



Regina Alcomendras
Santa Clara County
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Receipt: 22-209450

Product	Name	Extended
CEQA	ENVIRONMENTAL FILING	\$2,598.00
	# Pages	30
	Document #	ENV24300
	Document Info:	COUNTY OF SANTA CLARA
	Filing Type	N
Total		\$2,598.00
Tender (On Account)		\$2,598.00
Account#	PLN	
Account Name	SCC DEPT OF PLANNING & DEVELOPMENT	
Balance	\$2,598.00	

PLEASE KEEP FOR REFERENCE



State of California - Department of Fish and Wildlife
2022 ENVIRONMENTAL DOCUMENT FILING FEE
CASH RECEIPT
DFW 753.5a (REV. 01/01/22) Previously DFG 753.5a

RECEIPT NUMBER:

ENV24300

STATE CLEARINGHOUSE NUMBER (if applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY

COUNTY OF SANTA CLARA

LEAD AGENCY EMAIL

DATE

12/02/2022

COUNTY/STATE AGENCY OF FILING

SANTA CLARA

DOCUMENT NUMBER

PROJECT TITLE

SAN JOSE INTERNATIONAL AIRPORT, AIRPORT INFLUENCE AREA REALIGNMENT

PROJECT APPLICANT NAME

COUNTY OF SANTA CLARA PLANNING &

PROJECT APPLICANT EMAIL

PHONE NUMBER

(408) 299-5700

PROJECT APPLICANT ADDRESS

70 WEST HEDDING STREET, EAST WING, 7TH

CITY

SAN JOSE

STATE

CA

ZIP CODE

95110

PROJECT APPLICANT (Check appropriate box)

☒ Local Public Agency

☐ School District

☐ Other Special District

☐ State Agency

☐ Private Entity

CHECK APPLICABLE FEES:

☐ Environmental Impact Report (EIR)

\$3,539.25

\$

☒ Mitigated/Negative Declaration (MND)(ND)

\$2,548.00

\$

\$2,548.00

☐ Certified Regulatory Program (CRP) document - payment due directly to CDFW

\$1,203.25

\$

☐ Exempt from fee

☐ Notice of Exemption (attach)

☐ CDFW No Effect Determination (attach)

☐ Fee previously paid (attach previously issued cash receipt copy)

☐ Water Right Application or Petition Fee (State Water Resources Control Board only)

\$850.00

\$

☒ County documentary handling fee

\$

\$50.00

☐ Other

\$

PAYMENT METHOD:

☐ Cash

☐ Credit

☐ Check

☒ Other

TOTAL RECEIVED

\$

\$2,598.00

SIGNATURE

X 

AGENCY OF FILING PRINTED NAME AND TITLE

Patricia Camarena, Deputy County Clerk-Recorder

County of Santa Clara
Office of the County Clerk-Recorder
Business Division

County Government Center
70 West Hedding Street, E. Wing, 1st Floor
San Jose, California 95110 (408) 299-5688



Santa Clara County - Clerk-Recorder Office
State of California

File Number: ENV24300

ENVIRONMENTAL FILING

No. of Pages: 30

Total Fees: \$2598.00

File Date: 12/02/2022

Expires: 12/22/2022

REGINA ALCOMENDRAS, Clerk-Recorder

By: Patricia Camarena, Deputy Clerk-Recorder

CEQA DOCUMENT DECLARATION

ENVIRONMENTAL FILING FEE RECEIPT

PLEASE COMPLETE THE FOLLOWING:

1. LEAD AGENCY: County of Santa Clara
2. PROJECT TITLE: San Jose International Airport, Airport Influence Area Realignment
3. APPLICANT NAME: County of Santa Clara Planning & Development Office PHONE: 408-299-5700
4. APPLICANT ADDRESS: 70 West Hedding Street, East Wing, 7th Floor, San Jose, CA, 95110
5. PROJECT APPLICANT IS A: ☒ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity
6. NOTICE TO BE POSTED FOR 20 DAYS.
7. **CLASSIFICATION OF ENVIRONMENTAL DOCUMENT**

a. PROJECTS THAT ARE SUBJECT TO DFG FEES

<input type="checkbox"/> 1. <u>ENVIRONMENTAL IMPACT REPORT</u> (PUBLIC RESOURCES CODE §21152)	\$ 3,539.25	\$ <u>0.00</u>
<input checked="" type="checkbox"/> 2. <u>NEGATIVE DECLARATION</u> (PUBLIC RESOURCES CODE §21080(C))	\$ 2,548.00	\$ <u>2,548.00</u>
<input type="checkbox"/> 3. <u>APPLICATION FEE WATER DIVERSION</u> (STATE WATER RESOURCES CONTROL BOARD ONLY)	\$ 850.00	\$ <u>0.00</u>
<input type="checkbox"/> 4. <u>PROJECTS SUBJECT TO CERTIFIED REGULATORY PROGRAMS</u>	\$ 1,203.25	\$ <u>0.00</u>
<input checked="" type="checkbox"/> 5. <u>COUNTY ADMINISTRATIVE FEE</u> (REQUIRED FOR a-1 THROUGH a-4 ABOVE) Fish & Game Code §711.4(e)	\$ 50.00	\$ <u>50.00</u>

b. PROJECTS THAT ARE EXEMPT FROM DFG FEES

<input type="checkbox"/> 1. NOTICE OF EXEMPTION (\$50.00 COUNTY ADMINISTRATIVE FEE REQUIRED)	\$ 50.00	\$ <u>0.00</u>
<input type="checkbox"/> 2. A COMPLETED "CEQA FILING FEE NO EFFECT DETERMINATION FORM" FROM THE DEPARTMENT OF FISH & GAME, DOCUMENTING THE DFG'S DETERMINATION THAT THE PROJECT WILL HAVE NO EFFECT ON FISH, WILDLIFE AND HABITAT, OR AN OFFICIAL, DATED RECEIPT / PROOF OF PAYMENT SHOWING PREVIOUS PAYMENT OF THE DFG FILING FEE FOR THE "SAME PROJECT IS ATTACHED" (\$50.00 COUNTY ADMINISTRATIVE FEE REQUIRED)		
DOCUMENT TYPE: <input type="checkbox"/> ENVIRONMENTAL IMPACT REPORT <input checked="" type="checkbox"/> NEGATIVE DECLARATION	\$ 50.00	\$ <u>0.00</u>

c. NOTICES THAT ARE NOT SUBJECT TO DFG FEES OR COUNTY ADMINISTRATIVE FEES

<input type="checkbox"/> NOTICE OF PREPARATION	<input type="checkbox"/> NOTICE OF INTENT	NO FEE	\$ <u>NO FEE</u>
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8. OTHER: _____ FEE (IF APPLICABLE): \$ _____

9. TOTAL RECEIVED: _____ \$ 2,598.00

*NOTE: "SAME PROJECT" MEANS NO CHANGES. IF THE DOCUMENT SUBMITTED IS NOT THE SAME (OTHER THAN DATES), A "NO EFFECT DETERMINATION" LETTER FROM THE DEPARTMENT OF FISH AND GAME FOR THE SUBSEQUENT FILING OR THE APPROPRIATE FEES ARE REQUIRED.

THIS FORM MUST BE COMPLETED AND ATTACHED TO THE FRONT OF ALL CEQA DOCUMENTS LISTED ABOVE (INCLUDING COPIES) SUBMITTED FOR FILING. WE WILL NEED AN ORIGINAL (WET SIGNATURE) AND TWO (2) COPIES. IF THERE ARE ATTACHMENTS, PLEASE PROVIDE THREE (3) SETS OF ATTACHMENTS FOR SUBMISSION. (YOUR ORIGINAL WILL BE RETURNED TO YOU AT THE TIME OF FILING.)

