

Appendix E  
Transportation Analysis



# HEXAGON TRANSPORTATION CONSULTANTS, INC.



## City of San José 2023-2031 Housing Element Update



### Transportation Analysis

Prepared for:

**City of San José**

March 2, 2023



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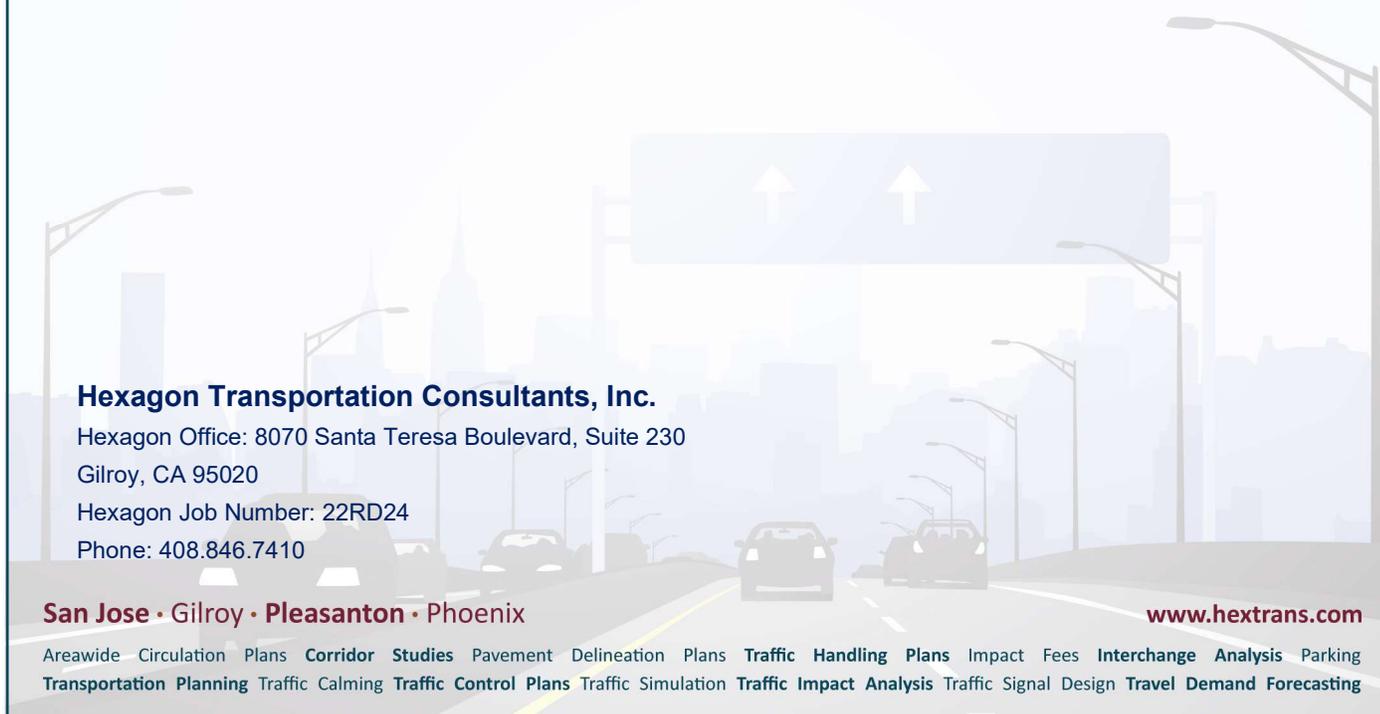
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## Executive Summary

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This transportation analysis provides an evaluation of the potential long-term transportation impacts associated with the proposed 2023-2031 Housing Element (HE) update. The project includes amending the currently adopted land use designations of the Envision San José 2040 General Plan to align with the City's Regional Housing Needs Allocation RHNA. The purpose of the analysis is to assess whether the proposed land use amendments would result in new impacts or increase the severity of impacts on the citywide transportation system that were already identified for the adopted Envision San José 2040 General Plan. The analysis was completed in conformance with the requirements of the City of San José Transportation Analysis Policy (Council Policy 5-1) and the requirements of the California Environmental Quality Act (CEQA).

### 2023-2031 Housing Element Update

The HE update focuses on the intensification of housing within planned growth areas throughout the City to meet the City's RHNA of 62,200 units determined by the Association of Bay Area Governments (ABAG) during the 2023-2031 planning period. However, many of the housing units (24,155 units) are already planned or approved as part of the current 2040 General Plan or permitted under current land use designations and policies. The City has identified opportunity sites within General Plan designated growth areas throughout the city that are underutilized to achieve the additional 38,045 units.

The City conducted a comprehensive inventory of remaining residential development capacity within the identified growth areas. Through the exercise, the City found that some growth areas had excess land for residential development. However, those same areas lacked residential growth capacity per the 2040 General Plan. Conversely, the North San José and Rincon Urban Village growth area was determined to have a GP residential growth surplus of approximately 23,000.

Therefore, as part of the project, the City proposes to shift approximately 3,095 housing units from the North San José and Rincon Urban Village Area to Local Transit and Neighborhood Urban Villages to meet the City's RHNA. The HE Update will result in changes to the number of households within identified growth areas when compared to those adopted per the Envision San José 2040 GP for each identified growth area. However, the proposed amendments (housing unit shifts) will not change the total number of households citywide.

As part of the HE update, the City also proposes to expand the Transit Employment Residential Overlay (TERO) zoning overlay within the North San José and Rincon Urban Village Area to encourage more residential development. The TERO is intended to make efficient use of land to provide residential units in support of nearby employment. In addition, the City will create two new zoning designation overlays: Affordable Housing Overlay (AHO) and Mixed Income Housing Overlay (MIHP) to further support residential development in the North San José and Rincon Urban Village Area growth areas. The accommodation of the expanded and new zoning overlay designations includes a shift of 10,951

housing units within the North San José and Rincon Urban Village Area growth areas. However, the proposed residential shifts will not result in an increase in the GP allocated residential capacity (minus the 3,095 units proposed to be shifted to other growth areas) for North San José and Rincon Urban Village Area growth areas.

## Scope of Study

This study provides an evaluation of the potential transportation impacts of the proposed HE update housing shifts and land use amendments. 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 adopted City of San José Transportation Analysis Policy (Council Policy 5-1).

## VMT Evaluation Results

A VMT analysis was prepared per the adopted City of San José Transportation Analysis Policy (Council Policy 5-1).

Most of the parcels identified for increased residential capacity as part of the HE update are not located in low VMT areas and thus do not meet the screening criteria. Therefore, a detailed CEQA-level VMT analysis that evaluates the HE update effects on VMT is required. Per-capita VMT and per-employee VMT were estimated using the City's Travel Demand Forecasting (TDF) model.

The proposed HE update housing shifts will not result in an increase in VMT per capita and VMT per job when compared to the current 2040 GP conditions. Therefore, the proposed HE update would result in a less than significant impact on VMT.

Individual development projects will be required to complete an evaluation of their effects on VMT in adherence to the City's Transportation Policy (Council Policy 5-1). Mitigation of any identified impacts to VMT will be required.

## GPA Transportation Analysis

The results of the GPA transportation analysis show that the proposed land use amendments associated with the HE update 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 HE update would result in a *less than significant* impact on the citywide roadway system.

# 1.

## Introduction

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This report presents the results of the long-range transportation impact analysis completed for the proposed City of San José 2023-2031 Housing Element (HE) Update (project). The project includes reallocating housing units and amending the currently adopted land use designations of the Envision San José 2040 General Plan to align with the City's Regional Housing Needs Allocation (RHNA). The purpose of the analysis is to assess whether the proposed housing unit reallocations and land use amendments would result in new impacts or increase the severity of impacts on the citywide transportation system that were already identified for the adopted Envision San José 2040 General Plan. The analysis was completed in conformance with the City of San José Transportation Analysis Policy (Council Policy 5-1) and requirements of the California Environmental Quality Act (CEQA).

### Envision San José 2040 General Plan

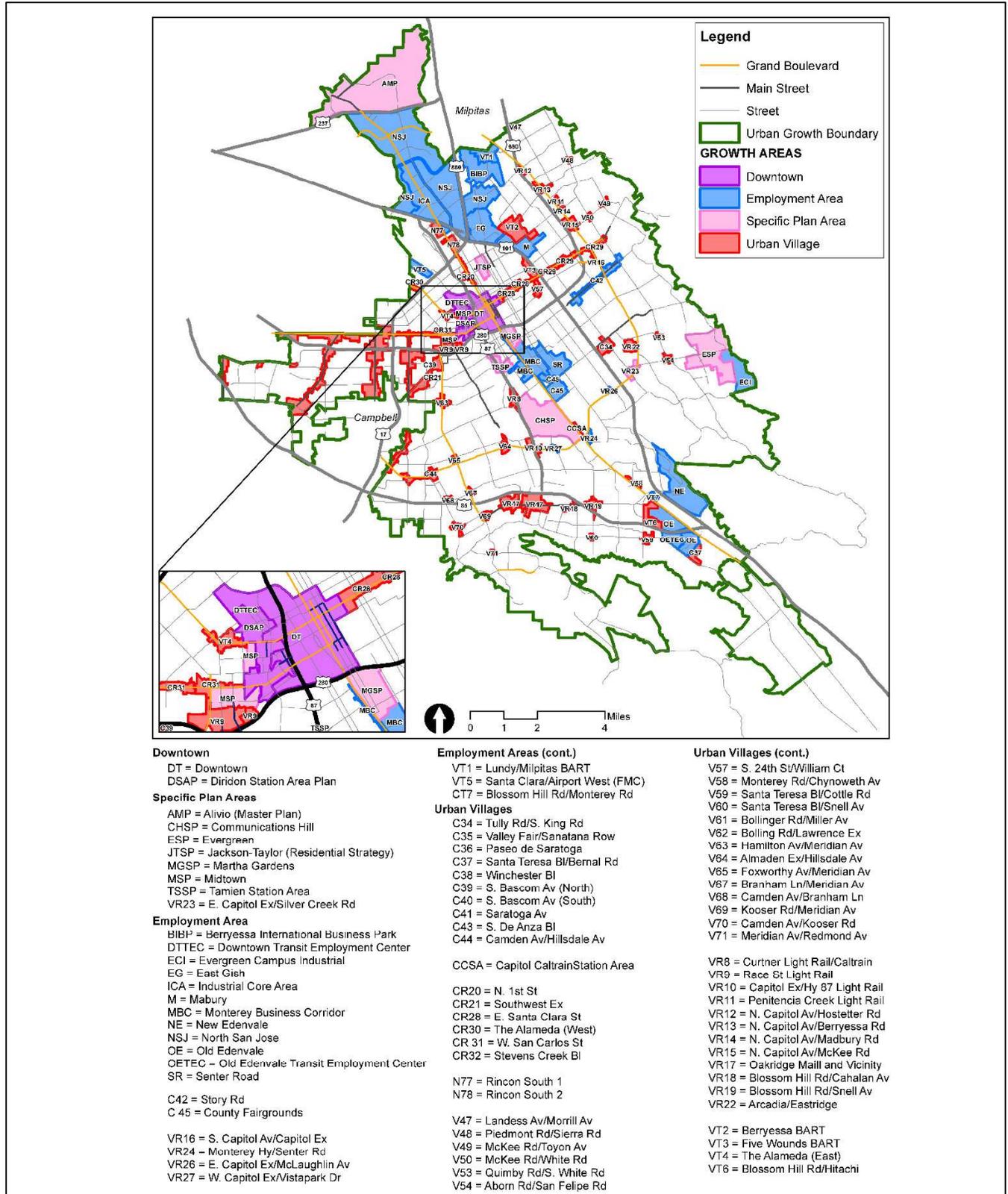
The City of San José Envision San José 2040 General Plan was adopted in 2011 and was based on planned land uses within the City projected to the Year 2035. Subsequent reviews in 2010, 2011, 2016, and 2020 resulted in the currently adopted General Plan, which includes the base year of 2015, and the horizon year of the planned land uses to the Year 2040. Thus, the adopted General Plan EIR provides a comprehensive evaluation of the effects of the planned land uses as identified in the current GP on the citywide transportation system and is used as the baseline from which impacts due to land use amendments such as the proposed project are evaluated.

