0532	0.6027	0	5,041.51	5,041.51	1.2416	0	5,072.55
Waste						0	0		0	0	4,720.07	0	4,720.07	278.948	0	11,693.77
Water						0	0		0	0	1,292.95	2,620.51	3,913.46	4.8121	2.8866	4,893.98
Total	187.1793	51.1168	236.3065	0.2153	2.0538	2.8928	4.9466	0.5495	2.8886	3.4382	6,013.02	39,972.31	45,985.33	285.7843	3.4758	54,165.71

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	46.67	43.21	1.66	22.33	39.53

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	22.3488	20.7667	108.0861	0.0325	2.0538	0.0574	2.1112	0.5495	0.0532	0.6027	0.0000	5,041.5063	5,041.5063	1.2416	0.0000	5,072.5456
Unmitigated	22.3488	20.7667	108.0861	0.0325	2.0538	0.0574	2.1112	0.5495	0.0532	0.6027	0.0000	5,041.5063	5,041.5063	1.2416	0.0000	5,072.5456

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	34,607.60	40,926.00	30012.40	1,268,677	1,268,677
General Office Building	89,744.00	20,022.00	8520.00	2,481,762	2,481,762
Hotel	16,848.00	16,884.00	12276.00	589,680	589,680
Strip Mall	35,532.00	33,698.00	16380.00	1,184,238	1,184,238
Total	176,731.60	111,530.00	67,188.40	5,524,357	5,524,357

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	0.10	0.10	0.10	31.00	15.00	54.00	100	0	0
General Office Building	0.10	0.10	0.10	33.00	48.00	19.00	100	0	0
Hotel	0.10	0.10	0.10	19.40	61.60	19.00	100	0	0
Strip Mall	0.10	0.10	0.10	16.60	64.40	19.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733
General Office Building	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733
Hotel	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733
Strip Mall	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	34,983.7369	34,983.7369	4.8311	0.9995	35,402.3756
NaturalGas Mitigated	3.1892	28.6278	21.6780	0.1740		2.2035	2.2035		2.2035	2.2035	0.0000	31,562.1169	31,562.1169	0.6049	0.5786	31,749.6748
NaturalGas Unmitigated	3.1892	28.6278	21.6780	0.1740		2.2035	2.2035		2.2035	2.2035	0.0000	31,562.1169	31,562.1169	0.6049	0.5786	31,749.6748

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	1.24063e+008	0.6690	5.7166	2.4326	0.0365		0.4622	0.4622		0.4622	0.4622	0.0000	6,620.4476	6,620.4476	0.1269	0.1214	6,659.7896
General Office Building	2.32454e+008	1.2534	11.3948	9.5716	0.0684		0.8660	0.8660		0.8660	0.8660	0.0000	12,404.6307	12,404.6307	0.2378	0.2274	12,478.3452
Hotel	2.31617e+008	1.2489	11.3538	9.5372	0.0681		0.8629	0.8629		0.8629	0.8629	0.0000	12,359.9776	12,359.9776	0.2369	0.2266	12,433.4267
Strip Mall	3.318e+006	0.0179	0.1627	0.1366	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	177.0611	177.0611	3.3900e-003	3.2500e-003	178.1133

Total		3.1892	28.6279	21.6780	0.1740		2.2035	2.2035		2.2035	2.2035	0.0000	31,562.1169	31,562.1169	0.6049	0.5786	31,749.6748
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Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	1.24063e+008	0.6690	5.7166	2.4326	0.0365		0.4622	0.4622		0.4622	0.4622	0.0000	6,620.4476	6,620.4476	0.1269	0.1214	6,659.7896
General Office Building	2.32454e+008	1.2534	11.3948	9.5716	0.0684		0.8660	0.8660		0.8660	0.8660	0.0000	12,404.6307	12,404.6307	0.2378	0.2274	12,478.3452
Hotel	2.31617e+008	1.2489	11.3538	9.5372	0.0681		0.8629	0.8629		0.8629	0.8629	0.0000	12,359.9776	12,359.9776	0.2369	0.2266	12,433.4267
Strip Mall	3.318e+006	0.0179	0.1627	0.1366	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	177.0611	177.0611	3.3900e-003	3.2500e-003	178.1133
Total		3.1892	28.6279	21.6780	0.1740		2.2035	2.2035		2.2035	2.2035	0.0000	31,562.1169	31,562.1169	0.6049	0.5786	31,749.6748

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	5.92831e+007	5,646.9766	0.7798	0.1613	5,714.5520
General Office Building	2.53186e+008	24,117.0799	3.3305	0.6891	24,405.6810
Hotel	3.98313e+007	3,794.1031	0.5240	0.1084	3,839.5058
Strip Mall	1.4966e+007	1,425.5773	0.1969	0.0407	1,442.6367
Total		34,983.7369	4.8311	0.9995	35,402.3756

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Hotel	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	161.6413	1.7222	106.5423	8.8100e-003		0.6320	0.6320		0.6320	0.6320	0.0000	748.1741	748.1741	0.1777	0.0105	755.7497
Unmitigated	161.6413	1.7222	106.5423	8.8100e-003		0.6320	0.6320		0.6320	0.6320	0.0000	748.1741	748.1741	0.1777	0.0105	755.7497

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	20.9687					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	137.4236					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0580	0.4953	0.2108	3.1600e-003		0.0401	0.0401		0.0401	0.0401	0.0000	573.6615	573.6615	0.0110	0.0105	577.0705
Landscaping	3.1911	1.2269	106.3315	5.6400e-003		0.5919	0.5919		0.5919	0.5919	0.0000	174.5126	174.5126	0.1667	0.0000	178.6792
Total	161.6413	1.7222	106.5423	8.8000e-003		0.6320	0.6320		0.6320	0.6320	0.0000	748.1741	748.1741	0.1777	0.0105	755.7497

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	20.9687					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	137.4236					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0580	0.4953	0.2108	3.1600e-003		0.0401	0.0401		0.0401	0.0401	0.0000	573.6615	573.6615	0.0110	0.0105	577.0705
Landscaping	3.1911	1.2269	106.3315	5.6400e-003		0.5919	0.5919		0.5919	0.5919	0.0000	174.5126	174.5126	0.1667	0.0000	178.6792
Total	161.6413	1.7222	106.5423	8.8000e-003		0.6320	0.6320		0.6320	0.6320	0.0000	748.1741	748.1741	0.1777	0.0105	755.7497

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3,913.4627	4.8121	2.8866	4,893.9770
Unmitigated	3,913.4627	4.8121	2.8866	4,893.9770

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	935.612 / 589.842	1,009.9031	1.2331	0.7393	1,261.0296
General Office Building	2523.82 / 1546.86	2,709.4692	3.3242	1.9937	3,386.7080
Hotel	91.3204 / 10.1467	82.7606	0.1182	0.0717	107.0826
Strip Mall	103.702 / 63.559	111.3297	0.1366	0.0819	139.1569
Total		3,913.4627	4.8121	2.8866	4,893.9770

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	935.612 / 589.842	1,009.9031	1.2331	0.7393	1,261.0296
General Office Building	2523.82 / 1546.86	2,709.4692	3.3242	1.9937	3,386.7080
Hotel	91.3204 / 10.1467	82.7606	0.1182	0.0717	107.0826
Strip Mall	103.702 / 63.559	111.3297	0.1366	0.0819	139.1569
Total		3,913.4627	4.8121	2.8866	4,893.9770

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4,720.0677	278.9480	0.0000	11,693.7679
Unmitigated	4,720.0677	278.9480	0.0000	11,693.7679

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	6605.6	1,340.8771	79.2436	0.0000	3,321.9663
General Office Building	13206	2,680.6987	158.4248	0.0000	6,641.3175
Hotel	1971	400.0952	23.6450	0.0000	991.2189
Strip Mall	1470	298.3967	17.6347	0.0000	739.2652
Total		4,720.0677	278.9480	0.0000	11,693.7678

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	6605.6	1,340.8771	79.2436	0.0000	3,321.9663
General Office Building	13206	2,680.6987	158.4248	0.0000	6,641.3175
Hotel	1971	400.0952	23.6450	0.0000	991.2189
Strip Mall	1470	298.3967	17.6347	0.0000	739.2652
Total		4,720.0677	278.9480	0.0000	11,693.7678

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

2040 DTS + DSAP AQ-GHG Model - Santa Clara County, Annual

**2040 DTS + DSAP Amendment AQ-GHG Model
Santa Clara County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	22,013.83	1000sqft	505.37	22,013,834.00	0
Hotel	3,600.00	Room	120.00	5,227,200.00	0
Apartments High Rise	18,733.00	Dwelling Unit	302.15	18,733,000.00	53576
Strip Mall	1,400.00	1000sqft	32.14	1,400,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4			Operational Year	2040
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	210	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E provider to City of San Jose. Using intensity factors for the latest published year 2017.
http://www.pgecorp.com/corp_responsibility/reports/2019/en02_climate_change.html

Land Use - DTS + DSAP 2040: Office = 22,013,834 SF, Retail = 1,400,000 SF, Residential = 18,733 High-Rise Units, Hotel = 3,600 Rooms

Construction Phase - No construction

Vehicle Trips - Idle/Start Emissions: 0.1 mil trip length. Trip Generation Rates altered using the VMT data from Hexagon and CalEEMod default VMT data. 100% pass-by, using altered trip gen and VMT

Vehicle Emission Factors - 2040 Santa Clara County - EMFAC2017 Emission Factors

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - No wood applications but assuing natural gas fireplaces. Total number of gas fireplaces = 5994.56

Energy Use -

Water And Wastewater - Assuming all water treated in a wastewater treatment plant

Energy Mitigation - SJCE will provide 100% carbon free energy from 2021 and on

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	600.00	0.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	2,809.95	5,994.56
tblFireplaces	NumberWood	3,184.61	0.00
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LDT2	0.18	0.17

tbIFleetMix	LDT2	0.18	0.17
tbIFleetMix	LHD1	0.01	0.02
tbIFleetMix	LHD1	0.01	0.02
tbIFleetMix	LHD1	0.01	0.02
tbIFleetMix	LHD1	0.01	0.02
tbIFleetMix	LHD2	5.1260e-003	5.8390e-003
tbIFleetMix	LHD2	5.1260e-003	5.8390e-003
tbIFleetMix	LHD2	5.1260e-003	5.8390e-003
tbIFleetMix	LHD2	5.1260e-003	5.8390e-003
tbIFleetMix	MCY	5.0770e-003	4.3550e-003
tbIFleetMix	MCY	5.0770e-003	4.3550e-003
tbIFleetMix	MCY	5.0770e-003	4.3550e-003
tbIFleetMix	MCY	5.0770e-003	4.3550e-003
tbIFleetMix	MDV	0.10	0.11
tbIFleetMix	MDV	0.10	0.11
tbIFleetMix	MDV	0.10	0.11
tbIFleetMix	MDV	0.10	0.11
tbIFleetMix	MH	6.4200e-004	7.3300e-004
tbIFleetMix	MH	6.4200e-004	7.3300e-004
tbIFleetMix	MH	6.4200e-004	7.3300e-004
tbIFleetMix	MH	6.4200e-004	7.3300e-004
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	OBUS	2.2990e-003	1.3930e-003
tbIFleetMix	OBUS	2.2990e-003	1.3930e-003
tbIFleetMix	OBUS	2.2990e-003	1.3930e-003
tbIFleetMix	OBUS	2.2990e-003	1.3930e-003
tbIFleetMix	SBUS	6.5300e-004	8.4100e-004

tbIFleetMix	SBUS	6.5300e-004	8.4100e-004
tbIFleetMix	SBUS	6.5300e-004	8.4100e-004
tbIFleetMix	SBUS	6.5300e-004	8.4100e-004
tbIFleetMix	UBUS	1.4220e-003	1.0760e-003
tbIFleetMix	UBUS	1.4220e-003	1.0760e-003
tbIFleetMix	UBUS	1.4220e-003	1.0760e-003
tbIFleetMix	UBUS	1.4220e-003	1.0760e-003
tbILandUse	LandUseSquareFeet	22,013,800.00	22,013,834.00
tbIProjectCharacteristics	CO2IntensityFactor	641.35	210
tbIVehicleEF	HHD	0.24	0.02
tbIVehicleEF	HHD	0.06	0.04
tbIVehicleEF	HHD	0.05	0.00
tbIVehicleEF	HHD	1.39	6.54
tbIVehicleEF	HHD	0.94	0.40
tbIVehicleEF	HHD	4.45	8.5380e-003
tbIVehicleEF	HHD	4,055.87	851.66
tbIVehicleEF	HHD	1,476.74	1,063.61
tbIVehicleEF	HHD	13.13	0.06
tbIVehicleEF	HHD	11.61	5.29
tbIVehicleEF	HHD	1.40	2.44
tbIVehicleEF	HHD	19.05	2.29
tbIVehicleEF	HHD	1.6880e-003	1.9740e-003
tbIVehicleEF	HHD	0.06	0.06
tbIVehicleEF	HHD	0.04	0.04
tbIVehicleEF	HHD	5.3590e-003	0.02
tbIVehicleEF	HHD	1.6200e-004	1.0000e-006
tbIVehicleEF	HHD	1.6150e-003	1.8880e-003
tbIVehicleEF	HHD	0.03	0.03
tbIVehicleEF	HHD	8.8700e-003	8.9240e-003
tbIVehicleEF	HHD	5.1270e-003	0.02

tblVehicleEF	HHD	1.4900e-004	1.0000e-006
tblVehicleEF	HHD	1.1900e-004	2.0000e-006
tblVehicleEF	HHD	5.2120e-003	8.2000e-005
tblVehicleEF	HHD	0.36	0.44
tblVehicleEF	HHD	7.7000e-005	1.0000e-006
tblVehicleEF	HHD	0.08	0.02
tblVehicleEF	HHD	4.8400e-004	4.1500e-004
tblVehicleEF	HHD	0.08	2.0000e-006
tblVehicleEF	HHD	0.04	7.9330e-003
tblVehicleEF	HHD	0.01	9.7550e-003
tblVehicleEF	HHD	2.0300e-004	1.0000e-006
tblVehicleEF	HHD	1.1900e-004	2.0000e-006
tblVehicleEF	HHD	5.2120e-003	8.2000e-005
tblVehicleEF	HHD	0.42	0.50
tblVehicleEF	HHD	7.7000e-005	1.0000e-006
tblVehicleEF	HHD	0.15	0.06
tblVehicleEF	HHD	4.8400e-004	4.1500e-004
tblVehicleEF	HHD	0.08	3.0000e-006
tblVehicleEF	LDA	1.1910e-003	5.8600e-004
tblVehicleEF	LDA	7.0000e-004	0.02
tblVehicleEF	LDA	0.24	0.36
tblVehicleEF	LDA	0.36	1.44
tblVehicleEF	LDA	158.69	199.89
tblVehicleEF	LDA	35.57	41.13
tblVehicleEF	LDA	0.02	0.02
tblVehicleEF	LDA	0.01	0.11
tblVehicleEF	LDA	6.3000e-004	5.4000e-004
tblVehicleEF	LDA	1.0050e-003	7.3900e-004
tblVehicleEF	LDA	5.8000e-004	4.9700e-004
tblVehicleEF	LDA	9.2400e-004	6.8000e-004

tblVehicleEF	LDA	9.0280e-003	0.01
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	8.5250e-003	0.01
tblVehicleEF	LDA	2.9880e-003	1.7310e-003
tblVehicleEF	LDA	0.03	0.15
tblVehicleEF	LDA	9.4370e-003	0.07
tblVehicleEF	LDA	1.5870e-003	8.4000e-005
tblVehicleEF	LDA	3.6100e-004	0.00
tblVehicleEF	LDA	9.0280e-003	0.01
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	8.5250e-003	0.01
tblVehicleEF	LDA	4.3460e-003	2.5100e-003
tblVehicleEF	LDA	0.03	0.15
tblVehicleEF	LDA	0.01	0.08
tblVehicleEF	LDT1	1.6740e-003	6.9500e-004
tblVehicleEF	LDT1	1.1120e-003	0.02
tblVehicleEF	LDT1	0.31	0.38
tblVehicleEF	LDT1	0.48	1.54
tblVehicleEF	LDT1	201.86	239.08
tblVehicleEF	LDT1	45.83	49.94
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.13
tblVehicleEF	LDT1	7.8800e-004	6.0500e-004
tblVehicleEF	LDT1	1.2490e-003	8.4200e-004
tblVehicleEF	LDT1	7.2400e-004	5.5600e-004
tblVehicleEF	LDT1	1.1490e-003	7.7400e-004
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	4.1500e-003	2.1240e-003

tblVehicleEF	LDT1	0.04	0.21
tblVehicleEF	LDT1	0.01	0.08
tblVehicleEF	LDT1	2.0200e-003	2.4290e-003
tblVehicleEF	LDT1	4.6600e-004	0.00
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	6.0530e-003	3.0990e-003
tblVehicleEF	LDT1	0.04	0.21
tblVehicleEF	LDT1	0.02	0.09
tblVehicleEF	LDT2	1.8650e-003	9.2200e-004
tblVehicleEF	LDT2	1.3110e-003	0.03
tblVehicleEF	LDT2	0.37	0.45
tblVehicleEF	LDT2	0.54	1.96
tblVehicleEF	LDT2	232.94	240.16
tblVehicleEF	LDT2	52.57	50.31
tblVehicleEF	LDT2	0.03	0.02
tblVehicleEF	LDT2	0.02	0.13
tblVehicleEF	LDT2	7.5600e-004	6.2000e-004
tblVehicleEF	LDT2	1.1740e-003	7.8800e-004
tblVehicleEF	LDT2	6.9600e-004	5.7200e-004
tblVehicleEF	LDT2	1.0790e-003	7.2500e-004
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	4.6400e-003	3.0660e-003
tblVehicleEF	LDT2	0.04	0.21
tblVehicleEF	LDT2	0.02	0.11
tblVehicleEF	LDT2	2.3310e-003	8.6920e-003
tblVehicleEF	LDT2	5.3400e-004	8.7000e-005

tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	6.7620e-003	4.4330e-003
tblVehicleEF	LDT2	0.04	0.21
tblVehicleEF	LDT2	0.02	0.12
tblVehicleEF	LHD1	2.9240e-003	3.4210e-003
tblVehicleEF	LHD1	4.9730e-003	3.9080e-003
tblVehicleEF	LHD1	4.9640e-003	5.9710e-003
tblVehicleEF	LHD1	0.13	0.17
tblVehicleEF	LHD1	0.45	0.36
tblVehicleEF	LHD1	1.04	0.77
tblVehicleEF	LHD1	8.82	7.58
tblVehicleEF	LHD1	612.09	637.02
tblVehicleEF	LHD1	22.60	8.76
tblVehicleEF	LHD1	0.05	0.03
tblVehicleEF	LHD1	0.18	0.09
tblVehicleEF	LHD1	0.37	0.17
tblVehicleEF	LHD1	6.5200e-004	9.8200e-004
tblVehicleEF	LHD1	0.01	9.9810e-003
tblVehicleEF	LHD1	6.6710e-003	5.1070e-003
tblVehicleEF	LHD1	4.7600e-004	1.8200e-004
tblVehicleEF	LHD1	6.2400e-004	9.4000e-004
tblVehicleEF	LHD1	2.6490e-003	2.4950e-003
tblVehicleEF	LHD1	6.3540e-003	4.8440e-003
tblVehicleEF	LHD1	4.3700e-004	1.6700e-004
tblVehicleEF	LHD1	0.04	0.03
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	6.1900e-004	6.1300e-004
tblVehicleEF	LHD1	0.09	0.07

tbIVehicleEF	LHD1	0.09	0.17
tbIVehicleEF	LHD1	0.07	0.03
tbIVehicleEF	LHD1	8.7000e-005	7.3000e-005
tbIVehicleEF	LHD1	5.9650e-003	6.2070e-003
tbIVehicleEF	LHD1	2.4400e-004	8.7000e-005
tbIVehicleEF	LHD1	0.04	0.03
tbIVehicleEF	LHD1	0.02	0.02
tbIVehicleEF	LHD1	6.1900e-004	6.1300e-004
tbIVehicleEF	LHD1	0.10	0.08
tbIVehicleEF	LHD1	0.09	0.17
tbIVehicleEF	LHD1	0.07	0.03
tbIVehicleEF	LHD2	2.1510e-003	2.0850e-003
tbIVehicleEF	LHD2	4.7820e-003	4.8230e-003
tbIVehicleEF	LHD2	2.0180e-003	3.0030e-003
tbIVehicleEF	LHD2	0.12	0.13
tbIVehicleEF	LHD2	0.44	0.47
tbIVehicleEF	LHD2	0.82	0.43
tbIVehicleEF	LHD2	13.32	12.02
tbIVehicleEF	LHD2	662.85	624.36
tbIVehicleEF	LHD2	20.99	5.60
tbIVehicleEF	LHD2	0.05	0.05
tbIVehicleEF	LHD2	0.08	0.16
tbIVehicleEF	LHD2	0.18	0.09
tbIVehicleEF	LHD2	8.6800e-004	1.5090e-003
tbIVehicleEF	LHD2	0.01	0.01
tbIVehicleEF	LHD2	7.2620e-003	0.01
tbIVehicleEF	LHD2	3.8300e-004	1.0000e-004
tbIVehicleEF	LHD2	8.3000e-004	1.4430e-003
tbIVehicleEF	LHD2	2.7110e-003	2.7210e-003
tbIVehicleEF	LHD2	6.9240e-003	0.01

tblVehicleEF	LHD2	3.5200e-004	9.2000e-005
tblVehicleEF	LHD2	4.4200e-004	4.8400e-004
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	2.8000e-004	3.1000e-004
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.03	0.08
tblVehicleEF	LHD2	0.03	0.01
tblVehicleEF	LHD2	1.3000e-004	1.1500e-004
tblVehicleEF	LHD2	6.4390e-003	6.0190e-003
tblVehicleEF	LHD2	2.2300e-004	5.5000e-005
tblVehicleEF	LHD2	4.4200e-004	4.8400e-004
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	2.8000e-004	3.1000e-004
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.03	0.08
tblVehicleEF	LHD2	0.03	0.01
tblVehicleEF	MCY	0.46	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	17.05	17.07
tblVehicleEF	MCY	10.45	9.32
tblVehicleEF	MCY	172.03	209.59
tblVehicleEF	MCY	41.48	58.06
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.32	0.27
tblVehicleEF	MCY	2.2420e-003	2.2350e-003
tblVehicleEF	MCY	3.3930e-003	2.9700e-003
tblVehicleEF	MCY	2.0900e-003	2.0830e-003
tblVehicleEF	MCY	3.1660e-003	2.7710e-003

tblVehicleEF	MCY	0.88	1.82
tblVehicleEF	MCY	0.59	0.63
tblVehicleEF	MCY	0.46	0.96
tblVehicleEF	MCY	2.10	2.10
tblVehicleEF	MCY	0.40	1.25
tblVehicleEF	MCY	2.07	1.84
tblVehicleEF	MCY	2.0620e-003	2.0740e-003
tblVehicleEF	MCY	6.4600e-004	5.7500e-004
tblVehicleEF	MCY	0.88	1.82
tblVehicleEF	MCY	0.59	0.63
tblVehicleEF	MCY	0.46	0.96
tblVehicleEF	MCY	2.64	2.64
tblVehicleEF	MCY	0.40	1.25
tblVehicleEF	MCY	2.26	2.01
tblVehicleEF	MDV	2.8050e-003	9.3100e-004
tblVehicleEF	MDV	3.1350e-003	0.03
tblVehicleEF	MDV	0.47	0.44
tblVehicleEF	MDV	0.84	1.96
tblVehicleEF	MDV	311.48	290.09
tblVehicleEF	MDV	69.40	59.43
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.05	0.13
tblVehicleEF	MDV	8.4400e-004	6.1500e-004
tblVehicleEF	MDV	1.3060e-003	8.0000e-004
tblVehicleEF	MDV	7.7700e-004	5.6700e-004
tblVehicleEF	MDV	1.2010e-003	7.3500e-004
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	7.0530e-003	3.1500e-003

tblVehicleEF	MDV	0.06	0.22
tblVehicleEF	MDV	0.04	0.11
tblVehicleEF	MDV	3.1130e-003	2.5670e-003
tblVehicleEF	MDV	7.0700e-004	5.2700e-004
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.01	4.5460e-003
tblVehicleEF	MDV	0.06	0.22
tblVehicleEF	MDV	0.05	0.12
tblVehicleEF	MH	4.4300e-003	3.8070e-003
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.20	0.19
tblVehicleEF	MH	3.12	1.47
tblVehicleEF	MH	1,168.01	1,245.00
tblVehicleEF	MH	55.70	13.78
tblVehicleEF	MH	0.65	0.87
tblVehicleEF	MH	0.53	0.22
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.0330e-003	9.1090e-003
tblVehicleEF	MH	8.8400e-004	2.1200e-004
tblVehicleEF	MH	3.2200e-003	3.3040e-003
tblVehicleEF	MH	5.7310e-003	8.6790e-003
tblVehicleEF	MH	8.1300e-004	1.9500e-004
tblVehicleEF	MH	0.28	0.22
tblVehicleEF	MH	0.02	0.01
tblVehicleEF	MH	0.13	0.10
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	2.8740e-003	0.17
tblVehicleEF	MH	0.19	0.07

tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.1100e-004	1.3600e-004
tblVehicleEF	MH	0.28	0.22
tblVehicleEF	MH	0.02	0.01
tblVehicleEF	MH	0.13	0.10
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	2.8740e-003	0.17
tblVehicleEF	MH	0.21	0.07
tblVehicleEF	MHD	0.02	4.2930e-003
tblVehicleEF	MHD	2.3220e-003	8.5200e-004
tblVehicleEF	MHD	0.03	9.1640e-003
tblVehicleEF	MHD	0.39	0.43
tblVehicleEF	MHD	0.22	0.13
tblVehicleEF	MHD	3.10	0.86
tblVehicleEF	MHD	123.89	57.14
tblVehicleEF	MHD	1,155.14	910.34
tblVehicleEF	MHD	61.47	8.81
tblVehicleEF	MHD	0.31	0.29
tblVehicleEF	MHD	0.94	1.37
tblVehicleEF	MHD	9.35	1.64
tblVehicleEF	MHD	2.7000e-005	8.3000e-005
tblVehicleEF	MHD	2.8210e-003	6.6880e-003
tblVehicleEF	MHD	8.8400e-004	1.2700e-004
tblVehicleEF	MHD	2.6000e-005	7.9000e-005
tblVehicleEF	MHD	2.6920e-003	6.3910e-003
tblVehicleEF	MHD	8.1300e-004	1.1700e-004
tblVehicleEF	MHD	6.2900e-004	3.0500e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	4.0300e-004	1.9400e-004

tbIVehicleEF	MHD	0.04	0.01
tbIVehicleEF	MHD	0.01	0.07
tbIVehicleEF	MHD	0.21	0.04
tbIVehicleEF	MHD	1.1950e-003	5.4300e-004
tbIVehicleEF	MHD	0.01	8.6920e-003
tbIVehicleEF	MHD	6.6900e-004	8.7000e-005
tbIVehicleEF	MHD	6.2900e-004	3.0500e-004
tbIVehicleEF	MHD	0.03	0.01
tbIVehicleEF	MHD	0.04	0.03
tbIVehicleEF	MHD	4.0300e-004	1.9400e-004
tbIVehicleEF	MHD	0.04	0.01
tbIVehicleEF	MHD	0.01	0.07
tbIVehicleEF	MHD	0.23	0.05
tbIVehicleEF	OBUS	0.01	7.2220e-003
tbIVehicleEF	OBUS	3.5120e-003	1.6630e-003
tbIVehicleEF	OBUS	0.02	0.01
tbIVehicleEF	OBUS	0.24	0.63
tbIVehicleEF	OBUS	0.26	0.20
tbIVehicleEF	OBUS	3.77	1.48
tbIVehicleEF	OBUS	96.99	86.02
tbIVehicleEF	OBUS	1,257.82	1,120.11
tbIVehicleEF	OBUS	64.57	12.75
tbIVehicleEF	OBUS	0.21	0.42
tbIVehicleEF	OBUS	0.77	1.41
tbIVehicleEF	OBUS	2.59	1.09
tbIVehicleEF	OBUS	1.9000e-005	1.3700e-004
tbIVehicleEF	OBUS	2.7190e-003	7.7800e-003
tbIVehicleEF	OBUS	1.0200e-003	1.7400e-004
tbIVehicleEF	OBUS	1.9000e-005	1.3200e-004
tbIVehicleEF	OBUS	2.5780e-003	7.4270e-003

tblVehicleEF	OBUS	9.3800e-004	1.6000e-004
tblVehicleEF	OBUS	1.2260e-003	1.1050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	5.7500e-004	5.2800e-004
tblVehicleEF	OBUS	0.04	0.01
tblVehicleEF	OBUS	0.04	0.18
tblVehicleEF	OBUS	0.25	0.07
tblVehicleEF	OBUS	9.3700e-004	8.1700e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.1200e-004	1.2600e-004
tblVehicleEF	OBUS	1.2260e-003	1.1050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	5.7500e-004	5.2800e-004
tblVehicleEF	OBUS	0.04	0.02
tblVehicleEF	OBUS	0.04	0.18
tblVehicleEF	OBUS	0.27	0.08
tblVehicleEF	SBUS	0.84	0.10
tblVehicleEF	SBUS	3.6500e-003	1.6600e-003
tblVehicleEF	SBUS	0.05	8.7250e-003
tblVehicleEF	SBUS	9.39	4.08
tblVehicleEF	SBUS	0.26	0.16
tblVehicleEF	SBUS	7.00	1.12
tblVehicleEF	SBUS	954.95	307.32
tblVehicleEF	SBUS	967.85	834.52
tblVehicleEF	SBUS	64.75	6.63
tblVehicleEF	SBUS	1.88	1.30
tblVehicleEF	SBUS	0.80	1.09
tblVehicleEF	SBUS	9.99	1.78

tblVehicleEF	SBUS	1.4100e-004	3.6400e-004
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.5290e-003	6.8240e-003
tblVehicleEF	SBUS	1.3950e-003	1.0700e-004
tblVehicleEF	SBUS	1.3500e-004	3.4800e-004
tblVehicleEF	SBUS	2.5530e-003	2.5930e-003
tblVehicleEF	SBUS	2.3940e-003	6.5060e-003
tblVehicleEF	SBUS	1.2830e-003	9.8000e-005
tblVehicleEF	SBUS	4.4100e-003	1.5920e-003
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	1.14	0.45
tblVehicleEF	SBUS	2.1060e-003	7.7100e-004
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	0.02	0.10
tblVehicleEF	SBUS	0.39	0.05
tblVehicleEF	SBUS	9.4450e-003	2.9440e-003
tblVehicleEF	SBUS	9.3600e-003	8.0200e-003
tblVehicleEF	SBUS	7.6900e-004	6.6000e-005
tblVehicleEF	SBUS	4.4100e-003	1.5920e-003
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	1.66	0.64
tblVehicleEF	SBUS	2.1060e-003	7.7100e-004
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	0.02	0.10
tblVehicleEF	SBUS	0.42	0.05
tblVehicleEF	UBUS	0.24	1.86
tblVehicleEF	UBUS	0.06	1.6730e-003
tblVehicleEF	UBUS	2.18	14.11
tblVehicleEF	UBUS	8.20	0.14
tblVehicleEF	UBUS	1,839.71	1,664.74

tblVehicleEF	UBUS	143.02	1.26
tblVehicleEF	UBUS	1.57	0.70
tblVehicleEF	UBUS	11.95	0.01
tblVehicleEF	UBUS	0.49	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.02	5.1160e-003
tblVehicleEF	UBUS	1.6760e-003	1.5000e-005
tblVehicleEF	UBUS	0.21	0.03
tblVehicleEF	UBUS	3.0000e-003	8.3320e-003
tblVehicleEF	UBUS	0.02	4.8930e-003
tblVehicleEF	UBUS	1.5410e-003	1.4000e-005
tblVehicleEF	UBUS	3.4210e-003	2.4000e-005
tblVehicleEF	UBUS	0.05	2.0700e-004
tblVehicleEF	UBUS	2.0600e-003	1.1000e-005
tblVehicleEF	UBUS	0.06	0.03
tblVehicleEF	UBUS	0.01	1.1550e-003
tblVehicleEF	UBUS	0.75	6.9960e-003
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	1.5810e-003	1.3000e-005
tblVehicleEF	UBUS	3.4210e-003	2.4000e-005
tblVehicleEF	UBUS	0.05	2.0700e-004
tblVehicleEF	UBUS	2.0600e-003	1.1000e-005
tblVehicleEF	UBUS	0.30	1.90
tblVehicleEF	UBUS	0.01	1.1550e-003
tblVehicleEF	UBUS	0.82	7.6590e-003
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10

tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	HO_TL	5.70	0.10
tblVehicleTrips	HS_TL	4.80	0.10
tblVehicleTrips	HW_TL	10.80	0.10
tblVehicleTrips	ST_TR	4.98	2.80
tblVehicleTrips	ST_TR	2.46	2.05
tblVehicleTrips	ST_TR	8.19	4.61
tblVehicleTrips	ST_TR	42.04	23.66
tblVehicleTrips	SU_TR	3.65	2.05
tblVehicleTrips	SU_TR	1.05	0.59
tblVehicleTrips	SU_TR	5.95	3.35
tblVehicleTrips	SU_TR	20.43	11.50
tblVehicleTrips	WD_TR	4.20	2.36
tblVehicleTrips	WD_TR	11.03	6.21
tblVehicleTrips	WD_TR	8.17	4.60
tblVehicleTrips	WD_TR	44.32	24.94
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPerce nt	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPerce nt	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPerce nt	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPerce nt	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	374.66	0.00
tblWoodstoves	NumberNoncatalytic	374.66	0.00
tblWoodstoves	WoodstoveDayYear	14.12	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	217.3808	2.2469	139.0052	0.0115		0.8245	0.8245		0.8245	0.8245	0.0000	976.0480	976.0480	0.2319	0.0137	985.9329
Energy	4.0826	36.6389	27.6858	0.2227		2.8207	2.8207		2.8207	2.8207	0.0000	90,378.4108	90,378.4108	7.6756	2.1686	91,216.5380
Mobile	29.1975	27.0068	140.6785	0.0392	2.2396	0.0732	2.3128	0.5993	0.0678	0.6671	0.0000	6,273.0641	6,273.0641	1.6170	0.0000	6,313.4882
Waste						0.0000	0.0000		0.0000	0.0000	6,603.5010	0.0000	6,603.5010	390.2557	0.0000	16,359.8943
Water						0.0000	0.0000		0.0000	0.0000	1,885.1069	3,826.8312	5,711.9381	7.0168	4.2088	7,141.5895
Total	250.6610	65.8926	307.3696	0.2734	2.2396	3.7184	5.9580	0.5993	3.7130	4.3123	8,488.6080	101,454.3540	109,942.9620	406.7970	6.3911	122,017.4429

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					

Area	217.3808	2.2469	139.0052	0.0115		0.8245	0.8245		0.8245	0.8245	0	976.048	976.048	0.2319	0.0137	985.9329
Energy	4.0826	36.6389	27.6858	0.2227		2.8207	2.8207		2.8207	2.8207	0	40,404.11	40,404.11	0.7744	0.7407	40,644.22
Mobile	29.1975	27.0068	140.6785	0.0392	2.2396	0.0732	2.3128	0.5993	0.0678	0.6671	0	6,273.06	6,273.06	1.617	0	6,313.49
Waste						0	0		0	0	6,603.50	0	6,603.50	390.2557	0	16,359.89
Water						0	0		0	0	1,885.11	3,826.83	5,711.94	7.0168	4.2088	7,141.59
Total	250.661	65.8926	307.3696	0.2734	2.2396	3.7184	5.958	0.5993	3.713	4.3123	8,488.61	51,480.06	59,968.67	399.8958	4.9633	71,445.12

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	49.26	45.45	1.70	22.34	41.45

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	29.1975	27.0068	140.6785	0.0392	2.2396	0.0732	2.3128	0.5993	0.0678	0.6671	0.0000	6,273.064 1	6,273.0641	1.6170	0.0000	6,313.488 2
Unmitigated	29.1975	27.0068	140.6785	0.0392	2.2396	0.0732	2.3128	0.5993	0.0678	0.6671	0.0000	6,273.064 1	6,273.0641	1.6170	0.0000	6,313.488 2

4.2 Trip Summary Information

	Average Daily Trip Rate	Unmitigated	Mitigated
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Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	44,209.88	52,452.40	38402.65	1,488,096	1,488,096
General Office Building	136,705.88	45,128.35	12988.16	3,306,999	3,306,999
Hotel	16,560.00	16,596.00	12060.00	414,393	414,393
Strip Mall	34,916.00	33,124.00	16100.00	814,647	814,647
Total	232,391.76	147,300.75	79,550.81	6,024,135	6,024,135

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	0.10	0.10	0.10	31.00	15.00	54.00	86	11	3
General Office Building	0.10	0.10	0.10	33.00	48.00	19.00	77	19	4
Hotel	0.10	0.10	0.10	19.40	61.60	19.00	58	38	4
Strip Mall	0.10	0.10	0.10	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733
General Office Building	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733
Hotel	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733
Strip Mall	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Percent of Electricity Use Generated with Renewable Energy

ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
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Category	tons/yr								MT/yr								
Electricity Mitigated						0.0000	0.0000			0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Electricity Unmitigated						0.0000	0.0000			0.0000	0.0000	49,974.2962	49,974.2962	6.9012	1.4278	50,572.3220	
NaturalGas Mitigated	4.0826	36.6389	27.6858	0.2227		2.8207	2.8207			2.8207	2.8207	0.0000	40,404.1145	40,404.1145	0.7744	0.7407	40,644.2160
NaturalGas Unmitigated	4.0826	36.6389	27.6858	0.2227		2.8207	2.8207			2.8207	2.8207	0.0000	40,404.1145	40,404.1145	0.7744	0.7407	40,644.2160

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	1.61843e+008	0.8727	7.4575	3.1734	0.0476		0.6029	0.6029		0.6029	0.6029	0.0000	8,636.5490	8,636.5490	0.1655	0.1583	8,687.8717
General Office Building	3.60366e+008	1.9432	17.6650	14.8386	0.1060		1.3425	1.3425		1.3425	1.3425	0.0000	19,230.5268	19,230.5268	0.3686	0.3526	19,344.8042
Hotel	2.31617e+008	1.2489	11.3538	9.5372	0.0681		0.8629	0.8629		0.8629	0.8629	0.0000	12,359.9776	12,359.9776	0.2369	0.2266	12,433.4267
Strip Mall	3.318e+006	0.0179	0.1627	0.1366	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	177.0611	177.0611	3.3900e-003	3.2500e-003	178.1133
Total		4.0826	36.6389	27.6858	0.2227		2.8207	2.8207		2.8207	2.8207	0.0000	40,404.1145	40,404.1145	0.7744	0.7408	40,644.2160

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	1.61843e+008	0.8727	7.4575	3.1734	0.0476		0.6029	0.6029		0.6029	0.6029	0.0000	8,636.5490	8,636.5490	0.1655	0.1583	8,687.8717

General Office Building	3.60366e+008	1.9432	17.6650	14.8386	0.1060		1.3425	1.3425		1.3425	1.3425	0.0000	19,230.5268	19,230.5268	0.3686	0.3526	19,344.8042
Hotel	2.31617e+008	1.2489	11.3538	9.5372	0.0681		0.8629	0.8629		0.8629	0.8629	0.0000	12,359.9776	12,359.9776	0.2369	0.2266	12,433.4267
Strip Mall	3.318e+006	0.0179	0.1627	0.1366	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	177.0611	177.0611	3.3900e-003	3.2500e-003	178.1133
Total		4.0826	36.6389	27.6858	0.2227		2.8207	2.8207		2.8207	2.8207	0.0000	40,404.1145	40,404.1145	0.7744	0.7408	40,644.2160

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	7.73364e+007	7,366.6304	1.0173	0.2105	7,454.7844
General Office Building	3.92507e+008	37,387.9855	5.1631	1.0682	37,835.3951
Hotel	3.98313e+007	3,794.1031	0.5240	0.1084	3,839.5058
Strip Mall	1.4966e+007	1,425.5773	0.1969	0.0407	1,442.6367
Total		49,974.2962	6.9012	1.4278	50,572.3220

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000

Hearth	0.0756	0.6462	0.2750	4.1200e-003		0.0523	0.0523		0.0523	0.0523	0.0000	748.3566	748.3566	0.0143	0.0137	752.8037
Landscaping	4.1645	1.6007	138.7303	7.3600e-003		0.7722	0.7722		0.7722	0.7722	0.0000	227.6914	227.6914	0.2175	0.0000	233.1291
Total	217.3808	2.2469	139.0052	0.0115		0.8245	0.8245		0.8245	0.8245	0.0000	976.0480	976.0480	0.2319	0.0137	985.9329

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	28.1214					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	185.0193					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0756	0.6462	0.2750	4.1200e-003		0.0523	0.0523		0.0523	0.0523	0.0000	748.3566	748.3566	0.0143	0.0137	752.8037
Landscaping	4.1645	1.6007	138.7303	7.3600e-003		0.7722	0.7722		0.7722	0.7722	0.0000	227.6914	227.6914	0.2175	0.0000	233.1291
Total	217.3808	2.2469	139.0052	0.0115		0.8245	0.8245		0.8245	0.8245	0.0000	976.0480	976.0480	0.2319	0.0137	985.9329

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	5,711.9381	7.0168	4.2088	7,141.5895

Unmitigated	5,711.9381	7.0168	4.2088	7,141.5895
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7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	1220.53 / 769.465	1,317.4454	1.6086	0.9644	1,645.0464
General Office Building	3912.6 / 2398.04	4,200.4024	5.1535	3.0908	5,250.3036
Hotel	91.3204 / 10.1467	82.7606	0.1182	0.0717	107.0826
Strip Mall	103.702 / 63.559	111.3297	0.1366	0.0819	139.1569
Total		5,711.9381	7.0168	4.2088	7,141.5895

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	1220.53 / 769.465	1,317.4454	1.6086	0.9644	1,645.0464
General Office Building	3912.6 / 2398.04	4,200.4024	5.1535	3.0908	5,250.3036
Hotel	91.3204 / 10.1467	82.7606	0.1182	0.0717	107.0826
Strip Mall	103.702 / 63.559	111.3297	0.1366	0.0819	139.1569

Total		5,711.9381	7.0168	4.2088	7,141.5895
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8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	6,603.5010	390.2557	0.0000	16,359.8943
Unmitigated	6,603.5010	390.2557	0.0000	16,359.8943

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	8617.18	1,749.2097	103.3753	0.0000	4,333.5929
General Office Building	20472.8	4,155.7995	245.6007	0.0000	10,295.8173
Hotel	1971	400.0952	23.6450	0.0000	991.2189
Strip Mall	1470	298.3967	17.6347	0.0000	739.2652

Total		6,603.5011	390.2557	0.0000	16,359.89 43
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Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	8617.18	1,749.2097	103.3753	0.0000	4,333.5929
General Office Building	20472.8	4,155.7995	245.6007	0.0000	10,295.8173
Hotel	1971	400.0952	23.6450	0.0000	991.2189
Strip Mall	1470	298.3967	17.6347	0.0000	739.2652
Total		6,603.5011	390.2557	0.0000	16,359.89 43

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

2040 DTS + DSAP + Downtown West AQ-GHG Model - Santa Clara County, Annual

**2040 DTS + DSAP Amendment + Downtown West AQ-GHG Model
Santa Clara County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	28,319.83	1000sqft	650.13	28,319,834.00	0
Hotel	3,600.00	Room	120.00	5,227,200.00	0
Apartments High Rise	24,308.00	Dwelling Unit	392.06	24,308,000.00	69521
Strip Mall	1,400.00	1000sqft	32.14	1,400,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	58
Climate Zone	4	Operational Year	2040		
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	210	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E provider to City of San Jose. Using intensity factors for the latest published year 2017.
http://www.pgecorp.com/corp_responsibility/reports/2019/en02_climate_change.html

Land Use - DTS + DSAP + Downtown West 2040: Office = 22,013,834 SF, Retail = 1,400,000 SF, Residential = 24308, High-Rise Units, Hotel = 3,600 Rooms

Construction Phase - No construction

Vehicle Trips - Idle/Start Emissions: 0.1 mile trip length. Trip Generation Rates altered using the VMT data from Hexagon and CalEEMod default VMT data. 100% pass-by, using altered trip gen and VMT

Vehicle Emission Factors - 2040 Santa Clara County - EMFAC2017 Emission Factors

Vehicle Emission Factors -

Vehicle Emission Factors -

Woodstoves - No wood applications but assuming natural gas fireplaces. Total number of gas fireplaces = 7778.56

Energy Use -

Water And Wastewater - Assuming all water treated in a wastewater treatment plant

Energy Mitigation - SJCE will provide 100% carbon free energy from 2021 and on

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	6,000.00	0.00
tblFireplaces	FireplaceWoodMass	228.80	0.00
tblFireplaces	NumberGas	3,646.20	7,778.56
tblFireplaces	NumberWood	4,132.36	0.00
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	HHD	0.02	0.02
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDA	0.62	0.59
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT1	0.03	0.05
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LDT2	0.18	0.17
tblFleetMix	LDT2	0.18	0.17

tbIFleetMix	LDT2	0.18	0.17
tbIFleetMix	LHD1	0.01	0.02
tbIFleetMix	LHD1	0.01	0.02
tbIFleetMix	LHD1	0.01	0.02
tbIFleetMix	LHD1	0.01	0.02
tbIFleetMix	LHD2	5.1260e-003	5.8390e-003
tbIFleetMix	LHD2	5.1260e-003	5.8390e-003
tbIFleetMix	LHD2	5.1260e-003	5.8390e-003
tbIFleetMix	LHD2	5.1260e-003	5.8390e-003
tbIFleetMix	MCY	5.0770e-003	4.3550e-003
tbIFleetMix	MCY	5.0770e-003	4.3550e-003
tbIFleetMix	MCY	5.0770e-003	4.3550e-003
tbIFleetMix	MCY	5.0770e-003	4.3550e-003
tbIFleetMix	MDV	0.10	0.11
tbIFleetMix	MDV	0.10	0.11
tbIFleetMix	MDV	0.10	0.11
tbIFleetMix	MDV	0.10	0.11
tbIFleetMix	MH	6.4200e-004	7.3300e-004
tbIFleetMix	MH	6.4200e-004	7.3300e-004
tbIFleetMix	MH	6.4200e-004	7.3300e-004
tbIFleetMix	MH	6.4200e-004	7.3300e-004
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	MHD	0.01	0.01
tbIFleetMix	OBUS	2.2990e-003	1.3930e-003
tbIFleetMix	OBUS	2.2990e-003	1.3930e-003
tbIFleetMix	OBUS	2.2990e-003	1.3930e-003
tbIFleetMix	OBUS	2.2990e-003	1.3930e-003
tbIFleetMix	SBUS	6.5300e-004	8.4100e-004

tbIFleetMix	SBUS	6.5300e-004	8.4100e-004
tbIFleetMix	SBUS	6.5300e-004	8.4100e-004
tbIFleetMix	SBUS	6.5300e-004	8.4100e-004
tbIFleetMix	UBUS	1.4220e-003	1.0760e-003
tbIFleetMix	UBUS	1.4220e-003	1.0760e-003
tbIFleetMix	UBUS	1.4220e-003	1.0760e-003
tbIFleetMix	UBUS	1.4220e-003	1.0760e-003
tbILandUse	LandUseSquareFeet	28,319,800.00	28,319,834.00
tbIProjectCharacteristics	CO2IntensityFactor	641.35	210
tbIVehicleEF	HHD	0.24	0.02
tbIVehicleEF	HHD	0.06	0.04
tbIVehicleEF	HHD	0.05	0.00
tbIVehicleEF	HHD	1.39	6.54
tbIVehicleEF	HHD	0.94	0.40
tbIVehicleEF	HHD	4.45	8.5380e-003
tbIVehicleEF	HHD	4,055.87	851.66
tbIVehicleEF	HHD	1,476.74	1,063.61
tbIVehicleEF	HHD	13.13	0.06
tbIVehicleEF	HHD	11.61	5.29
tbIVehicleEF	HHD	1.40	2.44
tbIVehicleEF	HHD	19.05	2.29
tbIVehicleEF	HHD	1.6880e-003	1.9740e-003
tbIVehicleEF	HHD	0.06	0.06
tbIVehicleEF	HHD	0.04	0.04
tbIVehicleEF	HHD	5.3590e-003	0.02
tbIVehicleEF	HHD	1.6200e-004	1.0000e-006
tbIVehicleEF	HHD	1.6150e-003	1.8880e-003
tbIVehicleEF	HHD	0.03	0.03
tbIVehicleEF	HHD	8.8700e-003	8.9240e-003
tbIVehicleEF	HHD	5.1270e-003	0.02

tbIVehicleEF	HHD	1.4900e-004	1.0000e-006
tbIVehicleEF	HHD	1.1900e-004	2.0000e-006
tbIVehicleEF	HHD	5.2120e-003	8.2000e-005
tbIVehicleEF	HHD	0.36	0.44
tbIVehicleEF	HHD	7.7000e-005	1.0000e-006
tbIVehicleEF	HHD	0.08	0.02
tbIVehicleEF	HHD	4.8400e-004	4.1500e-004
tbIVehicleEF	HHD	0.08	2.0000e-006
tbIVehicleEF	HHD	0.04	7.9330e-003
tbIVehicleEF	HHD	0.01	9.7550e-003
tbIVehicleEF	HHD	2.0300e-004	1.0000e-006
tbIVehicleEF	HHD	1.1900e-004	2.0000e-006
tbIVehicleEF	HHD	5.2120e-003	8.2000e-005
tbIVehicleEF	HHD	0.42	0.50
tbIVehicleEF	HHD	7.7000e-005	1.0000e-006
tbIVehicleEF	HHD	0.15	0.06
tbIVehicleEF	HHD	4.8400e-004	4.1500e-004
tbIVehicleEF	HHD	0.08	3.0000e-006
tbIVehicleEF	LDA	1.1910e-003	5.8600e-004
tbIVehicleEF	LDA	7.0000e-004	0.02
tbIVehicleEF	LDA	0.24	0.36
tbIVehicleEF	LDA	0.36	1.44
tbIVehicleEF	LDA	158.69	199.89
tbIVehicleEF	LDA	35.57	41.13
tbIVehicleEF	LDA	0.02	0.02
tbIVehicleEF	LDA	0.01	0.11
tbIVehicleEF	LDA	6.3000e-004	5.4000e-004
tbIVehicleEF	LDA	1.0050e-003	7.3900e-004
tbIVehicleEF	LDA	5.8000e-004	4.9700e-004
tbIVehicleEF	LDA	9.2400e-004	6.8000e-004

tblVehicleEF	LDA	9.0280e-003	0.01
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	8.5250e-003	0.01
tblVehicleEF	LDA	2.9880e-003	1.7310e-003
tblVehicleEF	LDA	0.03	0.15
tblVehicleEF	LDA	9.4370e-003	0.07
tblVehicleEF	LDA	1.5870e-003	8.4000e-005
tblVehicleEF	LDA	3.6100e-004	0.00
tblVehicleEF	LDA	9.0280e-003	0.01
tblVehicleEF	LDA	0.03	0.04
tblVehicleEF	LDA	8.5250e-003	0.01
tblVehicleEF	LDA	4.3460e-003	2.5100e-003
tblVehicleEF	LDA	0.03	0.15
tblVehicleEF	LDA	0.01	0.08
tblVehicleEF	LDT1	1.6740e-003	6.9500e-004
tblVehicleEF	LDT1	1.1120e-003	0.02
tblVehicleEF	LDT1	0.31	0.38
tblVehicleEF	LDT1	0.48	1.54
tblVehicleEF	LDT1	201.86	239.08
tblVehicleEF	LDT1	45.83	49.94
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.02	0.13
tblVehicleEF	LDT1	7.8800e-004	6.0500e-004
tblVehicleEF	LDT1	1.2490e-003	8.4200e-004
tblVehicleEF	LDT1	7.2400e-004	5.5600e-004
tblVehicleEF	LDT1	1.1490e-003	7.7400e-004
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	4.1500e-003	2.1240e-003

tblVehicleEF	LDT1	0.04	0.21
tblVehicleEF	LDT1	0.01	0.08
tblVehicleEF	LDT1	2.0200e-003	2.4290e-003
tblVehicleEF	LDT1	4.6600e-004	0.00
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	0.05	0.05
tblVehicleEF	LDT1	0.02	0.02
tblVehicleEF	LDT1	6.0530e-003	3.0990e-003
tblVehicleEF	LDT1	0.04	0.21
tblVehicleEF	LDT1	0.02	0.09
tblVehicleEF	LDT2	1.8650e-003	9.2200e-004
tblVehicleEF	LDT2	1.3110e-003	0.03
tblVehicleEF	LDT2	0.37	0.45
tblVehicleEF	LDT2	0.54	1.96
tblVehicleEF	LDT2	232.94	240.16
tblVehicleEF	LDT2	52.57	50.31
tblVehicleEF	LDT2	0.03	0.02
tblVehicleEF	LDT2	0.02	0.13
tblVehicleEF	LDT2	7.5600e-004	6.2000e-004
tblVehicleEF	LDT2	1.1740e-003	7.8800e-004
tblVehicleEF	LDT2	6.9600e-004	5.7200e-004
tblVehicleEF	LDT2	1.0790e-003	7.2500e-004
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	4.6400e-003	3.0660e-003
tblVehicleEF	LDT2	0.04	0.21
tblVehicleEF	LDT2	0.02	0.11
tblVehicleEF	LDT2	2.3310e-003	8.6920e-003
tblVehicleEF	LDT2	5.3400e-004	8.7000e-005

tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	0.04	0.05
tblVehicleEF	LDT2	0.02	0.03
tblVehicleEF	LDT2	6.7620e-003	4.4330e-003
tblVehicleEF	LDT2	0.04	0.21
tblVehicleEF	LDT2	0.02	0.12
tblVehicleEF	LHD1	2.9240e-003	3.4210e-003
tblVehicleEF	LHD1	4.9730e-003	3.9080e-003
tblVehicleEF	LHD1	4.9640e-003	5.9710e-003
tblVehicleEF	LHD1	0.13	0.17
tblVehicleEF	LHD1	0.45	0.36
tblVehicleEF	LHD1	1.04	0.77
tblVehicleEF	LHD1	8.82	7.58
tblVehicleEF	LHD1	612.09	637.02
tblVehicleEF	LHD1	22.60	8.76
tblVehicleEF	LHD1	0.05	0.03
tblVehicleEF	LHD1	0.18	0.09
tblVehicleEF	LHD1	0.37	0.17
tblVehicleEF	LHD1	6.5200e-004	9.8200e-004
tblVehicleEF	LHD1	0.01	9.9810e-003
tblVehicleEF	LHD1	6.6710e-003	5.1070e-003
tblVehicleEF	LHD1	4.7600e-004	1.8200e-004
tblVehicleEF	LHD1	6.2400e-004	9.4000e-004
tblVehicleEF	LHD1	2.6490e-003	2.4950e-003
tblVehicleEF	LHD1	6.3540e-003	4.8440e-003
tblVehicleEF	LHD1	4.3700e-004	1.6700e-004
tblVehicleEF	LHD1	0.04	0.03
tblVehicleEF	LHD1	0.01	0.01
tblVehicleEF	LHD1	6.1900e-004	6.1300e-004
tblVehicleEF	LHD1	0.09	0.07

tbIVehicleEF	LHD1	0.09	0.17
tbIVehicleEF	LHD1	0.07	0.03
tbIVehicleEF	LHD1	8.7000e-005	7.3000e-005
tbIVehicleEF	LHD1	5.9650e-003	6.2070e-003
tbIVehicleEF	LHD1	2.4400e-004	8.7000e-005
tbIVehicleEF	LHD1	0.04	0.03
tbIVehicleEF	LHD1	0.02	0.02
tbIVehicleEF	LHD1	6.1900e-004	6.1300e-004
tbIVehicleEF	LHD1	0.10	0.08
tbIVehicleEF	LHD1	0.09	0.17
tbIVehicleEF	LHD1	0.07	0.03
tbIVehicleEF	LHD2	2.1510e-003	2.0850e-003
tbIVehicleEF	LHD2	4.7820e-003	4.8230e-003
tbIVehicleEF	LHD2	2.0180e-003	3.0030e-003
tbIVehicleEF	LHD2	0.12	0.13
tbIVehicleEF	LHD2	0.44	0.47
tbIVehicleEF	LHD2	0.82	0.43
tbIVehicleEF	LHD2	13.32	12.02
tbIVehicleEF	LHD2	662.85	624.36
tbIVehicleEF	LHD2	20.99	5.60
tbIVehicleEF	LHD2	0.05	0.05
tbIVehicleEF	LHD2	0.08	0.16
tbIVehicleEF	LHD2	0.18	0.09
tbIVehicleEF	LHD2	8.6800e-004	1.5090e-003
tbIVehicleEF	LHD2	0.01	0.01
tbIVehicleEF	LHD2	7.2620e-003	0.01
tbIVehicleEF	LHD2	3.8300e-004	1.0000e-004
tbIVehicleEF	LHD2	8.3000e-004	1.4430e-003
tbIVehicleEF	LHD2	2.7110e-003	2.7210e-003
tbIVehicleEF	LHD2	6.9240e-003	0.01

tblVehicleEF	LHD2	3.5200e-004	9.2000e-005
tblVehicleEF	LHD2	4.4200e-004	4.8400e-004
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.01	0.01
tblVehicleEF	LHD2	2.8000e-004	3.1000e-004
tblVehicleEF	LHD2	0.09	0.09
tblVehicleEF	LHD2	0.03	0.08
tblVehicleEF	LHD2	0.03	0.01
tblVehicleEF	LHD2	1.3000e-004	1.1500e-004
tblVehicleEF	LHD2	6.4390e-003	6.0190e-003
tblVehicleEF	LHD2	2.2300e-004	5.5000e-005
tblVehicleEF	LHD2	4.4200e-004	4.8400e-004
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	0.01	0.02
tblVehicleEF	LHD2	2.8000e-004	3.1000e-004
tblVehicleEF	LHD2	0.10	0.11
tblVehicleEF	LHD2	0.03	0.08
tblVehicleEF	LHD2	0.03	0.01
tblVehicleEF	MCY	0.46	0.32
tblVehicleEF	MCY	0.15	0.24
tblVehicleEF	MCY	17.05	17.07
tblVehicleEF	MCY	10.45	9.32
tblVehicleEF	MCY	172.03	209.59
tblVehicleEF	MCY	41.48	58.06
tblVehicleEF	MCY	1.13	1.13
tblVehicleEF	MCY	0.32	0.27
tblVehicleEF	MCY	2.2420e-003	2.2350e-003
tblVehicleEF	MCY	3.3930e-003	2.9700e-003
tblVehicleEF	MCY	2.0900e-003	2.0830e-003
tblVehicleEF	MCY	3.1660e-003	2.7710e-003

tblVehicleEF	MCY	0.88	1.82
tblVehicleEF	MCY	0.59	0.63
tblVehicleEF	MCY	0.46	0.96
tblVehicleEF	MCY	2.10	2.10
tblVehicleEF	MCY	0.40	1.25
tblVehicleEF	MCY	2.07	1.84
tblVehicleEF	MCY	2.0620e-003	2.0740e-003
tblVehicleEF	MCY	6.4600e-004	5.7500e-004
tblVehicleEF	MCY	0.88	1.82
tblVehicleEF	MCY	0.59	0.63
tblVehicleEF	MCY	0.46	0.96
tblVehicleEF	MCY	2.64	2.64
tblVehicleEF	MCY	0.40	1.25
tblVehicleEF	MCY	2.26	2.01
tblVehicleEF	MDV	2.8050e-003	9.3100e-004
tblVehicleEF	MDV	3.1350e-003	0.03
tblVehicleEF	MDV	0.47	0.44
tblVehicleEF	MDV	0.84	1.96
tblVehicleEF	MDV	311.48	290.09
tblVehicleEF	MDV	69.40	59.43
tblVehicleEF	MDV	0.04	0.02
tblVehicleEF	MDV	0.05	0.13
tblVehicleEF	MDV	8.4400e-004	6.1500e-004
tblVehicleEF	MDV	1.3060e-003	8.0000e-004
tblVehicleEF	MDV	7.7700e-004	5.6700e-004
tblVehicleEF	MDV	1.2010e-003	7.3500e-004
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	7.0530e-003	3.1500e-003

tblVehicleEF	MDV	0.06	0.22
tblVehicleEF	MDV	0.04	0.11
tblVehicleEF	MDV	3.1130e-003	2.5670e-003
tblVehicleEF	MDV	7.0700e-004	5.2700e-004
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.09	0.07
tblVehicleEF	MDV	0.04	0.05
tblVehicleEF	MDV	0.01	4.5460e-003
tblVehicleEF	MDV	0.06	0.22
tblVehicleEF	MDV	0.05	0.12
tblVehicleEF	MH	4.4300e-003	3.8070e-003
tblVehicleEF	MH	0.01	0.02
tblVehicleEF	MH	0.20	0.19
tblVehicleEF	MH	3.12	1.47
tblVehicleEF	MH	1,168.01	1,245.00
tblVehicleEF	MH	55.70	13.78
tblVehicleEF	MH	0.65	0.87
tblVehicleEF	MH	0.53	0.22
tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.0330e-003	9.1090e-003
tblVehicleEF	MH	8.8400e-004	2.1200e-004
tblVehicleEF	MH	3.2200e-003	3.3040e-003
tblVehicleEF	MH	5.7310e-003	8.6790e-003
tblVehicleEF	MH	8.1300e-004	1.9500e-004
tblVehicleEF	MH	0.28	0.22
tblVehicleEF	MH	0.02	0.01
tblVehicleEF	MH	0.13	0.10
tblVehicleEF	MH	0.03	0.03
tblVehicleEF	MH	2.8740e-003	0.17
tblVehicleEF	MH	0.19	0.07

tblVehicleEF	MH	0.01	0.01
tblVehicleEF	MH	6.1100e-004	1.3600e-004
tblVehicleEF	MH	0.28	0.22
tblVehicleEF	MH	0.02	0.01
tblVehicleEF	MH	0.13	0.10
tblVehicleEF	MH	0.03	0.04
tblVehicleEF	MH	2.8740e-003	0.17
tblVehicleEF	MH	0.21	0.07
tblVehicleEF	MHD	0.02	4.2930e-003
tblVehicleEF	MHD	2.3220e-003	8.5200e-004
tblVehicleEF	MHD	0.03	9.1640e-003
tblVehicleEF	MHD	0.39	0.43
tblVehicleEF	MHD	0.22	0.13
tblVehicleEF	MHD	3.10	0.86
tblVehicleEF	MHD	123.89	57.14
tblVehicleEF	MHD	1,155.14	910.34
tblVehicleEF	MHD	61.47	8.81
tblVehicleEF	MHD	0.31	0.29
tblVehicleEF	MHD	0.94	1.37
tblVehicleEF	MHD	9.35	1.64
tblVehicleEF	MHD	2.7000e-005	8.3000e-005
tblVehicleEF	MHD	2.8210e-003	6.6880e-003
tblVehicleEF	MHD	8.8400e-004	1.2700e-004
tblVehicleEF	MHD	2.6000e-005	7.9000e-005
tblVehicleEF	MHD	2.6920e-003	6.3910e-003
tblVehicleEF	MHD	8.1300e-004	1.1700e-004
tblVehicleEF	MHD	6.2900e-004	3.0500e-004
tblVehicleEF	MHD	0.03	0.01
tblVehicleEF	MHD	0.03	0.02
tblVehicleEF	MHD	4.0300e-004	1.9400e-004

tbIVehicleEF	MHD	0.04	0.01
tbIVehicleEF	MHD	0.01	0.07
tbIVehicleEF	MHD	0.21	0.04
tbIVehicleEF	MHD	1.1950e-003	5.4300e-004
tbIVehicleEF	MHD	0.01	8.6920e-003
tbIVehicleEF	MHD	6.6900e-004	8.7000e-005
tbIVehicleEF	MHD	6.2900e-004	3.0500e-004
tbIVehicleEF	MHD	0.03	0.01
tbIVehicleEF	MHD	0.04	0.03
tbIVehicleEF	MHD	4.0300e-004	1.9400e-004
tbIVehicleEF	MHD	0.04	0.01
tbIVehicleEF	MHD	0.01	0.07
tbIVehicleEF	MHD	0.23	0.05
tbIVehicleEF	OBUS	0.01	7.2220e-003
tbIVehicleEF	OBUS	3.5120e-003	1.6630e-003
tbIVehicleEF	OBUS	0.02	0.01
tbIVehicleEF	OBUS	0.24	0.63
tbIVehicleEF	OBUS	0.26	0.20
tbIVehicleEF	OBUS	3.77	1.48
tbIVehicleEF	OBUS	96.99	86.02
tbIVehicleEF	OBUS	1,257.82	1,120.11
tbIVehicleEF	OBUS	64.57	12.75
tbIVehicleEF	OBUS	0.21	0.42
tbIVehicleEF	OBUS	0.77	1.41
tbIVehicleEF	OBUS	2.59	1.09
tbIVehicleEF	OBUS	1.9000e-005	1.3700e-004
tbIVehicleEF	OBUS	2.7190e-003	7.7800e-003
tbIVehicleEF	OBUS	1.0200e-003	1.7400e-004
tbIVehicleEF	OBUS	1.9000e-005	1.3200e-004
tbIVehicleEF	OBUS	2.5780e-003	7.4270e-003

tblVehicleEF	OBUS	9.3800e-004	1.6000e-004
tblVehicleEF	OBUS	1.2260e-003	1.1050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.03	0.05
tblVehicleEF	OBUS	5.7500e-004	5.2800e-004
tblVehicleEF	OBUS	0.04	0.01
tblVehicleEF	OBUS	0.04	0.18
tblVehicleEF	OBUS	0.25	0.07
tblVehicleEF	OBUS	9.3700e-004	8.1700e-004
tblVehicleEF	OBUS	0.01	0.01
tblVehicleEF	OBUS	7.1200e-004	1.2600e-004
tblVehicleEF	OBUS	1.2260e-003	1.1050e-003
tblVehicleEF	OBUS	0.02	0.02
tblVehicleEF	OBUS	0.05	0.06
tblVehicleEF	OBUS	5.7500e-004	5.2800e-004
tblVehicleEF	OBUS	0.04	0.02
tblVehicleEF	OBUS	0.04	0.18
tblVehicleEF	OBUS	0.27	0.08
tblVehicleEF	SBUS	0.84	0.10
tblVehicleEF	SBUS	3.6500e-003	1.6600e-003
tblVehicleEF	SBUS	0.05	8.7250e-003
tblVehicleEF	SBUS	9.39	4.08
tblVehicleEF	SBUS	0.26	0.16
tblVehicleEF	SBUS	7.00	1.12
tblVehicleEF	SBUS	954.95	307.32
tblVehicleEF	SBUS	967.85	834.52
tblVehicleEF	SBUS	64.75	6.63
tblVehicleEF	SBUS	1.88	1.30
tblVehicleEF	SBUS	0.80	1.09
tblVehicleEF	SBUS	9.99	1.78

tblVehicleEF	SBUS	1.4100e-004	3.6400e-004
tblVehicleEF	SBUS	0.01	0.01
tblVehicleEF	SBUS	2.5290e-003	6.8240e-003
tblVehicleEF	SBUS	1.3950e-003	1.0700e-004
tblVehicleEF	SBUS	1.3500e-004	3.4800e-004
tblVehicleEF	SBUS	2.5530e-003	2.5930e-003
tblVehicleEF	SBUS	2.3940e-003	6.5060e-003
tblVehicleEF	SBUS	1.2830e-003	9.8000e-005
tblVehicleEF	SBUS	4.4100e-003	1.5920e-003
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	1.14	0.45
tblVehicleEF	SBUS	2.1060e-003	7.7100e-004
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	0.02	0.10
tblVehicleEF	SBUS	0.39	0.05
tblVehicleEF	SBUS	9.4450e-003	2.9440e-003
tblVehicleEF	SBUS	9.3600e-003	8.0200e-003
tblVehicleEF	SBUS	7.6900e-004	6.6000e-005
tblVehicleEF	SBUS	4.4100e-003	1.5920e-003
tblVehicleEF	SBUS	0.04	0.01
tblVehicleEF	SBUS	1.66	0.64
tblVehicleEF	SBUS	2.1060e-003	7.7100e-004
tblVehicleEF	SBUS	0.04	0.02
tblVehicleEF	SBUS	0.02	0.10
tblVehicleEF	SBUS	0.42	0.05
tblVehicleEF	UBUS	0.24	1.86
tblVehicleEF	UBUS	0.06	1.6730e-003
tblVehicleEF	UBUS	2.18	14.11
tblVehicleEF	UBUS	8.20	0.14
tblVehicleEF	UBUS	1,839.71	1,664.74

tblVehicleEF	UBUS	143.02	1.26
tblVehicleEF	UBUS	1.57	0.70
tblVehicleEF	UBUS	11.95	0.01
tblVehicleEF	UBUS	0.49	0.07
tblVehicleEF	UBUS	0.01	0.03
tblVehicleEF	UBUS	0.02	5.1160e-003
tblVehicleEF	UBUS	1.6760e-003	1.5000e-005
tblVehicleEF	UBUS	0.21	0.03
tblVehicleEF	UBUS	3.0000e-003	8.3320e-003
tblVehicleEF	UBUS	0.02	4.8930e-003
tblVehicleEF	UBUS	1.5410e-003	1.4000e-005
tblVehicleEF	UBUS	3.4210e-003	2.4000e-005
tblVehicleEF	UBUS	0.05	2.0700e-004
tblVehicleEF	UBUS	2.0600e-003	1.1000e-005
tblVehicleEF	UBUS	0.06	0.03
tblVehicleEF	UBUS	0.01	1.1550e-003
tblVehicleEF	UBUS	0.75	6.9960e-003
tblVehicleEF	UBUS	0.02	0.01
tblVehicleEF	UBUS	1.5810e-003	1.3000e-005
tblVehicleEF	UBUS	3.4210e-003	2.4000e-005
tblVehicleEF	UBUS	0.05	2.0700e-004
tblVehicleEF	UBUS	2.0600e-003	1.1000e-005
tblVehicleEF	UBUS	0.30	1.90
tblVehicleEF	UBUS	0.01	1.1550e-003
tblVehicleEF	UBUS	0.82	7.6590e-003
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CC_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CNW_TL	7.30	0.10

tblVehicleTrips	CNW_TL	7.30	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	CW_TL	9.50	0.10
tblVehicleTrips	DV_TP	11.00	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	HO_TL	5.70	0.10
tblVehicleTrips	HS_TL	4.80	0.10
tblVehicleTrips	HW_TL	10.80	0.10
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	86.00	100.00
tblVehicleTrips	PR_TP	77.00	100.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	4.98	2.70
tblVehicleTrips	ST_TR	2.46	1.33
tblVehicleTrips	ST_TR	8.19	4.44
tblVehicleTrips	ST_TR	42.04	22.78
tblVehicleTrips	SU_TR	3.65	1.98
tblVehicleTrips	SU_TR	1.05	0.57
tblVehicleTrips	SU_TR	5.95	3.22
tblVehicleTrips	SU_TR	20.43	11.07
tblVehicleTrips	WD_TR	4.20	2.28
tblVehicleTrips	WD_TR	11.03	5.98
tblVehicleTrips	WD_TR	8.17	4.43

tblVehicleTrips	WD_TR	44.32	24.02
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	486.16	0.00
tblWoodstoves	NumberNoncatalytic	486.16	0.00
tblWoodstoves	WoodstoveWoodMass	582.40	0.00

2.0 Emissions Summary

2.2 Overall Operational Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	272.2551	2.9154	180.3578	0.0149		1.0698	1.0698		1.0698	1.0698	0.0000	1,266.4920	1,266.4920	0.3008	0.0178	1,279.3166
Energy	4.8990	43.9185	32.8808	0.2672		3.3848	3.3848		3.3848	3.3848	0.0000	111,359.7334	111,359.7334	9.6122	2.6853	112,400.2680

Mobile	33.9592	31.5551	164.2376	0.0494	3.1208	0.0873	3.2080	0.8350	0.0809	0.9159	0.0000	7,660.6082	7,660.6082	1.8866	0.0000	7,707.7726
Waste						0.0000	0.0000		0.0000	0.0000	8,314.5281	0.0000	8,314.5281	491.3745	0.0000	20,598.8915
Water						0.0000	0.0000		0.0000	0.0000	2,410.1565	4,897.0908	7,307.2473	8.9718	5.3812	9,135.1451
Total	311.1133	78.3891	377.4763	0.3315	3.1208	4.5418	7.6625	0.8350	4.5354	5.3704	10,724.6846	125,183.9244	135,908.6090	512.1459	8.0844	151,121.3938

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	272.2551	2.9154	180.3578	0.0149		1.0698	1.0698		1.0698	1.0698	0	1,266.49	1,266.49	0.3008	0.0178	1,279.32
Energy	4.899	43.9185	32.8808	0.2672		3.3848	3.3848		3.3848	3.3848	0	48,483.08	48,483.08	0.9293	0.8889	48,771.19
Mobile	33.9592	31.5551	164.2376	0.0494	3.1208	0.0873	3.208	0.835	0.0809	0.9159	0	7,660.61	7,660.61	1.8866	0	7,707.77
Waste						0	0		0	0	8,314.53	0	8,314.53	491.3745	0	20,598.89
Water						0	0		0	0	2,410.16	4,897.09	7,307.25	8.9718	5.3812	9,135.15
Total	311.1133	78.3891	377.4763	0.3315	3.1208	4.5418	7.6625	0.835	4.5354	5.3704	10,724.68	62,307.27	73,031.96	503.4629	6.2879	87,492.32

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.23	46.26	1.70	22.22	42.10

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	33.9592	31.5551	164.2376	0.0494	3.1208	0.0873	3.2080	0.8350	0.0809	0.9159	0.0000	7,660.6082	7,660.6082	1.8866	0.0000	7,707.7726
Unmitigated	33.9592	31.5551	164.2376	0.0494	3.1208	0.0873	3.2080	0.8350	0.0809	0.9159	0.0000	7,660.6082	7,660.6082	1.8866	0.0000	7,707.7726

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments High Rise	55,422.24	65,631.60	48,129.84	2,032,538	2,032,538
General Office Building	169,352.58	37,665.37	16,142.30	4,682,967	4,682,967
Hotel	15,948.00	15,984.00	11,592.00	558,043	558,043
Strip Mall	33,628.00	31,892.00	15,498.00	1,120,756	1,120,756
Total	274,350.82	151,172.97	91,362.14	8,394,304	8,394,304

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments High Rise	0.10	0.10	0.10	31.00	15.00	54.00	100	0	0
General Office Building	0.10	0.10	0.10	33.00	48.00	19.00	100	0	0
Hotel	0.10	0.10	0.10	19.40	61.60	19.00	100	0	0
Strip Mall	0.10	0.10	0.10	16.60	64.40	19.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments High Rise	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733

Apartments High Rise	2.10008e+008	1.1324	9.6768	4.1178	0.0618		0.7824	0.7824		0.7824	0.7824	0.0000	11,206.8133	11,206.8133	0.2148	0.2055	11,273.4098
General Office Building	4.63596e+008	2.4998	22.7253	19.0892	0.1364		1.7271	1.7271		1.7271	1.7271	0.0000	24,739.2311	24,739.2311	0.4742	0.4536	24,886.2440
Hotel	2.31617e+008	1.2489	11.3538	9.5372	0.0681		0.8629	0.8629		0.8629	0.8629	0.0000	12,359.9776	12,359.9776	0.2369	0.2266	12,433.4267
Strip Mall	3.318e+006	0.0179	0.1627	0.1366	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	177.0611	177.0611	3.3900e-003	3.2500e-003	178.1133
Total		4.8990	43.9186	32.8808	0.2672		3.3848	3.3848		3.3848	3.3848	0.0000	48,483.0831	48,483.0831	0.9293	0.8889	48,771.1938

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments High Rise	2.10008e+008	1.1324	9.6768	4.1178	0.0618		0.7824	0.7824		0.7824	0.7824	0.0000	11,206.8133	11,206.8133	0.2148	0.2055	11,273.4098
General Office Building	4.63596e+008	2.4998	22.7253	19.0892	0.1364		1.7271	1.7271		1.7271	1.7271	0.0000	24,739.2311	24,739.2311	0.4742	0.4536	24,886.2440
Hotel	2.31617e+008	1.2489	11.3538	9.5372	0.0681		0.8629	0.8629		0.8629	0.8629	0.0000	12,359.9776	12,359.9776	0.2369	0.2266	12,433.4267
Strip Mall	3.318e+006	0.0179	0.1627	0.1366	9.8000e-004		0.0124	0.0124		0.0124	0.0124	0.0000	177.0611	177.0611	3.3900e-003	3.2500e-003	178.1133
Total		4.8990	43.9186	32.8808	0.2672		3.3848	3.3848		3.3848	3.3848	0.0000	48,483.0831	48,483.0831	0.9293	0.8889	48,771.1938