CHECKS FOR ALL FEES SHOULD BE MADE PAYABLE TO: SANTA CLARA COUNTY CLERK-RECORDER

PLEASE NOTE: FEES ARE ANNUALLY ADJUSTED (Fish & Game Code §711.4(b); PLEASE CHECK WITH THIS OFFICE AND THE DEPARTMENT OF FISH AND GAME FOR THE LATEST FEE INFORMATION.

"... NO PROJECT SHALL BE OPERATIVE, VESTED, OR FINAL, NOR SHALL LOCAL GOVERNMENT PERMITS FOR THE PROJECT BE VALID, UNTIL THE FILING FEES REQUIRED PURSUANT TO THIS SECTION ARE PAID." Fish & Game Code §711.4(c)(3)

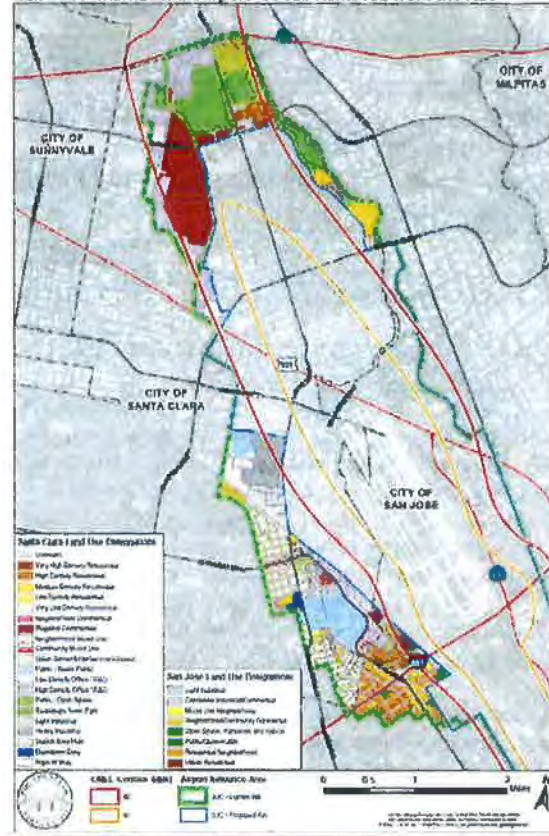
INITIAL STUDY

Environmental Checklist and Evaluation for the County of Santa Clara

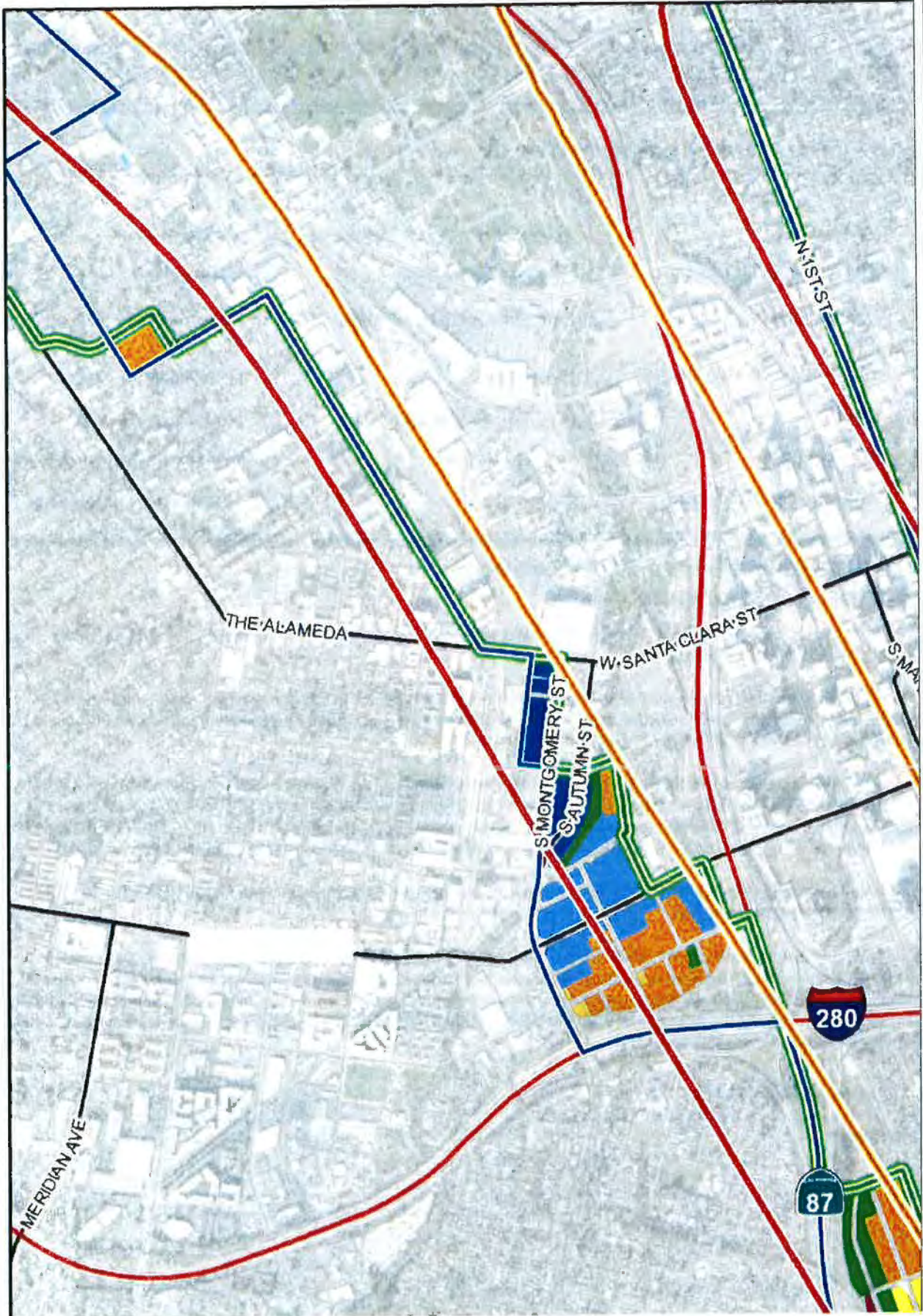
File Number:	ALUC-22-003	Date: 12/02/22
Project Type:	Government	APN(s): Multiple
Project Location / Address:	Norman Y. Mineta San José International Airport including parcels within its Airport Influence Area	GP Designation: Multiple
Owner's Name:	N/A	Zoning: Multiple
Applicant's Name:	Santa Clara County Airport Land Use Commission (ALUC)	Urban Service Area: San José, Santa Clara
Project Description		
<p>The <i>Santa Clara County Airport Land Use Commission</i> (ALUC) serves as a policy making body for lands around <i>Norman Y. Mineta San José International Airport</i> (SJC) through adoption of a Comprehensive Land Use Plan (CLUP) to guide orderly development of the area surrounding SJC. The ALUC makes land use consistency determinations for certain types of land use approvals which occur within an <i>Airport Influence Area</i> (AIA) designated in the CLUP. The CLUP functions to implement State law (Public Utilities Code Section 21670 et seq.) that requires safeguarding the general welfare of the inhabitants in the vicinity of SJC and those who use SJC. The ALUC scope includes review of proposed adoptions or amendments to a local agency's General Plan, Specific Plan(s), Zoning Ordinance, and building regulations for consistency with the CLUP and that would affect the population and property within the AIA. If the ALUC determines that a project or policy under its purview is inconsistent with CLUP policies such as policies applicable to noise and safety, the referring agency may only proceed if the referring agency overrules the ALUC's determination by a 2/3 vote of the entire legislative body.</p> <p>This initial study involves reviewing an amendment to the SJC CLUP that modifies the boundaries of the AIA. The intention of the proposed AIA modification is to ensure that CLUP land use measures that minimize public exposure to noise and safety hazards within areas surrounding SJC align with the noise and safety boundaries in the new Airport Master Plan. This action will be undertaken pursuant to the ALUC's authority under Public Utilities Code § 21670 et seq. The amendment will affect parcels within the Cities of San José and Santa Clara.</p> <p>The purpose of updating the SJC AIA is to have the AIA correspond with the forecasted 2040 operational levels at SJC. Currently, the AIA has historic traffic models that are not reflective of projected traffic numbers or modern aircraft. The proposed AIA will maintain the same safeguarding effects of the existing AIA with an area that is consistent with the forecasted 2040 operational levels. The forecasted 2040 operational levels are based on data prepared and analyzed for the <i>Norman Y. Mineta San José International Airport Noise Assessment for the Master Plan Environmental Impact Report</i> by BridgeNet International. The SJC AIA update is intended to provide a comprehensive, self-contained noise and safety hazard evaluation of SJC, that provides a clear and readily understandable document with associated mapping showing the parcels most affected by SJC operations.</p> <p>The AIA defines the referral boundary for SJC that applies when the cities of San José or Santa Clara propose an action that amends their General Plan, adopts or amends any Specific Plan, Zoning Ordinance, and building regulation where the changes apply to parcels within the SJC AIA. The affected city must first refer the proposed action to the ALUC for a consistency determination before it may take final action. The proposed AIA boundary was developed by using easily identifiable features, including street arterials, rail lines and waterways, to identify the CLUP policy application boundary.</p> <p>The proposed AIA boundary was developed pursuant to information provided within the BridgeNet International data sets and was prepared to be consistent with the Community Noise Equivalent Level (CNEL) contours and the Safety Zones noted within the <i>Norman Y. Mineta San José International Airport Noise Assessment for the Master Plan Environmental Impact Report</i>. The 65 dB CNEL contour was deemed sufficient to ensure that, with few exceptions, sensitive uses would be included within the proposed AIA. Furthermore, no portion of the revised 65 dB CNEL boundary or Safety Zones lie outside of the proposed AIA boundary. Additionally, no new areas within the proposed AIA are located within any Safety Zone. Therefore, potential development restrictions on the parcels being added to the AIA are limited to building heights and noise related restrictions and mitigations for new areas within the 65db CNEL or higher noise level contours.</p>		