### 2023-2031 Housing Element Update

The HE update focuses on the intensification of housing within planned growth areas throughout the City to meet the City's RHNA of 62,200 units determined by the Association of Bay Area Governments (ABAG) during the 2023-2031 planning period. Many of the housing units (24,155 units) that will be required to meet the RHNA are already planned or approved as part of the current 2040 General Plan or permitted under current land use designations and policies. The City has identified opportunity sites within General Plan designated growth areas throughout the city that are underutilized to achieve the additional 38,045 units. Growth areas are areas identified in the 2040 General Plan for higher density development to support job and/or housing growth within the City boundaries. Figure 1 shows the City limits and all of the General Plan designated growth areas within the city limits.

The City conducted a comprehensive inventory of remaining residential development capacity within the identified growth areas. Through the exercise the City found that some growth areas had excess land for residential development. However, those same areas (shown in Table 1) lacked residential growth capacity per the 2040 General Plan. Conversely, the North San José and Rincon Urban Village growth area was determined to have a GP residential growth surplus of approximately 23,000 units.

**Figure 1**  
**General Plan Designated Growth Areas**



**Table 1**  
**Growth Areas with Shifts of Housing Units from North San José**

Urban Villages/Growth Areas	Planned Growth Capacity in Housing Element Update (Units)	Remaining Growth Capacity in 2040 General Plan (Units)	Units to be Reallocated from North San José
Saratoga Avenue	680	225	455
Blossom Hill Road/Snell Avenue	753	209	544
Camden Avenue/Hillsdale Avenue	676	450	147
Capitol Expressway/Highway 87 Light Rail	617	531	723
Curtner Light Rail Station	463	435	28
S. Bascom Avenue (South)	694	195	499
S. De Anza Boulevard	754	463	291
Urban Villages (Aborn Road/San Felipe Road, Almaden Expressway/Hillsdale Avenue, Camden Avenue/Kooser Road, Hamilton Avenue/Meridian Avenue, McKee Road/Toyon Avenue, McKee Road/White Road, Piedmont Road/Sierra Road, Santa Teresa Boulevard/Snell Avenue)	1973	1430	408
<b>Total Reallocation from North San José and Rincon Urban Village</b>			<b>3,095</b>

Source: City of San José 2022

Therefore, as part of the project, the City proposes to shift 3,095 residential units from the North San José and Rincon Urban Village Area to Local Transit and Neighborhood Urban Villages indicated in Table 1 to meet the City's RHNA. The HE update will result in changes to the number of households within identified growth areas when compared to those adopted per the Envision San José 2040 GP for each identified growth area. However, the proposed housing reallocation (housing unit shifts) will not change the total number of households citywide as adopted in the 2040 GP.

As part of the HE update, the City also proposes to expand the Transit Employment Residential Overlay (TERO) zoning overlay within the North San José and Rincon Urban Village Area to encourage more residential development. The TERO is intended to make efficient use of land to provide residential units in support of nearby employment. In addition, the City will create two new zoning designation overlays: Affordable Housing Overlay (AHO) and Mixed Income Housing Overlay (MIHP) to further support residential development in the North San José and Rincon Urban Village Area growth areas. The accommodation of the expanded and new zoning overlay designations includes a shift of 10,951 housing units within the North San José and Rincon Urban Village Area growth areas. However, the proposed residential shifts will not result in an increase in the GP allocated residential capacity (minus the 3,095 units proposed to be shifted to other growth areas) for North San José and Rincon Urban Village Area growth areas. Appendix A includes a table summarizing the new TERO sites and associated zoning changes.

## Scope of Study

This study provides an evaluation of the potential transportation impacts of the proposed housing unit shifts and land use amendments proposed as part of the HE update. 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 2020*, and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San José's Transportation Policy and *Transportation Analysis Handbook 2020*, the transportation analysis for the project consists of a CEQA Vehicle-Miles-Traveled (VMT) analysis. In addition, a long-range General Plan Amendment transportation 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 utilizing 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 VMT instead of 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.

### ***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 HE Update and its amendments, the City's Travel Demand Forecasting (TDF) model can be used to determine the project's effect on VMT. The City's TDF model was utilized to complete the VMT evaluation for the proposed project since the project area generally encompasses the City of San José.

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.

### **Year 2031 VMT Evaluation**

Hexagon used the TDF model to project VMT with the HE update adjustments under Year 2031 with HE update conditions which consists of interpolated 2040 GP growth with the HE update adjustments. Impacts of the HE update housing shifts are evaluated relative to Year 2015 conditions. The following VMT calculations are provided:

- Year 2015 and 2031 VMT/resident and VMT/job Citywide for San José
- 2031 VMT/resident for the TAZ's WITH the HE update residential shifts

### **General Plan Amendment Traffic Analysis**

The project consists of land use changes to the current adopted 2040 General Plan (GP) land uses. However, 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, travel mode-share, 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 transportation analysis includes the evaluation of traffic conditions for the following 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. To reflect a more accurate projection of the Year 2015 conditions, the land use growth between 2008 and 2015 that was projected in the original GP model was updated to reflect the actual development that has occurred during that period. 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 (including the adopted 2022 GP Amendments) 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.
- **2040 General Plan with the HE Update Amendments Conditions:** Current 2040 GP conditions with the proposed HE update housing shifts and land use amendments. Transportation conditions for the Proposed HE update conditions were evaluated relative to the currently adopted 2040 GP Conditions to determine any long-range traffic impacts.

### **Travel Demand Forecasting Model**

The citywide travel demand forecasting (TDF) model was prepared as part of the Envision San José 2040 GP. The TDF model was developed to provide improved citywide travel demand forecasting as part of continued planning efforts to address transportation infrastructure needs and to assist in the update of the City's GP. The model was developed from the VTA's countywide travel demand model, based on Metropolitan Transportation Commission (MTC's) BAYCAST trip-based regional model. The VTA model contains all cities and counties within the model's extent roughly bounded by southern Monterey County, eastern San Joaquin County, northern Sonoma County, and the Pacific Ocean. The San José model is a sub-area model of the VTA model – it maintains the general inputs (roadway network, land use, trip generation rates, etc.), structure, and process as the VTA model, but with refinement within the City of San José. This allows regional travel patterns and behavior to be accounted for in the focused area of San José, which will become more important with the recent legislative requirements associated with greenhouse gas quantification and impacts.

The VTA and San José models both include four elements traditionally associated with models of this kind. These elements include trip generation, trip distribution, mode choice, and traffic assignment.

- **Trip Generation.** Trip generation involves estimating the number of trips that would occur with the proposed GP land uses. The City's TDF model includes trip generation formulas based on

the MTC regional travel demand model. Trip generation is estimated based on the type and amount of specific land uses within each traffic analysis zone (TAZ). The TDF model produces trip estimates in person trips (as opposed to vehicle trips, which are typically used in near-term transportation analyses).

- **Trip Distribution.** Trip distribution involves distributing the trips to various internal destinations and external gateways. The model pairs trip origins and trip destinations (starting and ending points) for each person trip based on the type of trip (e.g., home-to-work, home-to-school, etc.) and the distance a person is willing to travel for that purpose. The distance a person is willing to travel is determined by a gravity model, which is analogous to Newton’s law of gravity. In a gravity model, estimates are made about how many trips occur between two locations where the interaction between those two locations diminishes with increasing distance, time, and cost between them.
- **Mode Choice.** Mode choice, as assigned by the model, determines which mode of transport a person will choose for each trip, based on the availability of a vehicle, the trip distance, and the trip purpose.
- **Traffic Assignment.** Traffic assignment involves determining which route to take to travel between the trip's origin and destination. The model assigns the trips to the roadway network to minimize travel time between the start and endpoints.

Subsequent trip distribution, assignment, and mode choice iterations are completed by the model to account for roadway congestion. These iterations continue under equilibrium traffic conditions until the optimal trip assignment is reached.

In addition to providing projected peak hour and peak period volumes and ratios comparing projected traffic volume to available roadway capacity (V/C ratios) on roadway segments, the model provides information on vehicle miles and vehicle hours of travel by facility type (freeway, expressways, arterial streets, etc.). These informational reports can be used to compare projected conditions under the adopted GP with the impacts of proposed land use amendments.

### ***Transportation Network and Traffic Analysis Zones (TAZs)***

The fundamental structure of the model includes a computer-readable representation of the roadway system (highway network) that defines roadway segments (links) identified by endpoints (nodes). Each roadway link is further represented by key characteristics (link attributes) that describe the length, travel speeds, and vehicular capacity of the roadway segment. Small geographic areas (TAZs) are used to quantify the planned land use activity throughout the City’s planning area. The boundaries of these small geographic areas are typically defined by the modeled roadway system, as well as natural and man-made barriers that have an effect on traffic access to the modeled network. Transit systems are represented in the model by transit networks that are also identifiable by links and nodes. Unlike the roadway network, the key link attributes of a transit link are operating speed and headways – elapsed time between successive transit services. Transit stops and “dwelling times” (the time allowed for passengers embarking and disembarking transit vehicles) are described as transit node attributes. Transit networks are further grouped by type of transit (rail versus bus) and operator (VTA bus versus AC Transit bus). Transit accessibility for each TAZ is evaluated by proximity to transit stops or stations, and the connectivity of transit lines to destinations.

The socio-economic data for each TAZ in the model includes information about the number of households (stratified by household income and structure type), population, average income, population age distribution, and employment (stratified by groupings of Standard Industrial Codes). The worker-per-household ratios and auto ownership within a TAZ are calculated based on these factors

and the types and densities of residences. The model projects trip generation rates and the traffic attributable to residents and resident workers, categorized by trip purposes, using set trip generation formulas that are based on the MTC regional travel demand model.

**General Plan Land Use**

The land use data and roadway network used for the GP base year reflect land use development and roadway projects completed as of approximately mid-2015. For the purposes of the traffic impact analysis, the citywide travel demand forecasting (TDF) model that was prepared as part of the Envision San José 2040 GP is used to evaluate the effects of the proposed HE update housing shifts. The TDF model relies on the adopted GP land uses and transportation network that were approved in the Envision San Jose 2040 GP EIR. As part of major reviews of the original GP, several adjustments have been made to the land use data utilized in the TDF model. The adjustments included the projection of regional growth to the Year 2040 rather than the Year 2035 used in the Envision San Jose 2040 GP EIR. However, the projection to Year 2040 do not include any change to the land uses within the City of San Jose as adopted in the GP. In addition, for the purpose of establishing baseline (Year 2015) land use conditions, development that had been completed since 2008, which was used as the Base Year in the Envision San Jose 2040 GP EIR, was added to the original 2008 Base Year land use. The adjustments constitute the updated land use for use in the TDF model and evaluation of the proposed HE update housing shifts.

