Initial Study/Addendum

Dupont General Plan Amendment

File No. GP17-017

Prepared by the

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

October 2018

TABLE OF CONTENTS

TABLE OF CONTENTS

Figures

Tables

Appendices

SECTION 1.0 INTRODUCTION AND PURPOSE

1.1 PURPOSE OF THE ADDENDUM

This Addendum has been prepared by the City of San José (City) as the Lead Agency, in conformance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (Title 14, California Code of Regulations §15000 et. seq.), and the regulation and policies of the City of San José.

In 2011, the City of San José approved the Envision San José 2040 General Plan (General Plan), which is a long-range program for the future growth of the City. The Envision San José 2040 General Plan Final Environmental Impact Report (General Plan FEIR) was a broad range analysis of the planned growth and did not analyze specific development projects. The intent was for the General Plan FEIR to be a program-level document from which subsequent development consistent with the General Plan could tier. The General Plan FEIR did, however, develop project level information whenever possible, such as when a particular site was identified for a specific size and type of development. The General Plan FEIR also identified mitigation measures and adopted Statements of Overriding Consideration for all identified traffic and air quality impacts resulting from the maximum level of proposed development. The City of San José also approved an Envision San José 2040 General Plan Supplemental FEIR for the General Plan to include and update the greenhouse gas emissions analysis in December 2015.

In 2014, the City approved the Diridon Station Area Plan (DSAP). The 250-acre DSAP area is generally bounded by Lenzen Avenue and the UPRR tracks to the north, Interstate 280 to the south, the Guadalupe River and Delmas Avenue to the east, and Sunol Avenue and the Diridon Station commuter rail tracks to the west. The DSAP allows up to 4,963,400 square feet of office/research and development/light industrial land uses, 424,100 square feet of retail/restaurant space, 2,588 residential units, and 900 hotel rooms. The development allowed under the DSAP is consistent with the planned growth in the General Plan.

The DSAP FEIR is a program-level document that analyzed the overall development proposed within the DSAP area. The project site is located within the DSAP and potential redevelopment of the project site was analyzed in the DSAP FEIR. The DSAP FEIR analyzed the project site with an assumed General Plan land use designation of *Transit Residential*, consistent with the currently proposed GPA. The City Council decided to retain the existing land use designation of *Mixed-Use Commercial* with regard to the project site and the analysis in the DSAP FEIR was certified in 2014. As such, this Addendum to the DSAP FEIR has been prepared to identify any changes to the physical environment on and around the project site since certification of the DSAP FEIR, and confirm the findings of the DSAP FEIR relative to the project site.

This Addendum has been prepared as part of the subsequent environmental review process needed to evaluate the proposed project in terms of the overall development envisioned in the DSAP and the General Plan. In accordance with CEQA, this Addendum tiers from the DSAP FEIR and the General Plan FEIR (as supplemented and amended).

This Addendum and all documents referenced in it are available for public review in the Department of Planning, Building and Code Enforcement at San José City Hall, 200 East Santa Clara Street, 3rd floor, during normal business hours.

1.2 NOTICE OF DETERMINATION

If this Dupont Street General Plan Amendment is approved, the City of San José shall file a Notice of Determination (NOD), which shall be available for public inspection and posted within 24 hours of receipt at the County Clerk's Office for 30 days. The filing of the NOD starts a 30-day statute of limitations on court challenges to the approval under CEQA (CEQA Guidelines Section 15075(g)).

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

Dupont Street General Plan Amendment

2.2 LEAD AGENCY CONTACT

City of San José - Department of Planning, Building and Code Enforcement
Reema Mahamood, Planner III, Environmental Review
200 East Santa Clara Street
San José, CA 95113
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2.3 PROJECT APPLICANT

Salvador Caruso Design Corporation
980 El Camino Real, Suite 200
Santa Clara, CA 95050

2.4 PROJECT LOCATION

The 4.25-acre site is comprised of five non-contiguous parcels located on Dupont Street and McEvoy Street, between West San Carlos Street and Park Avenue, in the Diridon Station Area of the City of San José. The project site is shown in the following figures:

Figure 2.0-1: Regional Map
Figure 2.0-2: Vicinity Map
Figure 2.0-3: Aerial Photograph with Surrounding Uses
Figure 2.0-4: General Plan and Zoning Designations

2.5 ASSESSOR'S PARCEL NUMBERS/GENERAL PLAN AND ZONING DESIGNATIONS

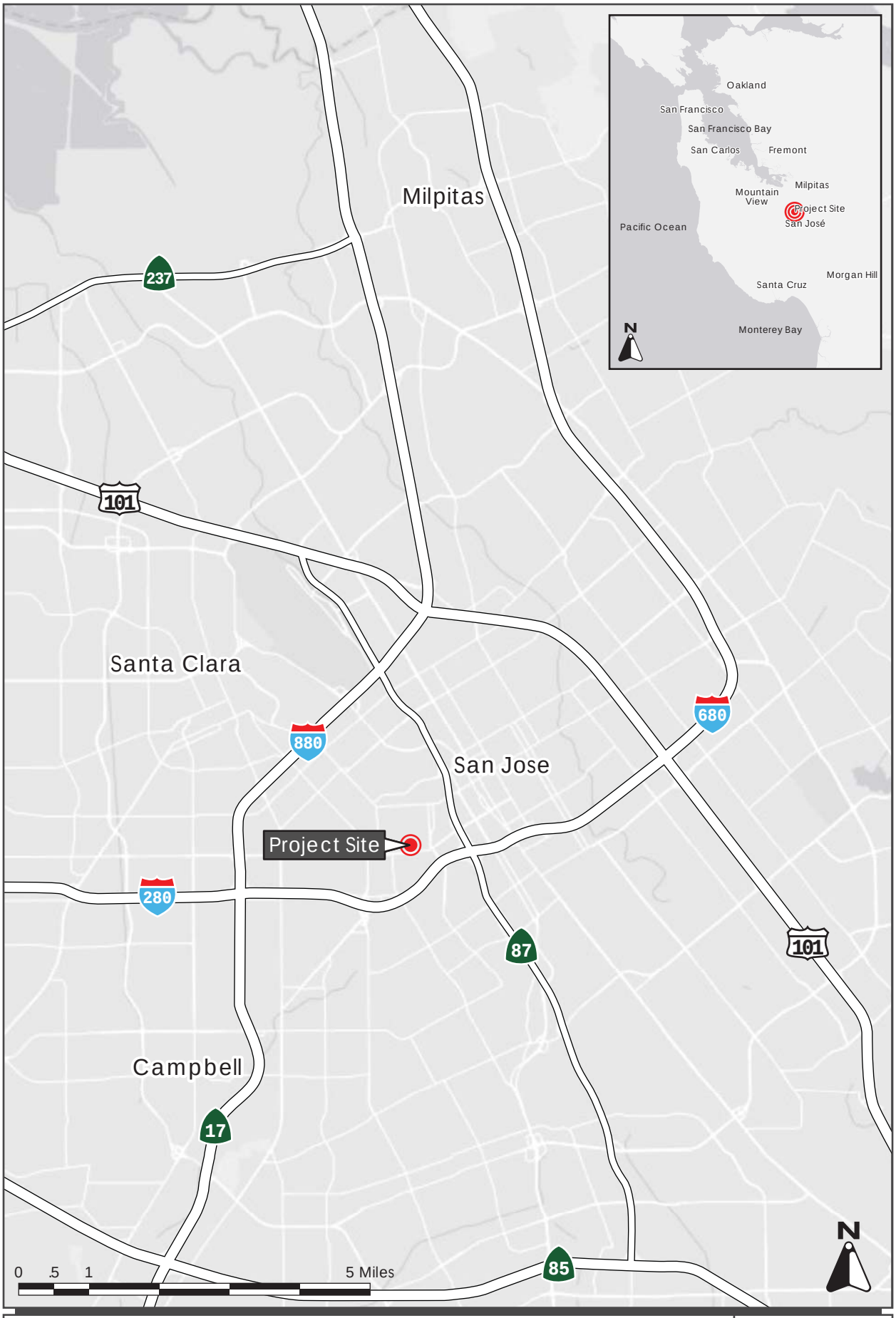
Table 2.0-1: Current General Plan and Zoning Designations by APN

APN	General Plan Designation	Zoning Designation
261-38-057	MUC – Mixed-Use Commercial	IP – Industrial Park
261-38-064	MUC – Mixed-Use Commercial	LI – Light Industrial
261-38-065	MUC – Mixed-Use Commercial	LI – Light Industrial
261-38-067	MUC – Mixed-Use Commercial	LI – Light Industrial HI – Heavy Industrial
261-39-035	MUC – Mixed-Use Commercial	HI – Heavy Industrial

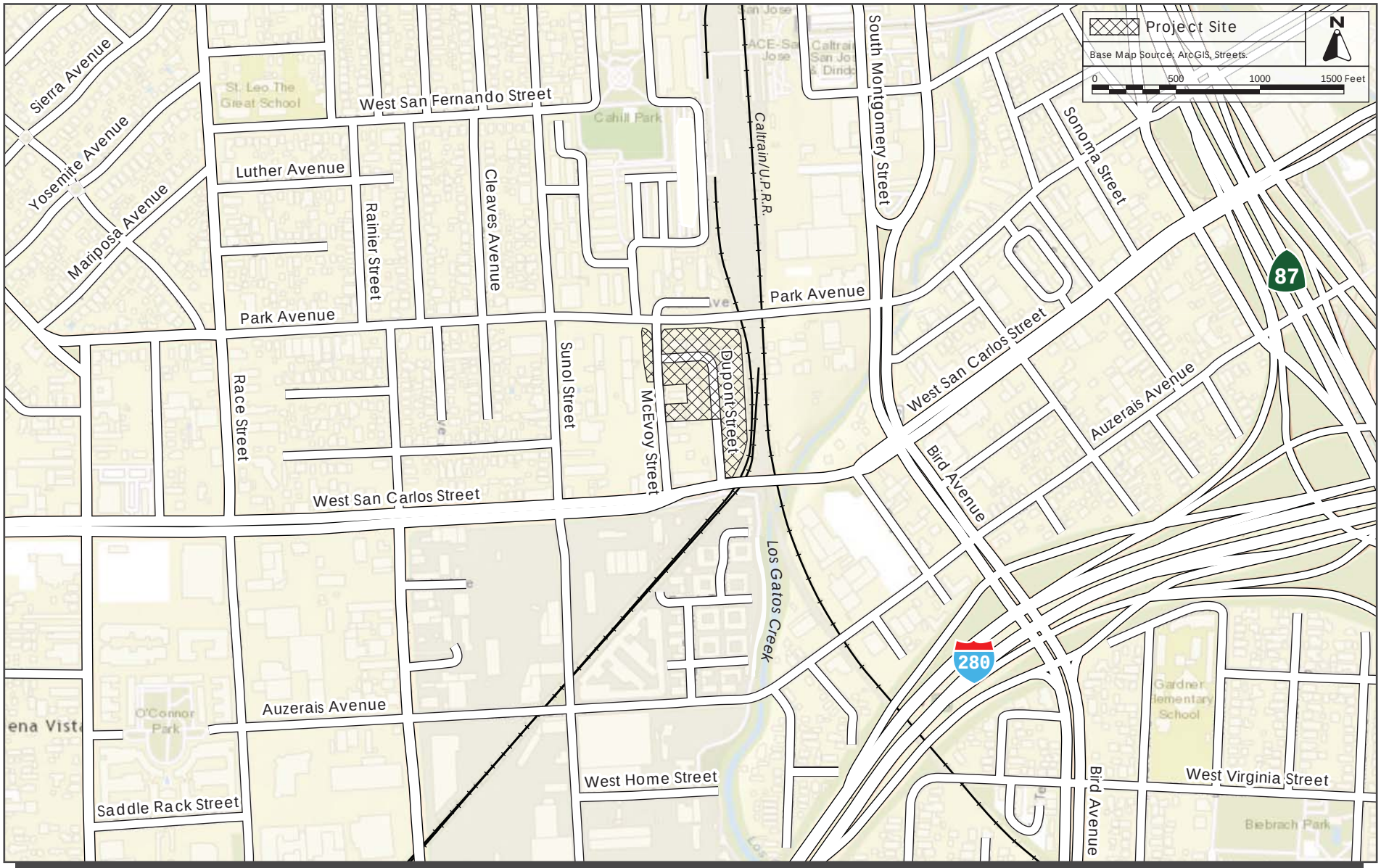
2.6 PROJECT APPROVALS

The project will require the following approvals from the City:

- General Plan Amendment

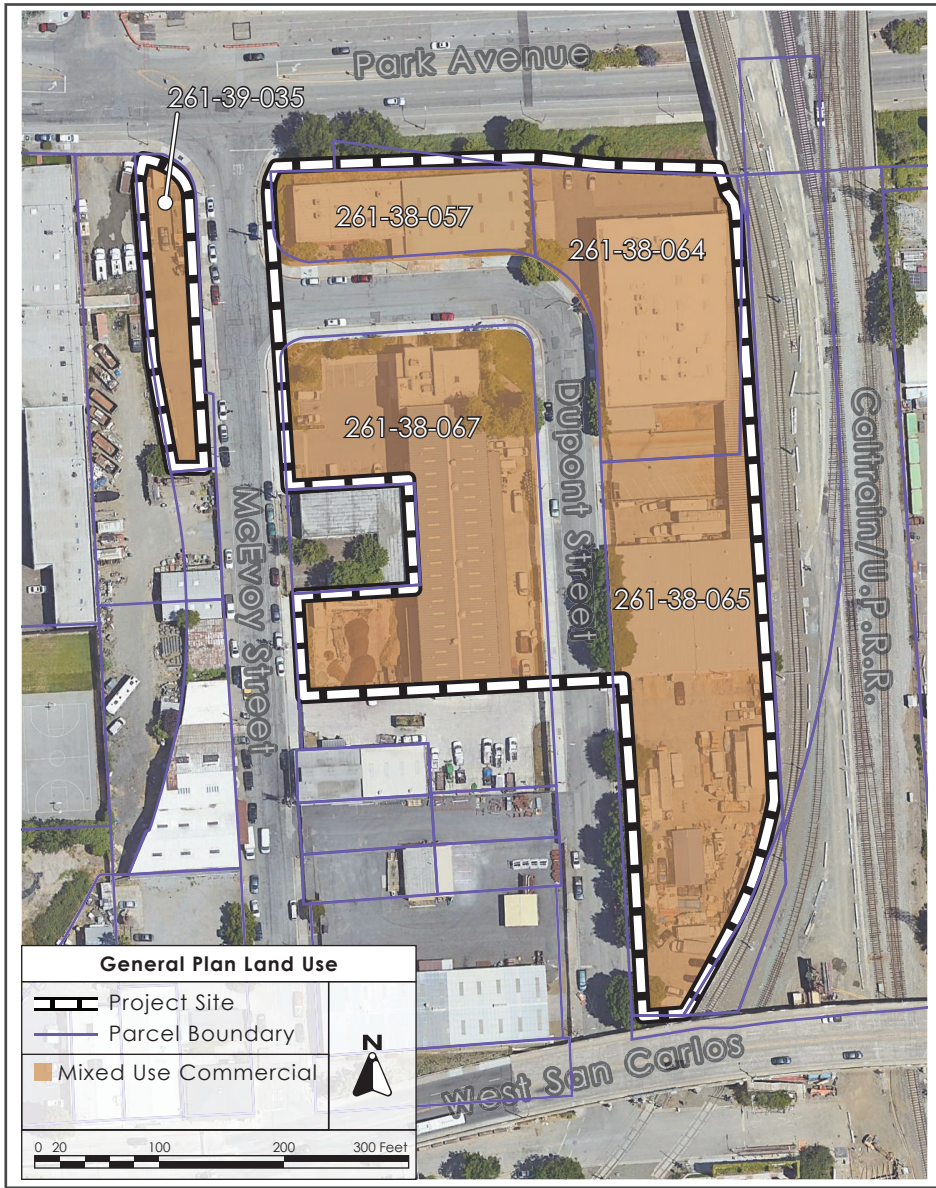


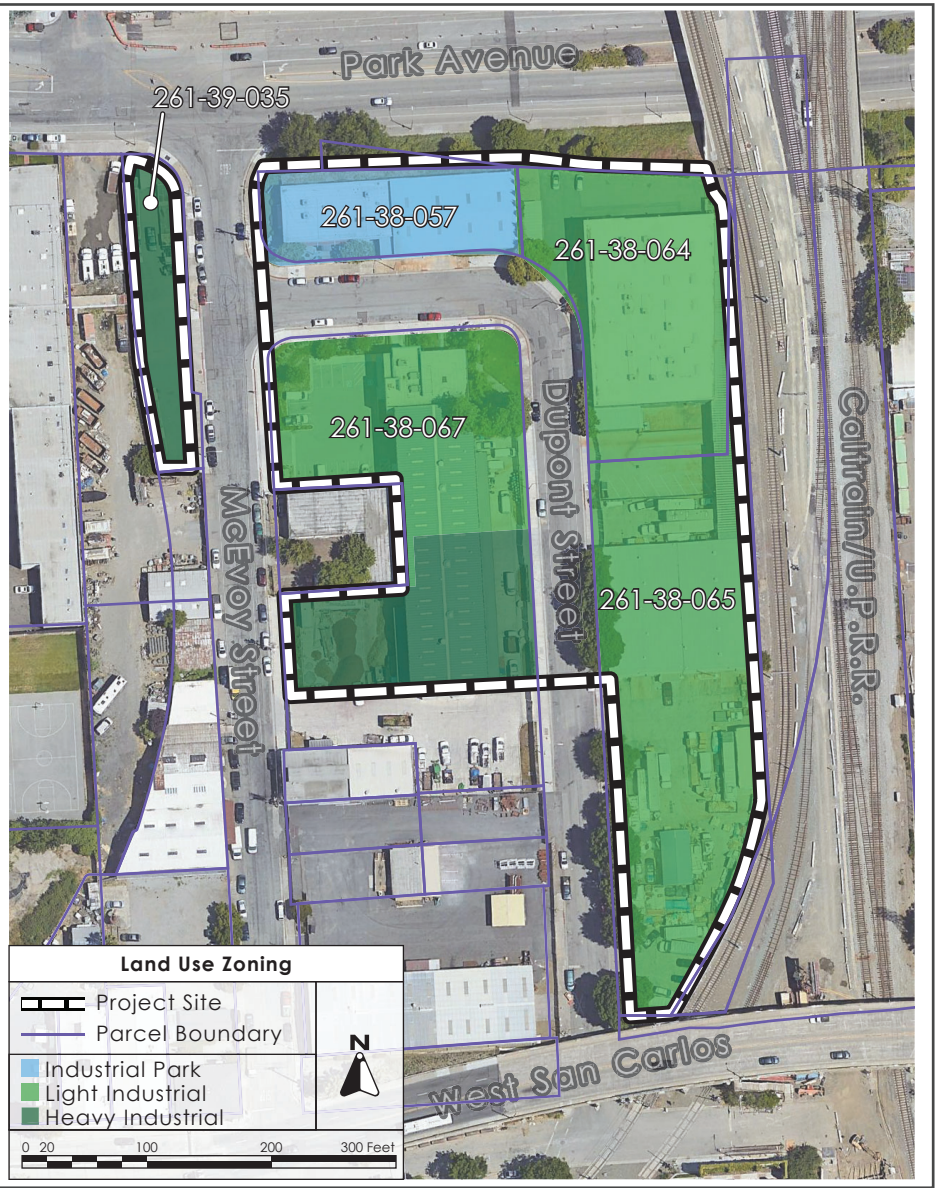
REGIONAL MAP | FIGURE 2.0-1



VICINITY MAP | FIGURE 2.0-2

AERIAL PHOTOGRAPH AND SURROUNDING USES | FIGURE 2.0-3





GENERAL PLAN AND ZONING DESIGNATIONS | FIGURE 2.0-4

SECTION 3.0 PROJECT DESCRIPTION

The 4.25-acre project site is comprised of five non-contiguous parcels located on Dupont Street and McEvoy Street, between West San Carlos Street and Park Avenue, in the City of San José. Specifically, the site is located within the DSAP in Area D (Dupont/McEvoy) of the Southern Zone. The project site is developed with a mix of small industrial/commercial businesses.

All five parcels are currently designated *MUC – Mixed-Use Commercial* in the City's General Plan. The MUC designation is intended to accommodate a mix of commercial and residential uses with an emphasis on commercial activity as the primary use and residential activity allowed in a secondary role. New development of a property with this designation should include commercial space equivalent to at least a 0.5 floor area ratio (FAR) for residential/commercial mixed-use projects and 0.25 FAR for commercial projects with an overall FAR of up to 4.5. Appropriate commercial uses include neighborhood retail, mid-rise office, medium scale hospitals or other health care facilities, and medium scale private community gathering facilities. Low impact industrial uses are appropriate if they are compatible and do not pose a hazard to other nearby uses. This designation allows a residential density of up to 50 dwelling units per acre (DU/AC) and a building height of one to six stories.

The project proposes to change the General Plan land use designation on all five parcels to *TR – Transit Residential*. The TR designation allows a residential density of 50 to 250 DU/AC with an FAR of 2.0 to 12.0 and buildings ranging from five to 25 stories. This change could result in a future development of 170 to 850 residential units.

The action requested of the City of San José is the change in the land use designation, as an amendment to the City's General Plan. This Addendum is, therefore, a "Program" level document that addresses only the impacts of changing the type of land use planned for the property. There is no specific development proposal. When a specific development is proposed in the future, the City will prepare a new project-specific environmental analysis as required by CEQA including rezoning as appropriate.

SECTION 4.0 ENVIRONMENTAL SETTING, CHECKLIST, AND IMPACT DISCUSSION

This section describes the existing environmental conditions, as well as the environmental impacts associated with the proposed General Plan Amendment (GPA). The environmental checklist, as recommended in the California Environmental Quality Act (CEQA) Guidelines, has been utilized to identify environmental impacts that could occur if the proposed GPA is approved.

4.1 AESTHETICS

4.1.1 Envision San José 2040 General Plan

Various policies in the City's General Plan have been adopted for the purpose of reducing or avoiding impacts related to aesthetics, as listed in the following table.

Table 4.1-1: General Plan Policies – Aesthetics	
Policy CD-1.1	Require the highest standards of architectural and site design, and apply strong design controls for all development projects, both public and private, for the enhancement and development of community character and for the proper transition between areas with different types of land uses.
Policy CD-1.9	Give the greatest priority to developing high-quality pedestrian facilities in areas that will most promote transit use and bicycle and pedestrian activity. In pedestrian-oriented areas such as Downtown, Villages, Corridors, or along Main Streets, commercial and mixed-use building frontages should be placed at or near the street-facing property line with entrances directly to the public sidewalk. In these areas, strongly discourage parking areas located between the front of buildings and the street to promote a safe and attractive street façade and pedestrian access to buildings.
Policy CD-1.19	Encourage the location of new and relocation of existing utility structures into underground vaults or within structures to minimize their visibility and reduce their potential to detract from pedestrian activity. When above-ground or outside placement is necessary, screen utilities with art or landscaping.
Policy CD-1.23	Further the Community Forest Goals and Policies in this Plan by requiring new development to plant and maintain trees at appropriate locations on private property and along public street frontages. Use trees to help soften the appearance of the built environment, help provide transitions between land uses, and shade pedestrian and bicycle areas.
Policy CD-1.24	Within new development projects, include preservation of ordinance-sized and other significant trees, particularly natives. Avoid any adverse effect on the health and longevity of such trees through design measures, construction, and best maintenance practices. When tree preservation is not feasible, include replacements or alternative mitigation measures in the project to maintain and enhance our Community Forest.
Policy CD-1.27	When approving new construction, require the undergrounding of distribution utility lines serving the development. Encourage programs for undergrounding existing overhead distribution lines. Overhead lines providing electrical power to light rail transit vehicles and high tension electrical transmission lines are exempt from this policy.

Policy CD-6.2	Design new development with a scale, quality, and character to strengthen Downtown's status as a major urban center.
Policy CD-6.8	Recognize Downtown as the hub of the County's transportation system and design buildings and public spaces to connect and maximize use of all types of transit. Design Downtown pedestrian and transit facilities to the highest quality standards to enhance the aesthetic environment and to promote walking, bicycling, and transit use. Design buildings to enhance the pedestrian environment by creating visual interest and by fostering active uses and avoiding prominence of vehicular parking at the street level.
Policy CD-6.9	Design buildings with site, façade, and rooftop locations and facilities to accommodate effective signage. Encourage Downtown businesses and organizations to invest in high quality signs, especially those that enliven the pedestrian experience or enhance the Downtown skyline.
Policy CD-6.10	Maintain Downtown design guidelines and policies adopted by the City to guide development and ensure a high standard of architectural and site design in its center.

4.1.2 Existing Conditions

The project area is highly urbanized. Buildings and transportation infrastructure, including freeways, roadways, and railroad lines dominate the visual character of the area.

The project site is fully developed with one- and two-story commercial/industrial buildings and surface parking lots. The site is a mix of older buildings with little to no architectural features or landscaping and newer buildings with some architectural treatments (such as awning, banks of windows, or multiple surface treatments on the building exteriors) and landscaping. The lots with the older buildings are surrounded by chain link fencing.

There is landscaping, including small lawn areas and trees, along portions of McEvoy Street and Dupont Street. The site is surrounded by commercial and residential development and is in proximity to Los Gatos Creek (approximately 385 feet at the nearest point). There are no designated scenic highways or scenic resources in the immediate project area or visible from the project site. Photos of the project site are provided below.

Photo 1 - View of vacant lot looking southwest from Park Avenue.

Photo 2 - View of office building looking northeast from McEvoy Street.

PHOTOS	1 AND 2

Photo 3 - View of office building looking southeast from Dupont Street.

Photo 4 - View of office building looking east from Dupont Street.

PHOTOS	3 AND 4

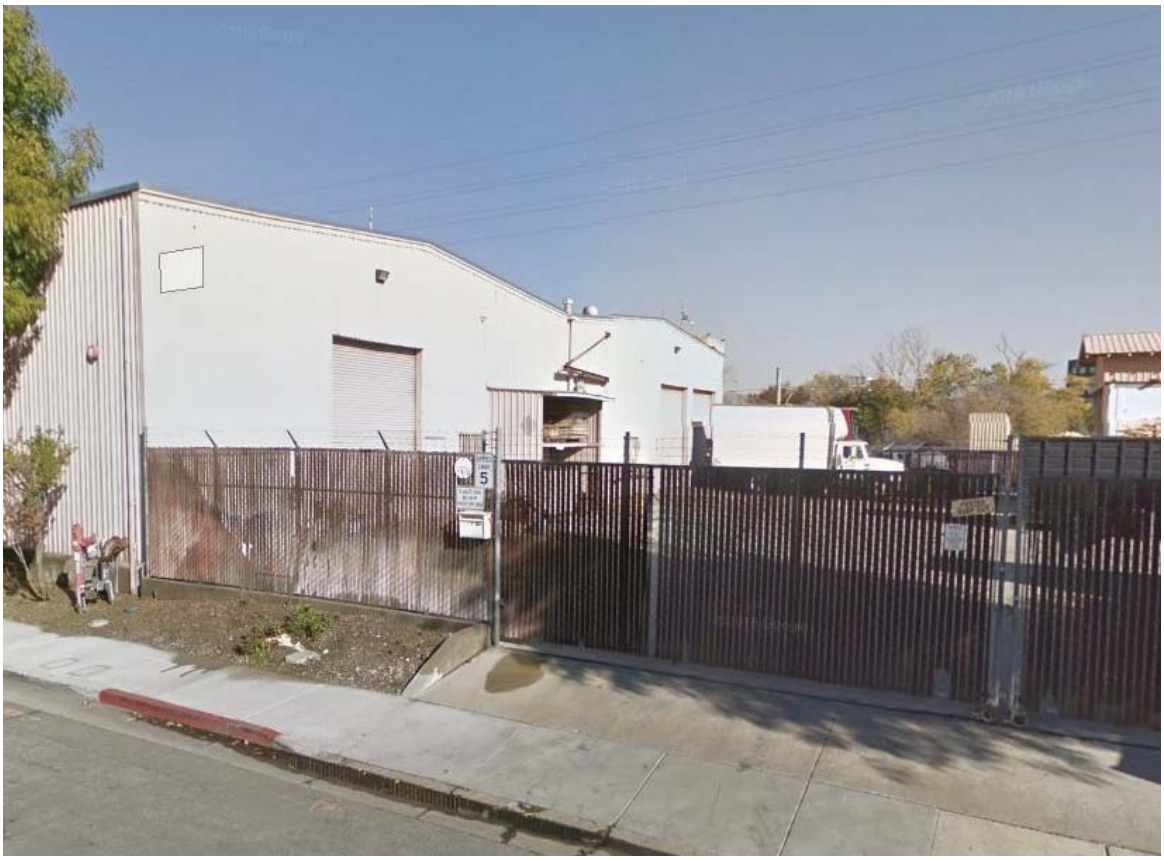


Photo 5 - View of warehouse looking northeast from Dupont Street.

Photo 6 - View of warehouse attached to office building looking northwest from Dupont Street.

PHOTOS	5 AND 6

4.1.3 Checklist and Discussion of Impacts

	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐	1-4
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐	1-4
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐	1-4
d) Create a new source of substantial light or glare which will adversely affect day or nighttime views in the area?	☐	☐	☒	☐	1-4

4.1.3.1 *Impacts to Scenic Vistas and Scenic Resources within a State Scenic Highway (Checklist Questions a-b)*

The General Plan FEIR determined that development under the General Plan would alter views from key roadways that serve as gateways to the City or currently provide substantial views of the natural environment within or adjacent to the City, and implementation of General Plan policies (see Table 4.1-1) would avoid or substantially reduce impacts to scenic views from key gateways and roadways within the City.

The DSAP FEIR concluded that future development of mid-rise buildings allowed under the DSAP could alter views of hillsides and the Downtown skyline from key roadways and gateways. Specifically, where tall structures are constructed immediately adjacent to gateways and freeways, there is the possibility that important views could be partially obscured for motorists, bicyclists, and pedestrians. The General Plan policies provide program-level mitigation for impacts to scenic views to reduce or avoid impacts. With implementation of General Plan policies, future development under the DSAP, including the project site, would not have a substantial adverse impact on a scenic vista. The site is not within a state scenic highway. The nearest scenic highway is Highway 9 located more than 7.5 miles from the project site.[1] The project would have no impact on scenic resources within a state scenic highway.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, redevelopment of the project site under the proposed GPA would have a less than significant impact on scenic vistas and other designated scenic resources. **[Same Impact as Approved Project (Less Than Significant Impact)]**

[1] California Department of Transportation. Website. http://www.dot.ca.gov/design/lap/livability/scenic-highways/index.html Accessed October 9, 2018.

4.1.3.2 *Impacts to Visual Character (Checklist Question c)*

The General Plan FEIR concluded that development allowed under the General Plan would not substantially degrade the existing visual character or quality of San José with implementation of General Plan policies (see Table 4.1-1) and conformance with existing regulations.

The current character of the DSAP area, including the project site, is a vehicle-oriented landscape with vast surface parking and low intensity development (one and two story buildings of varying sizes typical of an industrial area). Changing the General Plan designation to *Transit Residential* in accordance with the City's DSAP Design Guidelines and General Plan policies would change the visual character of the existing built environment on the project site and in the DSAP area. The primary visual change would be the increase in the height and mass of development, as new buildings would range in height from 65 to 130 feet. The DSAP FEIR concluded that while development allowed under the DSAP would alter the appearance of the DSAP area, which includes the project site, implementation of the Design Guidelines, General Plan policies, and conformance with existing regulations would avoid substantial degradation of the existing visual character or quality of the DSAP area and its surroundings.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, redevelopment of the project site under the proposed GPA would have a less than significant impact on the visual character of the project area. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.1.3.3 *Impacts from Light and Glare (Checklist Question d)*

As discussed in the General Plan FEIR, development allowed under the General Plan could add sources of nighttime light and daytime glare, including external building lights, street-lights, parking lot and security lights, vehicular headlights, internal building lights, and reflective building surfaces and windows. Implementation of General Plan policies (see Table 4.1-1) and conformance with existing regulations would reduce or avoid substantial light and glare impacts.