Environmental Setting and Surrounding Land Uses

San Jose International Airport - Areas Removed from the AIA



San Jose International Airport - Area



Other agencies sent a copy of this document:

City of San José, City of Santa Clara, California Department of Transportation (Caltrans) Division of Aeronautics

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The proposed project could potentially result in one or more environmental effects in the following areas:

- | | | |
|--|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture / Forest Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resource | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology / Water Quality | <input checked="" type="checkbox"/> Land Use | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on the attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

Carl Hilbranta

Signature

December 2, 2022

Date

Carl Hilbrants

Printed name

For

ENVIRONMENTAL CHECKLIST AND DISCUSSION OF IMPACTS

A. AESTHETICS							
Except as provided in Public Resources Code section 21099, would the project:	IMPACT						Source
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2,3,4, 6,17f
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, along a designated scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 6,7 17f
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2,3
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3,4

SETTING: Aesthetics will not be affected by the proposed AIA boundary as the boundary itself has no bearing on the type or design of any structure.

DISCUSSION: There are no anticipated potential adverse impacts to aesthetic resources due to this project. The proposed AIA would have no direct effect upon any parcel as the AIA boundary has no physical / visual component and is simply a line of demarcation on a map where modification of the land use policies or building regulations applicable to a parcel within the AIA must be reviewed by the ALUC for compatibility with the SJC CLUP policies. The SJC CLUP addresses height, noise and safety standards but would not adversely affect aesthetic aspects of a project. Therefore, the approval of the proposed AIA boundary would not have any adverse significant impacts on aesthetic resources.

MITIGATION: None required.

B. AGRICULTURE / FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

WOULD THE PROJECT:	IMPACT						Source
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Convert 10 or more acres of farmland classified as prime in the report <i>Soils of Santa Clara County (Class I, II)</i> to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3,23,24,26
b) Conflict with existing zoning for agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	9,21a
c) Conflict with an existing Williamson Act Contract or the County's Williamson Act Ordinance (Section C13 of County Ordinance Code)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
d) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 28
e) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	32
f) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

SETTING: Agriculturally zoned parcels do not exist within the existing or the proposed SJC AIA.

DISCUSSION: SJC is located adjacent to downtown San José in a densely populated urban area with little or no agricultural potential anywhere within the proposed AIA. Therefore, approval of the project will not have any potential adverse impacts to agricultural resources. Moreover, although there is no land designated for agriculture, the use of land within the proposed SJC AIA for agricultural purposes is not inconsistent with the SJC CLUP.

MITIGATION: None Required.

C. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

WOULD THE PROJECT:	IMPACT						Source
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5,29, 30
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5,29, 30
c) Expose sensitive receptors to substantial pollutant concentrations?							5,29, 30
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5, 29, 30

SETTING: Air quality has improved in the Santa Clara Valley appreciably since stringent air quality standards were initially mandated by the Clean Air Act of 1970. Current Environmental Protection Agency (EPA) analysis designates Santa Clara County as being in "marginal nonattainment" for ground-level ozone. With eight-hour average concentrations of 73 parts per billion (ppb), Santa Clara County exceeds the federal National Ambient Air Quality Standard (NAAQS) of 70 ppb². Santa Clara County is also in federal nonattainment for 24-hour PM_{2.5}, with a daily average value over three consecutive years of 48 micrograms per cubic meter (µg/m³), exceeding the NAAQS of 35 µg/m³. However, Santa Clara County PM_{2.5} is currently rated as "good" for annual average concentrations of less than 12 µg/m³.

DISCUSSION: Revision of the SJC AIA will not result in the introduction of new long-term pollution sources. Additionally, revision of the SJC AIA will not intensify any of the pollutants noted in the previous paragraph. The proposed AIA revision would not have any significant effect on the amount or type of construction that would occur in the area that could affect air pollution levels. As discussed in the Population and Housing section (N) of this document, adoption of the proposed AIA boundary will not result in substantial displacement of development that could result in secondary air quality impacts (e.g., traffic emissions). It is anticipated that quieter and more fuel-efficient airplanes will have widespread use by the year 2040, which will improve air quality in the affected area.

MITIGATION: None Required.

D. BIOLOGICAL RESOURCES

WOULD THE PROJECT:	IMPACT						Source
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 7, 17b, 17o
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 7, 8a, 17b, 17e, 22d, 22e, 33
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 7, 17n, 33
d) Have a substantial adverse effect on oak woodland habitat as defined by Oak Woodlands Conservation Law (conversion/loss of oak woodlands) – Public Resource Code 21083.4?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 31, 32
e) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 7, 17b, 17o
f) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	32
g) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 4, 17l

SETTING: The Guadalupe River, San Tomas Aquino Creek and Los Gatos Creek are the only creeks / wetlands located within the proposed AJA area. The California Tiger Salamander has been identified within two miles of the far south end of the proposed AIA. Agriculturally zoned parcels do not exist within the present or proposed SJC AIA.