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	1.00352e+008	9,558.9628	1.3201	0.2731	9,673.3517

General Office Building	5.04943e+008	48,098.0071	6.6421	1.3742	48,673.5799
Hotel	3.98313e+007	3,794.1031	0.5240	0.1084	3,839.5058
Strip Mall	1.4966e+007	1,425.5773	0.1969	0.0407	1,442.6367
Total		62,876.6503	8.6830	1.7965	63,629.0742

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments High Rise	0	0.0000	0.0000	0.0000	0.0000
General Office Building	0	0.0000	0.0000	0.0000	0.0000
Hotel	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
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Hearth	0.0981	0.8385	0.3568	5.3500e-003		0.0678	0.0678		0.0678	0.0678	0.0000	971.0699	971.0699	0.0186	0.0178	976.8405
Landscaping	5.4024	2.0769	180.0010	9.5500e-003		1.0020	1.0020		1.0020	1.0020	0.0000	295.4221	295.4221	0.2822	0.0000	302.4761
Total	272.2552	2.9154	180.3578	0.0149		1.0698	1.0698		1.0698	1.0698	0.0000	1,266.4920	1,266.4920	0.3008	0.0178	1,279.3166

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	7,307.2473	8.9718	5.3812	9,135.1451
Unmitigated	7,307.2473	8.9718	5.3812	9,135.1451

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	1583.76 / 998.46	1,709.5213	2.0873	1.2514	2,134.6175
General Office Building	5033.38 / 3084.98	5,403.6357	6.6297	3.9762	6,754.2882
Hotel	91.3204 / 10.1467	82.7606	0.1182	0.0717	107.0826

Strip Mall	103.702 / 63.559	111.3297	0.1366	0.0819	139.1569
Total		7,307.2473	8.9718	5.3812	9,135.1451

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments High Rise	1583.76 / 998.46	1,709.5213	2.0873	1.2514	2,134.6175
General Office Building	5033.38 / 3084.98	5,403.6357	6.6297	3.9762	6,754.2882
Hotel	91.3204 / 10.1467	82.7606	0.1182	0.0717	107.0826
Strip Mall	103.702 / 63.559	111.3297	0.1366	0.0819	139.1569
Total		7,307.2473	8.9718	5.3812	9,135.1451

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	8,314.5281	491.3745	0.0000	20,598.8915

Unmitigated	8,314.5281	491.3745	0.0000	20,598.8915
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8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	11181.7	2,269.7800	134.1402	0.0000	5,623.2839
General Office Building	26337.4	5,346.2562	315.9547	0.0000	13,245.1235
Hotel	1971	400.0952	23.6450	0.0000	991.2189
Strip Mall	1470	298.3967	17.6347	0.0000	739.2652
Total		8,314.5281	491.3745	0.0000	20,598.8915

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments High Rise	11181.7	2,269.7800	134.1402	0.0000	5,623.2839
General Office Building	26337.4	5,346.2562	315.9547	0.0000	13,245.1235
Hotel	1971	400.0952	23.6450	0.0000	991.2189
Strip Mall	1470	298.3967	17.6347	0.0000	739.2652

Total		8,314.5281	491.3745	0.0000	20,598.89 15
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9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Project	DSAP Amendment	CalEEMod EMFAC2017 Emission Factors Input											YEAR	2015
Season	EmissionType	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
A	CH4_IDLEX	0	0	0	0	0.006009	0.004005	0.003361	0.026103772	0.009257	0	0	0.038652	0
A	CH4_RUNEX	0.007905	0.017058	0.009114	0.01196	0.022196	0.013795	0.036763	0.065925914	0.024278	0.188467	0.353783	0.012607	0.046461
A	CH4_STREX	0.101162	0.14079	0.116829	0.148865	0.028559	0.015701	0.014584	0	0.024376	0.002164	0.270748	0.00429	0.040971
A	CO_IDLEX	0	0	0	0	0.198101	0.151732	0.381207	3.630632449	0.590688	0	0	1.679678	0
A	CO_RUNEX	1.494722	2.95663	1.772769	2.09426	2.337955	1.271018	2.469209	1.701311711	2.098307	1.514963	23.38348	1.098127	7.489116
A	CO_STREX	2.911109	3.38075	3.781393	4.724834	1.551214	1.013452	1.533427	0.006103603	2.454339	0.139137	8.771283	0.700803	3.079003
A	CO2_NBIO_IDLEX	0	0	0	0	9.26067	14.30306	80.12243	915.4635452	98.3814	0	0	348.164	0
A	CO2_NBIO_RUNEX	301.3383	354.1139	399.2522	478.0753	902.5327	876.7598	1265.94	1746.114841	1548.726	1928.348	211.5755	1129.608	1698.121
A	CO2_NBIO_STREX	64.55379	77.29527	86.5419	103.2731	14.65248	10.10525	10.70482	0.310153149	18.9974	1.639982	64.56308	3.368742	26.69196
A	NOX_IDLEX	0	0	0	0	0.06173	0.115191	1.028552	6.258770595	0.946537	0	0	4.265874	0
A	NOX_RUNEX	0.131091	0.302531	0.213126	0.274789	1.923534	2.359923	6.81159	8.206061587	3.689619	13.79543	1.190277	6.799145	2.170383
A	NOX_STREX	0.342451	0.474328	0.559214	0.682126	0.420201	0.260435	0.474398	0.845284754	0.613497	0.015009	0.268645	0.394136	0.25545
A	PM10_IDLEX	0	0	0	0	0.000701	0.001298	0.007504	0.042617246	0.008806	0	0	0.010349	0
A	PM10_PMBW	0.03675	0.03675	0.03675	0.03675	0.07644	0.08918	0.13034	0.060792893	0.13034	0.069383	0.01176	0.7448	0.13034
A	PM10_PMTW	0.008	0.008	0.008	0.008	0.00939	0.010486	0.012	0.035437592	0.012	0.033326	0.004	0.011066	0.012905
A	PM10_RUNEX	0.001748	0.003371	0.001626	0.001892	0.017931	0.024595	0.275313	0.219658746	0.125804	0.019654	0.001669	0.062992	0.037754
A	PM10_STREX	0.002315	0.003973	0.002102	0.002554	0.000567	0.000234	0.000334	2.21387E-05	0.000241	9.83E-07	0.004276	3.43E-05	0.000995
A	PM25_IDLEX	0	0	0	0	0.00067	0.001242	0.007179	0.040773642	0.008425	0	0	0.009902	0
A	PM25_PMBW	0.01575	0.01575	0.01575	0.01575	0.03276	0.03822	0.05586	0.026054097	0.05586	0.029736	0.00504	0.3192	0.05586
A	PM25_PMTW	0.002	0.002	0.002	0.002	0.002347	0.002621	0.003	0.008859398	0.003	0.008332	0.001	0.002766	0.003226
A	PM25_RUNEX	0.001615	0.003113	0.0015	0.001748	0.017083	0.023491	0.263395	0.210156343	0.120348	0.018804	0.001577	0.060252	0.036039
A	PM25_STREX	0.002134	0.003665	0.001937	0.002354	0.000527	0.000215	0.000313	2.10328E-05	0.000225	9.04E-07	0.004063	3.15E-05	0.000933
A	ROG_DIURN	0.087693	0.18703	0.082255	0.09279	0.003323	0.001878	0.000975	3.30835E-05	0.001202	5.65E-05	1.85481	0.000584	1.482947
A	ROG_HTSK	0.180186	0.337392	0.170042	0.189112	0.126866	0.067625	0.04821	0.002655925	0.018142	0.000733	0.81533	0.0047	0.124952
A	ROG_IDLEX	0	0	0	0	0.025439	0.019215	0.033771	0.478184741	0.086057	0	0	0.19862	0
A	ROG_RESTL	0.065066	0.127344	0.066346	0.077205	0.00147	0.000803	0.000428	1.5084E-05	0.000466	3.26E-05	1.028654	0.000181	0.468625
A	ROG_RUNEX	0.037159	0.089891	0.04388	0.05914	0.184017	0.161617	0.675411	0.51281301	0.335396	0.021097	2.504032	0.159255	0.306898
A	ROG_RUNLS	0.366313	1.269975	0.570194	0.620699	0.830404	0.513891	0.225514	0.01046245	0.171484	0.004324	2.95557	0.041299	2.50701
A	ROG_STREX	0.523895	0.782256	0.60156	0.803034	0.157359	0.081483	0.10064	0	0.13685	0.009164	2.084268	0.025154	0.242095
A	SO2_IDLEX	0	0	0	0	9.02E-05	0.000137	0.00076	0.008535312	0.000935	0	0	0.003308	0
A	SO2_RUNEX	6.22E-05	0.002291	0.012045	0.004728	0.008839	0.008492	0.012045	0.016186004	0.014995	0.018074	0.002094	0.010767	0.016697
A	SO2_STREX	0	0	0.000106	0.001022	0.000145	1E-04	0.000106	3.06922E-06	0.000188	1.62E-05	0.000639	3.33E-05	0.000264
A	TOG_DIURN	0.087693	0.18703	0.082255	0.09279	0.003323	0.001878	0.000975	3.30835E-05	0.001202	5.65E-05	1.85481	0.000584	1.482947
A	TOG_HTSK	0.180186	0.337392	0.170042	0.189112	0.126866	0.067625	0.04821	0.002655925	0.018142	0.000733	0.81533	0.0047	0.124952
A	TOG_IDLEX	0	0	0	0	0.036151	0.026494	0.041532	0.54829923	0.105621	0	0	0.277944	0
A	TOG_RESTL	0.065066	0.127344	0.066346	0.077205	0.00147	0.000803	0.000428	1.5084E-05	0.000466	3.26E-05	1.028654	0.000181	0.468625
A	TOG_RUNEX	0.052232	0.122096	0.060906	0.081514	0.232646	0.196784	0.779031	0.626297557	0.398039	0.213323	2.984862	0.192586	0.389434
A	TOG_RUNLS	0.366313	1.269975	0.570194	0.620699	0.830404	0.513891	0.225514	0.01046245	0.171484	0.004324	2.95557	0.041299	2.50701
A	TOG_STREX	0.573458	0.856191	0.658533	0.879034	0.17204	0.089214	0.109815	0	0.149609	0.010034	2.265516	0.02754	0.263934

PROJECT	DSAP Amendment			CalEEMod EMFAC2017 Fleet Mix Input								YEAR	2015
FleetMixLandUseSubType	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
	0.581773	0.048561	0.192724	0.109822	0.019605	0.004507	0.012829	0.019722	0.001651	0.00133	0.005701	0.000864	0.000909

Adjustment Factors for EMFAC2017 Gasoline Light Duty Vehicles						
Year	NOx Exhaust	TOG Evaporative	TOG Exhaust	PM Exhaust	CO Exhaust	CO2 Exhaust
NA	1	1	1	1	1	1
2021	1.0002	1.0001	1.0002	1.0009	1.0005	1.0023
2022	1.0004	1.0003	1.0004	1.0018	1.0014	1.0065
2023	1.0007	1.0006	1.0007	1.0032	1.0027	1.0126
2024	1.0012	1.0010	1.0011	1.0051	1.0044	1.0207
2025	1.0018	1.0016	1.0016	1.0074	1.0065	1.0309
2026	1.0023	1.0022	1.0020	1.0091	1.0083	1.0394
2027	1.0028	1.0028	1.0024	1.0105	1.0102	1.0475
2028	1.0034	1.0035	1.0028	1.0117	1.0120	1.0554
2029	1.0040	1.0042	1.0032	1.0129	1.0138	1.0629
2030	1.0047	1.0051	1.0037	1.0142	1.0156	1.0702
2031	1.0054	1.0061	1.0042	1.0155	1.0173	1.0770
2032	1.0061	1.0072	1.0047	1.0169	1.0189	1.0834
2033	1.0068	1.0083	1.0052	1.0182	1.0204	1.0893
2034	1.0075	1.0095	1.0058	1.0196	1.0218	1.0947
2035	1.0081	1.0108	1.0063	1.0210	1.0232	1.0997
2036	1.0088	1.0121	1.0069	1.0223	1.0244	1.1041
2037	1.0094	1.0134	1.0074	1.0236	1.0255	1.1080
2038	1.0099	1.0148	1.0079	1.0248	1.0265	1.1114
2039	1.0104	1.0161	1.0085	1.0259	1.0274	1.1143
2040	1.0109	1.0174	1.0090	1.0270	1.0281	1.1168
2041	1.0113	1.0186	1.0095	1.0279	1.0288	1.1189
2042	1.0116	1.0198	1.0099	1.0286	1.0294	1.1207
2043	1.0119	1.0207	1.0103	1.0293	1.0299	1.1221
2044	1.0122	1.0216	1.0106	1.0299	1.0303	1.1233
2045	1.0124	1.0225	1.0109	1.0303	1.0306	1.1243
2046	1.0125	1.0233	1.0111	1.0308	1.0309	1.1251
2047	1.0127	1.0240	1.0113	1.0311	1.0311	1.1258
2048	1.0128	1.0246	1.0115	1.0314	1.0313	1.1263
2049	1.0128	1.0252	1.0116	1.0316	1.0315	1.1268
2050	1.0129	1.0257	1.0117	1.0318	1.0316	1.1272
Enter Year:	NA	1	1	1	1	1

*PM Exhaust off model factor is only applied to the PM Exhaust emissions not start/idle
The off-model adjustment factors need to be applied only to emissions from gasoline light duty vehicles (LDA, LDT1, LDT2 and MDV). Please note that the adjustment factors are by calendar year and includes all model years.

Enter NA in the date field if adjustments do not apply

Adjustment Factors	Vehicle Category	Fuel	Population	Pop Fract	VMT (miles/day)	VMT Fract	Trips/day	Trip Fract
	HHDT	GAS	12.6200547	0.000165495	535.4997618	0.000635	252.5020547	0.003311
	HHDT	DSL	7582.17182	0.099430002	834615.2654	0.9896646	75180.14902	0.985887
	HHDT	NG	211.212129	0.002769763	8180.633541	0.0097004	823.7273031	0.010802
			7806.004		843331.3987		76256.37838	
	LDA	GAS	636085.252	0.208766982	24246214.82	0.9746207	2962279.735	0.972238
	LDA	DSL	4655.11751	0.001527837	189075.5848	0.0076002	21899.27793	0.007187
	LDA	ELEC	12243.1357	0.00401827	442301.2491	0.0177791	62688.10445	0.020575
			652983.506		24877591.65		3046867.117	
	LDT1	GAS	60813.5196	0.220443887	2065834.144	0.9948348	274256.7109	0.994157
	LDT1	DSL	70.6723064	0.000256181	1436.651067	0.0006918	246.3369813	0.000893
	LDT1	ELEC	273.434519	0.000991177	9289.190685	0.0044734	1365.430134	0.00495
			61157.6265		2076559.986		275868.478	
	LDT2	GAS	226640.197	0.213353547	8203458.517	0.9954214	1057939.578	0.995918
	LDT2	DSL	747.107239	0.000703309	34062.5501	0.0041332	3737.513202	0.003518
	LDT2	ELEC	131.248569	0.000123554	3670.328105	0.0004454	598.1793362	0.000563
			227518.553		8241191.395		1062275.271	
	LHDT1	GAS	16130.1126	0.047694506	547087.5515	0.6525787	240314.6438	0.710577
	LHDT1	DSL	7781.52574	0.023008893	291259.7022	0.3474213	97881.80459	0.289423
			23911.6383	0.070703399	838347.2537		338196.4484	
	LHDT2	GAS	2057.91025	0.030068398	72975.1179	0.3786133	30659.79651	0.447974
	LHDT2	DSL	3003.57302	0.043885602	119768.0314	0.6213867	37781.17011	0.552026
			5061.48328	0.073954	192743.1493		68440.96663	
	MCY	GAS	28252.0958	1	243796.974	1	68862.74135	1
	MDV	GAS	133730.513	0.213884677	4622313.342	0.9842742	616610.9268	0.98619
	MDV	DSL	1707.91407	0.002731588	73111.39476	0.0155683	8492.305919	0.013582
	MDV	ELEC	31.9708053	5.11332E-05	739.3866774	0.0001574	142.6477849	0.000228
			135470.398		4696164.123		625245.8805	
	MH	GAS	3549.60072	8.095266493	30087.77692	0.7737767	355.1020562	0.80985
	MH	DSL	833.764948	1.9014954	8796.540009	0.2262233	83.37649479	0.19015
			4383.36567		38884.31693		438.478551	
	MHDT	GAS	1289.76959	0.010526741	55633.26299	0.1014078	25805.70999	0.210619
	MHDT	DSL	9747.14784	0.079553512	492976.0873	0.8985922	96717.45176	0.789381
			11036.9174		548609.3502		122523.1617	
	OBUS	GAS	522.470265	0.032469766	30613.28824	0.4335889	10453.58506	0.649655
	OBUS	DSL	605.28	0.037616112	39991.12013	0.5664111	5637.392	0.350345
			1127.75027		70604.40837		16090.97706	
	SBUS	GAS	169.817525	0.015405388	8629.787141	0.2335219	679.2701009	0.061622
	SBUS	DSL	896.37	0.081316267	28325.14879	0.7664781	10343.98552	0.938378
			1066.18753		36954.93593		11023.25562	
	UBUS	GAS	8	0.003929273	1007.054926	0.0177031	32	0.015717
	UBUS	DSL	490	0.240667976	55296.61728	0.9720651	1960	0.962672
	UBUS	NG	11	0.00540275	582.0394639	0.0102317	44	0.021611
			509		56885.71167		2036	

Project	DSAP Amendment	CalEEMod EMFAC2017 Emission Factors Input											YEAR	2040
Season	EmissionType	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
A	CH4_IDLEX	0	0	0	0	0.003421	0.002085	0.004293	0.024690526	0.007222	0	0	0.098021	0
A	CH4_RUNEX	0.000586	0.000695	0.000922	0.000931	0.003908	0.004823	0.000852	0.039165045	0.001663	1.859486	0.31544	0.00166	0.003807
A	CH4_STREX	0.018847	0.020973	0.02654	0.027283	0.005971	0.003003	0.009164	4.79968E-07	0.01491	0.001673	0.243272	0.008725	0.018419
A	CO_IDLEX	0	0	0	0	0.172392	0.128617	0.430088	6.54070415	0.633342	0	0	4.07826	0
A	CO_RUNEX	0.359142	0.384214	0.446086	0.439145	0.363353	0.466468	0.128724	0.39740408	0.197349	14.10899	17.07223	0.159611	0.19029
A	CO_STREX	1.437891	1.542988	1.955348	1.955446	0.767157	0.429997	0.85982	0.008538106	1.477588	0.139137	9.323329	1.122727	1.467829
A	CO2_NBIO_IDLEX	0	0	0	0	7.583856	12.02461	57.13522	851.6620926	86.02341	0	0	307.3216	0
A	CO2_NBIO_RUNEX	199.8866	239.0781	240.1644	290.0932	637.0195	624.3579	910.3429	1063.611191	1120.111	1664.735	209.5903	834.5234	1245.001
A	CO2_NBIO_STREX	41.13227	49.93739	50.30593	59.42628	8.763887	5.595004	8.814171	0.063325884	12.74905	1.263595	58.06019	6.627497	13.77574
A	NOX_IDLEX	0	0	0	0	0.034709	0.054785	0.293937	5.293308001	0.416575	0	0	1.301433	0
A	NOX_RUNEX	0.016384	0.018737	0.019908	0.020992	0.094084	0.157308	1.373142	2.441438377	1.406211	0.704226	1.132995	1.085421	0.866318
A	NOX_STREX	0.111177	0.125441	0.12537	0.133718	0.166313	0.089519	1.63868	2.293250547	1.09067	0.01172	0.270119	1.781412	0.218778
A	PM10_IDLEX	0	0	0	0	0.000982	0.001509	8.25E-05	0.001973761	0.000137	0	0	0.000364	0
A	PM10_PMBW	0.03675	0.03675	0.03675	0.03675	0.07644	0.08918	0.13034	0.061237867	0.13034	0.069383	0.01176	0.7448	0.13034
A	PM10_PMTW	0.008	0.008	0.008	0.008	0.009981	0.010883	0.012	0.03569492	0.012	0.033326	0.004	0.010371	0.013215
A	PM10_RUNEX	0.00054	0.000605	0.00062	0.000615	0.005107	0.01296	0.006688	0.022943533	0.00778	0.005116	0.002235	0.006824	0.009109
A	PM10_STREX	0.000739	0.000842	0.000788	0.0008	0.000182	1E-04	0.000127	7.7147E-07	0.000174	1.52E-05	0.00297	0.000107	0.000212
A	PM25_IDLEX	0	0	0	0	0.00094	0.001443	7.9E-05	0.001888377	0.000132	0	0	0.000348	0
A	PM25_PMBW	0.01575	0.01575	0.01575	0.01575	0.03276	0.03822	0.05586	0.0262448	0.05586	0.029736	0.00504	0.3192	0.05586
A	PM25_PMTW	0.002	0.002	0.002	0.002	0.002495	0.002721	0.003	0.00892373	0.003	0.008332	0.001	0.002593	0.003304
A	PM25_RUNEX	0.000497	0.000556	0.000572	0.000567	0.004844	0.012377	0.006391	0.021950972	0.007427	0.004893	0.002083	0.006506	0.008679
A	PM25_STREX	0.00068	0.000774	0.000725	0.000735	0.000167	9.19E-05	0.000117	7.09338E-07	0.00016	1.4E-05	0.002771	9.81E-05	0.000195
A	ROG_DIURN	0.01419	0.023362	0.031878	0.04534	0.000971	0.000484	0.000305	1.90344E-06	0.001105	2.39E-05	1.818396	0.001592	0.218083
A	ROG_HTSK	0.037121	0.050404	0.053195	0.070173	0.033769	0.01538	0.013424	8.22113E-05	0.016044	0.000207	0.626404	0.01419	0.014263
A	ROG_IDLEX	0	0	0	0	0.014591	0.011901	0.020015	0.437924432	0.049927	0	0	0.445571	0
A	ROG_RESTL	0.013905	0.023767	0.032571	0.046016	0.000613	0.00031	0.000194	1.21825E-06	0.000528	1.09E-05	0.956119	0.000771	0.102934
A	ROG_RUNEX	0.001731	0.002124	0.003066	0.00315	0.065499	0.093719	0.010366	0.022914479	0.013953	0.026969	2.100058	0.017016	0.030962
A	ROG_RUNLS	0.149462	0.20858	0.212999	0.217972	0.172383	0.079846	0.066813	0.000415281	0.18278	0.001155	1.250346	0.09555	0.169975
A	ROG_STREX	0.070278	0.079943	0.105591	0.111814	0.026687	0.012885	0.044106	2.48143E-06	0.074002	0.006996	1.843003	0.049156	0.066831
A	SO2_IDLEX	0	0	0	0	7.33E-05	0.000115	0.000543	0.007933494	0.000817	0	0	0.002944	0
A	SO2_RUNEX	8.37E-05	0.002429	0.008692	0.002567	0.006207	0.006019	0.008692	0.00975453	0.010774	0.010378	0.002074	0.00802	0.012207
A	SO2_STREX	0	0	8.72E-05	0.000527	8.67E-05	5.54E-05	8.72E-05	6.26661E-07	0.000126	1.25E-05	0.000575	6.56E-05	0.000136
A	TOG_DIURN	0.01419	0.023362	0.031878	0.04534	0.000971	0.000484	0.000305	1.90344E-06	0.001105	2.39E-05	1.818396	0.001592	0.218083
A	TOG_HTSK	0.037121	0.050404	0.053195	0.070173	0.033769	0.01538	0.013424	8.22113E-05	0.016044	0.000207	0.626404	0.01419	0.014263
A	TOG_IDLEX	0	0	0	0	0.020036	0.015435	0.027636	0.50291624	0.063919	0	0	0.643817	0
A	TOG_RESTL	0.013905	0.023767	0.032571	0.046016	0.000613	0.00031	0.000194	1.21825E-06	0.000528	1.09E-05	0.956119	0.000771	0.102934
A	TOG_RUNEX	0.00251	0.003099	0.004433	0.004546	0.075624	0.10726	0.012335	0.064422374	0.017499	1.898202	2.636637	0.020907	0.037739
A	TOG_RUNLS	0.149462	0.20858	0.212999	0.217972	0.172383	0.079846	0.066813	0.000415281	0.18278	0.001155	1.250346	0.09555	0.169975
A	TOG_STREX	0.076946	0.087527	0.115609	0.122422	0.029219	0.014107	0.04829	2.71685E-06	0.081023	0.007659	2.007868	0.053819	0.073172

PROJECT	DSAP Amendment			CalEEMod EMFAC2017 Fleet Mix Input								YEAR	2040
FleetMixLandUseSubType	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
	0.594826	0.054698	0.168757	0.107811	0.021621	0.005839	0.013745	0.024305	0.001393	0.001076	0.004355	0.000841	0.000733

Adjustment Factors for EMFAC2017 Gasoline Light Duty Vehicles							
Year	NOx Exhaust	TOG Evaporative	TOG Exhaust	PM Exhaust	CO Exhaust	CO2 Exhaust	
NA	1	1	1	1	1	1	
2021	1.0002	1.0001	1.0002	1.0009	1.0005	1.0023	
2022	1.0004	1.0003	1.0004	1.0018	1.0014	1.0065	
2023	1.0007	1.0006	1.0007	1.0032	1.0027	1.0126	
2024	1.0012	1.0010	1.0011	1.0051	1.0044	1.0207	
2025	1.0018	1.0016	1.0016	1.0074	1.0065	1.0309	
2026	1.0023	1.0022	1.0020	1.0091	1.0083	1.0394	
2027	1.0028	1.0028	1.0024	1.0105	1.0102	1.0475	
2028	1.0034	1.0035	1.0028	1.0117	1.0120	1.0554	
2029	1.0040	1.0042	1.0032	1.0129	1.0138	1.0629	
2030	1.0047	1.0051	1.0037	1.0142	1.0156	1.0702	
2031	1.0054	1.0061	1.0042	1.0155	1.0173	1.0770	
2032	1.0061	1.0072	1.0047	1.0169	1.0189	1.0834	
2033	1.0068	1.0083	1.0052	1.0182	1.0204	1.0893	
2034	1.0075	1.0095	1.0058	1.0196	1.0218	1.0947	
2035	1.0081	1.0108	1.0063	1.0210	1.0232	1.0997	
2036	1.0088	1.0121	1.0069	1.0223	1.0244	1.1041	
2037	1.0094	1.0134	1.0074	1.0236	1.0255	1.1080	
2038	1.0099	1.0148	1.0079	1.0248	1.0265	1.1114	
2039	1.0104	1.0161	1.0085	1.0259	1.0274	1.1143	
2040	1.0109	1.0174	1.0090	1.0270	1.0281	1.1168	
2041	1.0113	1.0186	1.0095	1.0279	1.0288	1.1189	
2042	1.0116	1.0198	1.0099	1.0286	1.0294	1.1207	
2043	1.0119	1.0207	1.0103	1.0293	1.0299	1.1221	
2044	1.0122	1.0216	1.0106	1.0299	1.0303	1.1233	
2045	1.0124	1.0225	1.0109	1.0303	1.0306	1.1243	
2046	1.0125	1.0233	1.0111	1.0308	1.0309	1.1251	
2047	1.0127	1.0240	1.0113	1.0311	1.0311	1.1258	
2048	1.0128	1.0246	1.0115	1.0314	1.0313	1.1263	
2049	1.0128	1.0252	1.0116	1.0316	1.0315	1.1268	
2050	1.0129	1.0257	1.0117	1.0318	1.0316	1.1272	
Enter Year:	2040	1.0109	1.0174	1.009	1.027	1.0281	1.1168

*PM Exhaust off model factor is only applied to the PM Exhaust emissions not start/idle
The off-model adjustment factors need to be applied only to emissions from gasoline light duty vehicles (LDA, LDT1, LDT2 and MDV). Please note that the adjustment factors are by calendar year and includes all model years.

Enter NA in the date field if adjustments do not apply

Adjustment Factors	Vehicle Category	Fuel	Population	Pop Fract	VMT (miles/day)	VMT Fract	Trips/day	Trip Fract
	HHDT	GAS	9.68727848	8.82913E-05	1045.227816	0.0007682	193.8230678	0.001767
	HHDT	DSL	9911.74784	0.090337105	1343064.536	0.9870489	107940.1792	0.983782
	HHDT	NG	406.554384	0.003705396	16577.18377	0.012183	1585.562098	0.014451
			10327.9895		1360686.948		109719.5644	
	LDA	GAS	1010875.05	0.198123646	30858595.1	0.9266814	4738709.719	0.92875
	LDA	DSL	12418.7717	0.002433983	383066.3745	0.0115035	58471.24776	0.01146
	LDA	ELEC	64423.62	0.012626528	2058450.672	0.0618151	305062.3629	0.05979
			1087717.44		33300112.14		5102243.33	
	LDT1	GAS	105153.141	0.208729481	2939628.424	0.9599832	485577.8011	0.963874
	LDT1	DSL	14.078246	2.79454E-05	401.4599005	0.0001311	65.64592695	0.00013
	LDT1	ELEC	3832.40903	0.00760735	122136.6604	0.0398857	18133.69249	0.035995
			108999.628		3062166.545		503777.1395	
	LDT2	GAS	320570.591	0.204871598	9049580.37	0.9578791	1484347.358	0.948623
	LDT2	DSL	3224.344	0.002060627	92696.82114	0.0098118	15095.83856	0.009648
	LDT2	ELEC	13777.6636	0.008805087	305240.7258	0.0323091	65295.85743	0.04173
			337572.598		9447517.917		1564739.054	
	LHDT1	GAS	19977.0941	0.037008989	611040.9759	0.5048306	297628.9362	0.551379
	LHDT1	DSL	19251.638	0.03566503	599347.1945	0.4951694	242161.3879	0.448621
			39228.7321	0.072674019	1210388.17		539790.3241	
	LHDT2	GAS	2997.06315	0.020819218	91303.04955	0.2792977	44651.77531	0.310175
	LHDT2	DSL	7894.65199	0.054840513	235599.1664	0.7207023	99304.79058	0.689825
			10891.7151	0.075659732	326902.216		143956.5659	
	MCY	GAS	46402.9052	1	243796.974	1	68862.74135	1
	MDV	GAS	203926.485	0.199914285	5612685.024	0.9299348	939451.1816	0.920968
	MDV	DSL	7205.03059	0.007063274	202382.0285	0.0335316	33568.91188	0.032908
	MDV	ELEC	9911.54752	0.00971654	220501.3257	0.0365336	47049.50662	0.046124
			221043.063		6035568.378		1020069.6	
	MH	GAS	3187.00451	6.715521835	28578.08418	0.6963412	318.8279311	0.671821
	MH	DSL	1557.44945	3.281791956	12462.2617	0.3036588	155.7449446	0.328179
			4744.45396		41040.34588		474.5728758	
	MHDT	GAS	2497.49635	0.01470281	112515.171	0.1462161	49969.90689	0.294174
	MHDT	DSL	12146.0374	0.071503958	656997.6583	0.8537839	119895.3381	0.705826
			14643.5337		769512.8293		169865.245	
	OBUS	GAS	586.662872	0.029429924	23563.70686	0.3022108	11737.95074	0.588834
	OBUS	DSL	880.009021	0.044145624	54407.37492	0.6977892	8196.279345	0.411166
			1466.67189		77971.08178		19934.23008	
	SBUS	GAS	484.696197	0.040007878	19178.26199	0.4073141	1938.784786	0.160032
	SBUS	DSL	881.833307	0.072788438	27906.44026	0.5926859	10176.2341	0.839968
			1366.5295		47084.70226		12115.01888	
	UBUS	GAS	8.46914416	0.003929273	1066.111669	0.0177031	33.87657664	0.015717
	UBUS	DSL	377.747757	0.175256681	42131.81085	0.6996122	1510.991027	0.701027
	UBUS	NG	152.632396	0.070814046	17023.73907	0.2826846	610.5295848	0.283256
			538.849297		60221.66159		2155.397189	

Source: EMFAC2017 (v1.0.3) Emission Rates

Region Type: County

Region: Santa Clara

Calendar Year: 2040

Season: Annual

Vehicle Classification: EMFAC2007 Categories

Units: miles/day for VMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HOTSOAK and RUNLOSS, g/vehicle/day for IDLEX, RESTLOSS and DIURN

Region	Calendar Y	Vehicle Cat	Model Yea	Speed	Fuel	Population	VMT	Trips	NOx_RUNI	NOx_IDLE	NOx_STRE	PM2.5_RUNI	PM2.5_IDLE	PM2.5_STR	PM2.5_PM	PM10_RUNI	PM10_IDLE	PM10_STR	PM10_PM	PM10_COI	CO2_RUNI	CO2_IDLE	CO2_STRE	CH4_RUNE	CH4_IDLE	CH4_STRE	N2O_RUNI	N2O_IDLE	N2O_STRE	ROG_RUNI	ROG_IDLE	ROG_STRE	HOTS	ROG_RUNI	ROG_REST	ROG_DIUR	TOG_RUNI	TOG_IDLE	TOG_STRE	HOTS	TOG_RUNI	TOG_REST	TOG_DIUR	CO_RUNE	CO_IDLEX	CO_STREX	SOx_RUNE	SOx_IDLEX	SOx_STREX		
Santa Clara	2040	HHDT	Aggregate	Aggregate	Gasoline	9,682,728	1045,228	193,8231	3,0815	0	0.236293	0.001083	0	0.000402	0.005	0.02646	0.001178	0	0.000437	0.02	0.06174	1538.541	0	35.84758	0.071261	0	0.000272	0.133059	0	0.010776	0.315253	0	0.001405	0.046538	0.235083	0.013798	0.021559	0.460016	0	0.001538	0.046538	0.235083	0.013798	0.021559	29.68291	0	4.83326	0.015225	0	0.000355	
Santa Clara	2040	HHDT	Aggregate	Aggregate	Diesel	9911.748	1343065	107940.2	2,463983	57,84287	2.33063	0.022201	0.020463	0	0.008926	0.026242	0.023204	0.021389	0	0.035703	0.061231	1044.791	9295.681	0	0.00103	0.22512	0	0.164227	1.461152	0	0.022168	4.846772	0	0	0	0.025237	5.517681	0	0	0	0.242198	71.49836	0	0.009871	0.087821	0	0	0.000355			
Santa Clara	2040	HHDT	Aggregate	Aggregate	Natural Ga	406.5544	16577.18	1585.562	0.574516	18.3382	0	0.003049	0.010737	0	0.009	0.02646	0.003187	0.011223	0	0.036	0.06174	2558.43	3216.165	0	0.3126827	1.174999	0	0.521553	0.655636	0	0.064931	0.02189	0	0	0	0	0	0	0.3214234	1.204985	0	0	0	0	0	0	0	0	0	0	0.000355
Santa Clara	2040	LDA	Aggregate	Aggregate	Gasoline	1010875	30858595	4738710	0.017381	0	0.118416	0.000512	0	0.000732	0.002	0.01575	0.000557	0	0.000796	0.008	0.03675	191.2559	0	39.65594	0.00063	0	0.020293	0.002891	0	0.019059	0.0018	0	0.074995	0.03897	0.158175	0.068691	0.069282	0.002627	0	0.08211	0.03897	0.158175	0.068691	0.069282	0.375337	0	1.505885	0.001893	0	0.000392	
Santa Clara	2040	LDA	Aggregate	Aggregate	Diesel	12418.77	383066.4	58471.25	0.008759	0	0	0.000792	0	0	0	0.002	0.01575	0.000828	0	0	0.008	0.03675	151.981	0	0.000189	0	0	0.023889	0	0	0.004073	0	0	0	0	0	0	0	0	0	0.004637	0	0	0	0	0.131109	0	0.001437	0	0	0.000392
Santa Clara	2040	LDA	Aggregate	Aggregate	Electricity	64423.62	2058451	305062.4	0	0	0	0	0	0	0.002	0.01575	0	0	0	0.008	0.03675	0	0	0	0	0	0	0	0	0	0	0	0	0.004888	0	0.00456	0.017501	0	0	0	0.004888	0	0.00456	0.017501	0	0	0	0	0	0	0.000392
Santa Clara	2040	LDT1	Aggregate	Aggregate	Gasoline	105153.1	2939628	485577.8	0.019302	0	0.128739	0.000563	0	0.000803	0.002	0.01575	0.000613	0	0.000874	0.008	0.03675	222.9584	0	46.39061	0.000724	0	0.021759	0.003028	0	0.02003	0.002191	0	0.082199	0.051217	0.212696	0.111751	0.109371	0.003198	0	0.089998	0.051217	0.212696	0.111751	0.109371	0.389272	0	1.557066	0.002206	0	0.000459	
Santa Clara	2040	LDT1	Aggregate	Aggregate	Diesel	14.07825	401.4599	65.64593	0.036501	0	0	0.004226	0	0	0.002	0.01575	0.004417	0	0	0.008	0.03675	288.8787	0	0	0.000615	0	0	0.045408	0	0	0.013232	0	0	0	0	0	0.015064	0	0	0	0	0	0	0.138369	0	0.002731	0	0	0.000459		
Santa Clara	2040	LDT1	Aggregate	Aggregate	Electricity	3832.409	122136.7	18133.69	0	0	0	0	0	0	0.002	0.01575	0	0	0	0.008	0.03675	0	0	0	0	0	0	0	0	0	0	0	0	0.004888	0	0.00456	0.017501	0	0	0	0.004888	0	0.00456	0.017501	0	0	0	0	0	0.000459	
Santa Clara	2040	LDT2	Aggregate	Aggregate	Gasoline	320570.6	9049580	1484347	0.020269	0	0.130735	0.00054	0	0.000764	0.002	0.01575	0.000588	0	0.000831	0.008	0.03675	222.4241	0	47.48431	0.000957	0	0.027978	0.003003	0	0.020139	0.00304	0	0.110317	0.054902	0.220695	0.156068	0.152187	0.004437	0	0.120783	0.054902	0.220695	0.156068	0.152187	0.451604	0	2.004911	0.002201	0	0.00047	
Santa Clara	2040	LDT2	Aggregate	Aggregate	Diesel	3224.344	92696.82	15095.84	0.028359	0	0	0.003998	0	0	0.002	0.01575	0.004179	0	0	0.008	0.03675	202.976	0	0	0.000598	0	0	0.031905	0	0	0.012877	0	0	0	0	0	0.01466	0	0	0	0	0	0	0.133707	0	0	0	0	0.001919		
Santa Clara	2040	LDT2	Aggregate	Aggregate	Electricity	13777.66	305240.7	65295.86	0	0	0	0	0	0	0.002	0.01575	0	0	0	0.008	0.03675	0	0	0	0	0	0	0	0	0	0	0	0.004888	0	0.00456	0.017501	0	0	0	0.004888	0	0.00456	0.017501	0	0	0	0	0	0.001919		
Santa Clara	2040	LHDT1	Aggregate	Aggregate	Gasoline	19977.09	611041	297628.9	0.04131	0.025118	0.301631	0.002036	0	0.000303	0.002	0.03276	0.002214	0	0.00033	0.008	0.07644	827.1557	101.0868	15.89449	0.002018	0.087517	0.010829	0.003952	0.0025	0.029143	0.006536	0.288484	0.0484	0.061245	0.31264	0.016553	0.026243	0.009537	0.420955	0.052992	0.061245	0.31264	0.016553	0.026243	0.155484	3.781397	1.391343	0.008185	0.001	0.000157	
Santa Clara	2040	LHDT1	Aggregate	Aggregate	Diesel	19251.64	599347.2	242161.4	0.147886	0.947118	0	0.007707	0.026354	0	0.003	0.03276	0.008055	0.027546	0	0.012	0.07644	443.1736	107.7452	0	0.005834	0.005098	0	0.069661	0.016936	0	0.125612	0.10976	0	0	0	0	0.143001	0.124954	0	0	0	0	0	0	0.575277	0.909745	0	0.00419	0.001019	0	
Santa Clara	2040	LHDT2	Aggregate	Aggregate	Gasoline	2997.063	91303.05	44651.78	0.043581	0.024598	0.288609	0.002024	0	0.000296	0.002	0.03822	0.002202	0	0.000322	0.008	0.08918	945.8048	115.6663	18.0382	0.001978	0.086715	0.009682	0.004327	0.002465	0.028391	0.006337	0.282517	0.041541	0.049585	0.257421	0.014887	0.023259	0.009247	0.412249	0.045482	0.049585	0.257421	0.014887	0.023259	0.152062	3.781397	1.386304	0.00936	0.001145	0.000179	
Santa Clara	2040	LHDT2	Aggregate	Aggregate	Diesel	7894.652	235599.2	99304.79	0.201381	0.989648	0	0.016388	0.02632	0	0.003	0.03822	0.017129	0.02751	0	0.012	0.08918	499.7858	175.3545	0	0.005926	0.005098	0	0.078559	0.027563	0	0.127582	0.10976	0	0	0	0	0.145244	0.124954	0	0	0	0	0	0	0.588312	0.909745	0	0.004725	0.001658	0	
Santa Clara	2040	MCY	Aggregate	Aggregate	Gasoline	46402.91	277006	92805.81	1.132995	0	0.270119	0.002083	0	0.002771	0.001	0.00504	0.002235	0	0.00297	0.004	0.01176	209.5903	0	58.06019	0.31544	0	0.243272	0.065269	0	0.015334	2.100058	0	1.843003	0.626404	1.250346	0.956119	1.818396	2.636637	0	2.007868	0.626404	1.250346	0.956119	1.818396	17.07223	0	9.323329	0.002074	0	0.000575	
Santa Clara	2040	MDV	Aggregate	Aggregate	Gasoline	203926.5	5612685	939451.2	0.021974	0	0.143628	0.000558	0	0.000799	0.002	0.01575	0.000607	0	0.000868	0.008	0.03675	269.8031	0	57.7775	0.000993	0	0.029625	0.003126	0	0.021105	0.003189	0	0.120326	0.074646	0.232629	0.226018	0.222067	0.004653	0	0.131742	0.074646	0.232629	0.226018	0.222067	0.45405	0	2.065218	0.00267	0	0.000572	
Santa Clara	2040	MDV	Aggregate	Aggregate	Diesel	7205.031	202382	33558.91	0.009863	0	0	0.000985	0	0	0.002	0.01575	0.001029	0	0	0.008	0.03675	264.0674	0	0	0.000216	0	0	0.041508	0	0	0.004658	0	0	0	0	0	0.005303	0	0	0	0	0	0	0.146283	0	0.002496	0	0	0.000572		
Santa Clara	2040	MDV	Aggregate	Aggregate	Electricity	9911.548	220501.3	47049.51	0	0	0	0	0	0	0.002	0.01575	0	0	0	0.008	0.03675	0	0	0	0	0	0	0	0	0	0	0	0.004888	0	0.00456	0.017501	0	0	0	0.004888	0	0.00456	0.017501	0	0	0	0	0	0.000572		
Santa Clara	2040	MH	Aggregate	Aggregate	Gasoline	3187.005	28578.08	318.8279	0.105084	0	0.325649	0.001282	0	0.00029	0.003	0.05586	0.001394	0	0.000315	0.012	0.13034	1419.003	0	20.50508	0.00392	0	0.027417	0.012443	0	0.038392	0.01115	0	0.099478	0.021231	0.253007	0.015328	0.032475	0.01627	0	0.108916	0.021231	0.253007	0.015328	0.032475	0.174091	0	2.184852	0.014042	0	0.000203	
Santa Clara	2040	MH	Aggregate	Aggregate	Diesel	1557.449	12462.26	155.7449	2.611955	0	0	0.025642	0	0	0.004	0.05586	0.026801	0	0	0.016	0.13034	845.9843	0	0	0.003548	0	0	0.132977	0	0	0.076395	0	0	0	0	0	0	0.08697	0	0	0	0	0	0	0.227437	0	0	0	0	0.007998	
Santa Clara	2040	MHDT	Aggregate	Aggregate	Gasoline	2497.496	112515.2	49969.91	0.091066	0.089551	0.335311	0.001294	0	0.000398	0.003	0.05586	0.001408	0	0.000433	0.012	0.13034	1403.349	438.7683	29.96246	0.00306	0.2765	0.031153	0.008475	0.008342	0.031087	0.011373	1.028508	0.149931	0.045633	0.227121	0.01322	0.020757	0.016596	1.500796	0.164156	0.045633	0.227121	0.01322	0.020757	0.200618	15.30009	2.922831	0.013887	0.004342	0.002097	
Santa Clara	2040	MHDT	Aggregate	Aggregate	Diesel	12146.04	656997.7	119895.3	1.592614	4.092369	2.181898	0.007264	0.001104	0	0.003	0.05586	0.007592	0.001154	0	0.012	0.13034	8																													

Attachment 2: Community Risk Assessment Information

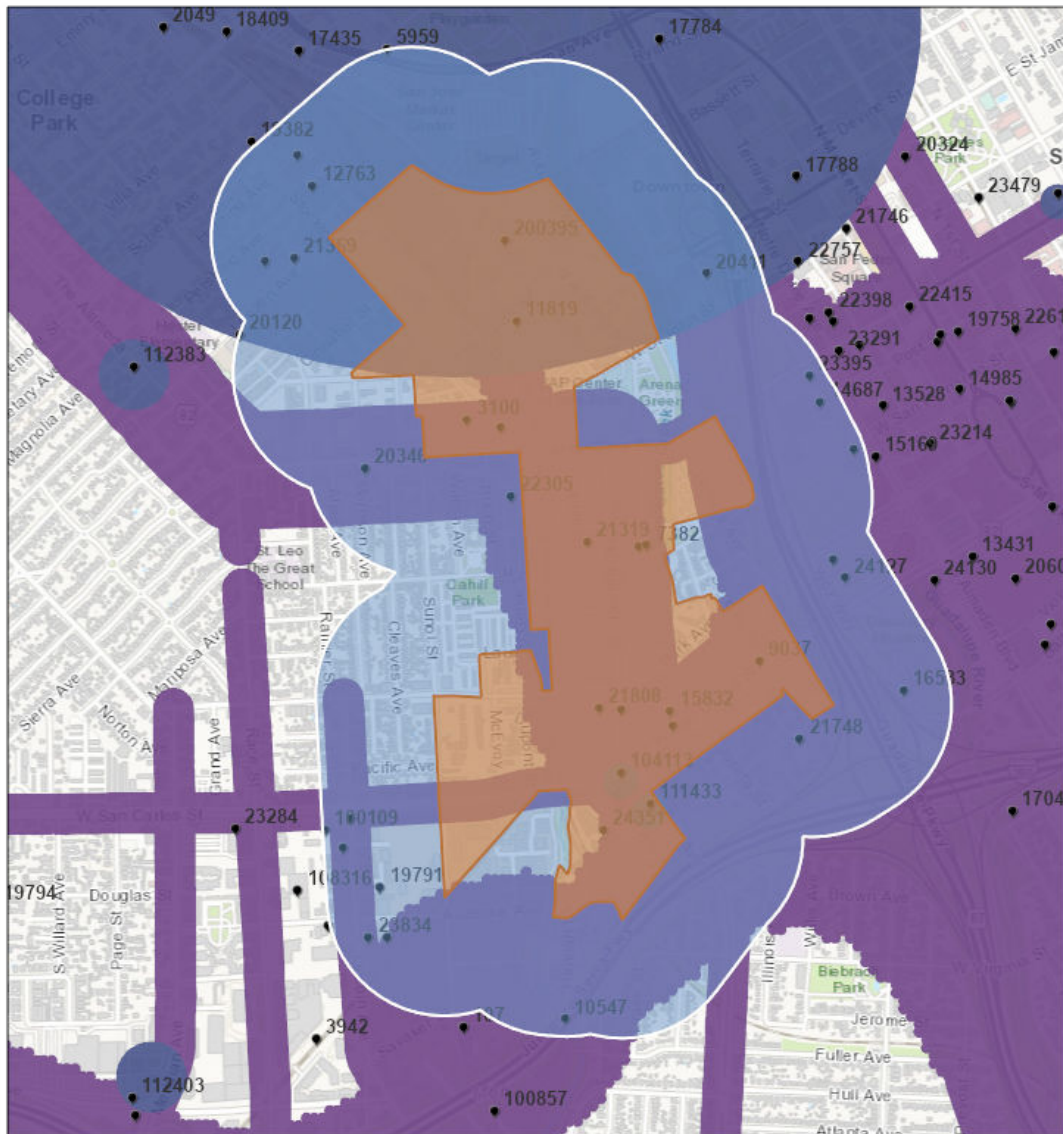


Stationary Source Risk & Hazards Screening Report

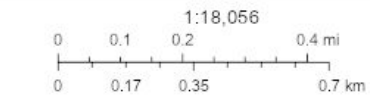
Area of Interest (AOI) Information

Area : 35,667,932.75 ft²

Sep 1 2020 9:00:55 Pacific Daylight Time



- Permitted Facilities 2018
- Planning Healthy Places - Conduct Further Study
- Planning Healthy Places - Implement Best Practices



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBasis, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Summary

Name	Count	Area(ft ²)	Length(ft)
Permitted Facilities 2018	39	N/A	N/A

Permitted Facilities 2018

#	FACID	Name	Address	City	St
1	3100	Pacific Gas and Electric Company	308 Stockton Street	San Jose	CA
2	4109	Kearney Pattern Works and Foundry, Inc	40 So Montgomery St	San Jose	CA
3	5959	Hardcastle Autothon	590 Coleman Ave	San Jose	CA
4	7193	Michael & Co Inc	351 Lincoln Ave	San Jose	CA
5	7382	Ed's Scientific Auto Body	80 S Autumn St	San Jose	CA
6	8417	Century Collision & Repair	60 Stockton Ave	San Jose	CA
7	9037	Minh's Auto Body & Paint	452 W San Carlos St	San Jose	CA
8	10547	American Custom Marble, Inc	806 W Home Street	San Jose	CA
9	11380	KS California Auto Body Shop	575 W San Carlos St	San Jose	CA
10	11819	Fleet Body Worx Inc	345 N Montgomery St	San Jose	CA
11	12763	Verizon Business	500 Stockton Avenue	San Jose	CA
12	14177	Pacific Gas and Electric	111 Almaden Boulevard	San Jose	CA
13	14687	CenturyLink Communications, LLC	55 Almaden Boulevard	San Jose	CA
14	15832	Finish Line Collision LLC	525 W San Carlos St	San Jose	CA
15	16533	Children's Discovery Museum	180 Woz Way	San Jose	CA
16	19382	MAACO	600 Stockton Ave	San Jose	CA
17	19791	Michael & Company Inc	380 Lincoln Ave	San Jose	CA
18	20120	County of Santa Clara - FAF	976 Lenzen Avenue	San Jose	CA
19	20165	Spartan Auto Body	344 Lincoln Avenue	San Jose	CA
20	20346	Crema Coffee Company	950 The Alameda	San Jose	CA
21	20411	County of Santa Clara	333rd & 373 West Julian St	San Jose	CA
22	21319	Peninsula Corridor Joint Powers Board	65 Cahill Road	San Jose	CA
23	21369	TransitAmerica Services, Inc	585 Lenzen Avenue	San Jose	CA
24	21676	Evocative Data Centers	534 Stockton Avenue	San Jose	CA
25	21748	San Jose Fire Dept	454 Auzerais Ave, Station 30	San Jose	CA
26	21808	San Jose Fire Dept / Accts Payable	255 So Montgomery St	San Jose	CA
27	22167	A-ROD Auto Collision	345 LINCOLN AVE	SAN JOSE	CA
28	22305	Unison Energy, LLC	155 Stockton Avenue	San Jose	CA
29	22372	Riverpark Tower II Owner LLC	300 Park Avenue	San Jose	CA
30	23395	KBSIII Almaden Financial Plaza, LLC	1 Almaden Boulevard	San Jose	CA
31	23416	SJUSD District Office Bldg	855 Lenzen Avenue	San Jose	CA
32	23834	Chromatic Coffee Inc	460 Lincoln Ave, Ste 10	San Jose	CA

33	24127	Riverpark Tower I, Owner LLC	333 W San Carlos St	San Jose	CA
34	24351	TC Agoge Associates LLC	377 Royal Avenue	San Jose	CA
35	100109	O C McDonald	1150 W San Carlos St	San Jose	CA
36	104113	San Carlos 76	602 W San Carlos St	San Jose	CA
37	107956	City of San Jose Fire Training Center	245 S Montgomery St	San Jose	CA
38	111433	Bird Ave Chevron Inc	395 Bird Ave	San Jose	CA
39	200395	S & S Toy Shop	350B N MONTGOMERY ST	SAN JOSE	CA

FID	OBJECTID	FACID	Name	Address	City	St	Zip	County	Cancer	Hazard	PM_25	Type	Latitude	Longitude	UTM (Easting)	UTM (Northing)	
									<i>BAAQMD Threshold</i>	<i>10</i>	<i>0.1</i>	<i>0.3</i>					
343	343	3100	Pacific Gas	308 Stockt	San Jose	CA	95126	Santa Clara	0.24	0	0	Contact BA	37.332	-121.905	597005.103	4132264.383	
479	479	4109	Kearney Pa	40 So Mon	San Jose	CA	95110	Santa Clara	0	0	0	Contact BA	37.329	-121.9	597451.9386	4131936.694	
643	643	5959	Hardcastle	590 Colem	San Jose	CA	95110	Santa Clara	0	0	0	Contact BA	37.341	-121.908	596727.7837	4133259.811	
736	736	7193	Michael &	351 Lincolr	San Jose	CA	95126	Santa Clara	0	0	0	Contact BA	37.323	-121.909	596662.2654	4131261.78	
752	752	7382	Ed's Scient	80 S Autun	San Jose	CA	95110	Santa Clara	0	0	0	Contact BA	37.33	-121.9	597450.6469	4132047.639	
875	875	8417	Century Co	60 Stockto	San Jose	CA	95126	Santa Clara	0	0	0	Contact BA	37.332	-121.904	597093.695	4132265.41	
943	943	9037	Minh's Aut	452 W San	San Jose	CA	95110	Santa Clara	0	0	0	Contact BA	37.327	-121.897	597720.3159	4131717.904	
1089	1,089	10547	American C	806 W Hor	San Jose	CA	95126	Santa Clara	0	0.03	0	Contact BA	37.319	-121.902	597287.6402	4130825.186	
1193	1,193	11380	KS Californ	575 W San	San Jose	CA	95126	Santa Clara	0	0	0	Contact BA	37.325	-121.899	597545.7057	4131493.947	
1247	1,247	11819	Fleet Body	345 N Mor	San Jose	CA	95110	Santa Clara	0	0	0	Contact BA	37.335	-121.904	597089.8334	4132598.245	
1372	1,372	12763	Verizon Bu	500 Stockt	San Jose	CA	95126	Santa Clara	70.31	0.11	0.04	Generator:	37.338	-121.91	596554.4619	4132924.929	
1941	1,941	14177	Pacific Gas	111 Almad	San Jose	CA	95113	Santa Clara	1.81	0	0	Generator:	37.332	-121.894	597979.6157	4132275.735	
2159	2,159	14687	CenturyLin	55 Almada	San Jose	CA	95113	Santa Clara	1.44	0	0	Generator:	37.333	-121.895	597889.7258	4132385.644	
2590	2,590	15832	Finish Line	525 W San	San Jose	CA	95126	Santa Clara	0	0	0	Contact BA	37.326	-121.899	597544.4129	4131604.892	
2890	2,890	16533	Children's	1180 Woz V	San Jose	CA	95112	Santa Clara	0.24	0	0	Generator:	37.326	-121.893	598076.0077	4131611.104	
4146	4,146	19382	MAACO	600 Stockt	San Jose	CA	95126	Santa Clara	0	0	0	Contact BA	37.339	-121.912	596376.0141	4133033.832	
4337	4,337	19791	Michael &	380 Lincolr	San Jose	CA	95126	Santa Clara	0	0	0	Contact BA	37.322	-121.908	596752.1501	4131151.859	
4501	4,501	20120	County of	976 Lenzer	San Jose	CA	95131	Santa Clara	2.36	0	0	Generator:	37.334	-121.912	596382.4035	4132479.107	
4519	4,519	20165	Spartan Au	344 Lincolr	San Jose	CA	95126	Santa Clara	0	0	0	Contact BA	37.32	-121.908	596754.7144	4130929.97	
4606	4,606	20346	Crema Cof	950 The Al	San Jose	CA	95126	Santa Clara	0	0	0.01	Contact BA	37.331	-121.908	596740.6095	4132150.362	
4639	4,639	20411	County of	333rd & 37	San Jose	CA	95110	Santa Clara	2.59	0	0	Generator:	37.336	-121.898	597620.0703	4132715.374	
5103	5,103	21319	Peninsula	65 Cahill R	San Jose	CA	95126	Santa Clara	1.47	0	0	Generator:	37.33	-121.902	597273.4581	4132045.578	
5136	5,136	21369	TransitAm	585 Lenzer	San Jose	CA	95110	Santa Clara	1.99	0	0	Generator:	37.336	-121.91	596557.0224	4132703.04	
5296	5,296	21676	Evocative	1534 Stockt	San Jose	CA	95126	Santa Clara	70.67	0.02	0.09	Generator:	37.339	-121.91	596553.1816	4133035.874	
5334	5,334	21748	San Jose Fi	454 Auzer	San Jose	CA	95126	Santa Clara	0.08	0	0	Generator:	37.325	-121.896	597811.5066	4131497.049	
5368	5,368	21808	San Jose Fi	255 So Mo	San Jose	CA	95110	Santa Clara	3.14	0	0	Generator:	37.326	-121.901	597367.2147	4131602.829	
5542	5,542	22167	A-ROD Aut	345 LINCOL	SAN JOSE	CA	95126	Santa Clara	0	0	0	Contact BA	37.323	-121.909	596662.2654	4131261.78	
5615	5,615	22305	Unison Enc	155 Stockt	San Jose	CA	95126	Santa Clara	0.75	0	0.29	Generator:	37.331	-121.904	597094.9822	4132154.465	
5649	5,649	22372	Riverpark	1300 Park A	San Jose	CA	95110	Santa Clara	3.69	0	0	Generator:	37.329	-121.895	597894.9166	4131941.864	
6218	6,218	23395	KBSIII Alm	1 Almaden	San Jose	CA	95113	Santa Clara	9.33	0.01	0.01	Generator:	37.333	-121.895	597889.7258	4132385.644	
6229	6,229	23416	SJUSD Dist	855 Lenzer	San Jose	CA	95126	Santa Clara	0	0	0	Contact BA	37.336	-121.911	596468.4351	4132702.018	
6445	6,445	23834	Chromatic	460 Lincolr	San Jose	CA	95126	Santa Clara	0.03	0	8.04	Contact BA	37.32	-121.908	596754.7144	4130929.97	
6575	6,575	24127	Riverpark	1333 W San	San Jose	CA	95110	Santa Clara	9.24	0.01	0.01	Generator:	37.329	-121.894	597983.5123	4131942.901	
6639	6,639	24351	TC Agoge	377 Royal	San Jose	CA	95126	Santa Clara	0.32	0	0	Generator:	37.323	-121.901	597371.0861	4131269.995	
6691	6,691	100109	O C McDor	1150 W Sa	San Jose	CA	95126	Santa Clara	2.73	0.01	0	Gas Dispen	37.323	-121.909	596662.2654	4131261.78	
6958	6,958	104113	San Carlos	602 W San	San Jose	CA	95126	Santa Clara	15.38	0.07	0	Gas Dispen	37.324	-121.901	597369.7956	4131380.939	
7215	7,215	107956	City of San	245 S Mon	San Jose	CA	95110	Santa Clara	7.34	0.03	0	Gas Dispen	37.326	-121.901	597367.2147	4131602.829	
8080	8,080	111433	Bird Ave Cl	395 Bird A	San Jose	CA	95126	Santa Clara	38.64	0.17	0	Gas Dispen	37.324	-121.9	597458.3971	4131381.97	
8975	8,975	200395	S & S Toy	S 350B N M	C SAN JOSE	CA	95110	Santa Clara	0	0	0	Contact BA	37.337	-121.904	597087.2589	4132820.135	

#	Zip	County	Cancer	Hazard	PM_25	Type	Count
1	95126	Santa Clara	0.240	0.000	0.000	Contact BAAQMD	1
2	95110	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
3	95110	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
4	95126	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
5	95110	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
6	95126	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
7	95110	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
8	95126	Santa Clara	0.000	0.030	0.000	Contact BAAQMD	1
9	95126	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
10	95110	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
11	95126	Santa Clara	70.310	0.110	0.040	Generators	1
12	95113	Santa Clara	1.810	0.000	0.000	Generators	1
13	95113	Santa Clara	1.440	0.000	0.000	Generators	1
14	95126	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
15	95112	Santa Clara	0.240	0.000	0.000	Generators	1
16	95126	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
17	95126	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
18	95131	Santa Clara	2.360	0.000	0.000	Generators	1
19	95126	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
20	95126	Santa Clara	0.000	0.000	0.010	Contact BAAQMD	1
21	95110	Santa Clara	2.590	0.000	0.000	Generators	1
22	95126	Santa Clara	1.470	0.000	0.000	Generators	1
23	95110	Santa Clara	1.990	0.000	0.000	Generators	1
24	95126	Santa Clara	70.670	0.020	0.090	Generators	1
25	95126	Santa Clara	0.080	0.000	0.000	Generators	1
26	95110	Santa Clara	3.140	0.000	0.000	Generators	1
27	95126	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
28	95126	Santa Clara	0.750	0.000	0.290	Generators	1
29	95110	Santa Clara	3.690	0.000	0.000	Generators	1
30	95113	Santa Clara	9.330	0.010	0.010	Generators	1
31	95126	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1
32	95126	Santa Clara	0.030	0.000	8.040	Contact BAAQMD	1

33	95110	Santa Clara	9.240	0.010	0.010	Generators	1
34	95126	Santa Clara	0.320	0.000	0.000	Generators	1
35	95126	Santa Clara	2.730	0.010	0.000	Gas Dispensing Facility	1
36	95126	Santa Clara	15.380	0.070	0.000	Gas Dispensing Facility	1
37	95110	Santa Clara	7.340	0.030	0.000	Gas Dispensing Facility	1
38	95126	Santa Clara	38.640	0.170	0.000	Gas Dispensing Facility	1
39	95110	Santa Clara	0.000	0.000	0.000	Contact BAAQMD	1

Note: The estimated risk and hazard impacts from these sources would be expected to be substantially lower when site specific Health Risk Screening Assessments are conducted.

The screening level map is not recommended for evaluating sensitive land uses such as schools, senior centers, day cares, and health facilities.

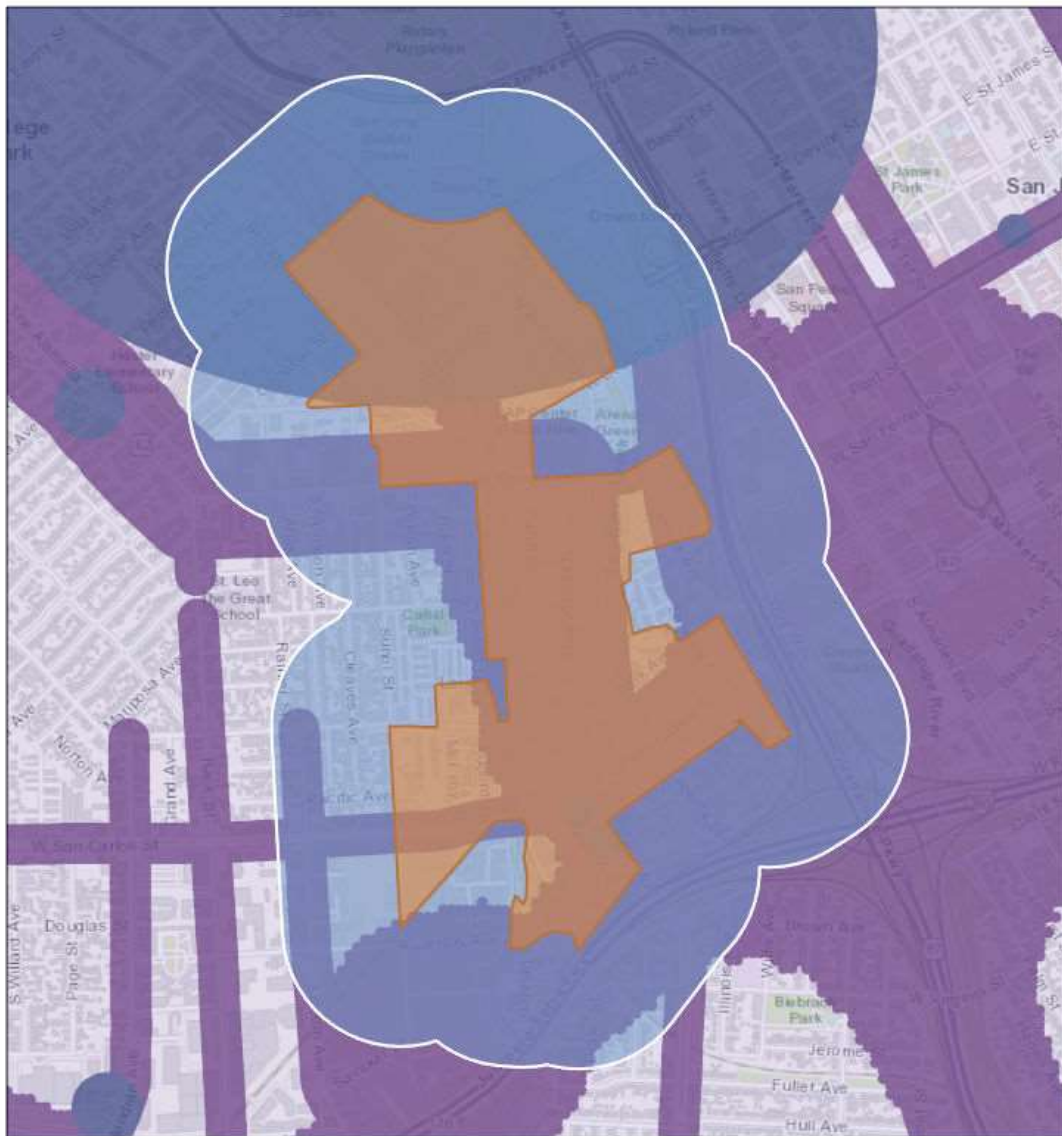


Stationary Source Risk & Hazards Screening Report

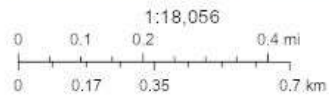
Area of Interest (AOI) Information

Area : 35,667,932.75 ft²

Sep 8 2020 11:59:16 Pacific Daylight Time



-  Planning Healthy Places - Conduct Further Study
-  Planning Healthy Places - Implement Best Practices
-  AB617 Bay Area - CARE Program



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GsoBasa, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

road or receiver name	segment	2015 am	2015 pm	2040 nobuild am	2040 nobuild pm	2040 build am	2040 build pm	ADT
stockton	lenzen to julian	350	390	660	890	790	1020	9050
	julian to santa clara	580	820	1020	1200	1640	2190	19150
delmas	santa clara to san fernando	1170	970	1250	1390	880	1060	9700
	park to auzerais	230	960	790	1680	1120	1840	14800
park	sunol to autumn/montgomery	760	780	1410	1650	1570	1840	17050
	autumn/montgomery to delmas	720	730	1190	1390	1330	1740	15350
royal ave	west san carlos to auzerais	200	80	360	440	520	620	5700
auzerais ave	hannah to bird	140	180	660	900	780	1240	10100
josefa st	park to columbia	210	180	790	1020	940	1270	11050
n montgomery st	cinnabar to st john	10	0	380	380	500	660	5800
w san fernando st	cahill to autumn	210	410	880	1160	1080	1350	12150
I280 Off-ramp		1060	760	1340	1300	1380	1360	13700
R2-Autumn St, north of St John	N of St John	130	70	380	400	370	350	3600
	St John to Santa Clara	310	500	1480	1890	1690	2010	18500
R3-Montgomery St, Santa Clara to Park		160	1060	220	400	330	280	3050
R4-Autumn Street, Santa Clara to San Fernando	SC to SF	280	60	970	1750	1310	1900	16050
	SF to Park	1010	440	2340	3000	2920	3570	32450
R5-Bird /Montgomery, Park to San Carlos	Park to San Carlos	2180	2640	2760	3330	2990	3720	33550
R6-Bird Ave, San Carlos to I-280 ramps		2480	3060	3850	4390	4120	4690	44050
Santa Clara	SR87 to Autumn	1490	1780	2450	3390	1420	1770	15950
	Autumn to Montgomery	1470	2200	2780	3510	1780	2160	19700
	West of Montgomery	1360	1820	2640	3400	2110	2570	23400
R13-San Carlos St, Bird to Almaden	Bird to Almaden	300	720	1820	2890	2590	3580	30850
	West of Bird	1060	1350	2680	3330	3060	3620	33400
R17-I-280 on ramp at Bird Ave		680	1270	890	1640	940	1680	13100
R24-Julian St, west of SR 87 SB		690	880	1210	1480	1360	1580	14700



To: David Keyon
Principal Planner, Environmental Review
City of San José
200 E Santa Clara Street
San José, CA 95113

From: Andrew Metzger
Project Manager
Circlepoint
46 S First Street
San José, CA 95113

Subject: DSAP Amendment: Built Resources Historic Status Database

Date: February 23, 2021

This memorandum was prepared by Circlepoint to provide an overview and describe the purpose and structure of the Built Resources Historic Status Database (**Exhibit C**) prepared by JRP Historical Consulting LLC (JRP) in support of environmental clearance for the DSAP Amendment.

Overview of the Database

The Built Resources Historic Status Database is a parcel-specific identification of properties that have been determined to be historical resources under the California Environmental Quality Act (CEQA), properties that have been previously evaluated and determined not to be historical resources under CEQA, properties that need to be studied and have not been previously evaluated, and properties that are not eligible to qualify as a historical resource at this time under CEQA due to age (less than 45 years).

Parcel-specific information included in the database was primarily pulled from three sources:

1. The City's Historic Resources Inventory (HRI), which includes updates made by the Historic Landmarks Commission from 2016 to the present;
2. Santa Clara County Assessor's Office data; and
3. Office of Historic Preservation's California Historical Resources Information System data.

JRP also consulted existing city historic context information and recent historic resources studies conducted within and near the DSAP area, such as the 2020 Downtown West Mixed-Use Plan Environmental Impact Report, to record the most current parcel data. All sources consulted for built resources are listed in **Exhibit B**.

Given the programmatic nature of the DSAP Amendment environmental document, no reconnaissance or intensive level historic resource surveys or project-level analysis was conducted. Such analysis will be undertaken during project-level environmental review.

In total, the Built Resources Historic Status Database contains data on 2,103 parcels within a 200-foot buffer around the DSAP area. Of these parcels, 57 (or approximately 3 percent) are contained within an



established historic district. There are four historic districts identified in the study area, however, only the Southern Pacific Depot is contained within the DSAP area itself. A total of 103 parcels (approximately 5 percent) within the study area are listed in the City's HRI. Six parcels have been previously studied by the City during the environmental review process for separate projects and 681 parcels have been previously studied by JRP (approximately 32 percent). A total of 113 parcels (approximately 5 percent) have been previously studied by another historic resources consultant. Roughly half of the parcels within the study area have yet to be studied.

Purpose of the Database

JRP prepared the Built Resources Historic Status Database in April 2020 to identify the location of known historical resources under CEQA and the location of properties that will require historic resources evaluations to determine their eligibility status. The database information has been mapped and color-coded for ease of use by the City, property owners, developers, and the community. These maps are included as **Exhibit A**. The database is intended to provide as much information as possible about the presence of existing and potential historical resources so they may be appropriately considered in the formation of project-specific proposals, and to identify areas where there may be redevelopment opportunity on properties that were evaluated and determined not to be an eligible historical resource under CEQA or are not age-eligible resources. JRP also provides an estimated level of effort that will likely be needed for project-level environmental clearance with regard to historical resources in the "Anticipated Study Level of Effort" column of **Exhibit C**. Because new historic resources studies are constantly being prepared, future users will need to reference **Exhibit C** in conjunction with other historic resources studies published after April 2020.

Structure of the Database

Exhibit C shows the Built Resources Historic Status Database in table form, organized by County Assessor's parcel number (APN). **Table 1** below explains the information provided in each column of **Exhibit C**.

Table 1—Built Resources Historic Status Database Guide

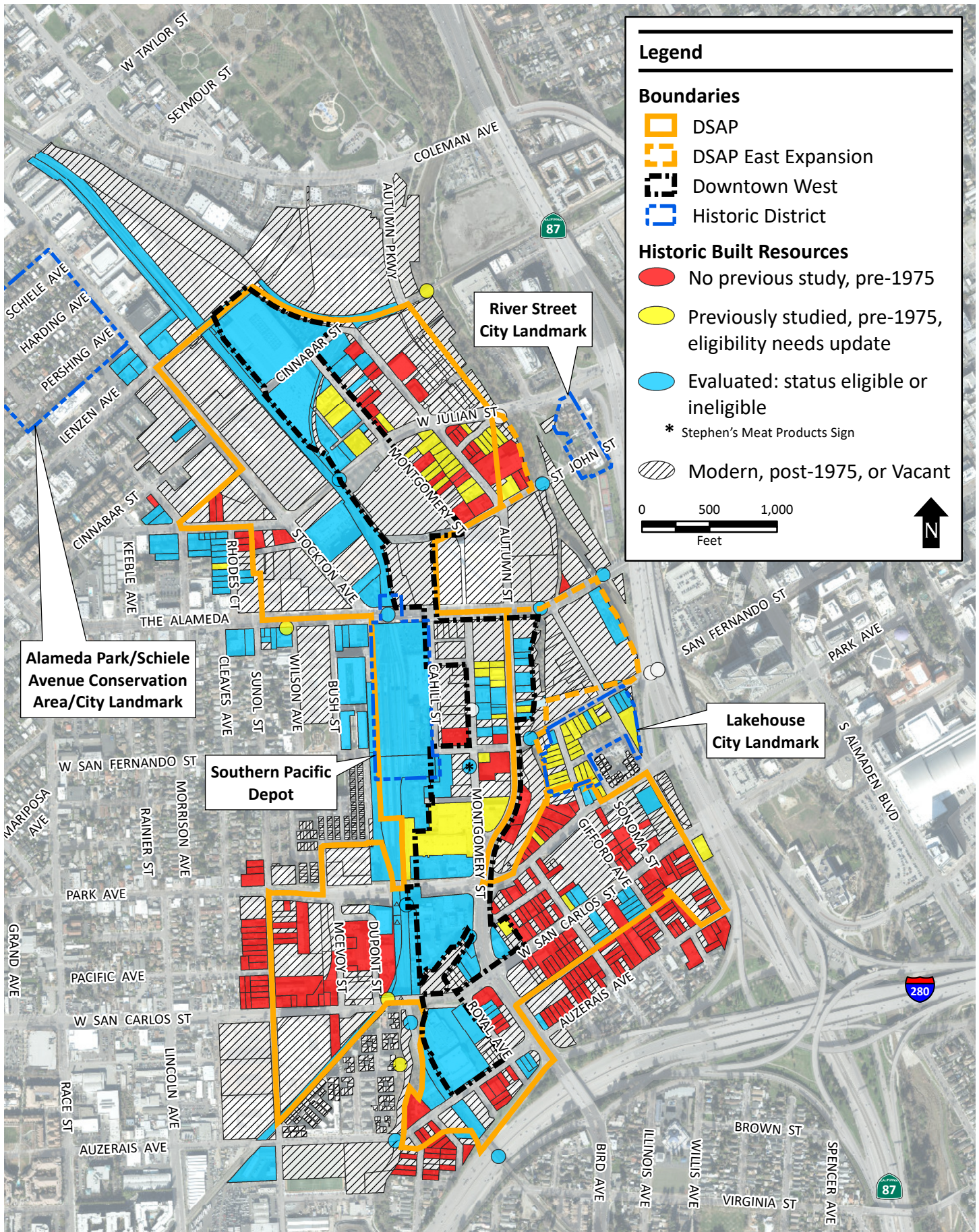
Column Heading	Description
APN	Santa Clara County Assessor's Parcel Number
Res Name	Resource Name, if any.
Built	Year existing building(s) was(were) estimated to be constructed.
City Previous Study?	This column indicates whether the parcel has been included in a previous historic resources analysis conducted by or for the City of San José. "FALSE" indicates that no previous study has been recorded and "TRUE" indicates that the parcel was previously studied.
City Notes from Previous Study	Notes provided by the City regarding previous studies covering a particular parcel.
Conclusions of Previous City Study	Where a previous study was conducted, this column indicates the conclusion of the study's evaluation of built resources on the parcel.
JRP Previous Study?	Indicates whether JRP has previously studied any structures on a given parcel. "FALSE" indicates no previous JRP study and "TRUE" indicates that a previous study was performed.
Other Previous Study?	Indicates whether another team besides JRP has studied a particular parcel.
Notes from Other Previous Study	Any relevant notes compiled by preparers of previous study.
Conclusion of Other Previous Study	Where a previous study was conducted other preparers, this column indicates the conclusion of the study's evaluation of built resources on the parcel.
BERD	"Built Environment Resources Directory." This column indicates whether any non-archaeological resources listed in the Office of Historic Preservation's (OHP) inventory are present on a particular parcel.
Historic District?	Indicates whether a given parcel is within a previously identified historic district on the City's HRI.
Historic District Name	Name of Historic District, if any.
Survey Status	If the parcel is not part of a historic district, this column indicates whether previous surveys determined the parcel to be modern (Mod), or vacant (Vac), or if the survey status is unknown (blank cell).
Source	Data source for entire record.
Notes	General notes from JRP
Primary Number	Primary Numbers are assigned to cultural resources records submitted to the California Information Center.
OHP Status Code	California Office of Historic Preservation evaluation status, if any. A list of codes and definitions is available at: https://ohp.parks.ca.gov/?page_id=1069
Anticipated Study Level of Effort	JRP's estimate for level of effort that will likely be needed during project-level environmental clearance.
SJ HRI	If listed in the City's Historic Resources Inventory (HRI), this column indicates the type of listing.
Historic Eligibility	Indicates whether buildings on a given parcel are eligible for listing as historic resources.