Future development under the DSAP would be required to install lighting in accordance with the City Council's adopted Lighting Policy 4-2 and Private Outdoor Lighting Policy 4.3. Development would also be subject to Municipal Code controls for lighting of signs and development adjacent to residential properties. The DSAP FEIR concluded that with implementation of General Plan policies and conformance with existing regulations, and the DSAP Design Guidelines, future development under the DSAP would not result in significant light and glare impacts.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, redevelopment of the project site under the proposed GPA would have a less than significant light and glare impact. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.2 AGRICULTURAL AND FORESTRY RESOURCES

4.2.1 Existing Conditions

The project site is currently developed with small industrial businesses and surrounded by a mix of commercial/retail, a school, and residential development. There are no agricultural or forest lands located on or adjacent to the project site and the site is not subject to a Williamson Act contract.

4.2.2 Checklist and Discussion of Impacts

	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐	1-4
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐	1-4
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☒	☐	1-4
d) Result in a loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒	☐	1-4
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐	1-4

4.2.2.1 *Impacts to Agricultural and Forestry Resources (Checklist Questions a –e)*

The DSAP area is developed with urban uses and no properties are used for agricultural purposes, are under a Williamson Act contract, or are designated as important farmland. There are no forest lands in the DSAP area. The DSAP FEIR concluded that future development under the DSAP would not impact agricultural resources and forest land

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, redevelopment of the project site under the proposed GPA would have a less than significant

impact on agricultural or forest lands. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.3 AIR QUALITY

4.3.1 Envision San José 2040 General Plan

Various policies in the City's General Plan have been adopted for the purpose of reducing or avoiding impacts related to air quality, as listed in the following table.

Table 4.3-1: General Plan Policies – Air Quality	
Policy MS-10.1	Assess projected air emissions from new development in conformance with the Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines and relative to state and federal standards. Identify and implement feasible air emission reduction measures.
Policy MS-11.1	Require completion of air quality modeling for sensitive land uses such as new residential developments that are located near sources of pollution such as freeways and industrial uses. Require new residential development projects and projects categorized as sensitive receptors to incorporate effective mitigation into project designs or be located an adequate distance from sources of toxic air contaminants (TACs) to avoid significant risks to health and safety.
Policy MS-11.3	Review projects generating significant heavy duty truck traffic to designate truck routes that minimize exposure of sensitive receptors to TACs and particulate matter.
Policy MS-12.2	Require new residential development projects and projects categorized as sensitive receptors to be located an adequate distance from facilities that are existing and potential sources of odor. An adequate separate distance will be determined based upon the type, size and operations of the facility.
Policy MS-13.1	Include dust, particulate matter, and construction equipment exhaust control measures as conditions of approval for subdivision maps, site development and planned development permits, grading permits, and demolition permits. At a minimum, conditions shall conform to construction mitigation measures recommended in the current BAAQMD CEQA Guidelines for the relevant project size and type.
Action MS-13.4	Adopt and periodically update dust, particulate, and exhaust control standard measures for demolition and grading activities to include on project plans as conditions of approval based upon construction mitigation measures in the BAAQMD CEQA Guidelines.

4.3.2 Existing Conditions

The project site is currently developed with various commercial and industrial businesses. These businesses generate criteria pollutant emissions and toxic air contaminants (TACs) from traffic trips to and from the site, particularly from large delivery trucks or use of heavy equipment.

4.3.3 Checklist and Discussion of Impacts

	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	1-4

	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:					
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐	1-4
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	☐	☐	☒	☐	1-4
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐	1-4
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐	1-4

4.3.3.1 *Operational Emissions Impacts (Checklist Questions a-d)*

Criteria Pollutants

The BAAQMD operational criteria pollutant screening level for mid-rise apartments is 494 units. The proposed GPA would allow a minimum of 170 and a maximum of 850 units on-site. While the ultimate size of a future development proposal on the project site is unknown, it is reasonable to assume that development would occur at the higher end of the allowable development range.

Full build out of the DSAP is expected to generate criteria pollutant emissions that exceed Bay Area Air Quality Management District (BAAQMD) thresholds for reactive organic gases (ROG) and nitrogen oxide (NOx). Future development would be required to implement a transportation demand management (TDM) program, consistent with the Transportation and Parking Management Plan (TPMP) to be prepared for the DSAP. In addition, conformance with General Plan policies (including the Greenhouse Gas Reduction Strategy) would reduce long-term impacts associated with vehicle travel and building operations. Nevertheless, no feasible mitigation measures were identified to reduce total emissions at the plan level to a less than significant level. The DSAP FEIR concluded that implementation of the DSAP could substantially reduce emissions of regional air pollutants over the long-term, but could not determine whether implementation of General Plan policies and proposed measures would reduce the impact to a less than significant level. Therefore, the impact from ROG and NOx emissions would be significant and unavoidable. Based on this conclusion, the City adopted overriding considerations for development assumed under the DSAP.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. As such, criteria pollutant emissions as a result of the proposed GPA have been accounted for and disclosed as a significant and unavoidable impact and accepted by the City Council in adopting the DSAP. Therefore, future redevelopment of the project site under the proposed GPA would not result in a new impact or

substantially increase the severity of the previously identified impact. **[Same Impact as Approved Project (Significant Unavoidable Impact)]**

Toxic Air Contaminants

The DSAP includes development of residences and other sensitive uses, which would be exposed to ambient concentrations of toxic air contaminants (TACs). Future development under the DSAP may also involve new sources of TACs that could contribute to community risks and hazards. There are four stationary sources of TACs in the DSAP area and much of the area is within 1,000 feet of a freeway, high volume roadway, and/or railroad line. The proposed GPA would, if approved, allow residential development on the project site. The DSAP FEIR concluded that site-specific modeling would be required prior to development of residential uses that could be affected by TACs associated with roadways or stationary sources, in accordance with BAAQMD and City requirements, and General Plan Policy MS-11.1. If impacts are identified, future projects would be required to incorporate mitigation to avoid significant risks to health and safety.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, future redevelopment of the project site under the proposed GPA would be required to complete site-specific modeling and incorporate mitigation as appropriate. With this requirement, the proposed GPA would have a less than significant operational TAC emissions impact. **[Same Impact as Approved Project (Less Than Significant Impact with Mitigation)]**

4.3.3.2 *Construction Emissions (Checklist Questions a-d)*

Criteria Pollutants

The DSAP FEIR estimated that maximum build-out of the DSAP would include construction of approximately 8.54 million square feet of building space. When averaged over a 30-year period, this would equate to construction of approximately 284,000 square feet of building space per year.[2] The DSAP FEIR identified best management practices (BMPs) that would be applied to all future projects within the DSAP area, which includes the project site. The DSAP FEIR concluded that future projects under the DSAP would not exceed the current average daily emissions thresholds during construction with implementation of the identified BMPs.

The BAAQMD construction criteria pollutant screening level for mid-rise apartments is 240 units. The proposed GPA would allow a minimum of 170 and a maximum of 850 units on-site. While the ultimate size of a future development proposal on the project site is unknown, it is reasonable to assume that development would occur at the higher end of the allowable development range. In the event a future project would exceed the average daily emission threshold or otherwise result in a significant impact based on the BAAQMD Guidelines and City requirements in place at the time a specific development is proposed, subsequent environmental review would be required.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, future redevelopment of the project site under the proposed GPA would have a less than

[2] City of San José. *Diridon Station Area Plan FEIR.* 2014

significant construction emissions impact. **[Same Impact as Approved Project (Less Than Significant Impact)]**

Toxic Air Contaminants

Existing residential uses are scattered throughout the DSAP area and surrounding neighborhoods, future development projects could expose existing and proposed sensitive receptors to substantial concentrations of TACs. One of the most sensitive interfaces would be the Dupont/McEvoy subarea, which includes the project site. The DSAP FEIR concluded that the control measures required under General Plan Policy MS-13.1 would reduce both dust and exhaust emissions at nearby land uses. Additional measures may be considered for further reducing exhaust emissions, depending on the distance between the project site and nearest receptors. With implementation of General Plan policies, construction activities associated with development under the DSAP would not expose sensitive receptors to substantial concentrations of TACs, based on the BAAQMD Guidelines.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, future redevelopment of the project site under the proposed GPA would have a less than significant TAC construction emissions impact. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.3.3.3 ***Odors*** *(Checklist Question e)*

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, future redevelopment of the project site under the proposed GPA would have a less than significant odor impact because mixed-use residential and commercial development does not generate substantive odors. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.4 BIOLOGICAL RESOURCES

4.4.1 Envision San José 2040 General Plan

Various policies in the City's General Plan have been adopted for the purpose of reducing or avoiding impacts related to biological resources, as listed in the following table.

Table 4.4-1: General Plan Policies – Biological Resources	
Policy ER-5.1	Avoid implementing activities that result in the loss of active native birds' nests, including both direct loss and indirect loss through abandonment, of native birds. Avoidance activities that could result in impacts to nests during the breeding season or maintenance of buffers between such activities and active nests would avoid such impacts.
Policy ER-5.2	Require that development projects incorporate measures to avoid impacts to nesting migratory birds.
Policy ER-6.5	Prohibit use of invasive species, citywide, in required landscaping as part of the discretionary review of proposed development.
Policy MS-21.4	Encourage the maintenance of mature trees, especially natives, on public and private property as an integral part of the community forest. Prior to allowing the removal of any mature tree, pursue all reasonable measures to preserve it.
Policy MS-21.5	As part of the development review process, preserve protected trees (as defined by the Municipal Code), and other significant trees. Avoid any adverse effect on the health and longevity of protected or other significant trees through appropriate design measures and construction practices. Special priority should be given to the preservation of native oaks and native sycamores. When tree preservation is not feasible, include appropriate tree replacement, both in number and spread of canopy.
Policy MS-21.6	As a condition of new development, require, where appropriate, the planting and maintenance of both street trees and trees on private property to achieve a level of tree coverage in compliance with and that implements City laws, policies or guidelines.

4.4.2 Existing Conditions

The project site is fully developed with commercial/industrial buildings and surface parking lots. There is landscaping, including small lawn areas and trees, along portions of McEvoy Street and Dupont Street. The site is surrounded by commercial and residential development and is in proximity to Los Gatos Creek (approximately 385 feet). There are no native habitats on the project site. Since the native vegetation of the project area is no longer present on-site, native wildlife species have been supplanted by species that are more compatible with the urbanized area.

The project site currently has 59 landscape trees.

4.4.3 Checklist and Discussion of Impacts

	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?	☐	☐	☒	☐	1-4
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 CDFW or USFWS?	☐	☐	☒	☐	1-4
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐	1-4
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	☐	☐	☒	☐	1-4
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐	1-4
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐	1-4

4.4.3.1 ***Impacts to Special Status/Protected Vegetation, Habitats, and Wildlife*** *(Checklist Questions a-f)*

Because of the history of development on-site and in the area, no natural or sensitive habitats exist on or adjacent to the site that would support endangered, threatened, or special status wildlife species. Furthermore, the project site is too far away from Los Gatos Creek to interfere with the existing

riparian corridor and associated vegetation and wildlife. Specifically, the project site is located more than 300 feet from the vegetative edge of the riparian corridor, and would not be considered a riparian project under Council Policy 6-34. The General Plan FEIR concluded that impacts to developed habitats resulting from development under the General Plan would be less than significant because of their abundance within the region and State, and the relatively low value of these habitats for biological resources compared to more natural habitats.

The DSAP FEIR concluded that future development under the DSAP would have a less than significant impact on sensitive riparian and aquatic habitats, trees, special status species, or wildlife mitigation corridors with implementation of General Plan policies (see Table 4.4-1) and conformance with existing regulations including the Riparian Corridor Policy and the Municipal Code. Furthermore, the DSAP would not conflict with local policies or ordinances or the Santa Clara Valley Habitat Conservation Plan (Habitat Plan).

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, future redevelopment of the project site under the proposed GPA would have a less than significant impact on special status plant and animal species and would be required to comply with all applicable regulations, including the habitat plan and the City's tree replacement ordinance. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.5 CULTURAL RESOURCES

4.5.1 Envision San José 2040 General Plan

Various policies in the City's General Plan have been adopted for the purpose of reducing or avoiding impacts related to cultural resources, as listed in the following table.

Table 4.5-1: General Plan Policies – Cultural Resource	
Policy ER-10.1	For proposed development sites that have been identified as archaeologically or paleontologically sensitive, require investigation during the planning process in order to determine whether potentially significant archeological or paleontological information may be affected by the project and then require, if needed, that appropriate mitigation measures be incorporated into the project design.
Policy ER-10.2	Recognizing that Native American human remains may be encountered at unexpected locations, impose a requirement on all development permits and tentative subdivision maps that upon their discovery during construction, development activity will cease until professional archaeological examination confirms whether the burial is human. If the remains are determined to be Native American, applicable state laws shall be enforced.
Policy ER-10.3	Ensure that City, State, and Federal historic preservation laws, regulations, and codes are enforced, including laws related to archaeological and paleontological resources, to ensure the adequate protection of historic and pre-historic resources.

4.5.2 Existing Conditions

There are two recorded historic era archaeological sites within the greater DSAP area. The potential for additional buried historic resources is high due to the past prehistoric and historic occupation of the area. Based on the DSAP FEIR, there are no historic structures on the project site.

The DSAP area is situated on Holocene age alluvial deposits, which are underlain by Pleistocene age sediments. Holocene age soil is generally not considered sensitive for paleontological resources. Remains of a mammoth (*Mammuthus columbi*) were, however, found along the Guadalupe River within a geologic strata mapped as Holocene, indicating that Holocene materials in the Santa Clara Valley may have some level of sensitivity for paleontological resources.

4.5.3 Checklist and Discussion of Impacts

	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:					
a) Cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines Section 15064.5?	☐	☐	☒	☐	1-4

	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:					
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5?	☐	☐	☒	☐	1-4
c) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	☐	☐	☒	☐	1-4
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐	1-4
e) 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:					
1. 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	☐	☒	☐	☐	1-4
2. 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 this criteria, the significance of the resource to a California Native American tribe shall be considered.	☐	☒	☐	☐	1-4

1.1.1.1 *Historic Structures (Checklist Question a)*

The DSAP FEIR concluded that there are no historic structures on or immediately adjacent to the project site. The project site is currently developed with two two-story office buildings (one with an attached warehouse), a one-story office buildings, and a one-story warehouse. Based on City permit records, all the existing buildings on-site were developed after the year 2000. As such, potential future development on the project site under the proposed *Transit Residential* GPA would have a less than significant impact on historic structures. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.5.3.1 *Archaeological and Paleontological Resources (Checklist Questions b-d)*

The DSAP FEIR identified two recorded archaeological sites within the DSAP area and found the area to be sensitive for as yet unrecorded deposits. Future development under the proposed DSAP has a low potential to impact undiscovered paleontological resources, based on the age and type of surface soils. The DSAP FEIR concluded that future development under the DSAP could disturb or destroy unrecorded historic and prehistoric archaeological resources, and to a lesser extent paleontological resources. Therefore, standard measures were included to reduce potential impacts to a less than significant level.

Approval of the proposed GPA would not directly impact archaeological and paleontological resources. Potential future development on the project site under the proposed *Transit Residential* GPA, was addressed in the DSAP FEIR, and could impact subsurface resources during construction activities. Any future development on the project site would be required to implement the standard measures outlined in the DSAP FEIR. Consistent with the DSAP FEIR, redevelopment of the project site under the proposed GPA would have a less than significant impact on archaeological and paleontological resources. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.5.3.2 *Tribal Cultural Resources (Checklist Question e)*

Tribal cultural resources, as defined by CEQA, were added to the CEQA checklist after completion of the DSAP FEIR. As such, tribal cultural resources were not specifically addressed in the DSAP FEIR. The project site is located in proximity to Los Gatos Creek and in an area considered sensitive for archaeological deposits, including tribal cultural objects. Impacts to tribal cultural objects, if found, would be reduced to less than significant with implementation of the City's standard measures listed below.

Standard Permit Conditions

Prehistoric and Historic Resources:

- In the event that prehistoric or historic resources are encountered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped, the Supervising Environmental Planner and Historic Preservation Officer of the City of San José Department of Planning, Building and Code Enforcement shall be notified, and a qualified archaeologist shall examine the find. Project personnel shall not collect or move any resources.