**HE Update Land Use**

Land use data for each of the effected growth areas as reflected in the adopted GP and the proposed housing unit shifts were prepared by the City of San José Department of Planning, Building, and Code Enforcement (see Appendix A) and provided to Hexagon for use in the completion of all model traffic forecasts for this analysis. The HE update housing shifts were aggregated to the TAZ level in the CSJ Model to represent the projected increases/decreases in housing units for each of the effected growth areas. The location of the proposed housing shifts is shown on Figure 2. Table 2 provides a summary of the net changes in housing units and jobs within the City and the effected TAZs. The CSJ Model was used to rebalance the number of households and jobs citywide to maintain the General Plan Goal of 429,350 households and 751,650 jobs.

**Table 2  
HE Update Land Use Adjustments for the HE TAZs and Citywide**

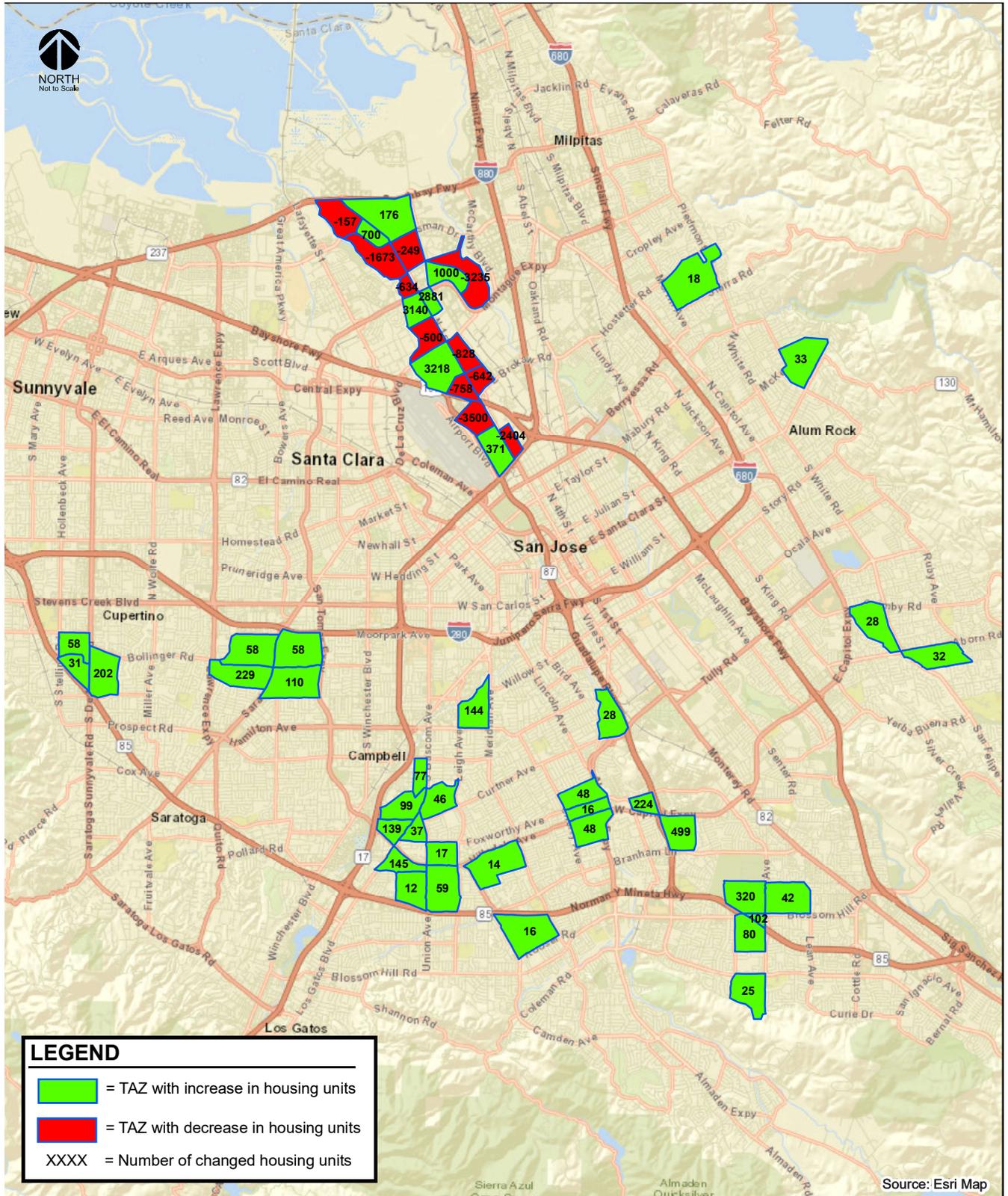
Scenario	Housing Element TAZs			City		
	Housing Units	Population	Jobs	Housing Units	Population	Jobs
Year 2015 Existing	41,818	117,625	70,130	319,867	1,015,804	376,900
Year 2031	60,266	159,897	116,681	389,931	1,198,236	616,737
Year 2040 General Plan	70,643	183,675	142,866	429,347	1,300,859	751,649
Year 2040 General Plan with Housing Element	70,643	183,675	142,866	429,347	1,300,859	751,649
<i>Change vs. Year 2040 General Plan <sup>1</sup></i>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Notes

Per Land Use Data provided City of San José Planning Staff, January 27, 2023

<sup>1</sup> The differences shown indicate the growth due to the Housing Element land use adjustments.

**Figure 2**  
**Proposed HE Update Housing Shifts**



## ***General Plan Transportation Network***

The GP TDF model includes all major transportation infrastructure identified in the Envision San José 2040 Land Use/Transportation Diagram, including planned infrastructure that is not yet built and/or funded.

### ***Traffic Assignment***

Travel times within and between TAZs (intra-zonal, inter-zonal and terminal times) are developed from the network being modeled. Travel times within zones (intra-zonal travel times) are derived for each zone based on half its average travel time to the nearest three adjacent zones. Time to walk to and from the trip maker's car (terminal times) is also added. The projected daily trips are distributed using a standard gravity model and friction factors calibrated for the modeling region, which presently consists of 13 counties.

The City of San José TDF model can estimate up to 7 modes of transportation:

- auto drive-alone
- auto carpool with two persons
- auto carpool with three+ persons
- rail transit
- bus transit
- bicycle
- walk

Before the traffic is assigned to the roadway networks, time-of-day factors and directionality factors are applied to automobile trips occurring during:

- AM peak hour
- AM 4-hour peak
- PM peak hour
- PM 4-hour peak
- mid-day 6-hour
- mid-night 10-hour periods

The assignment of the trip tables to the roadway network uses a route selection procedure based on minimum travel time paths (as opposed to minimum travel distance paths) between TAZs and is done using a capacity-constrained user equilibrium-seeking process. This capacity-constrained traffic assignment process enables the model to reflect the diversion of traffic around congested areas of the overall street system. High Occupancy Vehicle (HOV) lanes on freeways, expressways, and on-ramps are specifically dealt with in the model network, with access restricted to auto-shared-ride mode trips only, similar to real-world operations of roadway facilities with HOV lanes.

### ***Transit Mode Share***

Transit use is modeled for peak and non-peak periods based on computed transit levels of services (speeds and wait times). Based on the conditions that influence transit speeds and wait times (such as traffic congestion), transit use numbers are modified to reflect the likelihood of transit use, based on the constraints to the system. This feedback loop is a modern enhancement in the model to address the dynamics of transit ridership related to the expansion or contraction of roadway capacities.

## 2. CEQA Vehicle Miles Traveled (VMT) Evaluation

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This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, and potential project impacts on VMT.

### 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 3 summarizes the screening criteria for each type of development project as identified in the in the City of San José *Transportation Analysis Handbook*. Figure 4 identifies areas within the City that currently have low VMT levels estimated by the City for residents for which transit-supportive development located within a priority growth area would be screened out of the evaluation of VMT.

Most of the parcels identified for increased residential capacity as part of the HE update are not located in low VMT areas and thus do not meet the screening criteria. Therefore, a detailed CEQA-level VMT analysis that evaluates the HE update effects on VMT is required.

### VMT Evaluation Methodology and Criteria

Per Council Policy 5-1, the effects of the proposed HE update 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.

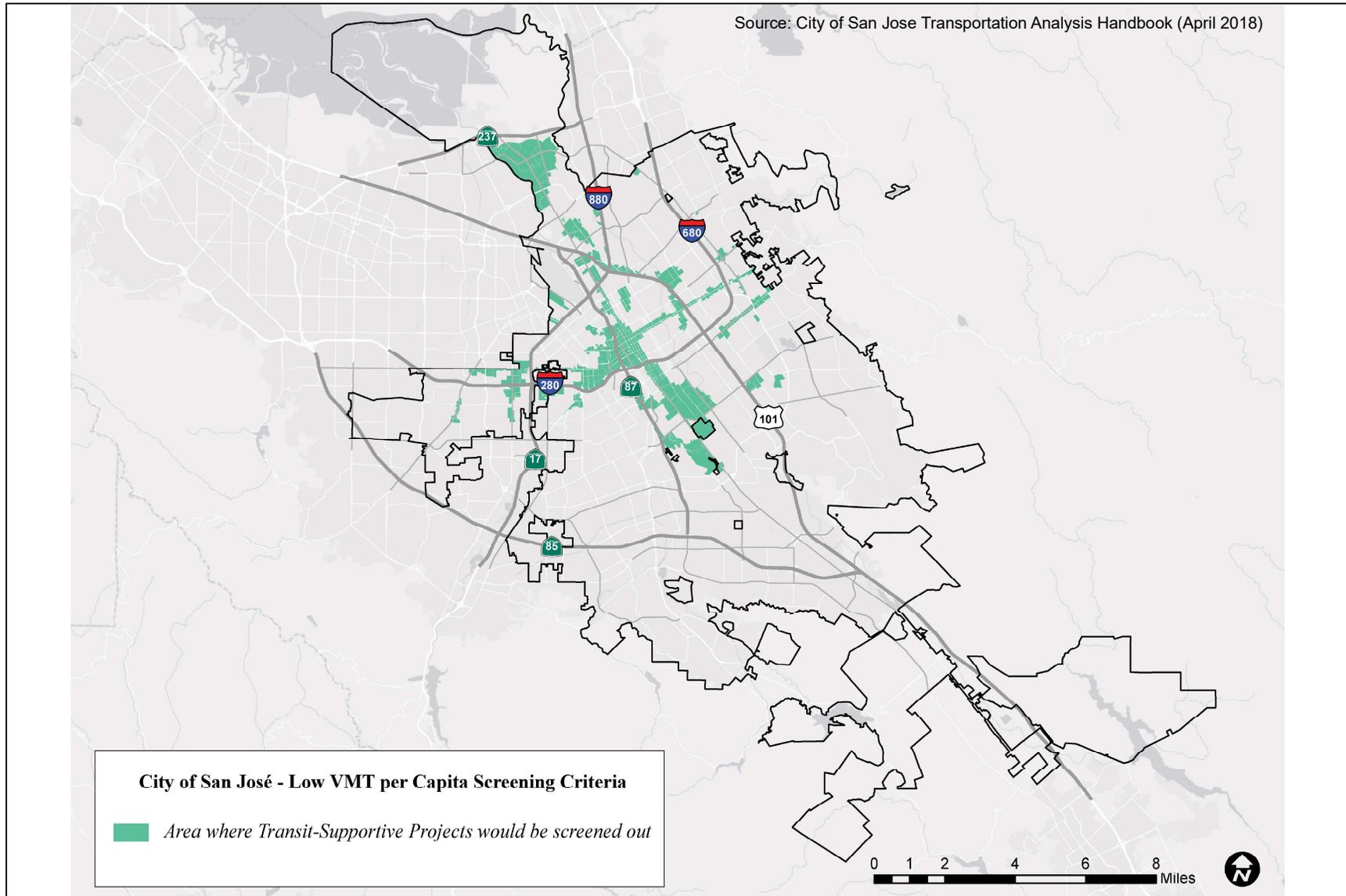
In accordance with CEQA, all proposed projects are required to analyze transportation as a component of environmental review using average trip length per resident and/or per employee as metrics. The average trips length is calculated by multiplying the number of vehicle trips by the travel distance divided by the number of residents or employees. Unlike the VMT/service population, the VMT/resident