Exhibit A: Built Resources Historic Status Mapping

Exhibit B: Sources Consulted for Built Resources Previous Studies in the DSAP Plan Area

Exhibit C: Built Resources Historic Status Database

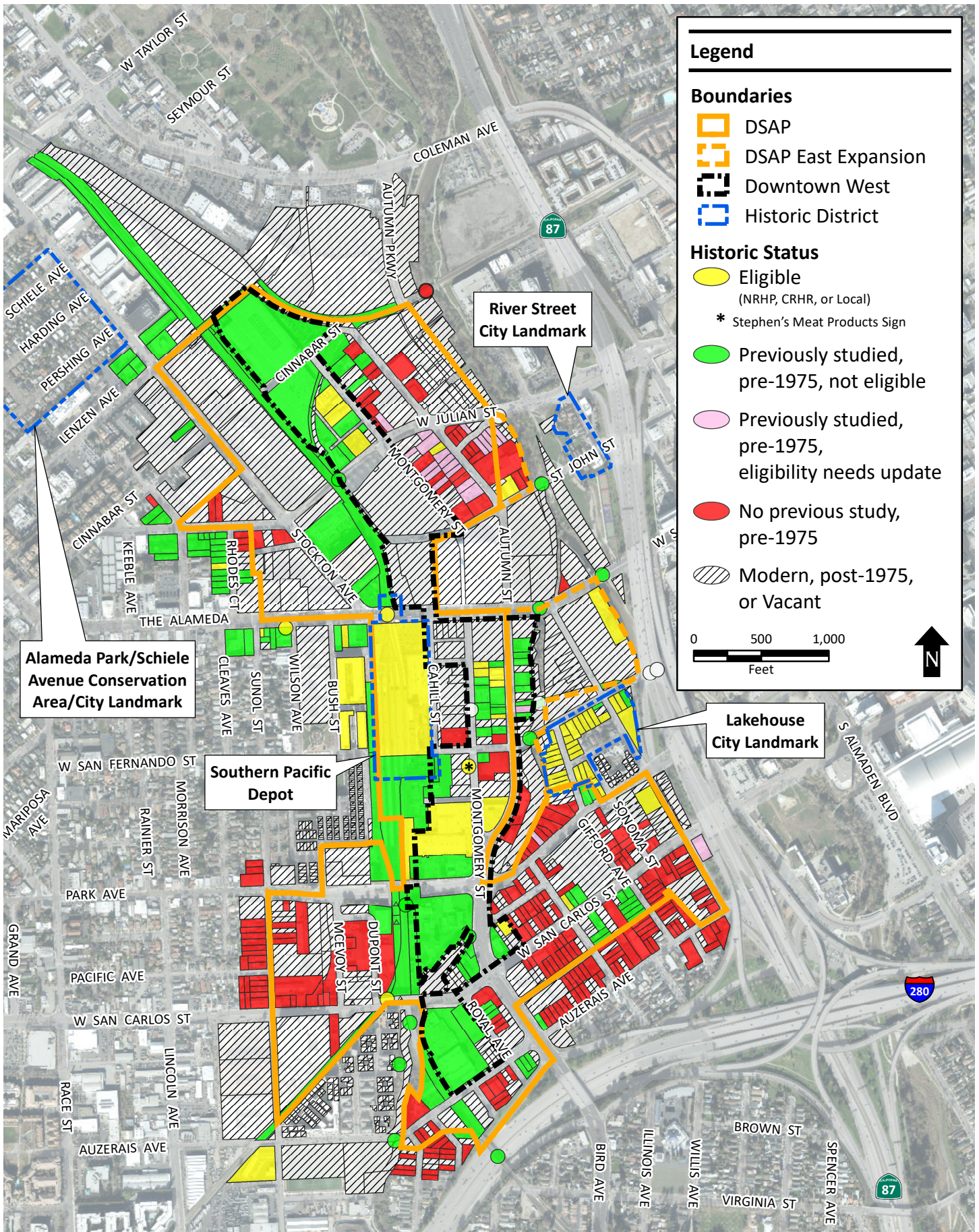


Built Resources: Previously Studied

Figure

1

Source: County of Santa Clara; The Sanborn Co., 2020; Santa Clara County GIS, 2020; Caltrans, 2020; JRP, 2020.



Built Resources: Eligibility Status

Figure



Exhibit B: Sources Consulted for Built Resources Previous Studies in the DSAP Plan Area

City of San José. *Addendum to the Envision San José 2040 General Plan Final EIR*. 2016.

City of San José. *Envision San José 2040 General Plan Final EIR*. 2011.

City of San José, Historic Landmarks Commission, Minutes. January 2017-May 2020.

City of San José. *Historic Resources Inventory*. February 8, 2016.

City of San José, "The San Jose Sign Project," brochure, n.d.

California Department of Parks and Recreation. Northwestern Information Center. "Historic Properties Data File," "Built Environment Resources Directory," and records search results. 2012-2020.

California Department of Transportation. *Historic Bridge Log*. 2020.

California High Speed Rail Authority. San Jose to Merced Project Section. *Historic Architectural Survey Report*, by JRP Historical Consulting, LLC. 2019.

David J. Powers & Assoc. *Envision San Jose 2040 General Plan, Santa Clara County, California*. "Appendix J: Cultural Resources." 2009.

Dobkin, Marjorie, Ph.D. and Basin Research Associates. West San Carlos Street Historic Context. April 2011.

ESA. *Downtown West Mixed-Use Plan Environmental Impact Report (EIR)*, "Historical Resources Technical Report." 2020.

Santa Clara Valley Transportation Authority. *VTA's BART Silicon Valley-Phase II Extension Project, Supplemental Built Environment Survey Report*. 2016.

TreanorHL. "321, 323, 327, and 329 Gifford Avenue and 462, 466, and 470 W. San Carlos Street San José Historic Resources Evaluation." November 4, 2020.

TreanorHL. "491 W. San Carlos Street, 493-495 and 495 ½ W. San Carlos Street, 497-499 W. San Carlos Street Historic Resources Assessment." September 14, 2020.

TreanorHL. "The Madera Project, San Jose, California, 486-498 W. San Carlos & 332-346 Josefa Streets Historic Resources Assessment." November 30, 2020.

259-25-069			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-25-070			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-25-071			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-25-072			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-25-073			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-25-074			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-25-075			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-26-006			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad				Low	Not Eligible
259-26-007			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad				Low	Not Eligible
259-26-015			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad				Low	Not Eligible
259-26-016			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-26-017		1948, 1976	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data; SCCounty.zip			6Z		Low	Not Eligible
259-26-019		1980-1987	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 13062 database						Modern/Vacant
259-26-020		1981-1993	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 13062 database						Modern/Vacant
259-26-021			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-26-022			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad & roadway (Lenzen				Low	Not Eligible
259-26-023			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	likely associated with 259-26-019					Modern/Vacant
259-26-024			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-26-025			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	likely associated with 259-26-019, 259-26-020 & 259-27-027					Modern/Vacant
259-27-003	Puccio Machine & Welding Works	1941 ca., 1945	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z, 6L - eligible as Structure of Merit		FALSE			Santa Clara County GIS parcel data; 17039 database				6Z; 6L - eligible as Structure of Merit	Low	Not Eligible
259-27-007		1895; 1910 ca.	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data; 17039 database				6Z; 6Z	Low	Not Eligible
259-27-008			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-27-009		1891 ca., 1883 ca., 1892 ca., 1894 ca.	FALSE			TRUE	TRUE	43-003707 - 563 W Julian, 43-003708 - 567 W Julian, San Francisco to San Jose High-Speed Train, PBS&J, Feb 2011; Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z (563 W Julian); 6Z (567 W Julian); 5S3 (eligible as SJ Landmark as group - 559, 563, 567 W. Julian)		FALSE		Santa Clara County GIS parcel data; NWIC - Architecture				P-43-003707; P-43-003708; 6Z; 6Z (563 W Julian); 6Z (567 W Julian); 5S3 (eligible as SJ Landmark as group - 559, 563, 567 W. Julian)	Medium	Eligible	
259-27-010		1939, 1953	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020) - includes parcel -011 as part of property, date=1953	6Z		FALSE			Santa Clara County GIS parcel data; 17039 database; From ARG.zip	2020 survey combines this parcel with -011			6Z; 6Z	Low	Not Eligible

259-27-011		1953	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020) - includes parcel -010 as part of property, date=1953	6Z	FALSE			Santa Clara County GIS parcel data; From ARG.zip	2020 survey combines this parcel with -010 !!	6Z	Low		Not Eligible
259-27-014		1941, 1945, 1944	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020), date (345)=1944	553 (343 & 345) eligible as SJ Landmark, 6Z (341)	FALSE			Santa Clara County GIS parcel data; 17039 database		6Z; 553 (343 & 345) eligible as SJ Landmark, 6Z (341)	Medium		Eligible
259-27-015		1941, 1945, 1944	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020), date (345)=1944	553 (343 & 345) eligible as SJ Landmark, 6Z (341)	FALSE			Santa Clara County GIS parcel data; 17039 database		6Z; 553 (343 & 345) eligible as SJ Landmark, 6Z (341)	Medium		Eligible
259-27-016		1963	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z	FALSE			Santa Clara County GIS parcel data; 17039 database		6Z; 6Z	Low		Not Eligible
259-27-017		1966	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020) - 566-670 Cinnabar	6Z	FALSE			Santa Clara County GIS parcel data; SCCounty.zip		6Z	Low		Not Eligible
259-27-018			FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data	railroad		Low		Not Eligible
259-27-019			FALSE			TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant
259-27-020			FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data	railroad		Low		Not Eligible
259-27-021			FALSE			TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data	likely associated with 259-27-011				Modern/Vacant
259-27-022			FALSE			TRUE	FALSE			FALSE		Rail	Santa Clara County GIS parcel data	railroad		Low		Not Eligible
259-27-026			FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data	railroad		Low		Not Eligible
259-27-027		1980-1987	FALSE			TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; 13062 database					Modern/Vacant
259-28-001		1954 ca.	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data		6Z	Low		Not Eligible
259-28-002		1920 ca.; 1930	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 17039 database; SCCounty.zip		6Z	Low		Not Eligible
259-28-003	Smith Manufacturing	1917	FALSE			TRUE	FALSE			FALSE			San Jose Historic Resources Inventory	APN changed to 259-28-046	6Z	Low	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Not Eligible
259-28-004	Western Elevator Manufacturing	1930 ca.	FALSE			TRUE	FALSE			FALSE			San Jose Historic Resources Inventory	APN to 259-28-046	6Z	Low	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Not Eligible
259-28-024		1948 ca.; 1999	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 17039 database; SCCounty.zip		6Z	Low		Not Eligible

259-28-028			FALSE		TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data; 17039 NWIC		P-43-001269				Modern/Vacant
259-28-031			FALSE		TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-28-038			FALSE		TRUE	FALSE			FALSE			Santa Clara County GIS parcel data	railroad			Low		Not Eligible
259-28-041			FALSE		TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-28-043		1990s	FALSE		TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; 13062 database						Modern/Vacant
259-28-044			FALSE		TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-28-045			FALSE		TRUE	FALSE			FALSE			Santa Clara County GIS parcel data	railroad	P-43-000928	6Z	Low		Not Eligible
259-28-046		2018	FALSE		TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; 17039 NWIC; SCCounty.zip		P-43-001243; P-43-001246				Modern/Vacant
259-29-001		1940	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-002			FALSE		FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-29-003			FALSE		FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data; 17039 NWIC		P-43-000743				Modern/Vacant
259-29-004		1980	FALSE		FALSE	FALSE			FALSE		Mod	San Jose Historic Resources Inventory; 17039 NWIC; SCCounty.zip		P-43-000744			Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Modern/Vacant
259-29-005		1962	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-006		1926	FALSE		FALSE	TRUE			FALSE			Santa Clara County GIS parcel data; 17039 NWIC; SCCounty.zip		P-43-000746		Medium		Status Unknown
259-29-007		1968	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-008		1895	FALSE		FALSE	TRUE			FALSE			San Jose Historic Resources Inventory; 17039 NWIC; SCCounty.zip	included in NWIC search for HST JM, but the parcel was not in the APE, and JRP does not have a prev form for this property	P-43-000748		Medium	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-29-009		1928	FALSE		FALSE	TRUE			FALSE			Santa Clara County GIS parcel data; 17039 NWIC; SCCounty.zip	included in NWIC search for HST JM, but the parcel was not in the APE, and JRP does not have a prev form for this property	P-43-000749		Medium		Status Unknown
259-29-012			FALSE		FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-29-013		1905	FALSE		FALSE	TRUE			FALSE			San Jose Historic Resources Inventory; 17039 NWIC; SCCounty.zip	included in NWIC search for HST JM, but the parcel was not in the APE, and JRP does not have a prev form for this property	P-43-000751		Medium	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-29-020	Holeman's Auto Repair	1946	FALSE		FALSE	TRUE			FALSE			San Jose Historic Resources Inventory; SCCounty.zip				Medium	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Status Unknown

259-29-021	Dennis Residence	1870; 1900	TRUE	Envision San José 2040 General Plan (2009); San Jose Designated Historic City Landmarks (2016) - SJ Landmark	SJ Landmark	FALSE	TRUE	Archives & Architecture (2005) - DPR	3S	FALSE			San Jose Historic Resources Inventory; 17039 NWIC; Envision San José 2040 General Plan (2009); SCCounty.zip	P-43-001705	SJ Landmark; 3S	Medium	Eligible for National Register (individually); Eligible for Calif. Register (individually); City Landmark Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible	
259-29-022		1905	FALSE			FALSE	TRUE			FALSE			San Jose Historic Resources Inventory; SCCounty.zip			Medium	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Status Unknown	
259-29-023		1898	FALSE			FALSE	TRUE			FALSE			San Jose Historic Resources Inventory; SCCounty.zip			Medium	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Status Unknown	
259-29-024		1900	FALSE			FALSE	TRUE			FALSE			San Jose Historic Resources Inventory; SCCounty.zip			Medium	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Status Unknown	
259-29-025		1910	FALSE			FALSE	TRUE			FALSE			San Jose Historic Resources Inventory; SCCounty.zip			Medium	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Status Unknown	
259-29-026		1930	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High		-N/A-	
259-29-027		1910	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High		-N/A-	
259-29-028		1905	FALSE			FALSE	TRUE			FALSE			San Jose Historic Resources Inventory; 17039 NWIC; SCCounty.zip		included in NWIC search for HST JM, but the parcel was not in the APE, and JRP does not have a prev form for this property	P-43-000752	Medium	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-29-029		1895	FALSE			FALSE	TRUE			FALSE			San Jose Historic Resources Inventory; 17039 NWIC; SCCounty.zip		included in NWIC search for HST JM, but the parcel was not in the APE, and JRP does not have a prev form for this property	P-43-000753	Medium	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-29-032	Forman's Arena	1926; 1940	FALSE			FALSE	TRUE			FALSE			San Jose Historic Resources Inventory; SCCounty.zip			Medium	Eligible for National Register (individually); Eligible for Calif. Register (individually); Candidate City Landmark; State of California Department of Parks and Recreation (DPR) Form	Eligible	

259-29-033			FALSE			FALSE	FALSE					Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-29-036		1915	FALSE			FALSE	FALSE						Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-037		1925	FALSE			FALSE	FALSE						Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-038		1925	FALSE			FALSE	FALSE						Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-039		1925	FALSE			FALSE	FALSE						Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-040		1924; 1925	FALSE			FALSE	TRUE						San Jose Historic Resources Inventory; 17039 NWIC			P-43-002646	Medium	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-29-041		1924; 1923	FALSE			FALSE	TRUE						San Jose Historic Resources Inventory; 17039 NWIC			P-43-002647	Medium	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-29-042		1925; 1921	FALSE			FALSE	TRUE						San Jose Historic Resources Inventory; 17039 NWIC			P-43-002648	Medium	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-29-043		1925	FALSE			FALSE	TRUE						San Jose Historic Resources Inventory; 17039 NWIC			P-43-002649	Medium	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-29-044		1925	FALSE			FALSE	TRUE						Santa Clara County GIS parcel data; 17039 NWIC; SCCounty.zip			P-43-002650	Medium		Status Unknown
259-29-055		1925	FALSE			FALSE	FALSE						Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-056		1925	FALSE			FALSE	FALSE						Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-057		1925	FALSE			FALSE	FALSE						Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-067			FALSE			FALSE	FALSE					Vac	San Jose Historic Resources Inventory; SCCounty.zip	vacant roadway; historic buildings demo'd				Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Modern/Vacant
259-29-071		1920	FALSE			FALSE	FALSE						Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-072		1900	FALSE			FALSE	FALSE						Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-081		1924; 1999	FALSE			FALSE	TRUE						San Jose Historic Resources Inventory; 17039 NWIC; SCCounty.zip			P-43-002769	Medium	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-29-085		1925 ca.	FALSE			FALSE	FALSE						Santa Clara County GIS parcel data				High		-N/A-
259-29-087		1920	FALSE			FALSE	TRUE						San Jose Historic Resources Inventory; SCCounty.zip				Medium	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
259-29-091		1939	FALSE			FALSE	FALSE						Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-092			FALSE			FALSE	FALSE						Vac	Santa Clara County GIS parcel data					Modern/Vacant
259-29-093			FALSE			FALSE	FALSE						Vac	Santa Clara County GIS parcel data					Modern/Vacant
259-29-095			FALSE			FALSE	FALSE						Vac	Santa Clara County GIS parcel data					Modern/Vacant
259-29-097		1988	FALSE			FALSE	FALSE						Mod	Santa Clara County GIS parcel data; SCCounty.zip					Modern/Vacant
259-29-098			FALSE			FALSE	FALSE						Vac	Santa Clara County GIS parcel data					Modern/Vacant
259-29-099			FALSE			FALSE	FALSE						Vac	Santa Clara County GIS parcel data					Modern/Vacant
259-29-100			FALSE			FALSE	FALSE						Vac	Santa Clara County GIS parcel data					Modern/Vacant
259-29-101			FALSE			FALSE	FALSE						Vac	Santa Clara County GIS parcel data					Modern/Vacant
259-29-102		1959	FALSE			FALSE	FALSE						Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-103		1948	FALSE			FALSE	FALSE						Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-29-104		1990 ca.	FALSE			FALSE	FALSE						Mod	Santa Clara County GIS parcel data					Modern/Vacant
259-29-105			FALSE			FALSE	FALSE						Vac	Santa Clara County GIS parcel data					Modern/Vacant

259-30-033			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Guadalupe River Trail					Modern/Vacant
259-30-034			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Guadalupe River Trail					Modern/Vacant
259-30-044	John S. Cano Residence	1885 ca.; 1900	FALSE			FALSE	FALSE			2D2	TRUE	River Street City Landmark District?		San Jose Historic Resources Inventory; SCCounty.zip	formerly 143 Pleasant St		2D2	Low	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-30-045	Sandino Selva Residence	1885 ca.; 1900	FALSE			FALSE	FALSE			2D2	TRUE	River Street City Landmark District?		San Jose Historic Resources Inventory; SCCounty.zip	formerly 141 Pleasant St		2D2	Low	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-30-046	Torino Hotel	1900 ca.	FALSE			FALSE	FALSE			2D2	TRUE	River Street City Landmark District?		San Jose Historic Resources Inventory	Henry's Hi-Life		2D2	Low	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-30-047	Lencio Beltramo Residence	1910 ca., 1950 ca.; 1905	FALSE			FALSE	FALSE			2D2 (323), 6Y (317)	TRUE	River Street City Landmark District?		San Jose Historic Resources Inventory; SCCounty.zip	includes 2 bldgs - 317 W St John (6Y) & 323 W St John (2D2); should these be separated in dbase?		2D2 (323), 6Y (317)	Low	City Landmark District; Candidate City Landmark; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-30-048	Frank Simondi Residence	1910 ca.; 1900	FALSE			FALSE	FALSE			2D2	TRUE	River Street City Landmark District?		San Jose Historic Resources Inventory; SCCounty.zip			2D2	Low	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-30-049	Margaret Simondi Residence	1910 ca.; 1920	FALSE			FALSE	FALSE			2D2	TRUE	River Street City Landmark District?		San Jose Historic Resources Inventory; SCCounty.zip			2D2	Low	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-30-094			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-30-103	Prindiville Store	1871 ca.	FALSE			FALSE	FALSE			2D2	TRUE	River Street City Landmark District?		San Jose Historic Resources Inventory	Former address: 350 W. St. John Street; Appears to be part of River Street City Landmark Historic District aka River Street Historic District (7W)		2D2	Low	Moved; City Landmark District; Contributing Site/Structure	Eligible
259-30-104	Manuel Cano House	1890	FALSE			FALSE	FALSE			2D2, 7R	TRUE	River Street City Landmark District?	Vac	Santa Clara County GIS parcel data	historic building demo'd or moved; confirmed vacant on Google Earth (2020)		2D2, 7R			Modern/Vacant
259-30-105			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-30-106			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-30-107	Bartolomeo Vanessa House	1921	FALSE			FALSE	FALSE			7J	TRUE	River Street City Landmark District?	Vac	Santa Clara County GIS parcel data	historic building demo'd or moved; confirmed vacant on Google Earth (2020)		7J			Modern/Vacant

259-36-036	Charles Hill Residence	1872-1884; 1900	FALSE			FALSE	FALSE			2D2	TRUE	River Street City Landmark District?		San Jose Historic Resources Inventory; SCCounty.zip			2D2	Low	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-36-037	J. L. Moranto Residence	1880 ca.; 1920	FALSE			FALSE	FALSE			2D2	TRUE	River Street City Landmark District?		San Jose Historic Resources Inventory; SCCounty.zip			2D2	Low	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-36-038	Michael Zoppi Residence	1885 ca.; 1915	FALSE			FALSE	FALSE			2D2	TRUE	River Street City Landmark District?		San Jose Historic Resources Inventory; SCCounty.zip			2D2	Low	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-36-039	The Alameda French Bakery	1925 ca.; 1926	FALSE			FALSE	FALSE			2D2	TRUE	River Street City Landmark District?		San Jose Historic Resources Inventory; SCCounty.zip	Former address 99 W Pleasant; Additional Address: 320 W St John St		2D2	Low	City Landmark District; Candidate City Landmark; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-36-067	Alice McNally Residence	1885 ca.	FALSE			FALSE	FALSE			2D2	TRUE	River Street City Landmark District?		San Jose Historic Resources Inventory	formerly 83 Pleasant St; DEMO'd		2D2	Low	City Landmark District; Candidate City Landmark; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-36-069			FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	tennis court					Modern/Vacant
259-36-081			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-36-082		1990s	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	tennis court					Modern/Vacant
259-36-083	Hanna Prindiville		FALSE			FALSE	FALSE			2D2, 7J	TRUE	River Street City Landmark District?	Vac	Santa Clara County GIS parcel data	historic building demo'd or moved; confirmed vacant on Google Earth (2020)		2D2, 7J			Modern/Vacant
259-36-084	Hanna Prindiville House		FALSE			FALSE	FALSE			2D2, 7J	TRUE	River Street City Landmark District?	Vac	Santa Clara County GIS parcel data	historic building demo'd or moved		2D2, 7J			Modern/Vacant
259-37-004		1949	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-37-041			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Los Gatos Creek					Modern/Vacant
259-37-042			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Los Gatos Creek					Modern/Vacant
259-37-043			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Los Gatos Creek & park					Modern/Vacant
259-37-044			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	park					Modern/Vacant
259-37-057			FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	modern culvert					Modern/Vacant
259-37-058			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; 17039 NWIC	Arena Green	P-43-000625				Modern/Vacant
259-37-059			FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	Guadalupe River Park & Gardens - modern					Modern/Vacant
259-37-060		1990s	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 13062 database						Modern/Vacant

259-38-009		1880 ca.; 1885	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6L - eligible as SJ Structure of Merit		FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip		6; 6L - eligible as SJ Structure of Merit	Medium		Not Eligible	
259-38-010	Kearney Pattern Works & Foundry	1956-1968	FALSE			TRUE	TRUE	40 S Montgomery, SCVTA Vasona Light Rail Corridor - Basin Research Assoc., Archives & Architecture & W. Hill, Feb 1999; Downtown West Mixed-Use Plan Historical Resources Technical Report (2020) - combines APN with - 011, -028, - 029 (40 S Montgomery, & 43 & 55 S Autumn, date ca. 1922, 1950s, ca.	Not Eligible - no code provided; 3S, eligible as SJ Landmark		FALSE			Santa Clara County GIS parcel data; 13062 database; NWIC - Architecture	2020 survey multiple APN property (incl -011, -028 & - 029); built date 1922, ca. 1950s & ca. 1993, eligibility conflicts with previous surveys	P-43-001329	6; Not Eligible - no code provided; 3S, eligible as SJ Landmark	Medium		Eligible
259-38-011		1968	FALSE			FALSE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020) - combines APN with - 010, -028, - 029 (40 S Montgomery, & 43 & 55 S Autumn, date ca. 1922, 1950s, ca. 1993	3S, eligible as SJ Landmark		FALSE			Santa Clara County GIS parcel data; SCCounty.zip	2020 survey multiple APN property (incl -010, -028 & - 029); built date 1922, ca. 1950s & ca. 1993, eligibility conflicts with previous surveys		3S, eligible as SJ Landmark	Medium		Eligible
259-38-014			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad			Low		Not Eligible
259-38-015		1910	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			San Jose Historic Resources Inventory; 17039 NWIC; SCCounty.zip		P-43-001342	5S1; 6Z	Medium	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-38-018		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-38-019			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-38-027		1947	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data; 17039 NWIC; SCCounty.zip		P-43-001327	6Z	Low		Not Eligible

259-38-028	Kearney Pattern Works & Foundry	1900	FALSE		TRUE	TRUE	40 S Montgomery, SCVTA Vasona Light Rail Corridor - Basin Research Assoc., Archives & Architecture & W. Hill, Feb 1999; Downtown West Mixed-Use Plan Historical Resources Technical Report (2020) - combines APN with -010, -011, -029 (40 S Montgomery, & 43 & 55 S Autumn, date ca. 1922, 1950s, ca.	Not Eligible - no code provided; 3S, eligible as SJ Landmark	FALSE			Santa Clara County GIS parcel data; 13062 database; 17039 NWIC; NWIC - Architecture	2020 survey multiple APN property (incl -011, -011 & -029); built date 1922, ca. 1950s & ca. 1993, eligibility conflicts with previous surveys	P-43-001328; P-43-001329	6; Not Eligible - no code provided; 3S, eligible as SJ Landmark	Medium		Eligible
259-38-029	Kearney Pattern Works & Foundry	1922; 1956-1966	FALSE		TRUE	TRUE	40 S Montgomery, SCVTA Vasona Light Rail Corridor - Basin Research Assoc., Archives & Architecture & W. Hill, Feb 1999; Downtown West Mixed-Use Plan Historical Resources Technical Report (2020) - combines APN with -010, -011, -028 (40 S Montgomery, & 43 & 55 S Autumn, date ca. 1922, 1950s, ca.	Not Eligible - no code provided; 3S, eligible as SJ Landmark	FALSE			Santa Clara County GIS parcel data; 13062 database; NWIC - Architecture	2020 survey multiple APN property (incl -010, -011, & -028); built date 1922, ca. 1950s & ca. 1993, eligibility conflicts with previous surveys	P-43-001329	6; Not Eligible - no code provided; 3S, eligible as SJ Landmark	Medium		Eligible
259-38-036			FALSE		TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-38-039			FALSE		TRUE	TRUE	See Notes; HER San Jose Water Works Delmas Avenue Project (Feb 1999)	Not eligible NRHP; Identified Structure in SJHRI & Structure of Merit	FALSE		Vac	Santa Clara County GIS parcel data; 17039 NWIC; Delmas Mixed Use EIR	Delmas Mixed Use EIR: found ineligible NRHP/CRHR but on SJHRI qualified as Structure of Merit; DEMO'd c2005	P-43-001346; P-43-1593	Not eligible NRHP; Identified Structure in SJHRI & Structure of Merit			Modern/Vacant
259-38-040			FALSE		TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-38-041			FALSE		TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-38-042			FALSE		FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant

259-38-085		1935 ca; 1948-1956	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data		6Z; 6Z	Low		Not Eligible
259-38-087		1978	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip					Modern/Vacant
259-38-088	Victor Buron Residence	1910 ca.	FALSE			FALSE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020) - Moved in the 1950s	6L (eligible SJ Structure of Merit)		FALSE			San Jose Historic Resources Inventory; 17039 NWIC; SCCounty.zip	P-43-001343	6L (eligible SJ Structure of Merit)	Low	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Not Eligible
259-38-089		1953 ca.	FALSE			FALSE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data		6Z	Low		Not Eligible
259-38-090			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant
259-38-100			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant
259-38-101		1983	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip					Modern/Vacant
259-38-109			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant
259-38-110			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant
259-38-113		1960	FALSE			FALSE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data; SCCounty.zip		6Z	Low		Not Eligible
259-38-114		1900	FALSE			FALSE	TRUE				FALSE			Santa Clara County GIS parcel data; 17039 NWIC; SCCounty.zip	included in NWIC search for HST JM, but the parcel was not in the APE, and JRP does not have a prev form for this property	P-43-001344		Medium	Status Unknown
259-38-116			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant
259-38-117		1931 ca.	FALSE			FALSE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data; 17039 NWIC; SCCounty.zip	P-43-001349	6Z	Low		Not Eligible
259-38-119		1960; 1962	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip		6Z; 6Z	Low		Not Eligible
259-38-121		1950, 1948	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data; 13062 database		Not Eligible; 6Z	Low		Not Eligible
259-38-122			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant

259-38-123		1932 ca.; 1905	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z					Santa Clara County GIS parcel data; 13062 database; SCCounty.zip		6; 6Z	Low		Not Eligible
259-38-124		1969 ca.	FALSE			TRUE	FALSE							Santa Clara County GIS parcel data; 13062 database		6Z	Low		Not Eligible
259-38-128	San Jose Water Works	1913; 1934-1940; 1920-1940 ca.; 1984-1985	TRUE	Envision San José 2040 General Plan (2009); San Jose Designated Historic City Landmarks (2016) - SJ Landmark		TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020); NRHP form (Sept 1989)	3S (Main bldg & transformer house); Eligible for NRHP/CRHP (Main bldg & transformer house) & City Landmark in SJHRI	2D2				San Jose Historic Resources Inventory; 13062 database; Delmas Mixed Use & SJWC	Delmas Mixed Use & SJWC: multiple buildings with differed dates; Designated SJ Landmark (12/3/1991) building & entire site	3S (Main bldg & transformer house); Eligible for NRHP/CRHP (Main bldg & transformer house) & City Landmark in SJHRI; 2D2	Low	Eligible for National Register (individually); Eligible for Calif. Register (individually); City Landmark Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-38-129			FALSE			TRUE	FALSE						Vac	Santa Clara County GIS parcel data					Modern/Vacant
259-38-130			FALSE			TRUE	FALSE						Vac	Santa Clara County GIS parcel data; 17039 NWIC		P-43-001329			Modern/Vacant
259-38-132		1999	FALSE			TRUE	FALSE						Mod	Santa Clara County GIS parcel data; 13062 database					Modern/Vacant
259-38-133			FALSE			TRUE	FALSE							Santa Clara County GIS parcel data; 17039 NWIC	railroad & parking lot	P-43-001326	Low		Not Eligible
259-38-134			FALSE			TRUE	FALSE							Santa Clara County GIS parcel data	railroad		Low		Not Eligible
259-38-135			FALSE			TRUE	FALSE						Vac	Santa Clara County GIS parcel data					Modern/Vacant
259-38-136			FALSE			TRUE	FALSE						Rail	Santa Clara County GIS parcel data	bridge; see entry for Bridge, Railroad over Los Gatos Creek2		Low		Not Eligible
259-38-137			FALSE			TRUE	FALSE						Vac	Santa Clara County GIS parcel data	Los Gatos Creek				Modern/Vacant
259-38-138			FALSE			FALSE	FALSE						Vac	Santa Clara County GIS parcel data	Los Gatos Creek				Modern/Vacant
259-38-139			FALSE			TRUE	FALSE							Santa Clara County GIS parcel data	railroad		Low		Not Eligible
259-38-141		1959 ca.	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020) - 57 S Autumn	6Z					Santa Clara County GIS parcel data		6Z	Low		Not Eligible
259-38-142			FALSE			TRUE	FALSE						Vac	Santa Clara County GIS parcel data					Modern/Vacant
259-38-144			FALSE			TRUE	FALSE						Mod	Santa Clara County GIS parcel data	modern lightrail San Fernando Station; historic-era buildings demo'd				Modern/Vacant
259-38-145			FALSE			FALSE	FALSE						Vac	Santa Clara County GIS parcel data					Modern/Vacant
259-38-146			FALSE			FALSE	FALSE						Vac	Santa Clara County GIS parcel data					Modern/Vacant
259-38-147			FALSE			TRUE	FALSE						Vac	Santa Clara County GIS parcel data					Modern/Vacant
259-38-148			FALSE			FALSE	FALSE						Vac	Santa Clara County GIS parcel data					Modern/Vacant
259-38-149		2004 ca.	FALSE			FALSE	FALSE						Mod	Santa Clara County GIS parcel data; 17039 NWIC	Historic-era property demo'd for San Fernando Station - lightrail tracks	P-43-001315			Modern/Vacant
259-38-150			FALSE			TRUE	FALSE							Santa Clara County GIS parcel data	railroad		Low		Not Eligible
259-38-151			FALSE			FALSE	FALSE						Vac	Santa Clara County GIS parcel data					Modern/Vacant
259-39-094		1990s	FALSE			TRUE	FALSE						Mod	Santa Clara County GIS parcel data	modern park/parkway				Modern/Vacant
259-39-111		2017	FALSE			TRUE	FALSE						Mod	Santa Clara County GIS parcel data; SCCounty.zip					Modern/Vacant
259-39-112		1980	FALSE			TRUE	FALSE						Mod	Santa Clara County GIS parcel data; 13062 database					Modern/Vacant
259-39-116			FALSE			TRUE	FALSE						Vac	Santa Clara County GIS parcel data					Modern/Vacant
259-39-118			FALSE			TRUE	FALSE						Vac	Santa Clara County GIS parcel data					Modern/Vacant
259-39-119			FALSE			TRUE	FALSE						Vac	Santa Clara County GIS parcel data	Arena Parking				Modern/Vacant

259-39-123			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-43-070		1980s	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	courtyard/hardscape					Modern/Vacant
259-43-072		1990	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-43-074		2009	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-44-082		2000 ca.	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	outdoor amphitheater					Modern/Vacant
259-44-084		2000 ca.	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	outdoor amphitheater					Modern/Vacant
259-44-086			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Guadalupe River Trail					Modern/Vacant
259-45-010			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Guadalupe River					Modern/Vacant
259-45-012			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Guadalupe River					Modern/Vacant
259-45-029	Owen Residence	1888; 1891	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006); HPSR SVTA Vasona Light Rail Corridor (1999)	Contributor; NRHP eligible	2S2, 5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001874	Contributor; NRHP eligible; 2S2, 5D2	Low	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-030	Chiappe Residence	1891; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006); HPSR SVTA Vasona Light Rail Corridor (1999)	Contributor; NRHP eligible; 5S	2S2, 5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001873; P-43-001317	Contributor; NRHP eligible; 2S2, 5D2; 5S	Low	Eligible for National Register (individually); Eligible for Calif. Register (individually); City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-031	Frolich/Maynard Residence	1889; 1895	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006); Historic Properties Survey Report - SCVTA (1999)	Contributor; Not Individually Eligible	5D2, 6Y	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001872; P-43-001318	Contributor; Not Individually Eligible; 5D2, 6Y	Low	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Not Eligible
259-45-043	Rogers Rental Residence	1875; 1989	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001890	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-044	Laverne Residence	1898; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001891	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-045	Williams/Yarnell Residence	1895; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001892	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible

259-45-046	Haynes Residence	1892; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor; Identified Structure	SD2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001893	Contributor; Identified Structure; SD2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-047	Smith Residence	1892-1893 ca.; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	SD2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001900	Contributor; SD2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-048	Jordon Residence	1893; 1890	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	SD2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001899	Contributor; SD2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-049	Dellwig Residence	1892 ca.; 1990	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	SD2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip	5D2, 04/22/2008, 5101-1417-0010	P-43-001898	Contributor; SD2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-050	Ferrell Residence #2	1892-1893 ca.; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	SD2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip	5D2, 04/22/2008, 5101-1417-0009	P-43-001897	Contributor; SD2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-051	Ferrell Residence #1	1892; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	SD2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001880	Contributor; SD2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-052	Dufie/Aguirre Residence	1885; 1898	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	SD2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001879	Contributor; SD2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible

259-45-053	New Lake Residence	1895; 1904	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001878	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-054	New Lake Cottage Residence	1924; 1925	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001877	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-055	Parks/Rea Residence	1899; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor; Identified Structure	2S2, 5D2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip	Yr blt - 1900 (SCCounty.zip)	P-43-001876; P-43-001813	Contributor; Identified Structure; 2S2, 5D2	Low	City Landmark District; Contributing Site/Structure; Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-056	Graham Residence	1901; 1904	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001875	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-057	MANDALA'S RED & WHITE MARKET/Delmas Market	1940; 1939	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	NC	6L	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001883	NC; 6L	Medium	City Landmark District; Noncontributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Not Eligible
259-45-058	Delmas Market Parking		FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	NC		TRUE	Lakehouse City Landmark District	Vac	San Jose Historic Resources Inventory; Historic Districts.zip		NC		City Landmark District; Noncontributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Modern/Vacant
259-45-059	Gagliardo Residence	1900; 1906	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001885	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible

259-45-060	Chase Residence	1892 ca.; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor; Identified Structure	3D, 5D2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip	P-43-001886	Contributor; Identified Structure; 3D, 5D2	Medium	City Landmark District; Contributing Site/Structure; Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-061	Cicoletti Residence	1892 ca., 1898; 1990	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor; Identified Structure	3D, 5D2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip	P-43-001887	Contributor; Identified Structure; 3D, 5D2	Medium	City Landmark District; Contributing Site/Structure; Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-062	Rogers Residence	1892-1893; 1916	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor; NRHP eligible; Contributing Structure	2S2, 3D, 5D2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip	P-43-001888	Contributor; NRHP eligible; Contributing Structure; 2S2, 3D, 5D2	Medium	Eligible for National Register (individually); Eligible for Calif. Register (individually); City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-070	Knoth Bungalow Residence	1911; 1910	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip	P-43-001910	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-45-071	Martin House	1898; 1870	FALSE			FALSE	FALSE			5D2	FALSE		Santa Clara County GIS parcel data; 17039 NWIC; SCCounty.zip	P-43-001912	5D2	Medium		Eligible
259-45-072	Gorin Office Building	1949	FALSE			FALSE	TRUE			6L	FALSE		San Jose Historic Resources Inventory		6L	Medium	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Not Eligible
259-45-074	Younk Linoleum Co. Building	1953, 1952	FALSE			FALSE	FALSE			6Z	FALSE		San Jose Historic Resources Inventory		6Z	Low	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Not Eligible
259-45-075	Foss Residence	1895; 1898	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip	P-43-001896	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible

259-45-076	Thurston/Cocking Residence	1895; 1900	FALSE	FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001895	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible	
259-45-077	Williams Residence	1909; 1912	FALSE	FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip	Yr blt - 1912 (SCCounty.zip)	P-43-001894	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible	
259-45-080	Offices	1964, 1963	FALSE	FALSE	FALSE			6Z	FALSE		San Jose Historic Resources Inventory			6Z	Low	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Not Eligible	
259-45-086			FALSE		FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant	
259-45-094			FALSE		FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data				Guadalupe River Trail	Modern/Vacant	
259-45-095	Brohaska/Dalis Residence	1911	FALSE		TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor; City Landmark Structure	5D2, 5S2, 6Y	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip		P-43-001889	Contributor; City Landmark Structure; 5D2, 5S2, 6Y	Medium	City Landmark District; City Landmark Site/Structure; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible	
259-45-096		2004 ca.	FALSE		FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data				lightrail tracks	Modern/Vacant	
259-45-097			FALSE		FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant	
259-46-040			FALSE		FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data; 17039 NWIC		P-43-001334			Modern/Vacant	
259-46-044			FALSE		FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant	
259-46-045			FALSE		FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant	
259-46-046			FALSE		FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant	
259-46-047			FALSE		FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant	
259-46-048		1955	FALSE		TRUE				FALSE		Vac	Santa Clara County GIS parcel data; 17039 NWIC; SCCounty.zip		P-43-001307		included in NWIC search for HST JM, but the parcel was not in the APE, and JRP does not have a prev form for this property. Confirmed VACANT	Modern/Vacant	
259-46-055		1990	FALSE		FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip					Modern/Vacant	
259-46-056			FALSE		FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant	
259-46-057			FALSE		FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant	
259-46-058			FALSE		FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant	
259-46-066		1960	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources				High	-N/A-	
259-46-067		1960 ca.	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources				High	-N/A-	
259-46-068		1970s	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources				shack/outbuilding associated with -069	High	-N/A-
259-46-069		1970s	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data				shed associated with -068	High	-N/A-
259-46-076		1937	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
259-46-082		1965 ca.	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data					High	-N/A-
259-46-085		1980 ca.	FALSE		FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data				lean-to and modern sheds associated w/25946092		Modern/Vacant
259-46-086		1955 ca.	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data					High	-N/A-
259-46-087		1990	FALSE		FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-46-088		1980s	FALSE		FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant

259-46-089		1960 ca.	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data				High		-N/A-
259-46-090			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-46-091		1977	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-46-092		1961	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-46-093		1971	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-46-094		1900	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-46-095		1984	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources						Modern/Vacant
259-46-096		1956	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-46-097			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-46-107		1970 ca.	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data				High		-N/A-
259-46-108		1977	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
259-46-109	Evangelical Lutheran Bethel Church/Primera Baptist Church	1903	FALSE			FALSE	FALSE		252	FALSE			Santa Clara County GIS parcel data; 17039 NWIC	Demo'd ca. 2009-10		P-43-001330; P-43-001331	252	Low	Eligible
259-46-118		2004 ca.	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; 17039 NWIC	lightrail		P-43-001324			Modern/Vacant
259-46-119		2004 ca.	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data	lightrail					Modern/Vacant
259-46-120		2004 ca.	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; 17039 NWIC	lightrail		P-43-001333			Modern/Vacant
259-46-121		2004 ca.	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; 17039 NWIC	lightrail		P-43-001332			Modern/Vacant
259-46-122		2004 ca.	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data	lightrail & roadway (Delmas					Modern/Vacant
259-47-013		1981	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos (491-499) Final HRE 2020-09-14; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_DelmasSrLiving_ApndxBHistoricResources	evaluated for exceptional significance on DPR form in San Carlos survey			6Z	Low	Not Eligible
259-47-014		1923 ca.	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos (491-499) Final HRE 2020-09-14; 2020_SanCarlos_ApdxB_HistoricResEval	San Carlos survey has no status code on DPR-not eligible NR, CR or as local landmark			6Z	Low	Not Eligible
259-47-015		1905 ca.	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; 2020_SanCarlos (491-499) Final HRE 2020-09-14; 2020_SanCarlos_ApdxB_HistoricResEval	San Carlos survey has no status code on DPR-not eligible NR, CR BUT eligible as local landmark			5S2; 6Z	Medium	Eligible
259-47-016		1900	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
259-47-020		1905	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos (491-499) Final HRE 2020-09-14					High	-N/A-
259-47-030		1919	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14					High	-N/A-
259-47-031			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14						Modern/Vacant
259-47-032		1950 ca.	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14					High	-N/A-
259-47-033		1935 ca.	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14					High	-N/A-
259-47-034		1935 ca.	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data					High	-N/A-
259-47-035		2010 ca.	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-47-036		1935 ca.	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data					High	-N/A-
259-47-037		1935 ca.	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
259-47-038			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-47-040	Democracy Hall	1961	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	3S, eligible as SJ Landmark	FALSE			Santa Clara County GIS parcel data				3S, eligible as SJ Landmark	Medium	Eligible
259-47-041			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-47-042		1920	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
259-47-043		1924	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
259-47-044		1915 ca., 1952	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos (491-499) Final HRE 2020-09-14					High	-N/A-
259-47-045		1940	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos (491-499) Final HRE 2020-09-14					High	-N/A-
259-47-046		1914	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos (491-499) Final HRE 2020-09-14					High	-N/A-
259-47-047		1938	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos (491-499) Final HRE 2020-09-14					High	-N/A-

259-47-048		1938	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos (491-499) Final HRE 2020-09-14				High		-N/A-
259-47-049			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; 2020_SanCarlos (491-499) Final HRE 2020-09-14						Modern/Vacant
259-47-050		1926	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-47-051		1956	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos (491-499) Final HRE 2020-09-14				High		-N/A-
259-47-054		1925	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-47-059			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-47-065		1957	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos (491-499) Final HRE 2020-09-14				High		-N/A-
259-47-067		1962	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-47-068		1918	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-47-069		1914	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-47-070			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-47-074			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; 2020_SanCarlos (491-499) Final HRE 2020-09-14						Modern/Vacant
259-47-075			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; 2020_SanCarlos (491-499) Final HRE 2020-09-14						Modern/Vacant
259-47-077			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-47-079			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-47-080		1944	FALSE			FALSE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data			6Z	Low		Not Eligible
259-47-081			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; 2020_SanCarlos (491-499) Final HRE 2020-09-14						Modern/Vacant
259-47-083		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14; 2020_DelmasSrLiving_ApndxBHistoricResources						Modern/Vacant
259-48-011		1943	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-48-012	Patty's Inn	1890's ca.	FALSE			FALSE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6L - eligible as SJ Structure of Merit		FALSE			San Jose Historic Resources Inventory; SCCounty.zip			6L - eligible as SJ Structure of Merit	Medium	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Not Eligible
259-48-013			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-48-018			FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	NC		TRUE	Lakehouse City Landmark District	Vac	Santa Clara County GIS parcel data; Historic Districts.zip; SCCounty.zip	historic-era building demo'd		NC			Modern/Vacant
259-48-019	Arata Residence	1911; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor; NRHP eligible	2S2, 5D2	TRUE	Lakehouse City Landmark District		San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001881	Contributor; NRHP eligible; 2S2, 5D2	Low	Eligible for National Register (individually); Eligible for Calif. Register (individually); City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible

259-48-023	Currilin Residence	1892; 1990	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	SD2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001903	Contributor; SD2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-48-024	Stojanovich Residence	1893; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	SD2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001904	Contributor; SD2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-48-025			FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	NC		TRUE	Lakehouse City Landmark District	Vac	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip	P-43-001905	NC		City Landmark District; Noncontributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	
259-48-026	Gunn Residence	1892; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	SD2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001906	Contributor; SD2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-48-027	Lewis Residence	1892; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	SD2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001907	Contributor; SD2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-48-028	Wilson Residence	1898	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	SD2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip		P-43-001908	Contributor; SD2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-48-029	Hartung Residence	1896; 1900	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	SD2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip		P-43-001909	Contributor; SD2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-48-030		1980s	FALSE			FALSE	FALSE				FALSE	Mod	Santa Clara County GIS parcel data						Modern/Vacant
259-48-031			FALSE			FALSE	FALSE				FALSE	Vac	Santa Clara County GIS parcel data						Modern/Vacant
259-48-033		1947	FALSE			FALSE	FALSE				FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-48-034		1970	FALSE			FALSE	FALSE				FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-48-035		1950	FALSE			FALSE	FALSE				FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-48-036		1918	FALSE			FALSE	FALSE				FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
259-48-037		1916	FALSE			FALSE	FALSE				FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-

259-48-038		1916	FALSE			FALSE	TRUE			FALSE		San Jose Historic Resources Inventory; SCCounty.zip				Medium	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Status Unknown	
259-48-045		1912	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
259-48-046			FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data						Modern/Vacant	
259-48-048	Carto Court	1925	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip	5D2, 04/22/2008, 5101-1417-0008	P-43-001901	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-48-049	Lutzen/Carto Residence	1892 ca.; 1898	FALSE			FALSE	TRUE	Historic District Study Lake House Neighborhood (2006)	Contributor	5D2	TRUE	Lakehouse City Landmark District	San Jose Historic Resources Inventory; 17039 NWIC; Historic Districts.zip; SCCounty.zip	5D2, 04/22/2008, 5101-1417-0011	P-43-001902	Contributor; 5D2	Medium	City Landmark District; Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-48-050		1940 ca.	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data				High		-N/A-	
259-48-052		1977	FALSE			TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip					Modern/Vacant	
259-48-053	Harold Hellwig Ironworks	1935 ca.	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	5S3, eligible as SJ Landmark		FALSE		San Jose Historic Resources Inventory			5S1; 5S3, eligible as SJ Landmark	Medium	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Eligible
259-48-055		1925	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip				High	-N/A-	
259-48-057		1983	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip					Modern/Vacant	
259-48-060		1970s	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data				High	-N/A-	
259-48-063			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant	
259-48-065		1924	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High	-N/A-	
259-48-066		1909	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High	-N/A-	
259-48-067		1930s	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data				High	-N/A-	
259-48-071		1973	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High	-N/A-	
259-48-073			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data	Los Gatos Creek				Modern/Vacant	
259-48-074			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant	
259-48-076			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data	Los Gatos Creek				Modern/Vacant	
259-50-005		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data					Modern/Vacant	
259-50-006		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data					Modern/Vacant	
259-50-007		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data					Modern/Vacant	
259-50-008		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data					Modern/Vacant	
259-50-009		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data					Modern/Vacant	
259-50-010		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data					Modern/Vacant	
259-50-011		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data					Modern/Vacant	
259-50-012		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data					Modern/Vacant	
259-50-013		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data					Modern/Vacant	
259-50-014		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data					Modern/Vacant	
259-50-015		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data					Modern/Vacant	
259-50-016		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data					Modern/Vacant	
259-50-017		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data					Modern/Vacant	
259-50-018		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data					Modern/Vacant	
259-50-019		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data					Modern/Vacant	
259-50-020		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data					Modern/Vacant	
259-50-021		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data					Modern/Vacant	
259-50-022		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data					Modern/Vacant	
259-50-023		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data					Modern/Vacant	
259-50-024		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data					Modern/Vacant	
259-50-025		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data					Modern/Vacant	

259-50-096		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data							Modern/Vacant	
259-50-097		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data							Modern/Vacant	
259-50-098		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data							Modern/Vacant	
259-50-099		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data							Modern/Vacant	
259-50-100		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data							Modern/Vacant	
259-50-101		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data							Modern/Vacant	
259-50-102		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data							Modern/Vacant	
259-50-103		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data							Modern/Vacant	
259-50-104		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data							Modern/Vacant	
259-50-105		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data							Modern/Vacant	
259-50-106		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data							Modern/Vacant	
259-50-107		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data							Modern/Vacant	
259-50-108		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data							Modern/Vacant	
259-50-109		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data							Modern/Vacant	
259-50-110		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data							Modern/Vacant	
259-50-111		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data							Modern/Vacant	
259-50-112		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data							Modern/Vacant	
259-50-113		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data							Modern/Vacant	
259-50-114		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data							Modern/Vacant	
259-50-115		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data							Modern/Vacant	
259-50-116		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data							Modern/Vacant	
259-50-117		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data							Modern/Vacant	
259-50-118		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data							Modern/Vacant	
259-50-119		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data							Modern/Vacant	
259-50-120		1987	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data							Modern/Vacant	
259-54-001			FALSE			TRUE	FALSE			FALSE		Rail	Santa Clara County GIS parcel data	Caltrain Central Control					Low	Not Eligible	
259-54-003			FALSE			TRUE	FALSE			FALSE		Rail	Santa Clara County GIS parcel data						Low	Not Eligible	
259-54-009			FALSE			TRUE	TRUE	Demo'd		FALSE		Mod	Santa Clara County GIS parcel data	Caltrain Central Control & Centralized Equipment Maintenance & Operations Facility; Prev APNs 259-14-015; Prev address 575 Lenzen Ave; Historic buildings previously on this property - SP Roundhouse, shack & SP Water Tower- now demolished	P-43-003891; P-43-003892; P-43-003893					Modern/Vacant	
259-54-010			FALSE			TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data	Centralized Equipment Maintenance & Operations Facility						Modern/Vacant	
259-54-023		2005	FALSE			TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip							Modern/Vacant	
259-54-024			FALSE			TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data	Guadalupe River & Guadalupe River Trail						Modern/Vacant	
259-54-025			FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data	railroad					Low	Not Eligible	
259-54-026			FALSE			TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data							Modern/Vacant	
259-54-027		2005	FALSE			TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip							Modern/Vacant	
259-54-028		2006	FALSE			TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip							Modern/Vacant	
259-54-029		2005	FALSE			TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip							Modern/Vacant	
259-54-030		2005	FALSE			TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip							Modern/Vacant	
259-54-031		2005	FALSE			TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip							Modern/Vacant	
259-54-042			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data							Modern/Vacant	
261-01-006			FALSE			TRUE	FALSE			FALSE		Mod	San Jose Historic Resources Inventory	old APN; New APN 261-01-112						Contributing Site/Structure	Modern/Vacant
261-01-007		1992	FALSE			TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip							Modern/Vacant	
261-01-013		1921	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip					6Z	Low	Not Eligible	
261-01-014		1920	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip					6Z	Low	Not Eligible	
261-01-018		1920	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip						High	-N/A-	
261-01-019		1925	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip						High	-N/A-	
261-01-020		1920	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip						High	-N/A-	
261-01-021		1941	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip						High	-N/A-	
261-01-023		1972	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip						High	-N/A-	
261-01-026			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data							Modern/Vacant	
261-01-030			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data							Modern/Vacant	
261-01-037		1964	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip						High	-N/A-	
261-01-038		1928	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip						High	-N/A-	
261-01-044		1924	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database					6	Low	Not Eligible	
261-01-045		1929; 1935	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip					6	Low	Not Eligible	
261-01-046		1900	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					6	Low	Not Eligible	
261-01-047		1900; 1892 ca.	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip					6Z	Low	Not Eligible	
261-01-058		1924	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip					6Z	Low	Not Eligible	

261-01-059		1920	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6Z	Low		Not Eligible
261-01-060		1916	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6Z	Low		Not Eligible
261-01-061		1920	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6Z	Low		Not Eligible
261-01-062		1963	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6Z	Low		Not Eligible
261-01-063		1948	FALSE			TRUE	FALSE		252	FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			3S; 2S2	Medium		Eligible
261-01-064		1922	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip			6	Low		Not Eligible
261-01-068		1929	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database			Presumed eligible for NRHP/CRHR (2017); Not eligible for NRHP/CRHR (2003)	Medium		Eligible
261-01-074		1898	FALSE			TRUE	FALSE		252, 5S2	FALSE			San Jose Historic Resources Inventory; 13062 database	address in BERT (south morrison) is incorrect		2S2, CEQA; 2S2, 5S2	Medium	Contributing Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
261-01-075		1904	FALSE			TRUE	FALSE			FALSE			San Jose Historic Resources Inventory; 13062 database	is this 204 S Morrison in BERT (5S2, 1910)?		6	Low	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Not Eligible
261-01-076	Jacob's Center	1910 ca.	FALSE			TRUE	FALSE		6Y	FALSE			Santa Clara County GIS parcel data; 13062 database			6; 6Y	Low		Not Eligible
261-01-079		1930	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6Z	Low		Not Eligible
261-01-080		1930	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6Z	Low		Not Eligible
261-01-081		1920; 1930 ca.	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6Z	Low		Not Eligible
261-01-089		1980 ca.	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
261-01-090		1995; 1915 (effective yr blt)	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-01-091			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-01-093		1963	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6Z	Low		Not Eligible
261-01-094			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-01-095		2000	FALSE			TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; 13062 database						Modern/Vacant
261-01-096		2000	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-01-097		2000	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-01-098		2014	FALSE			TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-01-100		1951	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database			6	Low		Not Eligible
261-01-106		2006	FALSE			TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-01-107		1920; 1927	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip			6	Low		Not Eligible
261-01-108		1948	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip			6	Low		Not Eligible
261-01-109		1920; 1924	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip			6	Low		Not Eligible
261-01-111		2014	FALSE			TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-01-112		2018	FALSE			TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-02-005		1900	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-02-006		1900	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-02-007		1900	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-02-008		1955	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-02-009		1910; 1924	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip			6	Low		Not Eligible
261-02-011		1941 ca.; 1940	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6	Low		Not Eligible
261-02-012		1915; 1925	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6	Low		Not Eligible
261-02-017		1947	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-02-046		1959	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-02-049		1960	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-02-052		1962	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-02-053		1966 ca.	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database			6Z	Low		Not Eligible
261-02-055		1967	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-02-058			FALSE			TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-02-060		1955	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database			6Z	Low		Not Eligible
261-02-062		1973	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database			6Z	Low		Not Eligible

261-02-063	Leib Carriage House/Gardens	1870s ca.; 1899; 1898	FALSE			FALSE	FALSE		1S	FALSE			San Jose Historic Resources Inventory; 13062 database			1S	Low	National Register Site/Structure; National Register of Historic Places Inventory Form; State of California Department of Parks and Recreation (DPR) Form	Eligible
261-02-064		2007	FALSE			TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
261-03-002		1900	FALSE			FALSE	TRUE			FALSE			Santa Clara County GIS parcel data; 13062 database; 17039 NWIC	included in NWIC search for HST JM, but the parcel was not in the APE, and JRP does not have a prev form for this property	P-43-001251		Medium		Status Unknown
261-03-003		1918	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-03-004		1905	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-03-005		1915	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-03-012		1900	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-03-013		1920	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-03-014		1925	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-03-015		1900	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-03-037		1886 ca.; 1928 ca.	FALSE			TRUE	FALSE			FALSE			San Jose Historic Resources Inventory; 13062 database; 17039 NWIC		P-43-001242	6	Low	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Not Eligible
261-03-052		1999	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-03-054		2001; 2002	FALSE			TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; 13062 database; 17039 NWIC; SCCounty.zip		P-43-001532				Modern/Vacant
261-03-055			FALSE			TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data	modern					Modern/Vacant
261-03-056			FALSE			TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data; 17039 NWIC	Theodore Lenzen Park	P-43-001244				Modern/Vacant
261-03-057		2005	FALSE			TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; 13062 database; 17039 NWIC		P-43-001245				Modern/Vacant
261-04-001		1915 ca.; 1905	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6; 6Z	Low		Not Eligible
261-04-004		1930; 1932 ca.	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; 17039 database			6	Low		Not Eligible
261-04-005		1946	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database			6Z	Low		Not Eligible
261-04-007			FALSE			TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-04-031		1923	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-04-032		1922	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-04-033		1923	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-04-034		1922	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-04-035		1922	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-04-036		1925	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-04-037		1925	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-04-038		1950	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; 17039 database			6	Low		Not Eligible
261-04-039		1963	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; 17039 database			6Z	Low		Not Eligible
261-04-041	Henry Kirk Rogers Home	1900 ca.; 1885	FALSE			FALSE	FALSE			FALSE			San Jose Historic Resources Inventory; SCCounty.zip				High	Identified Site/Structure	Status Unknown
261-04-042		1988	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-04-043		1988	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-04-044		1988	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-04-045		1988	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-04-046		1988	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-04-047		1988	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-04-048	San Jose Unified School	1949	FALSE			FALSE	FALSE		6Y	FALSE			Santa Clara County GIS parcel data			6Y	Low		Not Eligible
261-05-001		1930 ca.; 1924	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6; 6Z	Low		Not Eligible
261-05-002		1924	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-05-003		1926	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-05-004		1924	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-31-052		1947	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-31-053		1948	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-31-054		1948	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-31-055		1951	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-

261-31-056		1942	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-31-057		1948	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-31-058		1950	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-31-059		1953	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-31-061		1942	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-31-062		1942	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-018		1900	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-019		1920	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-023		1915	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-024		1923	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-025		1915	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-026		1912	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-050		1915	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-051		1915	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-052		1968	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-053		1920	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-054		1915	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-058		1947	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database			6	Low		Not Eligible
261-32-059		1912	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database			6Z	Low		Not Eligible
261-32-060		1920	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-061		1900	FALSE			FALSE	TRUE			FALSE			San Jose Historic Resources Inventory; SCCounty.zip				Medium	Identified Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Status Unknown
261-32-072		1920s ca.; 1948	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6	Low		Not Eligible
261-32-073		1950	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-32-074		1910-1979	FALSE			FALSE	FALSE		6Y	FALSE			Santa Clara County GIS parcel data; 17039 NWIC; BERD	6Y 05/04/2000, DOE-43-00-0003-0000/HUD000403F; previous APN 261-32-020	P-43-001230	6Y	Low		Not Eligible
261-33-011		1915	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-33-012		1922	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-33-013		1961	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-33-014		1887 ca.; 1900	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			P-43-001300; P-43-001319; P-43-001345	6Z; 6Z	Low	Not Eligible
261-33-015		1915	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database			P-43-001300; P-43-001319; P-43-001345	6Z; 6Z	Low	Not Eligible
261-33-016		1915	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database			P-43-001300; P-43-001319; P-43-001345	6; 6Z	Low	Not Eligible
261-33-017		1925 ca.; 1920	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			P-43-001300; P-43-001319; P-43-001345	6; 6Z	Low	Not Eligible
261-33-018			FALSE			TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data			P-43-001300; P-43-001319; P-43-001345	6Z (district)		Modern/Vacant

261-33-019		1907 ca.	FALSE		TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database		P-43-001300; P-43-001319; P-43-001345	6; 6Z	Low		Not Eligible
261-33-020	Schurra's Candies	1884 ca.; 1900	TRUE	San Jose Designated Historic City Landmarks (2016) - SJ Landmark	TRUE	FALSE			FALSE			San Jose Historic Resources Inventory; 13062 database; SCCounty.zip		P-43-001300; P-43-001319; P-43-001345	2S, CEQA; 6Z (district form)	Low	Eligible for National Register (individually); Eligible for Calif. Register (individually); City Landmark Site/Structure; State of California Department of Parks and Recreation (DPR) Form	Eligible
261-33-021		1928 ca.; 1936	FALSE		TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip		P-43-001300; P-43-001319; P-43-001345	6; 6Z	Low		Not Eligible
261-33-022		1937	FALSE		TRUE	FALSE			FALSE			Santa Clara County GIS parcel data		P-43-001300; P-43-001319; P-43-001345	6; 6Z	Low		Not Eligible
261-33-025		1890 ca.; 1900	FALSE		TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip		P-43-001300; P-43-001319; P-43-001345	6Z; 6Z	Low		Not Eligible
261-33-026		1884-1890 ca.; 1900	FALSE		TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip		P-43-001300; P-43-001319; P-43-001345	6Z; 6Z	Low		Not Eligible
261-33-027		2019	FALSE		TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-33-028		2015	FALSE		TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-33-039		1965; 1966	FALSE		TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6Z	Low		Not Eligible
261-33-047	Cal Pak District Manager's Office	1930	TRUE	San Jose Designated Historic City Landmarks (2016) - SJ Landmark	TRUE	FALSE			FALSE			San Jose Historic Resources Inventory; 13062 database; 17039 NWIC		P-43-001308	Eligible for NRHP/CRHR	Low	Eligible for National Register (individually); Eligible for Calif. Register (individually); City Landmark Site/Structure	Eligible
261-33-048	Del Monte Plant #51 (51 Condos)	1915-1930; 2008	FALSE		TRUE	FALSE		2S2	FALSE			San Jose Historic Resources Inventory	2S2, 06/09/2003, FTA030325A 2S2, 10/26/1999, DOE-43-99-0001-0000 2S2, 10/26/1999, FTA981001A; APN changed to 261-62-001 thru 261-63-150		Eligible for NRHP/CRHR; 6Z; 2S2	Low	Eligible for National Register (individually); Eligible for Calif. Register (individually); State of California Department of Parks and Recreation (DPR) Form	Eligible
261-33-049		2002	FALSE		TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; 17039 NWIC; SCCounty.zip		P-43-003050; P-43-003051				Modern/Vacant

261-33-050			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Cahill Park					Modern/Vacant	
261-33-051			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; 17039 NWIC		P-43-003052				Modern/Vacant	
261-33-052	Babe's Muffler Service	1920s-1930 ca.; 1954; 1899	TRUE			TRUE	FALSE				FALSE			San Jose Historic Resources Inventory; 13062 database; SCCounty.zip	Babe sign is a City Landmark. See entry for sign		6Y	Low	State of California Department of Parks and Recreation (DPR) Form	Not Eligible	
261-33-053		1946	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data			6	Low		Not Eligible	
261-33-054		1963; 1964	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; 13062 database; SCCounty.zip			6Z	Low		Not Eligible	
261-34-002			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant	
261-34-003			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant	
261-34-004			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant	
261-34-005			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant	
261-34-006			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant	
261-34-011			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant	
261-34-012			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant	
261-34-013			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant	
261-34-014			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant	
261-34-016			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant	
261-34-017		1959	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
261-34-018			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant	
261-34-019			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant	
261-34-020	Southern Pacific Depot; Cahill Station & Santa Clara/Alameda Underpass	1935	FALSE			TRUE	TRUE	NRHP nomination form			FALSE			San Jose Historic Resources Inventory; 13062		P-43-002272	1D, CEQA; 1D/551	Low	National Register District; Eligible for National Register (individually); Eligible for Calif. Register (individually); City Landmark Site/Structure; National Register of Historic Places Inventory Form	Eligible	
261-34-021			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad at Diridon &			Low		Not Eligible	
261-34-022			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad at Diridon			Low		Not Eligible	
261-34-023			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant	
261-35-002	PG&E Substation	1889 ca., rebuilt; 1956-1960	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020) - add 598 Otterson	6Z		FALSE			Santa Clara County GIS parcel data; 17039 database				6Z; 6Z	Low		Not Eligible
261-35-003	associated with Stephen's Meat Products Sign		FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; Commercial Signs.zip; From ARG.zip	Historic building demo'd; see entry for Stephen's Meat Products sign.					Modern/Vacant	
261-35-006			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant	
261-35-007	former Sunlite Baking Bread Depot	1950-1962	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data		P-43-003924	6Z	Low		Not Eligible	
261-35-010			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant	

261-35-014	KNTV Broadcast Facility	1955; 1965; 1980	FALSE			TRUE	TRUE	Historic Evaluation Report, New Broadcast Facility for KNTV/Channel 11, 645 Park Ave (Nov 2000)	Not eligible for NRHP/CRHR; Listed as Structure of Merit (2000); 4S1, HL (1992)		FALSE			San Jose Historic Resources Inventory	SJHRI - Eligible for Calif Register, and Candidate for City Landmark		6Z; Not eligible for NRHP/CRHR; Listed as Structure of Merit (2000); 4S1, HL (1992)	Low	Eligible for Calif. Register (individually); Candidate City Landmark; State of California Department of Parks and Recreation (DPR) Form	Not Eligible
261-35-027	Sunlite Bakery Company	1936	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	3S, eligible as SJ Landmark		FALSE			San Jose Historic Resources Inventory			2S2/5S1; 3S, eligible as SJ Landmark	Medium	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Eligible
261-35-030			FALSE			TRUE	FALSE				FALSE		Rail	Santa Clara County GIS parcel data	Diridon Station area			Low		Not Eligible
261-35-031			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad at Diridon			Low		Not Eligible
261-35-033			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-35-034			FALSE			TRUE	FALSE				FALSE		Rail	Santa Clara County GIS parcel data	Railroad & bldgs - Need yr blt			Low		Not Eligible
261-36-031	E.L. Bradley Residence	1876 ca.; 1900	FALSE			FALSE	FALSE				FALSE			San Jose Historic Resources Inventory; SCCounty.zip				High	Identified Site/Structure	Status Unknown
261-36-032		1941	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-033		1945	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-034		1945	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-035		1945	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-036		1945	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-037		1945	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-038		1945	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-039		1942	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-040		1947	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-041		1960s	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-
261-36-042		1946	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-043		1912	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-044		1951	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-045		1952	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-046		1948	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-047		1948	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-048		1948	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
261-36-064		1977	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-36-076			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Cahill Park					Modern/Vacant
261-36-083			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Cahill Park					Modern/Vacant
261-36-094		2019	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
261-36-095		2018; 2020	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 17039 NWIC; SCCounty.zip	former site of SMC (733 Park Ave in BERT, 261-36-071, 6Y) - demo'd	P-43-003047				Modern/Vacant
261-37-009		1948 ca.	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)- other addresses: 245 S. Montgomery, 600 Park Av	6Z		FALSE			Santa Clara County GIS parcel data			6Z	Low		Not Eligible

261-37-016		1971	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020) - parcel number not listed, but depicted on sketch map - see 261-37-	6Z		FALSE			Santa Clara County GIS parcel data		6Z	Low		Not Eligible
261-37-020		1915	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data; 17039 database; SCCounty.zip		6Z; 6Z	Low		Not Eligible
261-37-021			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant
261-37-023		1999	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip					Modern/Vacant
261-37-026			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant
261-37-027			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Los Gatos Creek				Modern/Vacant
261-37-028			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant
261-37-029		1971	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data; SCCounty.zip		6Z	Low		Not Eligible
261-37-030			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant
261-37-031		1948 ca.	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)- other addresses: 245 S. Montgomery, 600 Park Av	6Z		FALSE			Santa Clara County GIS parcel data	!!	6Z	Low		Not Eligible
261-38-001			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	roadway & bridge (see Bridge 37C0195, San Carlos St Overpass)				Modern/Vacant
261-38-004			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant
261-38-005		1950	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High		-N/A-
261-38-018			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant
261-38-030			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant
261-38-037		1959	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High		-N/A-
261-38-047		1979	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip					Modern/Vacant
261-38-048			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data					Modern/Vacant
261-38-049		1980	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip					Modern/Vacant
261-38-052			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad & Park Ave underpass (see Bridge 37C0270, Park Ave Underpass)		Low		Not Eligible
261-38-053			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad		Low		Not Eligible
261-38-057		1978	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip					Modern/Vacant
261-38-058			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad & Park Ave underpass (see Bridge 37C0270, Park Ave Underpass)		Low		Not Eligible
261-38-059			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad		Low		Not Eligible
261-38-060			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad & Park Ave underpass (see Bridge 37C0270, Park Ave Underpass)		Low		Not Eligible

261-38-061			FALSE		TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data	roadway & bridge (see Bridge 37C0195, San Carlos St Overpass)					Modern/Vacant
261-38-062			FALSE		FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data	probably a utility parcel that is separate from roadway & bridge (see Bridge 37C0195, San Carlos St Overpass)					Modern/Vacant
261-38-063			FALSE		TRUE	FALSE			FALSE			Santa Clara County GIS parcel data	railroad & Park Ave underpass (see Bridge 37C0270, Park Ave Underpass)				Low	Not Eligible
261-38-064		1947	FALSE		TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 17039 database			6Z		Low	Not Eligible
261-38-065		1968	FALSE		TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-38-066			FALSE		TRUE	FALSE			FALSE			Santa Clara County GIS parcel data	railroad				Low	Not Eligible
261-38-067		2009	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data					High	-N/A-
261-39-002		1940	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-39-003		1900	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-39-004		1920	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-39-005		1920	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-39-006		1920	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-39-010		1982 ca.	FALSE		FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
261-39-011		1900	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-39-012		1910	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-39-013		2008 ca.	FALSE		FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data	storage sheds?					Modern/Vacant
261-39-014		1920	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-39-015			FALSE		FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-39-016			FALSE		FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-39-020			FALSE		FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-39-024			FALSE		FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-39-025		1953	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-39-026		1948	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-39-027		1977	FALSE		FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-39-028		2000 ca.	FALSE		FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
261-39-029		1930	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-39-035			FALSE		FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-39-036			FALSE		FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
261-39-041			FALSE		FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data	storage shed?					Modern/Vacant
261-39-043		1960s	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data	shed				High	-N/A-
261-39-045		1930	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-003		1925	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-004		1900	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-005		1900	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-006		1920	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-007		1926	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-008		1899	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-009		1900	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-010		1905	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-011		1910	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-012		1960	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-013		1920; 1918	FALSE		FALSE	FALSE		6Y	FALSE			Santa Clara County GIS parcel data; SCCounty.zip			6Y		Low	Not Eligible
261-40-014		1920	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-015		1920	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-016		1983	FALSE		FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
261-40-017		1940	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-018		1920	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-042		1950	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-043		1925	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-044		1920	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-045		1925	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-046		1928	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-047		1900	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-048		1926	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-049		1929	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-050		1930	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-051		1947	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-053		1947	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-054		1925	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-055		1927	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-056		1925	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-057		1941	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
261-40-058		1941	FALSE		FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-

261-63-138		1915-1930; 2008	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-139		1915-1930; 2008	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-140		1915-1930; 2008	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-141		1915-1930; 2008	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-142		1915-1930; 2008	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-143		1915-1930; 2008	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-144		1915-1930; 2008	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-145		1915-1930; 2008	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-146		1915-1930; 2008	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-147		1915-1930; 2008	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-148		1915-1930; 2008	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-149		1915-1930; 2008	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
261-63-150		1915-1930; 2008	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 13062 database				Low		Eligible
264-11-034			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-11-086			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data	Los Gatos Creek					Modern/Vacant
264-11-107			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data	soccer field					Modern/Vacant
264-11-108			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data	soccer field					Modern/Vacant
264-11-109			FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
264-11-112		1925	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
264-12-025		1971	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip					High	-N/A-
264-12-026	Standard Oil Company	1880s ca., 1898; 1940	FALSE			FALSE	FALSE		252	FALSE			San Jose Historic Resources Inventory; SCCounty.zip			252	Low	Eligible for National Register (individually); Eligible for Calif. Register (individually); Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Eligible
264-12-027			FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data	railroad - Not SPRR mainline			Low		Not Eligible
264-12-035			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data	storage containers					Modern/Vacant
264-12-036		1960 ca.	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data	shed			High		-N/A-
264-14-027			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-14-044		1969	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-14-045		1915	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-14-046		1915	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-14-079		1960 ca.	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data				High		-N/A-
264-14-092		1969	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-14-106			FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data	railroad - Not SPRR mainline			Low		Not Eligible
264-14-123		1900	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-14-132			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data	modern trailers					Modern/Vacant
264-14-133		2019 ca.	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
264-14-134		2019 ca.	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
264-15-002			FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant
264-15-003		1940	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-15-015			FALSE			TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-15-016			FALSE			TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-15-017			FALSE			TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data; 17039 NWIC			P-43-001534			Modern/Vacant
264-15-018			FALSE			TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-15-019			FALSE			TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-15-021		1945	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-15-022			FALSE			TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-15-024		1978	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-15-029			FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data	railroad - Not SPRR mainline			Low		Not Eligible
264-15-033		1956-1960; 1957	FALSE			TRUE	TRUE	ICF, Caltrain Electrification (2015)	6Z	FALSE			Santa Clara County GIS parcel data			6Z; 6Z	Low		Not Eligible
264-15-034			FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data	railroad			Low		Not Eligible
264-15-035			FALSE			TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-15-036			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-15-038			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant

264-15-057		2008 ca.	FALSE			TRUE	FALSE				TRUE		Mod	San Jose Historic Resources Inventory; 2020_SanCarlosWest_Historic Context	old APN; see 809 Auzerais; historic-era structures demo'd except for Water Tower that is located with condo complex at 809 Auzerias. Water Tower no longer on a legal parcel so no APN - located just NE of; see entry for California Packing Corp Water Tower				Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Modern/Vacant
264-15-062		2019	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-15-063		1947	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data		6Z	Low			Not Eligible
264-15-064	Orchard Supply Hardware	1947	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	APN is part of parking lot of Orchard Supply. Combine with 264-15-065, which includes the historic-era Orchard Supply & sign & modern Orchard Supply; new address is Royal (situs was AUZERAS AVE but no situs #)		6Z	Low		Not Eligible
264-15-065	Orchard Supply; Orchard Supply Sign	1946, 1947	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6Z		FALSE			Santa Clara County GIS parcel data	Includes the Orchard Supply Sign?, which is identified in San Jose Signs Project (see Commercial Signs.zip) - potential resources; Combine with 264-15-064		6Z; 6Z	Low		Not Eligible
264-15-066			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	Los Gatos Creek & Trail					Modern/Vacant
264-16-013		1900	FALSE			TRUE	FALSE	ICF, Caltrain Electrification (2015)	6Z		FALSE			Santa Clara County GIS parcel data; SCCounty.zip		6Z	Low			Not Eligible
264-16-014		1900	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High			-N/A-
264-16-015		1908	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High			-N/A-
264-16-016		1910	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High			-N/A-
264-16-017		1908	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High			-N/A-
264-16-018		1910	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High			-N/A-
264-16-019		1997	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-16-020		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High			-N/A-
264-16-022		1914	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High			-N/A-
264-16-023		1906	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High			-N/A-
264-16-025		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High			-N/A-
264-16-026		1910	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High			-N/A-
264-16-027		1947	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High			-N/A-
264-16-028		1980s	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data	shed		High			-N/A-
264-16-029			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-16-030		1916	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High			-N/A-
264-16-034		2008	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-16-037		1956	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High			-N/A-
264-16-038		1915	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High			-N/A-
264-16-039		1982	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-16-040		1986	FALSE			TRUE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-16-041			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad		Low			Not Eligible
264-16-042			FALSE			TRUE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-16-043		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-16-044		2002	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-17-001			FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data	railroad		Low			Not Eligible
264-17-002		1936	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High			-N/A-
264-17-011		1900; 1975 (effective yr blt)	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High			-N/A-
264-17-012		1966	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High			-N/A-
264-17-013		1960s	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data			High			-N/A-
264-17-014		1908	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High			-N/A-
264-17-015			FALSE			FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-17-016		1908	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High			-N/A-
264-17-042		1963	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data		6Z	Low			Not Eligible
264-17-043		1963	FALSE			TRUE	FALSE				FALSE			Santa Clara County GIS parcel data		6Z	Low			Not Eligible
264-17-071		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High			-N/A-
264-17-072		1949	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High			-N/A-
264-17-073		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High			-N/A-
264-17-078		1988	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-17-079		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High			-N/A-
264-17-090		1900	FALSE			FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip			High			-N/A-

264-17-096		1984	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-17-097		1950	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-17-098			FALSE			TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-17-099		1974	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-17-104		1964; 1960-1968	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip		6Z		Low		Not Eligible
264-17-105			FALSE			TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-17-106		1890	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-17-107		1950	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-17-108			FALSE			TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-19-001		1924	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data		6Z		Low		Not Eligible
264-19-002		1900	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-19-003		1900	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-19-004		1900	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-19-005		1900	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-19-006		1927	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data				High		-N/A-
264-19-007		1924	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data				High		-N/A-
264-19-008		1900	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-19-035		1950	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data				High		-N/A-
264-19-036		1908	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data		6Z		Low		Not Eligible
264-19-037			FALSE			TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data	shipping container					Modern/Vacant
264-19-038		1900	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data			2S2, CEQA	Low		Eligible
264-19-067			FALSE			TRUE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-19-071		1900	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data		6Z		Low		Not Eligible
264-19-078			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-20-008		1908	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-009		1900	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-010		1905	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-011		1959 ca.	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data		6Z		Low		Not Eligible
264-20-012		1900; 1893-1894	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data		6Z		Low		Not Eligible
264-20-013		1962	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data		6Z		Low		Not Eligible
264-20-021		1989	FALSE			TRUE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-20-034		1942	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-035		1954	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-036		1905	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-037		1925	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval				High		-N/A-
264-20-038		1949	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval				High		-N/A-
264-20-039		1910 ca., 1924	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval				High		-N/A-
264-20-041		1908	FALSE			TRUE	FALSE			FALSE			Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval				High		-N/A-
264-20-042		2006	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-20-044		1950	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-045		1900	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-046		1905	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-047			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant
264-20-048		1900	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-049		1905	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-050		1912	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-051		1950	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-052		1908	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-053		1900	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-059		1950	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-060		1939	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-063		1947	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14				High		-N/A-
264-20-064		1950 ca.	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14				High		-N/A-
264-20-065			FALSE			FALSE	FALSE			FALSE		Vac	Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14						Modern/Vacant
264-20-066		1905	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval				High		-N/A-
264-20-067		1900	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval				High		-N/A-
264-20-068		1900	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval				High		-N/A-

264-20-069		1910	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-20-071		1941	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-20-072		1925	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-20-073			FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data						Modern/Vacant	
264-20-074			FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data						Modern/Vacant	
264-20-079		1957	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14; 2020_DelmasSrLiving_ApndxBHistoricResources	San Carlos survey has no status code on DPR-not eligible NR, CR or as local landmark		6Z	Low		Not Eligible	
264-20-080		2000	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14; 2020_DelmasSrLiving_ApndxBHistoricResources						Modern/Vacant	
264-20-081		1958	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-	
264-20-082			FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14	modern storage shed						Modern/Vacant
264-20-083		1956	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources; 2020_SanCarlos_ApdxB_HistoricResEval	Delmas survey has no status code on DPR-not eligible NR, CR or as local landmark		6Z	Low		Not Eligible	
264-20-084		1948	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources	Delmas survey has no status code on DPR-not eligible NR, CR or as local landmark		6Z	Low		Not Eligible	
264-20-085		1961	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources; 2020_SanCarlos_ApdxB_HistoricResEval	Delmas survey has no status code on DPR-not eligible NR, CR or as local landmark		6Z	Low		Not Eligible	
264-20-086		1905, 1926, 1959	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources; 2020_SanCarlos_ApdxB_HistoricResEval	Delmas survey has no status code on DPR-not eligible NR, CR or as local landmark		6Z	Low		Not Eligible	
264-20-087	Transitional Housing	1908	FALSE			FALSE	FALSE		6Y	FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources; 2020_SanCarlos_ApdxB_HistoricResEval	Delmas survey has no status code on DPR-not eligible NR, CR or as local landmark; BERT has no date or APN, just address		6Y	Low		Not Eligible	
264-20-088	Transitional Housing	1908, 1948, 1960	FALSE			FALSE	FALSE		6Y	FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources; 2020_SanCarlos_ApdxB_HistoricResEval	Delmas survey has no status code on DPR-not eligible NR, CR or as local landmark; BERT has no date or APN, just address		6Y	Low		Not Eligible	
264-20-089		1965 ca.	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-	
264-20-090		1964	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-	
264-20-091		1899	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-	
264-20-092		1907	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-	
264-20-093		2009	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources						Modern/Vacant	
264-20-094		1915	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-20-095		1920	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-20-096		1915	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-	
264-20-097		1915	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-	
264-20-098		1951	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-	
264-20-099		1957	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-	
264-20-100		1916	FALSE			FALSE	FALSE			FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval				High		-N/A-	
264-20-101		2007	FALSE			FALSE	FALSE			FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval	San Carlos survey provided incorrect building date-confirmed through aerials & bldg permits						Modern/Vacant

264-20-102		1914	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval				High		-N/A-
264-20-103		1916	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval				High		-N/A-
264-20-104		1916	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval				High		-N/A-
264-20-105		1910	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_DelmasSrLiving_ApndxBHistoricResources	San Carlos & Delmas surveys provided incorrect building date confirmed through Sanborns			High		-N/A-
264-20-106			FALSE			FALSE	FALSE			FALSE	Vac	Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_DelmasSrLiving_ApndxBHistoricResources						Modern/Vacant
264-20-107		1929	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-
264-20-108		1957	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_DelmasSrLiving_ApndxBHistoricResources	San Carlos survey has no status code on DPR-not eligible NR, CR or as local landmark	6Z		Low		Not Eligible
264-20-109		1908	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_DelmasSrLiving_ApndxBHistoricResources	San Carlos survey has no status code on DPR-not eligible NR, CR or as local landmark	6Z		Low		Not Eligible
264-20-110			FALSE			FALSE	FALSE			FALSE	Vac	Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14						Modern/Vacant
264-20-112		1967	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip; 2020_SanCarlos_ApdxB_HistoricResEval				High		-N/A-
264-20-113		1959	FALSE			FALSE	FALSE			FALSE		Santa Clara County; 2020_SanCarlos_ApdxB_HistoricResEval GIS parcel data; SCCounty.zip				High		-N/A-
264-20-114		1908	FALSE			TRUE	FALSE			FALSE		Santa Clara County GIS parcel data				High		-N/A-
264-20-121		2012	FALSE			TRUE	FALSE			FALSE	Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-20-125		1970	FALSE			TRUE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-126		1978	FALSE			FALSE	FALSE			FALSE	Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-20-127		1952	FALSE			TRUE	FALSE			FALSE		Santa Clara County GIS parcel data			6Z	Low		Not Eligible
264-20-128			FALSE			FALSE	FALSE			FALSE	Vac	Santa Clara County GIS parcel data; 2020_SanCarlos_ApdxB_HistoricResEval; 2020_SanCarlos (491-499) Final HRE 2020-09-14						Modern/Vacant
264-20-129		1957	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-20-131		1999	FALSE			FALSE	FALSE			FALSE	Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-20-132		2007	FALSE			TRUE	FALSE			FALSE	Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-21-002		1927	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-003		1986	FALSE			FALSE	FALSE			FALSE	Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-21-005		1950 ca.	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data				High		-N/A-
264-21-006		1906	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-007		1908	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-026		1916	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-027		1906	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-028		1900	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-029		1910	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-030		1920	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-031		1910	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-032		1908	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-033		1908	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-034		1908	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-035		1908	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-036		1962	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-037		1908	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-067		1908	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-068		1950	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-069		1910	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-21-072		2009	FALSE			FALSE	FALSE			FALSE	Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-21-073		1970s	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data				High		-N/A-
264-25-095		1908	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-25-096		1910	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-25-097		1990	FALSE			FALSE	FALSE			FALSE	Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-25-098		1969	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-25-099		1900	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-25-119		1956	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-25-120		1901	FALSE			FALSE	FALSE			FALSE		Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-
264-25-125			FALSE			FALSE	FALSE			FALSE	Vac	Santa Clara County GIS parcel data	roadway (Woz Way)					Modern/Vacant

264-25-128			FALSE		FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	SR 87					Modern/Vacant	
264-26-001		1967	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-26-002			FALSE		FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant	
264-26-003		1900	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-26-004		1900	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-26-005		1940	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-26-010		1961	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-26-011		1952	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-26-013		1900	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-26-014		1920	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-26-017		1898	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-26-018		2019 ca.	FALSE		FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data						Modern/Vacant	
264-26-019		1910	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-26-020		1965	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-	
264-26-021		1969	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-	
264-26-022			FALSE		FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources	modern storage shed					Modern/Vacant	
264-26-023		1906	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-	
264-26-024		1908	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-	
264-26-025		1905	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-	
264-26-026		1907	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-	
264-26-027		1905	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-	
264-26-028		1907	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-	
264-26-029		1905	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-	
264-26-030			FALSE		FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources						Modern/Vacant	
264-26-031		1951	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-	
264-26-034		1951	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-26-035		1909	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-	
264-26-036		1900	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-26-037		1910 ca.	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data				High		-N/A-	
264-26-088			FALSE		FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	demo'd 2019c						Modern/Vacant
264-26-093		1943	FALSE		FALSE	TRUE				FALSE			Santa Clara County GIS parcel data; 17039 NWIC; SCCounty.zip	included in NWIC search for HST JM, but the parcel was not in the APE, and JRP does not have a prev form for this property	P-43-001322		Medium		Status Unknown	
264-26-094		1970s	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; 2020_DelmasSrLiving_ApndxBHistoricResources				High		-N/A-	
264-26-099			FALSE		FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	highway					Modern/Vacant	
264-26-100			FALSE		FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant	
264-26-101			FALSE		FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data						Modern/Vacant	
264-27-088		1990	FALSE		FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data	Children's Discovery Museum						Modern/Vacant
264-42-001			FALSE		FALSE	FALSE				FALSE		Vac	Santa Clara County GIS parcel data	trellis & Los Gatos Creek						Modern/Vacant
264-42-002		1948	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-42-003		2000	FALSE		FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant	
264-42-004		1939	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-42-006		1910	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-42-007		1900	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-42-008		1966	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-42-009		1957	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-42-010		1957	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-42-023		2007	FALSE		FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant	
264-42-090		1930	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-42-091		1900	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-42-092		1962	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-42-096		1989	FALSE		FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant	
264-42-098		1918	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-42-106		1952	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	
264-42-107		1900	FALSE		FALSE	FALSE				FALSE			Santa Clara County GIS parcel data; SCCounty.zip				High		-N/A-	

264-76-030		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-031		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-032		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-033		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-034		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-035		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-036		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-037		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-038		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-039		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-040		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-041		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-042		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-043		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-044		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-045		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-046		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-047		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-048		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-049		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-050		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-051		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-052		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-053		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-054		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-055		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-056		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-057		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-058		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-059		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-060		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-061		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
264-76-062		2008	FALSE			FALSE	FALSE				FALSE		Mod	Santa Clara County GIS parcel data; SCCounty.zip						Modern/Vacant
Babe's Muffler Service	Babe's Muffler Service	1950 ca. (sign);	TRUE	San Jose Designated Historic City Landmarks (2016) - SJ Landmark		TRUE	FALSE				FALSE			San Jose Historic Resources Inventory; 13062 database; SCCounty.zip	APN 26133052; Babe sign is a City Landmark		551, CEQA	Medium	City Landmark Site/Structure	Eligible
Bridge 37 0045, San Jose Underpass		1932	FALSE			TRUE	FALSE				FALSE				The Alameda between Cahill & Bush Streets; Also listed under 37C0725	P-43-002653	1 (NR listed)	Low		Eligible
Bridge 37 0266, Virginia St Underpass		1969; 1970	FALSE			FALSE	TRUE	ICF, Caltrain Electrification (2015); Caltrans Historic Bridge Log	6Z; Category 5		FALSE		Caltrans Historic Bridge Log	Also known as I-280 Underpass, MP 48.10		6Z	Low		Not Eligible	
Bridge 37 0267, Bird Ave Overcrossing		1969	FALSE			FALSE	FALSE	Caltrans Historic Bridge Log	Category 5		FALSE		Caltrans Historic Bridge Log	Category 5			Low		Not Eligible	
Bridge 37 0274, W San Carlos St Overcrossing		1971	FALSE			FALSE	FALSE	Caltrans Historic Bridge Log	Category 5		FALSE		Caltrans Historic Bridge Log	Category 5			Low		Not Eligible	
Bridge 37 0308, Guadalupe River Viaduct		1978	FALSE			FALSE	FALSE				FALSE		Mod							Modern/Vacant
Bridge 37 0310, Park Ave Undercrossing		1978	FALSE			FALSE	FALSE				FALSE		Mod							Modern/Vacant

Bridge 37C0725, Railroad over W Santa Clara St		1932	FALSE			FALSE	FALSE	Caltrans Historic Bridge Log	1		FALSE		Caltrans Historic Bridge Log	see Bridge 37 0045, San Jose Underpass; Category 1			Low		Eligible
Bridge 37C0742, W St John over Guadalupe River		1935	FALSE			FALSE	FALSE	Caltrans Historic Bridge Log	Category 5		FALSE		Caltrans Historic Bridge Log	Category 5			Low		Not Eligible
Bridge, Railroad MP 47.95, Los Gatos Creek		1935	FALSE			TRUE	FALSE				FALSE			adjacent to Dupont Rd, south of W San Carlos St	6		Low		Not Eligible
Bridge, Railroad over Guadalupe River			FALSE			TRUE	FALSE				FALSE			adjacent to Autumn Pkwy, south of Coleman Ave			Medium		-N/A-
Bridge, Railroad over Los Gatos Creek (2)		2002 ca	FALSE			FALSE	FALSE				FALSE	Mod		northeast of intersection S Autumn St & W San Fernando St					Modern/Vacant
California Packing Corp Water Tower	California Packing Corp Water Tower		FALSE			TRUE	FALSE				TRUE		San Jose Historic Resources Inventory; 2020_SanCarlosWest_Historic Context	Water Tower that is located with condo complex at 809 Auzerias. Water Tower no longer on a legal parcel so no APN			Medium	Structure of Merit; State of California Department of Parks and Recreation (DPR) Form	Not Eligible
Stephen's Meat Products Sign	Stephen's Meat Products Sign	1948 ca., 1950's	FALSE			TRUE	TRUE	Downtown West Mixed-Use Plan Historical Resources Technical Report (2020)	6L (pending city designation); 6Z		FALSE		Santa Clara County GIS parcel data; Commercial Signs.zip; From ARG.zip	Parcel 261-35-003; 1950s Sign was added to SJHRI as Contributing Site/Structure" as a part of a non-contiguous thematic grouping citywide of commercial neon signs. See Commercial Signs.zip ARG 2020 report notes ca. 1948 date for sign. SJ HLC added group of commercial signs to San Jose's Historic Resources Inventory, 5Feb2020.	P-43- 0013929	6Z; 6L (pending city designation); 6Z	Low		Eligible

Appendix B: Noise and Vibration Assessment

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***DIRIDON STATION AREA PLAN AMENDMENT
NOISE AND VIBRATION ASSESSMENT
SAN JOSÉ, CALIFORNIA***

September 18, 2020

Prepared for:

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INTRODUCTION

The Diridon Station Area Plan (DSAP) is a detailed plan area that falls within the western portion of Downtown San José, California. The DSAP plan area is located just west of State Route 87 (SR 87) and the Guadalupe River, and north of Interstate 280 (I-280). The Union Pacific Railroad (UPRR) transects the plan area.

This report evaluates the DSAP Amendment's potential to result in significant noise and vibration impacts with respect to applicable California Environmental Quality Act (CEQA) guidelines. The report is divided into three sections: 1) the Setting Section provides a brief description of the fundamentals of environmental noise and groundborne vibration, summarizes applicable regulatory criteria, and discusses the results of the ambient noise survey data used to establish existing noise conditions; 2) the General Plan Consistency Section discusses the land use compatibility of the plan, with regard to noise and vibration, utilizing policies in the City's General Plan; and 3) the Impacts and Mitigation Measures Section describes the significance criteria used to evaluate impacts upon sensitive receivers, provides a discussion of each impact, and presents measures, where feasible, to mitigate the identified impacts to a less-than-significant level.

BACKGROUND

The original DSAP was adopted in 2014 in response to the planned extension of Bay Area Rapid Transit (BART) and High-Speed Rail (HSR) service to San José's Diridon Station. The goal of the DSAP was to forecast the maximum possible build-out of new transit-related development in the station area including office, retail, residential, and hotel uses. The DSAP integrates open space, transportation and land uses to create an expansion of Downtown San José. The majority of the DSAP is within the Downtown Strategy 2040 Boundary. The Downtown Strategy 2040 Environmental Impact Report (EIR) was certified and the Downtown Strategy 2040 adopted in December 2018 to update and replace the prior Downtown Strategy for development and redevelopment of Downtown San José through the year 2040.

Since adoption of the Downtown Strategy 2040 in 2018, the City has adopted new design guidelines for Downtown San José and a new citywide sustainability plan, Climate Smart San José. Plans for Diridon Station itself have also evolved as the City continues to work with Caltrain, the California High-Speed Rail Authority, and the Santa Clara Valley Transportation Authority (VTA) on the Diridon Integrated Station Concept (DISC) Plan process. Additionally, an 84-acre mixed-use project (Downtown West) has been proposed that would occupy between 50 and 60 percent of the total DSAP area.

An Addendum to the Downtown Strategy 2040 EIR is currently being prepared to analyze proposed increases in density and development capacity that would be added to the DSAP as part of the DSAP Amendment. The purpose of this noise and vibration report is to determine whether changes to the DSAP, proposed as part of the DSAP Amendment would result in new noise and/or vibration impacts or increase the severity of impacts identified in the Downtown Strategy 2040 EIR. The Downtown West project is currently undergoing separate, project-level

environmental review; therefore, this report only evaluates changes proposed under the Downtown West project as part of the cumulative scenario.

PROJECT DESCRIPTION

The project site is located in Northern California within Santa Clara County. As defined in the 2014 DSAP, the DSAP boundary encompasses approximately 238 acres west of State Route 87 (SR 87) and south of the Norman Y. Mineta San José International Airport. The DSAP area is generally bounded by Lenzen Avenue and the UPRR tracks to the north, Interstate 280 (I-280) to the south, the Guadalupe River and Delmas Avenue to the east, and Sunol Avenue and the Diridon Station commuter rail tracks to the west. The original DSAP boundaries, DSAP Amendment boundaries, and the DTS 2040 site boundaries are shown in Figure 1.

As part of the DSAP Amendment, the DSAP boundaries would be expanded by approximately 24 acres, increasing the total DSAP area from approximately 238 acres to 262 acres, including:

- Incorporation of the area bounded by Autumn Street, St. John Street, Guadalupe River, and West Julian Street
- Incorporation of the former Trammel Crow/Old SJ Water Company site bounded by West Santa Clara Street, Los Gatos Creek, West San Fernando Street, and the Guadalupe River
- Incorporation of undeveloped areas along Los Gatos Creek between West Santa Clara Street and Park Avenue.

Development Capacity Changes

The City of San José evaluated two development capacity scenarios based on a capacity study conducted by Skidmore, Owings & Merrill LLP in January 2020: one with a residential focus and one with a commercial focus. For the purpose of this CEQA analysis, a maximum envelope including the greatest possible residential and commercial capacities from each scenario is assumed. Table 1 shows the proposed maximum buildout compared to the original DSAP assumptions contained in the DTS 2040 EIR.

The growth shown in Table 1 is a summary of planned growth capacity in the 2014 DSAP and planned General Plan development capacity equivalent to approximately 12,619 housing units and 14.1 million square feet of commercial office space proposed to be reallocated to Downtown from other planning areas identified in the General Plan to support transit-oriented development. Additional retail and hotel space proposed as part of the Downtown West project (separate project) would be reallocated to the DSAP area from within the Downtown boundaries. Figure 2 shows the Downtown West project boundaries in relation to the DSAP Amendment and DTS 2040 site boundaries.

As shown in Table 1, the project would increase the development capacity in the DSAP and Downtown by up to 7,838,000 square feet of commercial office space and up to 7,044 residential units. This increase is the focus of the present Addendum to the Downtown Strategy 2040 EIR. The Downtown West project proposes to further increase development capacity in the DSAP by

up to 6,306,000 square feet of commercial office space, 469,000 square feet of retail space, 5,575 residential units, and 1,100 hotel rooms. The Downtown West project is undergoing separate, project-level environmental review. Therefore, additional growth from the Downtown West project is only considered as part of the cumulative scenario within this Addendum. The two projects would result in a total increase of growth capacity in DSAP and Downtown by up to 14,144,000 square feet of commercial office space, 469,000 square feet of retail space, 12,619 residential units, and 1,100 hotel units. This would result in a net increase of 10,031 residential units, 8,144,649 square feet of office space, and 612,005 square feet of retail space above what was planned for in the 2014 DSAP.

Commercial office and residential growth would be reallocated to the DSAP area from outside the Downtown boundary. Therefore, this additional development capacity would represent a net increase in development capacity for the DTS 2040. Retail and hotel growth proposed as part of the Downtown West project would be reallocated to the Downtown West project area from other areas within the Downtown boundary. Therefore, this growth would not represent a net increase in development capacity within Downtown. Additionally, the DSAP Amendment would allow up to 24,166 square feet of commercial office space and 2,671 residential units located in areas within DSAP but outside of the Downtown boundary. This portion of the project related growth would not represent an increase in development capacity above what was planned for in the Downtown Strategy 2040. Table 2 summarizes the net growth in the Downtown Strategy 2040 development capacity from the two projects. The proposed growth from the Downtown West project within the DTS boundaries is also listed.

TABLE 1 Change in Maximum DSAP Buildout from 2014 DSAP

Scenario	Office (ft ²)	Retail (ft ²)	Residential (units)	Hotel (units)
Original DSAP (2014)	4,963,400	424,100	2,588	900
Proposed DSAP Amendment (Project Increase)	7,838,000	-	7,044	-
Total DSAP Development Capacity	12,801,400	424,100	9,632	900
Proposed Amendment DSAP Capacity (Downtown West)	6,306,000	469,000	5,575	1,100

Source: City of San José 2020

TABLE 2 Change in Maximum Downtown Strategy 2040 Buildout

Scenario	Office (ft ²)	Retail (ft ²)	Residential (units)	Hotel (units)
Original DTS 2040 (2018)	14,200,000	1,400,000	14,360	3,600
Proposed Amendment to DSAP Capacity within Downtown Boundary (Project Changes)	7,813,834	-	4,373	-
Total DSAP Development Capacity within DTS Boundaries	22,013,834	1,400,000	18,733	3,600
Proposed Amendment to DSAP Capacity (Downtown West)	6,306,000	-	5,575	-

Source: City of San José 2020

Figure 1. Original DSAP, DSAP Amendment Plan and Downtown Strategy 2040 Site Boundaries

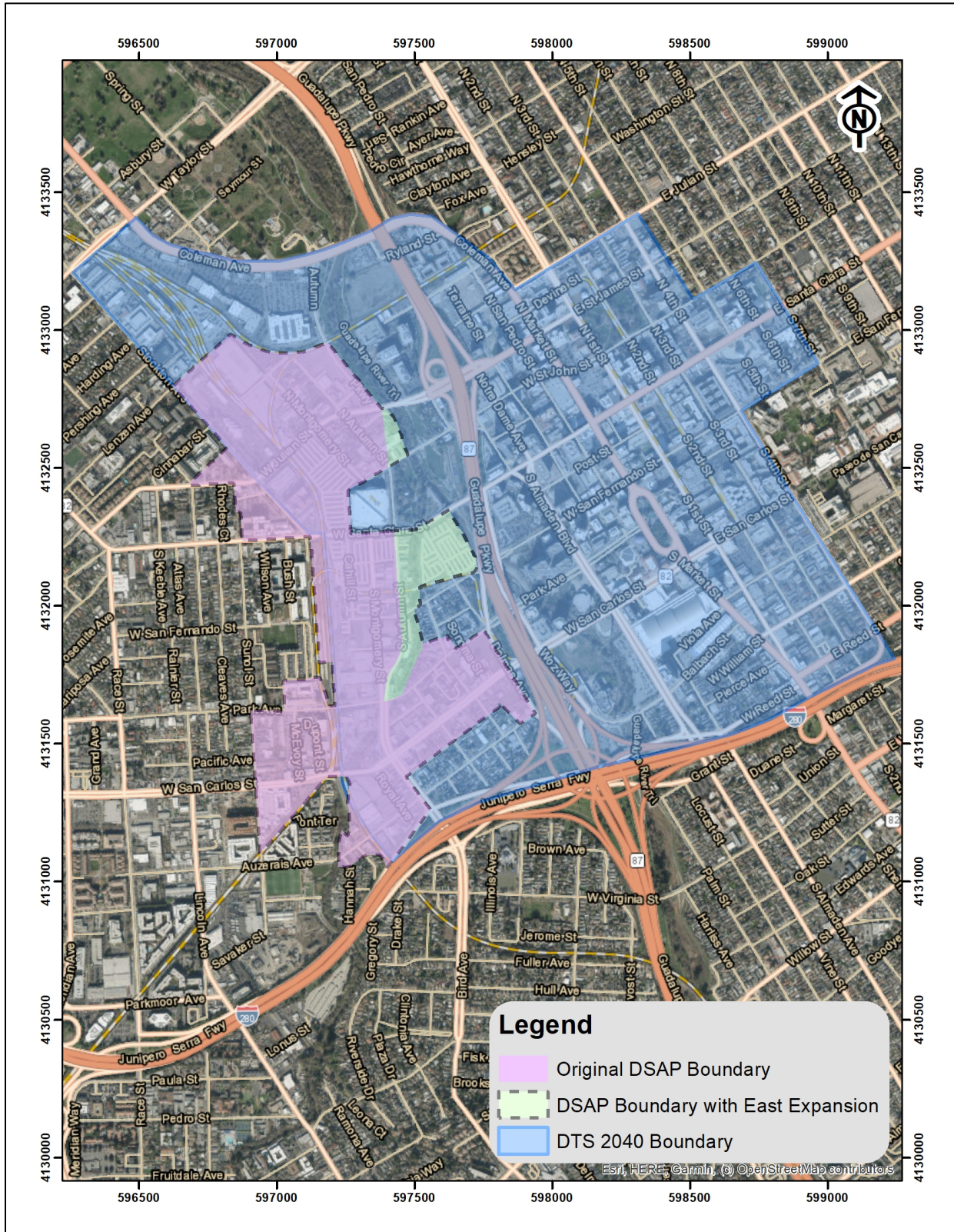
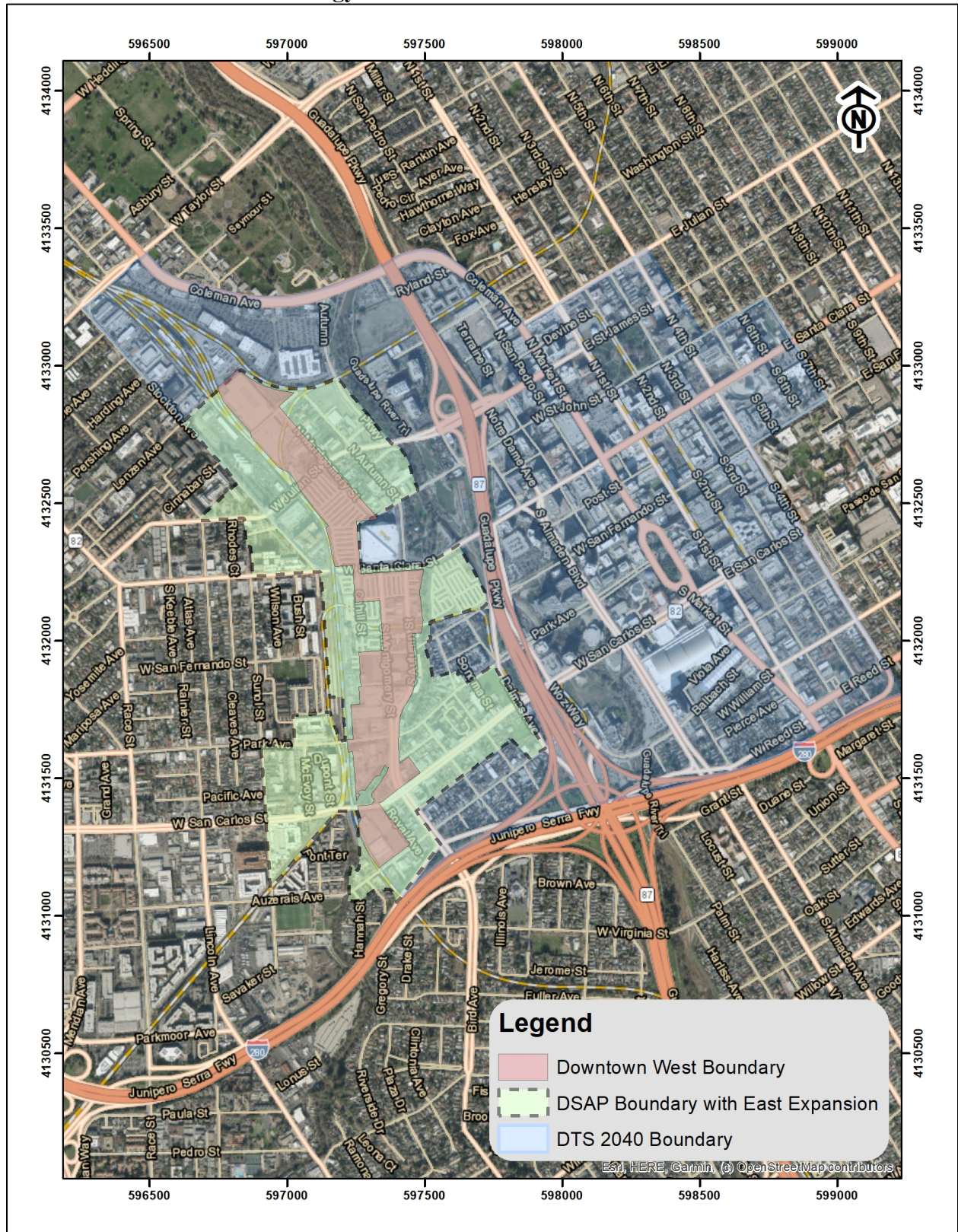


Figure 2. DSAP Amendment Plan Boundaries, Downtown West Project Site, and Downtown Strategy 2040 Site Boundaries



SETTING

Fundamentals of Environmental Noise

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. The objectionable nature of sound could be caused by its *pitch* or its *loudness*. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity (*frequency*) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is intensity of sound waves combined with the reception characteristics of the ear. Intensity may be compared with the height of an ocean wave in that it is a measure of the amplitude of the sound wave.

In addition to the concepts of pitch and loudness, there are several noise measurement scales which are used to describe noise in a particular location. A *decibel (dB)* is a unit of measurement which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Technical terms are defined in Table 3.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level (dBA)*. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Representative outdoor and indoor noise levels in units of dBA are shown in Table 4. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This *energy-equivalent sound/noise descriptor* is called L_{eq} . The most common averaging period is hourly, but L_{eq} can describe any series of noise events of arbitrary duration.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends upon the distance the receptor is from the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

Since the sensitivity to noise increases during the evening and at night -- because excessive noise interferes with the ability to sleep -- 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The *Community Noise Equivalent Level (CNEL)* is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 pm - 10:00 pm) and a 10 dB addition to nocturnal (10:00 pm - 7:00 am) noise levels. The *Day/Night Average Sound Level (DNL or L_{dn})* is essentially the same

as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

Effects of Noise

Sleep and Speech Interference

The thresholds for speech interference indoors are about 45 dBA if the noise is steady and above 55 dBA if the noise is fluctuating. Outdoors the thresholds are about 15 dBA higher. Steady noises of sufficient intensity (above 35 dBA) and fluctuating noise levels above about 45 dBA have been shown to affect sleep. Interior residential standards for multi-family dwellings are set by the State of California at 45 dBA DNL. Typically, the highest steady traffic noise level during the daytime is about equal to the DNL and nighttime levels are 10 dBA lower. The standard is designed for sleep and speech protection and most jurisdictions apply the same criterion for all residential uses. Typical structural attenuation is 12 to 17 dBA with open windows. With closed windows in good condition, the noise attenuation factor is around 20 dBA for an older structure and 25 dBA for a newer dwelling. Sleep and speech interference is therefore possible when exterior noise levels are about 57 to 62 dBA DNL with open windows and 65 to 70 dBA DNL if the windows are closed. Levels of 55 to 60 dBA are common along collector streets and secondary arterials, while 65 to 70 dBA is a typical value for a primary/major arterial. Levels of 75 to 80 dBA are normal noise levels at the first row of development outside a freeway right-of-way. In order to achieve an acceptable interior noise environment, bedrooms facing secondary roadways need to be able to have their windows closed, those facing major roadways and freeways typically need special glass windows.

Annoyance

Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that the causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The DNL as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. When measuring the percentage of the population highly annoyed, the threshold for ground vehicle noise is about 50 dBA DNL. At a DNL of about 60 dBA, approximately 12 percent of the population is highly annoyed. When the DNL increases to 70 dBA, the percentage of the population highly annoyed increases to about 25 to 30 percent of the population. There is, therefore, an increase of about 2 percent per dBA between a DNL of 60 to 70 dBA. Between a DNL of 70 to 80 dBA, each decibel increase increases by about 3 percent the percentage of the population highly annoyed. People appear to respond more adversely to aircraft noise. When the DNL is 60 dBA, approximately 30 to 35 percent of the population is believed to be highly annoyed. Each decibel increase to 70 dBA adds about 3 percentage points to the number of people highly annoyed. Above 70 dBA, each decibel increase results in about a 4 percent increase in the percentage of the population highly annoyed.

TABLE 3 Definitions of Acoustical Terms Used in this Report

Term	Definition
Decibel, dB	A unit describing, the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20 micro Pascals.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micro Pascals (or 20 micro Newtons per square meter), where 1 Pascal is the pressure resulting from a force of 1 Newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e. g., 20 micro Pascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and Ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, L_{eq}	The average A-weighted noise level during the measurement period.
L_{max} , L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
L_{01} , L_{10} , L_{50} , L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day/Night Noise Level, L_{dn} or DNL	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Source: Handbook of Acoustical Measurements and Noise Control, Harris, 1998.

TABLE 4 Typical Noise Levels in the Environment

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110 dBA	Rock band
Jet fly-over at 1,000 feet		
	100 dBA	
Gas lawn mower at 3 feet		
	90 dBA	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	80 dBA	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	70 dBA	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	60 dBA	
		Large business office
Quiet urban daytime	50 dBA	Dishwasher in next room
Quiet urban nighttime	40 dBA	Theater, large conference room
Quiet suburban nighttime		
	30 dBA	Library
Quiet rural nighttime		Bedroom at night, concert hall (background)
	20 dBA	
	10 dBA	Broadcast/recording studio
	0 dBA	

Source: Technical Noise Supplement (TeNS), California Department of Transportation, September 2013.

Fundamentals of Groundborne Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One method is the Peak Particle Velocity (PPV). The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. In this report, a PPV descriptor with units of mm/sec or in/sec is used to evaluate construction generated vibration for building damage and human complaints. Table 5 displays the reactions of people and the effects on buildings that continuous or frequent intermittent vibration levels produce. The guidelines in Table 5 represent syntheses of vibration criteria for human response and potential damage to buildings resulting from construction vibration.

Construction activities can cause vibration that varies in intensity depending on several factors. The use of pile driving and vibratory compaction equipment typically generates the highest construction related groundborne vibration levels. Because of the impulsive nature of such activities, the use of the PPV descriptor has been routinely used to measure and assess groundborne vibration and almost exclusively to assess the potential of vibration to cause damage and the degree of annoyance for humans.

The two primary concerns with construction-induced vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life, are evaluated against different vibration limits. Human perception to vibration varies with the individual and is a function of physical setting and the type of vibration. Persons exposed to elevated ambient vibration levels, such as people in an urban environment, may tolerate a higher vibration level.

Structural damage can be classified as cosmetic only, such as paint flaking or minimal extension of cracks in building surfaces; minor, including limited surface cracking; or major, that may threaten the structural integrity of the building. Safe vibration limits that can be applied to assess the potential for damaging a structure vary by researcher. The damage criteria presented in Table 3 include several categories for ancient, fragile, and historic structures, the types of structures most at risk to damage. Most buildings are included within the categories ranging from “Historic and some old buildings” to “Modern industrial/commercial buildings”. Construction-induced vibration that can be detrimental to the building is very rare and has only been observed in instances where the structure is at a high state of disrepair and the construction activity occurs immediately adjacent to the structure.

The annoyance levels shown in Table 5 should be interpreted with care since vibration may be found to be annoying at lower levels than those shown, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage.

Railroad and light rail operations are potential sources of substantial ground vibration depending on distance, the type and the speed of trains, and the type of railroad track. People’s response to

ground vibration from rail vehicles has been correlated best with the average, root mean square (RMS) velocity of the ground. The velocity of the ground is expressed on the decibel scale. The reference velocity is 1×10^{-6} in/sec RMS, which equals 0 VdB, and 1 in/sec equals 120 VdB. Although not a universally accepted notation, the abbreviation “VdB” is used in this document for vibration decibels to reduce the potential for confusion with sound decibels.

Typical background vibration levels in residential areas are usually 50 VdB or lower, well below the threshold of perception for most humans. Perceptible vibration levels inside residences are attributed to the operation of heating and air conditioning systems, door slams and foot traffic. Construction activities, train operations, and street traffic are some of the most common external sources of vibration that can be perceptible inside residences. Table 6 illustrates some common sources of vibration and the association to human perception or the potential for structural damage.

TABLE 5 Reaction of People and Damage to Buildings from Continuous or Frequent Intermittent Vibration Levels

Category	Velocity Level, PPV (in/sec)	Human Reaction	Effect on Buildings
1	0.01	Barely perceptible	No effect
2	0.04	Distinctly perceptible	Vibration unlikely to cause damage of any type to any structure
3	0.08	Distinctly perceptible to strongly perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
4	0.1	Strongly perceptible	Threshold at which there is a risk of damage to fragile buildings with no risk of damage to most buildings
5	0.25	Strongly perceptible to severe	Threshold at which there is a risk of damage to historic and some old buildings.
6	0.3	Strongly perceptible to severe	Threshold at which there is a risk of damage to older residential structures
7	0.5	Severe - Vibrations considered unpleasant	Threshold at which there is a risk of damage to new residential and modern commercial/industrial structures

Source: Transportation and Construction Vibration Guidance Manual, California Department of Transportation, September 2013.

TABLE 6 Typical Levels of Groundborne Vibration

Human/Structural Response	Velocity Level, VdB	Typical Events (50-foot setback)
Threshold, minor cosmetic damage	100	Blasting, pile driving, vibratory compaction equipment Heavy tracked vehicles (Bulldozers, cranes, drill rigs)
Difficulty with tasks such as reading a video or computer screen	90	Commuter rail, upper range
Residential annoyance, infrequent events	80	Rapid transit, upper range
Residential annoyance, occasional events		Commuter rail, typical Bus or truck over bump or on rough roads
Residential annoyance, frequent events	70	Rapid transit, typical
Approximate human threshold of perception to vibration		Buses, trucks and heavy street traffic
	60	
		Background vibration in residential settings in the absence of activity
Lower limit for equipment ultra-sensitive to vibration	50	

Source: Transit Noise and Vibration Impact Assessment, US Department of Transportation Federal Transit Administration, May 2006.

Regulatory Background – Noise

This section describes the relevant guidelines, policies, and standards established by Federal and State Agencies, Santa Clara County, and the City of San José. The State CEQA Guidelines, Appendix G, are used to assess the potential significance of impacts pursuant to local General Plan policies, Municipal Code standards, or the applicable standards of other agencies. A summary of the applicable regulatory criteria is provided below.

Federal Government

Department of Housing and Urban Development (HUD). HUD environmental criteria and standards are presented in 24 CFR Part 51. New residential construction qualifying for HUD financing proposed in high noise areas (exceeding 65 dBA DNL) must incorporate noise attenuation features to maintain acceptable interior noise levels. A goal of 45 dBA DNL is set forth for interior noise levels and attenuation requirements are geared toward achieving that goal. It is assumed that with standard construction any building will provide sufficient attenuation to achieve an interior level of 45 dBA DNL or less if the exterior level is 65 dBA DNL or less. Approvals in a "normally unacceptable noise zone" (exceeding 65 decibels but not exceeding 75 decibels) require a minimum of 5 decibels additional noise attenuation for buildings if the day-night average is greater than 65 decibels but does not exceed 70 decibels, or minimum of 10

decibels of additional noise attenuation if the day-night average is greater than 70 decibels but does not exceed 75 decibels.

State of California

2019 California Building Code, Title 24, Part 2. The current version of the California Building Code (CBC) requires interior noise levels attributable to exterior environmental noise sources to be limited to a level not exceeding 45 dBA DNL/CNEL in any habitable room.

2019 California Building Cal Green Code. The State of California established exterior sound transmission control standards for new non-residential buildings as set forth in the 2019 California Green Building Standards Code (Section 5.507.4.1 and 5.507.4.2). Section 5.507 states that either the prescriptive (Section 5.507.4.1) or the performance method (Section 5.507.4.2) shall be used to determine environmental control at indoor areas. The prescriptive method is very conservative and not practical in most cases; however, the performance method can be quantitatively verified using exterior-to-interior calculations. For the purposes of this report, the performance method is utilized to determine consistency with the Cal Green Code. The sections that pertain to this project are as follows:

5.507.4.1 Exterior noise transmission, prescriptive method. Wall and roof-ceiling assemblies exposed to the noise source making up the building envelope shall meet a composite STC rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 when the building falls within the 65 dBA L_{dn} noise contour of a freeway or expressway, railroad, industrial source or fixed-guideway noise source, as determined by the local general plan noise element.

5.507.4.2 Performance method. For buildings located, as defined by Section 5.507.4.1, wall and roof-ceiling assemblies exposed to the noise source making up the building envelope shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level ($L_{eq(1-hr)}$) of 50 dBA in occupied areas during any hour of operation.

The performance method, which establishes the acceptable interior noise level, is the method typically used when applying these standards.

State CEQA Guidelines. The CEQA contains guidelines to evaluate the significance of effects of environmental noise attributable to a proposed project. Under CEQA, noise impacts would be considered significant if the project would 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;
- (b) Generation of excessive groundborne vibration or groundborne noise levels; or

- (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, if the project would expose people residing or working in the project area to excessive noise levels.

Santa Clara County

Santa Clara County Airport Land Use Commission Comprehensive Land Use Plan. The Comprehensive Land Use Plan (CLUP) adopted by the Santa Clara County Airport Land Use Commission contains standards for projects within the vicinity of San José International Airport which are relevant to this project;

4.3.2.1 Noise Compatibility Policies

- N-1 The Community Noise Equivalent Level (CNEL) method of representing noise levels shall be used to determine if a specific land use is consistent with the CLUP.
- N-2 In addition to the other policies herein, the Noise Compatibility Policies presented in Table 4-1 shall be used to determine if a specific land use is consistent with this CLUP.
- N-3 Noise impacts shall be evaluated according to the Aircraft Noise Contours presented on Figure 5 (not shown in this report).
- N-4 No residential or transient lodging construction shall be permitted within the 65 dB CNEL contour boundary unless it can be demonstrated that the resulting interior sound levels will be less than 45 dB CNEL and there are no outdoor patios or outdoor activity areas associated with the residential portion of a mixed use residential project or a multi unit residential project. (Sound wall noise mitigation measures are not effective in reducing noise generated by aircraft flying overhead.)
- N-5 All property owners within the Airport Influence Area who rent or lease their property for residential use shall include in their rental/lease agreement with the tenant, a statement advising that they (the tenants) are living within a high noise area and the exterior noise level is predicted to be greater than 65 dB CNEL in a manner that is consistent with current state law including AB2776 (2002).
- N-6 Noise level compatibility standards for other types of land uses shall be applied in the same manner as the above residential noise level criteria. Table 4-1 presents acceptable noise levels for other land uses in the vicinity of the Airport.
- N-7 Single-event noise levels (SENL) from single aircraft overflights are also to be considered when evaluating the compatibility of highly noise-sensitive land uses such as schools, libraries, outdoor theaters, and mobile homes. Single-event noise levels are especially important in the areas regularly overflown by aircraft, but which may not produce significant CNEL contours, such as the down-wind segment of the traffic pattern, and airport entry and departure flight corridors.

Table 4 - 1

NOISE COMPATIBILITY POLICIES

LAND USE CATEGORY	CNEL					
	55-60	60-65	65-70	70-75	75-80	80-85
Residential – low density Single-family, duplex, mobile homes	*	**	***	****	****	****
Residential – multi-family, condominiums, townhouses	*	**	***	****	****	****
Transient lodging - motels, hotels	*	*	**	****	****	****
Schools, libraries, indoor religious assemblies, hospitals, nursing homes	*	***	****	****	****	****
Auditoriums, concert halls, amphitheaters	*	***	***	****	****	****
Sports arena, outdoor spectator sports, parking	*	*	*	**	***	****
Playgrounds, neighborhood parks	*	*	***	****	****	****
Golf courses, riding stables, water recreation, cemeteries	*	*	*	**	***	****
Office buildings, business commercial and professional, retail	*	*	**	***	****	****
Industrial, manufacturing, utilities, agriculture	*	*	*	***	***	****
* Generally Acceptable	Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements. Mobile homes may not be acceptable in these areas. Some outdoor activities might be adversely affected.					
** Conditionally Acceptable	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Outdoor activities may be adversely affected. <u>Residential:</u> Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.					
*** Generally Unacceptable	New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design. Outdoor activities are likely to be adversely affected.					
**** Unacceptable	New construction or development shall not be undertaken.					

Source: Based on General Plan Guidelines, Appendix C (2003), Figure 2 and Santa Clara County ALUC 1992 Land Use Plan, Table 1

Source: Comprehensive Land Use Plan Santa Clara County, Norman Y Mineta San Jose International Airport, May 25, 2011, Amended November 16, 2016.

City of San José

City of San José General Plan. The Environmental Leadership Chapter in the Envision San José 2040 General Plan sets forth policies with the goal of minimizing the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies in the City of San José. The following policies are applicable to the proposed project:

- EC-1.1** Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state, and City noise standards and guidelines as a part of new development review. Applicable standards and guidelines for land uses in San José include:

Interior Noise Levels

- The City's standard for interior noise levels in residences, hotels, motels, residential care facilities, and hospitals is 45 dBA DNL. Include appropriate site and building design, building construction and noise attenuation techniques in new development to meet this standard. For sites with exterior noise levels of 60 dBA DNL or more, an acoustical analysis following protocols in the City-adopted California Building Code is required to demonstrate that development projects can meet this standard. The acoustical analysis shall base required noise attenuation techniques on expected Envision General Plan traffic volumes to ensure land use compatibility and General Plan consistency over the life of this plan.

Exterior Noise Levels

- The City's acceptable exterior noise level objective is 60 dBA DNL or less for residential and most institutional land uses (Table EC-1). The acceptable exterior noise level objective is established for the City, except in the environs of the San José International Airport and the Downtown, as described below:
 - For new multi-family residential projects and for the residential component of mixed-use development, use a standard of 60 dBA DNL in usable outdoor activity areas, excluding balconies and residential stoops and porches facing existing roadways. Some common use areas that meet the 60 dBA DNL exterior standard will be available to all residents. Use noise attenuation techniques such as shielding by buildings and structures for outdoor common use areas. On sites subject to aircraft overflights or adjacent to elevated roadways, use noise attenuation techniques to achieve the 60 dBA DNL standard for noise from sources other than aircraft and elevated roadway segments.
 - For single family residential uses, use a standard of 60 dBA DNL for exterior noise in private usable outdoor activity areas, such as backyards.

Table EC-1: Land Use Compatibility Guidelines for Community Noise in San José

LAND USE CATEGORY	EXTERIOR NOISE EXPOSURE (DNL IN DECIBELS (DBA))					
	55	60	65	70	75	80
1. Residential, Hotels and Motels, Hospitals and Residential Care ¹						
2. Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
3. Schools, Libraries, Museums, Meeting Halls, Churches						
4. Office Buildings, Business Commercial, and Professional Offices						
5. Sports Arena, Outdoor Spectator Sports						
6. Public and Quasi-Public Auditoriums, Concert Halls, Amphitheaters						

¹Noise mitigation to reduce interior noise levels pursuant to Policy EC-1.1 is required.

Normally Acceptable:

- Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable:

- Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.

Unacceptable:

- New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

Source: Envision San Jose 2040 General Plan, Adopted November 1, 2011, As Amended on February 27, 2018.

EC-1.2 Minimize the noise impacts of new development on land uses sensitive to increased noise levels (Categories 1, 2, 3 and 6) by limiting noise generation and by requiring use of noise attenuation measures such as acoustical enclosures and sound barriers, where feasible. The City considers significant noise impacts to occur if a project would:

- Cause the DNL at noise sensitive receptors to increase by five dBA DNL or more where the noise levels would remain “Normally Acceptable;” or
- Cause the DNL at noise sensitive receptors to increase by three dBA DNL or more where noise levels would equal or exceed the “Normally Acceptable” level.

EC-1.3 Mitigate noise generation of new nonresidential land uses to 55 dBA DNL at the property line when located adjacent to existing or planned noise sensitive residential and public/quasi-public land uses.

- EC-1.4** Include appropriate noise attenuation techniques in the design of all new General Plan streets projected to adversely impact noise sensitive uses.
- EC-1.6** Regulate the effects of operational noise from existing and new industrial and commercial development on adjacent uses through noise standards in the City's Municipal Code.
- EC-1.7** Require construction operations within San José to use best available noise suppression devices and techniques and limit construction hours near residential uses per the City's Municipal Code. The City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would:
- Involve substantial noise generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months.
- For such large or complex projects, a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses.
- EC-1.8** Allow commercial drive-through uses only when consistency with the City's exterior noise level guidelines and compatibility with adjacent land uses can be demonstrated.
- EC-1.9** Require noise studies for land use proposals where known or suspected loud intermittent noise sources occur which may impact adjacent existing or planned land uses. For new residential development affected by noise from heavy rail, light rail, BART or other single-event noise sources, implement mitigation so that recurring maximum instantaneous noise levels do not exceed 50 dBA L_{max} in bedrooms and 55 dBA L_{max} in other rooms.
- EC-1.11** Require safe and compatible land uses within the Mineta International Airport noise zone (defined by the 65 CNEL contour as set forth in State law) and encourage aircraft operating procedures that minimize noise.
- EC-1.14** Require acoustical analyses for proposed sensitive land uses in areas with exterior noise levels exceeding the City's noise and land use compatibility standards to base noise attenuation techniques on expected Envision General Plan traffic volumes to ensure land use compatibility and General Plan consistency.

City of San José Municipal Code. The City's Municipal Code contains a Zoning Ordinance that limits noise levels at adjacent properties. Chapter 20.30.700 states that sound pressure levels

generated by any use or combination of uses on a property shall not exceed 55 dBA at any property line shared with land zoned for residential use, except upon issuance and in compliance with a Conditional Use Permit or unless a project is located within one of the Downtown Zoning Districts.

Chapter 20.100.450 of the Municipal Code establishes allowable hours of construction within 500 feet of a residential unit between 7:00 am and 7:00 pm Monday through Friday unless permission is granted with a development permit or other planning approval. No construction activities are permitted on the weekends at sites within 500 feet of a residence.

Regulatory Background – Vibration

Federal Government

Federal Transit Administration. The Federal Transit Administration (FTA) has identified vibration impact criteria for sensitive buildings, residences, and institutional land uses near rail transit and railroads. The FTA vibration impact criteria are based on maximum overall levels for a single event. The impact criteria for vibration are shown in Table 7. Note that there are criteria for frequent events (more than 70 events of the same source per day), occasional events (30 to 70 vibration events of the same source per day), and infrequent events (less than 30 vibration events of the same source per day).

TABLE 7 Indoor Groundborne Vibration (GBV) and Groundborne Noise (GBN) Impact Criteria for General Vibration Assessment

Land Use Category	GBV Impact Levels (VdB re 1 μinch/sec, RMS)			GBN Impact Levels (dBA re 20 micro Pascals)		
	Frequent Events ¹	Occasional Events ²	Infrequent Events ³	Frequent Events ¹	Occasional Events ²	Infrequent Events ³
Category 1 Buildings where vibration would interfere with interior operations.	65 VdB ⁴	65 VdB ⁴	65 VdB ⁴	N/A ⁵	N/A ⁵	N/A ⁵
Category 2 Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3 Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

1. “Frequent Events” is defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.
2. “Occasional Events” is defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations.
3. “Infrequent Events” is defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.
4. This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. For equipment that is more sensitive, a Detailed Vibration Analysis must be performed.
5. Vibration sensitive equipment is generally not sensitive to groundborne noise; however, the manufacturer’s specifications should be reviewed for acoustic and vibration sensitivity.

City of San José

City of San José General Plan. The Environmental Leadership Chapter in the Envision San José 2040 General Plan sets forth policies to achieve the goal of minimizing vibration impacts on people, residences, and business operations in the City of San José. The following policies are applicable to the proposed project:

EC-2.1 Near light and heavy rail lines or other sources of ground-borne vibration, minimize vibration impacts on people, residences, and businesses through the use of setbacks and/or structural design features that reduce vibration to levels at or below the guidelines of the Federal Transit Administration. Require new development within 100 feet of rail lines to demonstrate prior to project approval that vibration experienced by residents and vibration sensitive uses would not exceed these guidelines.

EC-2.3 Require new development to minimize continuous vibration impacts to adjacent uses during demolition and construction. For sensitive historic structures, including ruins and ancient monuments or building that are documented to be structurally weakened, a continuous vibration limit of 0.08 in/sec PPV (peak particle velocity) will be used to minimize the potential for cosmetic damage to a building. A continuous vibration limit of 0.20 in/sec PPV will be used to minimize the potential for cosmetic damage at buildings of normal conventional construction. Equipment or activities typical of generating continuous vibration include but are not limited to: excavation equipment; static compaction equipment; vibratory pile drivers; pile-extraction equipment; and vibratory compaction equipment. Avoid use of impact pile drivers within 125 feet of any buildings, and within 300 feet of historical buildings, or buildings in poor condition. On a project-specific basis, this distance of 300 feet may be reduced where warranted by a technical study by a qualified professional that verifies that there will be virtually no risk of cosmetic damage to sensitive buildings from the new development during demolition and construction. Transient vibration impacts may exceed a vibration limit of 0.08 in/sec PPV only when and where warranted by a technical study by a qualified professional that verifies that there will be virtually no risk of cosmetic damage to sensitive buildings from the new development during demolition and construction.

Existing Noise and Vibration Environment

The DSAP plan area is located at the western edge of Downtown San José boundary. Transportation-related noise sources including vehicle traffic along highways and roadways, heavy rail and light rail trains, and aircraft operations associated with Norman Y. Mineta San José International Airport (SJIA or SJC) are the predominant noise sources contributing to ambient noise levels in the area. The predominant vibration sources are heavy rail and light rail trains. Figure 3 is an aerial image showing the plan area and locations of recent noise and

vibration measurements made by Illingworth & Rodkin, Inc. for projects within and around the plan area undergoing CEQA review for the City of San José. Table 8 summarizes the results of ambient noise measurements made by Illingworth & Rodkin, Inc. for projects within and around the plan area. Table 9 summarizes the results of train vibration measurements made by Illingworth & Rodkin, Inc. for projects within and around the plan area. The discussion presented in this report represents the primary noise and vibration sources in the plan area. Sources such as local industrial plants and stationary ground sources were not included because such sources only affect limited areas.

Vehicles

Vehicle traffic along I-280 and SR 87 are the primary contributors to ambient noise levels in the plan area. Major arterial roadways, including Julian Street, Stockton Avenue, Auzerais Avenue, The Alameda/Santa Clara Street, Park Avenue, West San Carlos Street, and Autumn Street, also contribute to the noise environment in and around the plan area. As shown on Table 8, ambient noise levels in areas adjoining arterial and collector roadways typically range from 62 to 73 dBA DNL.

Rail

Two VTA light rail lines, Alum Rock to Santa Teresa and Mountain View to Winchester, converge and split just north of the SR 87 and I-280 interchange. Converging at the Diridon train station are separate train lines that run northwest/southeast and are utilized by Caltrain, Altamont Commuter Express (ACE), Amtrak Capitol Corridor, and Union Pacific freight trains. Rail operations along the VTA rights-of-way and along UPRR rights-of-way also are substantial sources of noise in portions of the plan area. The number of train passbys varies on a daily basis. Passenger and commuter train schedules are consistent on weekdays with fewer passby events occurring on weekends. The number of freight trains passing through the DSAP area varies on a daily basis depending on the specific rail line and local demand.

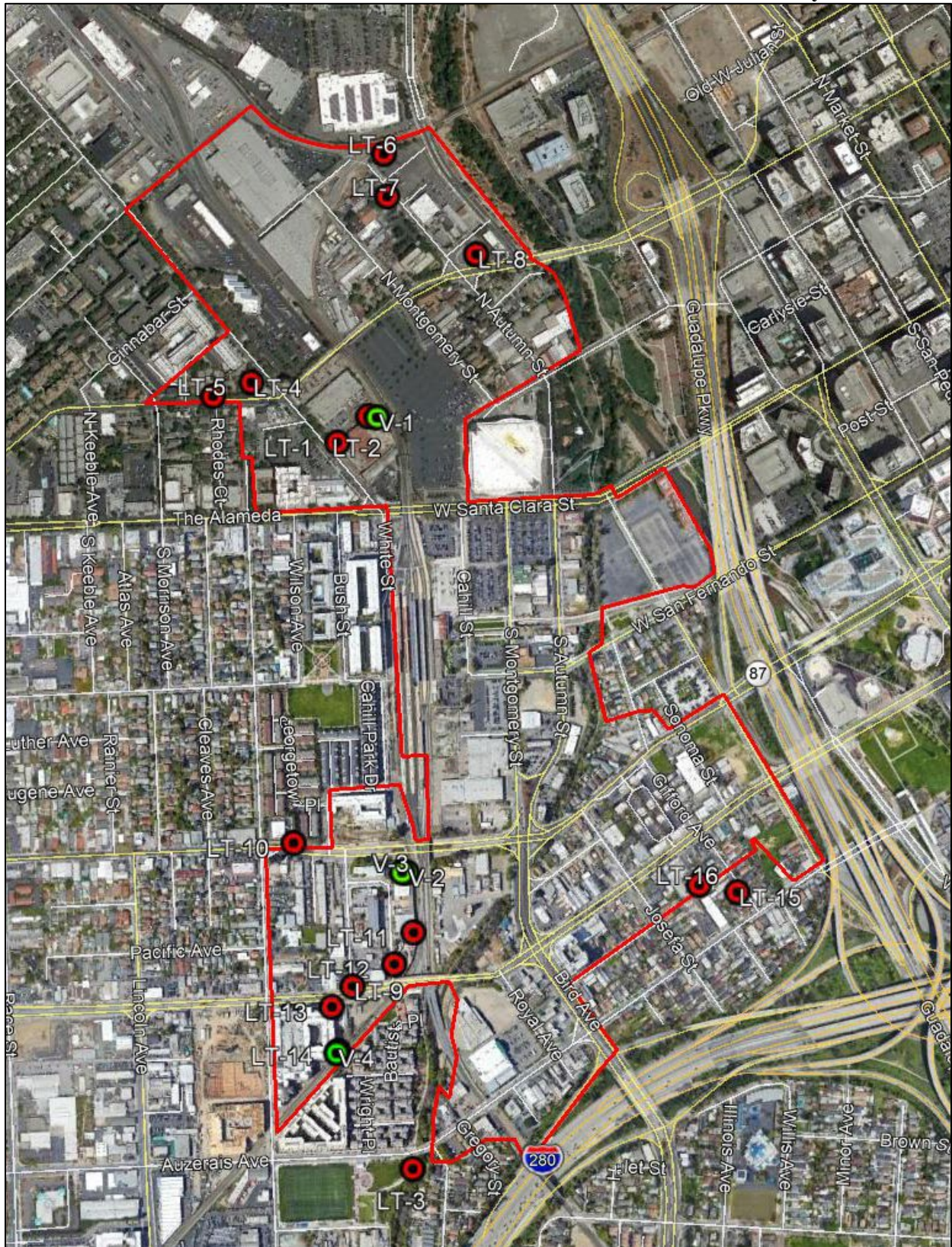
Day-night average noise levels vary throughout the community depending on the number of trains operating along a given line per day, the timing and duration of train pass-by events, and if trains must sound their warning whistles. As shown in Table 8, day-night average noise levels range from 65 to 73 dBA DNL at land uses adjoining a railroad right-of-way. When railroad trains approach a passenger station or “at-grade” crossing, they are required to use their warning horn by sounding a short signal with the horn. When giving a warning to people and/or animals, they are required to produce a succession of sounds with the horn. Trains are required to sound a long signal followed by a short signal when approaching stations, curves, or other points where view may be obscured, and when approaching passenger or freight trains. When passing a standing train, the moving train is required to sound two long signals followed by a short signal followed by a long signal, the same requirement when signaling for at-grade crossings. Train warning whistles can generate maximum noise levels of approximately 105 dBA at 100 feet.

Groundborne vibration within the DSAP area results from railroad and light rail train passbys along adjacent lines. As shown on Table 9, groundborne vibration levels during passbys ranged from 55 to 79 VdB in locations adjoining rail lines.

Aircraft

The Norman Y. Mineta San José International Airport is located approximately 5,400 feet beyond the northernmost boundary of the DSAP plan area. Noise exposure from airport operations is developed and reported in the CLUP. Existing conditions are best represented by the noise exposure maps published in the quarterly reports prepared for the airport. Based on comparison of the maps from the 1st and 2nd quarter of 2020, noise levels have decreased slightly since 2019, attributed to the COVID-19 pandemic. As a conservative measure, the map from the 4th Quarter of 2019 is used in this analysis. Figure 3 depicts the 65 dBA CNEL noise contour that defines the noise impact boundary for new residential development. As shown in Figure 4, portions of the Amended DSAP area would be located within 65 dBA CNEL contour.

FIGURE 3 Noise and Vibration Measurement Locations in DSAP Boundary



Source: Google Earth 2020.

TABLE 8 Summary of Long-Term Noise Measurement Data (dBA)

Site	Noise Measurement Location, Date	Primary Noise Source	DNL
LT-1	~75 feet from center of Stockton Avenue, June 11 to 16, 2015	Vehicular traffic, intermittent trains	65 to 66
LT-2	~80 feet from nearest UPRR line, June 11 to 16, 2015	Train activity	68 to 73
LT-3	~80 feet from center of Auzerais Avenue, January 26 to 28, 2016	Vehicular traffic	65 to 68
LT-4	~90 feet from center of Stockton Avenue, February 13 to 15, 2017	Vehicular traffic	65
LT-5	~45 feet from center of West Julian Street, February 13 to 15, 2017	Vehicular traffic	64
LT-6	~ 25 feet from nearest UPRR rail line, October 24 to 26, 2017	Intermittent trains, aircraft	72
LT-7	~20 feet from center of North Autumn Street, October 24 to 26, 2017	Vehicular traffic, intermittent trains, aircraft	70
LT-8	~100 feet from center of West Julian Street, October 24 to 26, 2017	Vehicular traffic, aircraft	69
LT-9	~45 feet from center of West San Carlos Street, February 21 to 23, May 14 to 16, 2018	Vehicular traffic	73
LT-10	~50 feet from center of Park Avenue, February 21 to 23, 2018	Vehicular traffic	66
LT-11	~20 feet from nearest VTA track, February 21 to 23, 2018	Light rail and freight trains	71
LT-12	~25 feet from center of Dupont Street, May 14 to 16, 2018	Vehicular traffic, train activity	63
LT-13	~55 feet from center of West San Carlos Street, May 31 to June 4, 2019	Vehicular traffic	72
LT-14	~10 feet from nearest VTA tracks, May 31 to June 4, 2019	Train activity	65
LT-15	~20 feet from center of Gifford Avenue, October 14 to 16, 2019	Distant vehicular traffic	64
LT-16	~250 feet from center of West San Carlos Street, October 14 to 16, 2019	Distant vehicular traffic	62

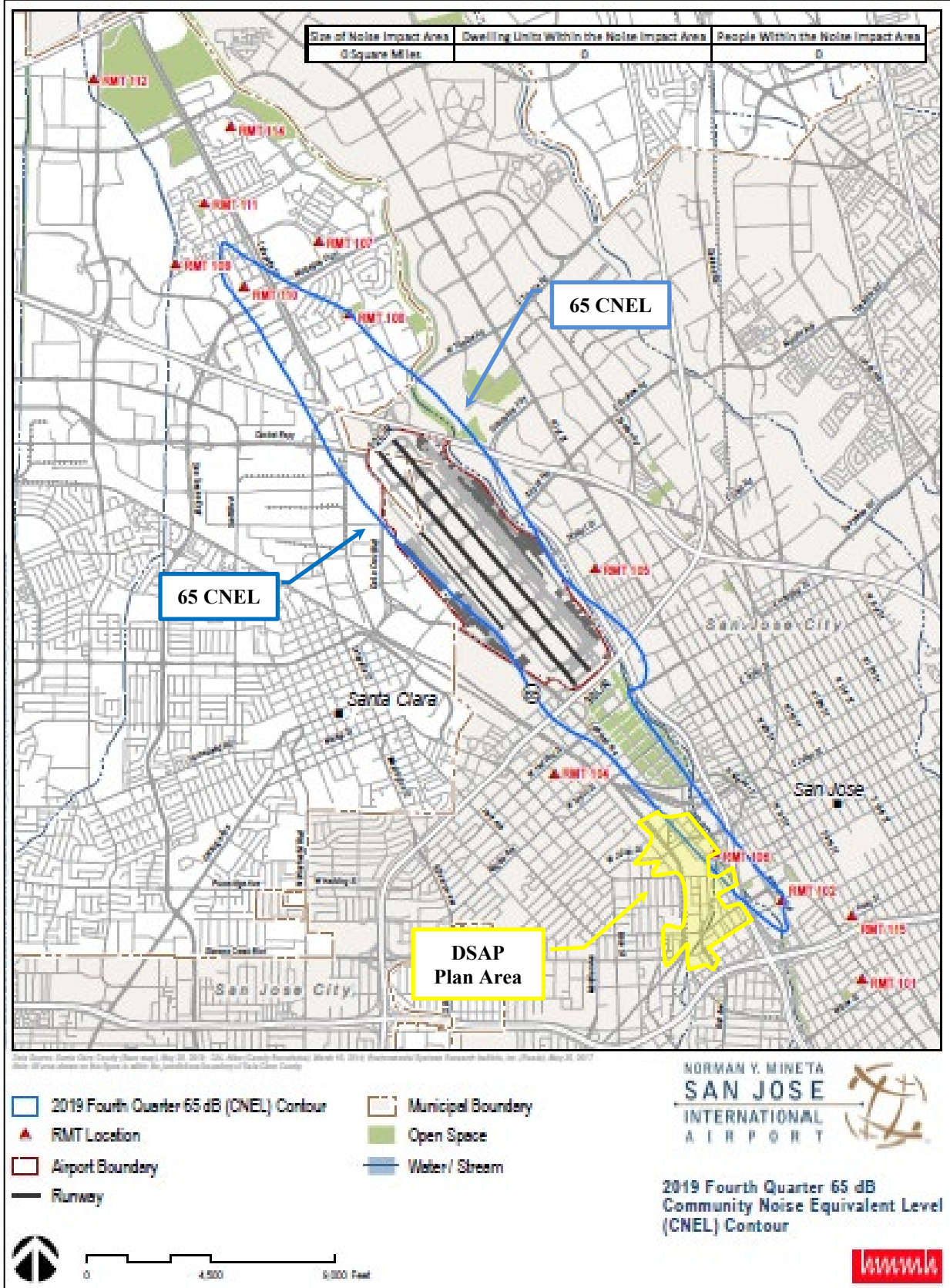
Source: Illingworth & Rodkin, Inc.

TABLE 9 Summary of Groundborne Vibration Data

Site	Noise Measurement Location, Date	Type of Train	Vibration Level (VdB)
V-1	~40 feet from center of nearest UPRR track, June 11, 2015	Slow moving Amtrak and Caltrain	58 to 61
V-2	~30 feet from nearest light rail (VTA) and 85 feet from the nearest UPRR line, February 23, 2018	ACE, Caltrain, and VTA	ACE: 70 Caltrain: 73 to 79 VTA: 66 to 67
V-3	~60 feet from nearest light rail (VTA) and 110 feet from the nearest UPRR line, February 23, 2018	ACE, Caltrain, and VTA	ACE: 59 Caltrain: 59 to 63 VTA: 55 to 57
V-4	~10 feet from nearest UPRR track, June 2, 2019	VTA	61 to 68

Source: Illingworth & Rodkin, Inc.

FIGURE 4 65 CNEL Noise Contour for SJIA Relative to DSAP Plan Area



GENERAL PLAN CONSISTENCY ANALYSIS – COMPATIBILITY OF NEW LAND USES WITH NOISE AND VIBRATION ENVIRONMENTS

Development facilitated by the DSAP Amendment would include noise sensitive land uses located in varying noise environments. New noise-sensitive development is possible along major transportation corridors, railroad and light rail corridors, in the vicinity of Norman Y. Mineta San José International Airport, and in the vicinity of stationary noise sources. Proposed land uses may also be sensitive to groundborne vibration from heavy rail and light rail trains.

Noise from Ground Transportation

The Environmental Leadership Chapter in the Envision San José 2040 General Plan sets forth policies with the goal of minimizing the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies in the City of San José. The applicable General Plan policies were presented in detail in the Regulatory Background section and are summarized below for the proposed project:

- The City's acceptable exterior noise level standard is 60 dBA DNL or less for the proposed hotel land use.
- The City's standard for interior noise at the proposed hotel land use is 45 dBA DNL.

Residential development is sensitive to community noise both outdoors and indoors during the daytime and nighttime. High-density/mixed-use residential, commercial, and industrial development is less noise sensitive than single family homes because uses are primarily indoors, and noise levels are mitigated with building design and construction. However, noise exposures along many roadways, heavy rail, rail transit corridors could exceed the 45 dBA DNL interior compatibility level and the 60 dBA DNL exterior compatibility level for multi-family housing.

SoundPLAN Version 8.2, a three-dimensional ray-tracing computer program, was used to calculate the traffic noise contours for the DSAP Amendment. Traffic noise levels were calculated along major roadways, expressways, and highways in the plan area based on peak hour traffic volumes provided by Hexagon Transportation Consultants, Inc. Calculations accounted for the source of noise (traffic), the frequency spectra of the noise source, and the topography of the area. In order to provide a worst-case assessment of existing and future traffic noise conditions throughout the plan area, the modeling did not incorporate existing barriers or buildings into the calculations. The geometric data used to create the model were based on GIS information provided by the City of San José. For highways and expressways, traffic volumes and truck mix data input into the model was based on information published by the California Department of Transportation (Caltrans). The predicted noise levels were then compared to measured noise levels for calibration purposes and adjustments were made as necessary to the model. Table 10 provides the cumulative future traffic noise levels at a distance of 75 feet from the center of the roadway for the DSAP Amendment. Figures 5 and 6 provide the traffic noise contours calculated within the DSAP area under Existing and Future Build conditions.

TABLE 10 Future Build Noise Levels at 75 feet from the Center of Major Roadways and 75 feet from the Center of the Near Lane of Highways in Amended DSAP Area

Roadway	Segment	2040 Build Noise Level at 75 feet (dBA, DNL)
Autumn Street	North of West St John Street	57
	West St John Street to West Santa Clara Street	64
	West Santa Clara Street to West San Fernando Street	63
	West San Fernando Street to Park Avenue	66
Delmas Avenue	West Santa Clara Street to West San Fernando Street	61
	Park Avenue to Auzerais Avenue	66
Josefa Street	Park Avenue to Columbia Avenue	64
Montgomery Street	Cinnabar Street to West St John Street	59
	West Santa Clara Street to Park Avenue	60
Bird Avenue/ Montgomery Street	Park Avenue to West San Carlos Street	70
Bird Avenue	West San Carlos Street to I-280 ramps	70
Park Avenue	Sunol Street to South Autumn Street	65
	South Autumn Street to Delmas Avenue	65
Royal Avenue	West San Carlos Street to Auzerais Avenue	63
Santa Clara Street	West of South Montgomery Street	68
	South Montgomery Street to South Autumn Street	68
	South Autumn Street to SR87	66
Stockton Avenue	Lenzen Avenue to West Julian Street	62
	West Julian Street to West Santa Clara Street	65
West San Fernando Street	Cahill Street to South Autumn Street	63
West San Carlos Street	West of Bird Avenue	66
	Bird Avenue to Almaden Boulevard	65
West Julian Street	North Montgomery Street to SR 87	63

Source: Illingworth & Rodkin, Inc.

The City's noise thresholds of acceptability would be exceeded at some development sites facilitated by the plan. Where exterior noise levels exceed 60 dBA DNL in new residential development areas, interior levels may exceed 45 dBA DNL. Interior noise levels are a function of the space but should generally be limited to 45 dBA DNL or less. Interior noise levels are about 15 dBA lower than exterior levels within residential units with the windows partially open and approximately 20 to 25 decibels lower than exterior noise levels with the windows closed, assuming typical California construction methods. Where exterior day-night average noise levels are 60 to 70 dBA DNL, interior noise levels can typically be maintained below 45 dBA DNL with the incorporation of an adequate forced air mechanical ventilation system in the residential units to allow residents the option of controlling noise by keeping the windows closed. Standard office construction methods typically provide about 25 to 30 decibels of noise reduction in interior spaces. The need for noise attenuation measures in building construction and project design for non-sensitive land uses (e.g. commercial, industrial, and institutional) will be

determined on a project by project basis at the time development is proposed. In all areas exceeding 70 dBA DNL, the inclusion of windows and doors with high Sound Transmission Class (STC) ratings, and the incorporation of forced-air mechanical ventilation systems, may be necessary to meet 45 dBA DNL.

The DSAP Amendment could facilitate the location of sensitive land uses within portions of the plan area adjacent to existing active railroad corridors and the VTA light rail. As discussed previously, day-night average noise levels vary throughout the plan area depending on the number of trains operating along a given line per day, the timing and duration of train passby events, and whether or not trains must sound their warning whistles. Another important factor to consider in determining noise levels in areas near railroad corridors and the VTA light rail is shielding provided by buildings or other barriers. Day-night average noise levels commonly range from 65 to 75 dBA DNL at land uses adjoining a railroad right-of-way. Railroad train noise levels would generally exceed 60 dBA DNL within about 350 feet of active railroad corridors (10 to 15 trains per day). Where residential development is located adjacent to at-grade rail crossings, these sensitive uses would be subject to maximum instantaneous noise levels (L_{max}) from train warning whistles that range from approximately 90 to 110 dBA L_{max} .

The implementation of General Plan Policies EC-1.1, EC-1.9, and EC-1.14, in conjunction with the Land Use Compatibility Guidelines, would require that the General Plan compatibility standards be used to determine where noise levels in the community are acceptable or unacceptable, and require noise attenuation measures to achieve the “normally acceptable” noise standards. Noise studies of new development proposals are required when existing or future noise levels from transportation or non-transportation noise sources exceed the “acceptable” levels for that use in order to determine the controls necessary to maintain consistency with the interior and exterior noise standards of the Noise Element. The interior noise limits set forth in the State Building Code are extended to residential, hotel, motel, residential care, and hospital land uses in San José.