- The archaeologist shall (1) evaluate the find(s) to determine if they meet the definition of a historical or archaeological resource; and (2) make appropriate recommendations regarding the disposition of such finds prior to issuance of any occupancy permits. If the finds do not meet the definition of a historical or archaeological resource, no further study or protection is necessary prior to project implementation. If the find(s) does meet the definition of a historical or archaeological resource, then project activities shall avoid it. Project personnel shall not collect or move any cultural material. Fill soils that may be used for construction purposes shall not contain archaeological materials.

- If avoidance is not feasible, adverse effects to such resources shall be mitigated in accordance with the recommendations of the archaeologist. Recommendations shall include, but are not limited to, collection, recordation, and analysis of any significant cultural materials. Data recovery methods may include, but are not limited to, backhoe trenching, shovel test units, hand augering, and hand-excavation. Data recovery shall include excavation and exposure of features, field documentation, and recordation. A report of findings documenting any data recovery shall be submitted to the Supervising Environmental Planner and Historic Preservation Officer of the City of San José Department of Planning, Building and Code Enforcement and the Northwest Information Center prior to issuance of occupancy permits.

Human Remains:

- If any human remains are found during any field investigations, grading, or other construction activities, all provisions of California Health and Safety Code Sections 7054 and 7050.5 and Public Resources Code Sections 5097.9 through 5097.99, as amended per Assembly Bill 2641, shall be followed. In the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The project applicant shall immediately notify the Supervising Environmental Planner of the City of San José Department of Planning, Building, and Code Enforcement and the qualified archaeologist, who will then notify the Santa Clara County Coroner. The Coroner will make a determination as to whether the remains are Native American.

- If the remains are believed to be Native American, the Coroner will contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC will then designate a Most Likely Descendant (MLD). The MLD will inspect the remains and make a recommendation on the treatment of the remains and associated artifacts.

- If one of the following conditions occurs, the landowner or his authorized representative shall work with the Coroner to reinter the Native American human remains and associated grave goods with appropriate dignity in a location not subject to further subsurface disturbance:

    - The NAHC is unable to identify a MLD or the MLD failed to make a recommendation within 24 hours after being notified by the NAHC;

    - The MLD identified fails to make a recommendation; or

    - The landowner or his authorized representative rejects the recommendation of the MLD, and the mediation by the NAHC fails to provide measures acceptable to the landowner.

No other tribal cultural features, including sites, features, places, cultural landscapes or sacred place were identified based on available information and no tribes have requested consultation for the project area. In addition, any prehistoric surface features or landscapes have been modified due to development of the project site and surrounding area. Therefore, potential future development on the

project site under the proposed *Transit Residential* GPA would have a less than significant impact on tribal cultural resources. **(New Less Than Significant Impact)**

4.6 GEOLOGY AND SOILS

4.6.1 Envision San José General Plan

Various policies in the City's General Plan have been adopted for the purpose of reducing or avoiding impacts related to geology and soils, as listed in the following table.

Table 4.6-1: General Plan Policies – Geology and Soils	
Policy EC-3.1	Design all new or remodeled habitable structures in accordance with the most recent California Building Code and California Fire Code as amended locally and adopted by the City of San José, including provisions regarding lateral forces.
Policy EC-3.2	Within seismic hazard zones identified under the Alquist-Priolo Fault Zoning Act, California Seismic Hazards Mapping Act and/or by the City of San José, complete geotechnical and geological investigations and approve development proposals only when the severity of seismic hazards have been evaluated and appropriate mitigation measures are provided as reviewed and approved by the City of San José Geologist. State guidelines for evaluating and mitigating seismic hazards and the City-adopted California Building Code will be followed.
Policy EC-3.3	The City of San José Building Official shall require conformance with state law regarding seismically vulnerable unreinforced masonry structures within the City.
Policy EC-3.4	The City of San José will maintain up-to-date seismic hazard maps with assistance from the California Geological Survey (or other state agencies) under the Alquist-Priolo Earthquake Fault Zoning Act and the California Seismic Hazards Mapping Act.
Policy EC-3.6	Restrict development in close proximity to water retention levees or dams unless it is demonstrated that such facilities will be stable and remain intact during and following an earthquake.
Action EC-3.8	Maintain and update Citywide seismic hazard maps for planning purposes on an on-going basis.
Action EC-3.9	Revise and update provisions of the City of San José Geologic Hazard Ordinance, including geologic hazard zones, as new information becomes available from state and federal agencies on faults, earthquake induced landsliding, liquefaction, and/or lateral spreading.
Action EC-3.10	Require that a Certificate of Geologic Hazard Clearance be issued by the Director of Public Works prior to issuance of grading and building permits within defined geologic hazard zones related to seismic hazards.
Action EC-3.11	Make information available to residents and businesses on ways to reduce seismic hazards and emergency preparedness for an earthquake in conjunction with regional, state and federal agencies such as the Association of Bay Area Governments (ABAG) and the United States Geological Survey (USGS).
Policy EC-4.1	Design and build all new or remodeled habitable structures in accordance with the most recent California Building Code and municipal code requirements as amended and adopted by the City of San José, including provisions for expansive soil, and grading and storm water controls.

Policy EC-4.2	Approve development in areas subject to soils and geologic hazards, including un-engineered fill and weak soils and landslide-prone areas, only when the severity of hazards have been evaluated and if shown to be required, appropriate mitigation measures are provided. New development proposed within areas of geologic hazards shall not be endangered by, nor contribute to, the hazardous conditions on the site or on adjoining properties. The City of San José Geologist will review and approve geotechnical and geological investigation reports for projects within these areas as part of the project approval process.
Policy EC-4.3	Locate new public improvements and utilities outside of areas with identified soils and/or geologic hazards (e.g., deep seated landslides in the Special Geologic Hazard Study Area and former landfills) to avoid extraordinary maintenance and operating expenses. Where the location of public improvements and utilities in such areas cannot be avoided, effective mitigation measures will be implemented.
Policy EC-4.4	Require all new development to conform to the City of San José's Geologic Hazard Ordinance.
Policy EC-4.5	Ensure that any development activity that requires grading does not impact adjacent properties, local creeks and storm drainage systems by designing and building the site to drain properly and minimize erosion. An Erosion Control Plan is required for all private development projects that have soil disturbance of one acre or more, are adjacent to a creek/river, and/or are located in hillside areas. Erosion Control Plans are also required for any grading occurring between October 15 and April 15.
Policy EC-4.7	Consistent with the San José Geologic Hazard Ordinance, prepare geotechnical and geological investigation reports for projects in areas of known concern to address the implications of irrigated landscaping to slope stability and to determine if hazards can be adequately mitigated.

4.6.2 Existing Conditions

The project site is located in northern Santa Clara Valley, which is bounded by the Diablo Range to the east and the Santa Cruz Mountains to the west. The DSAP area is relatively flat with an average elevation of approximately 100 feet above mean sea level. There is no landslide hazard. Surface soils in the project area have a slow infiltration rate and a moderate shrink-swell (expansion) potential. These soil conditions can impact the structural integrity of buildings and other structures.

The San Francisco Bay Area is one of the most seismically active regions in the United States. The closest active fault to the DSAP area is the Hayward fault zone, located approximately five miles to the east. Other potentially active faults within ten miles include the San Andreas, Monte Vista-Shannon, and Calaveras faults. There are no active faults in the project area.

4.6.3 Checklist and Discussion of Impacts

	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
1. Rupture of a known earthquake fault, as described 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.)?	☐	☐	☒	☐	1-4
2. Strong seismic ground shaking?	☐	☐	☒	☐	1-4
3. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	1-4
4. Landslides?	☐	☐	☒	☐	1-4
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	1-4
c) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐	1-4
d) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2016), creating substantial risks to life or property?	☐	☐	☒	☐	1-4
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?	☐	☐	☒	☐	1-4

4.6.3.1 ***Geologic and Soils Impacts*** *(Checklist Questions a-e)*

The DSAP FEIR identified numerous geologic issues associated with new development and redevelopment in the DSAP, which includes the project site. Specifically, new development could occur in areas with identified soil hazards, including expansive soils and artificial fill, could increase the potential for accelerated erosion by removing protective vegetation or cover and changing natural drainage patterns, and could require dewatering (for underground structures) which could affect soil stability. In addition, new residences and other structures would be constructed within a seismically active region which would result in liquefaction and, for sites adjacent to Los Gatos Creek and Guadalupe River, lateral spreading.

The DSAP FEIR identified standards measures to address geologic and soils impacts from future development. In addition, all future projects would be required to conform to applicable General Plan policies, the Municipal Code, and the California Building Code. The DSAP FEIR concluded that with implementation of the standard measures and General Plan policies (see Table 4.6-1), and conformance with existing regulations, future development under the DSAP would not result in a significant impact related to geologic or seismic hazards.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA, which was addressed in the DSAP FEIR, could be impacted by existing geologic and soil conditions on-site. Any future development on-site would be required to implement the standard measures outlined in the DSAP FEIR, which includes preparing project-specific geotechnical reports and implementing the recommendations of those reports. In addition, future development must comply with all applicable plans, policies, and regulations. Consistent with the DSAP FEIR, redevelopment of the project site under the proposed GPA would have a less than significant geologic and soils impact. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.7 GREENHOUSE GAS EMISSIONS

4.7.1 Envision San José 2040 General Plan

Various policies in the City's General Plan have been adopted for the purpose of reducing or avoiding impacts related to greenhouse gas (GHG) emissions, as listed in the following table.

Table 4.7-1: General Plan Policies – Greenhouse Gas Emissions	
Policy MS-1.1:	Continue to demonstrate leadership in the development and implementation of green building policies and practices. Ensure that all projects are consistent with and/or exceed the City's Green Building Ordinance and City Council Policies as well as State or regional policies which require that projects incorporate various green building principles into their design and construction.
Policy MS-14.4:	Implement the City's Green Building Policies (see Green Building Section) so that new construction and rehabilitation of existing buildings fully implements industry best practices, including the use of optimized energy systems, selection of materials and resources, water efficiency, sustainable site selection, passive solar building design, and planting of trees and other landscape materials to reduce energy consumption.
Policy MS-17.2:	Ensure that development within San José is planned and built in a manner consistent with sustainable use of current and future water supplies by encouraging sustainable development practices, including low-impact development, water-efficient development and green building techniques. Support the location of new development within the vicinity of the recycled water system and promote expansion of the South Bay Water Recycling (SBWR) system to areas planned for new development. Residential development outside of the Urban Service Area will only be approved at minimal levels and only allowed to use non-recycled water at urban intensities. For residential development outside of the Urban Service Area, restrict water usage to well water, rainwater collection or other similar sustainable practice. Non-residential development may use the same sources and potentially make use of recycled water, provided that its use will not result in conflicts with other General Plan policies, including geologic or habitat impacts. To maximize the efficient and environmentally beneficial use of water, outside of the Urban Service Area, limit water consumption for new development so that it does not diminish the water supply available for projected development within San José's urbanized areas.
Policy TR-1.1:	Accommodate and encourage use of non-automobile transportation modes to achieve San José's mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT).
Policy TR-2.8:	Require new development to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.
Policy TR-2.18:	Provide bicycle storage facilities as identified in the Bicycle Master Plan.
Policy TR-3.3:	As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute toward transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.
Policy TR-8.8:	Promote use of unbundled private off-street parking associated with existing or new development, so that the sale or rent of a parking space is separated from the rent or sale price for a residential unit or for non-residential building square footage.

Table 4.7-1: General Plan Policies – Greenhouse Gas Emissions	
Policy TR-8.9:	Consider adjacent on-street and City-owned off-street parking spaces in assessing need for additional parking required for a given land use or new development.

4.7.2 Existing Conditions

The project site is currently developed with various commercial and industrial businesses. These businesses generate GHG emissions from traffic trips to and from the site, as well as operation of the buildings including heating, cooling, and lighting.

4.7.3 Checklist and Discussion of Impacts

	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	1-4
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	1-4

4.7.3.1 *Greenhouse Gas Emissions Impacts (Checklist Questions a-b)*

The General Plan FEIR concluded that the City's projected 2020 GHG emissions per service population would be below the average carbon-efficiency standard necessary to meet statewide 2020 goals. Implementation of the General Plan through 2020 would not constitute a cumulatively considerable contribution to global climate change. Without further reductions, however, the City's projected 2035 GHG emissions per service population would exceed the average carbon-efficiency standard necessary to maintain a trajectory to meet statewide 2050 goals. Additional strategies, policies and programs, to supplement those currently identified, would ultimately be required to meet the 2035 reduction target. Therefore, implementation of the 2040 General Plan would result in a significant unavoidable cumulative impact to global climate change based on the 2035 goal.

The DSAP FEIR concluded that while the DSAP proposed GPAs to selected properties (including the proposed project site), the DSAP is consistent with the 2040 General Plan in terms of the overall level, type, and location of growth. As a result, the DSAP would be consistent with the City's GHG Reduction Strategy and would not result in a significant GHG emissions impact through 2020. Projects constructed and occupied after 2020 would, however, result in a significant and unavoidable GHG impact.

Any future development on the project site would be required to comply with the Green Building Code and the City's GHG Reduction Strategy. Nevertheless, these measures would not be sufficient to reduce post 2020 GHG impacts to a less than significant level.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. As such, GHG emissions from the project post-2020 have been accounted for and disclosed as a significant and unavoidable impact, and accepted by the City Council in adopting the DSAP. Therefore, future redevelopment of the project site under the proposed GPA would not result in a new impact or substantially increase the severity of the previously identified impact. **[Same Impact as Approved Project (Significant Unavoidable Impact)]**

4.8 HAZARDS AND HAZARDOUS MATERIALS

4.8.1 Envision San José 2040 General Plan

Various policies in the City's General Plan have been adopted for the purpose of reducing or avoiding impacts related to hazards and hazardous materials, as listed in the following table.

Table 4.8-1: General Plan Policies – Hazards and Hazardous Materials	
Policy EC-7.1	For development and redevelopment projects, require evaluation of the proposed site's historical and present uses to determine if any potential environmental conditions exist that could adversely impact the community or environment.
Policy EC-7.2	Identify existing soil, soil vapor, groundwater and indoor air contamination and mitigation for identified human health and environmental hazards to future users and provide as part of the environmental review process for all development and redevelopment projects. Mitigation measures for soil, soil vapor and groundwater contamination shall be designed to avoid adverse human health or environmental risk, in conformance with regional, state and federal laws, regulations, guidelines and standards.
Policy EC-7.3	Where a property is located in proximity to known groundwater contamination with volatile organic compounds or within 1,000 feet of an active or inactive landfill, evaluate and mitigate the potential for indoor air intrusion of hazardous compounds to the satisfaction of the City's Environmental Compliance Officer and appropriate regional, state and federal agencies prior to approval of a development or redevelopment project.
Policy EC-7.4	On redevelopment sites, determine the presence of hazardous building materials during the environmental review process or prior to project approval. Mitigation and remediation of hazardous building materials, such as lead-paint and asbestos-containing materials, shall be implemented in accordance with state and federal laws and regulations.
Policy EC-7.5	On development and redevelopment sites, require all sources of imported fill to have adequate documentation that it is clean and free of contamination and/or acceptable for the proposed land use considering appropriate environmental screening levels for contaminants. Disposal of groundwater from excavations on construction sites shall comply with local, regional, and state requirements.
Action EC-7.8	Where an environmental review process identifies the presence of hazardous materials on a proposed development site, the City will ensure that feasible mitigation measures that will satisfactorily reduce impacts to human health and safety and to the environment are required of or incorporated into the projects. This applies to hazardous materials found in the soil, groundwater, soil vapor, or in existing structures.
Action EC-7.10	Require review and approval of grading, erosion control and dust control plans prior to issuance of a grading permit by the Director of Public Works on sites with known soil contamination. Construction operations shall be conducted to limit the creation and dispersion of dust and sediment runoff.
Policy TR-14.2	Regulate development in the vicinity of airports in accordance with Federal Aviation Administration regulations to maintain the airspace required for the safe operation of these facilities and avoid potential hazards to navigation.