DISCUSSION: There are no anticipated potential adverse impacts to any biological / agricultural or woodland resources due to this project. Similar to the discussion in the Aesthetic section (A) above, the proposed AIA would have no impact upon any parcel as the AIA boundary has no physical / visual component, instead is only a demarcation line on a map where modification of the land use policies or building regulations applicable to a parcel within the AIA must be reviewed for compatibility with the ALUC SJC CLUP policies. Any modifications to land use policies or building regulations to a parcel outside of the AIA, where ALUC has no jurisdiction, is not subject to a compatibility review.

The proposed AIA revision would not foster development or other activities that could impact species or their habitats. One of the existing safety goals included in the SJC CLUP is to incorporate policies that avoid land uses that attract raptors to areas immediately adjacent to runways that could cause a hazard to aviation safety. These land uses include, but are not limited to, landfills and composting facilities. These existing policies would not be affected by the proposed AIA revision. As discussed in the Population and Housing section (N) of this document, adoption of the proposed AIA boundary would not result in substantial displacement of development that could result in secondary biological impacts (relocation of urban development to areas with sensitive biological habitat). Therefore, approval of the AIA revision would not have any adverse effects on biological resources.

MITIGATION: None Required.

E. CULTURAL RESOURCES							
WOULD THE PROJECT:	IMPACT						Source
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 of the CEQA Guidelines, or the County's Historic Preservation Ordinance (Division C17 of County Ordinance Code) – including relocation, alterations or demolition of historic resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 16, 19, 40, 41
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 19, 40, 41
c) Disturb any human remains including, those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 19, 40, 41

SETTING: Cultural resources such as the Gonzalez-Peralta and Luis Maria Peralta Adobes, Fallon House, James Lick Mansion, and the Mission Santa Clara-de-Asis exist within the existing AIA. The Mission Santa Clara-de-Asis will be removed from AIA protections with the proposed AIA boundary revision.

DISCUSSION: Approval of the proposed AIA boundary will not have potential impacts to cultural resources. The proposed AIA boundary will not change any underlying city land use policies and ordinances or laws or regulations applicable to cultural resources.

MITIGATION: None Required.

F. ENERGY							
WOULD THE PROJECT:	IMPACT						Source
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Result in potentially significant environmental impact do to wasteful, inefficient, or unnecessary construction of energy resources during project consumption or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 5
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5

SETTING: There are currently three energy generating plants within the SJC AIA. These three plants would remain in the SJC AIA.

DISCUSSION: Approval of the proposed AIA boundary will not have potential impacts to energy usage or energy sources. The likelihood of the proposed AIA boundary promoting development that could exacerbate energy demand beyond a significant level would be insignificant. See sections K (Land Use) and N (Population and Housing).

MITIGATION: None Required.

G. GEOLOGY AND SOILS							
WOULD THE PROJECT:	IMPACT						Source
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:							

G. GEOLOGY AND SOILS							
WOULD THE PROJECT:	IMPACT						Source
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6, 17c, 43
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6, 17c
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6, 17c, 17n, 18b
iv) Landslides	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6, 17L, 118b
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6, 14, 23, 24
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2, 3, 17c, 23, 24, 42
d) Be located on expansive soil, as defined in the report, <i>Soils of Santa Clara County</i> , creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	14,23, 24,
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3,6, 23,24,
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2,3,4,40,41

SETTING: The entire area of both the existing AIA and the proposed AIA lies within the Santa Clara County Liquefaction Hazard Zones and within the State Seismic Hazard Zones. The very northern area of the existing AIA lies within the County Compressible Soils Hazard Zones and the County Dike Failure Flooding Hazard Zones, neither of which are located within the proposed AIA boundary.

DISCUSSION: Approval of the proposed AIA boundary will not intensify potential impacts to geology and / or soils. The proposed AIA boundary will not promote development or other activities that would impact geology and / or soils.

MITIGATION: None required.

H. GREENHOUSE GAS EMISSIONS							
WOULD THE PROJECT:	IMPACT						Source
	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5,29, 30
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5,29, 30

SETTING: There are few parcels with point source pollution contributors (e.g., sewage treatment plants, oil refineries, paper and pulp mills, chemical, automobile, and electronics manufacturers, or other factories) that are included in the proposed AIA expansion areas that would become subject to ALUC compatibility determinations.

DISCUSSION: The proposed AIA boundary change does not affect any existing land use. None of the parcels with these uses are within the CLUP's designated safety zones. Therefore, the only potential effect of the AIA boundary change on GHG emissions would be minor limitations on the intensity of future such uses to ensure compatibility with the CLUP's height and noise policies. Application of the CLUP's noise and height policies to point sources of GHG emissions would not increase GHG emissions.

Similarly, the change in the AIA boundary does not significantly change the allowed intensity of other uses. As discussed in sections K (Land Use) and N (Population and Housing), approval of the proposed AIA boundary will not result in significant displacement of residential, commercial, industrial, or other uses that could lead to increased vehicle miles traveled. Therefore, the cumulative effect of individual automobiles on greenhouse gas emissions will also be insignificant. Furthermore, with government mandates encouraging electric vehicle usage, the anticipated greenhouse gas emissions from automobiles should remain stable, if not reduced or significantly reduced, in the near and distant future.

MITIGATION: None required.

I. HAZARDS & HAZARDOUS MATERIALS	
	IMPACT

WOULD THE PROJECT:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	Source
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 1,
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 2,
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 46
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 47
e) For a project located within an airport land use plan referral area or, where such a plan has not been adopted, within two miles of a public airport or public use airport, or in the vicinity of a private airstrip, would the project result in a safety hazard, or excessive noise for people residing or working in the project area?							<input checked="" type="checkbox"/> 3,
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 5,
g) Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> 4,

SETTING: There are a wide variety of current and historic land uses within the SJC AIA, many of which may use hazardous materials or be contaminated with hazardous wastes.

DISCUSSION: One of the main purposes of the SJC AIA is to help decision makers avoid making land use decisions that could increase safety hazards for people residing or working in or around the airport. Thus, reducing airport-related hazards within the vicinity of the airport is an essential component of establishing the boundaries of an AIA. The proposed AIA refines which parcels have the possibility of negative consequences (e.g., airplane crashes) due to airport operations based on the

updated SJC airport master plan and ensures that the adoption or amendment of any land use policies or building regulations would be subject to review by the ALUC for consistency with the SJC CLUP, including the CLUP's safety policies. The CLUP's safety policies also address off-airport safety compatibility concerns including restrictions on the aboveground storage of fuel or other hazardous materials. As explained above, there is no change to the AIA boundary with respect to the parcels in the designated safety zones. The existing high-risk areas will remain within the proposed AIA boundary, and, as such, the proposed AIA boundary will have no negative Hazard or Hazardous Materials impacts.

MITIGATION: None required.

J. HYDROLOGY AND WATER QUALITY							
Would the project:	IMPACT						SOURCE
	<u>Potential y Significant t Impact</u>	<u>Less Than Significant With Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Analyzed in the Prior EIR</u>	<u>Substantially Mitigated by Uniformly Applicable Development Policies</u>	
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	34, 36
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 4
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 17n,
i) Result in substantial erosion or siltation on- or off-site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 17p
II) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5, 36, 21a
III) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5
IV) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 17p, 18b, 18d
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 18b, 18d
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2, 3, 4, 17p

SETTING: The Guadalupe River, San Tomas Aquino Creek and Los Gatos Creek are the only creeks / wetlands located within the proposed AIA area. There are areas subject to flooding near the northern end of the proposed AIA that will no longer be subject to ALUC review whereas there are areas subject to flooding near the southern end of the proposed AIA that would become subject to ALUC review.