FIGURE 5 Existing (2015) Traffic Noise Contours for DSAP Plan Area

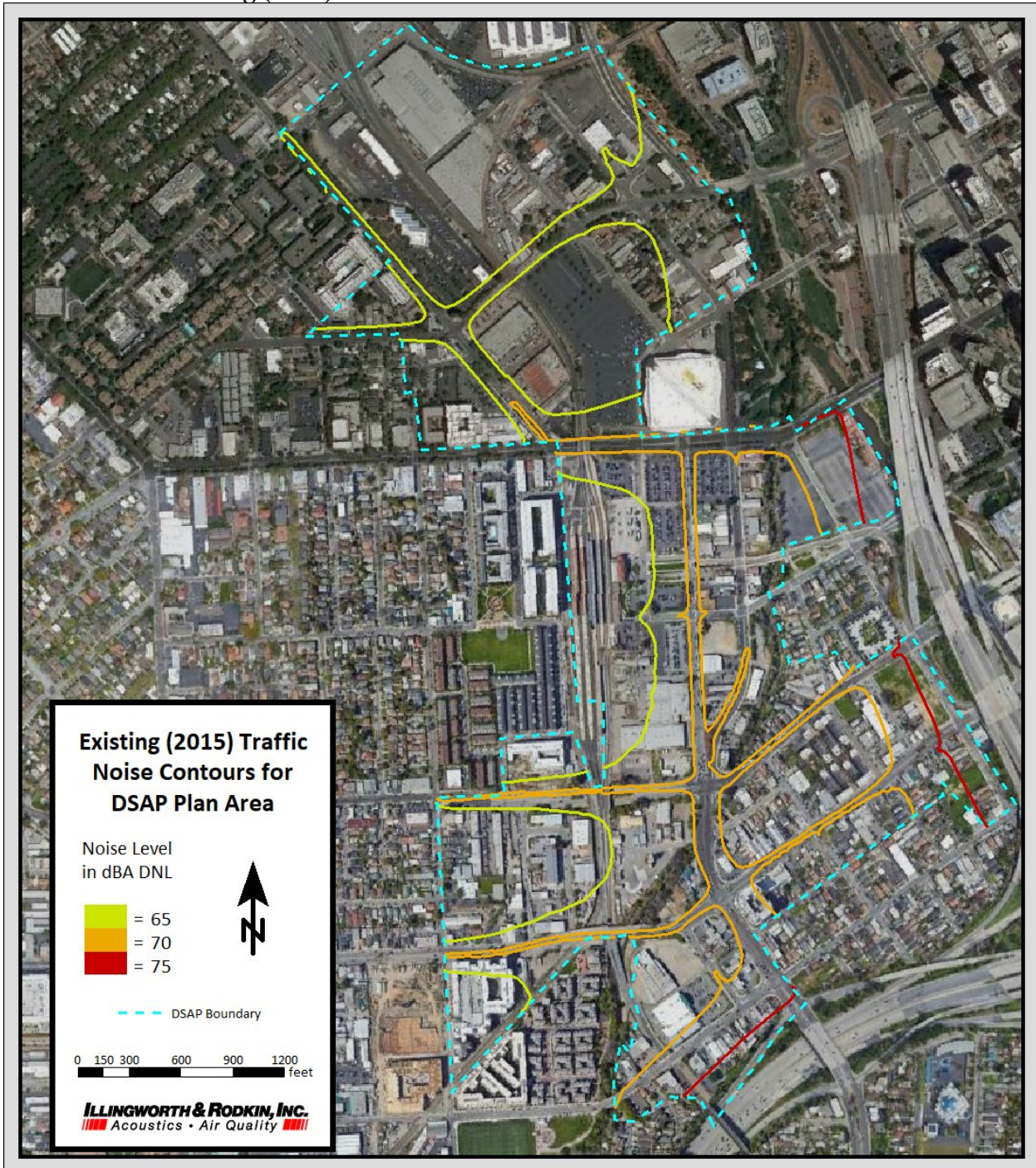
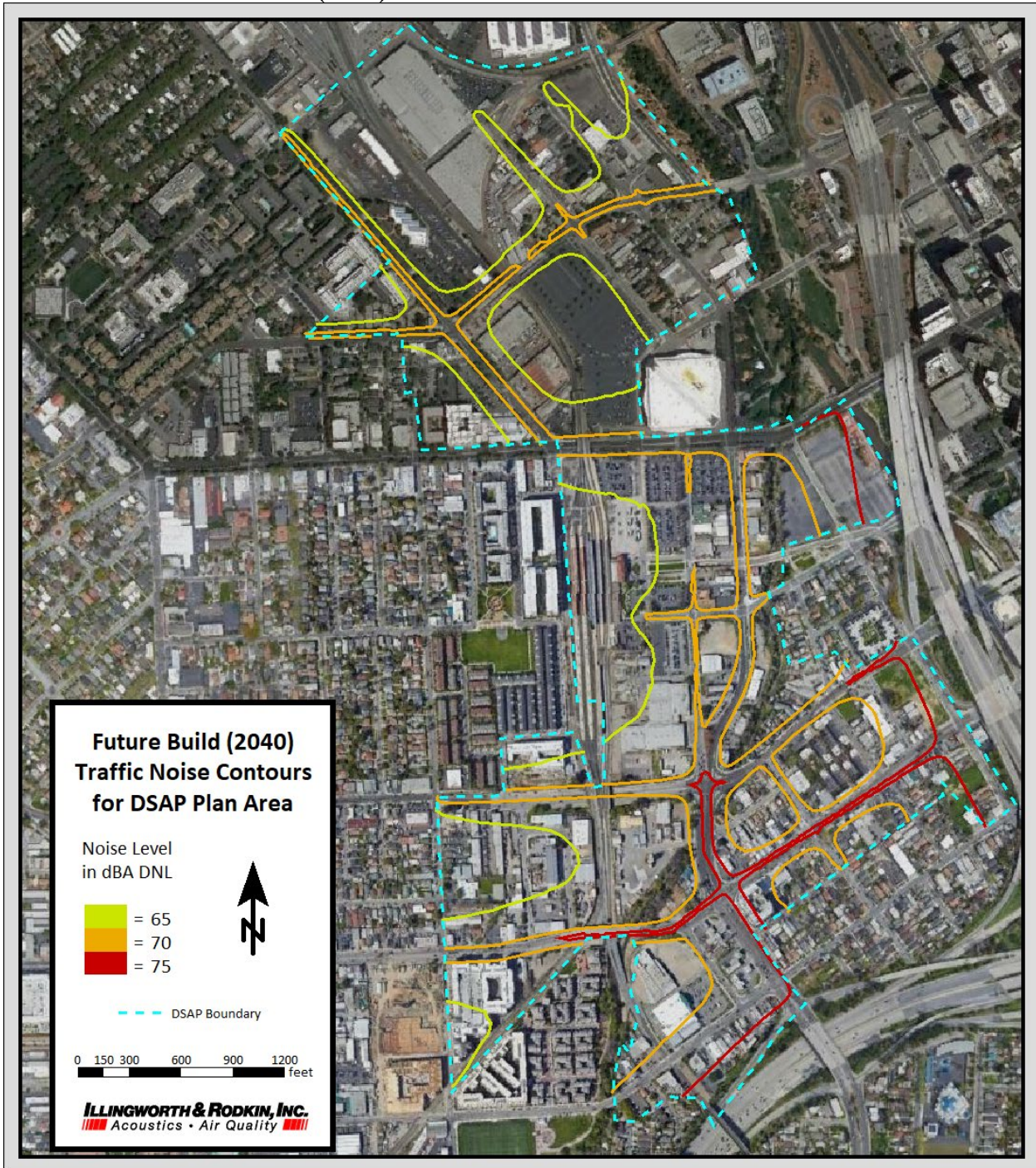


FIGURE 6 Future Build (2040) Traffic Noise Contours for DSAP Plan Area

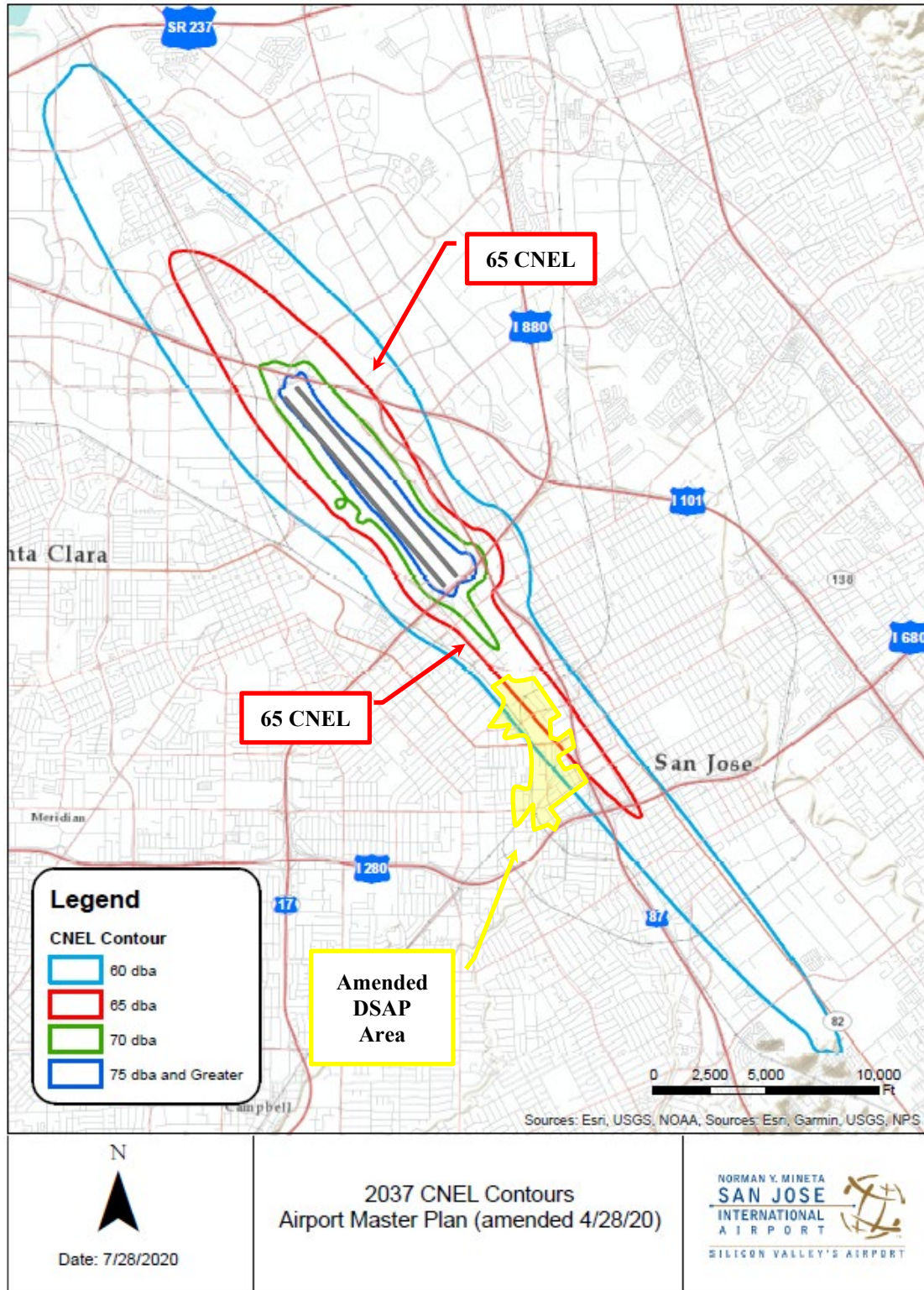


Noise from Aircraft

The Santa Clara County ALUC has jurisdiction over new land uses in the vicinity of airports and establishes 65 dBA CNEL as the maximum allowable noise level considered compatible with residential uses. Future noise levels expected from aircraft are best represented by the 2037 CNEL Contours noise exposure map published as part of the Airport Master Plan. Figure 4 depicts the 65 dBA CNEL noise contour that defines the noise impact boundary for new residential development. As shown in Figure 7, some of the Original DSAP Boundary and much of the expanded DSAP boundary would be within the 65 dBA CNEL contour. Although this is a General Plan Consistency issue, the impact of aircraft noise exposure on the project is considered under CEQA. Therefore, a detailed discussion of aircraft noise impacts is given in Impact 3.

As described in the Downtown Strategy 2040 EIR, the implementation of General Plan Policies EC-1.1, EC-1.9, and EC-1.11 would guide new development proposed for areas susceptible to noise associated with Norman Y. Mineta San José International Airport. Policy EC-1.1 would require that the General Plan compatibility standards be used to determine where noise levels in the community are acceptable or unacceptable, and require noise attenuation measures to achieve the “normally acceptable” noise level standards. This policy allows for noise levels to exceed the “normally acceptable” noise level standard in the environs of Mineta San José International Airport. The City will require that individual development projects undergo project-specific environmental review. General Plan Policy EC-1.9 would be implemented and would require that studies be conducted to mitigate loud intermittent noise sources such as aircraft. Policy EC-1.11 would be implemented and would require that incompatible land uses be located outside of the 65 dBA CNEL noise contour.

FIGURE 7 65 CNEL Noise Contour for SJIA (2037) Relative to DSAP Plan Area



Vibration from Ground Transportation

The U.S. Department of Transportation, Federal Transit Administration's (FTA) vibration impact assessment criteria¹ are used by the City of San José to evaluate the compatibility of proposed projects with vibration levels produced by heavy rail and light rail trains. The FTA vibration impact criteria are based on maximum overall levels for a single event. The impact criteria for groundborne vibration are shown in Table 7. The thresholds for residences and buildings where people normally sleep (e.g., residences) are 72 VdB for frequent events (more than 70 events of the same source per day), 75 VdB for occasional events (30 to 70 vibration events of the same source per day), and 80 VdB for infrequent events (less than 30 vibration events of the same source per day).

As described in the Setting Section, light and heavy rail trains currently pass through the DSAP area on existing tracks. In addition, Bay Area Rapid Transit (BART) service is anticipated to be extended through the DSAP area along West Santa Clara Street and Stockton Avenue. A new BART station, Diridon Station, is anticipated to be constructed to the south side of West Santa Clara Street, between Autumn Street and the San José Diridon Caltrain Station. Ground vibration from heavy rail trains passing through the plan area could exceed the guidelines set forth by the FTA if new buildings housing sensitive uses such as residences are constructed within approximately 100 feet of the tracks. Recent data suggests that vibration levels from light rail trains passing through the plan area would not exceed the "frequent events" category at a distance of 60 feet of the tracks. Employment areas such as offices and R&D facilities can also be sensitive to ground-borne vibration. The specific locations of proposed buildings and their sensitivities to vibration levels are not known at this time, however, such uses located in these areas could be exposed to ground vibration levels exceeding FTA guidelines.

As described in the Downtown Strategy 2040 EIR, the implementation of General Plan Policy EC-2.1 would require new development within 100 feet of rail lines to utilize setbacks and/or structural design features that reduce vibration and to demonstrate prior to project approval that vibration experienced by residents and vibration sensitive uses would not exceed the Federal Transit Administration's guidelines for compatible vibration levels.

¹U.S. Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessment, September 2018, FTA Report Number 0123.

NOISE IMPACTS AND MITIGATION MEASURES

This section describes the significance criteria used to evaluate project impacts under CEQA, provides a discussion of each project impact, and presents mitigation measures, where necessary, to reduce project impacts to less-than-significant levels.

Significance Criteria

The following criteria were used to evaluate the significance of environmental noise and vibration resulting from the project:

1. **Temporary or Permanent Noise Increases in Excess of Established Standards.** A significant noise impact would be identified if the project would generate a substantial temporary or permanent noise level increase in ambient noise levels at existing noise-sensitive receptors in excess of the applicable noise standards presented in the General Plan or Municipal Code, as follows:
 - a. Operational Noise in Excess of Standards. A significant noise impact would be identified if the project would expose persons to or generate noise levels that would exceed applicable noise standards presented in the General Plan or Municipal Code.
 - b. Permanent Noise Increase. A significant permanent noise level increase would occur if the project would result in: a) a noise level increase of 5 dBA DNL or greater, with a future noise level of less than 60 dBA DNL, or b) a noise level increase of 3 dBA DNL or greater, with a future noise level of 60 dBA DNL or greater.
 - c. Temporary Noise Increase. A significant noise impact would be identified if construction-related noise would temporarily increase ambient noise levels at sensitive receptors. The City of San José considers large or complex projects involving substantial noise-generating activities and lasting more than 12 months significant when within 500 feet of residential land uses or within 200 feet of commercial land uses or offices.
2. **Generation of Excessive Groundborne Vibration.** A significant impact would be identified if the construction of the project would generate excessive vibration levels surrounding receptors.
3. **Excessive Aircraft Noise Levels.** A significant noise impact would be identified if the project would expose people residing or working in the project area to excessive aircraft noise levels. Aircraft noise levels of 65 dBA CNEL or less would be considered compatible with office land uses (see Table 4-1).

Impact 1a: Noise Levels in Excess of Standards. New noise-generating land uses or the siting of new sensitive receivers near existing noise generating land uses could result in noise levels that would exceed the City’s noise thresholds of acceptability or Municipal Code noise limits at sensitive receivers in the vicinity. The implementation of General Plan Policies would result in a **less-than-significant** noise impact.

Mixed-use development projects often include residential uses located above or in proximity to commercial uses and are located in areas served by rail and bus transit, or along major roadways. Under the DSAP Amendment, the ‘Downtown’ and ‘Urban Village’ land use designations include proposed mixed-use residential development throughout the Amended DSAP area. ‘Urban Residential’ and ‘Transit Residential’ land uses are proposed in the western and southern portion of the Amended DSAP area. ‘Open Space, Parklands, and Habitat’ land uses provide essential open space, parks, and trails along Los Gatos Creek. Many of the proposed residential and recreational locations are along major roadways, the existing light rail corridor, and the UPRR/Caltrain rail line. Office, commercial, retail, or other noise-generating uses developed under the DSAP Amendment could substantially increase noise levels at existing and/or proposed noise-sensitive land uses or could expose receivers to noise levels that exceed the City’s General Plan policies and Municipal Code noise limits.

Future operations at existing and proposed noise-producing land uses are dependent on many variables and information which are currently unavailable to allow meaningful projections of noise. Noise conflicts may be caused by noise sources such as outdoor dining areas or bars, mechanical equipment, outdoor maintenance areas, truck loading docks and delivery activities, public address systems, and parking lots (e.g., opening and closing of vehicle doors, people talking, car alarms). Development under the DSAP Amendment would introduce new noise-generating sources adjacent to existing noise-sensitive areas and new noise-sensitive uses adjacent to existing noise sources.

As described in the Downtown Strategy 2040 EIR, the implementation of General Plan Policies EC-1.2, EC-1.3, and EC-1.9 would reduce potential impacts associated with new noise-producing land uses facilitated by the plan to a less-than-significant level. Policy EC-1.2 limit noise generation by requiring use of noise attenuation measures such as acoustical enclosures and sound barriers, where feasible, to avoid substantial increases to ambient noise. General Plan Policy EC-1.3 would be implemented and would require new projects to mitigate noise generation to 55 dBA DNL at the property line. Lastly, General Plan Policy EC-1.9 would be implemented and would require that studies be conducted to mitigate loud intermittent noise sources associated with new projects.

New noise-generating projects implemented by the plan or the siting of noise sensitive receptors would be subject to the City’s Municipal Code, mitigating the possibility that existing or proposed residences and other noise-sensitive land uses would not be exposed to excessive noise. Compliance with the City’s Municipal Code noise limits would result in a **less than significant** impact.

Mitigation Measure 1a: None required.

Impact 1b: Permanent Noise Level Increase. The proposed project is calculated to cause a substantial permanent traffic noise level increase at the existing sensitive land uses in the project vicinity. **This is a potentially significant impact.**

Vehicular traffic on roadways in the city would increase as development occurs and the city’s population increases. These projected increases in traffic would, over time, increase noise levels throughout the community. Increases in traffic noise gradually degrade the environment in areas sensitive to noise. Proposed roadway modifications could increase or decrease traffic noise levels depending on the circumstances of each project. Traffic noise levels were calculated along major roadways, expressways, and highways in the plan area based on peak hour traffic volumes provided by Hexagon Transportation Consultants, Inc.

Existing Plus DSAP Amendment Project Conditions

Policy EC-1.2 of the City’s General Plan defines a significant permanent noise increase to occur if the project would increase noise levels at noise-sensitive receptors by 3 dBA DNL or more where ambient noise levels exceed the “normally acceptable” noise level standard and 5 dBA DNL or more where ambient noise levels are at or below the “normally acceptable” noise level standard. An increase of 3 dBA DNL would be considered substantial in noise sensitive areas along the roadways analyzed in the plan area as noise exposures at a distance of 75 feet from the roadway centerline generally exceed 60 dBA DNL (see Table 10). Traffic noise increases ranging from 0 to 2 dBA DNL are not considered substantial.

Traffic noise levels were calculated for the Existing plus DSAP Amendment Project scenario and compared to Existing conditions to quantify the noise increase attributable to the development of the DSAP Amendment Project. These data are summarized in Table 11. This analysis assumed that traffic noise increases calculated based on the comparison of PM peak hour traffic data would equal the noise increase expected on a daily average basis (DNL). Note that the traffic noise levels indicated in Table 11 are based on traffic noise generated by the roadway segment identified only. Traffic noise contours shown in Figures 5 and 6 include cumulative traffic noise from all traffic noise sources including I-280 and SR 87.

TABLE 11 DSAP Amendment Traffic Noise Level Change Relative to Existing Conditions

Roadway	Segment	Existing + DSAP Amendment Build Noise Level at 75 feet (dBA, DNL)	DSAP Amendment Noise Increase above Existing Conditions (dBA, DNL)	Significant?
Autumn Street	North of West St John Street	52	0	No
	West St John Street to West Santa Clara Street	59	0	No
	West Santa Clara Street to West San Fernando Street	59	2	No
	West San Fernando Street to Park Avenue	62	2	No

Delmas Avenue	West Santa Clara Street to West San Fernando Street	59	-2	No
	Park Avenue to Auzerais Avenue	64	1	No
Josefa Street	Park Avenue to Columbia Avenue	60	2	No
Montgomery Street	Cinnabar Street to West St John Street	55	8	Yes
	West Santa Clara Street to Park Avenue	63	-1	No
Bird Avenue/ Montgomery Street	Park Avenue to West San Carlos Street	69	1	No
Bird Avenue	West San Carlos Street to I-280 ramps	69	1	No
Park Avenue	Sunol Street to South Autumn Street	62	1	No
	South Autumn Street to Delmas Avenue	63	2	No
Royal Avenue	West San Carlos Street to Auzerais Avenue	61	1	No
Santa Clara Street	West of South Montgomery Street	64	-3	No
	South Montgomery Street to South Autumn Street	64	-3	No
	South Autumn Street to SR87	61	-6	No
Stockton Avenue	Lenzen Avenue to West Julian Street	59	1	No
	West Julian Street to West Santa Clara Street	64	3	Yes
West San Fernando Street	Cahill Street to South Autumn Street	62	0	No
West San Carlos Street	West of Bird Avenue	62	2	No
	Bird Avenue to Almaden Boulevard	61	3	Yes
West Julian Street	North Montgomery Street to SR 87	61	1	No

Source: Illingworth & Rodkin, Inc.

As indicated in Table 11, the DSAP Amendment would result in significant traffic noise increases along segments of Montgomery Street, Stockton Avenue, and West San Carlos Street. Decreases in traffic noise levels along Santa Clara Street, Montgomery Street, and Delmas Avenue are due to a reduction in travel lanes along Santa Clara Street to accommodate a dedicated bus lane and the conversion of Montgomery Street from one-way to two-way operations, with a planned termination at its southern end just north of Park Avenue.

As described in the Downtown Strategy 2040 EIR, General Plan Policy EC-1.4 would reduce the impact to the extent feasible by requiring the inclusion of appropriate noise attenuation techniques in the design of new arterial streets projected to adversely impact noise sensitive uses. A combination of mitigation measures such as the repaving of area roadways with a “quiet pavement”, replacement or construction of noise barriers, traffic calming, and sound insulation could be implemented to reduce the effects of increased traffic noise generated by development under the DSAP Amendment.

Case studies have shown that the replacement of dense grade asphalt (standard type) with open-grade or rubberized asphalt can reduce traffic noise levels along local roadways by 2 to 3 dBA DNL. A possible noise reduction of 2 dBA would be expected using conservative engineering assumptions, and future traffic noise increases could be mitigated to a less than significant level

by repaving roadways with “quieter pavements.” To be a permanent mitigation, subsequent repaving would also have to use “quieter” pavements.

In situations where private outdoor use areas are located adjacent to the roadway, new or larger noise barriers could be constructed to provide the additional necessary noise attenuation in private use areas. Typically, increasing the height of an existing barrier results in approximately one dBA of attenuation per one foot of additional barrier height. The design of such noise barriers would require additional analysis. Traffic calming could also be implemented to reduce noise levels expected with the project. Each five-mph reduction in average speed provides approximately one dBA of noise reduction on an average basis (L_{eq}/DNL). Traffic calming measures that regulate speed improve the noise environment by smoothing out noise levels.

Residences could also be provided with sound insulation treatments if further study finds that interior noise levels within the affected residential units would exceed 45 dBA DNL because of the projected increase in traffic noise. Treatments to the homes may include the replacement of existing windows and doors with sound-rated windows and doors and the provision of a suitable form of forced-air mechanical ventilation to allow the occupants the option of controlling noise by closing the windows. The specific treatments for each affected residential unit would be identified on a case-by-case basis.

Each of these mitigation measures involves other non-acoustical considerations. Other engineering issues may dictate continued use of dense grade asphalt. Noise barriers and sound insulation treatments must be done on private property necessitating agreements with each property owner. The implementation of measures associated with this policy will not be able to reduce substantial noise increases to acceptable levels at all noise sensitive areas. Therefore, similar to the Downtown Strategy 2040 Plan, the DSAP Amendment would result in a **significant and unavoidable** impact.

2040 Future Cumulative Plus DSAP Project Conditions

Traffic noise levels were calculated for the 2040 Future Build Project scenario and compared to the 2040 No Build scenario to determine if the cumulative projects would result in noise levels that are substantially increased over existing conditions. The project would result in a significant cumulative traffic noise impact if noise levels at existing sensitive receivers would be substantially increased (i.e., 3 dBA DNL above existing traffic noise levels where noise levels would exceed 60 dBA DNL) and if the Project would make a “cumulatively considerable” contribution to the overall traffic noise level increase. A “cumulatively considerable” contribution would be defined as an increase of 1 dBA DNL or more attributable solely to the proposed project.

Table 12 summarizes the traffic noise increases anticipated under the 2040 Build scenario and the noise increase attributable to the DSAP Amendment. This analysis assumed that traffic noise increases calculated based on the comparison of PM peak hour traffic data would equal the noise increase expected on a daily average basis (DNL).

TABLE 12 Cumulatively Considerable Traffic Noise Increase Attributable to DSAP Amendment

Roadway	Segment	2040 Future Build Noise Increase above Existing Conditions (dBA, DNL)	Noise Increase attributable to DSAP Amendment (dBA, DNL)	Cumulatively Considerable?
Autumn Street	North of West St John Street	4	0	No
	West St John Street to West Santa Clara Street	5	0	No
	West Santa Clara Street to West San Fernando Street	6	0	No
	West San Fernando Street to Park Avenue	5	1	Yes
Delmas Avenue	West Santa Clara Street to West San Fernando Street	0	-1	No
	Park Avenue to Auzerais Avenue	3	0	No
Josefa Street	Park Avenue to Columbia Avenue	6	1	Yes
Montgomery Street	Cinnabar Street to West St John Street	11	2	Yes
	West Santa Clara Street to Park Avenue	-4	-1	No
Bird Avenue/ Montgomery Street	Park Avenue to West San Carlos Street	2	1	No
Bird Avenue	West San Carlos Street to I-280 ramps	2	0	No
Park Avenue	Sunol Street to South Autumn Street	4	1	Yes
	South Autumn Street to Delmas Avenue	4	1	Yes
Royal Avenue	West San Carlos Street to Auzerais Avenue	3	1	Yes
Santa Clara Street	West of South Montgomery Street	1	-1	No
	South Montgomery Street to South Autumn Street	1	-2	No
	South Autumn Street to SR87	0	-3	No
Stockton Avenue	Lenzen Avenue to West Julian Street	4	1	Yes
	West Julian Street to West Santa Clara Street	4	2	Yes
West San Fernando Street	Cahill Street to South Autumn Street	1	0	No
West San Carlos Street	West of Bird Avenue	5	0	No
	Bird Avenue to Almaden Boulevard	6	1	Yes
West Julian Street	North Montgomery Street to SR 87	3	1	Yes

Source: Illingworth & Rodkin, Inc.

As shown in Table 12, the DSAP Amendment would result in cumulatively considerable traffic noise increases along segments of Autumn Street, Josefa Street, Montgomery Street, Park Avenue, Royal Avenue, Stockton Avenue, West San Carlos Street, and West Julian Street. As described above for project traffic impacts, this is a **significant and unavoidable** impact.

Mitigation Measure 1b: Include noise attenuation techniques in the design of new arterial streets projected to adversely impact noise sensitive uses, as recommended in the Downtown Strategy 2040 Final EIR. A combination of mitigation measures such as the repaving of area roadways with a “quiet pavement”, replacement or construction of noise barriers, traffic calming, and sound insulation could be implemented to reduce the effects of increased traffic noise generated by development under the DSAP Amendment.

Impact 1c: Temporary Construction Noise. Existing noise-sensitive land uses would be exposed to a temporary increase in ambient noise levels due to project construction activities. The incorporation of construction best management practices as project conditions of approval would result in a **less-than-significant** temporary noise impact.

Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, the distance between construction noise sources and noise-sensitive areas, and the presence of intervening shielding features such as buildings or terrain. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time.

Chapter 20.100.450 of the City of San José’s Municipal Code establishes allowable hours of construction within 500 feet of a residential unit between 7:00 am and 7:00 pm Monday through Friday unless permission is granted with a development permit or other planning approval. No construction activities are permitted on the weekends at sites within 500 feet of a residence. Policy EC-1.7 of the City of San José’s General Plan requires that all construction operations within the City use best available noise suppression devices and techniques and to limit construction hours near residential uses per the Municipal Code allowable hours. Further, the City of San José considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would involve substantial noise-generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months.

Major noise-generating construction activities associated with new projects would include removal of existing pavement and structures, site grading and excavation, installation of utilities, the construction of building foundations, cores, and shells, paving, and landscaping. The highest noise levels would be generated during the demolition of existing structures when impact tools are used (e.g., jackhammers, hoe rams) and during the construction of building foundations when impact pile driving is required to support the structure. Site grading and excavation activities would also generate high noise levels as these phases often require the simultaneous use of multiple pieces of heavy equipment such as dozers, excavators, scrapers, and loaders. Lower

noise levels result from building construction activities when these activities move indoors and less heavy equipment is required to complete the tasks. Construction equipment would typically include, but would not be limited to, earth-moving equipment and trucks, pile driving rigs, mobile cranes, compressors, pumps, generators, paving equipment, and pneumatic, hydraulic, and electric tools. Table 13 shows the maximum noise level ranges for different construction equipment. Table 14 presents the typical range of hourly average noise levels generated by distinct phases of construction measured at 50 feet from a busy construction site.

TABLE 13 Construction Equipment 50-foot Noise Emission Limits

Equipment Category	L_{max} Level (dBA)^{1,2}	Impact/Continuous
Arc Welder	73	Continuous
Auger Drill Rig	85	Continuous
Backhoe	80	Continuous
Bar Bender	80	Continuous
Boring Jack Power Unit	80	Continuous
Chain Saw	85	Continuous
Compressor ³	70	Continuous
Compressor (other)	80	Continuous
Concrete Mixer	85	Continuous
Concrete Pump	82	Continuous
Concrete Saw	90	Continuous
Concrete Vibrator	80	Continuous
Crane	85	Continuous
Dozer	85	Continuous
Excavator	85	Continuous
Front End Loader	80	Continuous
Generator	82	Continuous
Generator (25 KVA or less)	70	Continuous
Gradall	85	Continuous
Grader	85	Continuous
Grinder Saw	85	Continuous
Horizontal Boring Hydro Jack	80	Continuous
Hydra Break Ram	90	Impact
Impact Pile Driver	105	Impact
Insitu Soil Sampling Rig	84	Continuous
Jackhammer	85	Impact
Mounted Impact Hammer (hoe ram)	90	Impact
Paver	85	Continuous
Pneumatic Tools	85	Continuous
Pumps	77	Continuous
Rock Drill	85	Continuous
Scraper	85	Continuous
Slurry Trenching Machine	82	Continuous
Soil Mix Drill Rig	80	Continuous
Street Sweeper	80	Continuous
Tractor	84	Continuous
Truck (dump, delivery)	84	Continuous
Vacuum Excavator Truck (vac-truck)	85	Continuous
Vibratory Compactor	80	Continuous
Vibratory Pile Driver	95	Continuous

Equipment Category	L _{max} Level (dBA) ^{1,2}	Impact/Continuous
All other equipment with engines larger than 5 HP	85	Continuous

Notes:

¹ Measured at 50 feet from the construction equipment, with a “slow” (1 sec.) time constant.

² Noise limits apply to total noise emitted from equipment and associated components operating at full power while engaged in its intended operation.

³ Portable Air Compressor rated at 75 cfm or greater and that operates at greater than 50 psi.

Source: Mitigation of Nighttime Construction Noise, Vibrations and Other Nuisances, National Cooperative Highway Research Program, 1999.

TABLE 14 Typical Ranges of Noise Levels at 50 Feet from Construction Sites (dBA L_{eq})

	Domestic Housing		Office Building, Hotel, Hospital, School, Public Works		Industrial Parking Garage, Religious Amusement & Recreations, Store, Service Station		Public Works Roads & Highways, Sewers, and Trenches	
	I	II	I	II	I	II	I	II
Ground Clearing	83	83	84	84	84	83	84	84
Excavation	88	75	89	79	89	71	88	78
Foundations	81	81	78	78	77	77	88	88
Erection	81	65	87	75	84	72	79	78
Finishing	88	72	89	75	89	74	84	84

I - All pertinent equipment present at site.

II - Minimum required equipment present at site.

Source: United States Environmental Protection Agency, 1973, Legal Compilation on Noise, Vol. 1, p. 2-104.

Typical hourly average construction-generated noise levels are about 77 to 89 dBA L_{eq} measured at 50 feet from the site during busy construction periods. Large pieces of earth-moving equipment, such as graders, scrapers, and dozers, generate maximum noise levels of 85 to 90 dBA L_{max} at 50 feet. During each stage of construction, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment on site and the location of the activity. Construction noise levels drop off at a rate of about 6 dBA per doubling of distance between the noise source and receptor. Intervening structures or terrain would result in lower noise levels at distant receivers.

Noise generated by small infill projects facilitated by the DSAP would likely have relatively short overall construction durations, with the noisiest phases of construction (e.g., demolition, foundations, project infrastructure, building core and shell) limited to a timeframe of one year or less. Large high-rise buildings or other large construction projects would be anticipated to have longer construction timelines of several years. The DSAP Amendment would facilitate additional construction and increase the duration of construction of projects where the building heights have increased.

The potential short-term noise impacts associated with construction facilitated by the Amended DSAP area would be mitigated by General Plan Policy EC-1.7. This policy states:

Construction operations within the City will be required to use available noise suppression devices and techniques and continue to limit construction hours near residential uses per the City's Municipal Code. The City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would:

- Involve substantial noise generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months.

For such large or complex projects, a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses.

A typical construction noise logistics plan would include, but not be limited to, the following measures to reduce construction noise levels as low as practical:

- Utilize 'quiet' models of air compressors and other stationary noise sources where technology exists;
- Equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment;
- Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from adjacent land uses;
- Locate staging areas and construction material areas as far away as possible from adjacent land uses;
- Prohibit all unnecessary idling of internal combustion engines;
- If impact pile driving is proposed, multiple-pile drivers shall be considered to expedite construction. Although noise levels generated by multiple pile drivers would be higher than the noise generated by a single pile driver, the total duration of pile driving activities would be reduced.
- If impact pile driving is proposed, temporary noise control blanket barriers shall shroud pile drivers or be erected in a manner to shield the adjacent land uses. Such noise control blanket barriers can be rented and quickly erected.

- If impact pile driving is proposed, foundation pile holes shall be pre-drilled to minimize the number of impacts required to seat the pile. Pre-drilling foundation pile holes is a standard construction noise control technique. Pre-drilling reduces the number of blows required to seat the pile. Notify all adjacent land uses of the construction schedule in writing;
- Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.

The potential short-term noise impacts associated with construction facilitated by the DSAP Amendment would be similar to those identified in the Downtown Strategy 2040 EIR. These impacts would be mitigated by the implementation of the above policy that requires reasonable noise reduction measures be incorporated into the construction plan and implemented during all phases of construction activity to minimize the exposure of neighboring properties. Policy EC-1.7 in combination with the limitations on hours set forth in the Municipal Code, would reduce the impact to a **less-than-significant** level.

Mitigation Measure 1c: None required.

Impact 2: Generation of Excessive Groundborne Vibration. Construction-related vibration levels are expected to potentially exceed applicable vibration thresholds at a nearby sensitive land use. **This is a potentially significant impact.**

Demolition and construction activities required for projects implemented by the DSAP Amendment project may generate perceptible vibration levels and levels that could affect nearby structures when heavy equipment or impact tools (e.g. jackhammers, pile drivers, hoe rams) are used in the vicinity of nearby sensitive land uses. Building damage generally falls into three categories. Cosmetic damage (also known as threshold damage) is defined as hairline cracking in plaster, the opening of old cracks, the loosening of paint or the dislodging of loose objects. Minor damage is defined as hairline cracking in masonry or the loosening of plaster. Major structural damage is defined as wide cracking or the shifting of foundation or bearing walls.

The DSAP Amendment would facilitate the development of various projects in a variety of settings. With regard to groundborne vibration, there are two categories of construction projects; those including impact or vibratory pile driving techniques for foundation systems, and those that rely on alternate methods (e.g. CIDH piers, mat slab foundations) which produce substantially lower vibration levels. The severity of the vibration impact is determined by the proximity of the project with respect to buildings and receptors. The sensitivity of buildings is also an important factor in evaluating impacts due to groundborne vibration.

Table 15 presents typical vibration levels that could be expected from construction equipment at a distances of 25 feet to 100 feet. Vibration levels would be higher at distances less than 25 feet and lower at distances greater than 100 feet. Vibration levels would also vary depending on soil conditions, construction methods, and equipment used. Vibration levels are highest close to the source, and then attenuate with increasing distance at the rate $(D_{ref}/D)^{1.1}$, where D is the distance from the source in feet and D_{ref} is the reference distance of 25 feet.

TABLE 15 Vibration Source Levels for Construction Equipment

Equipment		PPV at 25 ft. (in/sec)	PPV at 50 ft. (in/sec)	PPV at 100 ft. (in/sec)
Pile Driver (Impact)	upper range	1.158	0.540	0.252
	typical	0.644	0.300	0.140
Pile Driver (Sonic)	upper range	0.734	0.342	0.160
	typical	0.170	0.079	0.037
Clam shovel drop		0.202	0.094	0.044
Hydromill (slurry wall)	in soil	0.008	0.004	0.002
	in rock	0.017	0.008	0.004
Vibratory Roller		0.210	0.098	0.046
Hoe Ram		0.089	0.042	0.019
Large bulldozer		0.089	0.042	0.019
Caisson drilling		0.089	0.042	0.019
Loaded trucks		0.076	0.035	0.017
Jackhammer		0.035	0.016	0.008
Small bulldozer		0.003	0.001	0.001

Source: Transit Noise and Vibration Impact Assessment, United States Department of Transportation, Office of Planning and Environment, Federal Transit Administration, May 2006, as modified by Illingworth & Rodkin, Inc., May 2020.

Policy EC-2.3 of the City of San José General Plan establishes a vibration limit of 0.08 in/sec PPV to minimize the potential for cosmetic damage to sensitive historic structures, and a vibration limit of 0.2 in/sec PPV to minimize damage at buildings of normal conventional construction. The vibration limits contained in this policy are conservative and designed to provide the ultimate level of protection for existing buildings in San José.

The California Department of Transportation published a Transportation and Construction Guidance Manual in 2013. The Manual developed a synthesis of various vibration criteria to assess the damage potential for representative categories of structures and effects upon people. The guideline criteria, summarized in Table 5 of the Setting section, refine the categories and thresholds set forth in Policy EC-2.3, establishing seven separate categories. The first two categories (Categories 1 and 2) address human perceptibility of vibration only. The five remaining categories (Categories 3-7) address human perceptibility and potential for damage to buildings described as “Extremely fragile historic buildings, ruins, ancient monuments”, “Fragile buildings”, “Historic and some old buildings”, “Older residential structures”, “New residential structures”, and “Modern industrial/commercial buildings”. Most, if not all buildings in the Amended DSAP area would fall into Categories 5-7. The goal in establishing vibration limits is to mitigate potential vibration impacts associated with demolition and construction activities to a

less-than-significant level by establishing safe limits to protect structures from potential damage and to minimize vibration impacts on people and businesses. The vibration limits contained in Policy EC-2.3 utilized criteria from literature available to the City in 2008 that are conservative, and given the broad categories, are now believed to be too general for buildings in the Downtown Strategy 2040 Plan area. Given that the new guideline criteria best accomplish the goal to identify and mitigate construction vibration impacts, the Downtown Strategy 2040 Integrated Final EIR recommends that these criteria be utilized to implement General Plan Policy EC-2.3 for projects facilitated by the Downtown Strategy 2040 Plan.

For projects that produce vibration levels falling under Categories 1 and 2, the primary issue related to construction vibration is human perceptibility and the potential for annoyance. Vibration levels may be perceptible, however, as with any type of construction, this would be anticipated and would not be considered significant, given the intermittent and short duration of the phases that have the highest potential of producing vibration (use of jackhammers and other high-power tools). By use of administrative controls, such as notifying neighbors of scheduled construction activities and scheduling construction activities with the highest potential to produce perceptible vibration during hours with the least potential to affect nearby businesses, perceptible vibration can be kept to a minimum.

For projects that produce vibration levels exceeding the thresholds for Categories 3-7, construction vibration would be expected to cause both human annoyance and the possibility of cosmetic damage. This is a **potentially significant** impact.

Mitigation Measure 2: For DSAP Amendment projects impacting receptors in Categories 6 and 7 that do not involve impact or vibratory pile driving, the following best available controls shall be implemented, as given in the Downtown Strategy 2040 Final EIR:

- A list of all heavy construction equipment to be used for this project known to produce high vibration levels (tracked vehicles, vibratory compaction, jackhammers, hoe rams, etc.) shall be submitted to the City by the contractor. This list shall be used to identify equipment and activities that would potentially generate substantial vibration and to define the level of effort for reducing vibration levels below the thresholds.
- Place operating equipment on the construction site as far as possible from vibration-sensitive receptors.
- Use smaller equipment to minimize vibration levels below the limits.
- Avoid using vibratory rollers and tampers near sensitive areas.
- Select demolition methods not involving impact tools.
- Modify/design or identify alternative construction methods to reduce vibration levels below the limits.
- Avoid dropping heavy objects or materials.

For DSAP Amendment projects impacting receptors in Categories 6 and 7 where pile driving will occur, in addition to the controls above, implement the following best available controls, as given in the Downtown Strategy 2040 Final EIR:

- Notify neighbors within 500 feet of the construction site of the construction schedule and that there could be noticeable vibration levels resulting from pile driving.
- Foundation pile holes shall be pre-drilled to minimize the number of impacts required to seat the pile.
- Jet or partially jet piles into place to minimize the number of impacts required to seat the pile.
- A construction vibration monitoring plan shall be implemented to document conditions prior to, during, and after pile driving. All plan tasks shall be undertaken under the direction of a licensed Professional Structural Engineer in the State of California and be in accordance with industry-accepted standard methods. The construction vibration monitoring plan should be implemented to include the following tasks:
 - Identification of sensitivity to ground-borne vibration of nearby structures. A vibration survey (generally described below) would need to be performed.
 - Performance of a photo survey, elevation survey, and crack monitoring survey for each of these structures. Surveys shall be performed prior to any pile driving activity, in regular interval during pile driving, and after completion and shall include internal and external crack monitoring in structures, settlement, and distress and shall document the condition of foundations, walls and other structural elements in the interior and exterior of said structures.
 - Development of a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted, set up a vibration monitoring schedule, define structure-specific vibration limits, and address the need to conduct photo, elevation, and crack surveys to document before and after pile driving. Alternative construction methods would be identified for when vibration levels approach the limits that are stated in the General Plan such as Policy EC-2.3.
 - If vibration levels approach limits, suspend construction and implement alternative construction methods to either lower vibration levels or secure the affected structures.
 - Conduct post-survey on structures where either monitoring has indicated high levels or complaints of damage has been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities.

- The results of all vibration monitoring shall be summarized and submitted in a report shortly after substantial completion of each phase identified in the project schedule. The report will include a description of measurement methods, equipment used, calibration certificates, and graphics as required to clearly identify vibration-monitoring locations. An explanation of all events that exceeded vibration limits will be included together with proper documentation supporting any such claims.
- Designate a person responsible for registering and investigating claims of excessive vibration. The contact information of such person shall be clearly posted on the construction site.

For all projects that could generate vibration levels exceeding the thresholds for Categories 3, 4, and 5, implement all of the applicable controls outlined above.

The implementation of these mitigation measures would reduce the impact to a **less-than-significant** level.

Impact 3: Exposure of Residents or Workers to Excessive Noise Levels in the Vicinity of a Private Airstrip or an Airport Land Use Plan. The DSAP Amendment would facilitate new residential development where existing and future aircraft noise levels associated with operations at Norman Y. Mineta San José International Airport may exceed 65 dBA CNEL. The implementation of General Plan Policies would result in a **less-than-significant** noise impact.

As shown in Figure 7, the DSAP Amendment would facilitate new residential development where existing and future aircraft noise levels associated with operations at Norman Y. Mineta San José International Airport may exceed 65 dBA CNEL. Land uses proposed within the 65 dBA CNEL contour would residential land uses under the ‘Downtown’ designation and hotel uses under the ‘Downtown’ and ‘Commercial Downtown’ designations.

The Santa Clara County ALUC has jurisdiction over new land uses in the vicinity of airports and establishes 65 dBA CNEL as the maximum allowable noise level considered compatible with residential uses. CLUP Policy N-4 would prohibit residential or transient lodging within the 65 dB CNEL contour boundary unless it can be demonstrated that the resulting interior sound levels will be less than 45 dB CNEL and there are no outdoor patios or outdoor activity areas associated with the residential portion of a mixed use residential project or a multi-unit residential project. In addition, CLUP Policy N-5 would require all property owners within the Airport Influence Area (the 65 dB CNEL contour boundary) who rent or lease their property for residential use to disclose to the tenants that they are living within a high noise area as part of their rental/lease agreement. CLUP Policy N-7 would provide direction when siting highly noise-sensitive land uses such as schools, libraries, outdoor theaters, and mobile homes. This policy states that single-event noise levels (SENL) from single aircraft overflights are also to be considered when evaluating the compatibility of these highly noise-sensitive land.

As described in the Downtown Strategy 2040 EIR, the implementation of General Plan Policies EC-1.1, EC-1.9, and EC-1.11 would guide new development proposed for areas susceptible to

noise associated with Norman Y. Mineta San José International Airport. Policy EC-1.1 would require that the General Plan compatibility standards be used to determine where noise levels in the community are acceptable or unacceptable and require noise attenuation measures to achieve the “normally acceptable” noise level standards. This policy allows for noise levels to exceed the “normally acceptable” noise level standard in the environs of Mineta San José International Airport. The City will require that individual development projects undergo project-specific environmental review. General Plan Policy EC-1.9 would be implemented and would require that studies be conducted to mitigate loud intermittent noise sources such as aircraft. Policy EC-1.11 would be implemented and would require that incompatible land uses be located outside of the 65 dBA CNEL noise contour.

Mitigation Measure 3: None required.

Appendix C: Transportation Analysis

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HEXAGON TRANSPORTATION CONSULTANTS, INC.



Diridon Station Area Plan Amendment



Transportation Analysis

Prepared for:

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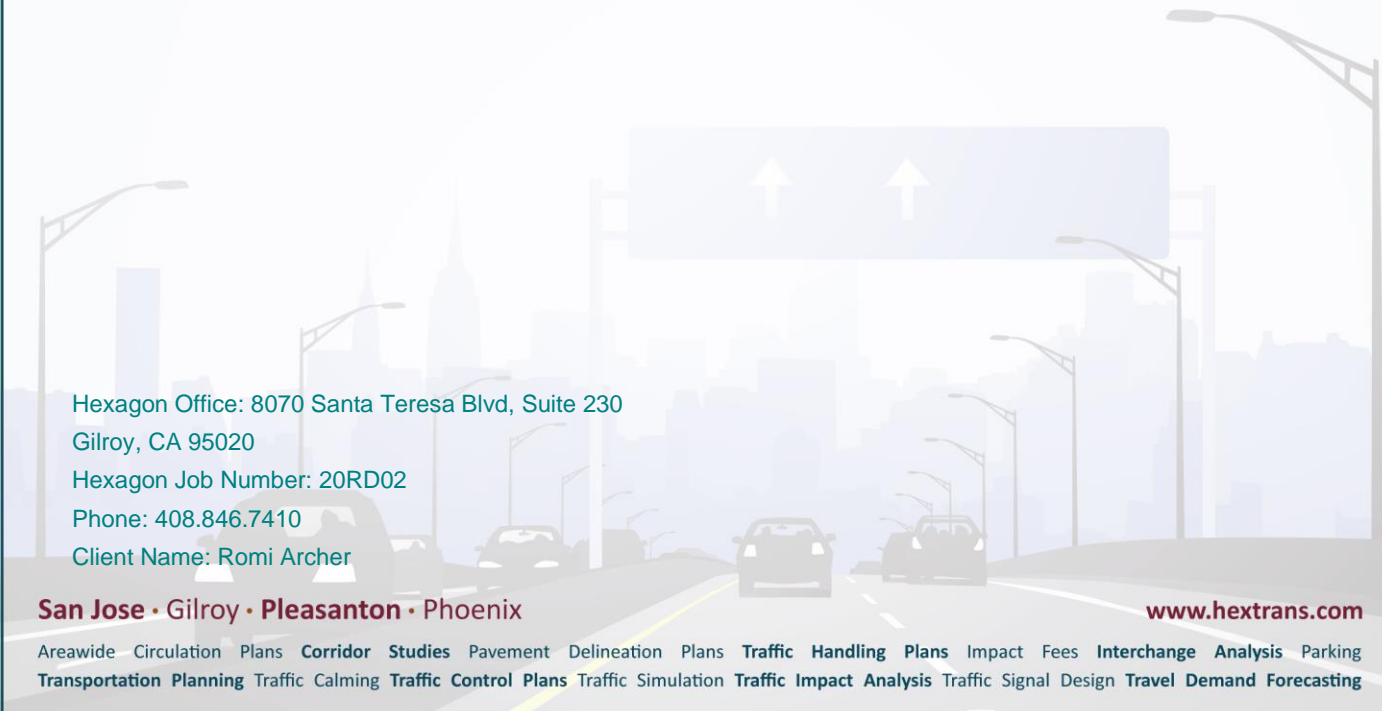


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Executive Summary

This transportation analysis provides an evaluation of the potential long-term traffic impacts associated with the proposed Diridon Station Area Plan (DSAP) Amendment in conformance with the requirements of the California Environmental Quality Act (CEQA). Because the DSAP area is a subset of Downtown San José (Downtown) and was previously analyzed as part of the *Downtown Strategy 2040 (DTS 2040) Environmental Impact Report (EIR)* in 2018, changes to the DSAP are being analyzed through an addendum to the *DTS 2040 EIR*. The DTS 2040 is an integrated strategic urban design plan that focuses on the revitalization of Downtown San José by envisioning higher density infill development and replacement of underutilized uses within the boundaries of Downtown. The DSAP is a 35-year land use plan developed by the City of San José that focuses on the intensification of land uses in the Diridon Station area and expansion of the Diridon Station to serve as a transit hub for existing and planned transit systems. The proposed DSAP Amendment includes substantial increases to the amount of residential and office development contemplated in the DSAP area of the DTS 2040 EIR. In addition, the DSAP Amendment removes the ballpark that was included as part of the 2014 DSAP land use plan and replaces it with potential development growth on the site. The purpose of this addendum is to determine whether changes to the DSAP, proposed as part of this project, would result in new impacts or increase the severity of impacts identified in the DTS 2040 EIR.

Addendum to the DTS 2040 EIR (DSAP Amendment)

The DSAP Amendment proposes to increase the allowed office space within the DSAP area from 4,963,400 square feet (sf) to up to 7,838,000 sf and the number of residential units from 2,588 to up to 7,044 by 2040 (the horizon year of the current General Plan). The proposed increases in residential units and employment space will not result in an increase in the overall citywide number of residential units and jobs envisioned in the General Plan. The increase in office and residential capacity would be achieved by transferring office development and residential units from outlying (beyond the Downtown boundary) Urban Villages and other Growth Areas identified in the General Plan to areas within the DSAP area. Commercial/retail uses and hotel rooms envisioned for the DSAP area as part of the General Plan would not change (424,100 sf and 900 rooms, respectively). The DSAP Amendment also includes an expansion of the boundaries along the east side. The revised boundary would incorporate the area bounded by Autumn Street, Saint John Street, Guadalupe River, and West Julian Street, the area bounded by West Santa Clara Street, Los Gatos Creek, West San Fernando Street, and the Guadalupe River, and the undeveloped areas along Los Gatos Creek between West Santa Clara Street and Park Avenue. The DSAP boundaries would be expanded from approximately 238 acres to 262 acres.

Cumulative Scenario

In addition to the proposed DSAP Amendment, this study includes the evaluation of a cumulative scenario. The cumulative scenario includes the Downtown West (Google) project and other land use

changes proposed by the City's Four-Year General Plan Review. The 2040 General Plan land uses were adjusted to reflect the proposed increase in development within the DSAP area.

Scope of Study

This study provides an evaluation of the potential transportation impacts of the proposed DSAP Amendment and cumulative scenario, including the Google project. This transportation analysis has been prepared in accordance with the standards and methodologies set forth by the City of San José and by the California Environmental Quality Act (CEQA). The analysis consists of a VMT evaluation prepared per the recently adopted City of San José Transportation Analysis Policy (Council Policy 5-1). The new policy replaces the City's Transportation Impact Policy (Council Policy 5-3) that relied on traffic congestion and delay as the metric for determining CEQA transportation impacts.

VMT Evaluation Results

Most of the potential development parcels included within Downtown meet the City's VMT analysis screening criteria based on (1) their location within a planned Growth Area (Downtown), (2) proximity to High-Quality Transit, (3) low VMT, (4) their transit-supporting density, and (5) the amount of parking limited by parking management policies to serve the planned development growth. If a project or a component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact and a detailed VMT analysis is not required. However, since some potential development parcels within Downtown are not in low VMT areas and thus do not meet the screening criteria, a detailed VMT analysis for Downtown is required. Per-capita VMT and per-employee VMT were estimated using the City's Travel Demand Forecasting (TDF) model.

The City's VMT guidelines established an impact threshold of 15% below the Citywide Average per-capita VMT of 11.91 and Regional Average per-employee VMT of 14.37. Thus, the impacts of proposed development growth would be considered significant if it results in VMT that exceeds VMT per capita of 10.12 and VMT per employee of 12.21.

The results of the VMT evaluation (see Table ES 1) indicate that the DSAP Amendment and the cumulative scenario would result in VMT per capita and VMT per employee that are below the established thresholds. Therefore, the DSAP Amendment and the cumulative scenario would result in a *less than significant* transportation impact.

Site-Specific GPA Traffic Analysis

The results of the site-specific GPA traffic analysis show that the proposed land use amendments associated with the DSAP Amendment would not cause any additional transportation impacts beyond those identified for the current 2040 General Plan. Therefore, the proposed land use amendments associated with the DSAP Amendment would result in a *less than significant* impact on the citywide roadway system.

**Table ES 1
VMT per Capita and VMT per Employee Evaluation**

Alternative	Residential					Employment			
	Housing Units	Population	VMT ¹	VMT per Capita ²	Exceed Threshold?	Jobs	VMT ³	VMT per Job ⁴	Exceed Threshold?
<u>Impact Threshold</u>				<u>10.12</u>				<u>12.21</u>	
2015 Existing	5,530	12,548	103,562	8.25	No	33,608	340,166	10.12	No
2040 DTS 2040	19,890	42,704	322,610	7.55	No	92,108	787,999	8.56	No
2040 DTS 2040 + DSAP Amendment	26,934	57,848	392,267	6.78	No	118,235	980,640	8.29	No
2040 Cumulative	32,509	69,834	444,696	6.37	No	139,258	1,135,811	8.16	No
¹ Residential VMT = Home-Based Trip Productions * Distance ² Residential VMT per Capita = Residential VMT / Population ³ Employment VMT = Home-Based Work Trip Attractions * Distance ⁴ Employment VMT per Job = Employment VMT / Jobs									

1. Introduction

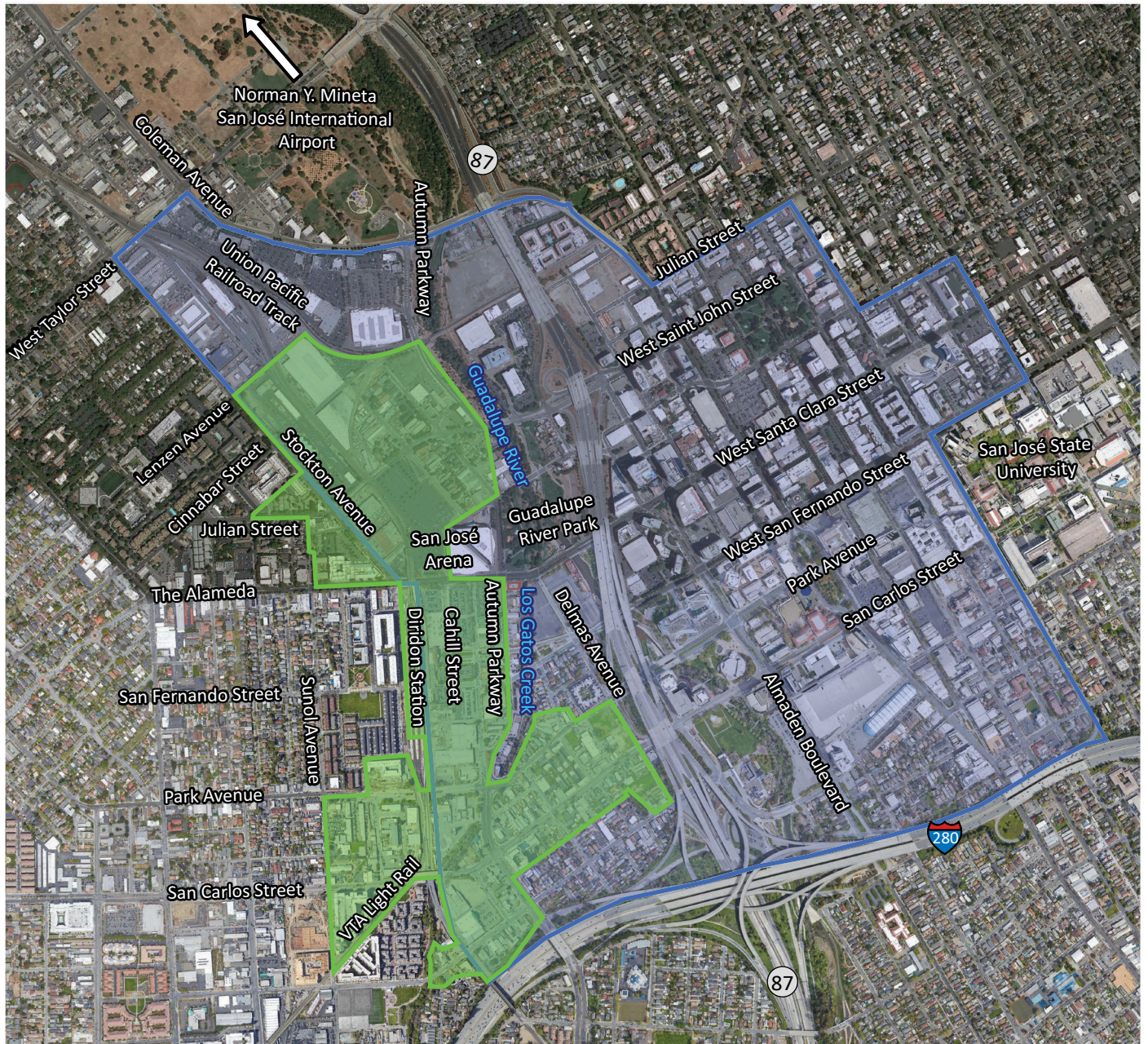
This transportation analysis provides an evaluation of the potential long-term traffic impacts associated with the proposed Diridon Station Area Plan (DSAP) Amendment in conformance with the requirements of the California Environmental Quality Act (CEQA). Because the DSAP area is a subset of Downtown San José (Downtown) and was previously analyzed as part of the *Downtown Strategy 2040 (DTS 2040) Environmental Impact Report (EIR)* in 2018, changes to the DSAP are being analyzed through an addendum to the *DTS 2040 EIR*. The DTS 2040 is an integrated strategic urban design plan that focuses on the revitalization of Downtown San José by envisioning higher density infill development and replacement of underutilized uses within the boundaries of Downtown. The DSAP is a 35-year land use plan developed by the City of San José that focuses on the intensification of land uses in the Diridon Station area and expansion of the Diridon Station to serve as a transit hub for existing and planned transit systems. The proposed DSAP amendment includes substantial increases to the amount of residential and office development contemplated in the DSAP area of the DTS 2040 EIR. In addition, the DSAP Amendment removes the ballpark that was included as part of the 2014 DSAP land use plan and replaces it with potential development growth on the site. The purpose of this addendum is to determine whether changes to the DSAP, proposed as part of this project, would result in new impacts or increase the severity of impacts identified in the DTS 2040 EIR.

Diridon Station Area Plan

DSAP Background



The DSAP encompasses approximately 238 acres generally bounded by Lenzen Avenue and the UPRR tracks to the north, the Guadalupe River and Delmas Avenue to the east, Interstate 280 to the south, and the Caltrain tracks and Sunol Street to the west. State Route 87 runs in a north/south direction just east of the DSAP area. The majority of the DSAP area falls within Downtown, which encompasses approximately 1.5 square miles in the central part of the City. The DSAP areas that lie outside the Downtown boundary are generally located between Stockton Avenue and The Alameda to the north and between Park Avenue and I-280 to the south. Both the DSAP and Downtown boundaries are shown on Figure 1. The DSAP Amendment area is shown on Figure 2.

The 2014 DSAP EIR evaluated the effects of the adjustment of the approved *Downtown San José Strategy 2000* land use development levels relating to the specific development characteristics of the DSAP that consisted of 4,963,400 square feet of office space, 424,100 square feet of retail space, 2,588 residential units, and 900 hotel rooms. The recently adopted *Downtown Strategy 2040 Plan (DTS 2040)* and its certified EIR (December 2018) included the planned DSAP development growth levels per the 2014 DSAP EIR. Therefore, this traffic analysis utilizes the DTS 2040 land use data as the basis from which land use adjustments for the DSAP are made.



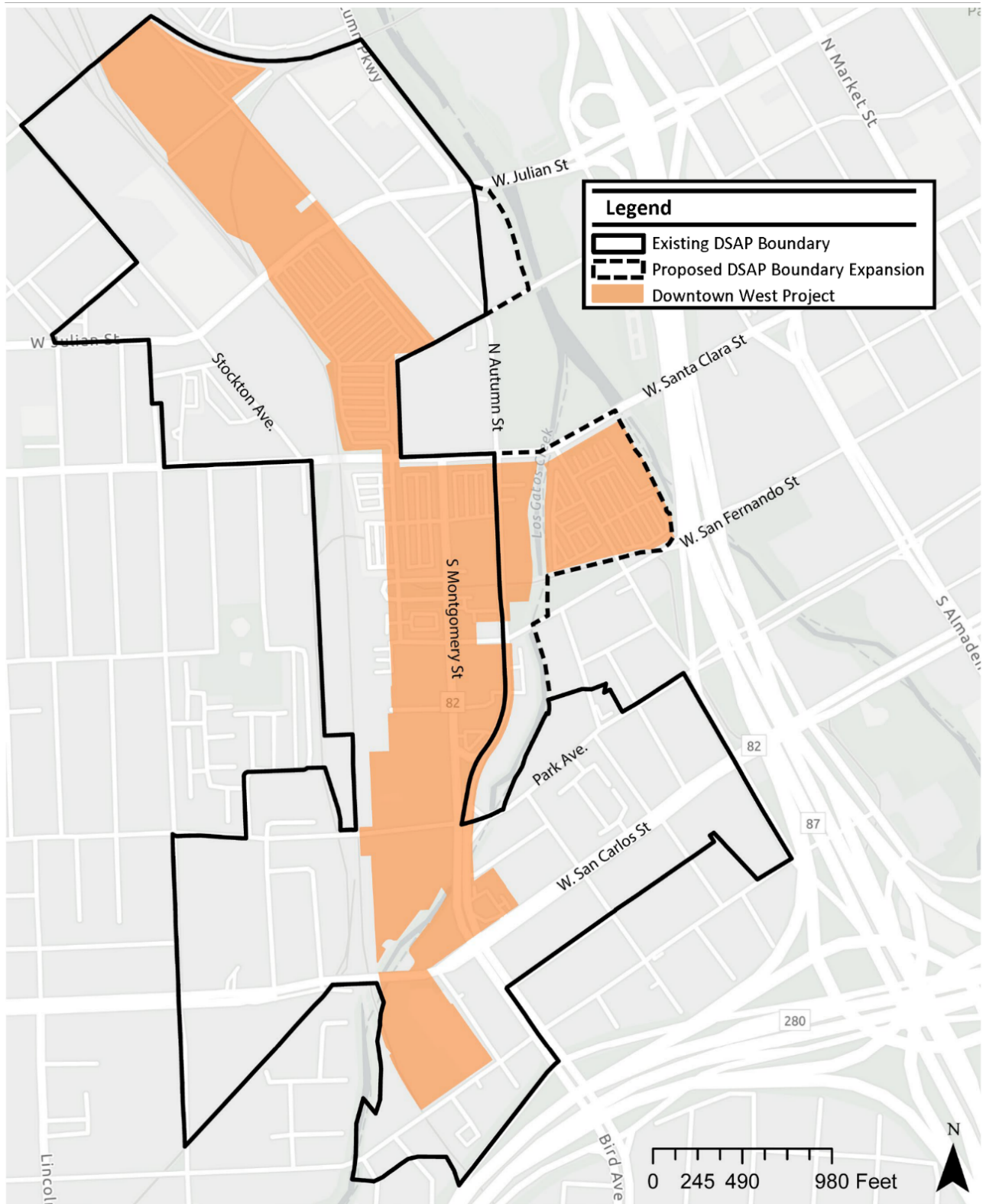
Not To Scale

Legend

-  Existing Diridon Station Area Plan Boundary
-  Downtown San José (Downtown Strategy 2040 Boundary)

Source: Google Earth 2020
and the Diridon Station Area Plan Amendment
Project Description provided by Circlepoint

Figure 1
Project Context



Note: DSAP = Diridon Station Area Plan

Source: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap Contributors, the GIS User Community, and the Diridon Station Area Plan Amendment Project Description provided by Circlepoint

Figure 2
Diridon Station Area Plan Amendment Boundary Map

Diridon Station Area Plan Amendment (DSAP Amendment)

The City evaluated two development capacity scenarios based on a capacity study conducted by Skidmore, Owings & Merrill LLP in January 2020: one with a residential focus and one with a commercial focus. For the purpose of this transportation analysis, a maximum envelope including the greatest possible residential and commercial capacities from each scenario is assumed. The DSAP Amendment proposes to increase the allowed office space within the DSAP area from 4,963,400 square feet (sf) to up to 7,838,000 sf and the number of residential units from 2,588 to up to 7,044 by 2040 (the horizon year of the current General Plan).

The proposed increases in residential units and employment space will not result in an increase in the overall citywide number of residential units and jobs envisioned in the General Plan. The increase in office and residential capacity would be achieved by transferring office development and residential units from outlying (beyond Downtown) Urban Villages and other Growth Areas identified in the General Plan to areas within the DSAP area. Commercial/retail uses and hotel rooms envisioned for the DSAP area as part of the General Plan would not change (424,100 sf and 900 rooms, respectively).

The DSAP Amendment also includes an expansion of the boundaries along the east side. The revised boundary would incorporate the area bounded by Autumn Street, Saint John Street, Guadalupe River, and West Julian Street, the area bounded by West Santa Clara Street, Los Gatos Creek, West San Fernando Street, and the Guadalupe River, and the undeveloped areas along Los Gatos Creek between West Santa Clara Street and Park Avenue. The DSAP area would be expanded from approximately 238 acres to 262 acres.

The DSAP Amendment also includes one roadway network change. The original DSAP included the extension of Autumn Street between St. John Street and Julian Street as a two-lane roadway. The DSAP Amendment removes the Autumn Street extension. A number of other planned or proposed transportation network changes (transit and bicycle facilities) are in various stages of planning and would require discretionary actions and environmental review separate from this analysis.

Cumulative Scenario

In addition to the proposed DSAP Amendment, this study includes the evaluation of a cumulative scenario that includes the Downtown West (Google) project and other land use changes proposed by the City's Four-Year General Plan Review. The Downtown West project proposes an additional 6,306,000 square feet of commercial office space, 469,000 square feet of retail space, 5,575 residential units, and 1,100 hotel units of development capacity in the DSAP. The DSAP Amendment and Downtown West projects would result in a total increase of growth capacity in DSAP to up to 14,144,000 square feet of commercial office space, 469,000 square feet of retail space, up to 12,619 residential units, and 1,100 hotel units.

Commercial office and residential growth would be reallocated to the DSAP area from outside the Downtown boundary. Therefore, this additional development capacity would represent a net increase in development capacity for the DTS 2040. Retail and hotel growth proposed as part of the Downtown West project would be reallocated to the Downtown West project area from other areas within the Downtown boundary. Therefore, the retail and hotel growth of the Downtown West project would not represent a net increase in development capacity within Downtown.

Table 1 summarizes planned growth within the DSAP area for the original 2014 DSAP EIR, the DSAP Amendment, and cumulative scenario within the DSAP area.

Table 1
Planned Growth Capacities Within DSAP Amendment Boundary

Scenario	Description	Office (s.f.)	Retail (s.f.)	Residential (d.u.)	Hotel Rooms
Year 2040 DTS 2040	Contains Original DSAP (2014)	4,963,400	424,100	2,588	900
Year 2040 DTS 2040 + DSAP Amendment	Proposed DSAP Amendment changes	7,838,000	-	7,044	-
Year 2040 Downtown West (Google)	In addition to proposed DSAP Amendment	6,306,000	469,000	5,575	1,100
Year 2040 Cumulative	DTS 2040 plus DSAP Amendment plus Downtown West Project changes	14,144,000	469,000	12,619	1,100

Scope of Study

This study provides an evaluation of the potential transportation impacts of the proposed DSAP Amendment. The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San José's Transportation Analysis Policy (Council Policy 5-1), The City of San José *Transportation Analysis Handbook 2018*, and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San José's Transportation Policy and *Transportation Analysis Handbook 2018*, the transportation analysis for the project consists of a CEQA Vehicle-Miles-Traveled (VMT) analysis. In addition, a long-range General Plan Amendment traffic analysis is provided.

Transportation Policies

Historically, transportation analysis has utilized delay and congestion on the roadway system as the primary metric for the identification of traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, the State of California has recognized the limitations of measuring and mitigating only vehicle delay at intersections and in 2013 passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. With the adoption of SB 743 legislation, public agencies are now required to base the determination of transportation impacts on Vehicle Miles Traveled (VMT) rather than level of service.

In adherence to SB 743, the City of San José adopted a new Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Policy 5-3) and establishes the thresholds for transportation impacts under the CEQA based on vehicle miles traveled (VMT) instead of levels of service (LOS). The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. The new transportation policy aligns with the currently adopted General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and supporting service land uses to internalize trips and reduce VMT. All new development projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1.

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of an evaluation of the proposed project's effect on VMT. For very large projects or projects that can potentially shift travel patterns, such as the proposed amendment, the City's Travel Demand Forecasting (TDF) model can be used to determine project VMT. Given the large scale of the proposed project and its proximity to a major transit facility, the City's TDF model was utilized to complete the VMT evaluation for the proposed project.

The City of San José's Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. Based on the project location, type of development and project description, the TDF model is used to calculate the project VMT. The thresholds of significance for development projects, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses.

The study does not include the evaluation of operational issues on the Downtown roadway network as the Addendum to the DTS 2040 EIR does not include the identification of site-specific development plans. Detailed operational analysis, including signal warrants and vehicle queuing analysis, will be completed at the time of preparation of local transportation analysis (LTA) for individual developments.

The potential project impacts were evaluated under the following scenarios:

Scenario 1: *Year 2015 Existing Conditions.* The City's TDF model was used to project Existing Year 2015 VMT. The TDF model's roadway network was reviewed and updated to reflect the Year 2015 roadway network and transportation system.

Scenario 2: *Year 2040 DTS 2040 Conditions.* The City's TDF model was used to develop VMT projections associated with the remaining unconstructed adopted Envision San José 2040 General Plan land uses as well as the planned growth within the Diridon Station Area Plan (DSAP), per the current DSAP plan. Year 2040 DTS 2040 conditions includes all transportation system improvements as identified in the adopted General Plan roadway network.

Scenario 3: *Year 2040 DTS 2040 + DSAP Amendment.* The 2040 General Plan land uses were adjusted to reflect the proposed increase in development within the DSAP area per the DSAP Amendment.

Scenario 4: *Year 2040 Cumulative Conditions.* Adjustments to the adopted General Plan land uses associated with other development and land use amendments in and surrounding Downtown was made at the direction of City staff. Projects included in the cumulative analysis include the Downtown West Project and other land use changes proposed by the City's Four-Year General Plan Review.

Supplemental Non-CEQA Analysis

In addition, the effects of the DSAP Amendment on mode split, the percentage of travelers using a particular type of mode of travel or number of trips, and VMT per service population also were evaluated and are presented for informational purposes to better understand the transportation-related outcomes associated with the project and cumulative scenarios. However, the determination of project impacts per CEQA requirements are based solely on VMT per capita and job analysis.

Long-Range General Plan Amendment Traffic Analysis

The project consists of land use changes to the current adopted General Plan (GP) land uses. The project does not propose any changes to the citywide transportation system. The GPA long-range analysis focuses on the potential changes on the citywide transportation system in the horizon year of the GP (2040) when the GP capacities for housing and jobs are fully developed. The analysis includes evaluation of increased vehicle miles traveled, increased traffic volume on specified roadway segments, impacts to travel speeds on transit priority corridors, and impacts to pedestrian, bicycle, and transit facilities. Impacts are evaluated based on the same Measures of Effectiveness (MOEs) and significance criteria utilized in the Envision San José 2040 GP TIA. The General Plan Amendment traffic analysis includes the evaluation of traffic conditions are evaluated for the following traffic scenarios using the City's TDF model:

- **Projected Year 2015 Conditions:** The Projected Year 2015 Conditions represent a projection of transportation conditions in 2015 using the City's GP TDF model. The roadway network also reflects the Year 2015 roadway network and transportation system.
- **Current 2040 General Plan Conditions:** Future traffic due to the current GP land uses (i.e., including the adopted DTS 2040 plan, 2016 GP Four-Year Review Land Use adjustments, and adopted 2019 GP Amendments) is added to regional growth that can be reasonably expected to occur by 2040. Current 2040 GP conditions include the current roadway network as well as all transportation system improvements as identified in the current GP.

- **Proposed 2040 DSAP General Plan Amendment Conditions:** Current 2040 GP conditions with the proposed DSAP land use amendments. Transportation conditions for the Proposed 2040 DSAP GPA conditions were evaluated relative to the currently adopted 2040 GP Conditions to determine any long-range traffic impacts.
- **Cumulative 2040 General Plan Amendment Conditions:** Current 2040 GP conditions with all proposed land use amendments including the Downtown West (Google) and other land use adjustments that are part of the 2020 Four-Year GP Review. Transportation conditions for the Cumulative 2040 GPA conditions are evaluated relative to the currently adopted 2040 GP Conditions to determine any long-range traffic impacts.