Table 4.8-1: General Plan Policies – Hazards and Hazardous Materials	
Policy TR-14.3	For development in the vicinity of airports, take into consideration the safety and noise policies identified in the Santa Clara County Airport Land Use Commission (ALUC) comprehensive land use plans for Mineta San José International and Reid-Hillview airports.
Policy TR-14.4	Require avigation and "no build" easement dedications, setting forth maximum elevation limits as well as for acceptance of noise or other aircraft related effects, as needed, as a condition of approval of development in the vicinity of airports.
Policy CD-5.8	Comply with applicable Federal Aviation Administration regulations identifying maximum heights for obstructions to promote air safety.

4.8.2 Existing Conditions

The DSAP area, including the project site, is currently developed with a range of commercial and industrial uses, including facilities that may use hazardous materials or generate hazardous wastes. There are no large scale manufacturing facilities that are likely to store or use toxic gases or significant quantities of hazardous materials within or adjacent to the DSAP area, although there may be aboveground fuel tanks, high pressure natural gas transmission lines, and/or facilities that generate small quantities of hazardous wastes nearby in the Downtown area.[3] The DSAP FEIR did not identify any open hazardous materials cases on the project site.

The entire DSAP area, including the project site, is located within the Federal Aviation Regulations Part 77 imaginary surfaces for safe, efficient use, and preservation of navigable airspace for the Mineta San José International Airport.

4.8.3 Checklist and Discussion of Impacts

	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	1-4
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?	☐	☐	☒	☐	1-4

[3] The boundary of the downtown area, as defined in the Downtown Strategy 2000, is adjacent to the eastern boundary of the project site.

	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:					
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐	1-4
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, will it create a significant hazard to the public or the environment?	☐	☐	☒	☐	1-4
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐	1-4
f) For a project within the vicinity of a private airstrip, will the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐	1-4
g) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	1-4
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐	1-4

4.8.3.1 *Hazardous Materials Impacts (Checklist Questions a-h)*

Soil and Groundwater Contamination

There are reported hazardous materials spills and releases within the DSAP area. New development under the DSAP could occur in areas with soil contamination with adequate mitigation. The soil may contain a variety of chemical compounds originating from historical and/or current land uses. In addition, contaminants may have migrated via shallow groundwater to properties in the DSAP area. Soil and groundwater contamination could also expose construction workers and future users of redevelopment sites to health risks through direct contact and/or inhalation of soil or groundwater vapors of volatile organic compounds. While the majority of reported releases within the DSAP area are considered closed cases by the regulatory agencies, a reevaluation of potential hazards and soil or groundwater management is warranted when changes in land use or excavation into contaminated areas is proposed.

There are multiple leaking underground storage tank (LUST) cases within 1,000 feet of the project site. Groundwater flows in a northeast direction and, as a result, all cases north and east of the project site are downgradient and would have no impact on the project site. There are four closed sites and one active site on the south side of West San Carlos Street, within 1,000 feet of the project site. These sites have been remediated or are being remediated as a result of approved residential development and would have no impact on future development of the project site. There is one active cleanup program on the north side of West San Carlos Street, just west of the project site. Contamination appears to be limited to on-site soils. This site is in the process of a clean-up for future residential development and would have no impact on future development of the project site. One LUST is located south of the project site, on the south side of West San Carlos. It has an open case and remediation is in process. Due to the direction of groundwater flow, it is unlikely that this would impact redevelopment of the project site.

To reduce and/or avoid impacts of future development under the DSAP, the DSAP FEIR identified standard measures to address soil and groundwater contamination. Specific requirements for future development projects within the DSAP area would, however, be determined during the subsequent environmental review that would be required when a specific development project is submitted.

The DSAP FEIR concluded that with implementation of General Plan policies (see Table 4.8-1), appropriate clean-up actions, and precautionary measures, future development under the DSAP would not expose construction workers, the public, or the environment to significant hazards related to soil or groundwater contamination.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, future redevelopment of the project site under the proposed GPA would have a less than significant hazardous materials impact. **[Same Impact as Approved Project (Less Than Significant Impact)]**

Hazardous Materials Use, Transport, and Disposal

Build-out of the DSAP would generally provide an adequate buffer between users of hazardous materials and sensitive uses, minimizing potential risks. In the interim, however, redevelopment under the DSAP could locate new industrial uses in proximity to existing residential/sensitive uses and/or locate new residential/sensitive uses in proximity to existing hazardous materials users. Specifically, in the Dupont/McEvoy subarea, which includes the project site, areas designated for residential are mainly developed with a mix of commercial and industrial uses.

The DSAP FEIR concluded that compliance with existing regulations, programs, and General Plan policies (see Table 4.8-1), as identified in the General Plan FEIR, would reduce hazards to people and the environment. Given that conditions change and the context for each development site is different, future projects that include residential uses would be required to prepare a Human Health Risk Assessment to address the likelihood of an accidental release, determine the risks posed to human health and sensitive populations, and identify mitigation measures to protect human health as needed (GP Policy EC-6.6). Therefore, the future development in the DSAP area would not expose new sensitive uses to a substantial risks associated with hazardous materials.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, future redevelopment of the project site under the proposed GPA would have a less than significant impact on future site occupants resulting from existing and proposed industrial uses in the DSAP area. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.8.3.2 ***Construction Impacts*** *(Checklist Questions a-h)*

Given the age of development in the DSAP area, existing structures may have asbestos-containing materials and/or lead-based paint. The primary buildings on the project site are of recent construction and would contain asbestos or lead-based paint. The site could, however, have small accessor structures that pre-date the banning of these materials. Construction activities could also uncover buried structures, wells, burn areas, debris, or contaminated soil, based on the industrial/commercial history of the project area. If encountered, these materials may require special handling and disposal to avoid impacts to construction workers, the public, and the environment.

The DSAP FEIR concluded that conformance with General Plan policies (see Table 4.8-1) and existing regulations would reduce the risk to the public and environment resulting from hazardous materials use, transport, and storage during construction activities to a less than significant level.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, future redevelopment of the project site under the proposed GPA would have a less than significant impact on the public and the environmental from construction activities. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.9 HYDROLOGY AND WATER QUALITY

4.9.1 Envision San José 2040 General Plan

Various policies in the City's General Plan have been adopted for the purpose of reducing or avoiding impacts related to hydrology and water quality, as listed in the following table.

Table 4.9-1: General Plan Policies – Hydrology and Water Quality	
Policy EC-5.1	The City shall require evaluation of flood hazards prior to approval of development projects within a Federal Emergency Management Agency (FEMA) designated floodplain. Review new development and substantial improvements to existing structures to ensure it is designed to provide protection from flooding with a one percent annual chance of occurrence, commonly referred to as the "100-year" flood or whatever designated benchmark FEMA may adopt in the future. New development should also provide protection for less frequent flood events when required by the State.
Policy EC-5.3	Preserve designated floodway areas for non-urban uses.
Policy EC-5.5	Prepare and periodically update appropriate emergency plans for the safe evacuation of occupants of areas subject to possible inundation from dam and levee failure and natural flooding. Include maps with pre-established evacuation routes in dam failure plans.
Policy EC-5.7	Allow new urban development only when mitigation measures are incorporated into the project design to ensure that new urban runoff does not increase flood risks elsewhere.
Policy EC-5.13	As a part of the City's policies for addressing the effects of climate change and projected water level rise in San Francisco Bay, it requires evaluation of projected inundation for development projects near San Francisco Bay or at flooding risk from local waterways which discharge to San Francisco Bay. For projects affected by increased water levels in San Francisco Bay, the City requires incorporation of mitigation measures prior to approval of development projects. Mitigation measures incorporated into project design or project location shall prevent exposure to substantial flooding hazards from increased water levels in San Francisco Bay during the anticipated useful lifetime of structures.
Action EC-5.14	Implement the requirements of FEMA relating to construction in Special Flood Hazards Areas as illustrated on Flood Insurance Rate Maps. Periodically update the City's Flood Hazard Regulations to implement FEMA requirements.
Action EC-5.18	Maintain City storm drainage infrastructure in a manner that reduces flood hazards. As the storm drainage system is extended or modified, provide capacity to adequately convey the 10-year storm event.
Action EC-5.20	Monitor information from regional, state, and federal agencies on water level rises in San Francisco Bay on an on-going basis. Use this information to determine if additional adaptive management actions are needed and implement those actions to address flooding hazards from increasing sea levels for existing or new development and infrastructure.
Policy ER-8.1	Manage stormwater runoff in compliance with the City's Post-Construction Urban Runoff (6-29) and Hydromodification Management (8-14) Policies.
Policy ER-8.3	Ensure that private development in San José includes adequate measures to treat stormwater runoff.

Table 4.9-1: General Plan Policies – Hydrology and Water Quality	
Policy ER-8.4	Assess the potential for surface water and groundwater contamination and require appropriate preventative measures when new development is proposed in areas where storm runoff will be directed into creeks upstream from groundwater recharge facilities.
Policy ER-8.5	Ensure that all development projects in San José maximize opportunities to filter, infiltrate, store and reuse or evaporate stormwater runoff onsite.
Action ER-8.10	Participate in the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) and take other necessary actions to formulate and meet regional water quality standards which are implemented through the National Pollution Discharge Elimination System (NPDES) permits and other measures.
Policy ER-9.5	Protect groundwater recharge areas, particularly creeks and riparian corridors.
Policy MS-3.4	Promote the use of green roofs (i.e., roofs with vegetated cover), landscape-based treatment measures, pervious materials for hardscape, and other stormwater management practices to reduce water pollution.
Policy MS-3.5	Minimize area dedicated to surface parking to reduce rainwater that comes into contact with pollutants.
Policy MS-20.2	Avoid locating new development or authorizing activities with the potential to negatively impact groundwater quality in areas that have been identified as having a high degree of aquifer vulnerability by the Santa Clara Valley Water District or other authoritative public agency.
Policy MS-20.3	Protect groundwater as a water supply source through flood protection measures and the use of stormwater infiltration practices that protect groundwater quality. In the event percolation facilities are modified for infrastructure projects, replacement percolation capacity will be provided.
Policy IN-1.1	Provide and maintain adequate water, wastewater, and stormwater services to areas in and currently receiving these services from the City.
Policy IN-3.4	Maintain and implement the City's Sanitary Sewer Level of Service Policy and Sewer Capacity Impact Analysis (SCIA) Guidelines to: • Prevent sanitary sewer overflows (SSOs) due to inadequate capacity so as to ensure that the City complies with all applicable requirements of the Federal Clean Water Act and State Water Board's General Waste Discharge Requirements for Sanitary Sewer Systems and National Pollutant Discharge Elimination System permit. SSOs may pollute surface or ground waters, threaten public health, adversely affect aquatic life, and impair the recreational use and aesthetic enjoyment of surface waters. • Maintain reasonable excess capacity in order to protect sewers from increased rate of hydrogen sulfide corrosion and minimize odor and potential maintenance problems. • Ensure adequate funding and timely completion of the most critically needed sewer capacity projects. • Promote clear guidance, consistency and predictability to developers regarding the necessary sewer improvements to support development within the City.
Policy IN-3.7	Design new projects to minimize potential damage due to storm waters and flooding to the site and other properties.

Table 4.9-1: General Plan Policies – Hydrology and Water Quality	
Policy IN-3.8	In designing improvements to creeks and rivers, protect adjacent properties from flooding consistent with the best available information and standards from the Federal Emergency Management Agency (FEMA) and the California Department of Water Resources (DWR). Incorporate restoration of natural habitat into improvements where feasible.
Policy IN-3.9	Require developers to prepare drainage plans for proposed developments that define needed drainage improvements per City standards.

4.9.2 Existing Conditions

Los Gatos Creek flows through the DSAP area, passing through a culvert under Park Avenue and converging with Guadalupe River at Santa Clara Street. Guadalupe River flows north to San Francisco Bay. The Santa Clara Valley Water District as jurisdiction over Los Gatos Creek and Guadalupe River. The project site is not located within a 100-year flood plain, but is within the dam failure inundation zones for Lexington and Anderson Dams. Lexington Dam is located approximately 9.5 miles southwest of the project site and Anderson Dam is located approximately 18 miles southeast of the project site.

Stormwater runoff from the DSAP area is conveyed to Guadalupe River either directly or indirectly via Los Gatos Creek. The project site is located within a subwatershed with greater than or equal to 65 percent impervious surface area. Shallow depths to groundwater (less than 50 feet below the surface) are expected to occur in the DSAP area, particularly near the Guadalupe River. Fluctuations in the level of groundwater may occur due to variations in rainfall and local underground drainage patterns.

4.9.3 Checklist and Discussion of Impacts

	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:					
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	1-4
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells will drop to a level which will not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐	1-4

	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:					
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which will result in substantial erosion or siltation on-or off-site?	☐	☐	☒	☐	1-4
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which will result in flooding on-or off-site?	☐	☐	☒	☐	1-4
e) Create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐	1-4
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐	1-4
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐	1-4
h) Place within a 100-year flood hazard area structures which will impede or redirect flood flows?	☐	☐	☒	☐	1-4
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐	1-4
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐	1-4

4.9.3.1 ***Flooding Impacts*** *(Checklist Questions d, g-i)*

The DSAP FEIR concluded that the potential for dam failure is reduced by several regulatory inspection programs[4], and risks to people and property in San José are reduced by local hazard mitigation planning. Therefore, future development under the DSAP would not expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of dam failure. The project site is not within a designated 100-year flood plain.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP

[4] The California Division of Safety of Dams inspects all dams on an annual basis to ensure safety and performance. The Santa Clara Valley Water District also routinely monitors and studies the conditions of their dams.

FEIR, future redevelopment of the project site under the proposed GPA would have a less than significant flooding impact. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.9.3.2 ***Construction Impacts*** *(Checklist Questions a, c, e, j)*

Construction activities associated with development under the DSAP would include building demolition, ground disturbance, and construction of new structures and pavement. Ground-disturbing activities such as grading and excavation could result in accelerated erosion on work sites by exposing soil to runoff, which could adversely affect water quality. Stormwater runoff from construction sites could transport contaminants to Los Gatos Creek, Guadalupe River, and ultimately San Francisco Bay, which could degrade water quality, endanger aquatic life, and/or result in violation of water quality standards. The DSAP FEIR concluded that compliance with General Plan policies (see Table 4.9-1), existing regulations [including the National Pollution Discharge Elimination System (NPDES) Construction Permit], and the identified standard measures, future development under the DSAP would not result in a significant construction-related impact on drainage or water quality.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, future redevelopment of the project site under the proposed GPA would have a less than significant water quality impact during construction. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.9.3.3 ***Post-Construction Impacts*** *(Checklist Questions a, c, e, j)*

Although development under the DSAP would not substantially alter the drainage pattern of the DSAP area, the intensification of urban uses would increase generation of non-point source pollution typical of urban development. Contaminants generated in the DSAP area could degrade the water quality of Los Gatos Creek, Guadalupe River, and the San Francisco Bay. To minimize contaminants entering Los Gatos Creek and Guadalupe River from public spaces, the City will continue to implement waste management practices, household hazardous waste collection services, and trash load reduction efforts under existing policies and programs, such as Provision C.10 of the NPDES permit. Projects implemented within the DSAP area would be required to comply with applicable General Plan policies (see Table 4.9-1), the Municipal Regional Stormwater NPDES permit, and standard measures. The DSAP FEIR concluded that with implementation of General Plan policies, existing regulations, and the identified standard measures, development under the DSAP would not result in a significant impact related to post-construction drainage or water quality.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, future redevelopment of the project site under the proposed GPA would have a less than significant post-construction water quality impact. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.9.3.4 ***Groundwater Impacts*** *(Checklist Question b)*

Development of the DSAP area would not contribute to depletion of groundwater supplies or reduce the amount or quality of water available for public water supplies. The DSAP FEIR concluded that

with implementation of existing regulations and General Plan policies (see Table 4.9-1), future development under the DSAP would not result in a significant impact to groundwater.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, future redevelopment of the project site under the proposed GPA would have a less than significant groundwater impact. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.10 LAND USE AND PLANNING

4.10.1 Envision San José 2040 General Plan

Various policies in the City's General Plan have been adopted for the purpose of reducing or avoiding impacts related to land use and planning, as listed in the following table.