DISCUSSION: No potential impacts to hydrology and / or water quality are anticipated due to a revision of the AIA boundary. Furthermore, the proposed AIA boundary would have a negligible likelihood of promoting development or other activities that would impact drainage / runoff, water quality, ground water or hydrology. Any development that may occur would be subject to all applicable water quality laws, regulations and ordinances.

MITIGATION: None required.

K. LAND USE							
WOULD THE PROJECT:	IMPACT						SOURCE
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2, 4
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8a, 9, 18a

SETTING: The predominant land uses within the existing and proposed SJC AIA are urban with essentially no agricultural uses beyond those of individual “backyard” gardens. The proposed AIA boundary was developed by using readily identifiable features (e.g., street arterials, rail lines, and waterways). The only exception to this methodology is the area surrounding Bellarmine College Preparatory. Bellarmine College Preparatory includes one large 17.5-acre lot whereas surrounding parcels are between 5,000 and 20,000 square feet. The street grid immediately surrounding Bellarmine College Preparatory does not lend itself to using the streets immediately adjacent to the campus without gerrymandering the line more artificially than using the chosen configuration. Furthermore, bifurcating this large 17.5-acre parcel, consisting of the main campus, into two separate jurisdictional zones could possibly complicate future development of the campus. To avoid this situation, and to ensure the campus is afforded AIA protections, the entire campus was included within the AIA boundary.

DISCUSSION:

To ensure consistency between an amended CLUP and the land use policies of the affected local jurisdictions, state law requires that, within 180 days upon receipt of an ALUC approved CLUP amendment, the affected local jurisdiction(s) shall amend their General Plan(s) if necessary to address any inconsistencies with the amended CLUP. (Government Code § 65302.3). Therefore, after approval of a CLUP amendment revising the AIA boundary, the Cities of San José and Santa Clara may need to amend their General Plan or otherwise adopt regulations pertaining to the following:

1. Require avigation easements throughout the new AIA (policy G-5 of the CLUP);
2. Require property owner or tenant notification of the proximity of the property to the Airport

(policy N-5 of the CLUP);

3. Require maximum 45 dB interior noise for residential construction / reconstruction within the noise contours pursuant to guidelines shown in Table 4-1 of the SJC CLUP (policy N-4 and Table 4-1 of the SJC CLUP); and
4. Adopt General Plan land use restrictions reflecting the proposed AIA boundary.

As discussed in Section N (Population and Housing), the proposed AIA boundary will not significantly displace development or otherwise directly or indirectly result in any other adverse land use impacts.

Revised CNEL boundaries associated with the updated AIA will remove select parcels near the south end of the updated AIA area from CNEL restrictions. Other select parcels in this area will be newly subject to CNEL restrictions. The removal and addition of parcels—due to revised AIA and CNEL boundaries—is also true of parcels along the western flank of the updated AIA area from downtown San José southward as well as select parcels along the eastern flank of the updated AIA area from downtown San José northward. (See Figures 1 and 2 on Pages 2 and 3 of this report.) Being included in the AIA will require that any proposed amendments to the general plans, specific plans, zoning regulations, or building regulations affecting these areas must first be submitted to and reviewed by the ALUC for consistency with the CLUP before being adopted.

The SJC CLUP's height policies require that any structure that penetrates the Federal Aviation Regulations Part 77 surfaces (FAR Part 77) or exceeds 200 feet is presumed to be a hazard to air navigation and incompatible with the CLUP use unless the Federal Aviation Administration (FAA) issues a "No Hazard Determination." (SJC CLUP, pp. 4-5, Policies H-1, H-2, T-1, T-2.) The CLUP's noise compatibility policies establish acceptable and unacceptable noise limits for different types of land uses. (SJC CLUP, pp. 4-5 through 4-6, policies N-1 through N-1, Table 4-1.) Compliance with these policies will have a beneficial impact the occupants of the affected properties and would not result in any significant displacement of development or any other adverse land use impacts.

MITIGATION: None required.

L. MINERAL RESOURCES							
WOULD THE PROJECT:	IMPACT						SOURCE
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 3, 6, 44
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 3, 6, 8a

SETTING: No known mineral resources of any significance exist within either the present AIA boundary or within the proposed AIA boundary.

DISCUSSION: Approval of the proposed AIA boundary will not have potential impacts to mineral resources. The proposed AIA boundary will not promote development or other activities that would impact mineral resources.

MITIGATION: None required.

M. NOISE							
WOULD THE PROJECT RESULT IN:	IMPACTS						SOURCE
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8a, 13, 22a, 45
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	13, 45
c) For a project located within the vicinity of a private airstrip or an airport land use plan referral area or, where such a plan has not been adopted, within two miles of a public airport, public use airport, or private airstrip, would the project expose people residing or working in the project area to excessive noise levels? _____	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 5, 22a

SETTING: The major source of noise within the vicinity of the existing and proposed AIA boundary is aircraft operations at SJC. Other major sources of temporary noise are California's Great American and Levi's Stadium. The last two sources have irregular noise levels which can be significant for several hours on select days.

DISCUSSION: Approval of the proposed AIA boundary will result in the application of safety, height, and noise policies to new development within the modeled 65 dB CNEL contour for noise generated by SJC aircraft operations. The intention of the proposed AIA boundary is to protect those around the airport from excessive noise associated with airport operations (namely aircraft approach, landing, and departure). Conversely, approval of the proposed AIA boundary will remove CLUP protections for areas that are in the current AIA that will no longer be within the modeled 65 dB CNEL noise contour.

The areas being removed under the proposed AIA boundary are generally located between Highway 237 and Tasman Drive from Great America Parkway to the Guadalupe River; between Tasman Drive and Mission College Boulevard from Great America Parkway to San Tomas Aquino Creek, which includes California's Great America; and between The Alameda and the Capitol Corridor tracks from Walsh Avenue to the Rose Garden neighborhood of San José (see maps in the Environmental Setting and Surrounding Land Uses section). These areas are already significantly developed; therefore, there is limited potential for new development or exposure of additional people to airport noise. If the proposed AIA amendment is adopted by the ALUC, the future adoption or amendment of land use policies or building regulations in the removed areas will not be subject to review for compatibility

with the SJC CLUP as those areas will no longer be within the modeled 65 dB CNEL noise contour. The noise modeling and analysis by BridgeNet International reflects the projected reduction of noise at the north end of SJC due to new aircraft types, significantly reducing much of the noise impact to parcels in that area. The overall noise impact reduction is also reflective of the permanent non-activity and decommissioning of Runway 11/29 along the western edge of SJC which was formally closed by SJC and approved by the FAA and Caltrans. Therefore, the proposed change in the AIA boundary directly reflects the revised noise contour and the parcels being removed from the AIA would no longer be subject to excessive noise, as defined by the 65 dB CNEL contour.

For the parcels south of the SJC airport that will be added to the proposed AIA, these will potentially benefit from the CLUP requirements to mitigate noise impacts for new projects within the 65 CNEL noise contour, resulting in a positive outcome by incorporating sound attenuation strategies and materials into new construction.

MITIGATION: None required.

N. POPULATION AND HOUSING							
WOULD THE PROJECT:	IMPACT						SOURCE
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 4
b) Displace substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 3, 4

SETTING: Currently most of the area within the proposed AIA is “built out.” Near the southern end of the proposed AIA are small pockets of greenfield redevelopment which are currently outside of the existing AIA that, after adoption of the updated AIA, would be within the AIA. There are several large parcels between 25 and 100 acres owned by the City of Santa Clara near the north end of the current AIA that would be removed from the AIA.