City of San José Travel Demand Forecasting Model

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San José VMT Evaluation Tool to streamline the analysis for development projects. However, for non-residential or non-office projects, very large projects, or projects that can potentially result in a major shift in travel patterns, the City's Travel Demand Forecasting (TDF) model can be used to determine project VMT. Given the large scale of the proposed project and its proximity to existing and planned major transit facilities, the City's TDF model was utilized to complete the VMT evaluation for the proposed project. The TDF model includes the planned extension of BART service to Downtown San José that is expected to significantly alter modes of travel in the project area. Along with other major roadway network changes, the new BART service and large scale of the project necessitate the use of the multi-modal CSJ Model to project the effects of the transportation system improvements and proposed project on VMT and the transportation system.

Hexagon utilized the recently updated City of San José TDF Model, which was used to develop Year 2040 traffic projections for the Envision San José 2040 General Plan as well as the DTS 2040 Plan traffic analysis. The CSJ Model is a refinement of the C/CAG VTA Bi-County transportation model (VTA Model) that provides more analytical detail and a higher level of accuracy of simulated travel in the City of San José. The CSJ Model represents all motorized modes of travel used within the Bay Area, including the major transit modes such as Caltrain, BART, ACE and all VTA's bus routes and LRT lines. The CSJ Model focuses on trip making in the larger San José area and its mode-choice model is used to estimate the number of people traveling by car (drive alone, 2-person carpool, 3+ person carpool), transit (Caltrain, BART, LRT, and bus) and non-motorized (walk and bike).

Envision San José 2040 General Plan

The CSJ Model relies on the land use plan per the City's General Plan (GP). The current City of San José GP, *Envision San José 2040*, was adopted in 2011 and is based on planned land uses within the City projected to the Year 2035. In 2016, the City completed its GP Four-Year Review that included minor adjustments to the adopted 2040 General Plan planned growth that resulted in the reduction in the total planned employment within the City. The GP Four-Year Review also included an update of the City's projected land uses between 2008 and 2015 to reflect the actual development that has occurred in the period since the adoption of the GP and its base year of 2008. In addition, the horizon year of the planned land uses and regional growth were updated from Year 2035 to Year 2040 to be consistent with projections provided in the most recent, Plan Bay Area 2040, or ABAG 2013.

Land Use Assumptions

Year 2015 Land Use

The 2015 land use data set is generally consistent with the 2013 Association of Bay Area Governments (ABAG) Projections for the year 2015. However, the City of San José updated their 2008 land use data base to reflect year 2015 conditions by adding development projects that were constructed and occupied during this seven-year time period. The 2015 CSJ land use data set is somewhat different from the ABAG projections in terms of the number of housing units and jobs. The CSJ land use data set is believed to more accurately reflect year 2015 land use activities in San José. Therefore, for the TAZs within the City of San José, San José's land use data were used; for all other TAZs representing the rest of the region, the CSJ Model assumed the same ABAG consistent land use data from the VTA.

Year 2040 Land Use

The 2040 land use forecast for the City of San José is different from the ABAG projections since it represents the City's General Plan land uses. The City's General Plan assumes slightly fewer housing units but significantly more jobs in San José. In order to maintain regional consistency with the 2040 ABAG projections, the number of housing units and jobs for the TAZ outside Santa Clara County were adjusted accordingly (housing units were increased and jobs were reduced) to match ABAG's regional control totals. Table 2 provides the projected 2040 land use within the City.

DSAP Amendment 2040 Land Use

The DSAP Amendment provides general development capacities for office, retail, housing, and hotel development within the DSAP area. Land use data prepared by Department of Planning, Building, and Code Enforcement were used to complete all model traffic forecasts for this analysis. The DSAP 2040 land uses were aggregated to the TAZ level in the CSJ Model to represent the projected increases in jobs and housing units for the DSAP area.

The adopted DTS 2040 Plan currently includes a buildout projection of 19,890 households, 42,704 residents, and 92,108 jobs within Downtown. As of mid-2015, the buildout projection includes an existing 5,530 households, 12,548 residents, and 33,608 jobs. The proposed DSAP Amendment land use intensification would increase the total number of households within Downtown by up to 7,044 for a total of up to 26,934 households. An increase of up to 26,127 jobs also is proposed within Downtown for a total of up to 118,235 jobs. The increase in households will result in an increase in population of up to 15,144 within Downtown.

The cumulative scenario would result in an increase of up to 12,619 households and up to 47,150 jobs within Downtown when compared to the DTS 2040 Plan. Table 2 provides a comparison of the land uses of the existing Year 2040 DTS 2040 with those of the proposed Year 2040 DTS 2040 Plus DSAP Amendment and the Year 2040 Cumulative scenarios.

Table 2
DSAP Amendment Land Use Adjustments for the City, Downtown, and DSAP Area

Scenario	DSAP			Downtown			Citywide		
	Housing Units	Population	Jobs	Housing Units	Population	Jobs	Housing Units	Population	Jobs
Year 2015 Existing	1,134	3,163	4,859	5,530	12,548	33,608	319,870	1,016,043	376,903
Year 2040 DTS 2040	3,499	8,129	20,785	19,890	42,704	92,108	429,350	1,290,009	751,650
<i>Change vs. Year 2015 Existing</i>	2,365 ¹	4,966	15,926	14,360	30,156	58,500	109,480	273,966	374,747
Year 2040 DTS 2040 + DSAP Amendment	10,543	23,273	46,912	26,934	57,848	118,235	429,350	1,290,009	751,650
<i>Change vs. Year 2040 DTS 2040</i> ²	7,044	15,144	26,127	4,373 ³	9,389	26,127	0	0	0
Year 2040 Cumulative	16,118	35,259	67,935	32,509	69,834	139,258	429,350	1,290,009	751,650
<i>Change vs. Year 2040 DTS 2040</i>	12,619	27,130	47,150	9,948 ³	21,375	47,150	0	0	0

Notes

Per DSAP Amendment Land Use Data provided City of San José Planning Staff, May 5, 2020.

¹ The original DSAP EIR identified an additional 2,588 housing units within the DSAP boundary based on Year 2010 existing conditions. The reduction to 2,365 housing units is due to the use of Year 2015 existing conditions.

² The differences shown indicate the growth due to the DSAP Amendment.

³ Of the total housing units, 2,671 units are within the DSAP Amendment boundary but outside of the Downtown boundary.

Model Refinement and Calibration

The model baseline conditions at the time the Envision San José 2040 General Plan model was developed were validated to reflect traffic volumes and land use in 2008. The projection of future traffic volumes on the roadway system is based on a comparison of model baseline conditions and the projected traffic associated with land use growth represented in each of the land use zones in the traffic model. Thus, accurate projections of future traffic volumes are highly dependent on model baseline conditions that are calibrated to existing land use and traffic volumes and patterns. Therefore, Hexagon completed a limited update/validation of the model baseline conditions within Downtown to reflect a base year of 2015 as part of the DTS 2040 traffic analysis preparation.

Year 2040 Transportation Network

The CSJ Model includes all major transportation infrastructure identified in the Envision San José 2040 *Land Use/Transportation Diagram* and the *Valley Transportation Plan 2040* (VTP 2040), adopted by VTA in October 2013. The improvements include several new roadways that will provide for enhanced connectivity and circulation to and within Downtown and throughout the City.

Information on local intersection and roadway improvements/adjustments were obtained from the City of San José's Capital Improvement Program (CIP) list of improvements. These include funded improvements at intersections that will be in place by the year 2040. Though there are other improvements outside of Downtown represented in the model, they are not described in detail within this report. The VTP 2040 improvements consist of improvements to regional and local facilities. The planned major roadway improvements near Downtown are identified in Table 3 and Figure 3. The list does not include minor intersection level improvements that were assumed complete by 2040.

2040 Bicycle and Pedestrian Facilities

The *Draft San José Better Bike Plan 2025* and the City's CIP program indicate that a variety of bicycle facilities are planned in the DSAP area. The planned improvements to the bicycle network will provide improved connections to surrounding pedestrian/bike and transit facilities and a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. In addition, the Santa Clara Countywide Bicycle Plan, adopted by VTA in August 2018, and VTP 2040 identify various existing and/or planned cross county bicycle corridors in the DSAP area. The planned facilities that are relevant to the DSAP area and assumed to be in place by the year 2040 are listed in Table 4 and shown in Figure 4.

The Downtown Streetscape Master Plan (DSMP) provides design guidelines for existing and future development for the purpose of enhancing the pedestrian experience within Downtown. The guidelines identify Downtown Pedestrian Network Streets (DPNS), which are intended to support a high level of pedestrian activity as well as retail and transit connections. The DPNS streets provide a seamless network throughout the Downtown that is safe and comfortable for pedestrians and connects all major Downtown destinations. Design features of a DPNS create an attractive and safe pedestrian environment to promote walking as the primary travel mode. The DPNS map is shown in Figure 5.

Table 3
2040 Roadway Network Improvements

#	Improvement
1	Conversion of one-way couplets to two-way streets along 10th and 11th Streets (north of Santa Clara Street) and 2nd and 3rd Streets (in I-280 Vicinity).
2	Narrow 4th Street between Jackson Street and Skyport Drive and reduce travel lanes in each direction from two lanes to one lane.
3	Julian Street Realignment: Realign Julian Street between SR 87 and North 1st Street to extend the downtown urban grid system & Decouple St. James and Julian Streets between Market and 4th Streets & Convert St. James Street from one-way to two-way street from Notre Dame/SR 87 to Market Street.
4	Widen Coleman Avenue from four to six lanes between I-880 and Autumn Street.
5	Complete the Autumn Street realignment and extension between Julian Street and Coleman Avenue.
6	Convert Autumn Street between Santa Clara Street and Park Avenue from a one-way (northbound) street to a two-way street. Autumn Street will become a 4-lane street.
7	Convert Montgomery Street between Santa Clara Street and San Fernando Street from a one-way (southbound) street to a two-way street. Create cul-de-sac at southerly end of Montgomery Street, just north of Park Avenue.
8	Convert St. John Street between Almaden Avenue and Notre Dame Avenue from a one-way street to a two-way street.
9	Convert Virginia Street between 6th and 7th Streets from one- to two-way operations.
10	Facilitate access to Downtown by extending the I-280 ramps at 3rd and 7th Streets.
11	Narrow Park Avenue between McEvoy and Josefa Streets from four to two lanes.
12	Narrow Bird Avenue between San Carlos Street and Park Avenue from six to four lanes.
13	Narrow Hedding Street between Winchester Boulevard and Ruff Drive from four to two lanes.
14	Montague Expressway Improvements - Widen Montague Expressway from six to eight lanes from I-880 to Trade Zone Boulevard.
15	Charcot Avenue overcrossing at I-880.
16	I-280/Senter Road interchange - extend Senter Road and construct new on-/off-ramps and modify existing on-/off-ramps into a collector/distributor ramp system.
17	US 101/Oakland Road/Mabury Road - new interchange.
18	US 101/Zanker Road - new interchange and Skyport Drive connection to 4th Street.
19	I-280/Winchester Boulevard interchange - new off-ramp connecting I-280 to Winchester Boulevard.
20	Widen Commercial Street from two to three lanes NW direction between Berryessa Road and Oakland Road.
21	Widen Berryessa Road from four to six lanes between Commercial Street and Lundy Avenue.
22	Chynoweth Avenue extension to Thornwood Drive via Sanchez Drive and between Almaden Expressway and Winfield Boulevard.
23	Replace and widen San Carlos Street bridge at Caltrian/Vasona LRT.
24	I-280 between US 101 and Leland Avenue - convert one mixed-flow lane to express lane.
25	I-680 between US 101 and Montague Expressway - convert one mixed-flow lane to express lane.
26	US 101/De La Cruz Boulevard interchange improvement - Modify existing loop cloverleaf ramp from southbound US 101 to Trimble Road into a partial cloverleaf ramp. Widen the De La Cruz Boulevard bridge from 4 to 6 lanes.
27	Santa Clara Street Dedicated Bus Service lanes (Bus Rapid Transit). Narrow Santa Clara Street to two lanes between White St (near the Diridon Station) eastward to Alum Rock/34th. 34th is where the center-running BRT becomes side-running BRT.

Source: City of San José staff, 2008 County's Expressway Plan, and VTP 2040.

Note: Improvement #2, 3, 5, 8, 9, 12, 13, 14, and 20 are now completed. However, the improvements are included as future improvements since the CSJ model base year represents 2015 conditions and each of the improvements were completed after 2015.

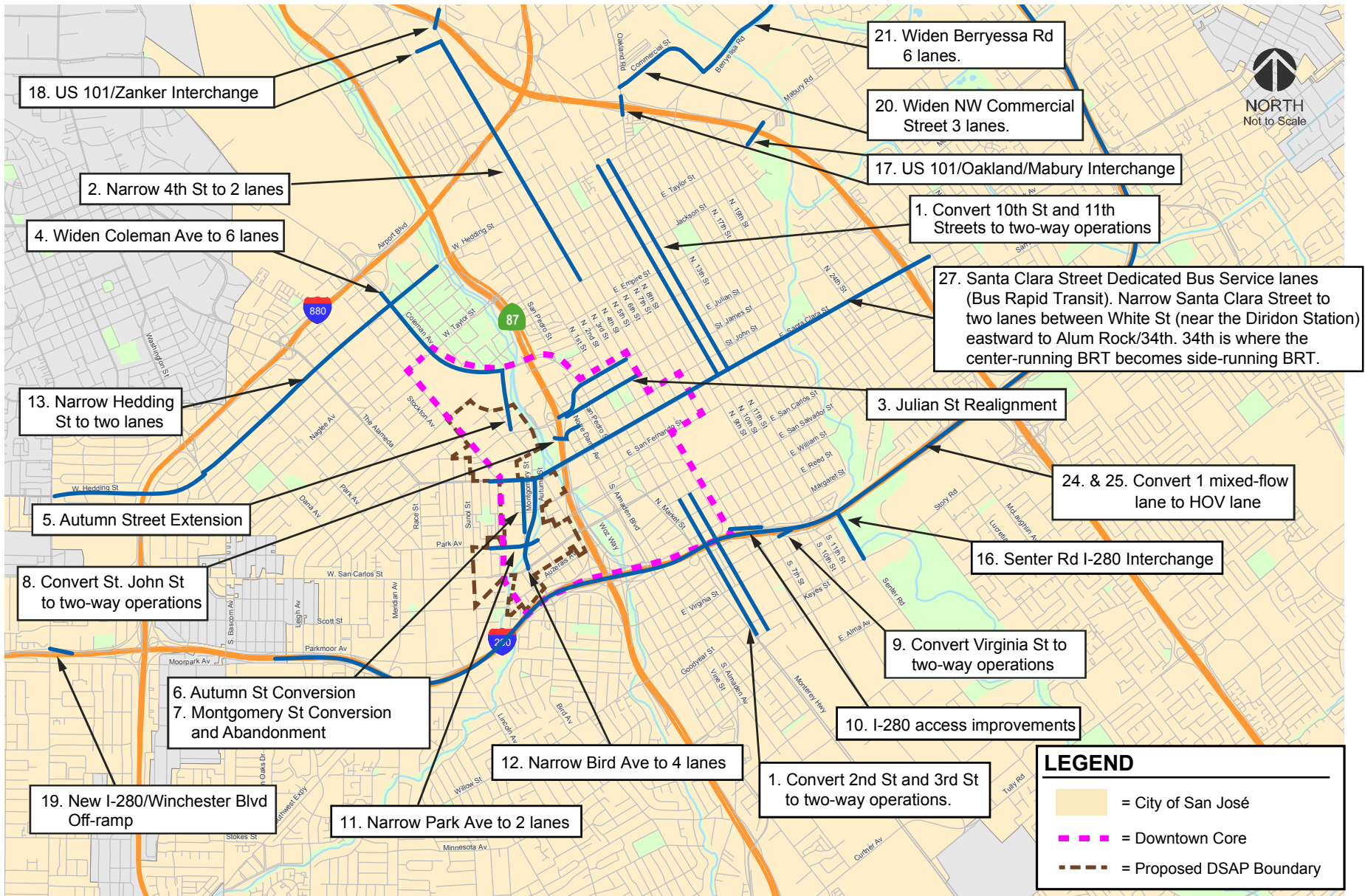


Figure 3
2040 Downtown Area Roadway Network Improvements

**Table 4
2040 Bicycle Network Improvements**

VTP		
ID	Project	Description
VTP 2040 Improvements		
B13	Auzerais Avenue Bicycle and Pedestrian Improvements: Sunol Street to Race Street	Construct Class II bikeways, sidewalk improvements, crossing improvements, and bicycle parking.
B14	Bird Avenue Bicycle and Pedestrian Corridor: Montgomery at Santa Clara Street to Bird Avenue at West Virginia Street	Construct Class II and III bikeways, enhanced crossing/detection, and sidewalk improvements.
B27	Los Gatos Creek Trail Reach 5d: Park Ave/Montgomery St to Santa Clara St	Completion of the last reach of the Los Gatos Creek Trail including design, land acquisition and environmental review.
B28	Los Gatos Creek Trail Reach 5b and 5c: Auzerais Ave South of W San Carlos St to Park Ave/Montgomery St	Completion of the last reach of the Los Gatos Creek Trail including design, land acquisition and environmental review.
B33	Three Creeks Trail: West from Los Gatos Creek Trail/Lonus St to Guadalupe River	Construct landscaped trail system, with paved alignment along a former railway right-of-way. Signage, striping, mileage markers, seating, fitness stations, and decorative gateway elements at all at-grade roadway crossings.
Draft San José Better Bike Plan 2025 Improvements		
	Add Separated Bikeways	<ul style="list-style-type: none"> on Coleman Avenue, between De La Cruz Boulevard and Julian Street on Taylor Street between 1st Street and The Alameda on The Alameda west of Stockton Avenue on Santa Clara Street between Stockton Avenue and Almaden Boulevard on Julian Street between The Alameda and SR 87 on San Carlos Street west of 4th Street on Lincoln Avenue south of Park Avenue on Race Street between The Alameda and Fruitdale Avenue on Meridian Avenue between Park Avenue and Willow Street on Auzerais Avenue between Meridian Avenue and Woz Way on Market Street between Julian Street and Reed Street
	Add Class II Bike Lanes	<ul style="list-style-type: none"> on Perishing Avenue between Stockton Avenue and The Alameda on Magnolia Avenue between The Alameda and Park Avenue on St John Street between Autumn Street and Almaden Boulevard on Sunol Street between The Alameda and Park Avenue on San Fernando Street between Race Street and Wilson Avenue on Delmas Avenue between Santa Clara Street and Auzerais Avenue on Virginia Street between Drake Street and 7th Street on 1st Street between St John Street and San Salvador Street on 2nd Street between St John Street and San Carlos Street
	Add Bicycle Boulevards	<ul style="list-style-type: none"> on Santa Teresa Street and Ryland Street on San Pedro Street between Ryland Street and Hedding Street on Bassett Street west of 2nd Street on 2nd Street between St John Street and Julian Street on St John Street between Almaden Boulevard and 1st Street on Autumn Street between St John Street and Julian Street on Almaden Boulevard between St John Street and Julian Street on Hanchett Avenue between The Alameda and Park Avenue on Shasta Avenue between Park Avenue and San Carlos Street on Laurel Grove Lane on Sunol Street between Park Avenue and Auzerais Avenue on Gifford Avenue between San Fernando Street and Auzerais Avenue
Source: VTP 2040 and Draft San José Better Bike Plan 2025		

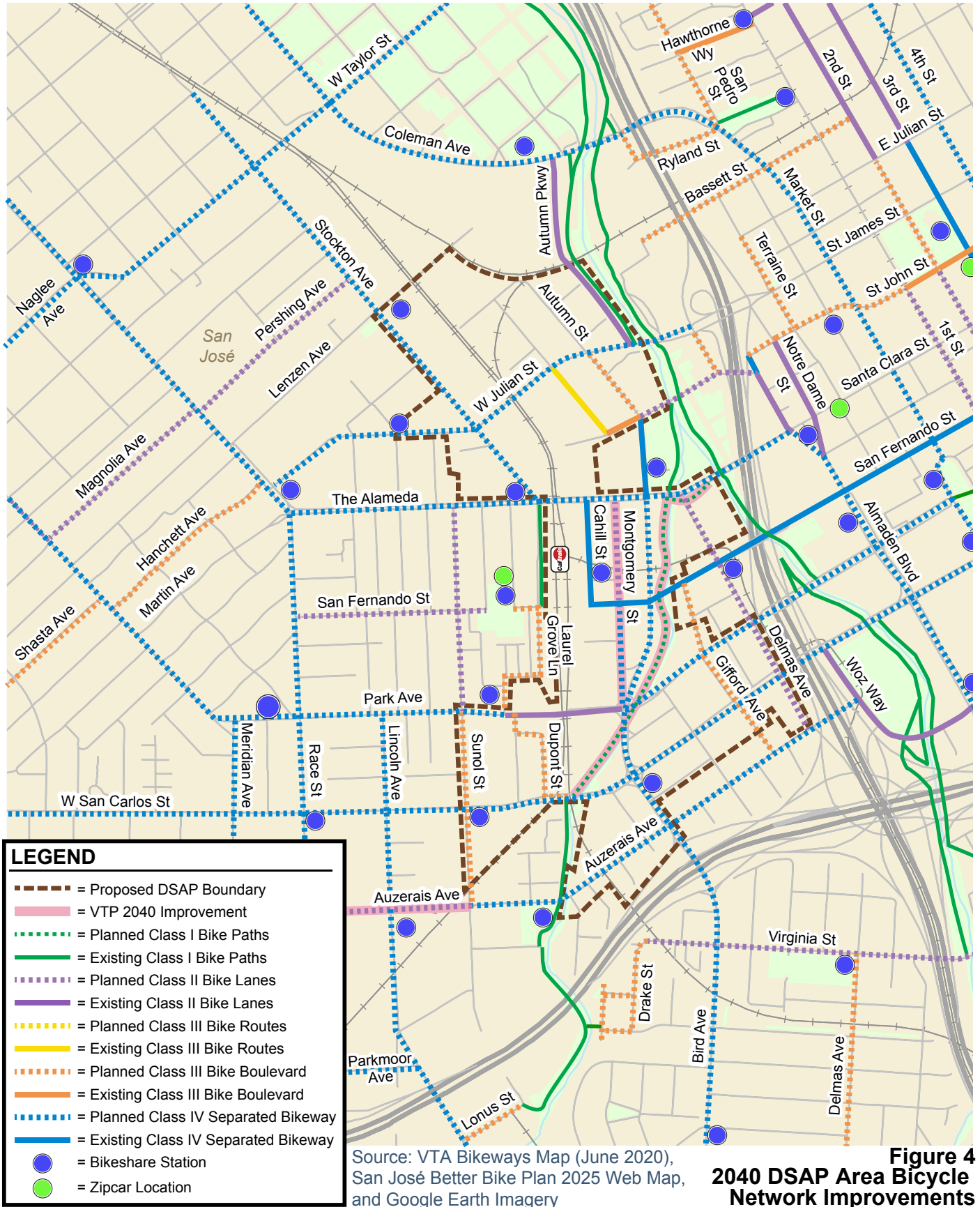


Figure 4
2040 DSAP Area Bicycle Network Improvements

Legend

- Urban Structure Streets
- Downtown Pedestrian Network Streets/High Pedestrian Volume
- Downtown Pedestrian Network Streets/Moderate Pedestrian Volume
- Downtown Residential Streets
- Paseos
- Guadalupe River Pedestrian Paths
- Lighting Study Boundary
- 1989 Streetscape Study Boundary
- Downtown Core
- Proposed DSAP Boundary

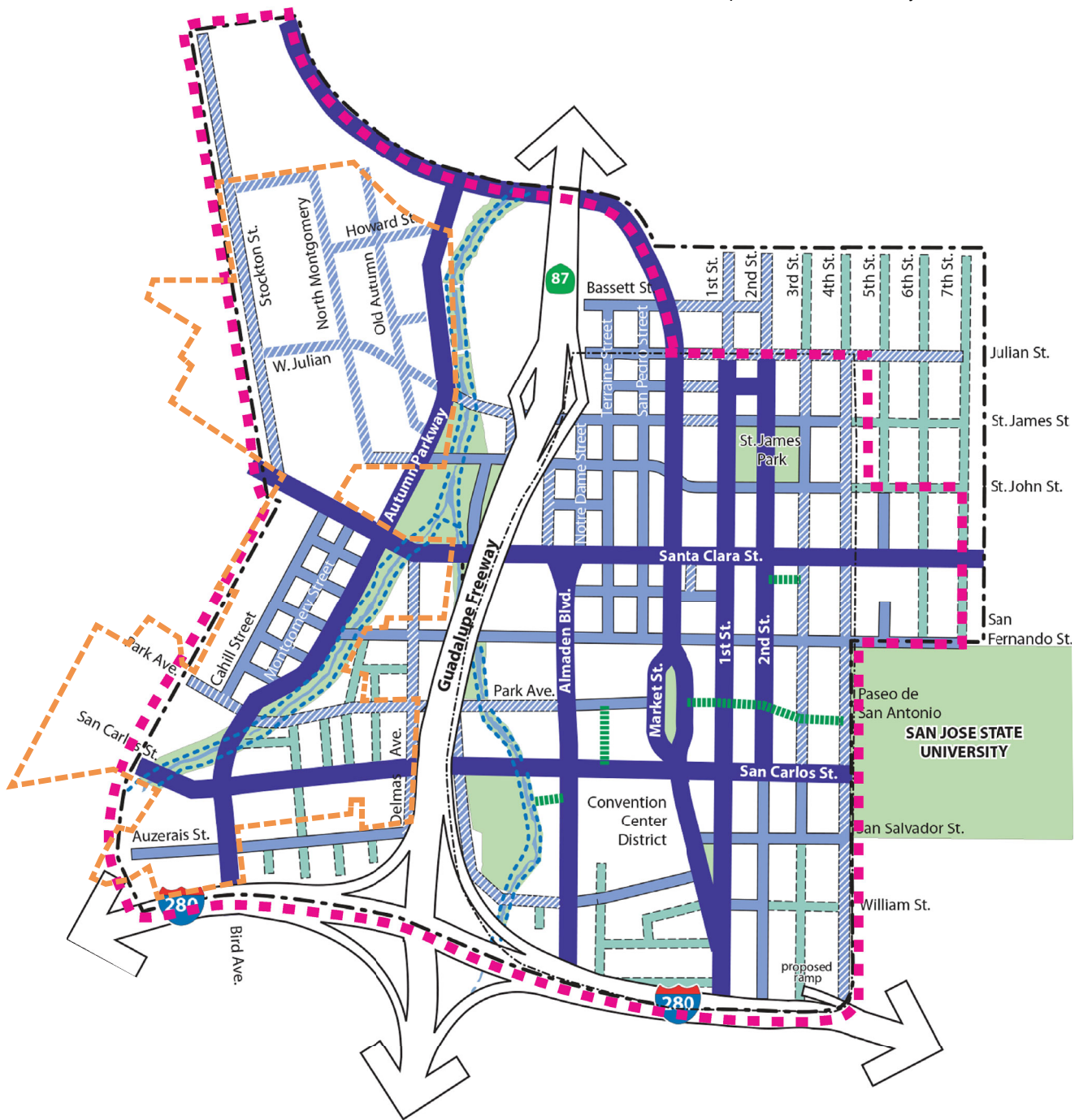


Figure 5

Downtown Pedestrian Street Network

Source: San José Downtown Streetscape Master Plan

2040 Transit Service

Transit improvements for the year 2040 primarily consist of enhancement of regional bus lines and commuter trains that serve Downtown San José. Some of these improvements include bus rapid transit (BRT) projects, Light Rail Transit (LRT) extensions and service improvements, and rail service upgrades.

The Year 2040 transit system includes the implementation of both Phases 1 and 2 of the San Francisco Bay Area Rapid Transit (BART) Extension to Milpitas, San José, and Santa Clara in the Silicon Valley Rapid Transit Corridor (SVRTC). The BART Extension Project would begin at the BART Warm Springs Station in Fremont and proceed on the former Union Pacific Railroad (UPRR) right-of-way (ROW) through Milpitas to near Las Plumas Avenue in San José. The extension would then descend into a subway tunnel, continue through downtown San José, and terminate at grade in Santa Clara near the Caltrain Station. The total length of the alignment would be 16.1 miles. Six stations are proposed with an additional station in Milpitas. Phase 1 of the BART extension project, which includes the extension of service to the Berryessa Transit Center & Berryessa/North San José BART Station, became operational in June 2020. Phase II will extend service six miles from the Berryessa Transit Center into downtown San José with termination in Santa Clara with planned completion in 2030.

Future improvement of VTA's transit system are based on its transit operations plan, the 2019 New Transit Service Plan, that will better connect VTA transit with the Milpitas and Berryessa BART station and increase overall system ridership. The future transit operations plan includes the following:

- Increases to service levels in high-ridership areas and decreases service levels in low-ridership areas.
- Increases frequencies on many routes.
- Expands the number of Rapid Routes.
- Increases the number of residents and jobs with access to frequent service by 150,000 and 160,000 respectively.
- Extends service later in the evening on many routes and adds more service on weekends.

Since the CSJ Model is a refinement of VTA's model it includes all future transit operations identified by the 2019 New Transit Service Plan and the transit system improvements identified in the VTP 2040. Table 5 presents the numerous new transit service improvements identified in the VTP 2040 that would affect travel within Downtown.

**Table 5
2040 Transit Network Improvements**

VTP		
ID	Project	Description
T1	BART Silicon Valley: The Berryessa Extension	Project connects the existing BART system from the Warm Springs Station in Southern Fremont through Milpitas to the Berryessa District of San José.
T2	BART Silicon Valley: The Santa Clara Extension	Project continues the BART extension in a tunnel under downtown San José ending near the Santa Clara Caltrain Station and builds four new stations.
T3	El Camino Bus Rapid Transit (BRT)	Project upgrades the current Line 522 service along El Camino Real and The Alameda between the Palo Alto Transit Center and Downtown San José. The project is projected to decrease transit travel times, lower operating costs, increase ridership and increase farebox revenue.
T4	Stevens Creek Bus Rapid Transit (BRT)	Project implements BRT on Stevens Creek Blvd and West San Carlos St, crossing I-880 and Winchester Blvd with other segments of dedicated lane operations. Corridor improvements include segments of dedicated bus lane, special branded shelters, off-board fare collection, and other streetscape and urban design amenities.
T9	Vasona Corridor Light Rail Extension	Project would build the Vasona Corridor Light Rail Transit Extension to the Mountain View-Winchester LRT line, consisting of extending VTA's light rail system 1.6 miles from the current terminus at the Winchester Station in Campbell to a new Vasona Junction Station in Los Gatos.
T13	Caltrain Electrification Tamien to San Francisco	Project provides improvements to support a blended HSR/Electrified Caltrain rail system from the and operation of high-speed rail with Caltrain passenger service on the existing two-track Caltrain service, reduce noise and air pollution, minimize impacts on surrounding communities, reduce project costs, and expedite the implementation of high-speed rail.
T14	Caltrain: South County	Double track segments on the Caltrain line between San José and Gilroy.
T15	Caltrain/HSR Station Improvements: San José Diridon and Gilroy Station	Provide station improvements needed to accommodate and support the high-speed rail service.
T18	Mineta San José International Airport APM Connector	Project would provide transit link to San José International Airport from VTA's Guadalupe Light Mover (APM) technology. The environmental phase is included in VTP 2040.
	Capitol Corridor Commuter and Intercity Rail	Includes increased track capacity, rolling stock and frequency improvements.

Source: VTP 2040 and Transportation 2035 Plan for the San Francisco Bay Area.

2. Existing Transportation System

This chapter describes existing conditions for all of the major transportation facilities in the DSAP area, including the roadway network, parking, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the DSAP area is provided via SR 87, I-280 and I-880. These facilities are described below:

State Route 87 (SR 87) connects from SR 85 in south San José to US 101 near the San José International Airport. It is generally a six-lane freeway (two mixed-flow lanes plus one HOV lane in each direction) with auxiliary lanes near the I-280 interchange. Connections from SR 87 to the DSAP area are provided via a full interchange at West Julian Street and partial interchanges at Park Avenue (ramps to/from north only), at Auzerais Avenue (ramps to/from south only), and at West Santa Clara Street (northbound off-ramp only).

Interstate 280 (I-280) is generally an eight-lane freeway near Downtown San José with auxiliary lanes between some interchanges. It extends from US 101 in San José to I-80 in San Francisco. The section of I-280 just north of the Bascom Avenue overcrossing has six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes. I-280 provides access to the DSAP area via a full interchange at Bird Avenue. Connections are also available indirectly via an interchange with SR 87.

Interstate 880 (I-880) extends in a north-south direction from its junction with I-280 near Downtown San José to I-80 in Oakland. Within the study area, I-880 has six mixed-flow lanes. I-880 lies somewhat north of Downtown San José, but access to the DSAP area is provided via interchanges at I-280, Bascom Avenue, The Alameda, and Coleman Avenue.

Local access to the DSAP area is provided by numerous major arterials and minor streets. Described below are the major arterials that feed the DSAP area:

West Julian Street is an east-west four-lane divided arterial in the DSAP area that extends from The Alameda in the west, to Terraine Street in the east, where it becomes St. James Street. West Julian Street is primarily a one-way westbound two-lane roadway within the Downtown core. West Julian Street provides regional access to the DSAP area through its full interchange with SR 87. Bike lanes are present between The Alameda and Stockton Avenue.

Santa Clara Street is an east-west four-lane Grand Boulevard in the DSAP area that extends from Stockton Avenue in the west, where it begins from The Alameda, to US 101 in the east, where it

becomes Alum Rock Avenue. Street parking is not allowed east of Notre Dame Avenue. There are bike lanes present west of Almaden Boulevard.

The Alameda (State Route 82) is generally a four-lane north-south arterial that runs from Santa Clara University to Downtown where it becomes Santa Clara Street. There are no bike lanes present on The Alameda.

San Fernando Street is an east-west two-lane Primary Bicycle facility roadway that extends through the heart of downtown between Autumn Street to the west and 17th Street to the east. San Fernando Street has sidewalks on both sides with protected or buffered bike lanes in both directions within the DSAP area. A center median provides space for left-turn pockets and two-way left-turn lanes east of Almaden Boulevard.

San Carlos Street is a four-lane east-west roadway, designated as a Grand Boulevard in the General Plan, that runs from 4th Street westward to Bascom Avenue, just east of I-880, at which point it transitions into Stevens Creek Boulevard. Land uses located along San Carlos Street are generally commercial and industrial, although some high-density residential developments are planned or under construction. Parking is provided on both sides of the street in most areas. Within the DSAP area, San Carlos Street has sidewalks along both sides. San Carlos Street is a designated bike route east of Woz Way. VTA light rail tracks run within the median of San Carlos Street between Woz Way and Second Street.

Park Avenue is two- to four-lane roadway that extends from Market Street (Plaza de Cesar Chavez) westward to Meridian Avenue then northwestward to The Alameda, just south of Santa Clara University, where it terminates. Bike lanes are provided along the extent of Park Avenue. Access to northbound SR 87 and exit from southbound SR 87 is provided at ramps along Park Avenue.

Auzerais Avenue is a two-lane collector street. It provides a connection between Downtown and the SR 87 interchange at Woz Way. Auzerais Avenue is a designated bike route east of Meridian Avenue.

Bird Avenue is a four-lane north-south roadway, designated as a Connector Street in the General Plan, that provides access to I-280 via a full interchange. Bird Avenue runs from the Willow Glen Area of San José to San Carlos Street, where it transitions to Montgomery Street. Land uses located along Bird Avenue are generally commercial north of the I-280 interchange and residential south of the interchange, with parking provided on both sides of the street in most areas. Bike lanes are provided along both sides of Bird Avenue north of Coe Avenue.

Montgomery Street is a north-south roadway that extends between San Carlos Street and Santa Clara Street. Between Santa Clara Street and Park Avenue, Montgomery Street is a two-lane, one-way (southbound), General Plan-designated Grand Boulevard that works as a couplet with Autumn Street. There are no bicycle facilities present between Santa Clara Street and Park Avenue. Between Park Avenue and San Carlos Street, it is a two-way Connector Street with three southbound travel lanes, two northbound travel lanes, and bike lanes along both sides of the street. Montgomery Street is lined with commercial and industrial land uses and includes parking along both sides of the street in most areas.

Autumn Street completes a one-way couplet with Montgomery Street. It is a two-lane, one-way arterial street running northbound from Park Avenue to Santa Clara Street. North of Santa Clara Street, Autumn Street is a two-way street (one lane in each direction) that ends just past Julian Street. A connection between Julian Street and Coleman Avenue is provided via Autumn Parkway. A buffered bike lane runs along the east side of Autumn Street between Park Avenue and Santa Clara Street. Between Santa Clara Street and St. John Street, a protected bike lane is provided on the east side and a buffered bike lane is provided on the west side.

Coleman Avenue is a four-lane arterial that provides access to I-880 and the Airport from Downtown. It runs in a north-south direction from Julian Street at the northern boundary of Downtown San José to De La Cruz Boulevard in Santa Clara. Between I-880 and De La Cruz Boulevard, Coleman Avenue provides three lanes in each direction. Bike lanes are present between Taylor Street and Santa Teresa Street.

Stockton Avenue is a two-lane roadway that extends from Emory Street southward to Santa Clara Street where it terminates. Bike lanes are provided along the extent of Stockton Avenue.

Delmas Avenue is a two-lane street that runs between Santa Clara Street and the SR 87 southbound on-ramp at its intersection with Auzerais Avenue. Between Santa Clara Street and San Fernando Street, Delmas Avenue provides one travel lane in each direction. Between San Fernando Street and the SR 87 on-ramp, two southbound only lanes are provided. There are no bike lanes on Delmas Avenue.

Cahill Street is a short local street that connects Diridon Station to The Alameda. Bicycle facilities along Cahill Street include protected bike lanes, buffered bike lanes, and bike boulevards.

Existing Transit Service

The DSAP area is a hub for nearly all major transit services. Connections between bus lines, light rail, and Caltrain are provided within the DSAP area. The many choices and extensive transit system within Downtown make transit an attractive alternative for both employees and residents. Existing transit service within the DSAP area is provided by the VTA, ACE, Amtrak, and Caltrain. The existing transit services are described below and shown on Figure 6.

VTA Bus Service

The DSAP area is served by numerous local buses. Caltrain also provides a weekend shuttle service within the DSAP area. The Tamien/Diridon Shuttle provides free shuttle service from the San José Diridon Caltrain Station to the Tamien Caltrain Station on all weekends and holidays.

Frequent, Local, and Express bus lines operated by VTA and regional bus services operated by other transit agencies are accessible from bus stops within the DSAP area. Frequent Bus Routes 22, 64A, 64B, and 68 run along Santa Clara Street with stops at or near Diridon Station. In addition, the Rapid 500 Bus Line runs along Santa Clara Street and provides limited-stop rapid transit service between Diridon Station and the Berryessa Transit Center. The Rapid 522 Bus Line runs along Santa Clara Street and provides limited-stop rapid transit service between Palo Alto and Eastridge Loop in East San José. The Highway 17 Express is a weekday commuter service that runs between San José and Santa Cruz via SR-17 and is accessible from bus stops on Bird Avenue, Autumn Street, Montgomery Street, Santa Clara Street, and at Diridon Station.

Light Rail Transit (LRT) Service

The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile VTA light rail line system extending from south San José through Downtown to the northern areas of San José, Santa Clara, Milpitas, Mountain View and Sunnyvale. Reduced service due to COVID-19 is provided between approximately 5:00 AM and 10:00 PM with 30-minute headways. The pre-COVID service operated nearly 24 hours a day with 15-minute headways during much of the day. The Green Line (Old Ironsides – Winchester) operates through the DSAP area along the Caltrain tracks and east of the San José Diridon Station. Diridon Station is located along the Green Line and serves as a transfer point to Caltrain, ACE, Amtrak, and VTA bus services. Riders on the Blue Line (Alum Rock – Santa Teresa) can transfer to the Green Line at the Convention Center station.

Caltrain

Commuter rail service between San Francisco and Gilroy is provided by Caltrain, which currently operates 70 Local and Limited trains on an average weekday under COVID-19 conditions. Before COVID-19, Caltrain operated 92 weekday trains that carry approximately 64,000 riders. There is an existing Caltrain station located at Diridon Station. Diridon Station provides 581 parking spaces, as well as 16 bike racks, 48 bike lockers, and 27 Bay Wheels bike docks. Trains stop frequently at Diridon Station between 4:28 AM and 10:30 PM in the northbound direction, and between 6:27 AM and 1:41 AM in the southbound direction. Caltrain provides passenger train service seven days a week and provides extended service to Morgan Hill and Gilroy during commute hours. Diridon Station provides service to Downtown via connections with bus lines 64A, 64B, 68, Rapid 500, Express 168, and Highway 17, in addition to the LRT and ACE/Amtrak connections.

ACE

The Altamont Commuter Express (ACE) provides commuter rail service between Stockton, Tracy, Pleasanton, and San José during commute hours, Monday through Friday. Service is limited to two westbound trips in the morning and two eastbound trips in the afternoon and evening with headways averaging 98 minutes. ACE trains stop at the Diridon Station at 6:32 AM and 7:47 AM in the westbound direction, and at 3:35 PM and 5:35 PM in the eastbound direction. Service is currently suspended on weekends under COVID-19 conditions. Before COVID-19, service was provided with four westbound trips in the morning and four eastbound trips in the afternoon and evening with headways averaging 60 minutes. ACE trains stopped at the Diridon Station between 6:32 AM and 9:17 AM in the westbound direction, and between 3:35 PM and 6:38 PM in the eastbound direction. Service was also provided on Saturdays by two westbound trains at 6:05 AM and 9:15 AM and two eastbound trains at 4:00 PM and 7:20 PM.

Amtrak Capitol Corridor Inner-City Rail

Amtrak provides daily commuter passenger train service along the 170-mile Capitol Corridor between the Sacramento region and the Bay Area, with stops in San José, Santa Clara, Fremont, Hayward, Oakland, Emeryville, Berkeley, Richmond, Martinez, Suisun City, Davis, Sacramento, Roseville, Rocklin, and Auburn. The Capitol Corridor trains stop at the San José Diridon Station five times during the weekdays between approximately 7:37 AM and 9:05 PM in the westbound direction under COVID-19 conditions. In the eastbound direction, Amtrak stops at the Diridon Station five times during the weekdays between 6:42 AM and 5:46 PM.

Existing Bicycle and Pedestrian Facilities

Pedestrian facilities in the DSAP area consists primarily of sidewalks, pedestrian push buttons, and signal heads at signalized intersections. With a few exceptions, sidewalks are found along virtually all previously described local roadways in the study area and along the local residential streets and collectors surrounding the DSAP area.

There are several bicycle facilities in the DSAP area. As defined by the California Department of Transportation (Caltrans), bicycle facilities include Class I bikeways (defined as bike paths off street, which are shared with pedestrians and excludes general motor vehicle traffic), Class II bikeways (defined as striped bike lanes on street), Class III bike routes (defined as roads with bike route signage where bicyclists share the road with motor vehicles), and Class IV separated bikeways (bike lanes physically separated from vehicle traffic by a vertical element). The *Draft San José Better Bike Plan 2025* also includes Class III bike boulevards (defined as basic bike routes on calmer streets enhanced with traffic calming features). With the exception of limited access highways, bicyclists are allowed to

ride on any roadway, even if there is no bicycle facility present. Bicycle facilities in the DSAP area are presented in Figure 7.

The *Santa Clara Countywide Bicycle Plan*, adopted by VTA in August 2018, identifies various existing and/or planned cross county bicycle corridors in the DSAP area. The purpose of the cross-county Bicycle Corridors, as described in the above document, is to provide continuous connections between Santa Clara County jurisdictions and to adjacent counties, and to serve the major regional trip-attractors in the County. There are currently two designated cross-county bicycle corridors in the DSAP area:

SR 87/Guadalupe LRT cross-county bicycle corridor runs along the extent of SR 87.

I-880/I-680/SR 17/Vasona Rail/Los Gatos Creek cross-county bicycle corridor runs along San Carlos Street and Santa Clara Street.

Guadalupe River Trail

The Guadalupe River multi-use trail system runs through the DSAP area along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River Trail is a trail system with a 9-mile section of Class I bikeway from Gold Street to Virginia Street in the north and a 2.4-mile section from Chynoweth Avenue to Coleman Road in the south. This trail system can be accessed via nearly every intersecting east-west street in the DSAP area including Julian Street, Santa Clara Street, San Fernando Street, Park Avenue, and San Carlos Street. The City of San José is currently developing the Guadalupe River Trail to be about 20 miles long from the San Francisco Bay to south San José.

Bike and Scooter Share Services

The Bay Wheels (formerly Ford Go Bike) bike share program allows users to rent and return bicycles at various locations. Bike share bikes can be rented and returned at designated docking stations throughout Downtown. In addition, dockless bike and scooter rentals are available throughout Downtown. These services provide electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere.

Zipcar

Zipcar provides vehicles to individuals for hourly or daily use. This program places vehicles at designated Zipcar locations throughout Downtown San José for use by individuals who have Zipcar accounts. This car sharing service allows drivers to access an automobile without the need to own their own. There is one Zipcar station located just west of the DSAP boundary.

Other Car Share and Bike Share Services

In the future, it is expected that other transportation services would be available in the DSAP area.

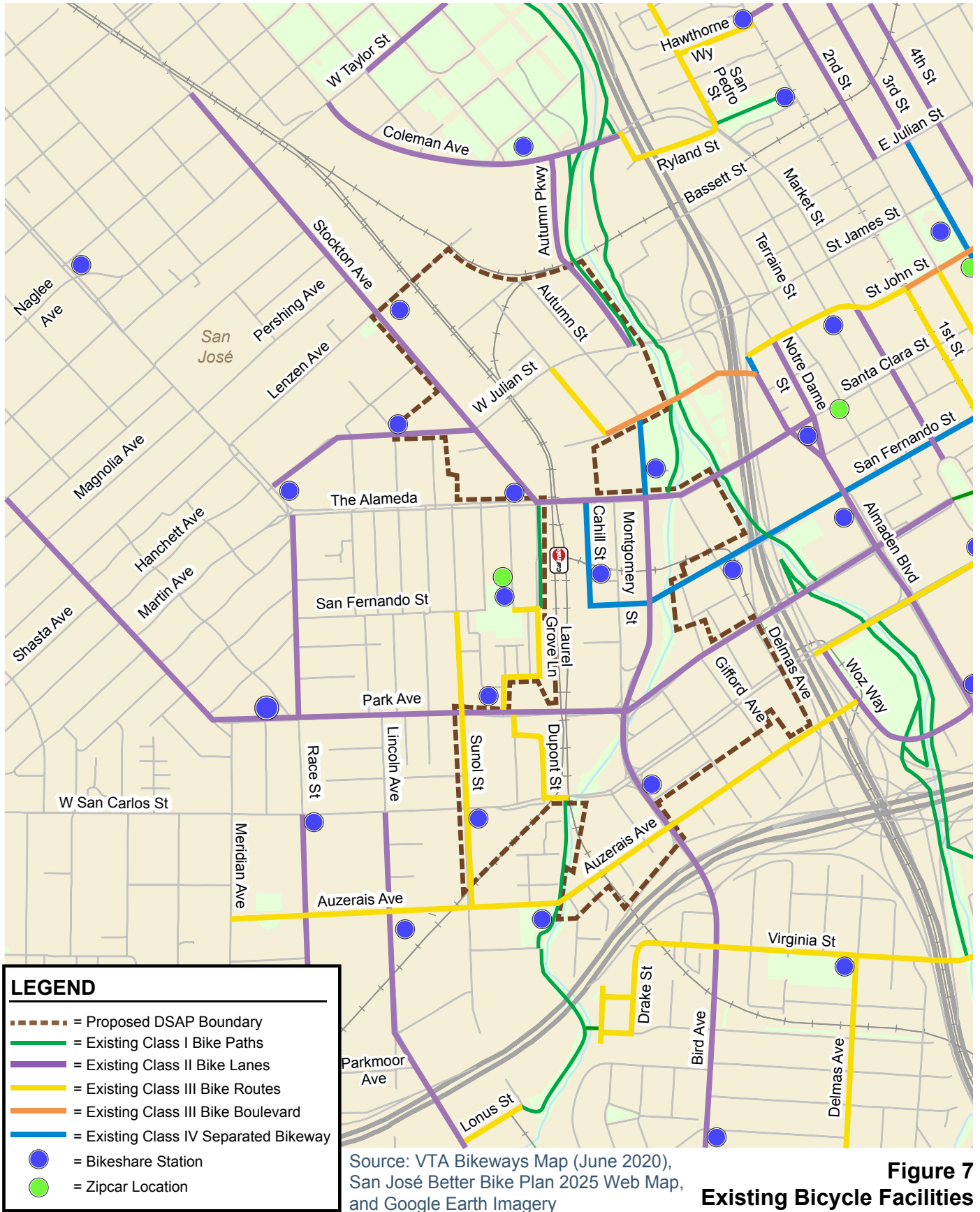


Figure 7
Existing Bicycle Facilities

3.

CEQA Vehicle Miles Traveled (VMT) Evaluation

This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, potential project impacts on VMT, mitigation measures recommended to reduce significant impacts, and an evaluation of consistency with the City of San José's General Plan.

CEQA Transportation Analysis Exemption Criteria

The City of San José *Transportation Analysis Handbook* identifies screening criteria that determine whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project or a component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact and a detailed VMT analysis is not required. The type of development projects that may meet the screening criteria include the following:

- (1) small infill projects
- (2) local-serving retail
- (3) local-serving public facilities
- (4) projects located in *Planned Growth Areas* with low VMT and *High-Quality Transit*
- (5) deed-restricted affordable housing located in *Planned Growth Areas* with *High-Quality Transit*

Table 6 summarizes the screening criteria for each type of development project as identified in the in the City of San José *Transportation Analysis Handbook*. Figures 8 and 9 identify areas within the City that currently have low VMT levels estimated by the City for residents and workers, respectively, for which transit supportive development located within a priority growth area would be screened out of the evaluation of VMT.

Evaluation of Screening Criteria

Most of the potential development parcels included within the DSAP area will meet the City's VMT analysis screening criteria based on (1) their location within a planned Growth Area (Downtown), (2) proximity to High-Quality Transit, (3) low VMT, (4) their transit-supporting density, and (5) the amount of parking limited by parking management policies to serve the planned development growth. If a project or a component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact and a detailed VMT analysis is therefore not required. However, since some potential development parcels within the DSAP area are not located in low VMT areas and thus do not meet the screening criteria, a detailed CEQA-level VMT analysis that evaluates the project's effects on VMT is required.

**Table 6
CEQA VMT Analysis Screening Criteria for Development Projects**

Type	Screening Criteria
Small Infill Projects	<ul style="list-style-type: none"> • Single-family detached housing of 15 units or less; <u>OR</u> • Single-family attached or multi-family housing of 25 units or less; <u>OR</u> • Office of 10,000 square feet of gross floor area or less; <u>OR</u> • Industrial of 30,000 square feet of gross floor area or less
Local-Serving Retail	<ul style="list-style-type: none"> • 100,000 square feet of total gross floor area or less without drive-through operations
Local-Serving Public Facilities	<ul style="list-style-type: none"> • Local-serving public facilities
Residential/Office Projects or Components	<ul style="list-style-type: none"> • Planned Growth Areas: Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; <u>AND</u> • High-Quality Transit: Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; <u>AND</u> • Low VMT: Located in an area in which the per capita VMT is less than or equal to the CEQA significance threshold for the land use; <u>AND</u> • Transit-Supporting Project Density: <ul style="list-style-type: none"> ○ Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; ○ Minimum of 35 units per acre for residential projects or components; ○ If located in a Planned Growth Area that has a maximum density below 0.75 FAR or 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; <u>AND</u> • Parking: <ul style="list-style-type: none"> ○ No more than the minimum number of parking spaces required; ○ If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or “unbundled”, the number of parking spaces can be up to the zoned minimum; <u>AND</u> • Active Transportation: Not negatively impact transit, bike or pedestrian infrastructure.
Restricted Affordable Residential Projects or Components	<ul style="list-style-type: none"> • Affordability: 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; <u>AND</u> • Planned Growth Areas: Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; <u>AND</u> • High Quality Transit: Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; <u>AND</u> • Transit-Supportive Project Density: <ul style="list-style-type: none"> ○ Minimum of 35 units per acre for residential projects or components; ○ If located in a Planned Growth Area that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; <u>AND</u> • Transportation Demand Management (TDM): If located in an area in which the per capita VMT is higher than the CEQA significance threshold, a robust TDM plan must be included; <u>AND</u> • Parking: <ul style="list-style-type: none"> ○ No more than the minimum number of parking spaces required; ○ If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or “unbundled”, the number of parking spaces can be up to the zoned minimum; <u>AND</u> • Active Transportation: Not negatively impact transit, bike or pedestrian infrastructure.

Source: City of San José Transportation Analysis Handbook, April 2018.

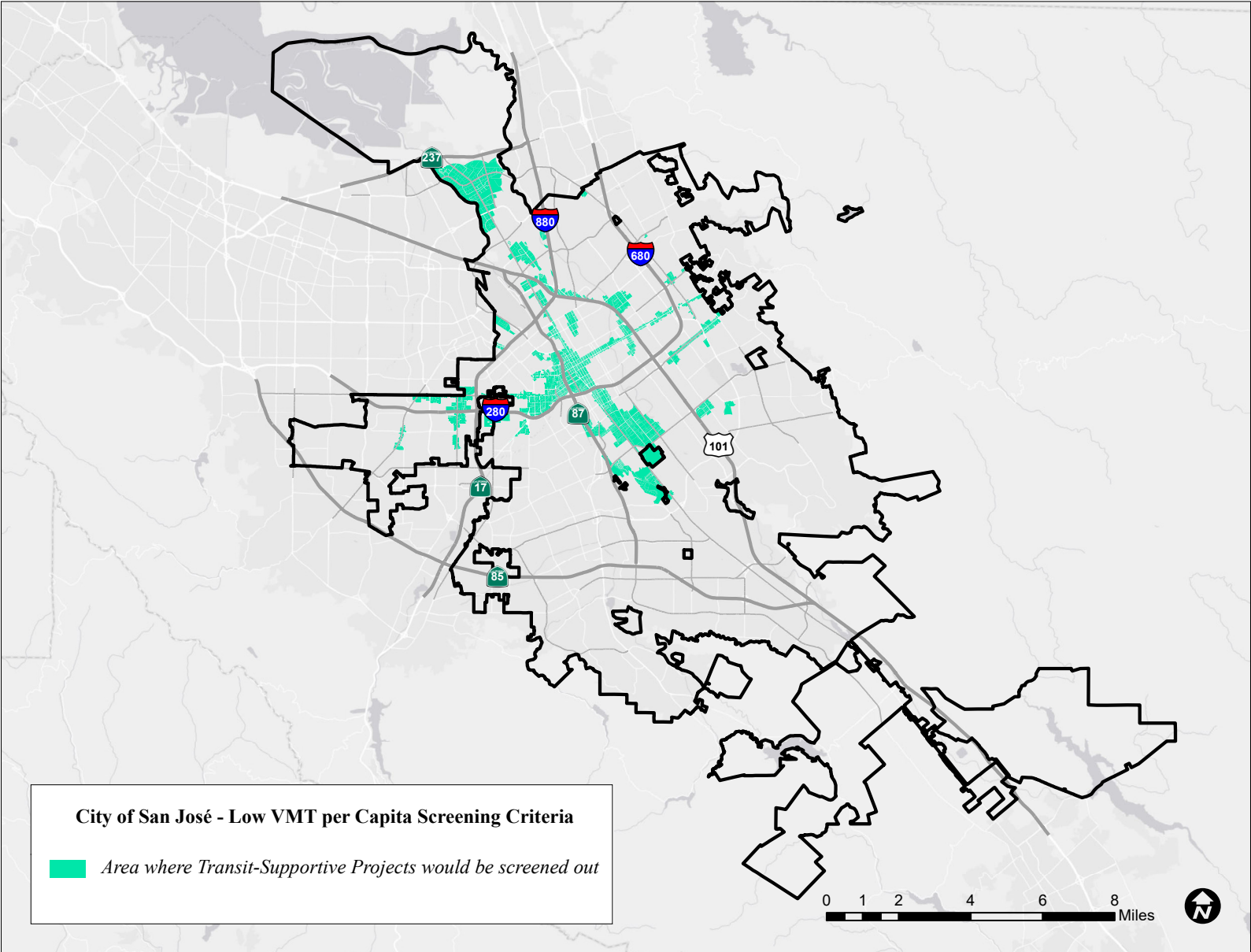


Figure 8
Low VMT per Capita Areas in San José

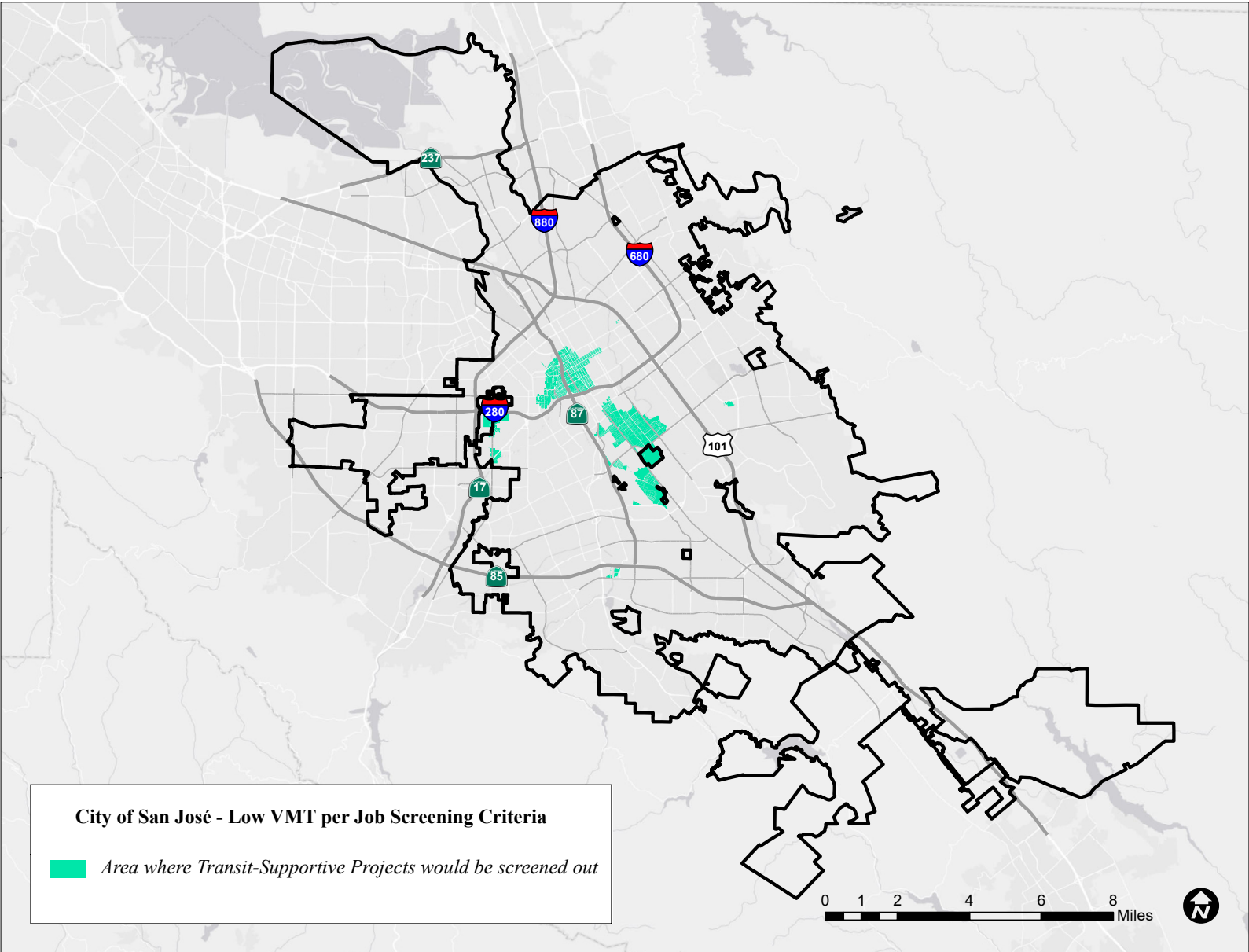


Figure 9
Low VMT per Job Areas in San José

VMT Evaluation Methodology and Criteria

Per Council Policy 5-1, the effects of the proposed project on VMT was evaluated using the methodology outlined in the City's *Transportation Analysis Handbook*. The City of San José defines VMT as the total miles of travel by personal motorized vehicles a project is expected to generate in a day.

In accordance with CEQA, all proposed projects are required to analyze transportation as a component of environmental review using average trip length per resident and/or per employee as metrics. The average trips length is calculated by multiplying the number of vehicle trips by the travel distance divided by the number of residents or employees. Unlike the VMT/service population, the VMT/resident and VMT/employee are calculated regardless of the origin or destination of the trip. In addition, the VMT/resident assumes only trips that start or end at the home of the resident and, for example, a trip made from the gas station to the workplace is not included in this calculation. VMT/employee is calculated from trips made by residents driving to and from work. VMT per capita and VMT per employee were evaluated and derived as follows:

VMT / Capita = VMT's associated with "home-based only" daily vehicle trips generated by Downtown residents / Downtown population.

VMT / Employee = VMT's associated with "home-based-work only" daily vehicle trips generated by jobs in Downtown / Downtown jobs.

Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

Significance Criteria

If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance applicable to the project) and/or mitigating the impact through multimodal transportation improvements or establishing a Trip Cap. Table 7 shows the VMT thresholds of significance for development projects, as established in the Transportation Analysis Policy.

**Table 7
CEQA VMT Analysis Significant Impact Criteria for Development Projects**

Type	Significance Criteria	Current Level	Threshold
Residential Uses	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent <u>OR</u> existing regional average VMT per capita minus 15 percent, whichever is lower.	11.91 VMT per capita (Citywide Average)	10.12 VMT per capita
General Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent	14.37 VMT per employee (Regional Average)	12.21 VMT per employee
Industrial Employment Uses (e.g. warehouse, manufacturing, distribution)	Project VMT per employee exceeds existing regional average VMT per employee	14.37 VMT per employee (Regional Average)	14.37 VMT per employee
Retail/ Hotel/ School Uses	Net increase in existing regional total VMT	Regional Total VMT	Net Increase
Public/Quasi-Public Uses	In accordance with the most appropriate type(s) as determined by Public Works Director	Appropriate levels listed above	Appropriate thresholds listed above
Mixed Uses	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included	Appropriate levels listed above	Appropriate thresholds listed above
Change of Use or Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included	Appropriate levels listed above	Appropriate thresholds listed above
Area Plans	Evaluate each land use component of the area plan independently, and apply the threshold of significance for each land use type included	Appropriate levels listed above	Appropriate thresholds listed above

Source: City of San José Transportation Analysis Handbook, April 2018.

VMT Evaluation

The City's Transportation Policy has established an impact threshold of 15% below the Citywide Average per-capita VMT of 11.91 and Regional Average per-employee VMT of 14.37. Thus, the impacts of proposed development growth would be considered significant if it results in VMT that exceeds VMT per capita of 10.12 and VMT per employee of 12.21.

The results of the VMT evaluation, using the City's Model, indicate that the DSAP Amendment is projected to generate VMT per capita (6.78) and VMT per job (8.29) under Year 2040 conditions that are both below the established thresholds. In addition, the evaluation of the cumulative scenario which includes the Downtown West development is projected to generate VMT per capita (6.37) and VMT per job (8.16) under Year 2040 conditions that also are both below the established thresholds. Therefore, the DSAP Amendment would not result in an impact on the transportation system under Year 2040 conditions based on the City's VMT impact criteria. The VMT per capita and VMT per employee for each scenario are presented in Table 8.

When compared to the existing VMT within Downtown, each future development scenario would result in a reduction of VMT per capita and VMT per job under Year 2040 conditions. Also, when compared to DTS 2040 conditions, the DSAP Amendment and the cumulative scenario would result in a reduction of VMT per capita and VMT per job.

This reduction in per-capita VMT and per-employee VMT could be indicative of increased development of both households and jobs as well as higher forecast development density patterns of the DSAP Amendment. Also changes in VMT per capita are generally sensitive to the relative forecast changes in jobs compared to the relative forecast changes in households. The addition of residents and jobs in close proximity to one another and in an area with extensive opportunities for the use of transit, bicycles, and other non-auto modes of travel will result in less and a reduction of length of those trips that are added to the roadway system due to the planned growth. In addition, the DSAP Amendment allows for development growth, specifically job growth, in close proximity or adjacent to transit services currently serving Diridon Station and the future BART station, therefore a larger percentage of the residents and employees who live and work within the DSAP area would likely use transit more regularly than the average transit usage for these land uses in the remainder of the City.

As stated previously, most of the potential development parcels included within the DSAP area will meet the City's VMT analysis screening criteria based on their location within low VMT areas. For those parcels within the DSAP area that are not located within low VMT areas, a subsequent detailed site-specific VMT analysis may be required to identify necessary VMT reduction strategies (TDM measures) to ensure conformance with Council Policy 5-1.

Table 8
VMT Per Capita and VMT Per Employee Evaluation

Alternative	Residential					Employment			
	Housing Units	Population	VMT ¹	VMT per Capita ²	Exceed Threshold?	Jobs	VMT ³	VMT per Job ⁴	Exceed Threshold?
<u>Impact Threshold</u>				<u>10.12</u>				<u>12.21</u>	
2015 Existing	5,530	12,548	103,562	8.25	No	33,608	340,166	10.12	No
2040 DTS 2040	19,890	42,704	322,610	7.55	No	92,108	787,999	8.56	No
2040 DTS 2040 + DSAP Amendment	26,934	57,848	392,267	6.78	No	118,235	980,640	8.29	No
2040 Cumulative	32,509	69,834	444,696	6.37	No	139,258	1,135,811	8.16	No
¹ Residential VMT = Home-Based Trip Productions * Distance ² Residential VMT per Capita = Residential VMT / Population ³ Employment VMT = Home-Based Work Trip Attractions * Distance ⁴ Employment VMT per Job = Employment VMT / Jobs									

4.

Non-CEQA Required Analysis (Informational Only)

This chapter presents a supplemental evaluation of other non-CEQA required transportation metrics. The supplemental evaluation includes the following metrics:

- Mode-Share
- VMT per Service Population

Unlike the VMT per capita and job evaluation, which is adopted by the City Council and required per CEQA guidelines, the analyses in this chapter are presented for informational purposes only to better understand other transportation-related effects associated with the proposed DSAP Amendment. However, the determination of project impacts per CEQA requirements are based solely on VMT analysis presented in Chapter 3.

Mode-Share

Mode share refers to the percentage of person-trips made by each of the primary modes of transportation: Driving Alone, Shared Ride, Transit, Bicycling, and Walking. The CSJ Model calculates the mode share based on input factors taken from survey data or other sources that have been validated. For example, the factors for calculating the transit mode share include residential development density, proximity to transit, household income, the cost of using transit versus automobile, and travel times for transit versus automobile. By analyzing the mode share under each of the Year 2040 scenarios, the effects of planned development growth on travel mode usage of Ridesharing, Transit, Biking, and Walking can be reviewed.

Downtown Person Trips

Table 9 presents a breakdown of mode-share percentages for daily person-trips with at least one trip end in Downtown under Year 2015 existing conditions and under each of the Year 2040 scenarios. The table includes all person-trips beginning and/or ending in Downtown, i.e, trips that begin and end in Downtown, trips that begin in Downtown and end in other parts of the City of San José or another jurisdiction, and trips that begin in other parts of the City of San José or another jurisdiction and end in Downtown.

Table 9
Mode-Share for Downtown Person Trips

Study Scenario	Daily					
	Drive Alone	Carpool 2	Carpool 3+	Transit	Bike	Walk
Within Downtown¹						
Year 2015 Existing	26.5%	11.7%	6.3%	9.6%	1.6%	44.3%
Year 2040 DTS 2040	24.3%	10.5%	5.3%	11.8%	1.6%	46.4%
Year 2040 DTS 2040 + DSAP Amendment	23.4%	10.1%	5.1%	13.8%	1.8%	45.8%
Year 2040 Cumulative	23.8%	10.2%	5.1%	13.6%	1.9%	45.5%
Percent Growth over Existing						
Year 2040 DTS 2040	-2.2%	-1.2%	-1.0%	2.3%	0.1%	2.1%
Year 2040 DTS 2040 + DSAP Amendment	-3.1%	-1.7%	-1.2%	4.2%	0.2%	1.5%
Year 2040 Cumulative	-2.7%	-1.6%	-1.1%	4.0%	0.3%	1.1%
To or From Downtown²						
Year 2015 Existing	48.5%	20.1%	11.9%	10.4%	2.1%	7.0%
Year 2040 DTS 2040	43.0%	17.9%	11.1%	16.5%	1.9%	9.6%
Year 2040 DTS 2040 + DSAP Amendment	42.1%	17.4%	10.8%	17.7%	2.0%	10.1%
Year 2040 Cumulative	41.8%	17.1%	10.6%	17.9%	2.0%	10.6%
Percent Growth over Existing						
Year 2040 DTS 2040	-5.5%	-2.2%	-0.8%	6.1%	-0.2%	2.5%
Year 2040 DTS 2040 + DSAP Amendment	-6.4%	-2.7%	-1.1%	7.3%	-0.1%	3.0%
Year 2040 Cumulative	-6.7%	-3.0%	-1.3%	7.5%	-0.1%	3.5%
To and From Downtown³						
Year 2015 Existing	47.2%	19.6%	11.6%	10.4%	2.0%	9.3%
Year 2040 DTS 2040	41.0%	17.1%	10.5%	16.0%	1.9%	13.6%
Year 2040 DTS 2040 + DSAP Amendment	39.8%	16.5%	10.1%	17.2%	1.9%	14.5%
Year 2040 Cumulative	39.4%	16.2%	9.8%	17.3%	2.0%	15.3%
Percent Growth over Existing						
Year 2040 DTS 2040	-6.2%	-2.5%	-1.1%	5.6%	-0.2%	4.3%
Year 2040 DTS 2040 + DSAP Amendment	-7.4%	-3.1%	-1.5%	6.8%	-0.1%	5.2%
Year 2040 Cumulative	-7.8%	-3.4%	-1.7%	6.9%	-0.1%	6.0%
Source:						
CSJ Travel Forecasting Model runs completed August 2020 by Hexagon Transportation Consultants, Inc.						
¹ Trips starting and ending in Downtown						
² Trips starting or ending in Downtown						
³ Trips starting and / or ending in Downtown						

Auto Based Travel

As shown in Table 9, both the “Drive Alone” and “Carpool” modes are made by automobile. The carpool modes include all person-trips with more than one occupant in the vehicle. For example, both a parent with a child in the car and two employees who carpool to work together will be shown in the table as two person-trips made by carpooling. Recent years have seen the growth of services such as Uber, Lyft, and other alternative taxicab services which are referred to as Transportation Networking

Companies (TNCs) by the California Public Utilities Commission. The CSJ Model treats TNC trips as single-occupant trips.

The mode-share results indicate that all Year 2040 scenarios are projected to result in a lower mode share for all automobile modes (drive alone, carpool of two people, and carpool of three or more people) in comparison to Year 2015 Existing Conditions. When compared to Year 2040 DTS 2040 conditions, the other Year 2040 scenarios would result in reductions of auto travel modes of approximately 0.1 to 1.6 percent. The automobile modes for each of the Year 2040 scenarios follow the same pattern as the drive alone mode, in that as more people take transit, ride bikes, or walk, fewer people use cars -- whether as single-occupant or multiple-occupant vehicles.

Non-Auto Based Travel

Under Year 2015 Existing Conditions, the alternative modes of travel (Transit, Bikes, and Walking) account for 55.5% of person-trips that begin and end within Downtown and 19.5% of person-trips with only one trip end within Downtown. Each of the Year 2040 scenarios would result in increases in the combined use of transit, bikes, and walking as travel mode of approximately 4 to 6 percent for person-trips that begin and end in Downtown and 8 to 11 percent for person-trips with only one trip end in Downtown.

Transit Share

Each of the Year 2040 scenarios would result in approximately 12 to 14 percent of all person-trips that begin and end in Downtown and 17 to 18 percent with only one trip end in Downtown being made by transit. This represents an increase in transit usage when compared to that of approximately 10 percent under Year 2015 existing conditions. The increase would be due to increased development density near major transit facilities within Downtown and enhancement of an already extensive transit network, including the extension of BART into Downtown San José, which would make the use of transit a more attractive travel option.

Bicycle and Pedestrian Share

The CSJ Model estimates that the existing mode share for bicycling is approximately 2% for all trips with at least one trip end in Downtown, as shown in Table 9. To provide context for that estimate, a typical Bay Area city currently has a 1 to 2 percent bike mode share in the Metropolitan Transportation Commission (MTC)'s regional model, so 2% is comparable to the bike share in most other cities in the region.

Each of the Year 2040 development scenarios would result in only minimal, 0.3% or less, change in mode share for bicycling when compared to Year 2015 existing conditions. Therefore, trips made by bicycling would be expected to remain approximately the same.

Conversely, the planned increased development densities within Downtown would result in an increase in trips made by walking. Each of the Year 2040 plan scenarios would result in an increase of approximately 1 to 6 percent when compared to Year 2015 existing conditions. The increase in walking as a travel mode within Downtown is due to the inclusion of multi-family housing in close proximity to other land uses, so that people may walk to more destinations.

Effects on Alternative Modes of Travel

The Circulation Element of the Envision San José 2040 General Plan includes a set of balanced, long-range, multimodal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). In

combination with land use goals and policies that focus growth into areas served by transit, these transportation goals and policies are intended to improve multi-model accessibility to employment, housing, shopping, entertainment, schools, and parks and create a city where people are less reliant on driving to meet their daily needs. San José's Transportation Goals, Policies, and Actions aim to:

- Establish circulation policies that increase bicycle, pedestrian, and transit travel, while reducing motor vehicle trips, to increase the City's share of travel by alternative transportation modes.
- Promote San José as a walking- and bicycling-first city by providing and prioritizing funding for projects that enhance and improve bicycle and pedestrian facilities.

Included within the General Plan are a set of Goals and Policies to support a multimodal transportation system that gives priority to the mobility needs of bicyclists, pedestrians, and public transit users while also providing for the safe and efficient movement of automobiles, buses, and trucks. Policies TR-2.1 through TR-2.11 provide specific policies to guide improvement to walking and bicycling. Such policies include the provision of continuous bicycle system, constructing sidewalks and crosswalks. Similarly, the Envision San José 2040 General Plan includes specific policies to maximize use of public transit (TR-3.1 through 3.4). As the amended DSAP develops, the review of site-specific development plans should ensure that future Downtown development is consistent with the Envision San José 2040 General Plan to provide safe, accessible and inter-connected pedestrian and bicycle facilities, and accommodate transit services.

Envision San José 2040 Relevant Transportation Policies

The adopted Envision San José 2040 GP contains goals and policies to improve pedestrian walking environment, increase pedestrian safety, and create a land use context to support non-motorized travel.

- Policy TR-1.1 Accommodate and encourage use of non-automobile transportation modes to achieve San José's mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT).
- Policy TR-1.2 Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.
- Policy TR-1.4 Through the entitlement process for new development, fund needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities. Encourage investments that reduce vehicle travel demand.
- Policy TR-1.5 Design, construct, operate, and maintain public streets to enable safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.
- Policy TR-1.6 Require that public street improvements provide safe access for motorists and pedestrians along development frontages per current City design standards.
- Policy TR-2.8 Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.
- Policy TR-3.3 As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.
- Policy TR-8.4 Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use.

- Policy TR-8.6 Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive TDM program, or developments located near major transit hubs or within Villages and Corridors and other growth areas.
- Policy TR-8.7 Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments.
- Policy TR-8.9 Consider adjacent on-street and City-owned off-street parking spaces in assessing need for additional parking required for a given land use or new development.
- Policy TR-9.1 Enhance, expand and maintain facilities for walking and bicycling, particularly to connect with and ensure access to transit and to provide a safe and complete alternative transportation network that facilitates non-automobile trips.

The DSAP Amendment would increase demand for transit services, pedestrian and bicycle facilities in that it will result in an increase in population and employment within Downtown, and any increase in population and employment would also increase the number of bicyclists and pedestrians within Downtown. However, the DSAP Amendment would not create more demand than could be met by existing or planned facilities.

Neither the proposed DSAP Amendment nor the cumulative scenario would conflict with adopted policies, plans, or programs supporting alternative transportation. In fact, each of the land use scenarios will provide for increased densities in close proximity to existing and planned major transit facilities within Downtown and its already extensive pedestrian and bicycle network.

The Downtown Streetscape Master Plan (DSMP) provides design guidelines for existing and future development for the purpose of enhancing the pedestrian experience within Downtown. The guidelines identify Downtown Pedestrian Network Streets (DPNS), which are intended to support a high level of pedestrian activity as well as retail and transit connections. The DPNS streets provide a seamless network throughout the Downtown that is safe and comfortable for pedestrians and connects all major Downtown destinations. Design features of a DPNS create an attractive and safe pedestrian environment to promote walking as the primary travel mode.