Table 4.10-1: General Plan Policies – Land Use	
Policy CD-4.9	For development subject to design review, the design of new or remodeled structures will be consistent or complementary with the surrounding neighborhood fabric (including but not limited to prevalent building scale, building materials, and orientation of structures to the street).
Policy CD-5.9	To promote safety and to minimize noise and vibration impacts in residential and working environments, design development that is proposed adjacent to railroad lines to provide the maximum separation feasible between the rail line and dwelling units, yards, or common open space areas, offices and other job locations, facilities for the storage of toxic or explosive materials and the like. To the extent possible, devote areas of development closest to an adjacent railroad line to use as parking lots, public streets, peripheral landscaping, the storage of non-hazardous materials and so forth. In industrial facilities, where the primary function is the production, processing or storage of hazardous materials, for new development follow the setback guidelines and other protective measures called for in the City's Industrial Design Guidelines when such facilities are to be located adjacent to or near a main railroad line.
Policy CD-7.1	Support intensive development and uses within Urban Villages and Corridors, while ensuring an appropriate interface with lower-intensity development in surrounding areas and the protection of appropriate historic resources.
Policy CD-7.6	Incorporate a full range of uses in each Urban Village Plan to address daily needs of residents, businesses, and visitors in the area. Consider retail, parks, school, libraries, day care, entertainment, plazas, public gathering space, private community gathering facilities, and other neighborhood-serving uses as part of the Urban Village planning process. Encourage multi-use spaces wherever possible to increase flexibility and responsiveness to community needs over time.

4.10.2 Existing Conditions

The DSAP area is highly urbanized and is developed with residential and commercial/industrial buildings, and transportation infrastructure, including freeways, roadways, and railroad lines.

The project site is fully developed with one- and two-story commercial/industrial buildings and surface parking lots. The project site is located in the Southern Zone of the DSAP, within the Dupont/McEvoy subarea, which is dominated by industrial uses and residences, with vacant properties located along Sunol Street. The project site is bound by Park Avenue to the north, a rail line to the east, industrial development to the south (along West San Carlos Street), and industrial businesses and a school to the west. The project site is in proximity to a San José Fire Department training facility and Los Gatos Creek.

4.10.3 Checklist and Discussion of Impacts

	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:					
a) Physically divide an established community?	☐	☐	☒	☐	1-4
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐	1-4
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐	1-4

4.10.3.1 ***Land Use Compatibility*** *(Checklist Question b)*

Within the DSAP Area

Increasing the amount of development in the DSAP area would require intensifying the use of land through the development of taller buildings and structured parking. The Dupont/McEvoy subarea, which includes the project site, is primarily industrial and commercial but was assumed to be primarily residential under build out of the DSAP. Although the DSAP promotes land use compatibility under build-out, in the interim, it is possible that development under the DSAP, which includes future development on the project site, could result in new industrial uses located in proximity to existing residential/sensitive uses and/or locate new residential/sensitive uses in proximity to existing hazardous materials users. This disparate compatibility would be most likely to occur in the subareas that would be converted from primarily industrial to residential or vice versa (i.e., Dupont/McEvoy). Future residential development in the Dupont/McEvoy subarea would be surrounded by housing, including the Sunol-Midtown neighborhood, Cahill Park and Monte Vista communities, and the 800-unit Ohlone Mixed Use project currently under construction.

Although the proposed uses would be compatible with existing development in the surrounding area, the intensification of development within the DSAP area could conflict with the adjacent lower intensity neighborhoods in terms of scale and design. To minimize impacts from the intensification of development on adjoining low density neighborhoods, the DSAP contains Design Guidelines related to buildings (i.e., building heights, interfaces with lower density residential, massing, etc.), open spaces, streetscapes, and landscaping. Future development would also be subject to General Plan policies intended to reduce and avoid conflicts between various land uses. Lastly, future projects under the DSAP would be subject to subsequent environmental review and the City's design review process. The DSAP FEIR concluded that with implementation of the DSAP Design Guidelines, and conformance with General Plan policies (see Table 4.10-1), the Zoning Ordinance, and other applicable regulations, future development under the DSAP would not result in significant land use conflicts.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, future redevelopment of the project site under the proposed GPA would result in a less than significant land use compatibility impact. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.10.3.2 *Impacts to Established Communities (Checklist Question a)*

There are several established communities within and surrounding the DSAP area. In proximity to the project site, there is residential development to the north of Park Avenue and to the south of West San Carlos Street. There are no residences directly adjacent to the project site. Future development under the proposed GPA would result in new residential development on a currently industrial site, located between two residential areas. The DSAP FEIR concluded that redevelopment of underutilized properties and implementation of streetscape improvements would not physically divide or disrupt existing neighborhoods within the DSAP area or surrounding neighborhoods. With implementation of the DSAP Design Guidelines, and conformance with General Plan policies (see Table 4.10-1), the Zoning Ordinance, and other applicable regulations, future development under the DSAP would not result in a significant impact on established communities.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, future redevelopment of the project site under the proposed GPA would result in a less than significant impact on established communities. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.10.3.3 *Consistency with Adopted Plans and Policies (Checklist Questions B and C)*

The DSAP is consistent with the major strategies embodied in the General Plan and is a key strategy for achieving many of the City's goals related economic growth, fiscal sustainability, and environmental stewardship. The DSAP is also generally consistent with the goals of the Downtown Strategy 2000, Midtown Specific Plan, Diridon/Arena Strategic Development Plan, Julian-Stockton Redevelopment Plan, and Delmas Park Neighborhood Improvement Plan. Lastly, any future development under the DSAP would be required to comply with the Habitat Plan. The DSAP FEIR concluded that future development under the DSAP was consistent with applicable plans and policies.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, future redevelopment of the project site under the proposed GPA would be consistent with applicable plans and policies and would result in a less than significant land use impact. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.11 MINERAL RESOURCES

4.11.1 Environmental Setting

4.11.1.1 *Existing Conditions*

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

4.11.2 Checklist and Discussion of Impacts

	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:					
a) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	☐	☐	☒	☐	1-4
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?	☐	☐	☒	☐	1-4

4.11.2.1 ***Mineral Resources Impacts*** *(Checklist Questions a and b)*

The DSAP area, which includes the project site, is not located within a designated area containing mineral deposits of regional or local significance. Future development under the DSAP would not result in the loss of availability of a known mineral resource.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, future redevelopment of the project site under the proposed GPA would have no impact on mineral resources. **[Same Impact as Approved Project (No Impact)]**

4.12 NOISE AND VIBRATION

4.12.1 Envision San José 2040 General Plan

Various policies in the City's General Plan have been adopted for the purpose of reducing or avoiding impacts related to noise and vibration, as listed in the following table.

Table 4.12-1: General Plan Policies – Noise and Vibration

Policy EC-1.1	Locate new development in areas where noise levels are appropriate for the proposed uses. Consider federal, state and City noise standards and guidelines as a part of new development review. Applicable standards and guidelines for land uses in San José include: Interior Noise Levels • The City's standard for interior noise levels in residences, hotels, motels, residential care facilities, and hospitals is 45 dBA DNL. Include appropriate site and building design, building construction and noise attenuation techniques in new development to meet this standard. For sites with exterior noise levels of 60 dBA DNL or more, an acoustical analysis following protocols in the City-adopted California Building Code is required to demonstrate that development projects can meet this standard. The acoustical analysis shall base required noise attenuation techniques on expected *Envision General Plan* traffic volumes to ensure land use compatibility and General Plan consistency over the life of this plan. Exterior Noise Levels • The City's acceptable exterior noise level objective is 60 dBA DNL or less for residential and most institutional land uses (refer to Table EC-1 in the General Plan or Table 4.12-2 in this Initial Study). Residential uses are considered "normally acceptable" with exterior noise exposures of up to 60 dBA DNL and "conditionally compatible" where the exterior noise exposure is between 60 and 75 dBA DNL such that the specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features are included in the design.
Policy EC-1.2	Minimize the noise impacts of new development on land uses sensitive to increased noise levels (Land Use Categories 1, 2, 3 and 6 in Table EC-1 in the General Plan or Table 4.12-1 in this Initial Study) by limiting noise generation and by requiring use of noise attenuation measures such as acoustical enclosures and sound barriers, where feasible. The City considers significant noise impacts to occur if a project would: • Cause the DNL at noise sensitive receptors to increase by five dBA DNL or more where the noise levels would remain "Normally Acceptable"; or • Cause the DNL at noise sensitive receptors to increase by three dBA DNL or more where noise levels would equal or exceed the "Normally Acceptable" level.
Policy EC-1.3	Mitigate noise generation of new nonresidential land uses to 55 dBA DNL at the property line when located adjacent to uses through noise standards in the City's Municipal Code.
Policy EC-1.6	Regulate the effects of operational noise from existing and new industrial and commercial development on adjacent uses through noise standards in the City's Municipal Code.
Policy EC-1.7	Require construction operations within San José to use best available noise suppression devices and techniques and limit construction hours near residential uses per the City's Municipal Code. The City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would: • Involve substantial noise generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months.

Table 4.12-1: General Plan Policies – Noise and Vibration	
	For such large or complex projects, a construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses.

4.12.2 Existing Conditions

Noise levels in the DSAP area currently range from 60 to 75 dBA DNL. The predominant sources of noise affecting the DSAP Area include vehicle traffic, rail operations, and aircraft over-flights associated with Mineta San José International Airport. South of the Diridon station, the Santa Clara Valley Transportation Authority (VTA) light rail transit (LRT) line forms the eastern boundary of the Dupont/McEvoy subarea, which includes the project site. In addition, a heavy rail line serving Caltrain and freight operations runs southeast and crosses over Los Gatos Creek and I-280, while a UPRR line runs southwest along the Vasona light rail line. The light rail and heavy rail lines are adjacent to the eastern property line of the project site.

Day-night average noise levels commonly range from 60 to 75 dBA DNL at land uses adjoining a railroad right-of-way (within approximately 350 feet). The DNL level measured at 65 feet west of the rail line and 175 feet south of San Carlos Street was 74 dBA. At 10 feet from the UPRR line, the noise level was 64 dBA DNL. The primary noise source on the project site is from the rail line. Noise levels on the project site range from 65 to 75 dBA DNL.

4.12.3 Checklist and Discussion of Impacts

	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project result in:					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐	1-4
b) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	1-4
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	1-4
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐	1-4

	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project result in:					
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐	1-4
f) For a project within the vicinity of a private airstrip, will the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐	1-4

4.12.3.1 *Operational Noise Impacts (Checklist Questions a-f)*

The DSAP FEIR addressed development of new land uses in areas where existing or future noise levels exceed the noise and land use compatibility guidelines established by the City of San José and the Santa Clara County Comprehensive Land Use Plan (CLUP). Within the DSAP area, heavy rail would have the largest effect on the ambient noise environment in the Dupont/McEvoy subarea, which includes the project site and was proposed for residential use under the DSAP. New development on the project site (between Park Avenue and West San Carlos Street) would be exposed to similar noise levels (65 to 75 dBA DNL) as those at existing and approved housing developments to the north and south (i.e., Monte Vista, Park Avenue Townhomes, Plant 51, and Cahill Station). North of San Carlos Street, noise levels from train operations would be approximately 74 dBA DNL at a distance of 65 feet from the track centerline (which is the measurement to the eastern boundary of the project site).

All residential development projects in the Plan area would be subject to the interior noise level standard of 45 dBA DNL and, for residential development outside of the Downtown Core, an exterior noise level standard of 60 dBA DNL. In addition, all properties near single-event noise sources such as planned/existing rail lines would be subject to the instantaneous noise standard of 50 dBA Lmax in bedrooms and 55 dBA Lmax in other rooms (Policy EC-1.9). At the time future residential projects are proposed, preparation of a site-specific noise analysis by an acoustical consultant would be required to verify consistency with the City's noise standards and identify necessary design features and noise reduction measures.

The DSAP FEIR concluded that implementation of General Plan policies (see Table 4.12-1) and other applicable regulations would ensure that future development allowed under the DSAP would not be exposed to interior and exterior noise levels in excess of City standards.

Potential future development on the project site under the proposed *Transit Residential* GPA was already addressed under the DSAP FEIR. Consistent with the DSAP FEIR, redevelopment of the project site under the proposed GPA would have a less than significant impact on future site users. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.12.3.2 ***Construction Noise Impacts*** *(Checklist Questions a-d)*

Construction of new buildings and infrastructure throughout the Plan area would generate noise that could affect nearby residences and businesses. The DSAP FEIR concluded that with implementation of General Plan Policy EC-1.7 and Municipal Code requirements, future development under the DSAP would not result in a significant short-term noise impact.

Potential future development on the project site under the proposed *Transit Residential* GPA was already addressed under the DSAP FEIR. Consistent with the DSAP FEIR, redevelopment of the project site under the proposed GPA would have a less than significant construction noise impact. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.13 POPULATION AND HOUSING

4.13.1 Existing Conditions

The population of San José was estimated to be approximately 1,046,079 in January 2017 with an average of 3.21 persons per household.[5] As of January 2017, the City has approximately 332,574 housing units.[6] The City's population is projected to reach 1,445,000 with 472,000 households by the year 2040.[7]

The City of San José currently has a higher number of employed residents than jobs (approximately 0.8 jobs per employed resident), but this trend is projected to reverse with full build-out under the General Plan.

4.13.2 Checklist and Discussion of Impacts

	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:					
a) Induce substantial 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)?	☐	☐	☒	☐	1-4
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐	1-4
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐	1-4

4.13.2.1 *Induced Population Growth (Checklist Question a)*

The DSAP allows for the development of 2,588 dwelling units in the DSAP area. The DSAP also provides capacity for approximately 23,010 new jobs. This development is consistent with the combined jobs and housing capacities established in the General Plan for the Downtown, Midtown, and VT-4 Growth Areas. Therefore, the DSAP FEIR concluded that the DSAP would not induce population growth in San José beyond levels in the General Plan or extending or expanding infrastructure beyond what is required to serve the planned growth capacity.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, future redevelopment of the project site under the proposed GPA would have a less than

[5] City of San José. "Population." Accessed: November 28, 2017. Available at: http://www.sanJoséca.gov/index.aspx?nid=2044.
[6] Ibid.
[7] City of San José. "Projections of Jobs, Population and Households for the City of San José." August 2008. Accessed: November 28, 2017. Available at: http://www.sanJoséca.gov/DocumentCenter/View/3326.

significant impact on population growth. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.13.2.2 *Displacement of Housing or People* *(Checklist Question b and c)*

There is no existing housing on the project site. The DSAP FEIR concluded that future development under the proposed DSAP would not displace substantial amounts of existing housing or people.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, future redevelopment of the project site under the proposed GPA would have a less than significant impact on housing and people. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.14 PUBLIC SERVICES

4.14.1 Envision San José 2040 General Plan

Various policies in the City's General Plan have been adopted for the purpose of reducing or avoiding impacts related to public services, as listed in the following table.

Table 4.14-1: General Plan Policies – Public Facilities and Services	
Policy ES-3.9	Implement urban design techniques that promote public and property safety in new development through safe, durable construction and publicly-visible and accessible spaces.
Policy ES-3.11	Ensure that adequate water supplies are available for fire-suppression throughout the City. Require development to construct and include all fire suppression infrastructure and equipment needed for their projects.
Policy ES-3.20	Require private property owners to remove excessive/overgrown vegetation (e.g., trees, shrubs, weeds) and rubbish to the satisfaction of the Fire Chief to prevent and minimize fire risks to surrounding properties.
Policy PR-1.1	Provide 3.5 acres per 1,000 population of neighborhood/community serving parkland through a combination of 1.5 acres of public park and 2.0 acres of recreational school grounds open to the public per 1,000 San José residents.
Policy PR-1.2	Provide 7.5 acres per 1,000 population of citywide/regional park and open space lands through a combination of facilities provided by the City of San José and other public land agencies.
Policy PR-1.3	Provide 500 square feet per 1,000 population of community center space.
Policy PR-1.9	As Village and Corridor areas redevelop, incorporate urban open space and parkland recreation areas through a combination of high-quality, publicly accessible outdoor spaces provided as part of new development projects; privately, or in limited instances publicly, owned and maintained pocket parks; neighborhood parks where possible; as well as through access to trails and other park and recreation amenities.
Policy PR-3.2	Provide access to an existing or future neighborhood park, a community park, recreational school grounds, a regional park, open space lands, and/or a major City trail within a 1/3 mile radius of all San José residents by either acquiring lands within 1/3 mile or providing safe connections to existing recreation facilities outside of the 1/3 mile radius. This is consistent with the United Nation's Urban Environmental Accords, as adopted by the City for recreation open space.