DISCUSSION: The proposed AIA revision would add approximately 240 acres to the AIA in select areas and eliminate approximately 1,600 acres from the AIA in other areas. The question is whether the net effect of these changes could cause direct or indirect “growth inducing impacts” or secondary effects (e.g., air quality, transportation, agriculture) associated with potentially displacing new development that would otherwise be located within the proposed AIA into areas outside the proposed AIA.

When an AIA boundary expands to cover new areas, application of the CLUP policies to those new areas could potentially displace new development from those areas if the CLUP policies would restrict new development that would otherwise occur in those areas. Thus, in theory, proposed development and the accompanying increase in population might be forced to occur elsewhere. This displacement

and associated increase in population might be pushed out to the fringes of Santa Clara County or to farther outlying areas with the ultimate outcome of possibly increasing traffic levels, noise and air pollution within those outlying areas.

To evaluate the possibility of this occurrence, County Planning Office staff conducted a GIS-based survey of properties near the southern end of the proposed AIA which are currently outside of the existing AIA that would be included in the proposed AIA. The General Plan Land Use maps of the Cities of San José and Santa Clara were used to analyze the type and density of development that could occur in each of these areas that might be affected by the CLUP's noise or height policies. A vacant land analysis was also prepared to determine if vacant lands designated for development could be negatively affected by existing CLUP policies.

As mentioned in the opening paragraph of this section, within the City of San José, approximately 240 net acres of land will be added to the AIA. Included within the 240 acres are lands between Monterey Road (Highway) and Highway 87 near West Alma Avenue which are predominantly zoned Residential Neighborhood, Mixed Use Neighborhood, Heavy Industrial and Urban Residential along with limited areas zoned Open Space, Parklands, and Habitat (see Figures 1, 2 and 3 on Pages 2, 3 and 4 of this document). None of the parcels within the 65 dB CNEL contour would have any significant development-limiting impact after inclusion in the updated AIA. Currently, these areas are mostly fully developed or have zoning designations that limit development such that the SJC CLUP's height and noise policies would not limit development. These areas are not within the more restrictive SJC CLUP safety zones. Future redevelopment of parcels in these areas with noise-sensitive land uses, such as schools, religious congregations, hospitals, auditoriums, and amphitheaters, would be discouraged but not prohibited.

The area being added at the western edge of downtown San José (approximately 80 acres) is also mostly developed. These parcels are predominantly zoned Downtown, Residential Neighborhood and Commercial Downtown, along with other small areas zoned Open Space, Parklands, and Habitat. Specifically, 11 properties are currently either vacant or underdeveloped, most of which are zoned Downtown Primary Commercial or Commercial Pedestrian. Some of the parcels in this area are earmarked for development as part of the Diridon Station Area Plan which fully encompasses the Google sponsored Downtown West Mixed-Use Plan area. Both items were separately considered by the ALUC for compatibility with the SJC CLUP policies.

At the April 30, 2014, ALUC hearing, the Diridon Station Area Plan (City File No. PP09-163) was deemed consistent with the policies contained within the SJC CLUP. However, at the December 16, 2020, ALUC hearing, the Diridon Station Area Plan Amendment (City File No. GP20-007), was deemed inconsistent with the SJC CLUP due to safety, height and noise policy conflicts. Additionally, at the December 16, 2020, ALUC hearing, the General Plan Amendment and Rezoning for the Downtown West Mixed-Use Plan (City File Nos. GP19-009, PDC19-039), was deemed inconsistent with the SJC CLUP due to height and noise policy conflicts.

The Diridon Station Area Plan and Downtown West Mixed-Use Plan inconsistency determinations were forwarded to the appropriate City of San José staff for consideration by the San José City Council. On May 25, 2021, the San José City Council considered the Diridon Station Area Plan and the Downtown West Mixed-Use Plan for a potential override vote. The City Council Action was to accept Resolution No. 80036, assuring consistencies with the purposes set forth in California Public Utilities Code and overruling the ALUC determination by the ALUC that the Downtown West Mixed-Use Plan was inconsistent with the noise and height policies as defined by the Comprehensive Land

Use Plan for the San José International Airport (CLUP). This Action was passed for publication with an 11-0 affirmative vote. Similarly, the San José City Council action for the Downtown West Mixed-Use Plan, was to approve Resolution No. 80019 finding the Proposed General Plan Amendment File No. GP19-009 and Planned Development Rezoning File No. PDC19-039 are consistent with the purposes set forth in California Public Utilities overruling the ALUC determination that the proposed project is inconsistent with the noise and height policies as defined by the Comprehensive Land Use Plan for the San José International Airport (CLUP). The City Council Action was to approve Resolution No. 80019 with an 11-0 affirmative vote. Therefore, because the City Council has already overruled the ALUC's inconsistency determinations, no displacement would occur from the inclusion of additional parcels within these Plan areas in the AIA.

The maximum heights associated with the above noted proposals and the overall planning areas and zoning designations do not exceed the established Part 77 surface height limits in the SJC CLUP. As such, these 11 properties will not be negatively affected by the proposed AIA boundary and adoption of the proposed AIA will not have a significant impact on future growth in this area.

In the City of Santa Clara, approximately 1,600 acres would be removed from the proposed AIA boundary. The majority of this land is currently zoned High-Density Office / RD, Medium Density Residential, Parks / Open Space, and Regional Commercial. These areas are already fully developed as industrial / business parks, institutional and / or residential uses. Therefore, the potential for substantial new development or redevelopment to occur because of the removal of these areas from the proposed AIA is unlikely.

The area proposed to be added to the AIA is 240 acres, which is only 0.2% of the total urban area (125,000 acres) in the Cities of San José and Santa Clara. Therefore, any potential displacement from the 240 acres can be easily absorbed by those cities without the need to expand beyond the existing city boundaries. Moreover, the acreage being removed from the AIA is almost seven times larger than the acreage being added to the AIA.

In summary, while there is the potential for marginal displacement of some development within the proposed AIA boundary, this displacement would be more than offset by the areas removed from the AIA. Therefore, any resulting secondary environmental impacts would be less than significant.

MITIGATION: None required.

O. PUBLIC SERVICES							
WOULD THE PROJECT:	IMPACT						SOURCE
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered							

governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

i) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5
ii) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5
iii) School facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5, 17h
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5

SETTING: The subject area is highly urbanized and includes numerous schools, parks, the San José and Santa Clara police stations and numerous neighborhood fire stations in both cities.

DISCUSSION: Approval of the proposed AIA boundary will not have potential impacts to public services.

MITIGATION: None required.

P. RECREATION							
WOULD THE PROJECT:	IMPACT						SOURCE
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 4, 5, 17h
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 4, 5

SETTING: Several parks currently exist within the present AIA boundary. These include the Ulistac Natural Area, Lick Mill Park, Live Oak Park, Guadalupe Gardens, the Guadalupe River Trail, and numerous smaller neighborhood parks.

DISCUSSION: Approval of the proposed AIA boundary will not have potential impacts to recreation / recreational opportunities. The proposed AIA would remove the Ulistac Natural Area from the AIA, but this would have no effect on this resource because it is undeveloped parkland. No significant parkland is located within the area being proposed to be added to the revised AIA.

MITIGATION: None required.