The DSAP area and Downtown will be served by the planned Valley Transportation Authority's (VTA) Bay Area Rapid Transit (BART) Silicon Valley – Phase II Extension Project. The proposed VTA's BART Silicon Valley – Phase II Extension Project is the second phase of the BART Silicon Valley Program which would provide for the extension of the BART service to the Cities of San José and Santa Clara. The Phase II Project includes four of the six BART Stations proposed along the Silicon Valley Rapid Transit Corridor (SVRTC). The new stations under the Phase II Project are located in the Cities of San José and Santa Clara and include:

- Alum Rock/28th Street Station
- Downtown San José Station
- Diridon Station
- Santa Clara Station

In addition, the *San José Better Bike Plan 2025*, which is currently in draft form, will be implemented by the City. The varying transit services in conjunction with the extensive pedestrian and bicycle facilities within Downtown will provide the opportunity for multi-modal travel within the DSAP area and significantly reduce single occupant automobile travel.

VMT Per Service Population

VMT per service population is a measure of the daily vehicle miles traveled divided by the total number of residents and employees within a project area. VMT per service population (residents + jobs) differs

from VMT per capita (residents only) and VMT per employee, previously reported. VMT per capita and VMT per employee are metrics used to calculate average trips length per resident and per job for CEQA purposes. The VMT per service population metric is typically used for air quality analysis and to evaluate proposed General Plan Amendments in the City. The VMT per service population includes all vehicle trips (including trips to work, school, shop, medical facilities, movie theaters, parks, etc.) that start and end within the project area and only half of the trips that start or end in the project area. For example, 100% of a trip that starts and ends in San José is accounted for in the VMT calculations while only 50% of a trip from Mountain View to San José, or a trip from San José to Pleasanton is accounted for in the VMT calculation since only half of these trips are attributable to the land uses in San José. The other half of these trips in this example are generated by the land uses in Mountain View and Pleasanton. In summary, the formula for this metric is:

$$\text{VMT / Service Population} = (\text{VMT's generated by 100\% of all daily vehicle trips made entirely within Project Area} + 50\% \text{ of all daily vehicle trips with an origin or destination in Project Area}) / (\text{Project Area Population} + \text{Project Area Jobs}).$$

As shown in Table 10, VMT per service population is projected to decrease under Year 2040 DTS 2040 conditions when compared with Year 2015 Existing conditions. In addition, VMT per service population is forecast to also decrease with the proposed DSAP Amendment as well as the cumulative scenario when compared to Year 2040 DTS 2040 and Year 2015 Existing conditions. The reduction in VMT per service population is due to a reduction in the length and number of vehicle trips as a result of the proposed land use intensification within Downtown. Though the DSAP Amendment land uses will result in an increase in residents and jobs within Downtown, the addition of these residents and jobs in close proximity to one another and in an area with extensive opportunities for the use of transit, bicycles, and other non-auto modes of travel will result in less trips and a reduction of length of those trips that are added to the roadway system due to the planned growth. In addition, the DSAP Amendment allows for development growth, specifically job growth, in close proximity or adjacent to the proposed BART stations, therefore a larger percentage of the residents and employees who live and work within Downtown would likely use transit more regularly than the average transit usage for these land uses in Santa Clara County.

Table 10
VMT Per Service Population

	Year 2015 Existing	Year 2040		
		DTS 2040	DTS 2040 + DSAP Amendment	Cumulative
Daily VMT	787,474	1,887,937	2,351,629	2,694,973
Households	5,530	19,890	26,934	32,509
Total Population	12,548	42,704	57,848	69,834
Total Jobs	33,608	92,108	118,235	139,258
VMT per Service Population	17.06	14.00	13.36	12.89
Notes:				
Service Population = Population + Jobs within Downtown				
Daily VMT = 100 % of VMT made by trips with origin and destination within Downtown + 50% of trips with origin or destination within Downtown.				

5. Long-Range GPA Traffic Analysis

This chapter presents the results of the long-range General Plan Amendment (GPA) traffic impact analysis for the proposed DSAP Amendment. The purpose of the GPA traffic analysis is to assess the long-range impacts of the proposed land use amendment associated with the addition of up to 7,044 residential units and up to 26,127 jobs to Downtown on the citywide transportation system. The potential traffic impacts of the project were evaluated in accordance with the guidelines set forth by the City of San José for GPA traffic analysis.

The GPA analysis provides an evaluation of the changed circumstances of future conditions in the currently adopted Envision San José 2040 General Plan due to the proposed DSAP land use amendments. The adopted GP identifies long-range planned land uses and transportation system within the City projected to the Year 2040, which is the baseline for the evaluation of transportation impacts of the GPA. The results of the analysis for the proposed DSAP land use adjustments are compared to the results of the adopted GP to determine if the proposed DSAP GPA would result in any new, or substantially more severe transportation impacts than those impacts that were already analyzed for the adopted GP.

After General Plan amendments to the Land Use/Transportation Diagram become effective, which is generally 30 days after Council approval, these General Plan amendments are incorporated into the updated General Plan Land Use/Transportation Diagram. This process may occur up to four times a year under State law. Therefore, the current General Plan includes all amendments that are currently effective.

The Envision San José 2040 General Plan Land Use/Transportation Diagram designates the type, intensity, and general distribution of planned land uses within San José. Because the DSAP GPA proposes changes to sites' land use designations, this traffic analysis evaluates the incremental changes from uses and intensities allowed under the site's current land use designations to the uses and intensities proposed under the proposed General Plan land use designations. The baseline of the current land use designation is used (as opposed to the existing physical condition) because the General Plan EIR and subsequent reviews have already evaluated the potential transportation CEQA impacts of building out the adopted General Plan using an existing condition baseline in 2015.

Further, the Build-out of the General Plan and related environmental analysis under CEQA assumes development overall in the City will occur at the middle range of the General Plan land use designations or consistent with surrounding development intensities. The reason why the middle or typical range is used as opposed to the maximum intensities potentially allowed under various General Plan land use designations is because building out under the maximum intensities for all General Plan land

designation would exceed the total planned growth capacity allocated in the General Plan, and this maximum amount of build-out does not represent typical development patterns or the average amount of development built on each site. General Plan land use designations allow a wide range of development intensities and types of land uses to accommodate growth; however, development projects are not typically proposed at the maximum densities due to existing development patterns, site and parking constraints, Federal Aviation Administration regulations, maximum allowable height provisions and other development regulations in the San José Municipal Code in Title 20 (Zoning), market conditions, and other factors.

For example, several General Plan land use designations include a maximum intensity for each use allowed under a land use designation, and also allow a mix of land uses. On a site where development is mixed-use, or there is a height limit, or there is a minimum required setback, achieving the maximum allowable intensities for each land use in the development is often physically infeasible. To evaluate the incremental changes of the proposed General Plan land use amendments, average residential and commercial densities for development under these land use designations and in the planning areas of the proposed General Plan amendments for San José are assumed for the current and proposed land use designations on each site. Individual development projects would be required to complete a near term traffic analysis in conjunction with any future development permit applications.

DSAP Amendment

The DSAP Amendment would result in changes to the number of households and jobs within Downtown when compared to the Envision San José 2040 General Plan. However, the total number of jobs and households citywide would not change as a result of the DSAP Amendment. The proposed DSAP Amendment land use adjustments and their effects on the adopted General Plan land uses are discussed and presented in Chapter 1 of this study.

GPA Analysis Methodology

The GPA analysis includes the evaluation of the potential for the proposed DSAP land use amendments to result in increased vehicle miles traveled, impacts to travel speeds on transit priority corridors, and impacts to pedestrian, bicycle, and transit facilities. Impacts are evaluated based on the same measures of effectiveness (MOEs) and significance criteria utilized in the *City of San José 2020 General Plan Amendments TIA*. Traffic conditions were evaluated for Year 2040 DTS 2040 and Year 2040 DTS 2040 Plus DSAP Amendment conditions as described and presented in the previous chapters of this study. The same CSJ Model that is described in Chapter 1 of this report was used to complete the GPA traffic analysis.

Measures of Effectiveness

This analysis addresses the long-range impacts of the proposed GP land use adjustments on the citywide transportation system through the use of measures of effectiveness (MOEs) developed for the Envision San José 2040 GP. The results of the analysis for the proposed land use adjustments are compared to the current GP to determine if the proposed adjustments would result in any new or substantially more severe transportation impacts. The long-range analysis includes analysis of the following MOEs:

- **Vehicle Miles Traveled (VMT) per Service Population.** VMT per service population is a measure of the daily vehicle miles traveled divided by the number of residents and employees within the City of San José. VMT per service population (residents + employees) is used for the analysis as opposed to VMT per capita (residents only), since VMT per service population more accurately captures the effects of land use on VMT. The City not only has residents that travel to and from

jobs, but also attracts regional employees. VMT is calculated based on the number of vehicles multiplied by the distance traveled by each vehicle in miles.

- **Journey-to-Work Mode Share (Drive Alone %).** Mode share is the distribution of all daily work trips by travel mode, including the following categories: drive alone, carpool with two persons, carpool with three persons or more, transit (rail and bus), bike, and walk trips.
- **Average Travel Speeds within the City’s Transit Priority Corridors.** Average travel speed for all vehicles (transit and non-transit vehicles) in the City’s 14 transit corridors is calculated for the AM peak hour based on the segment distance dividing the vehicle travel time. A transit corridor is a segment of roadway identified as a Grand Boulevard in the Envision San José 2040 GP Land Use/Transportation Diagram. Grand Boulevards serve as major transportation corridors and, in most cases, are primary routes for Valley Transportation Authority (VTA) light-rail transit (LRT), bus rapid transit (BRT), local buses, and other public transit vehicles. Although transit services are found on other street types throughout the City, transit has the utmost priority on Grand Boulevards.

Significance Impact Criteria

The City of San José adopted policies and goals in Envision San José 2040 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 GP horizon year and to satisfy CEQA requirements, the City developed a set of MOEs and associated significance thresholds to evaluate long-range transportation impacts resulting from land use adjustments. Table 11 summarizes the significance thresholds associated with vehicular modes of transportation as defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments, Table 11) for the evaluation of long-range traffic impacts resulting from proposed land use adjustments and used in this analysis.

**Table 11
MOE Significance Thresholds**

MOE	Citywide Threshold
VMT/Service Population	Any increase over current 2040 General Plan conditions
Mode Share (Drive Alone %)	Any increase in journey-to-work drive alone mode share over current 2040 General Plan conditions
Transit Corridor Travel Speeds	Decrease in average travel speed on a transit corridor below current 2040 General Plan conditions in the AM peak one-hour period when: 1. The average speed drops below 15 mph or decreases by 25% 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 2040 General Plan conditions.

Source: City of San José Transportation Analysis Handbook, April 2018.

In addition to the MOEs described above, the effects of the proposed 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.

General Plan Amendment Site-Specific Long-Range Analysis

The results of the site-specific GPA long-range analysis for the proposed DSAP Amendment are described below.

Vehicle Miles Traveled Per Service Population

The San José GP TDF model was used to project daily vehicle miles traveled (VMT) per service population, where service population is defined as the number of residents plus the number of employees citywide. This approach focuses on the VMT generated by new population and employment growth. VMT is calculated as the number of vehicle trips multiplied by the length of the trips in miles.

Since the City of San José not only has residents that travel to and from jobs within the City, but also attracts regional employees, the daily VMT includes some trips traveling outside of the City limits but with origins or destinations within San José. For this reason, the following trip types were included in the VMT calculation:

- Internal-Internal – All daily trips are made entirely within the San José City limits.
- One-half of Internal-External – One-half of the daily trips with an origin located within the San José City limits and a destination located outside of San José.
- One-half of External-Internal – One-half of the daily trips with an origin located outside the San José City limits and a destination located within San José.

Trips that travel through San José to and from other locations (External-External) are not included in the calculation of VMT. As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments, Table 11), any increase in VMT per service population over the current GP conditions due to the proposed land use amendment is considered a significant impact.

As shown in Table 12, the citywide daily VMT and the VMT per service population would decrease slightly with the proposed DSAP Amendment when compared to the current General Plan. This is because (1) the total number of jobs and households would not change citywide as a result of the DSAP GPA (only shifting 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 Downtown which provides for greater opportunities for multi-modal travel. The availability of current and planned transit, bicycle, and pedestrian facilities in the DSAP area will result in an increase in trips made by transit and other non-vehicular modes. Therefore, the proposed DSAP GPA would result in a *less than significant* impact on citywide daily VMT per service population.

Findings: Compared to the current GP, the proposed DSAP land use adjustments would not result in an increase in citywide VMT per service population. Therefore, the proposed DSAP GPA would result in a *less than significant* impact on citywide daily VMT per service population. It is important to note that the VMT per service population is based on raw model output and does not reflect the implementation of adopted GP policies and goals that would further reduce VMT by increased use of non-auto modes of travel.

Table 12
Daily Vehicle Miles Traveled Per Service Population

	Base Year (2015)	Existing General Plan	Existing General Plan Plus DSAP
Citywide Daily VMT	17,505,088	28,035,508	27,684,812
Citywide Service Population	1,392,946	2,054,758	2,054,758
- Total Households	319,870	429,350	429,350
- Total Residents	1,016,043	1,303,108	1,303,108
- Total Jobs	376,903	751,650	751,650
Daily VMT Per Service Population	12.57	13.64	13.47
<i>Increase in VMT/Service Population over General Plan Conditions</i>			-0.17
Significant Impact?			No
<u>Note:</u> Service Population = Residents + Jobs			

Journey-to-Work Mode Share

The San José GP TDF model was used to calculate 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, most of the work trips occur during typical peak commute periods (6:00 – 10:00 AM and 3:00 – 7:00 PM). As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments, Table 11), any increase in the journey-to-work drive alone mode share percentage over the current GP conditions due to the proposed land use amendments is considered a significant impact.

Table 13 summarizes the citywide journey-to-work mode share analysis results. When compared to the current Envision San José 2040 GP, the percentage of journey-to-work drive alone trips would decrease slightly and the percentage of transit, bike, and walk trips would increase slightly as a result of the proposed DSAP GPA. Therefore, cumulatively, the proposed DSAP land use amendment would result in a *less than significant* impact on citywide journey-to-work drive alone mode share.

Findings: The proposed DSAP land use adjustments will not result in an increase of drive alone trips when compared to the current GP conditions. Therefore, the proposed DSAP GPA would result in a *less than significant* impact on citywide journey-to-work mode share.

Table 13
Journey-to-Work Mode Share

Mode	Base Year (2015)		Existing General Plan		Existing General Plan Plus DSAP GPA	
	Trips	%	Trips	%	Trips	%
Drive Alone	753,264	79.7%	1,092,462	71.70%	1,078,496	70.86%
Carpool 2	85,496	9.0%	137,781	9.04%	135,741	8.92%
Carpool 3+	28,526	3.0%	54,781	3.60%	53,640	3.52%
Transit	48,181	5.1%	182,827	12.00%	195,276	12.83%
Bicycle	14,120	1.5%	26,337	1.73%	27,617	1.81%
Walk	15,666	1.7%	29,451	1.93%	31,346	2.06%
Increase in Drive Alone Percentage over General Plan Conditions						-0.85%
Significant Impact?						No

Average Vehicle Speeds in Transit Priority Corridors

The San José GP TDF model was used to calculate the average vehicle travel speeds during the AM peak hour for the City’s 14 transit corridors that were evaluated in the Envision San José 2040 General Plan TIA. A transit corridor is a segment of roadway identified as a Grand Boulevard in the Envision San José 2040 GP Land Use/Transportation Diagram. Grand Boulevards serve as major transportation corridors and, in most cases, are primary routes for VTA’s LRT, 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 the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments, Table 11), 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 average speed below 15 mph when compared to the current General Plan conditions is considered a significant impact.

Table 14 presents the average vehicle speeds on the City’s 14 transit priority corridors (i.e., Grand Boulevard segments) during the AM peak hour of traffic. When compared to the travel speeds under current General Plan conditions, the change in traffic resulting from the proposed DSAP land use amendment would have a minimal effect on the travel speeds in the transit corridors. The TDF model estimates a decrease in travel speeds of 1.4 mph or less (or a change of 7.3% or less) on seven corridors due to the proposed land use amendment. The model estimates an increase in travel speeds of 7.4 mph (or a change of 47.9%) on one corridor due to the proposed DSAP land use amendment. Travel speeds on the remaining corridors would improve slightly or remain unchanged when compared to the current GP. Therefore, the proposed DSAP GPA would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

Findings: The proposed DSAP land use adjustments would not result in a decrease in travel speeds greater than one mph or 25 percent on any of the 14 transit priority corridors when compared to current GP conditions. Therefore, the proposed DSAP GPA would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

Table 14
AM Peak Hour Vehicle Speeds for San José Transit Priority Corridors

Transit Priority Corridor	Base Year (2015)	Existing General Plan	Existing General Plan Plus DSAP GPA	% Change (Existing General Plan + GPA - Existing GP)	Absolute Change (Existing General Plan + GPA - Existing GP)
2nd St from San Carlos St to St. James St	16.6	15.3	15.3	0.0%	0.0
Alum Rock Av from Capitol Av to US 101	21.3	16.6	16.1	-2.8%	-0.5
Camden Av from SR 17 to Meridian Av	23.1	16.3	16.1	-1.4%	-0.2
Capitol Av from S. Milpitas Bl to Capitol Expwy	27.1	22.6	22.9	1.7%	0.4
Capitol Expwy from Capitol Av to Meridian Av	33.0	26.7	26.8	0.3%	0.1
E. Santa Clara St from US 101 to Delmas Av	20.4	15.3	22.7	47.9%	7.4
Meridian Av from Park Av to Blossom Hill Rd	24.9	20.0	19.5	-2.2%	-0.4
Monterey Rd from Keyes St to Metcalf Rd	27.4	19.3	19.8	2.5%	0.5
N. 1st St from SR 237 to Keyes St	21.3	13.6	13.5	-0.5%	-0.1
San Carlos St from Bascom Av to SR 87	24.8	19.8	18.8	-5.5%	-1.1
Stevens Creek Bl from Bascom Av to Tantau Av	24.3	18.8	18.9	0.6%	0.1
Tasman Dr from Lick Mill Bl to McCarthy Bl	22.7	13.8	13.9	1.2%	0.2
The Alameda from Alameda Wy to Delmas Av	20.5	13.8	13.1	-5.2%	-0.7
W. San Carlos St from SR 87 to 2nd St	20.0	18.8	17.4	-7.3%	-1.4

Notes:
Outlined indicates significant impacts.

Impacts on Transit, Bicycle, and Pedestrian Circulation

The Circulation Element of the Envision San José 2040 General Plan includes a set of balanced, long-range, multimodal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). In combination with land use goals and policies that focus growth into areas served by transit, these transportation goals and policies are intended to improve multi-model accessibility to employment, housing, shopping, entertainment, schools, and parks and create a city where people are less reliant on driving to meet their daily needs. San José’s Transportation Goals, Policies, and Actions aim to:

- Establish circulation policies that increase bicycle, pedestrian, and transit travel, while reducing motor vehicle trips, to increase the City’s share of travel by alternative transportation modes.
- Promote San José as a walking- and bicycling-first city by providing and prioritizing funding for projects that enhance and improve bicycle and pedestrian facilities.

Included within the General Plan are a set of Goals and Policies to support a multimodal transportation system that gives priority to the mobility needs of bicyclists, pedestrians, and public transit users while

also providing for the safe and efficient movement of automobiles, buses, and trucks. Policies TR-2.1 through TR-2.11 provide specific policies to guide improvement to walking and bicycling. Such policies include the provision of continuous bicycle system, constructing sidewalks and crosswalks. Similarly, the Envision San José 2040 General Plan includes specific policies to maximize use of public transit (TR-3.1 through 3.4). As development within Downtown proceeds, each individual development project should ensure that it is consistent with the Envision San José 2040 General Plan to provide safe, accessible and inter-connected pedestrian and bicycle facilities, and accommodate transit services (i.e., bus dugout) as new roadways are constructed. The impacts to pedestrian, bicycle, and transit facilities are *less than significant*.

General Plan Amendment Cumulative Long-Range Analysis

The GPA Cumulative analysis sites includes three proposed GPAs: DSAP Amendment, Downtown West Project (Google), and the 2020 San José General Plan Four Year Review. The proposed GPAs would result in changes to the number of households and jobs within the City when compared to the Envision San José 2040 General Plan assumptions. However, the total number of jobs and households citywide would not change as a result of these GPAs. The TDF model is used to rebalance the number of jobs and households citywide in order to maintain the General Plan Goal of 751,650 jobs and 429,350 households. Each of the GPAs are described below.

- **Downtown West Project (Google):** The Downtown West project proposes to increase the development capacity within the DSAP area by 6,306,000 square feet (sf) of commercial space, 469,000 sf of retail space, 5,575 residential units, and 1,100 hotel rooms.
- **San José General Plan Four Year Review:** As part of the Four-Year GP Review, the City is considering adjustments to the adopted 2040 GP land uses that would result in the shift of jobs and residential units between Urban Villages, Neighborhood Business Districts, and Downtown as well as several changes to the City's transportation policies which include the effects of eliminating the Evergreen East Hills Development Policy (EEHDP).

Vehicle Miles Traveled Per Service Population

As shown in Table 15, the citywide daily VMT and the VMT per service population would decrease due to the proposed land use amendments when compared to the current GP. This is because (1) the total number of jobs and households would not change citywide as a result of the GPAs (only shifting 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 Downtown 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 GPA sites will result in an increase in trips made by transit and other non-vehicular modes. Therefore, cumulatively, the proposed GPAs would result in a *less than significant* impact on citywide daily VMT per service population.

Findings: Compared to the current GP, the proposed land use adjustments would not result in an increase in citywide VMT per service population. Therefore, cumulatively, the proposed GPAs would result in a *less than significant* impact on citywide daily VMT per service population. It is important to note that the VMT per service population is based on raw model output and does not reflect the implementation of adopted GP policies and goals that would further reduce VMT by increased use of non-auto modes of travel.

Table 15
Cumulative Daily Vehicle Miles Traveled Per Service Population

	Base Year (2015)	Existing General Plan	Existing General Plan Plus DSAP, GOOGLE, 4YEAR
Citywide Daily VMT	17,505,088	28,035,508	27,332,886
Citywide Service Population	1,392,946	2,041,659	2,041,659
- Total Households	319,870	429,350	429,350
- Total Residents	1,016,043	1,290,009	1,290,009
- Total Jobs	376,903	751,650	751,650
Daily VMT Per Service Population	12.57	13.73	13.39
Increase in VMT/Service Population over General Plan Conditions			-0.34
Significant Impact?			No
Note: Service Population = Residents + Jobs			

Journey-to-Work Mode Share

Table 16 summarizes the citywide journey-to-work mode share analysis results. When compared to the current Envision San José 2040 GP, the percentage of journey-to-work drive alone trips would decrease slightly and the percentage of transit and bike trips would increase slightly as a result of the proposed GPAs. Therefore, cumulatively, the proposed GPAs would result in a *less than significant* impact on citywide journey-to-work drive alone mode-share.

Findings: The proposed land use adjustments will not result in an increase of drive alone trips when compared to the current GP conditions. Therefore, cumulatively, the proposed GPAs would result in a *less than significant* impact on citywide journey-to-work mode share.

Table 16
Cumulative Journey-to-Work Mode Share

Mode	Base Year (2015)		Existing General Plan		Cumulative GPAs	
	Trips	%	Trips	%	Trips	%
Drive Alone	753,264	79.7%	1,092,462	71.70%	1,065,080	70.06%
Carpool 2	85,496	9.0%	137,781	9.04%	134,385	8.84%
Carpool 3+	28,526	3.0%	54,781	3.60%	53,028	3.49%
Transit	48,181	5.1%	182,827	12.00%	205,711	13.53%
Bicycle	14,120	1.5%	26,337	1.73%	28,579	1.88%
Walk	15,666	1.7%	29,451	1.93%	33,500	2.20%
Increase in Drive Alone Percentage over General Plan Conditions						-1.64%
Significant Impact?						No

Average Vehicle Speeds in Transit Priority Corridors

Table 17 presents the average vehicle speeds on the City's 14 transit priority corridors (i.e., Grand Boulevard segments) during the AM peak hour of traffic. When compared to travel speeds under current GP conditions, the change in traffic resulting from the proposed land use amendments would have minimal effect on the travel speeds in the transit corridors. The TDF model estimates a decrease in travel speeds of 2.7 mph or less (or a change of 13.7% or less) on nine corridors due to the proposed land use amendment. Travel speeds on five of the corridors would improve slightly or remain unchanged when compared to the current GP. Therefore, cumulatively, the proposed GPAs would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the City's transit priority corridors.

Findings: The proposed land use adjustments would result in a decrease in travel speeds of 2.7 mph or less (or a change of 13.7% or less) on nine of the 14 transit priority corridors when compared to current GP conditions. Therefore, cumulatively, the proposed GPAs would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the City's transit priority corridors.

Table 17
Cumulative AM Peak-Hour Vehicle Speeds (mph) for San José Transit Priority Corridors

Transit Priority Corridor	Existing General Plan	Cumulative GPAs	% Change (Cumulative GPAs versus Existing General Plan)	Absolute Change (Cumulative GPAs - Existing General Plan)
2nd St from San Carlos St to St. James St	15.30	15.00	-2.0%	-0.30
Alum Rock Av from Capitol Av to US 101	16.25	21.52	32.4%	5.27
Camden Av from SR 17 to Meridian Av	16.31	15.62	-4.2%	-0.69
Capitol Av from S. Milpitas Bl to Capitol Expwy	22.56	23.22	2.9%	0.66
Capitol Expwy from Capitol Av to Meridian Av	26.67	26.68	0.0%	0.00
E. Santa Clara St from US 101 to Delmas Av	15.35	22.70	47.9%	7.36
Meridian Av from Park Av to Blossom Hill Rd	19.99	19.18	-4.1%	-0.81
Monterey Rd from Keyes St to Metcalf Rd	19.33	19.32	-0.1%	-0.02
N. 1st St from SR 237 to Keyes St	13.61	13.23	-2.8%	-0.38
San Carlos St from Bascom Av to SR 87	19.83	17.11	-13.7%	-2.72
Stevens Creek Bl from Bascom Av to Tantau Av	18.77	18.56	-1.1%	-0.20
Tasman Dr from Lick Mill Bl to McCarthy Bl	13.78	13.16	-4.5%	-0.62
The Alameda from Alameda Wy to Delmas Av	13.82	13.84	0.1%	0.02
W. San Carlos St from SR 87 to 2nd St	18.79	16.46	-12.4%	-2.33

Impacts on Transit, Bicycle, and Pedestrian Circulation

Transit Services or Facilities

Planned transit services and facilities include additional rail service via the future Bay Area Rapid Transit (BART) extension, light rail transit (LRT) extensions, new bus rapid transit (BRT) services, and the proposed California High Speed Rail (HSR) project. The proposed GPA land use adjustments 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 proposed GPA land use adjustments would not substantially disrupt existing or interfere with planned transit services or facilities.

Bicycle Facilities

The adopted Envision San José 2040 GP supports the goals outlined in the City's Better Bike Plan 2025 and contains policies to encourage bicycle trips (Policies TR-1.1, TR-1.2, TR-1.4 through TR-1.9, TR 2.1 through TR 2.11, TR-7.1, TN-1.1 through TN-1.5, TN-2.1 through TN-2.7, and TN-3.1 through 3.6; Implementing Actions TR-1.12 through TR-1.15, TR-2.12 through TR-2.21, TR-7.2, TR-7.3, TN-1.6, TN-2.8 through 2.10, and TN-3.7; Performance Measures TN-2.11, TN-2.12). The proposed GPA land use adjustments would not result in a change to the existing and planned roadway network that would affect existing or planned bicycle facilities. Therefore, the proposed GPA land use adjustments would not substantially disrupt existing or interfere with planned bicycle facilities; conflict or create inconsistencies with adopted bicycle plans, guidelines, policies, or standards; and provide insecure and unsafe bicycle parking in adequate proportion to anticipated demand.

Pedestrian Facilities

The adopted Envision San José 2040 GP contains goals and policies (Policies TR-1.1, TR-1.2, TR-1.4 through TR-1.9, TR-2.1 through TR-2.11, TR-7.1, TN-1.1 through TN-1.5, TN-2.1 through TN-2.7, and TN-3.1 through 3.6; Implementing Actions TR-1.12 through TR-1.15, TR-2.12 through TR-2.21, TR-7.2, TR-7.3, TN-1.6, TN-2.8 through 2.10, and TN-3.7; Performance Measures TN-2.11, TN-2.12) to improve pedestrian walking environment, increase pedestrian safety, and create a land use context to support non-motorized travel. The proposed GPA land use adjustments would not result in a change to the existing and planned roadway network that would affect existing or planned pedestrian facilities. Therefore, the proposed GPA land use adjustments would not substantially disrupt existing or interfere with planned pedestrian facilities; create inconsistencies with adopted pedestrian plans, guidelines, policies, or standards; and provide accessible pedestrian facilities that would not meet current ADA best practice.

6. Conclusions

The DSAP Amendment proposes substantial changes to the amount of residential and office development contemplated in the DSAP area. The DSAP Amendment also includes an expansion of the boundaries in three areas along the east side.

This study provides an evaluation of the potential impacts to the transportation system of the proposed DSAP Amendment growth plan in conformance with the requirements of the California Environmental Quality Act (CEQA).

VMT Evaluation Results

A VMT analysis was prepared per the recently adopted City of San José Transportation Analysis Policy (Council Policy 5-1).

Most of the potential development parcels included within Downtown meet the City's VMT analysis screening criteria based on (1) their location within a planned Growth Area (Downtown), (2) proximity to High-Quality Transit, (3) low VMT, (4) their transit-supporting density, and (5) the amount of parking limited by parking management policies to serve the planned development growth. If a project or a component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact and a detailed VMT analysis is not required. However, since some potential development parcels within Downtown are not in low VMT areas and thus do not meet the screening criteria, a detailed VMT analysis for Downtown is required. Per-capita VMT and per-employee VMT were estimated using the City's Travel Demand Forecasting (TDF) model.

The City's VMT guidelines established an impact threshold of 15% below the Citywide Average per-capita VMT of 11.91 and Regional Average per-employee VMT of 14.37. Thus, the impacts of proposed development growth would be considered significant if it results in VMT that exceeds VMT per capita of 10.12 and VMT per employee of 12.21.

The results of the VMT evaluation indicate that the DSAP Amendment and the cumulative scenario would result in VMT per capita and VMT per employee that are below the established thresholds. Therefore, the DSAP Amendment and the cumulative scenario would result in a *less than significant* transportation impact.

Site-Specific GPA Traffic Analysis

The results of the site-specific GPA traffic analysis show that the proposed land use amendments associated with the DSAP Amendment would not cause any additional transportation impacts beyond those identified for the current 2040 General Plan. Therefore, the proposed land use amendments associated with the DSAP Amendment would result in a *less than significant* impact on the citywide roadway system.

DSAP Amendment Transportation Analysis Technical Appendices

November 18, 2020

Appendix A

Traffic Model Assumptions

DSAP Amendment – Maximum Capacity for CEQA Analysis

(Refer to DSAP Environmental Context Map included in file)

April 17, 2020

The following table is a working draft of the maximum residential and office capacities proposed under the DSAP Amendment. These maximums are based on the SOM Capacity Study dated 1/24/20, which includes the Downtown West project (undergoing separate CEQA review) and new development on approximately 55 acres of opportunity sites outside of the Downtown West project. These opportunity sites exclude project sites with entitlements, such as the Platform 16 site at Julian Street and Autumn Street. These numbers are intended as a maximum amount of development to be considered under the DSAP Amendment for the purposes of CEQA. Actual development capacities in the DSAP Amendment Plan will be determined based on public outreach efforts and could be less than the maximum development capacities included here. Descriptions of each table row are included below:

1. **Downtown Strategy 2040 (2018):** This is the maximum development capacity evaluated in the Downtown Strategy 2040 EIR, which increased development capacity from the 2005 Downtown Strategy 2000. This does not include built, entitled, or pending projects. As of March 2020, the remaining capacity in the Downtown Strategy 2040 excluding approved and pending projects were as follows: 5,236 units, about 4,115,000 sq ft office, about 994,000 sq ft retail, and 2,364 hotel rooms. The DSAP is a subarea of the larger Downtown area evaluated in the Downtown Strategy 2040, with the exception of two sub-areas.
2. **Proposed DSAP Amendment (maximum):** This is the maximum development capacity intended for the purposes of CEQA analysis for the DSAP Amendment. To be conservative, the City is analyzing a hybrid of the two recommended options, using the maximum office capacity under Option 2B and the maximum residential capacity under Option 2A (see page 42 of the 1/24/20 SOM Capacity Study).
3. **Total Downtown Strategy 2040 + Proposed DSAP Amendment (maximum):** This is the total development capacity of the Downtown Strategy 2040 plus the new development capacity associated with the maximum DSAP Amendment. Note that this includes some development outside the Downtown boundary (described in 4, below).
4. **DSAP Amendment Capacity in DSAP outside Downtown (Stockton and DuPont/McEvoy):** Based on an analysis by SOM, this is the maximum amount of office and residential development on opportunity sites located within the DSAP but outside of the Downtown boundary. These are two triangle-shaped areas: one by Stockton Avenue and The Alameda and another south of West San Carlos Street in the DuPont/McEvoy area.
5. **Total Downtown Strategy 2040 + Proposed DSAP Amendment (maximum) excluding DSAP outside Downtown (Stockton and DuPont/McEvoy):** This is the total amount of new development capacity within the Downtown boundary with the maximum DSAP Amendment.
6. **Downtown West (maximum):** This is the maximum amount of development assumed in the Downtown West EIR.
7. **Previous entitlement on Downtown West SJ Water Co. Site – PDC15-051:** The Downtown West includes the former Trammell Crow former San Jose Water Company site, which already has entitlements from a previously-certified EIR and subsequent Addendum that uses development capacity independent of the Downtown Strategy EIR.

8. **New Capacity needed for Downtown West:** This is the new residential and office capacity needed for the maximum Downtown West project after excluding the previous entitlements on the SJ Water Company site. This is the amount assumed to be the maximum amount of capacity shifted from other General Plan growth areas to accommodate the Downtown West project. Retail area and hotel rooms are assumed to use the existing Downtown Strategy 2040 capacity.
9. **Proposed DSAP Amendment + Downtown Strategy excluding Downtown West:** This is the maximum development capacity of Downtown Strategy 2040 and the DSAP Amendment without Downtown West, including new development in DSAP but outside of Downtown in the Stockton and DuPont/McEvoy triangles.
10. **Total New Capacity needed for DSAP Amendment (maximum) excluding Downtown West:** This is the new capacity needed to be shifted from other General Plan designated growth areas to accommodate the maximum DSAP Amendment but excluding Downtown West.
11. **New Capacity needed for DSAP Amendment (maximum) in Downtown – excluding Downtown West and capacity to Stockton and DuPont/McEvoy:** This is the new capacity added to the Downtown area outside of Downtown West with the maximum DSAP Amendment, excluding development in the Stockton and DuPont/McEvoy triangles (maximum capacity in these areas is called out in line 4).

Development Capacity will be shifted into the Downtown/DSAP from other General Plan designated growth areas. Residential unit are proposed to be transferred from Horizon 2 and Horizon 3 Urban Villages, and commercial/office capacity is proposed to be transferred from General Plan designated Employment Areas.

	Residential (DU)	Commercial/Office (sq ft)	Retail (sq ft)	Hotel (rooms)
1.Downtown Strategy 2040 (2018)	14,360	14,200,000	1,400,000	3,600
2.Proposed DSAP Amendment (maximum)(1)	12,619	14,144,154	424,100	900
3.Total Downtown Strategy 2040 + Proposed DSAP Amendment (maximum)	26,979	28,344,154	1,400,000	3,600
<i>4.DSAP Amendment Capacity in DSAP outside Downtown (Stockton and DuPont/McEvoy)</i>	2,486	24,166	0	0
5.Total Downtown Strategy 2040 + Proposed DSAP Amendment (maximum) excluding DSAP outside Downtown (Stockton and DuPont/McEvoy)	24,493	28,319,834	1,400,000	3,600
6.Downtown West (maximum)(2)	5,900	7,300,000	500,000	1,100

<i>7.Previous entitlement on Downtown West SJ Water Co. Site – PDC15-051</i>	325	994,000	31,000	0
8.New Capacity needed for Downtown West(3)	5,575	6,306,000	469,000	1,100
9.Proposed DSAP Amendment + Downtown Strategy excluding Downtown West (excluding previous SJ Water Co. Site entitlement)	21,404	22,038,154	931,000	2,500
10.Total New Capacity needed for DSAP Amendment (maximum) excluding Downtown West (4)	7,044	7,838,000	0	0
<i>11.New Capacity needed for DSAP Amendment (maximum) in Downtown – excluding Downtown West and capacity to Stockton and DuPont/McEvoy</i>	4,558	7,813,834	0	0

(1) The total DSAP Amendment to be evaluated is based on SOM Capacity Study dated 1/24/20, taking maximum residential from Option 2A and maximum commercial/office from Option 2B, including Downtown West and opportunity sites in DSAP outside of Downtown West.

(2) Hotel rooms include 300 room hotel plus 800 rooms of limited-term corporate accommodation

(3) 5,575 dwelling units and 6,306,000 Sq. Ft. Office new capacity transferred into DSAP/Downtown from other General Plan Growth Areas, 469,000 Sq. Ft. Retail and 1,100 hotel rooms use existing capacity in Downtown 2040

(4) Note: This is slightly different than the SOM Capacity for the opportunity sites in the 1/24/20 study because SOM only assumed a maximum of 5,000 dwellings and 7,000,000 sq. Ft. Office rather than 5,900 dwellings and 7,300,000 sq. Ft. Office maximums evaluated in the EIR and credits for existing entitlements on the Trammel Crow/SJ Water Co site.

Summary of DSAP Amendment Growth

Scenario	Residential	Office		Retail		Hotel		Total Jobs
	(d.u.)	(S.F.)	Jobs	(S.F.)	Jobs	Rooms	Jobs	
City's DSAP Land Use Summary Table¹								
Total DTS 2040	14,360	14,200,000	47,333	1,400,000	3,500	3,600	7,920	58,753
DTS 2040 plus Total DSAP Growth	26,979	28,344,154	94,480	1,400,000	3,500	3,600	7,920	105,900
Proposed Total Additional DSAP Growth	12,619	14,144,154	47,147	0	0	0	0	47,147
Downtown West Growth	5,575	6,306,000	21,020	469,000	1,173	1,100	2,420	24,612
DSAP Growth outside DGB	2,486	24,166	81	0	0	0	0	81
Proposed DSAP Growth w/o Downtown West	7,044	7,838,154	26,127	0	0	0	0	26,127
City's TAZ Land Use Data²								
Total DTS 2040 ¹	14,360	14,200,000	47,333	1,400,000	3,500	3,600	7,920	58,753
DTS 2040 plus Total DSAP Growth	26,979	28,344,028	94,480	1,400,000	3,500	3,600,000	7,920	105,900
Proposed Total Additional DSAP Growth	12,619	14,145,014	47,150	0	0	0	0	47,150
Downtown West Growth	5,575	6,306,906	21,023	469,200	1,173	1,100	2,420	24,616
DSAP Growth outside DGB	???			???				???
Proposed DSAP Growth w/o Downtown West	7,044	7,838,108	26,127	0	0	0	0	26,127
Difference Between Land Use Summary and TAZ Data	0							0
<p>Notes:</p> <p>¹ Per DSAP Amendment - Max. Capacity For CEQA Analysis Summary - 5/1/20</p> <p>² Per land use (TAZ) data provided by CSJ Planning (Jared Hart & Robert Rivera) on 4/24/20.</p> <p>Job Conversion Rates: Hotel - 2.20 Jobs per room Office - 3.33 Jobs per ksf Retail - 2.5 Jobs per ksf</p>								

DSAP Households Summary

Growth Areas	Housing Units Shifted to Downtown and Other Growth Areas
Horizon 3	
Aborn/San Felipe	-40
Almaden Ex/Hillsdale	-90
Bollinger Road/Miller Avenue	-15
Bollinger/Lawrence	-6
Branham Lane/Meridian	-80
Cambden Avenue/Branham Lane	-81
Cambden Avenue/Kooser	-183
Cambden Avenue and Hillsdale	-147
Capital Ave/Silver Creek	-229
East Capitol Ex/Foxdale	-75
Evergreen Village	-66
Foxworthy and Meridian	-55
Hamilton and Meridian	-120
Kooser Rd/Meridian	-85
Landess/Morrill	-60
McKee/Toyon	-34
McKee/White	-23
Meridian/Redmond	0
Paseo de Saratoga	-290
Piedmont/Sierra	-28
Quimby Road/White	-30
S. Bascom Avenue - South	-170
Santa Terresa/Bernal	-218
Santa Terresa/Cottle	-131
Santa Terresa/Snell	-30
Saratoga Avenue	-200
Tully Road/King	-190
Total (Horizon 3)	-2,676
Horizon 2	
Oakridge Mall and Vicinity	
A (Cambrian / Pioneer)	-852
B (Edenvale)	-1,670
Blossom Hill Rd / Cahalan Av	-67
Blossom Hill Rd / Snell Av	-195
Capitol / 87 Light Rail	-311
N. Capitol / Hostetter	-200
N. Capitol / Berryessa Rd.	-230
Penetencia Creek Light Rail	-115
N. Capitol / Maybury Rd.	-25
N. Capitol / McKee Rd.	-325
Curtner Light Rail / Caltrain	-378
Total (Horizon 2)	-4,368
Total	-7,044

Growth Areas and NBDs Receiving Shifted Units	
Downtown (including Diridon)	7,044
Downtown (excluding Diridon)	0
Little Portugal	0
Taylor St. NBD	0
Willow Street NBD	0
13th St. NBD	0
Lincoln Ave. NBD	0
Story Road NBD	0
W. Capitol Expwy/Monterey Rd	0
Total	7,044

DSAP + Google Households Summary

Growth Areas	Housing Units Shifted to Downtown and Other Growth Areas
Horizon 3	
Aborn/San Felipe	-85
Almaden Ex/Hillsdale	-168
Bollinger Road/Miller Avenue	-15
Bollinger/Lawrence	-6
Branham Lane/Meridian	-152
Cambden Avenue/Branham Lane	-162
Cambden Avenue/Kooser	-367
Cambden Avenue and Hillsdale	-276
Capital Ave/Silver Creek	-485
East Capitol Ex/Foxdale	-153
Evergreen Village	-116
Foxworthy and Meridian	-105
Hamilton and Meridian	-242
Kooser Rd/Meridian	-152
Landess/Morrill	-119
McKee/Toyon	-58
Mckee/White	-46
Meridian/Redmond	0
Paseo de Saratoga	-414
Piedmont/Sierra	-58
Quimby Road/White	-60
S. Bascom Avenue - South	-374
Santa Terresa/Bernal	-432
Santa Terresa/Cottle	-266
Santa Terresa/Snell	-73
Saratoga Avenue	-200
Tully Road/King	-382
Total (Horizon 3)	-4,966
Horizon 2	
Oakridge Mall and Vicinity	
A (Cambrian / Pioneer)	-1,049
B (Edenvale)	-2,342
Blossom Hill Rd / Cahalan Av	-17
Blossom Hill Rd / Snell Av	-406
Capitol / 87 Light Rail	-432
N. Capitol / Hostetter	-551
N. Capitol / Berryessa Rd.	-587
Penetencia Creek Light Rail	-468
N. Capitol / Maybury Rd.	-51
N. Capitol / McKee Rd.	-853
Curtner Light Rail / Caltrain	-897
Total (Horizon 2)	-7,653
Total	-12,619

Growth Areas and NBDs Receiving Shifted Units	
Downtown (including Diridon)	12,619
Downtown (excluding Diridon)	0
Little Portugal	0
Taylor St. NBD	150
Willow St. NBD	150
13th St. NBD	0
Lincoln Ave. NBD	0
Story Road NBD	0
W. Capitol Expwy/Monterey Rd	0
Total	12,919

DSAP + Google + 4YR Households Summary

Growth Areas	Housing Units Shifted to Downtown and Other Growth Areas
Horizon 3	
Aborn/San Felipe	-85
Almaden Ex/Hillsdale	-168
Bollinger Road/Miller Avenue	-15
Bollinger/Lawrence	-6
Branham Lane/Meridian	-152
Cambden Avenue/Branham Lane	-162
Cambden Avenue/Kooser	-367
Cambden Avenue and Hillsdale	-276
Capital Ave/Silver Creek	-485
East Capitol Ex/Foxdale	-153
Evergreen Village	-116
Foxworthy and Meridian	-105
Hamilton and Meridian	-242
Kooser Rd/Meridian	-152
Landess/Morrill	-119
McKee/Toyon	-58
Mckee/White	-46
Meridian/Redmond	0
Paseo de Saratoga	-614
Piedmont/Sierra	-58
Quimby Road/White	-60
S. Bascom Avenue - South	-374
Santa Terresa/Bernal	-432
Santa Terresa/Cottle	-266
Santa Terresa/Snell	-73
Saratoga Avenue	-400
Tully Road/King	-382
Total (Horizon 3)	-5,366
Horizon 2	
Oakridge Mall and Vicinity	
A (Cambrian / Pioneer)	-1,699
B (Edenvale)	-3,342
Blossom Hill Rd / Cahalan Av	-67
Blossom Hill Rd / Snell Av	-406
Capitol / 87 Light Rail	-632
N. Capitol / Hostetter	-551
N. Capitol / Berryessa Rd.	-687
Penetencia Creek Light Rail	-468
N. Capitol / Maybury Rd.	-51
N. Capitol / McKee Rd.	-853
Curtner Light Rail / Caltrain	-897
Total (Horizon 2)	-9,653
Total	-15,019

Growth Areas and NBDs Receiving Shifted Units	
Downtown (including Diridon)	12,619
Downtown (excluding Diridon)	0
Little Portugal	100
Taylor St. NBD	150
Willow St. NBD	150
13th St. NBD	150
Lincoln Ave. NBD	150
Story Road NBD	1,000
W. Capitol Expwy/Monterey Rd	700
Total	15,019

DSAP Jobs Summary

Growth Areas	Jobs Shifted to Downtown and Other Growth Areas
Horizon 3 Urban Villages	
East Capitol Ex/Foxdale	-50
McKee/Toyon	-50
Meridian/Redmond	-50
Santa Terresa/Snell	-50
Total (Horizon 3)	-200
Oakridge Mall and Vicinity	-500
B (Edenvale)	-1,550
Capitol / 87 Light Rail	-25
Total (Horizon 2)	-2,075
Employment Land Areas	
North Coyote Valley	-15,239
VT1 - Lundy / Milpitas BART	-5,300
Berryessa / International Business Park (v)	-1,000
Total (Employment Land Areas)	-21,539
Total	-23,814

Growth Areas Receiving Jobs	
Downtown (including Diridon)	23,814
S. Bascom Ave. (North)	0
Alviso	0
Total	23,814

DSAP + Google Jobs Summary

Growth Areas	Jobs Shifted to Downtown and Other Growth Areas
Horizon 3 Urban Villages	
East Capitol Ex/Foxdale	-100
McKee/Toyon	-100
Meridian/Redmond	-100
Santa Terresa/Snell	-100
Total (Horizon 3)	-400
Oakridge Mall and Vicinity	-1,000
B (Edenvale)	-3,100
Capitol / 87 Light Rail	-100
Total (Horizon 2)	-4,200
Employment Land Areas	
North Coyote Valley	-35,000
VT1 - Lundy / Milpitas BART	-6,500
Berryessa / International Business Park (v)	-1,050
Total (Employment Land Areas)	-42,550
Total	-47,150

Growth Areas Receiving Jobs	
Downtown (including Diridon)	47,150
S. Bascom Ave. (North)	0
Alviso	0
Total	47,150

DSAP + Google + 4YR Jobs Summary

Growth Areas	Jobs Shifted to Downtown and Other Growth Areas
Horizon 3 Urban Villages	
East Capitol Ex/Foxdale	-100
McKee/Toyon	-100
Meridian/Redmond	-100
Santa Terresa/Snell	-100
Total (Horizon 3)	-400
Oakridge Mall and Vicinity	-1,000
B (Edenvale)	-3,100
Capitol / 87 Light Rail	-100
Total (Horizon 2)	-4,200
Employment Land Areas	
North Coyote Valley	-35,000
VT1 - Lundy / Milpitas BART	-14,500
Berryessa / International Business Park (v)	-2,550
Total (Employment Land Areas)	-52,050
Total	-56,650

Growth Areas Receiving Jobs	
Downtown (including Diridon)	47,150
S. Bascom Ave. (North)	500
Alviso	5,000
Stevens Creek UV	4,000
Total	56,650

Appendix B

City Council Policy 5-1

COUNCIL POLICY

TITLE	PAGE	POLICY NUMBER
Transportation Analysis Policy	1 of 15	5-1
EFFECTIVE DATE March 29, 2018	REVISED DATE	

APPROVED BY COUNCIL ACTION February 27, 2018 by Resolution No. 78520.

BACKGROUND

This Council Policy 5-1, "Transportation Analysis Policy" ("Policy"), will replace the existing Council Policy 5-3, "Transportation Impact Policy" as the Policy for transportation development review in the City of San José ("City"). This Policy aligns the City's transportation analysis with California Senate Bill 743 ("SB 743") and the City's goals as set forth in the City's Envision San José 2040 General Plan ("General Plan"). This Policy establishes the thresholds for transportation impacts under the California Environmental Quality Act ("CEQA"), removing transportation *Level of Service ("LOS")* and replacing it with *Vehicle Miles Traveled ("VMT")*. Appendix A defines terms in this Policy noted in Italics.

The City's General Plan sets forth a vision and comprehensive road map to guide the City's continued growth through the year 2040. The General Plan strategically links land use and transportation to reduce the environmental impacts of growth by promoting compact mixed-use development that supports walking, biking, and transit use. The General Plan seeks to focus new developments in Planned Growth Areas, bringing together office, residential, and service land uses to *internalize trips* and reduce *VMT*. The General Plan also encourages the development and use of non-automobile transportation modes to minimize vehicle trip generation and reduce *VMT*.

APPLICABILITY OF POLICY (PIPELINE PROVISIONS)

This Policy is effective thirty (30) days after approval by the City Council ("Effective Date"). Any proposed development project (including adjustments or amendments to existing projects) with a complete Universal Planning Application on file with the Department of Building, Planning, and Code Enforcement on or after the Effective Date shall comply with this Policy, except for the following:

1. **Interim Period:** The City may determine in writing that a proposed project with a complete Universal Planning Application and an approved transportation work scope issued by the Department of Public Works prior to the Effective Date can (a) proceed with transportation analysis and comply with the existing Council Policy 5-3, provided that a final transportation work scope was issued by the Department of Public Works within one year prior to the Effective Date of this Policy; or (b) proceed with CEQA transportation analysis under VMT and comply with this Policy. Prior written approval from the Public Works Director is required to determine compliance with existing Council Policy 5-3 or this Policy. For example, if a project submits a complete Universal Planning Application prior to the Effective Date, the project applicant may proceed with traffic analysis under existing City Council Policy 5-3 or with prior written approval from the Public Works Director to proceed under this Policy.
2. **Subsequent Reviews:** The City may determine in writing that subsequent discretionary approval(s) required for a project approved prior to the Effective Date may continue to be analyzed under the prior environmental clearance and existing City Council Policy 5-3 after the Effective Date; provided

there is no Substantial Change to the project, as defined in California Public Resources Code Section 21166 and CEQA Guidelines Sections 15162-15164.

For example, if the City approved an environmental impact report (EIR) or mitigated negative declaration (MND) for a project prior to the Effective Date, the City may determine that subsequent discretionary approvals required after the Effective Date may continue to be analyzed under the previously approved environmental impact report or mitigated negative declaration for the project if there is no Substantial Change.

In such instances, the City may determine that the proposed project is consistent with the previously approved environmental clearance (use of a previously certified EIR/MND). If the proposed project is still within the scope of and fully evaluated in the previously approved environmental clearance and only minor technical changes have been made to the proposed project and there are no Substantial Changes, an addendum to the previously certified EIR/MND may be adequate as defined in CEQA Guidelines Section 15164.

3. Subsequent Review for Projects in Existing Area Development Policies (ADPs) and Transportation Development Policies (TDPs): The City may determine in writing that a proposed project be analyzed under the previously approved environmental clearance for the ADPs/TDPs and City Council Policy 5-3 if there is No Substantial Change, as defined in California Public Resources Code Section 21166 and CEQA Guidelines Sections 15162-15164. To be eligible for this determination, the proposed project that submits a complete Universal Planning Application after the Effective Date of this Policy must be located within an existing ADP or TDP area.

For example, if a new project located within the North San José ADP submits a complete Universal Planning Application after the Effective Date, the City may determine that the project be analyzed under the previously approved North San José ADP EIR, if the proposed project is consistent with the previously approved EIR. If the proposed project is within the scope and fully evaluated in the previously approved EIR and only minor technical changes have been made to the proposed project and there are no Substantial Changes, an addendum to the previously approved EIR may be adequate as defined in CEQA Guidelines Section 15164.

Existing ADPs and TDPs include the Evergreen-East Hills Development Policy, North San José Area Development Policy, Edenvale Area Development Policy, US-101/Oakland/Mabury Transportation Development Policy, and I-280/Winchester Boulevard Interchange Transportation Development Policy.

All projects located within an existing ADP or TDP area shall continue to be subject to any traffic impact fees adopted by the City Council. Adoption of this Policy does not negate, supersede, or otherwise modify existing requirements or permit conditions.

PURPOSE

This Policy establishes:

- 1) VMT as the metric to measure transportation environmental impacts in conformance with CEQA.
- 2) The Transportation Analysis framework for proposed developments, land use plans, transportation projects, and any other plans or developments (collectively "Projects" in this Policy) in the City.
- 3) The requirement that Projects perform Local Transportation Analysis (LTA) to demonstrate conformance with multimodal transportation strategies, goals, and policies in the General Plan and address adverse effects to the transportation system.

POLICY

San José is establishing *VMT* as the metric for CEQA transportation analysis to foster a more sustainable and vibrant city. *VMT*-based policies support dense, mixed-use, infill Projects as established in the General Plan's Planned Growth Areas. By establishing a transportation system which encourages improved land uses with viable transportation options, this Policy provides resources to develop a robust multimodal transportation network as envisioned in the General Plan. Projects consistent with this Policy will reduce the City's environmental footprint from transportation and land uses, and create lively places served by a variety of transportation options.

Transportation Analysis Framework

A Transportation Analysis (TA) for a proposed Project provides information the City must have to inform the CEQA environmental review and decision-making processes. Projects that need transportation evaluation must prepare a TA report consisting of a CEQA VMT evaluation and/or LTA. Sections I and II below describe the Policy provisions guiding the VMT evaluation and LTA. Appendix B, "Policy Implementation Procedures" provides implementation details.

Detailed methodologies and requirements are explained in the City's *Transportation Analysis Handbook*. TA's must comply with relevant professional standards and the methodology included within the City's *Transportation Analysis Handbook*, which can be found on the Department of Public Works Development Services website. Appendix C presents a flow chart of the TA process.

I. Vehicle Miles Traveled CEQA Transportation Analysis

In accordance with CEQA, all proposed Projects are required to analyze transportation as a component of environmental review. This Policy establishes:

- 1) screening criteria under which Projects are not required to submit detailed VMT analysis;
- 2) thresholds for identifying transportation environmental impact;
- 3) requirements for Projects to mitigate significant transportation impacts; and
- 4) the City's mechanism for reviewing Projects with significant and unavoidable impacts, all under CEQA.

Projects that do not meet the screening criteria are required to prepare a detailed *VMT* analysis and identify potential transportation impacts and propose mitigations and/or improvements.

A. Project Screening Criteria

The requirements to prepare a detailed VMT analysis applies to all Projects except the following types of Projects because the City Council finds, as documented in the administrative record for this Policy that these Projects will further City goals and policies and will not result in significant transportation impacts:

1. Small Infill Projects;
2. Local-Serving Retail;
3. Local-Serving Public Facilities;
4. Transit Supportive Projects in Planned Growth Areas with Low *VMT* and High Quality Transit;
5. Restricted Affordable, Transit Supportive Residential Projects in Planned Growth Areas with High Quality Transit;
6. Transportation Projects that reduce or do not increase VMT.

These screening criteria are further defined and explained in Appendix B.

B. Vehicle Miles Traveled CEQA Transportation Thresholds of Significance

Projects that do not meet the above screening criteria must include a detailed evaluation of the VMT produced by the Project. The thresholds of significance used to measure VMT are described by Project type in Table 1. Projects that have a significant VMT must include feasible mitigation measures which will avoid or substantially lessen such significant effects.

Table 1 - Project Type and VMT Thresholds of Significance¹

Project Types (as categorized in the General Plan)	Threshold for Determination of Significant Transportation Impact
Residential Uses	VMT per resident greater than the more stringent of the following thresholds: 1) 15 percent below the Citywide per resident VMT, OR 2) 15 percent below regional VMT per resident.
General Employment Uses (e.g. office, R&D)	VMT per employee greater than 15 percent below existing regional VMT per employee.
Industrial Employment Uses (e.g. warehouse, manufacturing and distribution uses)	VMT per employee greater than existing regional VMT per employee.
Retail Uses (Including Hotel)	A net increase in the total existing VMT for the region.
Public/Quasi-Public Uses	Public/Quasi-Public land use projects will be analyzed using the most relevant threshold as determined by Public Works Director for the proposed use on the site from the enumerated project types in this Table 1.
Mixed-Uses	Each land use component of a mixed-use project will be analyzed independently, applying the significance threshold for each land use component from the enumerated project types in this Table 1.
Change of Use or Additions to Existing Development	Changes of use or additions to existing development will be analyzed applying the significance threshold for each land use component from the enumerated project types in this Table 1.
Urban Village, Station Area Plans, Development Policy, Specific Strategy or Other Area Plans	Each land use component will be analyzed independently, applying the significance threshold for each land use component from the enumerated project types in this Table 1.
General Plan Amendments	General Plan Amendments will be analyzed in conformance with the General Plan's definition of VMT. An increase in City total VMT is a significant transportation impact.
Transportation Projects	Net increase in VMT greater than that consistent with the Regional Sustainable Communities Strategy.

¹ For the Purposes of this Policy, the region is the Bay Area's Metropolitan Planning Organization's boundaries.

C. Less than Significant Impact with Mitigation

If a Project is found to have a significant impact on *VMT*, the impact must be reduced by modifying Project *VMT* to an acceptable level (below the established thresholds of significance applicable to the Project) and/or mitigating the impact through multimodal transportation improvements, or establishing a *Trip Cap*.

D. Significant and Unavoidable Impacts

If a Project cannot fully mitigate its impacts on *VMT*, the Project applicant may:

- i. Propose to modify the Project such that the impacts on *VMT* can be mitigated to a less than significant level;
- ii. Relocate the Project to a low *VMT* site; or
- iii. Request the City Council to adopt a Statement of Overriding Considerations for the significant impact on *VMT* as part of an EIR certification.

When significant impacts are unavoidable, a detailed statement of overriding considerations in addition to findings are required as defined in CEQA Guidelines Sections 15191 and 15193. Based on the General Plan and State CEQA Guidelines, this Policy finds that benefits of certain projects may outweigh the unavoidable significant impacts on *VMT* and could be considered acceptable in certain circumstances as outlined below:

- i. The Project is consistent with the 2040 General Plan and demonstrates overriding benefits in accordance with Public Resources Code Section 21081(a)(3) and CEQA Guidelines Section 15091(a)(3); *and*
- ii. The Project mitigates its *VMT* impacts to the maximum extent feasible per the City's *VMT* Evaluation Tool; *and*
- iii. The Project is either:
 - a. 100% affordable residential project, or
 - b. The Project constructs or funds multimodal transportation improvements as detailed in Appendix B and is:
 - (i) Market-rate housing located within Urban Villages as defined in the City's General Plan;
 - (ii) Commercial; or
 - (iii) Industrial.

A statement of overriding considerations may also be warranted in certain other circumstances such as Projects' impacts on other jurisdictions facilities (e.g., freeway impacts) that are not measured with *VMT* metric.

II. Local Transportation Analysis

The following section establishes the City's LTA requirements. All Projects may be required to submit an LTA as determined by the Public Works Director. Land use and area plans typically do not have sufficient detail to conduct an LTA and therefore, may not be required to perform one until a specific development Project application is filed consistent with the land use or area plan. An LTA analyzes the effects of a Project on transportation, access, circulation, and related safety elements proximate to the Project and establishes consistency with the General Plan or other City requirements. An LTA proposes improvements to address adverse effects identified in the analysis. Components of an LTA are discussed in the City's Transportation Analysis Handbook and include, but are not limited to:

- Local operational analysis, including safety and signalized intersection operations;
- Site access and circulation analysis;
- Local neighborhood effects analysis;
- Local multimodal analysis;
- Compliance with the County's Congestion Management Program.

LTA's provide additional information to evaluate transportation conditions proximate to a Project and supplements the *VMT* analysis. LTA's implement the multimodal vision of the City's General Plan. The General Plan directs new development to help build out the inter-connected, multimodal transportation networks needed to fulfil its vision. The following General Plan Policies guide the implementation of LTA's:

CD-3.3 - Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets.

LU-9.1 - Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas.

PR-8.5 - Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter formal agreements with the City to maintain trails adjacent to their properties.

TR-1.2 - Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.

TR-1.4 - Through the entitlement process for new development, fund needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities. Encourage investments that reduce vehicle travel demand.

TR-2.8 - Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.

An LTA must identify the existing condition of pedestrian, bicycle, transit and vehicular transportation systems and facilities that would serve, or may be affected by, the proposed Project. Further analysis of site design and access, neighborhood traffic issues, local transportation safety and other area transportation issues may also be studied as specified in the City's Transportation Analysis Handbook and as determined by the City's Departments of Public Works. The Project applicant must complete the proposed LTA prior to, or in conjunction with, the Project's environmental review requirements.

**APPENDIX A
TO CITY COUNCIL POLICY 5-1
DEFINITIONS OF TERMS**

Term	Definition
High Quality Transit Areas	High quality transit areas are within one half mile of a <i>high quality transit corridor</i> or <i>major transit stop</i> .
High Quality Transit Corridor	Pub. Resources Code § 21155 (b), as may be amended: "A high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours".
Internalized trips	Are trips that occur within a Project area whereas they would normally begin or end at further locations outside the Project area.
Level of Service (LOS)	Is a measure of automobile delay through a roadway facility, graded on a scale A through F.
Major Transit Stop	Pub. Resources Code § 21064.3, as may be amended: "Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods".
Planned Growth Areas	Areas designated in the City's General Plan to accommodate certain growth expected in the General Plan's horizon.
Transportation Demand Management (TDM)	Strategies to incentivize the more efficient use of existing transportation infrastructure through modal change particularly the encouragement of pedestrian, bike, and transit use.
Trip Cap	A maximum number of vehicle trips that a Project can generate on any given day.
Vehicle Miles Traveled (VMT)	As used in this Policy, a measure of the amount of automobile travel associated with a Project. VMT is measured by multiplying the total vehicle trips by the average distance of those trips, adjusted for the number of people in the vehicles. For residential and employment land uses, <i>VMT</i> is measured for each person who will occupy or use a Project. For large retail and transportation Projects, the net amount of <i>VMT</i> is measured.

**APPENDIX B
TO CITY COUNCIL POLICY 5-1
POLICY IMPLEMENTATION PROCEDURES**

The Project applicant² must submit a Transportation Analysis (TA) that identifies:

- 1) Potential transportation impacts as defined in the *VMT* section of this Policy and adverse effects on nearby transportation facilities as identified by the LTA section of this Policy.
- 2) Mitigations for significant impacts found in the *VMT* analysis and improvements to address adverse effects identified in the LTA analysis. This may include impacts and adverse effects on any multimodal transportation facility (e.g., pedestrian facilities, transit stops, transit reliability, sidewalks, bicycle lanes, roadways, and roadway capacity, etc.).

Both the *VMT* analysis and LTA must comply with professional standards and the methodology included in the City's Transportation Analysis Handbook. TAs must be prepared by a qualified traffic engineer to the satisfaction of the Director of Public Works.

The City's Transportation Analysis Handbook has instructions and procedures to prepare a TA, including the criteria for determination of significance of transportation impacts and to evaluate the effectiveness of mitigation measures. The City's Department of Transportation maintains this Handbook and posts it to the City Public Work's Development Services website. The Handbook is updated on a periodic basis to include evolving industry best practices.

CEQA VMT Implementation Procedures

CEQA Guidelines Section 15126.2 requires that environmental documents determine significant or potentially significant impacts as part of environmental review, including assessment of traffic and transportation effects. The CEQA VMT Implementation Procedures include the following determinations:

- **Project Screening Criteria**
- **CEQA VMT Transportation Thresholds of Significance**
- **Less than Significant with and without Mitigation/s**
- **Significant and Unavoidable Impacts**

These determinations are further explained below.

A. Project Screening Criteria

The requirement to perform detailed *VMT* analysis applies to all Projects except the types of Projects that meet the following screening criteria because the Council finds that these Projects will not result in significant transportation impacts and will advance other City goals and policies:

1. **Small Infill Projects:** The City Council finds that these Projects, individually and cumulatively, will not result in significant impacts on the transportation system and will conform to the City's General Plan, and other City goals and policies:
 - a. All office buildings of 10,000 square feet of gross floor area or less.
 - b. All industrial buildings of 30,000 square feet of gross floor area or less.

² For this Policy, the term "applicant" refers to the individual or entity that has requested an entitlement or discretionary development approval from the City of San José.

- c. All single-family detached residential Projects of 15 or fewer dwelling units.
- d. All single-family attached or multi-family residential Projects of 25 or fewer units.

In no case shall any of these above types of small infill Projects meet the screening criteria if they are increments of a larger Project or "site" as defined in Chapter 20.200 of the San José Municipal Code.

- 2. **Local-Serving Retail:** Local-serving retail typically diverts existing trips from established local retail to new local retail without measurably increasing trips outside of the area. In recognition of this effect, retail commercial Projects up to a combined total of 100,000 gross square feet meet the City's screening criteria. This criterion is not applicable to hotels/motels, given disparate and context-specific travel patterns, or Projects that contain drive-through retail as defined in City Council Policy 6-10 "Criteria for the Review of Drive-through Uses", due to the high auto-traffic volume associated with this type of Project.

In no case shall a Project meet the screening criteria if it is an increment of a larger Project or "site" as defined in Chapter 20.200 of the San José Municipal Code.

- 3. **Local-Serving Public Facilities:** Local-serving public facilities either produce very low VMT or divert existing trips from established local facilities to new local facilities without measurably increasing trips outside of the area. For these reasons, they meet the City's screening criteria. These facilities must be publicly owned or controlled; this does not include schools, public or private. Examples of these Projects are:

- a. Branch Library
- b. Community Center
- c. Fire station
- d. Pumping station
- e. Passive Parks

- 4. **Transit Supportive Projects in Planned Growth Areas with Low VMT and High Quality Transit:** In accordance with State Law and the City's General Plan, proposed transit supportive Projects within City Planned Growth Areas, that have VMT below the threshold applicable to the Project's land use, and located near *high-quality transit* meet the City's screening criteria.

~~Residential and commercial Projects, as well as mixed-use Projects which are a mix of these above enumerated uses, meet the screening criteria if they meet **all** the following minimum criteria (a through f):~~

- a. Located within a Planned Growth Area as defined in the General Plan;
- b. Located within ½ mile of an existing *major transit stop* or a stop along a *high-quality transit corridor*;
- c. The Project area VMT, as defined by the City's Transportation Model, is less than or equal to the CEQA VMT threshold for the proposed land use(s);
- d. Provides a transit-supporting Project density, measured as:
 - i. A minimum Floor Area Ratio (FAR) of 0.75 for commercial Projects, or commercial portions of a mixed-use Project, based on gross floor area;

- ii. A minimum of 35 dwelling units per acre for residential Projects³, or residential portions of a mixed-use Project; or
 - iii. If the Project is in a Planned Growth Area that has a maximum density below 0.75 FAR or 35 dwelling units per acre, the Project must meet the maximum density allowed in the Planned Growth Area.
- e. Provides a minimal amount of parking:
- i. Propose no greater than the minimum number of parking spaces required by Title 20 of the San José Municipal Code (the Zoning Code).
 - ii. For Projects in Urban Villages, Downtown or other areas that allow for lowered parking rates:
 - The number of parking spaces proposed must be adjusted to the lowest amount allowed by Zoning Code. For example, in an Urban Village a 50% off-street parking reduction is allowed by Municipal Code Section 20.90.220, if a Project meets certain geographic and transportation demand management criteria. All actions required by the Zoning Code to reduce parking requirements must still be carried out. For example, if a Transportation Demand Management plan is required to lower parking requirements it must still be completed; or
 - The proposed number of parking spaces can be up to the general zoned minimum without the further reduction to Urban Villages, Downtown or other areas, if the parking provided is shared and publicly available and/or “unbundled” as defined in Chapter 20.200 of the Zoning Code.
 - f. Does not adversely affect pedestrian, bike, or transit infrastructure. For example, sidewalk widths cannot be reduced below the City’s Complete Streets standard; bike lanes cannot be altered to reduce their accessibility or size beyond the City’ Complete Streets standard.

5. Restricted Affordable, Transit Supportive Residential Projects in Planned Growth Areas with High Quality Transit: Residents of affordable residential Projects typically have a lower VMT footprint than residents in market rate residential Projects. This pattern is particularly evident in affordable residential Projects near transit.⁴ In recognition of this effect, and in accordance with State Guidelines and the City’s General Plan, proposed transit supportive, restricted, affordable housing Projects within City Planned Growth Areas, that are near *high quality transit*, meet the City’s screening criteria.

Affordable residential Projects, as well as affordable residential portions of mixed-use Projects, meet the screening criteria if the Project meets **all** the following minimum criteria (a through f):

- a. Provide 100% restricted affordable units, excluding unrestricted manager units, at or below income levels as defined in General Plan Policy IP-5.12. Affordability restrictions must be recorded and extend for a minimum of 55 years for rental homes or 45 years for for-sale homes.
- b. Located within a Planned Growth Area as defined in the General Plan.
- c. Located within ½ mile of an *existing major transit stop* or a stop along *high quality transit corridor*.

³ 35 units per acre is derived from the California State Office of Planning and Research’s suggested FAR of 0.75.

⁴ Newmark and Hass, “Income, Location Efficiency, and VMT: Affordable Housing as a Climate Strategy”, The California Housing Partnership, 2015.

- d. A minimum of 35 dwelling units per acre:
 - i. If the Project is in a Planned Growth Area that has a maximum density below 35 dwelling units per acre, the Project must meet the maximum density allowed in that Planned Growth Area.
 - ii. Projects that are proposed in areas where *VMT* is above the CEQA Threshold for Determination of Significant Transportation Impact must include a TDM plan approved by the Public Workers Director as part of their LTA.
- e. Provides a minimal amount of parking:
 - i. Propose no greater than the minimum number of parking spaces required by Title 20 of the San José Municipal Code (the Zoning Code).
 - ii. For Projects in Urban Villages or Downtown:
 - The number of parking spaces proposed must be adjusted to the lowest amount allowed by the Zoning Code. For example, a street parking reduction of 50 percent is allowed in Urban Villages by Municipal Code Section 20.90.220, if a Project meets certain geographic and transportation demand management criteria.
 - The proposed number of parking spaces can be up to the general zoned minimum without the further reduction to Urban Villages, Downtown or other areas, if the parking provided is shared and publicly available and/or “unbundled” as defined in Chapter 20.200 of the Zoning Code.
- f. Does not adversely affect pedestrian, bike, or transit infrastructure. For example, sidewalk widths cannot be reduced below the City’s Complete Streets standard; bike lanes cannot be altered to reduce their accessibility or size beyond the City’ Complete Streets standard.

6. Transportation Projects that reduce or do not affect VMT: Transportation Projects that inherently support environmental, land use, and transportation goals of the City and State by reducing significant traffic impacts to a less than significant level or being neutral to meet the City’s screening criteria. Examples include transportation Projects that enhance pedestrian, bike, or transit infrastructure, and transportation Projects that maintain current infrastructure, without adding new automobile capacity. The Governor’s Office of Planning and Research in the 2017 Guidelines for Implementing SB 743 published a list of such Projects that is enumerated below:

- Rehabilitation, maintenance, replacement, and repair Projects designed to improve the condition of existing transportation assets (e.g., highways, roadways, bridges, culverts, tunnels, transit systems, and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle lanes.
- Roadway shoulder enhancements to provide “breakdown space,” otherwise improve safety or provide bicycle access.
- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety.
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, or emergency breakdown lanes that are not utilized as through lanes.
- Addition of roadway capacity on local or collector streets provided the Project also substantially improves conditions for pedestrians, bicyclists, and, if applicable, transit.

- Conversion of existing general purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially decrease impedance to use.
- Addition of a new lane that is permanently restricted to use only by transit vehicles
- Reduction in number of through travel lanes.
- Grade separation to separate vehicles from rail, transit, pedestrians, or bicycles, or to replace a lane to separate preferential vehicles (e.g. HOV, HOT, or trucks) from general vehicles.
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features.
- Traffic metering systems.
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow.
- Installation of roundabouts or traffic circles.
- Installation or reconfiguration of traffic calming devices.
- Adoption of or increase in tolls.
- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase.
- Initiation of new transit service.
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes.
- Removal or relocation of off-street or on-street parking spaces.
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)
- Addition of traffic wayfinding signage.
- Rehabilitation and maintenance Projects that do not add motor vehicle capacity.
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way.
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel.
- Installation of publicly available alternative fuel/charging infrastructure.
- Addition of passing lanes in rural areas that do not increase overall vehicle capacity along the corridor.

B. CEQA VMT Transportation Thresholds of Significance

VMT, as used in this Policy, measures the amount of personal motorized vehicle travel associated with a Project. *VMT* is measured by multiplying the total vehicle trips by the average distance those trips travel.

For residential and employment uses other than retail commercial uses, *VMT* is measured for each person who will occupy or use the Project. For retail commercial and transportation Projects, the net amount of *VMT* is measured to identify potential impacts.

The thresholds of significance, by Project type used by the City of San José to measure *VMT* are described in Table 1 of this Policy. Detailed methods for calculating *VMT* by Project type are further described in the City's Transportation Analysis Handbook.

C. Less than Significant with Mitigation

If a Project is determined to have a significant impact on *VMT*, it must reduce that impact by modifying the Project *VMT* to an acceptable level; that is below the established thresholds of significance applicable to the Project and/or mitigating the impact through multimodal transportation network improvements, or transportation demand management program as measured by a *Trip Cap*.

Methodologies for measuring and mitigating *VMT* for Projects are described in the City's Transportation Analysis Handbook. These methodologies for measuring and mitigating *VMT* for Projects must conform to the City's Transportation Analysis Handbook.

A *Trip Cap* as used in this Policy is a maximum number of vehicle trips allowed during any given day associated with a Project. The City, in coordination with the Project applicant, will set a Project's *Trip Cap* at a level that is reasonably attainable through proven means and enables the Project's *VMT* to be reduced below the relevant threshold(s). The TA must include a plan for implementation and funding of the *Trip Cap* for the life of the Project and will become part of the Project's conditions of approval. Further, this plan must include methods for an annual trip mitigation, monitoring and reporting program (MMRP). The requirements of *Trip Cap* monitoring must include contingency plan for the City to make changes if the *Trip Cap* compliance reports demonstrate a failure to reduce the number of vehicles.

A short grace period not to exceed six (6) months will be provided to Projects that are not in compliance with their *Trip Cap* requirements based on the annual monitoring report. Such a non-conforming Project will be required to submit a new *Trip Cap* implementation plan which includes how and why the already established plan failed and new strategies and measures to attain the *Trip Cap*.

Monetary fees will be assessed if a Project is not in compliance with its *Trip Cap* after the grace period. The annual monetary fees are set at 1/5th the cost of the Transportation System Improvement(s) value defined in Section D2 below. Monetary fees collected will be used in the same manner as described in Section D2 below.

D. Significant and Unavoidable Impacts

If a Project is unable to fully mitigate *VMT* impact(s) and thus results in significant and unavoidable *VMT* transportation impact(s), the Project may:

1. Modify/Change or relocate the Project to a low *VMT* site to meet *VMT* threshold(s). This could include the following: Changing the Project type, increasing density and land use diversity, adjusting Project design, reducing off-street parking supply, replacing market rate units with affordable housing units, include local multimodal transportation network improvements as part of the Project, or undertake the Project in an area of the City where *VMT* is lower; or
2. The City Council may adopt a statement of overriding considerations as part of the environmental impact report certification process pursuant to Public Resources Code 21081.

Council will only consider a statement of overriding considerations for Projects that meet the following criteria:

- a. Commercial or industrial Projects that:
 - i. Demonstrate overriding benefits to the City, as determined by the City Council, in accordance with Public Resources Code 21081, based on a recommendation by City staff; and
 - ii. Are consistent with the General Plan, and any applicable area plan(s).
- b. Residential Projects that:
 - i. Are located in Urban Villages as defined in the City's General Plan;
 - ii. Demonstrate overriding benefits to the City, as determined by the City Council, in accordance with Public Resources Code 21081, based on a recommendation by City staff;
 - iii. Meet the density requirements specified in the Transit Supportive Projects in *Planned Growth Areas* with Low *VMT* and *High Quality Transit* screening criteria; and

iv. Are consistent with the General Plan, and any applicable area plan(s).