4.14.2 Existing Conditions

Fire protection services in San José are provided by the San José Fire Department (SJFD). The nearest fire station to the project site is Station No. 30 at 454 Auzerais Avenue. Police protection services in San José are provided by the City of San José Police Department (SJPD).

The DSAP area, including the project site, is served by the San José Unified School District (SJUSD), which has a total capacity of 30,520 students. Enrollment increased between 2008 and 2011, and it can be assumed that enrollment has continued to increase due to residential construction within the SJUSD from 2011 to 2018. It is assumed that SJUSD is currently over capacity.

The nearest parks to the project site are the Cahill Park on West San Fernando Street and Del Monte Park on Auzerais Avenue. The Los Gatos Creek trail is located within walking distance of the site.

The nearest branch libraries to the DSAP area are the Rose Garden Library (1580 Naglee Avenue) and Biblioteca Latinoamericana (921 South First Street), both of which are approximately two miles from Diridon Station.

4.14.3 Checklist and Discussion of Impacts

	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project					
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
- Fire Protection?	☐	☐	☒	☐	1-4
- Police Protection?	☐	☐	☒	☐	1-4
- Schools?	☐	☐	☒	☐	1-4
- Parks?	☐	☐	☒	☐	1-4
- Other Public Facilities?	☐	☐	☒	☐	1-4

4.14.3.1 ***Fire and Police Projection*** *(Checklist Question a)*

Future development under the DSAP would contribute to increased demand for fire protection services in San José, but planned growth is not anticipated to result in the need for construction of fire stations in excess of those currently planned. The DSAP would also increase demand for police protection services, including additional officers and equipment. Police services would continue to be dispatched from police headquarters and no additional stand-alone police facilities would be required. The DSAP FEIR concluded that implementation of General Plan policies (see Table 4.14-1) would ensure that the SJFD and SJPD meet and maintain the City's response time objectives over the long-term.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, future redevelopment of the project site under the proposed GPA would have a less than significant impact on police and fire protection services. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.14.3.2 ***Schools*** *(Checklist Question a)*

Planned growth under the General Plan is estimated to generate an additional 11,079 students in the SJUSD, which would require 11 new schools (seven elementary, two middle, and two high schools). Future residential development under the DSAP would generate 688 of the additional students and the six schools closest to the DSAP area may not have capacity to accommodate the projected increase in students. Other schools in the SJUSD may be able to absorb some of the new student population.

Pursuant to Sections 65995 to 65998 of the California Government Code and City of requirements, developers of new residential uses would be required to pay a school impact fee to the school district to offset the increased demands on school facilities caused by the development. The SJUSD would be responsible for implementing specific mitigation, which may include the expansion of existing facilities, construction of new schools, alterations to attendance boundaries, and/or modifications of class schedules. The DSAP FEIR concluded that consistency with the state regulations would reduce or avoid environmental impacts to existing schools or from construction of new schools that would be required to serve residential development under the DSAP.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, future redevelopment of the project site under the proposed GPA would have a less than significant impact on schools. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.14.3.3 ***Libraries*** *(Checklist Question a)*

Based on the City's 2010 population of 1,023,083, the City currently has approximately 0.8 square feet of library space per capita. For the anticipated population under the 2040 General Plan, existing and planned facilities would provide approximately 0.68 square feet of library space, which would meet the service level objective of providing at least 0.59 square feet of library space per capita. The General Plan FEIR concluded that planned growth would not result in the need for new or expanded library facilities in order to maintain acceptable service level objectives. The DSAP FEIR concluded that future residential development under the DSAP would contribute to citywide demand for library services but not beyond the capacity of existing and planned library facilities.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, future redevelopment of the project site under the proposed GPA would have a less than significant impact on library facilities. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.14.3.4 ***Parks*** *(Checklist Question a)*

The General Plan FEIR concluded that planned growth allowed under the General Plan would result in the need for an additional 1,327 acres of neighborhood/community-serving parkland to meet service level objectives. Implementation of the Parkland Dedication Ordinance (PDO) and the Parking Impact Ordinance (PIO) and General Plan policies (see Table 4.14-1) would ensure that adequate parkland and recreational facilities are provided to meet increased demand and avoid

exacerbation of existing deficiencies. New residential development under the DSAP would generate a demand for 19 acres of neighborhood-serving parkland. Within the DSAP boundaries, the Dupont/McEvoy subarea, which includes the project site, is particularly underserved in terms of walking distance to parkland.

The DSAP includes construction of public parks and trails. To further offset demand for parkland, future residential developers would be subject to the City's PDO/PIO. The DSAP FEIR concluded that the combination of existing, planned, and proposed recreational facilities within and adjacent to the DSAP area would meet community needs. Planned development under the DSAP would not increase the use of existing parks such that substantial physical deterioration would occur or be accelerated due to overuse.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, future redevelopment of the project site under the proposed GPA would have a less than significant impact on parks. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.15 RECREATION

4.15.1 Envision San José 2040 General Plan

Various policies in the City's General Plan have been adopted for the purpose of reducing or avoiding impacts related to recreation, as listed in the following table.

Table 4.15-1: General Plan Policies – Recreation	
Policy PR-1.1	Provide 3.5 acres per 1,000 population of neighborhood/community serving parkland through a combination of 1.5 acres of public park and 2.0 acres of recreational school grounds open to the public per 1,000 San José residents.
Policy PR-1.2	Provide 7.5 acres per 1,000 population of citywide/regional park and open space lands through a combination of facilities provided by the City of San José and other public land agencies.
Policy PR-1.9	As Village and Corridor areas redevelop, incorporate urban open space and parkland recreation areas through a combination of high-quality, publicly accessible outdoor spaces provided as part of new development projects; privately, or in limited instances publicly, owned and maintained pocket parks; neighborhood parks where possible; as well as through access to trails and other park and recreation amenities.
Policy PR-2.4	To ensure that residents of a new project and existing residents in the area benefit from new amenities, spend Park Dedication Ordinance (PDO) and Park Impact Ordinance (PIO) fees for neighborhood serving elements (such as playgrounds/ tot-lots, basketball courts, etc.) within a three-quarter mile radius of the project site that generates the funds.

4.15.2 Existing Conditions

The nearest local parks to the project site are the Cahill Park on West San Fernando Street and Del Monte Park on Auzerais Avenue. The Los Gatos Creek trail is located within walking distance of the site. Other recreational facilities in or near the DSAP area include two citywide/regional parks, Plaza de César Chávez and the Guadalupe River Park, as well as Roosevelt Community Center, Guadalupe Community Garden, and Ryland Pool.

Guadalupe River Park is an approximately three-mile linear park that includes spaces such as Arena Green, Discovery Meadow, and McEnery Park, as well as 33 plazas and educational exhibits. North of Coleman Avenue, the park includes a Visitor and Education Center, multiple gardens (such as the Heritage Rose Garden and the Guadalupe Community Garden), and Columbus Park. Arena Green contains tennis courts and Columbus Park contains softball fields, basketball courts, and beach volleyball courts.

4.15.3 Checklist and Discussion of Impacts

		New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	☐	☐	☒	☐	1-4
b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐	1-4

4.15.3.1 ***Parks and Recreation Impacts*** *(Checklist Questions a and b)*

The General Plan FEIR concluded that planned growth allowed under the General Plan would result in the need for an additional 1,327 acres of neighborhood/community-serving parkland and additional 72,000 square feet of community center space to meet service level objectives. When including non-City owned regional parklands and open space areas, there would continue to be sufficient Citywide/regional parkland to meet service level objectives. Build-out of the planned trail network in San José in accordance with General Plan policies would meet the City's goals for trails. Implementation of the PDO/PIO and General Plan policies (see Table 4.15-1) would ensure that adequate parkland and recreational facilities are provided to meet increased demand and avoid exacerbation of existing deficiencies. New residential development under the DSAP would generate a demand for 19 acres of neighborhood-serving parkland and 2,725 square feet of community center space. Within the DSAP boundaries, the Dupont/McEvoy subarea, which includes the project site, is particularly underserved in terms of walking distance to parkland.

The DSAP includes construction of public parks and trails. To further offset demand for parkland, future residential developers would be subject to the City's PDO/PIO and would be required to provide on-site amenities for residents. The DSAP FEIR concluded that the combination of existing, planned, and proposed recreational facilities within and adjacent to the DSAP area would meet community needs. Planned development under the DSAP would not increase the use of existing parks or other recreational facilities such that substantial physical deterioration would occur or be accelerated due to overuse.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, future redevelopment of the project site under the proposed GPA would have a less than significant impact on parks and other recreational facilities. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.16 TRANSPORTATION/TRAFFIC

The following analysis is based on a long range traffic impact analysis for the City of San José 2018 General Plan Amendments completed by *Hexagon Transportation Consultants* in September 2018. A copy of the report is attached to this Addendum.

4.16.1 Envision San José 2040 General Plan

Various policies in the City's General Plan have been adopted for the purpose of reducing or avoiding impacts related to transportation, as listed in the following table.

Table 4.16-1: General Plan Policies – Transportation	
Policy TR-1.1	Accommodate and encourage use of non-automobile transportation modes to achieve San José's mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT).
Policy TR-1.2	Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.
Policy TR-1.4	Through the entitlement process for new development, fund needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities. Encourage investments that reduce vehicle travel demand.
Policy TR-1.5	Design, construct, operate, and maintain public streets to enable safe, comfortable, and attractive access and travel for motorists and for pedestrians, bicyclists, and transit users of all ages, abilities, and preferences.
Policy TR-1.6	Require that public street improvements provide safe access for motorists and pedestrians along development frontages per current City design standards.
Policy TR-2.8	Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements.
Policy TR-3.3	As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development is designed to accommodate and to provide direct access to transit facilities.
Policy TR-8.4	Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use.
Policy TR-8.6	Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive TDM program, or developments located near major transit hubs or within Villages and Corridors and other growth areas.
Policy CD-2.3	Enhance pedestrian activity by incorporating appropriate design techniques and regulating uses in private developments, particularly in Downtown, Urban Villages, Corridors, Main Streets, and other locations where appropriate.
Policy CD-2.10	Recognize that finite land area exists for development and that density supports retail vitality and transit ridership. Use land use regulations to require compact, low-impact development that efficiently uses land planned for growth, especially for residential development which tends to have a long life-span. Strongly discourage small-lot and single-family detached residential product types in growth areas.

4.16.2 Existing Conditions

The project site is located between Park Avenue and West San Carlos Street. The site can be accessed from Park Avenue and West San Carlos Street via McEvoy Street. The site can also be access from West San Carlos Street via Dupont Street.

4.16.3 Checklist and Discussion of Impacts

	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒	1-5
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒	1-5
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐	1-5
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	☐	☐	☒	☐	1-5
e) Result in inadequate emergency access?	☐	☐	☒	☐	1-5
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐	1-5

4.16.3.1 *Long Range Transportation Analysis*

GPAs in the City of San José require a long-range transportation analysis of potential impacts on the citywide transportation system in the horizon year of the General Plan. The General Plan horizon year is when the development anticipated in the General Plan is built out. There are two types of GPA transportation analyses: 1) a site-specific long-range transportation analysis for individual

GPAs that exceed 250 peak-hour trips; and 2) a cumulative long-range transportation analysis of the combined effect of all GPAs proposed with each annual GPA cycle.

In 2011, the City certified the General Plan FEIR and adopted the General Plan. The General Plan FEIR and supporting Transportation Impact Analysis (TIA) identified programmatic long-range transportation impacts based on planned land uses and the planned transportation system within the City projected to the horizon of the General Plan in year 2035.

In 2016, a subsequent TIA was prepared for the General Plan Four-Year Review that evaluated minor adjustments to planned job growth in the adopted General Plan and updated the projection of regional growth to the year 2040. The existing conditions for transportation were updated to reflect the actual development that occurred since the adoption of the General Plan and its base year of 2008 to the year 2015. The General Plan Four-Year Review TIA evaluated the effects of the updated existing conditions in 2015 plus future planned growth, and future conditions projected to the year 2040, which established the baseline for the evaluation of transportation impacts of GPAs considered for approval during and after the Four-Year Review.

In 2017, the Santa Clara Valley Transportation Authority (VTA) published the Bay Area Rapid Transit (BART) Phase II FEIR that included updated regional transportation projects based on 2015 existing roadway conditions. The City acquired this new model to use as the basis for the transportation analysis in the Downtown Strategy 2040 EIR, which evaluated an increase of 4,000 households and 10,000 jobs in downtown San José by transferring General Plan growth capacity from other areas within the City. The model was validated with current traffic data to update the existing transportation conditions.

The cumulative long-range transportation impacts of the proposed 2018 GPAs were evaluated in a Long-Range TIA model forecast prepared by Hexagon Transportation Consultants dated September 4, 2018 (Appendix A). This analysis evaluated both the site-specific long-range transportation impacts for GPAs that exceeded 250 peak-hour trips per day and the cumulative impacts of the nine privately-initiated GPAs in the 2018 GPA cycle (see Table 2 of Appendix A), and the City-initiated GPA for the San José Downtown Strategy 2040 to increase housing and jobs in downtown San José.

Each of the proposed GPAs would result in changes to the assumed number of households and/or jobs on each site when compared to the General Plan land use and intensity assumptions for each site in the TIA for the General Plan FEIR and the General Plan Four-Year Review TIA. Like the analysis in the General Plan FEIR and subsequent Four-Year Review, the 2018 Long Range TIA assumed development in either the middle range of the density allowed under each proposed General Plan land use designation or assumed a density consistent with the density of surrounding development with a similar land use designation. The City used the middle range or typical range based on surrounding development densities, as opposed to the maximum intensities potentially allowed under each proposed General Plan land use designation because build out under the maximum density allowed for all General Plan land designations would exceed the total citywide planned growth capacity allocated in the General Plan. Furthermore, maximum build out at the highest end of the density range 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.

The results of the analysis for the proposed GPAs were compared to the results of the 2017 updated General Plan Four-Year Review TIA evaluation of the General Plan through 2040 to determine if the proposed 2018 GPAs would result in any new or substantially more severe transportation impacts than those impacts that were already analyzed for the General Plan, as amended by the City Council in December 2017. None of the proposed GPAs would change the total number of jobs and households citywide that were assumed with build out of the General Plan.

Long-Range Traffic Metrics – Measures of Effectiveness (MOEs)

The City of San José has adopted policy goals in the General Plan to reduce the drive alone mode share to 40 percent or less of all daily commute trips and to reduce the Vehicle Miles Traveled (VMT) per service population by 40 percent from 2008 conditions. To meet these goals by the General Plan horizon year of 2040, and to satisfy CEQA requirements, three Measures of Effectiveness (MOE) thresholds were used to evaluate long-range transportation impacts resulting from implementation of the GPAs. As shown in Table 4.16-2, the three MOE thresholds are 1) Daily VMT/Service Population; 2) Journey to Work (Drive Alone) mode share; and 3) Transit Corridor Travel Speeds. The GPAs would be considered to have significant site-specific or cumulative long-range transportation impacts if one or more of the following occurs: 1) the GPAs result in an increase in daily VMT per service population, 2) the GPAs result in an increase in the percentage of journey-to-work drive alone trips; and/or 3) the GPAs result in a 7.5 percent decrease in average vehicle speeds on designated transit priority corridors (summarized in Table 4.16-2). In addition to the three MOEs, the long-range transportation analysis evaluated potential cumulative effects on adjacent jurisdictions; the threshold for this MOE is also shown in Table 4.16-2.

Table 4.16-2: Measure of Effectiveness Significance Thresholds

Measure of Effectiveness	Citywide Threshold
Daily VMT/Service Population	Any increase over current 2040 General Plan conditions.
Journey-to-Work Mode Share (Drive Alone Percentage)	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 percent or more, or 2. The average speed drops by one mph or more for a transit corridor with average speed below 15 mph under current 2040 General Plan conditions.
Adjacent Jurisdiction	When 25 percent or more of total deficient lane miles on streets in an adjacent jurisdiction are attributable to the City of San José during the AM peak-4-hour period: 1. Total deficient lane miles are total lane miles of street segments with V/C ratios of 1.0 or greater. 2. A deficient roadway segment is attributed to San José when trips from the City are 10 percent or more on the deficient segment.