**Table 3  
CEQA VMT Analysis Screening Criteria for Development Projects**

Type	Screening Criteria
<b>Small Infill Projects</b>	<ul style="list-style-type: none"> <li>• Single-family detached housing of 15 units or less; <u>OR</u></li> <li>• Single-family attached or multi-family housing of 25 units or less; <u>OR</u></li> <li>• Office of 10,000 square feet of gross floor area or less; <u>OR</u></li> <li>• Industrial of 30,000 square feet of gross floor area or less</li> </ul>
<b>Local-Serving Retail</b>	<ul style="list-style-type: none"> <li>• 100,000 square feet of total gross floor area or less without drive-through operations</li> </ul>
<b>Local-Serving Public Facilities</b>	<ul style="list-style-type: none"> <li>• Local-serving public facilities</li> </ul>
<b>Residential/Office Projects or Components</b>	<ul style="list-style-type: none"> <li>• <b>Planned Growth Areas:</b> Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; <u>AND</u></li> <li>• <b>High-Quality Transit:</b> Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; <u>AND</u></li> <li>• <b>Low VMT:</b> 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></li> <li>• <b>Transit-Supporting Project Density:</b> <ul style="list-style-type: none"> <li>○ Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components;</li> <li>○ Minimum of 35 units per acre for residential projects or components;</li> <li>○ 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></li> </ul> </li> <li>• <b>Parking:</b> <ul style="list-style-type: none"> <li>○ No more than the minimum number of parking spaces required;</li> <li>○ 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></li> </ul> </li> <li>• <b>Active Transportation:</b> Not negatively impact transit, bike or pedestrian infrastructure.</li> </ul>
<b>Restricted Affordable Residential Projects or Components</b>	<ul style="list-style-type: none"> <li>• <b>Affordability:</b> 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></li> <li>• <b>Planned Growth Areas:</b> Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; <u>AND</u></li> <li>• <b>High Quality Transit:</b> Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; <u>AND</u></li> <li>• <b>Transit-Supportive Project Density:</b> <ul style="list-style-type: none"> <li>○ Minimum of 35 units per acre for residential projects or components;</li> <li>○ 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></li> </ul> </li> <li>• <b>Transportation Demand Management (TDM):</b> 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></li> <li>• <b>Parking:</b> <ul style="list-style-type: none"> <li>○ No more than the minimum number of parking spaces required;</li> <li>○ 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></li> </ul> </li> <li>• <b>Active Transportation:</b> Not negatively impact transit, bike or pedestrian infrastructure.</li> </ul>

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

**Figure 3**  
**Low VMT per Capita Areas in San José**



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 residents

**VMT / Employee** = VMT's associated with "home-based-work only" daily vehicle trips generated by employees

Typically, land uses 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, land use 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.

Projects located in areas where the existing VMT is greater than the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible. The VMT evaluation tool evaluates a list of selected VMT reduction measures that can be applied to a project to reduce the project VMT. There are four strategy tiers whose effects on VMT can be calculated with the VMT evaluation tool:

1. Project characteristics (e.g. density, diversity of uses, design, and affordability of housing) that encourage walking, biking, and transit uses;
2. Multimodal network improvements that increase accessibility for transit users, bicyclists, and pedestrians;
3. Parking measures that discourage personal motorized vehicle trips; and
4. Transportation demand management (TDM) measures that provide incentives and services to encourage alternatives to personal motorized vehicle trips.

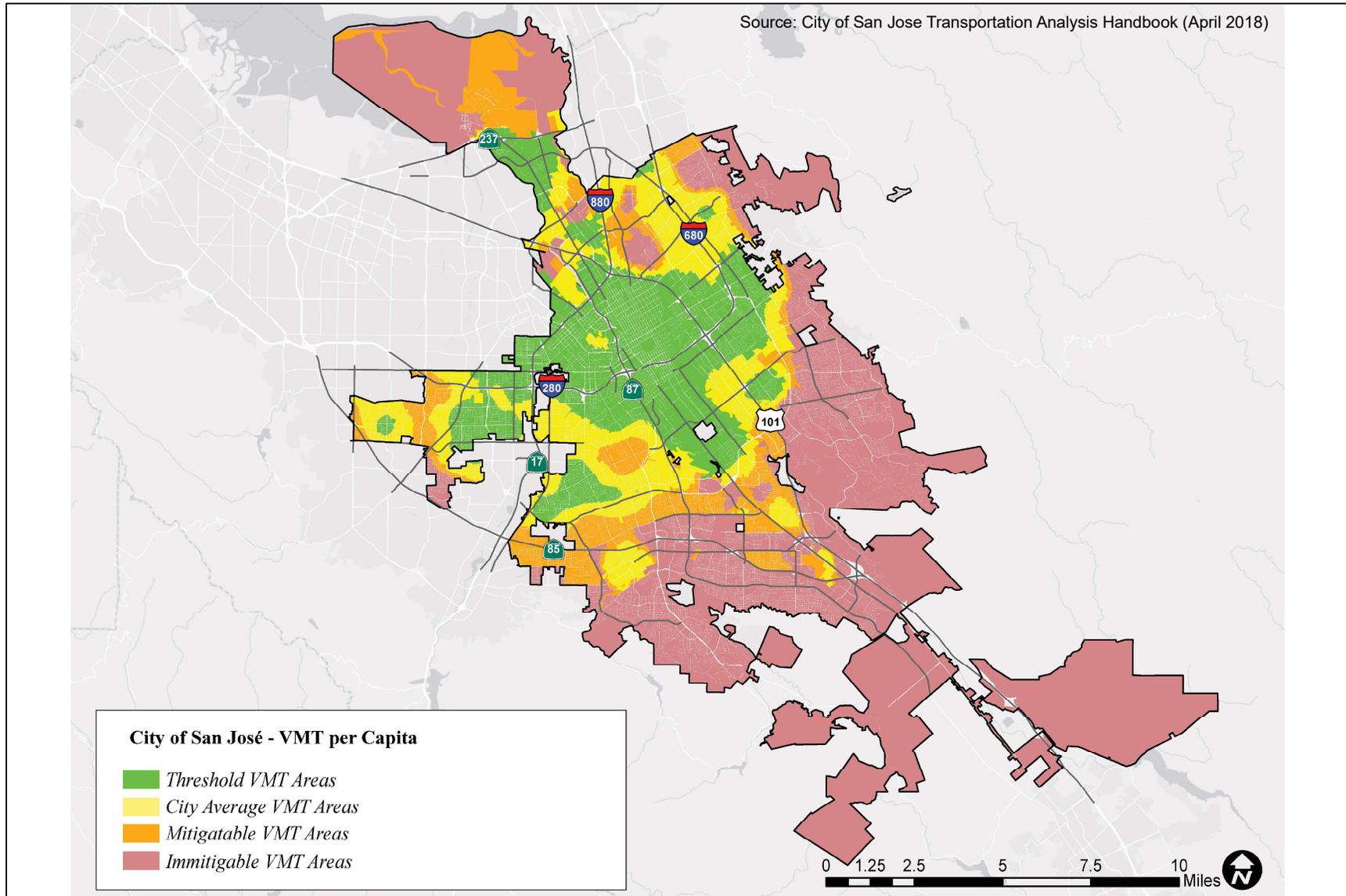
The first three strategies – land use characteristics, multimodal network improvements, and parking – are physical design strategies that can be incorporated into the project design. TDM includes programmatic measures that aim to reduce VMT by decreasing personal motorized vehicle mode share and by encouraging more walking, biking, and riding transit. TDM measures should be enforced through annual trip monitoring to assess the project's status in meeting the VMT reduction goals.

### **Baseline VMT Estimates**

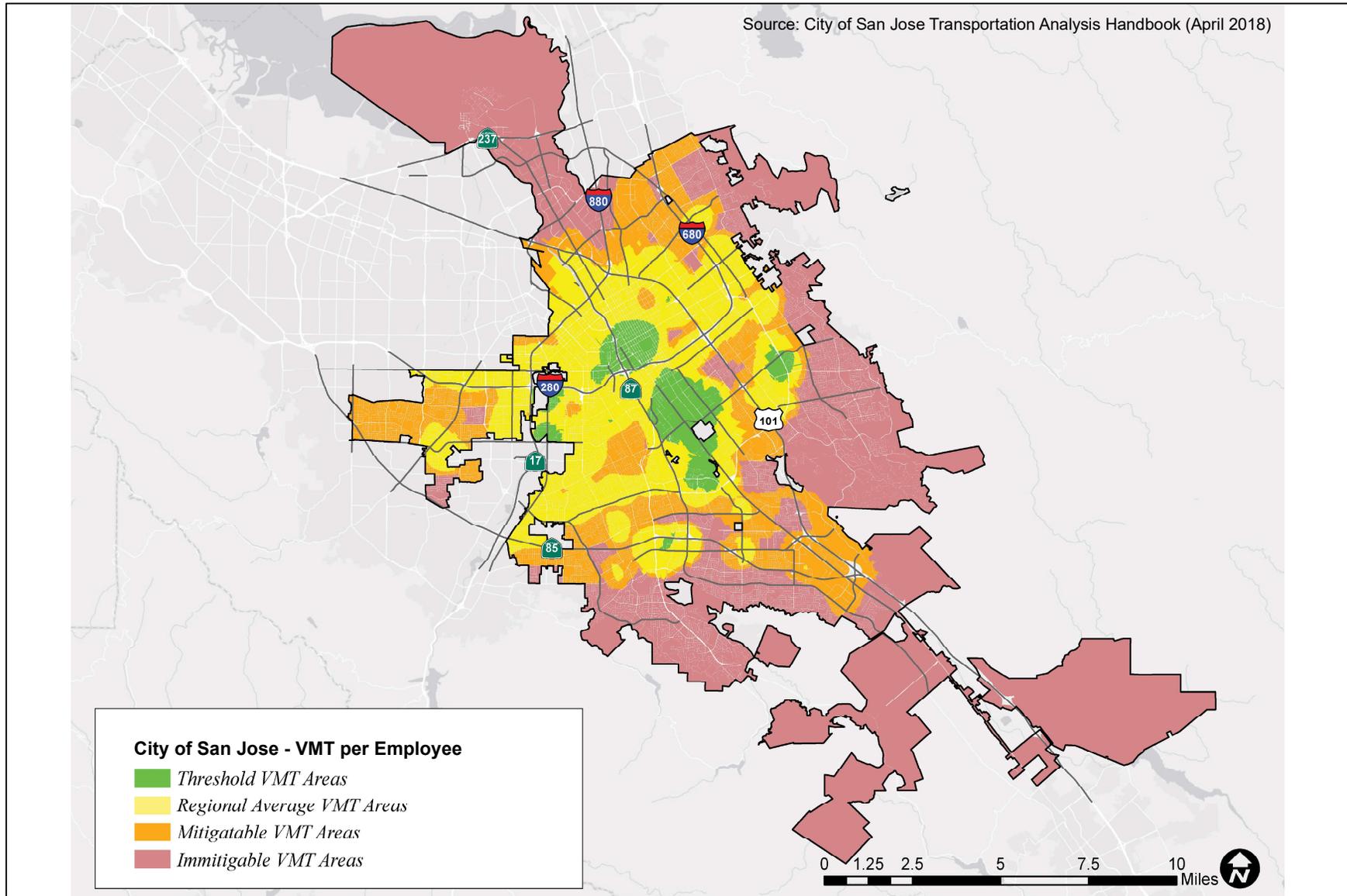
The thresholds of significance for residential and employment land uses, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses. Figures 4 and 5 show the current VMT levels estimated by the City for residents and employees, respectively. Areas are color-coded based on the level of existing VMT:

- Green-filled areas are parcels with existing VMT less than the City's residential and employee thresholds of 10.12 VMT per capita and 14.37 per employee.
- Yellow-filled areas are parcels with existing VMT between the residential threshold and the city-wide average of 11.91 VMT per capita.

**Figure 4**  
**VMT per Capita Heat Map in San José**



**Figure 5**  
**VMT per Employee Heat Map in San José**



- Orange-filled areas are parcels with existing VMT greater than the residential and employee thresholds. However, a project’s VMT impact may be mitigated by implementing VMT-reducing measures.
- Red-filled areas are parcels with existing VMT greater than the residential and employee threshold. Implementing VMT-reducing measures will not be sufficient to reduce a project’s VMT to less than the threshold of significance.

Average per-capita and per-employee VMT for all the existing developments within ½ mile buffer of each parcel in the City serves as the baseline from which a project is evaluated.

**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 4 shows the VMT thresholds of significance for development projects, as established in the Transportation Analysis Policy.

**Table 4  
CEQA VMT Analysis Significant Impact Criteria for Development Projects**

Type	Significance Criteria	Current Level	Threshold
<b>Residential Uses</b>	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
<b>General Employment Uses</b>	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
<b>Industrial Employment Uses</b>	Project VMT per employee exceeds existing regional average VMT per employee	14.37 VMT per employee (Regional Average)	14.37 VMT per employee
<b>Retail/ Hotel/ School Uses</b>	Net increase in existing regional total VMT	Regional Total VMT	Net Increase
<b>Public/Quasi-Public Uses</b>	In accordance with the most appropriate type(s) as determined by Public Works Director	Appropriate levels listed above	Appropriate thresholds listed above
<b>Mixed Uses</b>	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
<b>Change of Use or Additions to Existing Development</b>	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
<b>Area Plans</b>	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 2020.

## 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.

### HE Update TAZs VMT Analysis

The VMT per capita and VMT per employee for the TAZs that include housing shifts per the proposed HE update are presented in Table 5. The results of the VMT evaluation, using the City’s Model, indicate that under Year 2031 conditions, the HE update is projected to generate VMT per capita (10.73) and VMT per job (15.21) which exceed the established VMT thresholds for the TAZs with proposed increases or decreases in housing units. However, when compared to the existing VMT for the same TAZs, the HE update housing shifts would result in a reduction of VMT per capita and VMT per job under Year 2031 conditions.

Under Year 2040 GP conditions, the HE update is projected to generate VMT per capita (10.42) and VMT per job (13.91) for the TAZs with proposed increases or decreases in housing units that also are both above the established thresholds. However, when compared to the VMT for the same TAZs, the HE update housing shifts would result in a reduction of VMT per capita and VMT per job under Year 2040 GP conditions.

**Table 5  
VMT Analysis for HE Update TAZs**

Scenario	Residential					Jobs			
	Housing Units	Population	VMT <sup>1</sup>	VMT per Capita <sup>2</sup>	Exceeds Threshold ?	Jobs	VMT <sup>3</sup>	VMT per Job <sup>4</sup>	Exceeds Threshold ?
<b>Impact Threshold</b>				<b>10.12</b>				<b>12.21</b>	
Year 2015 Existing	41,818	117,625	1,305,960	11.10	Yes	70,130	1,103,259	15.73	Yes
Year 2031	60,266	159,897	1,715,431	10.73	Yes	116,681	1,774,202	15.21	Yes
Year 2040 General Plan	70,643	183,675	1,933,772	10.53	Yes	142,866	2,012,917	14.09	Yes
Year 2040 General Plan with Housing Elemen	70,643	183,675	1,914,156	10.42	Yes	142,866	1,986,734	13.91	Yes

Notes:  
<sup>1</sup> Residential VMT = Home-Based Trip Productions \* Distance  
<sup>2</sup> Residential VMT per Capita = Residential VMT / Population  
<sup>3</sup> Employment VMT = Home-Based Work Trip Attractions \* Distance  
<sup>4</sup> Employment VMT per Job = Employment VMT / Jobs

### Citywide VMT Analysis

The VMT per capita and VMT per employee for the housing shifts proposed by the HE update on a citywide basis are presented in Table 6. The results of the VMT evaluation, indicate that under Year 2031 conditions, the HE update housing shifts are projected to generate VMT per capita (10.85) and VMT per job (14.27) citywide which exceed the established VMT thresholds. However, when compared to the existing citywide VMT, the HE update housing shifts would result in a reduction of VMT per capita under Year 2031 conditions.

The HE update is projected to generate VMT per capita (10.39) and VMT per job (13.51) under Year 2040 GP conditions that also are both above the established thresholds. However, when compared to the VMT under Year 2040 GP conditions without the HE update housing shifts, the HE update would result in a reduction of VMT per capita and VMT per job.

**Table 6  
VMT Analysis for HE Update Citywide**

Scenario	Residential					Jobs			
	Housing Units	Population	VMT <sup>1</sup>	VMT per Capita <sup>2</sup>	Exceeds Threshold ?	Jobs	VMT <sup>3</sup>	VMT per Job <sup>4</sup>	Exceeds Threshold ?
<b>Impact Threshold</b>				<b>10.12</b>				<b>12.21</b>	
Year 2015 Existing	319,867	1,015,804	11,979,294	11.79	Yes	376,900	5,372,820	14.26	Yes
Year 2031	389,931	1,198,236	13,005,487	10.85	Yes	616,737	8,802,821	14.27	Yes
Year 2040 General Plan	429,347	1,300,859	13,539,846	10.41	Yes	751,649	10,197,796	13.57	Yes
Year 2040 General Plan with Housing Elemen	429,347	1,300,859	13,515,652	10.39	Yes	751,649	10,158,354	13.51	Yes

Notes:  
<sup>1</sup> Residential VMT = Home-Based Trip Productions \* Distance  
<sup>2</sup> Residential VMT per Capita = Residential VMT / Population  
<sup>3</sup> Employment VMT = Home-Based Work Trip Attractions \* Distance  
<sup>4</sup> Employment VMT per Job = Employment VMT / Jobs

The proposed HE update housing shifts will not result in an increase in VMT per capita and VMT per job when compared to the current 2040 GP conditions. Therefore, the proposed HE update would result in a less than significant impact on VMT.

The 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 HE update. 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.

Individual development projects will be required to complete an evaluation of their effects on VMT in adherence to the City’s Transportation Policy (Council Policy 5-1). Mitigation of any identified impacts to VMT will be required.

### 3.

## GPA Transportation Analysis

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This chapter presents the results of the General Plan Amendment (GPA) transportation analysis for the proposed City of San José 2023-2031 Housing Element (HE) Update. The purpose of the General Plan Amendment (GPA) Transportation Analysis (TA) is to assess the long-range impacts of the proposed housing shifts and land use amendments on the citywide transportation system. The potential transportation impacts of the project were evaluated in accordance with the guidelines set forth by the City of San José for GPA TA.

### Envision San José 2040 General Plan

The City of San José Envision San José 2040 General Plan provides a comprehensive evaluation of the effects of the planned land uses as identified in the current GP on the citywide transportation system and is used as the baseline from which impacts due to land use amendments such as the proposed project are evaluated.

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 as of the end of Year 2022.

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 2023-2031 Housing Element General Plan Amendments propose changes to sites' land use designations, this TA evaluates the incremental changes from uses and intensities allowed under the sites' current land use designations to the uses and intensities proposed under the proposed General Plan land use designations for each growth area. 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 that development overall in the City will occur at the middle range of the General Plan land use designations or be 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 that building out under the maximum intensities for all General Plan land designations 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, 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 will be required to complete a near-term transportation analysis in conjunction with any future development permit applications.

## HE Update Amendments

The HE update amendments would result in changes to the number of households within identified growth areas 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 HE update. Land use data for each of the effected growth areas as reflected in the adopted GP and the proposed housing unit shifts were prepared by the City of San José Department of Planning, Building, and Code Enforcement and provided to Hexagon for use in this analysis.

## GPA Analysis Methodology

The GPA analysis includes the evaluation of the potential for the proposed HE update 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. Transportation conditions were evaluated for Year 2040 GP conditions and Year 2040 GP Plus the HE Update Amendment conditions as described and presented in Chapter 1 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 by applying 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 projected conditions for the adopted GP to determine if the proposed 2023-2031 Housing Element amendments would result in any new or substantially more severe transportation impacts than those impacts that were already analyzed for the adopted GP. The long-range analysis includes analysis of the following MOEs:

- **VMT per Service Population.** 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. VMT per service population (residents + employees) is used for the analysis as opposed to VMT per capita (residents only), since 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-Along %).** 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 7 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 transportation impacts resulting from proposed land use adjustments and used in this analysis.

**Table 7  
Thresholds of Significance for GPAs**

Performance Metrics	Significance Thresholds
VMT per Service Population	Any increase over current 2040 General Plan conditions
Journey-to-Work Mode Share	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, <u>OR</u> 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 Jose Transportation Analysis Handbook, Table 11 (April 2020)

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 Analysis

The results of the GPA long-range analysis for the proposed HE update amendments are described below.

### *VMT Per Service Population*

The San José GP TDF model was used to project daily 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 the 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. Any increase in VMT per service population over the current GP conditions due to the proposed land use amendments is considered a significant impact.

As shown in Table 8, the citywide daily VMT and VMT per service population would decrease slightly due to the proposed HE update land use amendments when compared to the current GP. The reduction in citywide daily VMT is due to (1) no change to the total number of jobs and households citywide as a result of the HE update (only shifting of households would occur) and (2) the addition of households to areas with more jobs and transit options. Therefore, the proposed HE update would result in a less than significant impact on citywide daily VMT per service population.