Q. TRANSPORTATION					
WOULD THE PROJECT:	IMPACT				SOURCE
	YES			NO	

	<u>Potentially Significant Impact</u>	<u>Less Than Significant With Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Analyzed in the Prior EIR</u>	<u>Substantially Mitigated by Uniformly Applicable Development Policies</u>	
a) Conflict with a program, plan, ordinance or 4, 5, 6, 7, policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	1. 49, 52
b) Conflict or be inconsistent with CEQA 49, 50, Guidelines Section 15064.3, subdivision (b)? ¹	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	6, 52
c) Substantially increase hazards due to a 5, 6, 7, geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	3, 52
d) Result in inadequate emergency access? 3, 5, 48,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	1. 52

SETTING: The existing and proposed AIA area has significant transportation resources within its boundaries: US Highway 101, Interstates 280 and 880, California Highway 87 (Guadalupe Parkway). The northern boundary of the existing AIA is California Highway 237, and Montague and Central Expressways traverse different areas of both the existing and the proposed AIA. Diridon Station serves train lines that traverse the existing and proposed AIA. Diridon Station serves as part of the boundary for the proposed AIA and is within one block of the existing AIA boundary.

DISCUSSION: Approval of the proposed AIA boundary will not have potential adverse transportation or traffic related impacts. As discussed under the Population and Housing section (N), the proposed AIA boundary could result in minor displacement of development from areas added to the AIA; however, any resulting secondary environmental impacts associated with that development would be less than significant.

MITIGATION: None required.

R. TRIBAL CULTURAL RESOURCES							
WOULD THE PROJECT:	IMPACT						SOURCE
	<u>Potentially Significant Impact</u>	<u>Less Than Significant With Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Analyzed in the Prior EIR</u>	<u>Substantially Mitigated by Uniformly Applicable Development Policies</u>	
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:							

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SETTING: No known tribal cultural resources exist within either the existing or proposed AIA boundary.

DISCUSSION: Approval of the proposed AIA boundary will not have potential impacts to tribal cultural resources. The proposed AIA boundary will not promote development or other activities that would impact tribal or cultural resources.

MITIGATION: None required.

S. UTILITIES AND SERVICE SYSTEMS							
WOULD THE PROJECT:	IMPACT						SOURCE
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies	
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3,6,70
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 6,24b

c)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 6, 70
d)	Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 5, 6
e)	Be in non-compliance with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3, 5, 6

SETTING: The San José-Santa Clara Regional Wastewater Facility is located approximately one mile northeast of the current northern AIA boundary and 1.5 miles northeast of the proposed northern AIA boundary. As noted in Section F (Energy) above, currently there are three energy generating plants within the SJC AIA. These three plants would remain within the proposed SJC AIA.

DISCUSSION: Approval of the proposed AIA boundary will not have potential impacts to utilities or service systems. The proposed AIA boundary will not promote development or other activities that would impact utilities and / or service systems.

MITIGATION: None required.

T. WILDFIRE								
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:		IMPACT					SOURCE	
		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed in the Prior EIR		
a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 3, 6, 44
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 3, 6, 8a
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 2, 4, 5, 17h

ongoing impacts to the environment?								
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1, 3, 4, 5

SETTING: There are no forest lands or woodlands within either the existing or the proposed AIA boundaries.

DISCUSSION: Approval of the proposed AIA boundary will not have potential wildfire impacts. The proposed AIA boundary will not promote development or other activities that would impact wildfire-prone areas.

MITIGATION: None required.

U. MANDATORY FINDING OF SIGNIFICANCE							
			IMPACT				SOURCE
WOULD THE PROJECT:	YES					NO	
	<u>Potentially Significant Impact</u>	<u>Less Than Significant With Mitigation Incorporated</u>	<u>Less Than Significant Impact</u>	<u>No Impact</u>	<u>Analyzed in the Prior EIR</u>	<u>Substantially Mitigated by Uniformly Applicable Development Policies</u>	
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1 to 52

b)	Have impacts that are individually limited, but cumulatively considerable ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1 to 52
c)	Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1 to 52

DISCUSSION:

a) **No Impact.** The proposal is a change in the location of a demarcation line that designates what is, and what is not, within the San José International Airport (SJC) Airport Influence Area (AIA) for purposes of defining applicability of the SJC CLUP based on the modeled 65 CNEL noise contour. The AIA boundary realignment does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number, or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

b) **No Impact.** The proposed AIA boundary realignment will not have a cumulatively considerable environmental impact. As discussed in the analyses provided in this Initial Study, the proposed project was found to have no significant adverse environmental impacts. The incremental effects of the proposed project are not cumulatively significant when viewed in context of the past, current, and / or probable future projects.

c) **No Impact.** The proposed project is a revision to the AIA boundary as shown in the SJC CLUP. As described in the various sections above, the proposed project would not have environmental effects that would cause substantial adverse effects to human beings, either directly or indirectly. To the contrary, the proposed project would adjust the AIA boundary to reflect the updated 65 CNEL noise contour and would therefore reduce adverse effects on human beings.

Initial Study Source List*

1. Environmental Information Form
https://www.sccgov.org/sites/dpd/DocsForms/Documents/EnvAss_Form.pdf
2. Field Inspection
3. Project Plans
4. Working knowledge of site and conditions
5. Experience with other Projects of This Size and Nature
6. County Expert Sources:
Geologist
<https://www.sccgov.org/sites/dpd/PlansOrdinances/GeoHazards/Pages/Geology.aspx>
Fire Marshal
<https://www.sccgov.org/sites/dpd/AboutUs/Fire/Pages/Fire.aspx>
Roads & Airports
<https://www.sccgov.org/sites/rda/Pages/rda.aspx>
Environmental Health
<https://www.sccgov.org/sites/deh/Pages/deh.aspx>
Land Development Engineering
<https://www.sccgov.org/sites/dpd/AboutUs/LDE/Pages/LDE.aspx>
Parks & Recreation
<https://www.sccgov.org/sites/parks/Pages/Welcome-to-Santa-Clara-County-Parks.aspx>
Zoning Administration,
Comprehensive Planning,
Architectural & Site Approval Committee Secretary
7. Agency Sources:
Santa Clara Valley Water District
<https://www.valleywater.org/>
Santa Clara Valley Transportation Authority
<http://www.vta.org/>
Midpeninsula Regional Open Space District
<https://openspace.org/>
U.S. Fish & Wildlife Service
<https://www.fws.gov/>
CA Dept. of Fish & Game
<https://www.wildlife.ca.gov/>
Caltrans
<https://dot.ca.gov/>
U.S. Army Corps of Engineers
<https://www.usace.army.mil/>
Regional Water Quality Control Board
<https://www.waterboards.ca.gov/>
Public Works Depts. of individual cities
8. Planning Depts. of individual cities:
Santa Clara County (SCC) General Plan
<https://www.sccgov.org/sites/dpd/PlansOrdinances/GP/Pages/GP.aspx>
The South County Joint Area Plan
https://www.sccgov.org/sites/dpd/DocsForms/Documents/GP_Book_B.pdf
9. SCC Zoning Regulations (Ordinance)
<https://www.sccgov.org/sites/dpd/DocsForms/Documents/ZonOrd.pdf>
10. County Grading Ordinance,
https://library.municode.com/ca/santa_clara_county/codes/code_of_ordinances?nodeId=TITCCODELAUS_DIVC12SULADE_CHHIGRDR#TOPTITLE
11. SCC Guidelines for Architecture and Site Approval
https://www.sccgov.org/sites/dpd/DocsForms/Documents/ASA_Guidelines.pdf
12. SCC Development Guidelines for Design Review
https://www.sccgov.org/sites/dpd/DocsForms/Documents/DR_Guidelines.pdf
13. County Standards and Policies Manual (Vol. 1 - Land Development)
https://www.sccgov.org/sites/dpd/DocsForms/Documents/StandardsPoliciesManual_Vol1.pdf
14. Table 18-1-B of the Uniform Building Code (expansive soil regulations) [1994 version]
http://digitalassets.lib.berkeley.edu/ubc/UBC_1994_v2.pdf
15. SCC Land Use Database
16. Santa Clara County Heritage Resource (including Trees) Inventory [computer database]
17. GIS Database
 - a. SCC General Plan Land Use, and Zoning
 - b. USFWS Critical Habitat & Riparian Habitat
 - c. Geologic Hazards
 - d. Archaeological Resources
 - e. Water Resources
 - f. Viewshed and Scenic Roads
 - g. Fire Hazard
 - h. Parks, Public Open Space, and Trails
 - i. Heritage Resources - Trees
 - j. Topography, Contours, Average Slope
 - k. Soils
 - l. HCP Data (habitat models, land use coverage etc.)
 - m. Air photos
 - n. USGS Topographic
 - o. Dept. of Fish & Game, Natural Diversity Data
 - p. FEMA Flood Zones
 - q. Williamson Act
 - r. Farmland monitoring program
 - s. Traffic Analysis Zones
 - t. Base Map Overlays & Textual Reports (GIS)
18. Paper Maps
 - a. SCC Zoning
 - b. Barclay's Santa Clara County Locality Street Atlas
 - c. Color Air Photos (MPSI)
 - d. Santa Clara Valley Water District - Maps of Flood Control Facilities & Limits of 1% Flooding
 - e. Soils Overlay Air Photos
 - f. "Future Width Line" map set
19. 2019 CEQA Statute Guidelines [Current Edition]