To be eligible under clauses a. and b. above, a Project must also construct or fund multimodal transportation improvement(s), called Transportation System Improvement(s) that will improve system efficiency and/or safety, enhance non-auto travel modes, and promote citywide reduction of VMT. A Project's contribution, either through construction or payment towards improvements and expansion of the City's multimodal transportation system, is a way to achieve and be consistent with the related General Plan goals and policies.

The value of Transportation System Improvements that a Project applicant must construct or fund will be based on the amount of VMT impacts their Project is unable to mitigate. Table 2, VMT Values for Transportation System Improvements shows the values for commercial, industrial, and residential Projects per vehicle mile traveled not mitigated.

Table 2 - VMT Value for Transportation System Improvements

Project Type	Value
Commercial; Industrial	\$3,200 per Vehicle Mile Traveled not mitigated
Residential	\$2,300 per Vehicle Mile Traveled not mitigated

The value of Transportation System Improvements will increase annually, on January 1st in line with the Engineering News-Record Construction Cost Index (ENR CCI) to ensure that the value remains consistent over time.

For purposes of clarification, improvements to the citywide multimodal transportation system as discussed in this section are not "mitigation" for significant VMT impacts, as mitigation is defined by CEQA. Such improvements would not necessarily reduce or avoid the significance of VMT impacts that cannot be mitigated. These improvements to the multimodal transportation system are one of the overriding benefits to the community and findings made to this effect that can assist the Council in determining whether the overriding benefits of the proposed Project outweigh the significant effects on the environment.

c. Affordable housing Projects that are 100% restricted affordable units, excluding unrestricted manager units, at or below income levels as defined in General Plan Policy IP-5.12. Affordability restrictions must be recorded and extend for a minimum of 55 years for rental homes or 45 years for for-sale homes.

Affordable housing Projects must be consistent with the General Plan, as well as any applicable area plan(s), and the City Council may consider a statement of overriding considerations even if the Project's VMT impact cannot be fully mitigated to a less than significant level. These affordable housing Projects will be required to mitigate their VMT impacts to the maximum extent feasible, as determined by the City of San José's Vehicle Miles Traveled Evaluation Tool, including implementation of a tailored TDM plan. However, these Projects would not be required to construct or fund Transportation System Improvements.

**APPENDIX C
TO CITY COUNCIL POLICY 5-1
Flow Chart of the Transportation Analysis Process**

Transportation Analysis Scoping

Large Projects

Small Projects

Not Screened Out

- Screened Out**
- 1) Local retail
 - 2) Local public facilities
 - 3) Transit supported low VMT growth area
 - 4) Affordable Transit supported growth area
 - 5) VMT reducing transportation Projects

Local Transportation Analysis

VMT Analysis
(CSJ Evaluation Tool or Travel Demand Model)
Local Transportation Analysis

Local Transportation Analysis

Local Improvements

Local Improvements

Local Improvements
VMT Partial Mitigation
Overriding Benefits
Offsetting Fee

Local Improvements
VMT Mitigation

Local Improvements
No VMT Impacts



Appendix E: Diridon Station Area Plan Transportation Project Descriptions

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DIRIDON STATION AREA PLAN (2020 AMENDMENT)					DIRIDON STATION AREA PLAN (2014)			
Project ID	Same/ Removed/ Modified/ New/ Completed	Type	Improvement	Description	Page #	Type	Improvement	Description
A=Active Transportation Street Projects B=Bicycle Projects C=Connector/Car Projects G=Trail Projects M=TDM/Parking Policy P=Pedestrian Projects S=Station Projects T=Transit Projects					2-12 to 2-35 = Urban Design and Place Making Chapter 2-36 to 2-46 = Landscape and Open Space Chapter 2-58 to 2-79 = Station Concept and Layout Chapter 2-80 to 2-114 = Access and Circulation Chapter 2-115 to 2-135 = Transportation and Parking Demand Management Chapter			
	Completed				2-90, 2-100	Transit	The Alameda the Beautiful Way	The Alameda between Stockton Avenue and Fremont Street (Phase I) and between Fremont Street and I-880 (Phase II); Enhanced pedestrian connection
A1	Modified	New Street	Active Transportation Greenway Underneath and Alongside Elevated Tracks	A greenway (active transportation, car-free street and open space) under and alongside elevated tracks extended between San Carlos Street and Lenzen Avenue. This will provide a needed north-south active transportation link connecting directly to the Diridon Station via the space underneath and alongside the elevated tracks. It will address the problem that the existing bike network running north to south is not as strong as its perpendicular counterpart. It will also allow for specific placemaking opportunities such as pedestrian parks. Connected with the Los Gatos Creek Trail at San Carlos Street, it will decrease commuting times, separate bicyclists and pedestrian from motorized vehicles, enhance air quality, and in turn, add joy to the art of bicycling and walking in a major metropolis.	2-22	Pedestrian/Bicycle	Northern Zone - Green finger	Green fingers reach out from Guadalupe Parkway and follow the route of the existing heavy rail tracks, creating linear pedestrian parks alongside the tracks
A2	Modified	New Street	Lenzen Avenue Active Transportation Greenway/ Complete Street (new street)	At-grade greenway (active transportation, car-free street and open space) on Lenzen Avenue between Stockton Avenue and Montgomery Street (new street); Complete street option is also under consideration.	2-100, 2-114	New Street	East-West Connection - Lenzen Avenue (new street)	Enhanced pedestrian underpass connection on Lenzen Avenue between Stockton Avenue and Montgomery Street (new street)
A2, A3	Modified	New Street	Lenzen Avenue and Cinnabar Street Active Transportation Greenway (new street) Cinnabar Street	At-grade greenway (active transportation, car-free street and open space) on Lenzen Avenue and on Cinnabar Street, between Stockton Avenue and Montgomery Street (new street)	2-24	Pedestrian/Bicycle	Northern Zone - Green finger underpasses	Underpasses below rail tracks at Lenzen Ave and Cinnabar St, treated as green fingers
A3	Modified	New Street	Active Transportation Greenway (new street)	A greenway (active transportation, car-free street and open space) on Cinnabar Street between Stockton Avenue and Montgomery Street (new street)	2-100, 2-114	New Street	East-West Connection - Cinnabar Street (new street)	Enhanced pedestrian underpass connection on Cinnabar Street between Stockton Avenue and Montgomery Street (new street)
A5	Modified	Pedestrian/Bicycle	Station Open Plaza on White Street	Station Open Plaza (active transportation, car-free street and open space) on White Street in front of the west station entrance. Little or no plaza space is planned for the west side of the station at San Fernando, given limited space available.	2-105	Pedestrian/Bicycle	North-South Connection - White Street	Class I Bicycle Path
A7	Modified	Station	Station Open Plaza on Cahill Street	Station Open Plaza (active transportation, car-free street and open space) will be on Cahill Street in front of the two station entrances on Santa Clara Street and San Fernando Street.	2-26	Station	Central Zone - New primary civic plaza	A view corridor showing the terminal structure and an urban gathering place.
A7	Modified	Station	Station Open Plaza on Cahill Street	Station Open Plaza (active transportation, car-free street and open space) will be on Cahill Street in front of the two station entrances on Santa Clara Street and San Fernando Street.	2-105	Bicycle	North-South Connection - Cahill Street	Class III Bicycle Boulevard
B1	Modified	Bicycle	San Fernando Street Complete Street with Bicycle Priority Improvements	Class IV Protected Bikeway on San Fernando Street east of Cahill Street; Enhanced/buffered Class III Bike Boulevard on San Fernando Street west of White Street; Enhanced bicycle and pedestrian at-grade crossing under SR-87	2-105	Pedestrian/Bicycle	East-West Connection - San Fernando Street	Class III Bicycle Boulevard on San Fernando Street west of White Street; Enhanced pedestrian underpass connection on San Fernando Street under SR-87
B10	Modified	Bicycle	St. John Street Complete Street with Bicycle Priority Improvements	Class IV Protected Bikeway; Enhanced bicycle and pedestrian at-grade crossing under SR-87	2-100, 2-105	Pedestrian/Bicycle	East-West Connection - St. John Street	Class II Bicycle Lane; Enhanced pedestrian underpass connection on St. John Street under SR-87

DIRIDON STATION AREA PLAN (2020 AMENDMENT)					DIRIDON STATION AREA PLAN (2014)			
Project ID	Same/ Removed/ Modified/ New/ Completed	Type	Improvement	Description	Page #	Type	Improvement	Description
B11	Modified	Bicycle	Auzerais Avenue Complete Street	Class IV Protected Bikeway; Enhanced bicycle and pedestrian at-grade crossing under elevated tracks and SR-87; includes two on-street trail linkages - one from east side of existing rail corridor to Los Gatos Creek Trail, and another at-grade trail crossing on the west side of the rail corridor.	2-100, 2-105	Pedestrian/Bicycle	East-West Connection - Auzerais Avenue	Class II Bicycle Lane, Enhanced pedestrian underpass connection
B12	Modified	Bicycle	Sunol Street	Enhanced/buffered Class II Bicycle Lane on Sunol Street between Park Avenue and The Alameda; Class III Bike Boulevard on Sunol Street between Auzerais Avenue and Park Avenue	2-105	Bicycle	North-South Connection - Sunol Street	Class III Bicycle Boulevard
B13	Modified	Bicycle/Auto	Autumn Street Complete Street	Class IV Protected Bikeway on Autumn Street between Park Avenue and St. John Street; Class III Bike Boulevard on Old Autumn Street between St. John Street and Julian Street; Extension of Autumn Street between St. John Street and Julian Street is under consideration; North of Julian Street may be reconfigured to accommodate the planned elevated UPRR tracks; Autumn Street is planned to have one vehicular travel lane in each direction.	2-105	Bicycle	North-South Connection - Autumn Street between Park Avenue and Santa Clara Street	Class III Bicycle Boulevard on Autumn Street between Park Avenue and Santa Clara Street
B14	Modified	Bicycle	Montgomery Street Complete Street with Bicycle Priority Improvements (new street)	Class IV Protected Bikeway on Montgomery Street between St. John Street and Cinnabar Street; Class IV Protected Bikeway on Montgomery between Cinnabar Street and Lenzen Avenue (new street)	2-105, 2-114	Bicycle	North-South Connection - Montgomery Street	Class III Bicycle Boulevard on Montgomery Street between Julian Street and Cinnabar Street; Class II Bicycle Lane on Montgomery Street between St. John Street and Julian Street
B15	Modified	Bicycle	Public Bike and Micromobility Share Program		2-90	Bicycle	Public Bike Share Program	
B2	Modified	Bicycle	Park Avenue Complete Street with Bicycle Priority Improvements	Class IV Protected Bikeway; Enhanced bicycle and pedestrian at-grade crossing under elevated tracks and SR-87	2-100, 2-105	Pedestrian/Bicycle	East-West Connection - Park Avenue	Class II Bicycle Lane; Enhanced pedestrian underpass connection on Park Avenue between Laurel Grove Lane and Cahill Street (narrowing from 4 to 2 lanes) and under SR-87
B4	Modified	Bicycle	Cahill Street Complete Street with Bicycle Priority Improvements	Class IV Protected Bikeway on Cahill Street between Park Avenue and San Fernando Street, and between Santa Clara Street and Montgomery Street	2-100	New Street	Cahill Street Enhanced Pedestrian Connection (new street)	Cahill Street between Park Avenue and Julian Street (new street)
B5	Modified	Bicycle	Laurel Grove Lane-Dupont Street	Class III Bike Boulevard on Laurel Grove Lane-Dupont Street	2-100, 2-105	Pedestrian/Bicycle	White Street-Laurel Grove Lane-Dupont Street	Class III Bike Boulevard; Enhanced pedestrian connection on White Street-Laurel Grove Lane-Dupont Street, and alongside the tracks south of Park Avenue
B6	Modified	Pedestrian/Bicycle	Almaden Boulevard	Class III Bike Boulevard on Almaden Boulevard between St. John Street and Julian Street	2-105	Pedestrian/Bicycle	North-South Connection - Almaden Boulevard	Class I Bicycle Path on Almaden Blvd between St. John Street and Julian Street
B7	Modified	Bicycle	Stockton Avenue	Enhanced/buffered Class II Bicycle Lane	2-105	Bicycle	North-South Connection - Stockton Avenue	Class II Bicycle Lane
B8	Modified	Bicycle	Bird Avenue Complete Street	Class IV Protected Bikeway on Bird Avenue south of Park Avenue	2-105	Bicycle	North-South Connection - Bird Avenue	Class II Bicycle Lane
B9	Modified	Bicycle	Julian Street Complete Street	Class IV Protected Bikeway on Julian Street between Cinnabar Street and SR-87	2-105	Bicycle	East-West Connection - Julian Street	Class II Bicycle Lane
G1-4	Modified	Pedestrian/Bicycle	Trail Crossing - Park Avenue Grade-separated	Los Gatos Creek Trail crosses Park Avenue via bridge. Two-way Class IV bikeways are provided on the east side of Autumn Street.	2-105	Pedestrian/Bicycle	Trail Crossing - Park Avenue At-grade	Los Gatos Creek Trail crossing at-grade at Park Avenue
M1	Modified	TDM	TDM and Parking standards	Direction to pursue parking minimum standards, maximum standards, point-based TDM requirements, and a list of mandatory and discretionary TDM measures. Implemented by TMA in the form of a public-private-partnership.	2-135	TDM	Reduce Parking Standards	Implemented by City
M2	Modified	Parking Supply Management	Parking Trade Program	Incorporated into Parking District	2-119	Parking Supply Management	Parking Trade Program	
M2	Modified	Parking Supply Management	Shared Parking	Incorporated into Parking District	2-121	Parking Supply Management	Shared Parking	
M2	Modified	Parking Supply Management	Valet Parking	Incorporated into Parking District	2-122	Parking Supply Management	Valet Parking	
M2	Modified	Parking Supply Management	Wayfinding and Parking Guidance Systems	Incorporated into Parking District	2-122	Parking Supply Management	Wayfinding and Parking Guidance Systems	

DIRIDON STATION AREA PLAN (2020 AMENDMENT)					DIRIDON STATION AREA PLAN (2014)			
Project ID	Same/ Removed/ Modified/ New/ Completed	Type	Improvement	Description	Page #	Type	Improvement	Description
M2	Modified	Parking Supply Management	Advanced Parking Reservation Systems	Incorporated into Parking District	2-122	Parking Supply Management	Advanced Parking Reservation Systems	
M2	Modified	Parking Supply Management	Residential Parking Permit Program	Incorporated into Parking District	2-123	Parking Supply Management	Residential Parking Permit Program	
M2	Modified	Parking Supply Management	Preferential Parking	Incorporated into Parking District	2-124	Parking Supply Management	Preferential Parking	
M3	Modified	TDM/Parking Demand Management	Car share, Bike parking	Incorporated into TMA/TDM program	2-33	TDM/Parking Demand Management	South Zone - Car share, Bike parking	Implement car-sharing programs and bike kitchens shared bicycle parking space used by residents that may include shared equipment, tools, and working space for bicycle repair) into residential development.
M3	Modified	TDM/Parking Demand Management	Wayfinding	Incorporated into TMA/TDM program	2-135	TDM/Parking Demand Management	Wayfinding	Implemented by City/TMA
M3	Modified	TDM/Parking Demand Management	Bicycle Storage	Incorporated into TMA/TDM program	2-135	TDM/Parking Demand Management	Bicycle Storage	Implemented by City/TMA
M3	Modified	TDM/Parking Demand Management	Bikesharing	Incorporated into TMA/TDM program	2-135	TDM/Parking Demand Management	Bikesharing	Implemented by City/TMA/PPP
M3	Modified	TDM/Parking Demand Management	Transit Subsidies/EcoPass	Incorporated into TMA/TDM program	2-135	TDM/Parking Demand Management	Transit Subsidies/EcoPass	Implemented by City/TMA/Private businesses
M3	Modified	TDM/Parking Demand Management	TDM Coordinator/Rideshare	Incorporated into TMA/TDM program	2-135	TDM/Parking Demand Management	TDM Coordinator/Rideshare	Implemented by City/Private businesses
M3	Modified	TDM/Parking Demand Management	Carsharing	Incorporated into TMA/TDM program	2-135	TDM/Parking Demand Management	Carsharing	Implemented by City/TMA/PPP
M3	Modified	TDM/Parking Demand Management	Flex Work	Incorporated into TMA/TDM program	2-135	TDM/Parking Demand Management	Flex Work	Implemented by Private/Public businesses
M3	Modified	TDM/Parking Demand Management	Shuttle Service	Incorporated into TMA/TDM program	2-135	TDM/Parking Demand Management	Shuttle Service	Implemented by Private/Public businesses
M3	Modified	TDM/Parking Demand Management	Guaranteed Ride Home	Incorporated into TMA/TDM program	2-135	TDM/Parking Demand Management	Guaranteed Ride Home	Implemented by Private/Public businesses
M3	Modified	TDM/Parking Demand Management	Parking Cash-Out	Incorporated into TMA/TDM program	2-135	TDM/Parking Demand Management	Parking Cash-Out	Implemented by Private/Public businesses
M3	Modified	TDM/Parking Demand Management	Parking Pricing	Incorporated into TMA/TDM program	2-135	TDM/Parking Demand Management	Parking Pricing	Implemented by City/TMA
M3	Modified	TDM/Parking Demand Management	Unbundled Parking	Incorporated into TMA/TDM program	2-135	TDM/Parking Demand Management	Unbundled Parking	Implemented by City
P3	Modified	Pedestrian/Bicycle	Delmas Avenue Complete Street with Pedestrian Priority Improvements	Active transportation street (car-free) on Delmas Avenue between San Fernando Street and Santa Clara Street. Pedestrian priority improvements with Enhanced/Buffered Class II Bike Lanes on Delmas Avenue between Auzerais Avenue and San Fernando Street.	2-105	Bicycle	North-South Connection - Delmas Avenue	Class II Bicycle Lane
S1	Modified	Station	Elevated Station Platform	Elevating the tracks and platforms will allow for street-level east/west connections through the station area, knit together neighborhoods on either side of the tracks, and facilitate connections for people walking, bicycling, and driving.	2-63	Station	Preferred Station Alternative	Alternative A "Linear" scheme, two rail platform levels
S1	Modified	Station	Elevated Station Platform	Elevating the tracks and platforms will allow for street-level east/west connections through the station area, knit together neighborhoods on either side of the tracks, and facilitate connections for people walking, bicycling, and driving. Two main concourses with four station entrances. One concourse is oriented toward Santa Clara Street and will be close to BART, light rail, bus, and other connecting modes to allow for quick transfers. The other concourse will be located near San Fernando Street and allow for easy connections to the bike network, creeks, existing neighborhoods, and future office and housing development.	2-28	Pedestrian/Bicycle	Central Zone - Pedestrian connections across the tracks	In the case of the elevated HSR alignment option, the tracks and station concourse offer more opportunities for making high-level pedestrian connections across the tracks
S2	Modified	Station	Station Entrances at Santa Clara Street and San Fernando Street	Station Entrances at Santa Clara Street and San Fernando Street	2-26	Station	Central Zone - New terminal building	Highly visible from multiple approaches to the station

DIRIDON STATION AREA PLAN (2020 AMENDMENT)					DIRIDON STATION AREA PLAN (2014)			
Project ID	Same/ Removed/ Modified/ New/ Completed	Type	Improvement	Description	Page #	Type	Improvement	Description
T5	Modified	Transit	Santa Clara Street Complete Street with Dedicated Public Service Lanes	Bus Rapid Transit on Dedicated Public Service Lanes; Class IV Protected Bikeway; Enhanced bicycle and pedestrian at-grade crossings under SR-87 and elevated tracks	2-100, 2-105, 2-109	Transit	East-West Connection - Santa Clara Street	Bus Rapid Transit; Class II Bicycle Lane; Enhanced pedestrian connection; Enhanced pedestrian underpass connection on Santa Clara Street under SR-87
T6	Modified	Transit	San Carlos Street Complete Street with Transit Priority Improvements	Class IV Protected Bikeway; Enhanced bicycle and pedestrian at-grade crossings under SR-87 and elevated tracks	2-100	Pedestrian	San Carlos Street Enhanced Pedestrian Overpass/Underpass Connection	Enhanced pedestrian overpass connection on San Carlos Street between Dupont Street and Cahill Street, overpass replacement; Enhanced pedestrian underpass connection on San Carlos Street under SR-87
T6	Modified	Transit	San Carlos Street Complete Street with Transit Priority Improvements	Class IV Protected Bikeway; Enhanced bicycle and pedestrian at-grade crossings under SR-87 and elevated tracks	2-109	Transit	Bus Rapid Transit	BRT lines on San Carlos Street
T7	Modified	Transit	Airport-Diridon Connector	A connection from SJC to Diridon Station that would integrate Diridon Station and the airport as a single facility from the passenger's perspective by providing quick and reliable trips across the roughly three miles that separate the two facilities.	2-109	Transit	Airport Shuttle	Shuttle route between the Diridon Station and the Airport
	Modified	Street Typology	East-West Connections to Open Space	Julian Street and Auzerais Avenue all serve important roles as primary cross-routes for vehicular movement. The Alameda/Santa Clara, Park Avenue, San Carlos Street, St. John Street, San Fernando Street, etc. could receive streetscape improvements that de-emphasize vehicular travel and promote these cross-routes as primary transit, pedestrian, and bicycle corridors.	2-43	Street Typology	East-West Connections to Open Space	Julian Street, The Alameda/Santa Clara, Park Avenue and San Carlos Street all serve important roles as primary cross-routes for vehicular movement. St. John Street, San Fernando Street and Auzerais Avenue could receive streetscape improvements that de-emphasize vehicular travel and promote these cross-routes as primary pedestrian and bicycle corridors.
A1	New	New Street	Active Transportation Greenway Underneath and Alongside Elevated Tracks	A greenway (active transportation, car-free street and open space) under and alongside elevated tracks extended between San Carlos Street and Lenzen Avenue. This will provide a needed north-south active transportation link connecting directly to the Diridon Station via the space underneath and alongside the elevated tracks. It will address the problem that the existing bike network running north to south is not as strong as its perpendicular counterpart. It will also allow for specific placemaking opportunities such as pedestrian parks. Connected with the Los Gatos Creek Trail at San Carlos Street, it will decrease commuting times, separate bicyclists and pedestrian from motorized vehicles, enhance air quality, and in turn, add joy to the art of bicycling and walking in a major metropolis.				
C1	New	Interchange	Santa Clara Street SR-87 Northbound Off-ramp Closure	The proposed closure will remove the freeway gateway from Santa Clara Street (Grand Boulevard) and complement the proposed exclusive public service lanes to prioritize transit. Vehicles traveling on northbound SR-87 are expected to exit via the downstream, Julian Street off-ramp. Lower vehicular traffic on Santa Clara Street will reduce pedestrian-vehicle conflicts and improve pedestrian safety.				
C2	New	Interchange	Julian Street SR-87 Interchange Modifications	The proposed modifications to the Julian Street interchange will make it the primary Downtown gateway for regional vehicular traffic on SR-87. It will consolidate the existing interchanges at Santa Clara Street and Julian Street into a modified, full interchange at Julian Street that will connect vehicles to key parking locations outside of the core station area.				

DIRIDON STATION AREA PLAN (2020 AMENDMENT)					DIRIDON STATION AREA PLAN (2014)			
Project ID	Same/ Removed/ Modified/ New/ Completed	Type	Improvement	Description	Page #	Type	Improvement	Description
G1-5	New	Pedestrian/Bicycle	Trail Crossing - San Carlos Street At-grade/Grade-separated	Los Gatos Creek Trail crosses under San Carlos Street along the west bank. Along the east bank, it crosses San Carlos Street via bridge or under-crossing, which becomes a Class I bike path alongside the track line ending at Auzerais Avenue.				
G1-6	New	Pedestrian/Bicycle	Trail Crossing - Auzerais Avenue At-grade	Los Gatos Creek Trail crosses Auzerais Avenue at-grade along the west bank.				
P1	New	Pedestrian/Bicycle	Across I-280 Pedestrian/Bicycle Connection	The proposed bicycle and pedestrian connection will provide a needed north-south active transportation link across a major barrier in I-280. It will connect the residential neighborhoods south of I-280 – Gardner, Fuller-Drake, North Willow Glen, Broadway-Palmhaven, and Willow Glen, with the residential neighborhoods and commercial activities north of I-280 – Auzerais-Josefa, Hannah-Gregory, Midtown San Jose, and the station area. It will connect the Diridon Station, Gardner Elementary School, and various open spaces and parks such as Biebrach, Fuller, and Del Monte parks. The proposed connection aims to minimize bicycle and pedestrian conflicts with motorized vehicles on Bird Avenue (City Connector Street).				
P2	New	Pedestrian/Bicycle	Montgomery Street Complete Street with Pedestrian Priority Improvements	Montgomery Street between San Fernando Street and Santa Clara Street; pedestrian priority improvements with Class III Bike Boulevard.				
S10	New	Station	Station Park-and-Ride	A small number of parking spaces are considered in shared facilities in the station district.				
S3	New	Station	Existing Track Approaches to Station	Maintain track approaches that generally stay within the existing northern and southern corridors in order to leverage existing rail infrastructure, minimize overall community impact, and minimize the need to acquire significant land.				
S4	New	Station	Bicycle Access to Station	San Fernando Street is considered in the Diridon Integrated Station Concept Plan to serve as the primary corridor for traveling to and through the station by bicycle. The Concept Plan also proposes a major bicycle parking facility under the tracks at San Fernando.				
S5	New	Station	Light Rail Access to Station	The two existing light rail stops near the station, one along Laurel Grove Lane on the west and the other near the intersection of Montgomery and San Fernando Street on the east) are considered in the Concept Plan to be consolidated into a single centrally-located stop that would be accessed on the east side of the station roughly at the current intersection of Cahill and Crandall streets.				
S6	New	Station	Bus Access to Station	The Concept Layout proposes a VTA bus facility located south of the primary station hall along a bus-only street to the east of the heavy rail tracks.				
S7	New	Station	Intercity Bus Access to Station	The Concept Layout proposes along the western edge of the rail tracks, in the current location of White Street.				
S8	New	Station	BART Access to Station	The Concept Layout proposes an access point to BART via the lobby of a proposed future building on the corner of Santa Clara and Montgomery streets. The Partner Agencies are considering additional access points.				

DIRIDON STATION AREA PLAN (2020 AMENDMENT)					DIRIDON STATION AREA PLAN (2014)			
Project ID	Same/ Removed/ Modified/ New/ Completed	Type	Improvement	Description	Page #	Type	Improvement	Description
S9	New	Station	Station Curb Space for Pick-up/Drop-off	Space for these modes is considered at the southeast corner of the station, south of San Fernando Street and west of Cahill street. This facility is carefully sited away from the core of the station so as to minimize conflicts between pedestrians and cyclists who will be coming to the station from Downtown.				
T4	New	Transit	VTA Light Rail Grade-separation and Re-alignment	The light rail track connection between the Diridon Station and the stations in Downtown will be re-aligned east-west from the current San Carlos Street to Park Avenue or San Fernando Street. To minimize conflicts with pedestrian and bicyclists and to speed up and LRT operations, different light rail grade separation options such as Autumn Street, Delmas Avenue, San Fernando Street, and/or Park Avenue are considered.				
T8	New	Transit	Caltrain Business Plan Long Range Service Vision	The Business Plan addresses four major focus areas: service, business case, community interface, and organization. The Long-Range Service Vision as part of the Business Plan will increase the number of peak hour trains per direction to 8 between Tamien Station and San Francisco, 4 between the Blossom Hill and Tamien Stations, and 2 between the Gilroy and Blossom Hill Stations. The Caltrain Board of Directors adopted a service vision as part of the Business Plan in October 2019 that envisions significantly expanding Caltrain service, roughly tripling the number of daily riders from 65,000 today to 180,000 by 2040. Diridon Station is currently one of the busiest stations in the system currently. It is also one of the core stations that will see most enhanced service under the Business Plan.				
A4	Same	New Street	San Fernando Street Active Transportation Greenway (new street)	A greenway (active transportation, car-free street and open space) on San Fernando Street between White Street and Cahill Street (new street)	2-100, 2-105	New Street	San Fernando Street Enhanced Pedestrian Connection (new street)	Enhanced pedestrian connection on San Fernando Street between White Street and Cahill Street (new street)
A6	Same	Pedestrian/Bicycle	Active Transportation Greenway on Axis with Historic Diridon Station	Linear east-west greenway (active transportation, car-free street and open space) located on axis with the historic Diridon station, extending across Autumn Parkway and reinforcing the existing pedestrian and bike routes which follow the LRT, on to San Fernando Street and into downtown.	2-28	Pedestrian/Bicycle	Central Zone - Green connection on axis with historic Diridon Station	Linear east-west green connection located on axis with the historic Diridon station, extending across Autumn Parkway and reinforcing the existing pedestrian and bike routes which follow the LRT, on to San Fernando Street and into downtown.
B3	Same	Bicycle	Gifford Avenue Complete Street with Bicycle Priority Improvements	Gifford Avenue between Auzeais Avenue and San Fernando Street; Class III Bike Boulevard	2-105	Bicycle	North-South Connection - Gifford Avenue	Class III Bicycle Boulevard on Gifford Avenue between Auzeais Avenue and San Fernando Street
G1-1	Same	Pedestrian/Bicycle	Los Gatos Creek Trail	Los Gatos Creek Trail between San Carlos Street and Santa Clara Street	2-100	Pedestrian/Bicycle	North-South Connection - Los Gatos Creek Trail Master Plan Trail Crossing - Santa Clara Street Grade-separated	Los Gatos Creek Trail between San Carlos Street and The Alameda
G1-2	Same	Pedestrian/Bicycle	Trail Crossing - Santa Clara Street Grade-separated	Los Gatos Creek Trail crosses Santa Clara Street via bridge or under-crossing with a long-span	2-105	Pedestrian/Bicycle	Trail Crossing - Santa Clara Street Grade-separated	Los Gatos Creek Trail grade-separated crossing at Santa Clara Street
G1-3	Same	Pedestrian/Bicycle	Trail Crossing - San Fernando Street Grade-separated	After crossing LRT via existing at-grade crossing, the Los Gatos Creek Trail crosses San Fernando Street via a long-bridge span. Two-way Class IV bikeways are provided on the bridge.	2-105	Pedestrian/Bicycle	Trail Crossing - San Fernando Street Grade-separated	Los Gatos Creek Trail grade-separated crossing at San Fernando Street
T1	Same	Transit	BART Silicon Valley Phase II	The planned VTA BART Silicon Valley Phase II will extend BART service from its current terminus at Berryessa Station to Downtown San Jose with a stop at Diridon Station and terminate at the Santa Clara Caltrain Station. Service is expected to begin as early as 2030.	2-109	Transit	BART	BART Silicon Valley Phase II

DIRIDON STATION AREA PLAN (2020 AMENDMENT)					DIRIDON STATION AREA PLAN (2014)			
Project ID	Same/ Removed/ Modified/ New/ Completed	Type	Improvement	Description	Page #	Type	Improvement	Description
T2	Same	Transit	High Speed Rail	The pending California High Speed Rail (HSR) will connect the Los Angeles Metropolitan Area, the Central Valley, and the San Francisco Bay Area with service scheduled to begin in 2029. California HSR will have a stop at Diridon Station.	2-109	Transit	High Speed Rail	Potential
T3	Same	Transit	Caltrain Electrification	The planned Caltrain electrification project will replace diesel-powered trains with electric trains by 2022. More frequent and faster train service will be provided for riders. The number of peak hour trains in each direction will increase from 5 to 6 and will increase combined seating and standing capacity by 31%. The electrification of Caltrains will also lay the groundwork to provide additional capacity improvements in the proposed Caltrain Business Plan.	2-87	Transit	Caltrain Electrification	Caltrain Electrification Program
	Removed				2-22	Pedestrian/Bicycle	Northern Zone - Green finger	Green fingers reach out from Guadalupe Parkway, follow Julian St between Autumn Parkway and Stockton Avenue, and continues southward to connect to the Alameda with a new mid-block paseo.
	Removed				2-26	Station	Central Zone - Airport-style station layout	
	Removed				2-32	Pedestrian/Bicycle	South Zone - Green fingers	Green fingers reaching out from the large community park along Park Avenue to provide strong bike and pedestrian connections between the sub-areas and into the neighborhoods beyond.
	Removed				2-34	Pedestrian/Bicycle	South Zone - Extension of Josefa Street	Extension of Josefa Street in the north to connect bikes and pedestrians to the Los Gatos Creek trail and down into the neighborhood. This linkage is treated as another green finger reaching into the heart of the neighborhood.
	Removed				2-72	Station	Station - KNR, private shuttle buses, taxis	Kiss-and-ride curb would be located in front of the new station building and the historic depot. Additional curb frontage on Cahill Street would accommodate private shuttle buses and taxis.
	Removed				2-73	Station	Station - Transit Center	Bus Plaza Option, Transit Mall Option, or the Skewed Alignment Option
	Removed				2-100, 2-114	New Street	Wilson Avenue Enhanced Pedestrian Connection Drake Street	Enhanced Pedestrian Connection on Wilson Avenue between The Alameda and Stockton Avenue (new street)
	Removed				2-100, 2-114	New Street	Enhanced Pedestrian Connection (new street)	Enhanced pedestrian connection on Drake Street between Auzerais Avenue and Columbia Avenue (new street)
	Removed				2-100	Pedestrian	Pedestrian Scramble	Santa Clara Street/Montgomery Street
	Removed				2-100	Pedestrian	Improved Pedestrian Access Intersection with	The Alameda/Stockton Avenue
	Removed				2-100	Pedestrian	Improved Pedestrian Access Intersection with	Stockton Avenue between The Alameda and Julian Street
	Removed				2-100	Pedestrian	Improved Pedestrian Access Intersection with	Santa Clara Street/Cahill Street
	Removed				2-100	Pedestrian	Improved Pedestrian Access Intersection with	Santa Clara Street/Autumn Street
	Removed				2-100	Pedestrian	Improved Pedestrian Access Intersection with	Julian Street/Montgomery Street
	Removed				2-100	Pedestrian	Improved Pedestrian Access Intersection with	Julian Street/Autumn Street
	Removed				2-100	Pedestrian	Improved Pedestrian Access	Montgomery Street/Stover Street

DIRIDON STATION AREA PLAN (2020 AMENDMENT)					DIRIDON STATION AREA PLAN (2014)			
Project ID	Same/ Removed/ Modified/ New/ Completed	Type	Improvement	Description	Page #	Type	Improvement	Description
	Removed				2-100	Pedestrian	Improved Intersection with	Montgomery Street/Crandall Street
	Removed				2-100	Pedestrian	Improved Pedestrian Access Intersection with	Autumn Street/Stover Street
	Removed				2-100	Pedestrian	Improved Pedestrian Access Intersection with	Autumn Street/Crandall Street
	Removed				2-100	Pedestrian	Improved Pedestrian Access Intersection with	San Fernando Street/Montgomery Street
	Removed				2-100	Pedestrian	Improved Pedestrian Access Intersection with	San Fernando Street/Autumn Street
	Removed				2-100	Pedestrian	Improved Pedestrian Access Intersection with	Autumn Street/Josefa Street
	Removed				2-100	Pedestrian	Improved Pedestrian Access Intersection with	Park Avenue/Josefa Street
	Removed				2-100	Pedestrian	Improved Pedestrian Access Intersection with	San Carlos Street/Josefa Street
	Removed				2-100	Pedestrian	Improved Pedestrian Access Intersection with	San Carlos Street/Gifford Avenue
	Removed				2-100	Pedestrian	Improved Pedestrian Access Intersection with	Park Avenue/Laurel Grove Lane
	Removed				2-100	Pedestrian	Improved Pedestrian Access Intersection with	San Carlos Street/Sunol Street
	Removed				2-114	Pedestrian	Pork-chop island removal	The Alameda/Stockton Avenue
	Removed				2-114	Pedestrian	Pork-chop island removal	Park Avenue/Autumn Street
	Removed				2-114	Pedestrian	Pork-chop island removal	San Carlos Street/Autumn Street
	Removed				2-114	Pedestrian	Pork-chop island removal	Auzerais Avenue/Bird Avenue
	Removed				2-105, 2-114	New Street	North-South Connection - Autumn Street Extension (new street)	Class I Bicycle Path on Autumn Street between Santa Clara Street and Julian Street; Autumn Street Extension between St. John Street and Julian Street, and adjacent grid alignment (new street)
	Removed				2-109	Transit	Bus Stop Improvements	Santa Clara Street/Montgomery Street
	Removed				2-109	Transit	Bus Stop Improvements	Santa Clara Street/Delmas Avenue
	Removed				2-109	Transit	Bus Stop Improvements	San Carlos Street/Sunol Street
	Removed				2-109	Transit	Bus Stop Improvements	San Carlos Street/Bird Avenue
	Removed				2-109	Transit	Bus Stop Improvements	San Carlos Street/Gifford Avenue
	Removed				2-114	New Street	North-South Connection - Georgetown Place (new street)	Georgetown Place between San Carlos Street and Park Avenue (new street)
	Removed				2-114	New Street	East-West Connection - Stover Street (new street)	Enhanced pedestrian connection on Stover Street between Cahill Street and Delmas Avenue (new street)
	Removed				2-114	New Street	East-West Connection - Crandall Street (new street)	Crandall Street between Cahill Street and Autumn Street (new street)
	Removed				2-114	New Street	East-West Connection - Parkinson Court (new street)	Parkinson Court between Sunol Street and Dupont Street
	Removed				2-114	New Street	East-West Connection - Pacific Avenue (new street)	Pacific Avenue between Sunol Street and Dupont Street
	Removed				2-100, 2-114	New Street	East-West Connection - Columbia Street (new street)	Enhanced pedestrian connection on Columbia Street between Drake Street and Bird Avenue (new street)
	Removed				2-24	Pedestrian/Bicycle	Northern Zone - North-south pedestrian and bike connection	Improved north-south pedestrian and bike connections along the western side of the arena

Appendix F: Water Supply Assessment

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WATER SUPPLY ASSESSMENT

DIRIDON STATION AREA PLAN AMENDMENT

January 2021

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- 1 AMENDED DIRIDON STATION AREA PLAN BOUNDARY

San Jose Water (SJW) is one of the largest privately owned water systems in the United States, providing high-quality water and exceptional service to more than one million residents of Santa Clara County since established in 1866.

BACKGROUND & PURPOSE

This Water Supply Assessment (WSA) was requested on October 9, 2020 by City of San Jose. The project proposes to amend the Diridon Station Area Plan, originally adopted in 2014. The proposed Amendment expands the current Diridon Station Area Plan boundary by approximately 24 acres and will accommodate 7,044 residential units, 7,838,000 square feet of office space, and 19 acres of public park. The 262-acre plan area is bounded by Lenzen Avenue and the Union Pacific Railroad tracks to the north, Interstate 280 (I-280) to the south, the Guadalupe River and Delmas Avenue to the east, and Sunol Avenue and the Diridon Station commuter rail tracks to the west.

This WSA describes the relationship between existing and future water supplies and presents SJW's strong ability to provide a diverse water supply to match build-out water demands under both normal and dry years. This diverse supply consists of local surface water from SJW's Santa Cruz Mountain sources, groundwater, treated surface water from Valley Water's local and imported supplies, and non-potable recycled water. Based on water supply projections reported in Valley Water's 2015 Urban Water Management Plan,¹ conservation methods currently employed, and on SJW's active commitment to these methods, SJW is able to meet the needs of the service area through at least 2035 for average and single-dry years without a call for mandatory water use reductions.² This assumes reserves are at healthy levels at the beginning of the year and that projects and programs identified in Valley Water's Water Supply Master Plan 2040 (WSMP 2040)³ are implemented. If reserves are low at the beginning of a single-dry year, Valley Water might call for water use reductions in combination with using reserves.

Valley Water is evaluating water supply projects and programs to minimize the need to call for water use reductions to mitigate water shortages that would otherwise occur in the event of a multiple-dry year scenario. SJW is committed to actively working with Valley Water in the development of these projects and programs. Projects and programs may include additional long-term water conservation savings, water recycling, recharge capacity, storm water capture, reuse, banking, and storage.

This WSA is written in response to California Senate Bill 610 (SB 610) and Senate Bill 221 (SB 221); legislation which requires water retailers to demonstrate whether their water supplies are sufficient for certain proposed subdivisions and large development projects subject to the California Environmental Quality Act. SB 610 includes the requirements for detailed water supply assessments, and SB 221 includes the requirement for written verification of sufficient water supply based on substantial evidence. SB 610 requires that a WSA be prepared by the local water retailer and submitted within 90 days to the requesting agency. SJW's adoption and submittal of this assessment does not create a right or entitlement to water service or impose or expand SJW's obligation to provide water service. The City of San Jose has an independent obligation to assess the sufficiency of water supply for the Diridon Station Area Plan Amendment. SB 610 provides that the City of San Jose is to determine, based on

¹ <https://www.valleywater.org/your-water/water-supply-planning/urban-water-management-plan>

² San Jose Water 2015 Urban Water Management Plan.

³ <https://www.valleywater.org/your-water/water-supply-planning/water-supply-master-plan>

the entire record, whether projected water supplies will be sufficient to satisfy the demands of the proposed project, in addition to existing and planned future uses.

SERVICE AREA & POPULATION

SJW’s service area spans 139 square miles, including most of the cities of San Jose and Cupertino, the entire cities of Campbell, Monte Sereno, Saratoga, the Town of Los Gatos, and parts of unincorporated Santa Clara County.

The population of SJW’s service area, including growth associated with this Plan Area, is shown in the following table. These projections are based on the Association of Bay Area Governments’ population projections and were included in SJW’s 2015 Urban Water Management Plan.

Table 1: Current and Projected SJW Service Area Population

2015	2020	2025	2030	2035	2040
982,750	1,034,396	1,087,273	1,142,484	1,201,289	1,262,356

CLIMATE

The San Jose area experiences a low-humidity moderate climate with an annual average rainfall total of about 14 inches. Maximum monthly average temperatures range from the mid 60’s to the low 80’s (°F) in spring and summer and from the high 50’s to low 60’s (°F) in the winter.⁴ Most precipitation in the area occurs between November and March with January and February typically being the wettest months as shown in Table 2. According to Valley Water’s 2015 UWMP, the annual average evapotranspiration rate for the San Jose area is about 50 inches per year. Evapotranspiration measures the loss of water to the atmosphere by evaporation from soil and plant surfaces and transpiration from plants. Evapotranspiration serves as an indicator of how much water plants need for healthy growth.

Table 2: Climate Data

	Jan	Feb	Mar	Apr	May	Jun
Average High Temperature (°F)	58	62	66	69	74	79
Average Low Temperature (°F)	42	45	47	49	52	56
Average Precipitation (in)	2.8	2.6	2.3	1.1	0.4	0.1
Evapotranspiration (in)	1.5	1.9	3.5	5.0	6.0	6.8

	Jul	Aug	Sept	Oct	Nov	Dec	Annual
Average High Temperature (°F)	82	82	80	74	64	58	70.7
Average Low Temperature (°F)	58	58	57	53	46	42	50.4
Average Precipitation (in)	0.0	0.0	0.2	0.7	1.5	2.5	14.3
Evapotranspiration (in)	7.0	6.3	4.8	3.5	1.9	1.4	49.6

⁴ Monthly temperature totals from www.weather.com

PAST, CURRENT AND FUTURE SYSTEM WATER USE

The majority of connections to SJW’s distribution system are either residential or commercial. SJW also provides water to industrial, institutional, and governmental connections. SJW’s customer database does not differentiate between single-family and multi-family residential accounts, but estimates 15 percent of all residential accounts are multi-family. The resale category represents the small mutual water companies, in which SJW provides a master water service and where the mutual water company is responsible for distributing the water.

SJW has developed demand projections from 2015 to 2040 based on population and per capita usage projections. The Association of Bay Area Governments (ABAG) census tract population projections were used to estimate population growth. It was assumed that population growth after 2010 would be within new, high water efficiency developments with a demand of 100 gpcd. It is expected that on average the per capita usage for the existing 2010 population will experience an annual decline of 0.2 percent until 2040.

Table 3: SJW Water Use by Customer Type (AF/yr)

Customer Type	2015	2020	2025	2030	2035	2040
Single Family	47,789	63,443	65,536	67,752	70,155	72,677
Multi Family	8,433	11,195	11,567	11,956	12,380	12,825
Commercial	36,434	48,369	49,965	51,652	53,485	55,409
Industrial	700	930	961	991	1,028	1,065
Institutional / Governmental	4,984	6,617	6,834	7,065	7,316	7,580
Sales / Transfers / Exchanges	408	543	559	580	598	620
Other	150	199	206	212	221	230
Total	98,898	131,296	135,626	140,208	145,183	150,406

SJW’s total demand is not limited to metered usage. Non-revenue water is the sum of (a) water losses, (b) unbilled metered consumption, and (c) unbilled unmetered consumption.

- (a) Water losses are separated into two categories: apparent losses and real losses. Apparent losses include all types of inaccuracies associated with customer metering, theft, as well as data handling errors. Real losses are physical water losses from the pressurized system and the utility’s storage tanks, up to the customer meter. For example, this might include lost water through leaks, breaks and overflows.
- (b) Unbilled metered consumption might include metered consumption by the utility.
- (c) Unbilled unmetered consumption is any kind of authorized consumption, which is neither billed nor metered. This typically includes items such as firefighting, flushing mains, and draining water storage facilities.

Over the last five years (2015 – 2019) SJW averaged 7.5% non-revenue water as a percent by volume of water supplied, based on the American Water Works Association (AWWA) Water Audit Software. This consistently low level of non-revenue water indicates SJW has an efficient, well-maintained water system. SJW is committed to continuing to reduce its non-revenue water loss percentages through investments in acoustic leak correlation and logging equipment, advanced metering infrastructure, as well as a prudent water main replacement program that ranks pipelines for replacement primarily based upon their propensity to leak.

Table 4: SJW Total System Demand (AF/yr)

	2015	2020	2025	2030	2035	2040
Customer Metered Demand	98,898	131,296	135,626	140,208	145,183	150,406
Non-Revenue Water	7,553	9,139	9,440	9,759	10,106	10,471
Total System Demand	106,451	140,435	145,066	149,967	155,289	160,877

ESTIMATED PROJECT WATER USE

Total water usage for the Diridon Station Area Plan Amendment is estimated at 2,371,480 gallons per day (gpd), which is equivalent to an annual usage of about 2,656 acre-feet of water. However, the site being developed has an existing water usage of about 106 acre-feet per year. Therefore, the annual net demand increase in water usage associated with this project is 2,550 acre-feet and represents a 1.74% increase over the system wide 2013 water production of 146,776 acre-feet. The projected water demand for the Diridon Station Area Plan Amendment is within normal growth projections for water demand in SJWC’s system.

Table 5: Total Water Demand Estimated for the Diridon Station Area Plan Amendment

Residential Units ¹	Office Space (SF) ²	Public Park Space (acres) ³	Total Project Demand (gpd)	Existing Site Demand (gpd) ⁴	Net Project Demand (AF/yr)
7,044	7,838,000	19	2,371,480	94,553	2,550

¹Residential units assume a demand factor of 100 gallons per capita per day, with 2.2 people per residential unit based on estimates used in the City of San Jose General Plan 2040 EIR, the Downtown Strategy 2040 EIR, and the American Community Survey for three downtown census tracts⁵

²Office space assumes a water demand factor of 0.1 gpd per SF

³Public park space assumes a water demand factor of 2000 gpd per acre

⁴Existing daily demand based on pre-drought 2013 calendar year usage

SYSTEM SUPPLIES

This section describes and quantifies the current and projected sources of water available to SJW. A description and quantification of recycled water supplies is also included.

⁵ <https://www.sanjoseca.gov/Home/ShowDocument?id=65361>

Imported Treated Surface Water – In 1981, SJW entered into a 70-year master contract with Valley Water for the purchase of treated water. The contract provides for rolling three-year purchase schedules establishing fixed quantities of treated water to be purchased during each period. Water is treated at one of three Valley Water operated treatment plants (Rinconada, Penitencia and Santa Teresa). SJW and Valley Water currently have a three-year treated water contract with an annual contract supply for the SJW regulated system of 68,114 AF/yr, 68,114 AF/yr, and 69,173 AF/yr, for fiscal years 2020/2021 to 2022/2023 respectively.

Groundwater – SJW draws water from the Santa Clara Valley Subbasin (basin) in the north part of Santa Clara County. The basin is 22 miles long and 15 miles wide, with a surface area of 225 square miles and an operational storage capacity estimated to be 350,000 AF.

The following chart shows groundwater elevation in the basin since the mid 1930’s using the well surface elevation as the datum. In 2012, the groundwater basin level was high and well prepared for the effects of a multi-year drought. The high groundwater levels were a result of less pumping, an increased use of imported water, and recharge of water into the aquifer by Valley Water. During the recent drought, which officially ended in the State of California on April 7, 2017, SJW relied more heavily on groundwater, which caused the groundwater elevation to decline. However, as can be seen in Chart 1 below, the groundwater elevation has since rebounded and storage in the basin is now in the normal range.

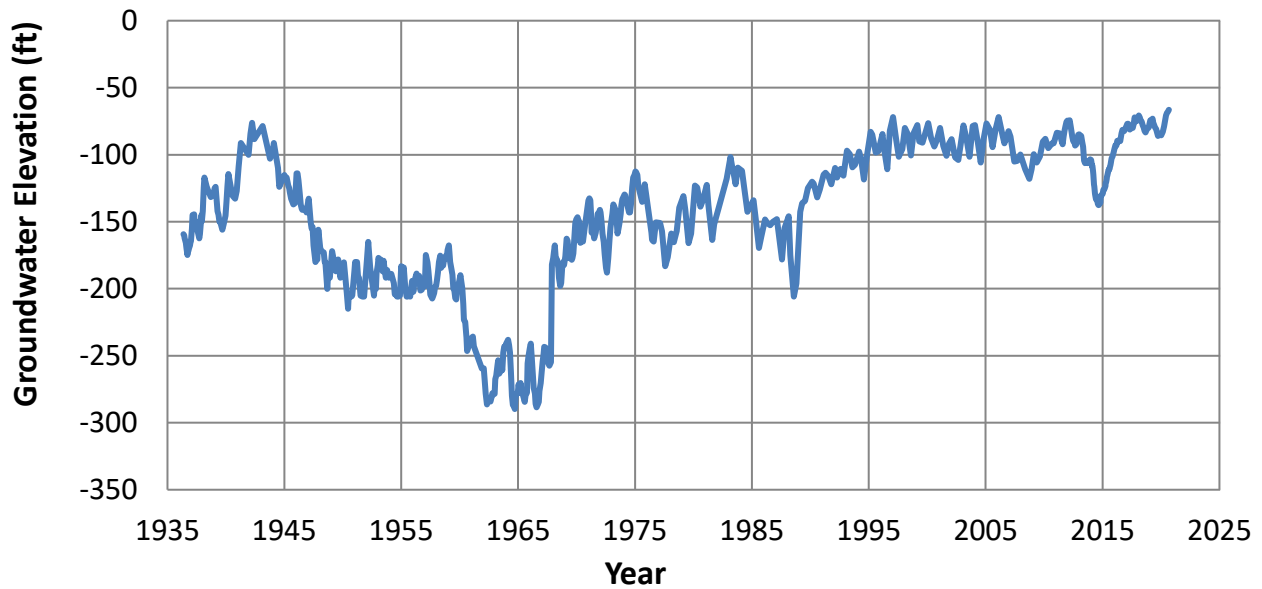


Chart 1: Groundwater Elevation in Santa Clara Valley Subbasin (Well ID: 07S01W25L001)

Groundwater from the basin is a substantial source of water for SJW and in 2014 groundwater accounted for about 57% of SJW’s total potable supply. The following table shows the groundwater SJW pumped from the basin from 2011 to 2015.

Table 6: Amount of Groundwater Pumped by SJW (AF/yr)

Basin Name	Metered or Unmetered	2011	2012	2013	2014	2015
Santa Clara Valley Subbasin	Volumetric meter data	38,500	39,696	57,707	74,552	37,888
Groundwater as a percent of total potable water supply		28.3%	28.2%	39.3%	56.8%	35.8%

Surface Water – SJW has “pre-1914 surface water rights” to raw water in Los Gatos Creek and local watersheds in the Santa Cruz Mountains. Prior to 1872, appropriative water rights could be acquired by simply taking and beneficially using water. In 1914, the Water Code was adopted and it grandfathered in all existing water entitlements to license holders. SJW filed for a license in 1947 and was granted license number 10933 in 1976 by the State Water Resources Control Board to draw 6,240 AF/yr from Los Gatos Creek. SJW has upgraded the collection and treatment system that draws water from this watershed which has increased the capacity of this entitlement to approximately 11,200 AF/yr for an average rain year.

Montevina Surface Water Treatment Plant (Plant) is the primary supply source for Town of Los Gatos, and the surrounding communities. The Plant uses microfiltration membrane technology and is capable of treating up to 30 million gallons of water per day.

Recycled Water – South Bay Water Recycling (SBWR) has been serving Silicon Valley communities since 1993 with a sustainable, high-quality water supply. SBWR was created to reduce the environmental impact of freshwater effluent discharge into the salt marshes located at the south end of the San Francisco Bay, and to help protect the California clapper rail and the salt marsh harvest mouse.

In 1997, SJW entered into a Wholesaler-Retailer Agreement with the City of San Jose to provide recycled water to SJW’s existing and new customers nearby SBWR recycled water distribution facilities; whereas, the City of San Jose is the wholesaler and SJW is the retailer. At the time, the involvement of SJW was largely to assist the City in meeting its wastewater regulatory obligations. In accordance with the terms of this agreement, SJW allowed SBWR to construct recycled water pipelines in its service area, SJW would only own the recycled water meters, while SBWR would own, operate, and maintain the recycled water distribution system.

In 2010, this Wholesaler-Retailer Agreement was amended to allow SJW to construct recycled water infrastructure that would be owned, operated, and maintained by SJW. Then in 2012, this Wholesaler-Retailer Agreement was again amended to allow SJW to construct additional recycled water infrastructure.

Summary of Existing and Planned Sources of Water – SJW and Valley Water have worked to develop a variety of local and imported water supplies to meet demands. As demands increase with the region’s growth, and imported water supplies potentially become more restricted, these planned supplies will increase in importance. In particular, groundwater, which has historically been a vital source of supply for SJW, was all the more critical during the recent drought. The following table

shows the actual amount of water supplied to SJW’s distribution system from each source in 2015 as well as projected amounts until 2040.

Table 7: Current and Projected Water Supplies¹ (AF/yr)

	2015	2020	2025	2030	2035	2040
Valley Water Treated Water	63,796	76,670	79,383	82,255	85,376	88,651
SJW Groundwater	37,888	54,160	56,078	58,106	60,307	62,621
SJW Surface Water	4,766	9,606	9,606	9,606	9,606	9,606
Recycled Water	1,964	4,072	6,853	8,350	8,369	8,369
Total System Demand	108,415	144,508	151,919	158,318	163,658	169,246

¹Projected potable water supply volumes based on a 10-year average (2006-2015) of usage by type and holding surface water constant @ 10-year average.

WATER SUPPLY VULNERABILITY

SJW has identified multiple sources of water for the Diridon Station Area Plan Amendment, which would provide a high quality, diverse and redundant source of supply. For added backup, SJW incorporates diesel-fueled generators into its facilities system, which will operate wells and pumps in the event of power outages. Since Valley Water influences on average about 90% of SJW’s annual water supply, SJW will continue to work with Valley Water to ensure water supply is reliable, while the impact to the existing Santa Clara Valley Subbasin is minimal.

TRANSFER AND EXCHANGE OPPORTUNITIES

SJW’s distribution system has interties with the following retailers in the San Jose area: City of Santa Clara, City of San Jose Municipal Water, City of Milpitas, and Great Oaks Water. SJW currently has no plans to use these interties for normal system operation as they are exclusively used for potential emergency sources.

WATER SUPPLY RELIABILITY

To assess water supply reliability it is critical to first identify constraints on water sources and compare total projected water use with expected water supply.

Constraints on Water Sources – SJW has three sources of potable water supply: groundwater, imported treated surface water and local surface water. These three sources of supply are constrained in one or more ways, driven by legal, environmental, water quality, climatic, and mechanical conditions. Additionally, there is a potential for interruption of supply caused by catastrophic events.

Table 8: Factors Resulting in Supply Inconsistency

Supply	Legal	Environmental	Water Quality	Climatic	Mechanical
Local Surface		x	x	x	x
Groundwater		x	x	x	x
Imported Treated Surface Water	x	x	x	x	x

Legal - Valley Water is responsible for managing water resources in Santa Clara County, including the long-range planning for additional supplies and/or conservation needed to meet future water demands. SJW and other retailers work closely with Valley Water to coordinate the purchase of treated imported water and the extraction of groundwater from retailer-owned wells. This activity is important to the operation of the countywide water supply and distribution system and the retailers are dependent on Valley Water’s long-range resource planning.

In determining the long-range availability of water, considerations must also be given to decisions at the state or federal level that are out of the Valley Water’s control. Valley Water has contracts for water deliveries with both the State Water Project and the Federal Central Valley Project. Due to flow restrictions for the protection of water quality and the habitat of fish and wildlife in the Delta, water deliveries may be reduced from previous levels. During critical dry periods the Valley Water can expect additional reductions in water deliveries. Long-range planning success depends on the Valley Water’s ability to obtain adequate imported water supplies and on proper management of the local groundwater basin.

Environmental & Climatic - Valley Water contracts with the State of California to receive raw water from the California Central Valley through the State Water Project. Water supplied through this aqueduct (which originates from the Sacramento-San Joaquin Delta) may be limited because of subsidence problems, which are beginning to occur in that area and due to pumping restrictions associated with the protection of endangered species. Valley Water has also contracted with the Federal Central Valley Project to supply raw water from the San Joaquin Valley via the Santa Clara Conduit. The reliance of water from inland sources through the State Water Project or the Federal Central Valley Project is very critical; the loss of any or all of these sources due to pipe failure, levee failure, earthquake, or human intervention can have an extreme effect on SJW’s water supply. Given the above factors which could result in an inconsistent water supply, it is crucial that SJW have sufficient backup wells and pumping capacity to supply customers for as long as several months solely from groundwater sources. SJW believes it has this capacity in an emergency if mandatory conservation is enacted.

Water Quality - The quality of groundwater in the basins, surface water from the Santa Cruz Mountains, or the raw water supply to Valley Water’s treatment plants could decrease or be contaminated such that existing treatment facilities are not adequate to meet current drinking water standards. Contamination could cause a source of supply to become unusable until further treatment techniques are utilized, or the contamination is no longer a threat to the source of supply.

Mechanical Failures - All sources of water require mechanical equipment to bring water to the public. Mechanical failures may cause water service shutdowns until repairs are made. To reduce the occurrence of failures, SJW routinely inspects above-grade facilities at all stations. In addition, SJW

has developed comprehensive asset management plans to determine risks associated with all major asset types (wells, pumps, tanks, pipelines, line valves, control valves, electrical equipment, and emergency generators) in the distribution system through probability of failure and consequence of failure evaluations. These asset management plans establish effective capital investment and operations and maintenance strategies.

Groundwater Supply Reliability – Groundwater supplies are often a reliable supply during normal and short-term drought conditions because they are local and their large storage retains available supply when surface flows become limited. However, groundwater supply availability does become threatened when overdraft occurs and when recharge and inflow decrease.

Some threats to groundwater supply reliability include:

- *Overdraft* – Under extended supply pressures, groundwater basins can enter overdraft conditions, which can have a series of consequences including subsidence.
- *Climate Change* – Climate change could increase the potential for overdraft by increasing demand, reducing other sources of supply, and reducing natural recharge and inflows from surface water and precipitation. Climate change is having a profound impact on California water resources, as evidenced by changes in snowpack, sea level, and river flows. These changes are expected to continue in the future and more precipitation will likely fall as rain instead of snow. This potential change in weather patterns will exacerbate flood risks and add additional challenges for water supply reliability.
- *Regional Growth* – Population growth could increase demands on groundwater supplies, potentially creating risk of overdraft. Regional growth could also increase the amount of contaminants entering groundwater basins as a result of increased urban runoff or other activities. Growth can also impact recharge areas by expanding impervious surfaces into areas that would otherwise represent entry points for surface water recharging local aquifers.

The Santa Clara Valley Subbasin is able to store the largest amount of local reserves and Valley Water, as the groundwater management agency for Santa Clara County, is tasked with maintaining adequate storage in this basin to optimize reliability during extended dry periods. As groundwater is pumped by SJW and other retailers and municipalities in Santa Clara County, Valley Water influences groundwater pumping reductions and thus reliability through financial and management practices to protect groundwater storage and minimize the risk of land subsidence.

Imported Treated Surface Water Supply Reliability – Valley Water was founded in 1929 and is the primary wholesale water supplier for Santa Clara County. Some of their core responsibilities are to provide safe, clean water for a healthy life, environment and economy. Valley Water's supply originates from several sources including local reservoirs, the State Water Project and the federally funded Central Valley Project San Felipe Division. Water is piped into SJW's system at various turnouts after being treated at one of three treatment plants owned and operated by Valley Water.

Valley Water's current water supply reserves are insufficient to meet SJW needs throughout an extended drought. In addition, there are increasing concerns about the reliability of imported treated

surface water during average years, driven by risks associated with climate change, reductions in imported water supplies, revenue requirements, and threats to infrastructure.

- *Climate Change* – In Santa Clara County, climate change is anticipated to decrease the frequency of precipitation events, but the intensity of precipitation events may increase. Climate change is expected to decrease imported water supplies as a result of reduced snow pack. Potential effects of climate change on Delta-conveyed imported water supply availability have been incorporated into Valley Water’s water supply projections.
- *Reductions in Imported Water Supplies* – Over the last 15 years, major changes to state and federal water project operations have resulted from regulations to protect Delta water quality and help the recovery of endangered and threatened fish species. These regulations result in a reduction of Delta exports at certain times of the year. There is a possibility that Delta exports will be further impacted by future regulations.
- *Revenue Requirements* – Increased funding will be required for Valley Water to implement a program of activities to ensure water supplies are diversified and reliable to meet current and future demands and that treated water quality standards are met.
- *Threats to Infrastructure* – Valley Water’s imported supply infrastructure must travel large distances to reach turnouts. As California is a seismically active state, infrastructure could be damaged and the result would be a disruption to water supply availability. California’s water supply infrastructure is also potentially a target for acts of terrorism.

SJW actively worked with Valley Water during the development of their WSMP 2040 to ensure the following principles were considered:

- Promotion of additional sources of local water supply, such as indirect potable reuse, direct potable reuse, desalination, additional conservation, and an expanded recycled water distribution system
- Coordination of operations with all retailers and municipalities to ensure as much surplus water as possible is available for use in dry years
- Pursuit of innovative transfer and banking programs to secure more imported water for use in dry years

Valley Water’s previous call for a 30 percent reduction during the recent drought and current call for a 20 percent reduction in water usage highlights that more investments in local water sources are necessary to ensure a reliable source of supply during multiple-dry water years. Valley Water plans short- and long-term investments with the goal of requiring no more than a 20 percent water use reduction from the community during a multi-year drought as outlined in its 2040 Water Supply Master Plan. Valley Water will retain the same level of service goal during the planned work on Anderson Reservoir, including draining the reservoir, even though that work will extend for many years. Valley Water has a source of backup supply outside the County and has always relied on multiple supply sources, such as imported water contracts, to supplement existing long-term resources when necessary. Valley Water will continue to rely on supplemental resources such as these as needed during the Anderson outage.

Supply Reliability by Type of Water Year – Valley Water’s Urban Water Management Plan identified average, single-dry, and multiple-dry years for water supply reliability planning. According to Valley Water, these years correspond to:

- Average Year (1922 – 2015): average supply over the hydrologic sequence of 1922 – 2015.
- Single-Dry Year (1977): Within the historic record, this was the year with the estimated lowest amount of total supply
- Multiple-Dry Years (2013 – 2015): this is a multiple dry year period that puts the most strain on the county’s water supplies

Water supplies presented below are based on Valley Water’s water evaluation and planning system model. According to Valley Water, this model simulates their water supply system comprised of facilities to recharge the county’s groundwater basins, local water systems including the operation of reservoirs and creeks, treatment and distribution facilities, and raw water conveyance systems. The model also accounts for non- Valley Water sources and distribution of water in Santa Clara County such as imported water from San Francisco Public Utilities Commission, recycled water, and local water developed by other agencies.

Table 9: Basis of Water Year Data

Year Type	Base Year	% of Average Supply
Average Year	1922-2015	100%
Single-Dry Year	1977	100%
Multiple-Dry Years 1 st Year	2013	95%
Multiple-Dry Years 2 nd Year	2014	85%
Multiple-Dry Years 3 rd Year	2015	66%

Average Water Year – The average water year represents average supply over the hydrologic sequence of 1922 through 2015. SJW anticipates adequate supplies for years 2020 to 2040 to meet system demand under average year conditions.

Table 10: Supply and Demand Comparison – Average Water Year (AF/yr)¹

	2020	2025	2030	2035	2040
Demand	140,435	145,066	149,967	155,289	160,877
Demand Met by Water Supply	140,435	145,066	149,967	155,289	160,877
Demand Met by Conservation	0	0	0	0	0

¹Does not include recycled water or raw water and includes demands associated with the Diridon Station Area Plan Amendment

Single-Dry Water Year – The single-dry year was the year with the lowest amount of total supply. Table 11 shows supplies, with the use of reserves, can meet demands during a single-dry year through 2035 assuming reserves are at healthy levels at the start of a year and projects and programs identified in Valley Water’s WSMP 2040 are implemented. If reserves are low at the beginning of a single-dry year, Valley Water may call for water use reductions in combination with using reserves. As later discussed within the Water Demand Management Measures section, SJW has filed with the California

Public Utilities Commission (CPUC), water-waste provisions promoting conservation that would go into effect during a drought. The result of these provisions would assume to be a reduction in anticipated demand due to conservation such that demand equals available water supplies.

Table 11: Supply and Demand Comparison – Single-Dry Water Year (AF/yr)^{1,2}

	2020	2025	2030	2035	2040
Demand	140,435	145,066	149,967	155,289	160,877
Demand Met by Water Supply	140,435	145,066	149,967	155,289	151,308
Demand Met by Conservation	0	0	0	0	9,569

¹Does not include recycled water or raw water and includes demands associated with the Diridon Station Area Plan Amendment.

²In 2040, there is a shortage of water available compared to the demand typical of that type of year. Valley Water has established a level of service goal of 100% during normal years and 80% during drought years to minimize water rates, and thus a 20% call for conservation will meet this deficit.

Multiple-Dry Water Years – The multiple-dry year period used in this analysis assumes a repetition of the hydrology that occurred in 2013 through 2015, which is the multiple-dry year period that puts the most strain on the county’s water supplies. During multiple-dry year droughts, voluntary and mandatory conservation will be needed. Valley Water will continue to work on reducing multiple-dry year deficits by securing more reliable or diverse water supplies.

Table 12: Supply and Demand Comparison – Multiple-Dry Water Years (AF/yr)^{1,2}

		2020	2025	2030	2035	2040
First Year	Demand	140,435	145,066	149,967	155,289	160,877
	Demand Met by Water Supply	140,435	145,066	149,967	155,289	160,877
	Demand Met by Conservation	0	0	0	0	0
Second Year	Demand	140,435	145,066	149,967	155,289	160,877
	Demand Met by Water Supply	125,373	144,471	138,815	132,742	131,428
	Demand Met by Conservation	15,062	595	11,152	22,547	29,449
Third Year	Demand	140,435	145,066	149,967	155,289	160,877
	Demand Met by Water Supply	97,550	122,945	112,926	100,779	95,089
	Demand Met by Conservation	42,885	22,121	37,041	54,510	65,788

¹Does not include recycled water or raw water and includes demands associated with the Diridon Station Area Plan Amendment.

²In the second and third year of the worst-case historical multi-year droughts, there is a shortage of water available compared to the demand typical of that type of year. Valley Water has established a level of service goal of 100% during normal years and 80% during drought years to minimize water rates, and thus there can be up to a 20% call for conservation to meet this deficit (or more short-term conservation until additional water supplies are secured).⁶ Over the next 20 – 30 years, Valley Water is pursuing over \$1 billion in water supply projects to meet the 80% level of service goal for all drought years.

⁶ Valley Water Board Agenda Memorandum, January 14th, 2019.

Regional Supply Reliability – Valley Water’s Ensure Sustainability water supply strategy has three key elements:

1. Secure existing supplies and facilities
2. Optimize the use of existing supplies and facilities
3. Expand water use efficiency efforts

As part of this strategy, Valley Water’s WSMP 2040 includes developing at least 24,000 AF/yr of additional recycled water (above and beyond the current target of 33,000 AF/yr of non-potable reuse) by 2040. Developing these local sources and managing demands reduces reliance on imported water supplies. In addition, Valley Water is working with multiple water agencies to investigate regional opportunities for collaboration to enhance water supply reliability, leverage existing infrastructure investments, facilitate water transfers during critical shortages, and improve climate change resiliency. Projects to be considered will include interagency interties and pipelines; treatment plant improvements and expansion; groundwater management and recharge; potable reuse; desalination; and water transfers. This program may result in the addition of future supplies for Valley Water.

WATER DEMAND MANAGEMENT MEASURES

SJW is a signatory of the California Urban Water Conservation Council (CUWCC) and signed the CUWCC Memorandum of Understanding (MOU) in February 2006. The CUWCC is a partnership of water suppliers, environmental groups, and others interested in California water supply who have come together to agree on a set of Best Management Practices (BMPs) for water conservation in the state. Additionally, SJW has its own water-waste provisions that come into effect when there is a water shortage. The CPUC has set forth the rules regarding water waste and water shortages governing investor owned utilities such as SJW. The CPUC rule relating to this is Rule 14.1.⁷ This rule states that when there is a low-level water shortage that prompts a call for voluntary conservation by customers, a list of water-waste provisions goes into effect. Rule 14.1 also has provisions for high-level water shortages when mandatory conservation measures are deemed necessary.

SJW provides a full range of water conservation services to customers. The cornerstone of SJW’s conservation programs is the CATCH program. The CATCH program empowers customers to understand and optimize their water use. With this free program, a water efficiency expert will check for customer leaks and recommend critical water and money-saving improvements.

Valley Water offers conservation programs, such as rebates for high efficiency toilets and washing machines. SJW takes advantage of all regional rebate programs and all of Valley Water’s rebate programs are offered to SJW customers. Typically, customers are directed to specific rebate programs during the course of a water audit based on a customer’s need. Customers can also access rebates directly from retail outlets when purchasing equipment such as high efficiency washing machines. SJW collaborates with Valley Water on public outreach and education including such items as customer bill inserts and conservation campaign advertising.

⁷ <https://www.sjwater.com/customer-care/help-information/tariff-book>

SJW has also increased the outreach and educational programs on outdoor water use. SJW constructed a water-smart demonstration garden that is open to the public. Customers can visit the garden in person or take a virtual tour on SJW's website. SJW also developed a dedicated water wise landscaping website where customers can access a plant information database that includes hundreds of low water use plants as well as a photographic database of water wise gardens in the San Jose-Santa Clara County area. The landscaping website and demonstration garden tour is accessible from SJW's homepage.

In addition to these programs, SJW engages in other activities that contribute to the overall goal of reducing water waste, but are not specifically designated as conservation or water management programs. These include SJW's meter calibration and replacement program, corrosion control program, valve exercising program and metering all service connections.

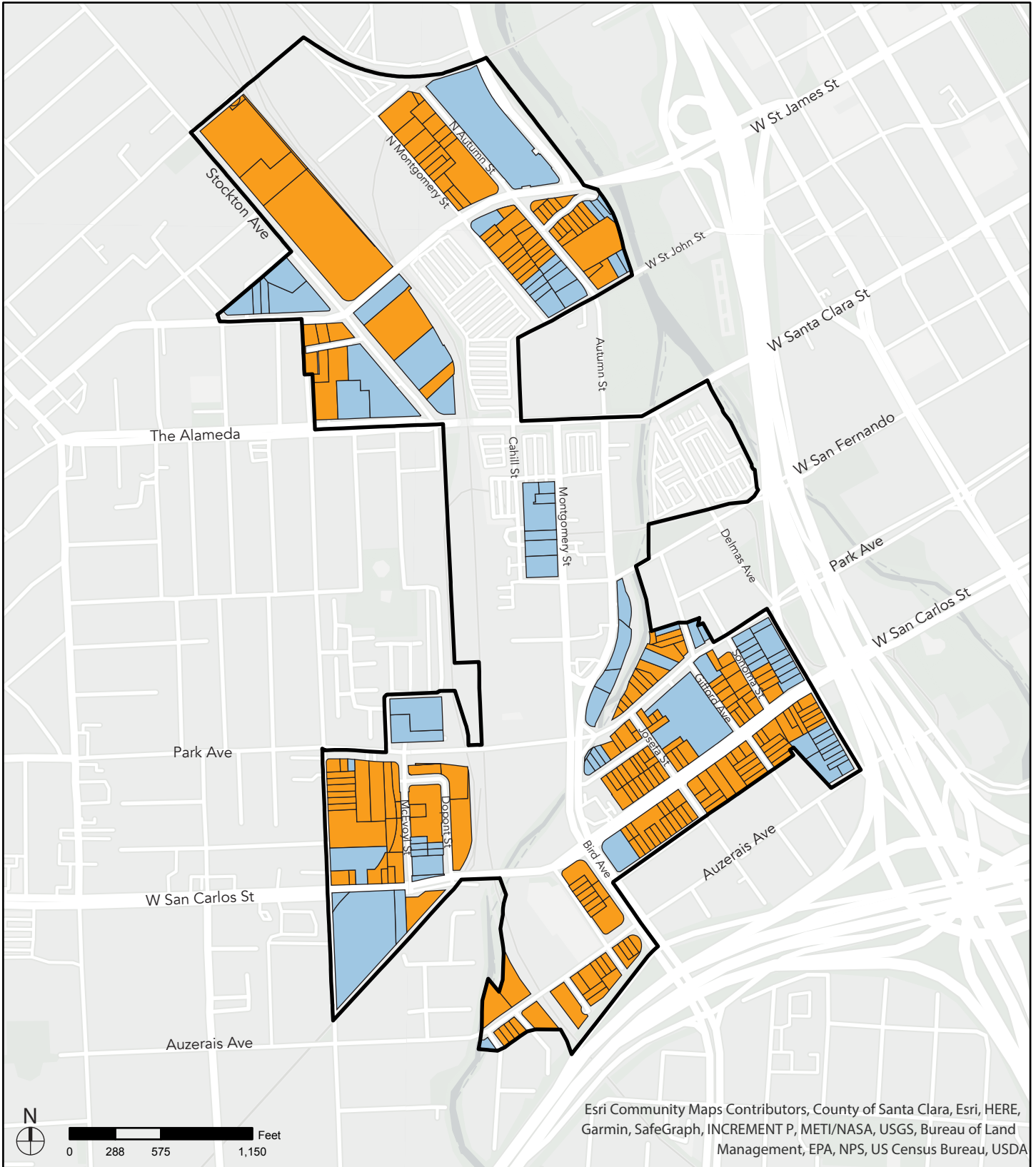
SUMMARY

This Water Supply Assessment represents a comprehensive water supply outlook for the Diridon Station Area Plan Amendment. In summary:

- (1) Total net potable water demand for the Diridon Station Area Plan Amendment is estimated at 2,550 acre-feet per year and represents a 1.74% increase in total system usage when compared to SJW's pre-drought 2013 potable water production. The increased demand is consistent with SJW's 2015 Urban Water Management Plan, which projected a 12.3% increase in total system demand between actual 2013 demand and projected 2040 demand.
- (2) SJW currently has contracts or owns rights to receive water from the following sources:
 1. Groundwater – from the Santa Clara Valley Subbasin
 2. Imported and local surface water – from Valley Water
 3. Local surface water – from Los Gatos Creek, Saratoga Creek, and local watersheds
 4. Recycled water – from South Bay Water Recycling
- (3) SJW works closely with Valley Water to manage its demands and imported water needs. The projected water demand for this development is within previously determined growth projections for water demand in SJW's system.

SJW is able to meet the needs of the service area through at least 2035 for average and single-dry years without a call for water use reductions. The impact of this project is not consequential and SJW has the capacity to serve this project through buildout based on current water supply capacity and Valley Water's proposed water supply projects. According to Valley Water, it is pursuing water supply solutions to ensure that no more than 20 percent conservation will be required during any future drought, even with Anderson Reservoir drained, and SJW is committed to working with Valley Water to meet future demand and mitigate future shortages. After comparing estimated demand associated with this project to water supplies, based on both the SJW and Valley Water Urban Water Management Plans, SJW has determined that the water quantity needed is within normal growth projections and there is sufficient water available to serve the Diridon Station Area Plan Amendment.

Figure 1: Amended Diridon Station Area Plan Boundary



Amended DSAP Boundary

Potential Development Sites

Other Parcels

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