**Findings:** Compared to the current GP, the proposed HE update land use adjustments would not result in an increase in citywide VMT per service population. Therefore, the proposed HE update 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 increasing the use of non-auto modes of travel.

### *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). 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 8  
Daily VMT Per Service Population**

	Base Year (2015)	2040 General Plan (Baseline)	2040 General Plan Plus Housing Element
Citywide Daily VMT	17,505,088	27,062,221	27,021,232
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	13.26	13.23
<b>Increase in VMT/Service Population over General Plan Conditions</b>			<b>-0.02</b>
<b>Significant Impact?</b>			<b>No</b>
<b>Notes:</b>			
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).			
Service Population = Residents + Jobs			
Source: City of San Jose Travel Forecasting Model runs completed February 2023 by Hexagon Transportation Consultants, Inc.			

Table 9 summarizes the citywide journey-to-work mode share analysis results. When compared to the current GP, the percentage of journey-to-work drive-alone trips would not change as a result of the proposed HE update land use amendments. Approximately 70.3% of the commuters would drive alone to and from work under both the current GP and the current GP with the proposed HE update land use amendments. Therefore, the proposed HE update amendments would result in a less than significant impact on citywide journey-to-work drive-alone mode share.

**Findings:** The proposed HE update land use adjustments will not result in an increase in drive-alone percentage when compared to the current GP conditions. Therefore, the proposed HE update amendments would result in a less than significant impact on citywide journey-to-work mode share.

**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 GP 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. Land use amendments that result in a decrease in average travel speed on a transit corridor in the AM peak one-hour period when the average speed drops below 15 miles per hour (mph) or decreases by 25 percent (%) or more, or the average speed drops by one mph or more for a transit corridor with an average speed below 15 mph when compared to the current GP conditions is considered a significant impact.

Table 10 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 that travel

**Table 9  
Journey-to-Work Mode Share**

Mode	Base Year (2015)		2040 General Plan (Baseline)		2040 General Plan Plus Housing Element	
	Trips	%	Trips	%	Trips	%
Drive Alone	753,264	79.7%	1,069,454	70.3%	1,066,887	70.3%
Carpool 2	85,496	9.0%	134,103	8.8%	133,526	8.8%
Carpool 3+	28,526	3.0%	52,664	3.5%	52,255	3.4%
Transit	48,181	5.1%	202,890	13.3%	202,197	13.3%
Bicycle	14,120	1.5%	28,121	1.8%	28,422	1.9%
Walk	15,666	1.7%	33,347	2.2%	33,551	2.2%
<b>Increase in Drive Alone Percentage over General Plan Conditions</b>					0.0%	
<b>Significant Impact?</b>					No	
<b>Notes:</b>						
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).						
Source: City of San Jose Travel Forecasting Model runs completed February 2023 by Hexagon Transportation Consultants, Inc.						

speeds would improve slightly by 0.1 to 0.7 mph (a change of 4.6% or less) on five of the study corridors and remain unchanged on five study corridors when compared to the current GP. The travel speeds would decrease by less than 1.0 mph (a change of 1.3% or less) on the remaining four study corridors. Therefore, the proposed HE update amendments would result in a less than significant impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

**Findings:** The proposed HE update land use amendments 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 HE update land use amendments would result in a less than significant impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

## 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 HE update 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 HE update 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,

**Table 10**  
**AM Peak-Hour Vehicle Speeds for Transit Priority Corridors**

Transit Priority Corridor	Base Year (2015)	2040 General Plan (Baseline)	2040 General Plan Plus Housing Element		
	Speed (mph)	Speed (mph)	Speed (mph)	% Change $\frac{GPplusHE - GP}{GP}$	Change (GPplusHE - GP)
2 <sup>nd</sup> Street from San Carlos Street to St. James Street	16.6	14.9	14.7	-1.3%	-0.2
Alum Rock Avenue from Capitol Avenue to US 101	21.3	14.8	14.8	0.0%	0.0
Camden Avenue from SR 17 to Meridian Avenue	23.1	19.8	19.9	0.4%	0.1
Capitol Avenue from South Milpitas Boulevard to Capitol Expressway	27.1	20.3	20.2	-0.8%	-0.2
Capitol Expressway from Capitol Avenue to Meridian Avenue	33.0	28.0	27.9	-0.2%	-0.1
East Santa Clara Street from US 101 to Delmas Avenue	20.4	11.0	11.0	-0.2%	0.0
Meridian Avenue from Park Avenue to Blossom Hill Road	24.9	18.4	18.3	-0.2%	0.0
Monterey Road from Keyes Street to Metcalf Road	27.4	20.0	19.9	-0.7%	-0.1
North 1 <sup>st</sup> Street from SR 237 to Keyes Street	21.3	13.2	13.2	0.3%	0.0
San Carlos Street from Bascom Avenue to SR 87	24.8	14.8	15.5	4.6%	0.7
Stevens Creek Boulevard from Bascom Avenue to Tantau Avenue	24.3	17.8	18.1	1.5%	0.3
Tasman Drive from Lick Mill Boulevard to McCarthy Boulevard	22.7	15.3	15.8	3.7%	0.6
The Alameda from Alameda Way to Delmas Avenue	20.5	10.0	10.3	2.6%	0.3
West San Carlos Street from SR 87 to 2 <sup>nd</sup> Street	20.0	20.6	20.6	0.1%	0.0

**Notes:**  
 2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).  
 HE: Housing Element  
 Source: City of San Jose Travel Forecasting Model runs completed February 2023 by Hexagon Transportation Consultants, Inc.

TN-2.8 through 2.10, and TN-3.7; Performance Measures TN-2.11, TN-2.12).

**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 HE update 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 HE update 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 the pedestrian walking environment, increase pedestrian safety, and create a land use context to support non-motorized travel. The proposed HE update 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 HE update 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 practices.

## 4. Conclusions

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The 2023-2031 Housing Element Update proposes the intensification of housing within planned growth areas throughout the City to meet the City's RHNA of 62,200 units determined by the Association of Bay Area Governments (ABAG) during the 2023-2031 planning period. The HE update also includes adjustments to the zoning overlays within the North San José and Rincon Urban Village Area to encourage more residential development.

This study provides an evaluation of the potential impacts to the transportation system of the proposed HE update housing shifts and land use amendments in conformance with the requirements of the City of San José Transportation Analysis Policy (Council Policy 5-1) and the California Environmental Quality Act (CEQA).

### VMT Evaluation Results

A VMT analysis was prepared per the adopted City of San José Transportation Analysis Policy (Council Policy 5-1).

Most of the parcels identified for increased residential capacity as part of the HE update are not located in low VMT areas and thus do not meet the screening criteria. Therefore, a detailed CEQA-level VMT analysis that evaluates the HE update effects on VMT is required. Per-capita VMT and per-employee VMT were estimated using the City's Travel Demand Forecasting (TDF) model.

The proposed HE update housing shifts will not result in an increase in VMT per capita and VMT per job when compared to the current 2040 GP conditions. Therefore, the proposed HE update would result in a less than significant impact on VMT.

### GPA Transportation Analysis

The results of the GPA transportation analysis show that the proposed land use amendments associated with the HE update 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 HE update would result in a *less than significant* impact on the citywide roadway system.

**City of San José 2023-2031 Housing Element Update  
Technical Appendices**

March 2, 2023

## Appendix A

**HE Update Proposed Housing Shifts & NSJ Zoning Changes**

**(Notice of Preparation)**

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

FILE NO.: ER21-032

PROJECT APPLICANT: City of San José

APN: Multiple, Citywide

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

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

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

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

When: Thursday, December 1, 2022

Time: 6:00 p.m.

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

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

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

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

Christopher Burton, Director  
Planning, Building and Code Enforcement

Cassandra van der  
Zweep

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

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Signature

November 7, 2022

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Date

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

**November 2022**

## **1. INTRODUCTION**

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

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

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

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

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

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

## 2. PROJECT LOCATION

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

## 3. PROJECT DESCRIPTION

### Overview

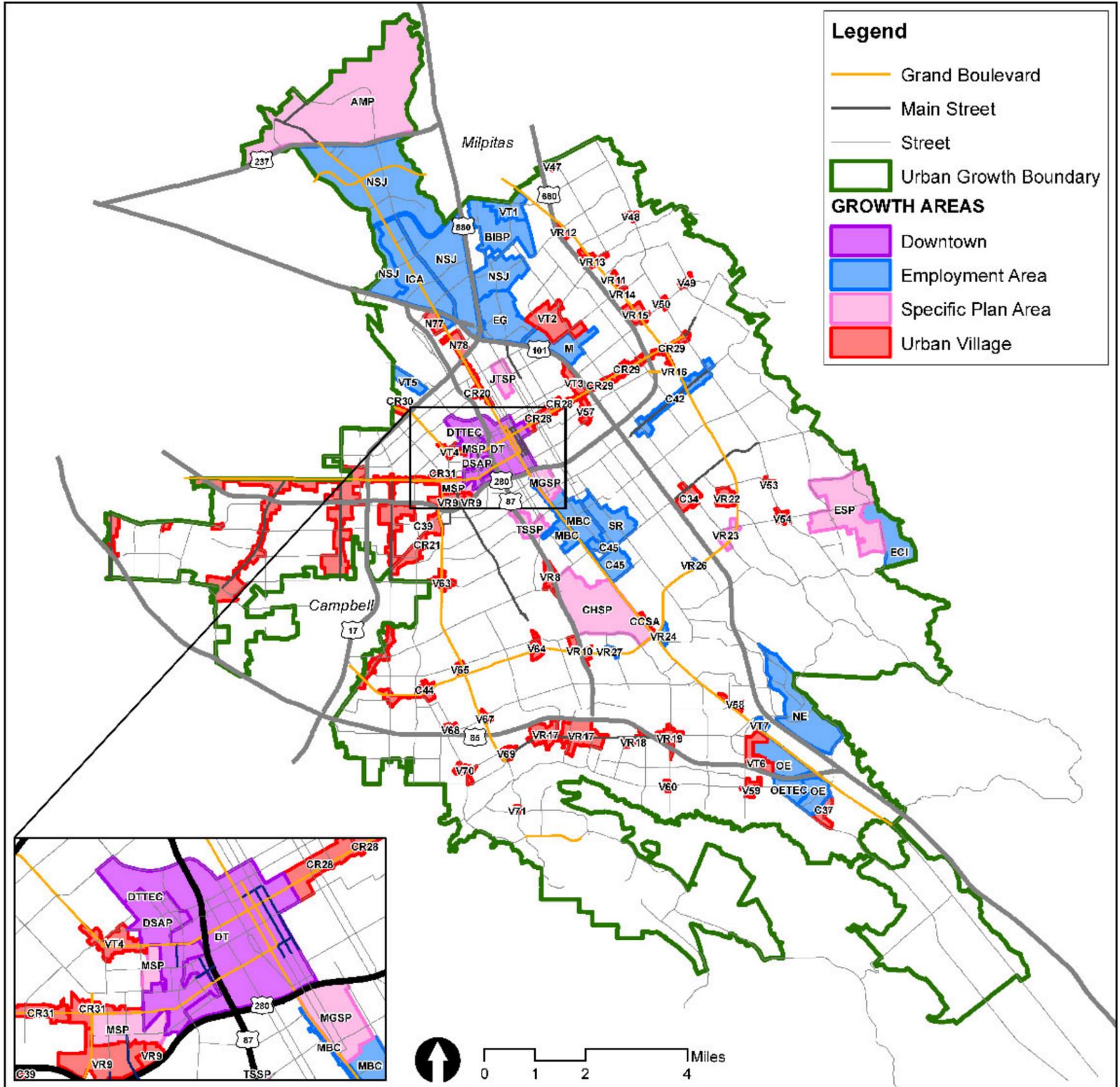
California state law (Government Code Section 65583) requires all cities to adopt a Housing Element that addresses the needs of everyone in the community, at all income levels. Each city and county in the Bay Area must update their current housing element to the satisfaction of the State Department of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