Initial Study Source List*

http://resources.ca.gov/ceqa/docs/2019_CEQA_Statutes_and_Guidelines.pdf

Area Specific: San Martin, Stanford, and Other Areas

San Martin

20a. San Martin Integrated Design Guidelines
https://www.sccgov.org/sites/dpd/DocsForms/Documents/SanMartin_DesignGuidelines.pdf

20b. San Martin Water Quality Study

20c. Memorandum of Understanding (MOU) between Santa Clara County & Santa Clara Valley Water District

Stanford

21a. Stanford University General Use Permit (GUP), Community Plan (CP), Mitigation and Monitoring Reporting Program (MMRP) and Environmental Impact Report (EIR)
<https://www.sccgov.org/sites/dpd/Programs/Stanford/Pages/Docs.aspx>

21b. Stanford Protocol and Land Use Policy Agreement
<https://www.sccgov.org/sites/dpd/Programs/Stanford/Pages/Docs.aspx>

Other Areas

22a. South County Airport Comprehensive Land Use Plan and Palo Alto Airport Comprehensive Land Use Plan [November 19, 2008]

22b. Los Gatos Hillside Specific Area Plan
https://www.sccgov.org/sites/dpd/DocsForms/Documents/GP_Book_B.pdf

22c. County Lexington Basin Ordinance Relating to Sewage Disposal

22d. User Manual Guidelines & Standards for Land Uses Near Streams: A Manual of Tools, Standards and Procedures to Protect Streams and Streamside Resources in Santa Clara County by Valley Water Resources Protection Collaborative, August 2005 – Revised July 2006.
<https://www.valleywater.org/contractors/doing-businesses-with-the-district/permits-for-working-on-district-land-or-easement/guidelines-and-standards-for-land-use-near-streams>

22e. Guidelines and Standards for Land Use Near Streams: Streamside Review Area – Summary prepared by Santa Clara County Planning Office, September 2007.

22f. Monterey Highway Use Permit Area
https://www.sccgov.org/sites/dpd/DocsForms/Documents/SanMartin_GeneralPlanInformation.pdf

Soils

23. USDA, SCS, "Soils of Santa Clara County"

24. USDA, SCS, "Soil Survey of Eastern Santa Clara County"

Agricultural Resources/Open Space

25. Right to Farm Ordinance

26. State Dept. of Conservation, "CA Agricultural Land Evaluation and Site Assessment Model"
<https://www.conservation.ca.gov/dlrp/Documents/TOC%20and%20Intro.pdf>

27. Open Space Preservation, Report of the Preservation 2020 Task Force, April 1987 [Chapter IV]

28. Williamson Act Ordinance and Guidelines (current version)
<https://www.sccgov.org/sites/dpd/Programs/WA/Pages/WA.aspx>

Air Quality

29. BAAQMD Clean Air Plan
<http://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a-proposed-final-cap-vol-1-pdf.pdf?la=en>

30. BAAQMD CEQA Air Quality Guidelines (2010)- Found the 2017 guidelines
http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en

31. BAAQMD Annual Summary of Contaminant Excesses & BAAQMD, "Air Quality & Urban Development - Guidelines for Assessing Impacts of Projects & Plans" [current version]

Biological Resources/ Water Quality & Hydrological Resources/ Utilities & Service Systems"

32. Site-Specific Biological Report

33. Santa Clara County Tree Preservation Ordinance
https://www.sccgov.org/sites/dpd/DocsForms/Documents/Tree_Ordinance.pdf

Section C16, Santa Clara County Guide to Evaluating Oak Woodlands Impacts

https://www.sccgov.org/sites/dpd/DocsForms/Documents/Oakwoodlands_Guide.pdf

Santa Clara County Guidelines for Tree Protection and Preservation for Land Use Applications

https://www.sccgov.org/sites/dpd/DocsForms/Documents/Brochure_TreePreservation.pdf

33. Clean Water Act, Section 404
<https://www.epa.gov/cwa-404/permit-program-under-cwa-section-404>

34. Riparian Inventory of Santa Clara County, Greenbelt Coalition, November 1988
https://www.valleywater.org/sites/default/files/D2/D2/D2-4_riparian_plants_2016%282%29.pdf – this is not the one from 1988

Initial Study Source List*

35. CA Regional Water Quality Control Board, Water Quality Control Plan, San Francisco Bay Region [1995]

36. Santa Clara Valley Water District, Private Well Water Testing Program [12-98]

37. SCC Nonpoint Source Pollution Control Program, Urban Runoff Management Plan [1997]

38. County Environmental Health / Septic Tank Sewage Disposal System - Bulletin "A"

39. County Environmental Health Department Tests and Reports

Archaeological Resources

40. Northwest Information Center, Sonoma State University

41. Site Specific Archaeological Reconnaissance Report

Geological Resources

42. Site Specific Geologic Report

43. State Department of Mines and Geology, Special Report #42

44. State Department of Mines and Geology, Special Report #146

Noise

45. County Noise Ordinance

https://www.sccgov.org/sites/cpd/programs/NP/Documents/NP_Noise_Ordinance.pdf

Hazards & Hazardous Materials

46. Section 21151.4 of California Public Resources Code

47. State Department of Toxic Substances, Hazardous Waste and Substances Sites List

48. County Office of Emergency Services Emergency Response Plan [1994 version]

Transportation/Traffic

49. Transportation Research Board, "Highway Capacity Manual", Special Report 209, 1995.

50. SCC Congestion Management Agency, "Monitoring and Conformance report" (Current Edition)

51. Official County Road Book

52. Site-specific Traffic Impact Analysis Report

***Items listed in bold are the most important sources and should be referred to during the first review of the project, when they are available. The planner should refer to the other sources for a particular environmental factor if the former indicates a potential environmental impact.**