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

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

Source: City of San José 2022

Figure 1 Planned Growth Area



**Downtown**

- DT = Downtown
- DSAP = Diridon Station Area Plan

**Specific Plan Areas**

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

**Employment Area**

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

- C42 = Story Rd
- C 45 = County Fairgrounds

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

**Employment Areas (cont.)**

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

**Urban Villages**

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

CCSA = Capitol Caltrain Station Area

- CR20 = N. 1st St
- CR21 = Southwest Ex
- CR28 = E. Santa Clara St
- CR30 = The Alameda (West)
- CR 31 = W. San Carlos St
- CR32 = Stevens Creek Bl

- N77 = Rincon South 1
- N78 = Rincon South 2

- V47 = Landess Av/Morrill Av
- V48 = Piedmont Rd/Sierra Rd
- V49 = McKee Rd/Toyon Av
- V50 = McKee Rd/White Rd
- V53 = Quimby Rd/S. White Rd
- V54 = Aborn Rd/San Felipe Rd

**Urban Villages (cont.)**

- V57 = S. 24th St/William Ct
- V58 = Monterey Rd/Chynoweth Av
- V59 = Santa Teresa Bl/Cottle Rd
- V60 = Santa Teresa Bl/Snell Av
- V61 = Bollinger Rd/Miller Av
- V62 = Bolling Rd/Lawrence Ex
- V63 = Hamilton Av/Meridian Av
- V64 = Almaden Ex/Hillsdale Av
- V65 = Foxworthy Av/Meridian Av
- V67 = Branham Ln/Meridian Av
- V68 = Camden Av/Branham Ln
- V69 = Kooser Rd/Meridian Av
- V70 = Camden Av/Kooser Rd
- V71 = Meridian Av/Redmond Av

- VR8 = Curtner Light Rail/Caltrain
- VR9 = Race St Light Rail
- VR10 = Capitol Ex/Hy 87 Light Rail
- VR11 = Penitencia Creek Light Rail
- VR12 = N. Capitol Av/Hostetter Rd
- VR13 = N. Capitol Av/Berryessa Rd
- VR14 = N. Capitol Av/Madbury Rd
- VR15 = N. Capitol Av/McKee Rd
- VR17 = Oakridge Mall and Vicinity
- VR18 = Blossom Hill Rd/Cahalan Av
- VR19 = Blossom Hill Rd/Snell Av
- VR22 = Arcadia/Eastridge

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

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

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

**Table 2 Planned and Projected Housing Units**

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

Source: City of San José 2022

## Project Components

### *Growth Areas*

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

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

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

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

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

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

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

Source: City of San José 2022

**2040 General Plan Amendments and Zoning Code Amendments**

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

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

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

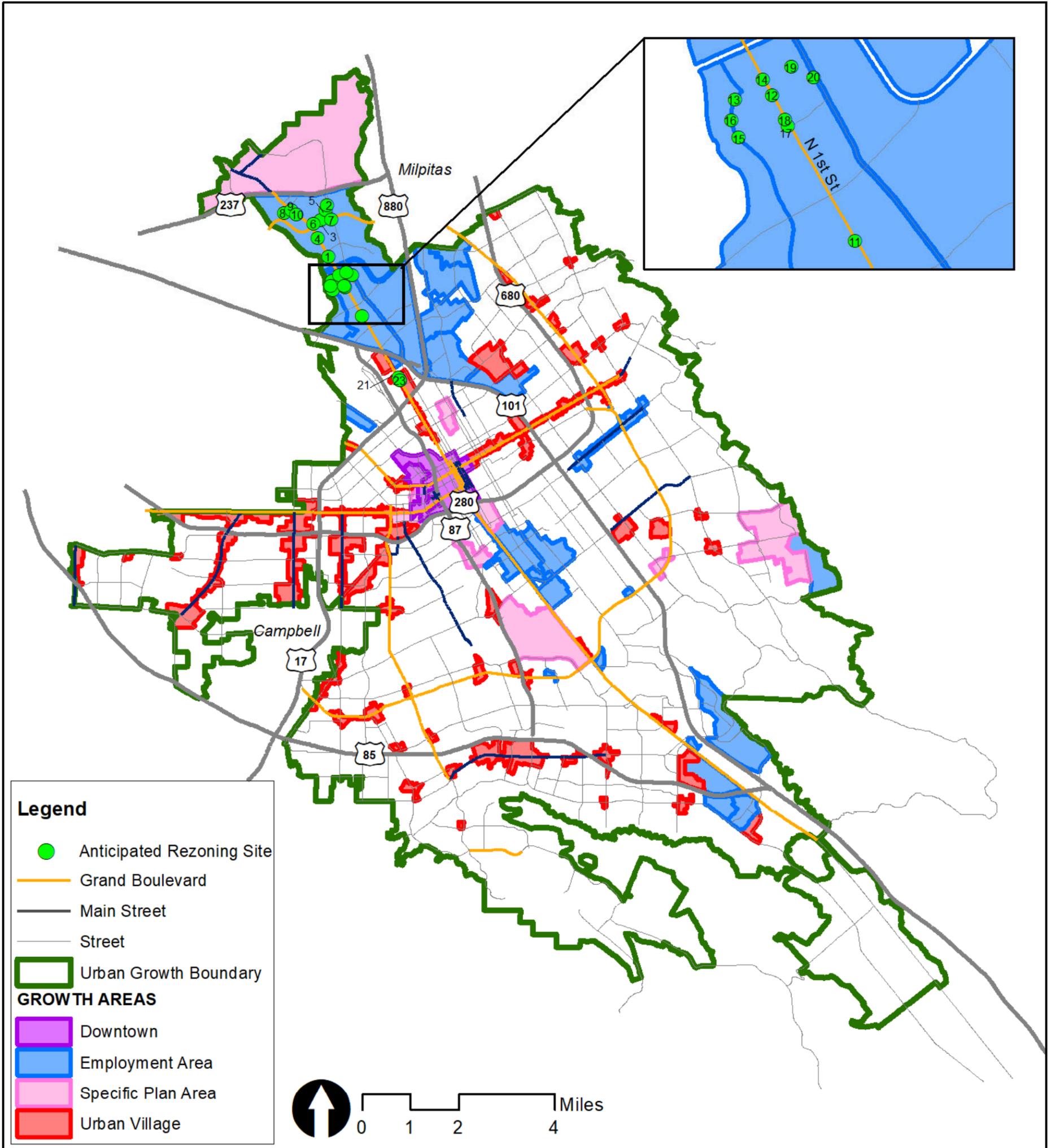
Staff is proposing to add one site (1601 Technology Drive) to the TERO General Plan and Zoning overlay. Staff is proposing to remove the General Plan and Zoning TERO overlay from 9 other sites that are no longer feasible residential properties due to changed circumstances. These sites are identified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

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

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

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

Figure 2 Anticipated Rezoning Sites



**Anticipated Rezoning Sites**

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

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

**Table 4 Sites Removed from TERO Overlay**

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

Source: City of San José 2022

**Table 5 New AHO-MIHO Sites and Anticipated Rezoning**

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

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

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

#### **4. PROBABLE ENVIRONMENTAL IMPACTS OF THE PROJECT**

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

##### ***Air Quality***

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

##### ***Greenhouse Gas Emissions***

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

##### ***Land Use and Planning***

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

##### ***Noise***

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

##### ***Public Services and Recreation***

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

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

### ***Transportation***

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

### ***Cumulative Impacts***

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

### ***Alternatives***

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

### ***Other Sections***

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

## Appendix B

### **HE Update Housing Shift TAZ Data**

# Housing Element 2023 Shifts

TAZ	976		
APN	Shift Units	From TAZ	
097-07-063	141	972	Very Low Income and below (90% at 60% AMI or below & 10% at 50% AMI or below)
097-07-063	35	964	Very Low Income and below (90% at 60% AMI or below & 10% at 50% AMI or below)

TAZ	538		
APN	Shift Units	From TAZ	
097-53-007	379	975	Very Low Income and below (90% at 60% AMI or below & 10% at 50% AMI or below)
097-53-008	321	975	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)

TAZ	975		
APN	Shift Units	From TAZ	
097-07-039	159	558	Very Low Income and below (90% at 60% AMI or below & 10% at 50% AMI or below)
097-07-039	121	973	Very Low Income and below (90% at 60% AMI or below & 10% at 50% AMI or below)
097-06-040	475	558	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)

TAZ	973		
APN	Shift Units	From TAZ	
101-02-011	3500	1079	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)
101-02-011	304	975	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)

TAZ	962		
APN	Shift Units	From TAZ	
101-02-011	35	963	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)

TAZ	958		
APN	Shift Units	From TAZ	
101-30-004	971	953	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)
101-30-006	702	953	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)
101-30-006	328	962	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)
101-29-005	29	962	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)
101-29-007	11	962	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)
101-29-012	3	962	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)

TAZ	970		
APN	Shift Units	From TAZ	
101-30-004	199	962	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)
101-30-006	258	962	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)

TAZ	971		
APN	Shift Units	From TAZ	
101-30-006	74	964	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)

TAZ	961		
APN	Shift Units	From TAZ	
101-30-004	349	963	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)
101-29-012	3	963	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)

TAZ	960		
APN	Shift Units	From TAZ	
101-29-005	663	1082	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)
101-29-007	296	1082	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)
101-29-011	406	1082	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)
101-29-006	641	1082	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)
101-29-010	51	1082	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)
101-29-010	157	932	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)
101-29-013	245	1082	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)
101-29-012	102	1082	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)

TAZ	877		
APN	Shift Units	From TAZ	
101-29-010	266	964	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)
101-29-013	87	964	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)
101-29-012	180	964	75% Above Moderate (Market-Rate) and 25% Low Income or below (80 AMI or below)

TAZ	1083		
APN	Shift Units	From TAZ	
230-29-117	371	963	Above Moderate (Market-Rate)

TAZ	800		
APN	Shift Units	From TAZ	
	500	973	Above Moderate (Market-Rate)
	500	877	Above Moderate (Market-Rate)

TAZ	898		
APN	Shift Units	From TAZ	
299-13-011	58	972	Low Income or below (80% AMI or below)
299-13-011	13	972	Low Income or below (80% AMI or below)
299-14-003	39	972	Low Income or below (80% AMI or below)

TAZ	751		
APN	Shift Units	From TAZ	
381-12-111	51	972	Low Income or below (80% AMI or below)
381-16-145	61	972	Low Income or below (80% AMI or below)
381-17-149	113	972	Low Income or below (80% AMI or below)

TAZ	893		
APN	Shift Units	From TAZ	
299-36-063	58	972	Low Income or below (80% AMI or below)

TAZ	892		
APN	Shift Units	From TAZ	
381-12-128	58	972	Low Income or below (80% AMI or below)
381-12-111	4	972	Low Income or below (80% AMI or below)

TAZ	648	
APN	Shift Units	From TAZ
464-14-006	61	972
464-14-007	72	972
464-14-015	33	972
464-14-016	33	972
464-14-023	79	972
464-14-025	42	972

Low Income or below (80% AMI or below)  
 Low Income or below (80% AMI or below)

TAZ	660	
APN	Shift Units	From TAZ
690-25-012	42	972

Low Income or below (80% AMI or below)

TAZ	925	
APN	Shift Units	From TAZ
692-26-048	63	972
692-26-049	34	972

Low Income or below (80% AMI or below)  
 Low Income or below (80% AMI or below)

TAZ	549	
APN	Shift Units	From TAZ
692-26-049	5	972

Low Income or below (80% AMI or below)

TAZ	924	
APN	Shift Units	From TAZ
692-27-071	80	972

Low Income or below (80% AMI or below)

TAZ	910	
APN	Shift Units	From TAZ
414-24-037	5	972
414-24-038	12	972

Low Income or below (80% AMI or below)  
 Low Income or below (80% AMI or below)

TAZ	626	
APN	Shift Units	From TAZ
414-26-009	16	972
414-26-017	12	972
414-26-019	16	972
414-32-010	75	972
414-32-010	26	972

Low Income or below (80% AMI or below)  
 Low Income or below (80% AMI or below)

TAZ	915	
APN	Shift Units	From TAZ
419-05-005	14	972

Low Income or below (80% AMI or below)

TAZ	627	
APN	Shift Units	From TAZ
419-12-049	25	972
419-12-050	34	972

Low Income or below (80% AMI or below)  
 Low Income or below (80% AMI or below)

TAZ	624	
APN	Shift Units	From TAZ
421-05-074	12	972

Low Income or below (80% AMI or below)

TAZ	550	
APN	Shift Units	From TAZ
459-05-030	85	972
459-05-031	62	972
459-05-032	77	972

Low Income or below (80% AMI or below)  
 Low Income or below (80% AMI or below)  
 Low Income or below (80% AMI or below)

TAZ	651	
APN	Shift Units	From TAZ
462-14-014	2	972
462-14-015	3	972
462-14-016	14	972
462-14-017	157	972
462-14-018	10	972
462-14-019	149	972
462-14-021	146	972
462-14-022	13	972

Low Income or below (80% AMI or below)  
 Low Income or below (80% AMI or below)

TAZ	653	
APN	Shift Units	From TAZ
462-14-019	4	972

Low Income or below (80% AMI or below)

TAZ	726	
APN	Shift Units	From TAZ
462-14-022	1	972

Low Income or below (80% AMI or below)

TAZ	30	
APN	Shift Units	From TAZ
412-19-027	42	972
412-25-008	17	972
412-26-001	35	972

Low Income or below (80% AMI or below)  
 Low Income or below (80% AMI or below)  
 Low Income or below (80% AMI or below)

TAZ	908	
APN	Shift Units	From TAZ
412-20-004	46	972

Low Income or below (80% AMI or below)

TAZ	907	
APN	Shift Units	From TAZ
412-25-008	32	972
412-25-001	50	972

Low Income or below (80% AMI or below)  
 Low Income or below (80% AMI or below)

TAZ	799	
APN	Shift Units	From TAZ
414-03-014	53	972
414-03-015	49	972
414-05-001	37	972

Low Income or below (80% AMI or below)  
 Low Income or below (80% AMI or below)  
 Low Income or below (80% AMI or below)

<b>TAZ</b>	733	
<b>APN</b>	<b>Shift Units</b>	<b>From TAZ</b>
414-10-001	37	972

Low Income or below (80% AMI or below)

<b>TAZ</b>	124	
<b>APN</b>	<b>Shift Units</b>	<b>From TAZ</b>
359-34-002	31	972

Low Income or below (80% AMI or below)

<b>TAZ</b>	120	
<b>APN</b>	<b>Shift Units</b>	<b>From TAZ</b>
359-27-026	24	972
359-27-028	33	972

Low Income or below (80% AMI or below)  
Low Income or below (80% AMI or below)

<b>TAZ</b>	611	
<b>APN</b>	<b>Shift Units</b>	<b>From TAZ</b>
359-27-028	1	972
372-23-022	39	972
372-24-006	22	972
372-24-027	19	972
372-25-021	38	972
372-26-018	25	972
372-26-019	40	972
372-26-021	19	972

Low Income or below (80% AMI or below)  
Low Income or below (80% AMI or below)

<b>TAZ</b>	1187	
<b>APN</b>	<b>Shift Units</b>	<b>From TAZ</b>
456-09-016	22	972
456-09-017	6	972

Low Income or below (80% AMI or below)  
Low Income or below (80% AMI or below)

<b>TAZ</b>	1077	
<b>APN</b>	<b>Shift Units</b>	<b>From TAZ</b>
659-05-038	32	972

Low Income or below (80% AMI or below)

<b>TAZ</b>	836	
<b>APN</b>	<b>Shift Units</b>	<b>From TAZ</b>
673-14-019	28	972

Low Income or below (80% AMI or below)

<b>TAZ</b>	717	
<b>APN</b>	<b>Shift Units</b>	<b>From TAZ</b>
439-48-039	27	972
439-48-044	21	972

Low Income or below (80% AMI or below)  
Low Income or below (80% AMI or below)

<b>TAZ</b>	720	
<b>APN</b>	<b>Shift Units</b>	<b>From TAZ</b>
451-07-002	16	972

Low Income or below (80% AMI or below)

<b>TAZ</b>	613	
<b>APN</b>	<b>Shift Units</b>	<b>From TAZ</b>
451-09-064	17	972
451-09-068	31	972

Low Income or below (80% AMI or below)  
Low Income or below (80% AMI or below)

<b>TAZ</b>	630	
<b>APN</b>	<b>Shift Units</b>	<b>From TAZ</b>
569-16-006	16	972

Low Income or below (80% AMI or below)

<b>TAZ</b>	906	
<b>APN</b>	<b>Shift Units</b>	<b>From TAZ</b>
284-17-021	15	972
284-17-023	15	972
284-17-024	32	972
284-18-003	33	972
284-18-005	14	972
284-18-011	29	972

Low Income or below (80% AMI or below)

<b>TAZ</b>	709	
<b>APN</b>	<b>Shift Units</b>	<b>From TAZ</b>
284-17-021	1	972
284-17-023	1	972
284-17-024	3	972
284-18-003	1	972

Low Income or below (80% AMI or below)

<b>TAZ</b>	845	
<b>APN</b>	<b>Shift Units</b>	<b>From TAZ</b>
599-37-042	10	972
599-37-050	12	972
599-39-095	11	972

Low Income or below (80% AMI or below)

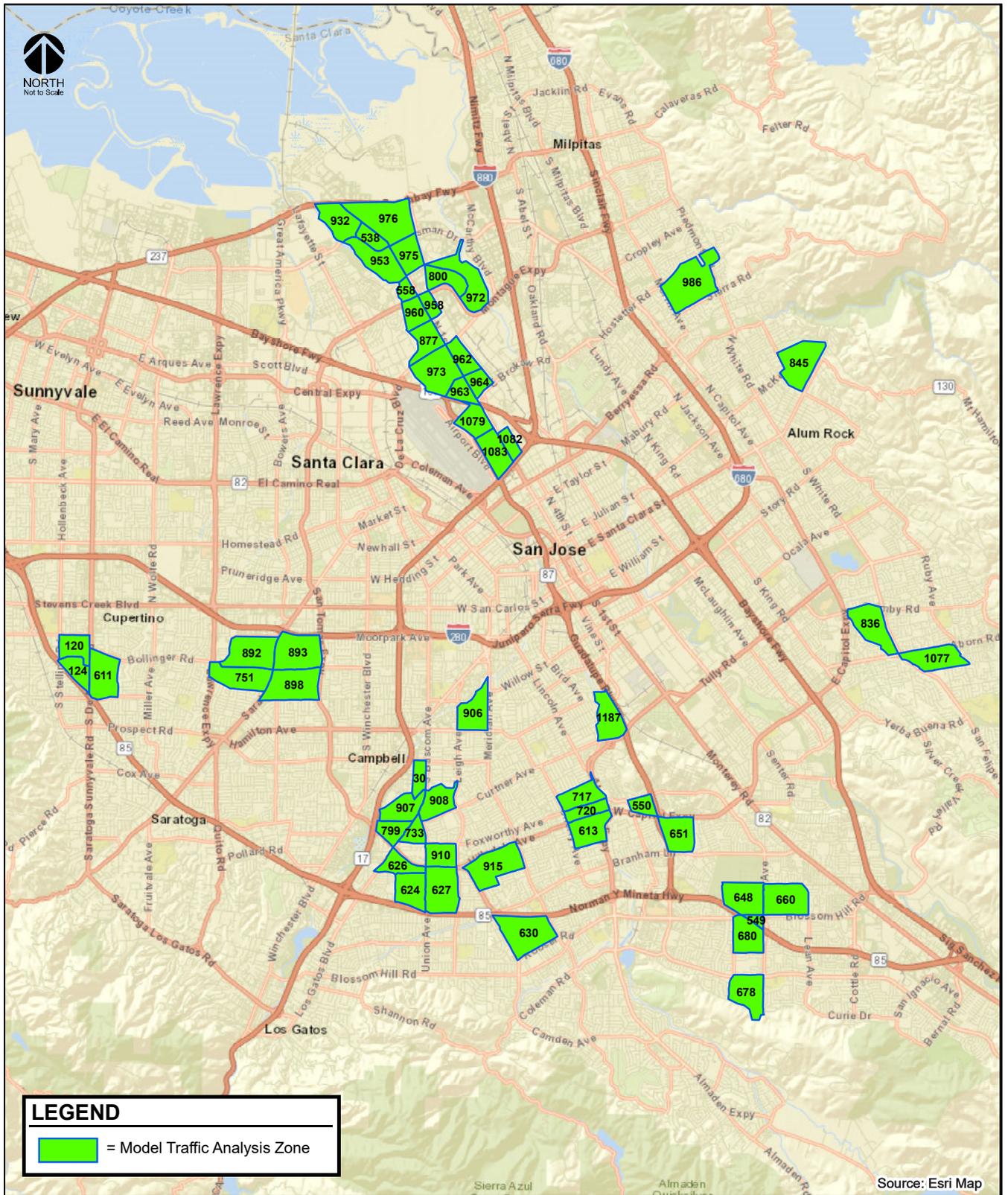
<b>TAZ</b>	986	
<b>APN</b>	<b>Shift Units</b>	<b>From TAZ</b>
587-10-005	18	972

Low Income or below (80% AMI or below)

<b>TAZ</b>	678	
<b>APN</b>	<b>Shift Units</b>	<b>From TAZ</b>
695-24-072	25	972

Low Income or below (80% AMI or below)

TAZ Map



Proposed HE Update Housing Shifts