Source: City of San José. Envision San José 2040 General Plan Draft Program Environmental Impact Report. 2011. http://www.sanjoseca.gov/DocumentCenter/View/2190.

Site-Specific Long-Range Transportation Analysis

The City of San José Travel Demand Forecasting (TDF) model was developed to help the City predict peak hour transportation impacts attributable to proposed amendments to the City's General Plan. The model is used to estimate the net change in peak hour trips that are attributable to a proposed GPAs. The City has established minimum peak hour trip thresholds for GPAs that require a site-specific GPA analysis. It is presumed that GPAs that result in trips less than the trip thresholds would not create significant long-term impacts by themselves. The City's trip thresholds for requiring a site-specific GPA transportation analysis are presented in the City of San José *Transportation Analysis Handbook*, April 2018 and are shown in Table 4.16-3 below. With the exception of GPA sites located within the North San José, Evergreen, and South San José subareas, a proposed land use amendment that would result in a net increase of more than 250 peak hour trips would be required to prepare a site- specific GPA transportation analysis.

Table 4.16-3: Site-Specific Long-Range Transportation Analysis Screening Criteria for Land Use Amendments

Location of GPA	Maximum Allowable PM Peak Hour Vehicle Trips			
	Expansion of Residential Use[1]	Conversion from Residential to Non-Residential[2]	Conversion from Non-Residential to Residential Use[2]	Expansion of Non-Residential Use[1]
North San Jose	1,000	0	500	50
Evergreen	15	600	0	300
South San Jose	50	600	0	300
Remainder of City	250	250	250	250

Notes:
1 The screening criteria for a proposed expansion of the same land use are measured in net new PM peak hour vehicle trips.
2 The screening criteria for a proposed land use conversion are measured in total PM peak hour vehicle trips generated by the proposed use.
Source: City of San Jose *Transportation Analysis Handbook* , April 2018.

The Dupont Street GPA site is located within the DSAP near the McEvoy Street/Park Avenue intersection. The adopted General Plan land use designation for the site is *Mixed-Use Commercial*, and the proposed amendment would change the General Plan land use to *Transit Residential*. The proposed amendment could result in 483 additional households on the site (based on a residential density of 50 to 250 DU/AC with an FAR of 2.0 to 12.0 and buildings ranging from 5 to 25 stories). Based on the TDF modeling results, the amendment could result in 214 AM and 241 PM peak hour trips and, therefore, would not be required to prepare a site-specific GPA long-range traffic analysis.

Cumulative Long-Range Transportation Impact Analysis

In addition to an analysis of long-range transportation impacts of individual GPAs, the City also evaluates the cumulative long-range transportation impacts of all proposed GPAs proposed in each annual GPA cycle. The purpose of this analysis is to evaluate the combined effect of all of the proposed GPAs on the three MOE thresholds used to evaluate long-range transportation impacts citywide at build out of the General Plan.

Table 4.16-4 summarizes the existing (adopted General Plan) and proposed land uses and density for each of the nine sites under each GPA. It also includes staff recommended alternatives for two of the proposed amendments: GP18-002 (Meridian Avenue) and GP18-004 (Union Avenue).

Table 4.16-4: 2018 General Plan Land Use Amendments – Existing and Proposed Land Use								
Site	**Project Name**	**Location**	**APN(s)**	**Size (Acres)**	**Existing General Plan**		**Proposed GPA**	
					Land Use	**Max Density**	**Land Use**	**Max Density**
1	GP17-015 (West San Carlos St.)	699 W. San Carlos St., 254-258 McEvoy St., 277 Dupont St.	261-38-004; 005; 030; 047; 048; and 049	1.12	Mixed Use Commercial	Up to 50 DU/AC; FAR 0.5 to 1.5	Transit Residential	50-250 DU/AC; FAR 2.0 to 12.0
2	GP17-016 (Berryessa Rd)	1655 Berryessa Rd.	241-03-023; 024; 025	13.01	Industrial Park	FAR up to 10.0	Urban Village	Up to 250 DU/AC; FAR up to 10.0
3	GP17-017 (Dupont St.)	205, 214 Dupont St.; 275 McEvoy St.	251-38-057; 064; 065; 067; 261-39-035	4.25	Mixed Use Commercial	Up to 50 DU/AC; FAR 0.5 to 4.5	Transit Residential	50-250 DU/AC; FAR 2.0 to 12.0
4	GP18-001 (San Felipe Rd.)	4349 San Felipe Rd.	676-36-007	0.99	Rural Residential	2 DU/AC; FAR up to 0.35	Neighborhood/ Community Commercial (0.19 acres); Rural Residential (0.37 acres); and Open Space, Park Lands, and Habitat (0.43 acres)	FAR up to 3.5; 2 DU/AC
5	GP18-002 (Meridian Ave.)	550, 570 Meridian Ave.; 529, 581, and 691 Race St.	264-08-060; 061; 063; 066; 067; 071; 072; 077; 078	11.56	Industrial Park	FAR up to 10.0	Combined Industrial/ Commercial	FAR up to 12.0
	Staff Alternative	456, 460, 550, and 570 Meridian Ave.; 1401 Parkmoor Ave.; 529, 581, and 691 Race St.	264-08-017; 060; 061; 063; 066; 067; 071; 072; 077; 078; 085	12.54	(same)	(same)	(same)	(same)
6	GP18-004 (Union Ave.)	3235 Union Ave.; 2223 Camden Ave.	414-25-001; 020	12.12	Public/Quasi-Public	N/A	Residential Neighborhood (6 acres); Combined Industrial/ Commercial (3.28 acres)	RN:8 DU/AC; FAR up to 0.7; PQP: FAR up to 12.0
	Staff Alternative	(same)	(same)	(same)	(same)	(same)	Combined Industrial/ Commercial (9.28 acres)	FAR up to 12.0

7	GP18-005 (Lelong St.)	NW quadrant of Lelong and Alma Ave. intersection	434-13-038	4.3	Public/Quasi-Public	N/A	Urban Residential	30 – 95 DU/AC; FAR 1.0 to 4.0
8	GP18-006 (Piercy Rd.)	459 and 469 Piercy Rd.	678-93-039; 040	5.62	Industrial Park	FAR up to 10.0	Combined Industrial/ Commercial	FAR up to 12.0
9	GP18-008 (Park Ave.)	1131 Park Ave.; 15 Tillman Ave.	261-27-074; 261-12-071	0.24	Residential Neighborhood (0.13 acres), Neighborhood/ Community Commercial (0.11 acres)	RN; 8 DU/AC, FAR up to 0.7; NC/C: FAR up to 3.5	Residential Neighborhood (0.11 acres), Neighborhood/ Community Commercial (0.13 acres)	RN; 8 DU/AC, FAR up to 0.7; NC/C: FAR up to 3.5
10	PP15-102 Downtown Strategy 2040	Downtown San Jose			Increase development capacity within the Downtown boundary by 4,000 housing units and 10,000 jobs by transferring development capacity from other areas of San Jose.			

Notes: FAR = floor-to-area ratio; DU = dwelling units; AC = acre; APN = assessor's parcel number; N/A = not applicable.
Source: City of San José Planning Department (August 2018)

The results of the cumulative Long-Range transportation analysis for all of the 2018 GPAs and the two staff alternatives are discussed below and summarized in Tables 4.16-5 through 4.16-8.

2018 GPAs Cumulative Effect on Daily Vehicle Miles Traveled per Service Population

Compared to the current General Plan, the proposed GPAs and staff alternatives would not result in an increase in VMT per service population. Therefore, the 2018 GPAs would result in a less than significant cumulative 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 General Plan policies and goals that would further reduce VMT by increased use of non-automobile modes of travel.

Table 4.16-5: Daily Vehicle Miles Traveled per Service Population				
Scenario	**Base Year (2015)**	**Existing General Plan**	**Existing General Plan Plus 2018 GPAs**	**Existing General Plan Plus 2018 GPA Staff Alternatives**
Citywide Daily VMT	17,505,088	28,046,059	27,873,371	27,889,424
Citywide Service Population[1]	1,392,946	2,054,758	2,054,758	2,054,758
Daily VMT Per Service Population	12.57	13.65	13.57	13.57
Increase in VMT/Service Population over General Plan	----	----	-0.08	-0.08
Significant Impact	**----**	**----**	**No**	**No**

1 Service Population equals Residents plus Jobs
Source: City of San José 2018 General Plan Amendments: Long-Range Traffic Impact Analysis; Hexagon Transportation Consultants, Inc.; dated September 4, 2018.

2018 GPAs Cumulative Effect on Journey-to-Work Mode Share

The proposed GPAs and staff alternatives would not result in an increase of drive alone journey-to-work mode share when compared to the current General Plan. Therefore the 2018 GPAs would result in a less than significant cumulative impact on citywide journey-to-work mode share (see Table 4.16-6).

Table 4.16-6: Journey To Work Mode Share Percentages								
Mode	**Base Year (2015)**		**Existing General Plan**		**Existing General Plan Plus 2018 GPAs**		**Existing General Plan Plus 2018 GPA Staff Alternatives**	
	Trips	**%**	**Trips**	**%**	**Trips**	**%**	**Trips**	**%**
Drive Alone	753,264	79.7	1,098,198	72.0	1,098,340	71.5	1,089,390	71.5
Carpool 2	85,496	9.0	138,716	9.1	137,450	9.0	137,635	9.0
Carpool 3+	28,526	3.0	55,275	3.6	54,544	3.6	54,595	3.6
Transit	48,181	5.1	177,546	11.6	185,532	12.2	185,018	12.1
Bicycle	14,120	1.5	26,119	1.7	26,357	1.7	26,468	1.7
Walk	15,666	1.7	28,839	1.9	29,744	2.0	29,791	2.0
Increase in Drive Alone Percentage and General Plan Conditions	----	----	----	----	-0.5		-0.5	
Significant Impact	**----**	**----**	**----**	**----**	**No**		**No**	

Source: City of San José 2018 General Plan Amendments: City of San José 2018 General Plan Amendments: Long-Range Traffic Impact Analysis; Hexagon Transportation Consultants, Inc.; dated September 4, 2018.

2018 GPAs Cumulative Effect on Average Vehicle Speeds in Transit Priority Corridors

The proposed GPAs and staff alternatives would not result in a decrease in travel speeds of greater than one mile per hour or 25 percent on any of the 14 transit priority corridors when compared to

current General Plan conditions. Therefore, cumulatively, the 2018 GPAs would result in a less than significant impact on the AM peak-hour average vehicle speeds on the transit priority corridors (see Table 4.16-7).

Table 4.16-7: AM Peak-Hour Vehicle Speeds (MPH) in Transit Priority Corridors

Transit Priority Corridor	Base Year (2015)	Existing General Plan	Existing General Plan Plus 2018 GPAs			Existing General Plan Plus 2018 GPA Staff Alternatives		
	Speed	Speed	Speed	% Change	Absolute Change	Speed	% Change	Absolute Change
2nd St from San Carlos St to St. James St	16.6	15.7	15.2	-3.2	-.5	15.3	-2.5	-0.4
Alum Rock Av from Capitol Av to US 101	21.3	16.6	16.8	1.4	0.2	16.9	1.5	0.3
Camden Av from SR 17 to Meridian Av	23.1	18.1	17.8	-1.8	-0.3	17.9	-1.6	-0.3
Capitol Av from S. Milpitas Bl to Capitol Expwy	27.1	22.8	22.8	0.3	0.1	22.9	0.3	0.1
Capitol Expwy from Capitol Av to Meridian Av	33.0	26.9	27.0	0.2	0.1	27.1	0.5	0.1
E. Santa Clara St from US 101 to Delmas Av	20.4	16.2	15.6	-3.5	-0.6	15.9	-2.1	-0.3
Meridian Av from Park Av to Blossom Hill Rd	24.9	20.9	20.6	-1.4	-0.3	20.6	-1.3	-0.3
Monterey Rd from Keyes St to Metcalf Rd	27.4	19.2	20.3	5.4	1.0	20.1	4.5	0.9
N. 1st St from SR 237 to Keyes St	21.3	13.9	13.7	-1.4	-0.2	13.8	-0.4	-0.1
San Carlos St from Bascom Av to SR 87	24.8	20.8	20.5	-1.5	-0.3	20.5	-1.5	-0.3
Stevens Creek Bl from Bascom Av to Tantau Av	24.3	18.8	18.6	-0.6	-0.1	18.7	-0.1	0.0
Tasman Dr from Lick Mill Bl to McCarthy Bl	22.7	13.8	13.7	-0.7	-0.1	14.1	1.9	0.3
The Alameda from Alameda Wy to Delmas Av	20.5	14.3	14.1	-1.5	-0.2	14.2	-0.8	-0.1
W. San Carlos St from SR 87 to 2nd St	20.0	19.3	18.9	-1.9	-0.4	19.0	-1.4	-0.3

Source: City of San José 2018 General Plan Amendments: City of San José 2018 General Plan Amendments: Long-Range Traffic Impact Analysis; Hexagon Transportation Consultants, Inc.; dated September 4, 2018.

2018 GPAs Effect on Adjacent Jurisdictions

The current General Plan land use designations and proposed GPA land use adjustments and staff alternatives result in the same impacts to roadway segments within the same 14 adjacent jurisdictions identified in the General Plan. Therefore, the proposed GPA land use adjustments and staff alternatives would not result in further impact on roadways in adjacent jurisdictions than that identified for the current General Plan land uses in the General Plan FEIR (see Table 4.16-8).

Table 4.16-8: AM 4-Hour Traffic Impacts in Adjacent Jurisdictions									
City	Base Year 2015			Existing General Plan			Existing General Plan Plus 2018 GPAs		
	Total Deficient Lane Miles (1)	Total Deficient Lane Miles Attributed to San Jose (2)	Percentage of Deficient Lane Miles Attributed to San José	Total Deficient Lane Miles (1)	Total Deficient Lane Miles Attributed to San José (2)	Percentage of Deficient Lane Miles Attributed to San José	Total Deficient Lane Miles (1)	Total Deficient Lane Miles Attributed to San José (2)	Percentage of Deficient Lane Miles Attributed to San José
Campbell	0.12	0.12	100	1.15	1.15	**100**	1.15	1.15	**100**
Cupertino	1.67	1.19	72	2.6	2.23	**86**	2.6	2.23	**86**
Gilroy	0.34	0.34	100	0.00	0.00	0	0.00	0.00	0
Los Altos	0.5	0.00	0	1.49	0.25	17	1.28	0.25	20
Los Altos Hills	0.38	0.13	35	2.51	1.95	**78**	2.51	1.95	**78**
Los Gatos	0.22	0.22	100	1.34	1.34	**100**	1.34	1.34	**100**
Milpitas	0.39	0.39	100	5.54	5.54	**100**	5.76	5.76	**100**
Monte Sereno	0.00	0.00	0	0.00	0.00	0	0.00	0.00	0
Morgan Hill	0.00	0.00	0	0.24	0.24	**100**	0.24	0.24	**100**
Mountain View	0.39	0.28	71	1.60	1.48	**93**	1.60	1.48	**93**
Palo Alto	0.88	0.31	35	2.42	0.76	**31**	2.42	0.76	**31**
Santa Clara	0.00	0.00	0	0.6	0.6	**100**	0.34	0.34	**100**
Saratoga	0.00	0.00	0	0.63	0.63	**100**	0.63	0.63	**100**
Sunnyvale	0.81	0.81	100	0.53	0.48	**90**	0.53	0.48	**90**
Caltrans Facilities	5,744	4,433	77	5,857	4,783	**82**	5,797	4,778	**82**
SC Co. Expressways	0.62	0.51	81	5.97	5.95	**100**	4.84	4.73	**98**

Notes:

(1) Total deficient lane miles are total lane miles of street segments with V/C ratios of 1.0 or greater.

(2) A deficient roadway segment is attributed to San José when trips from the City are 10% or more on the deficient segment.

Bold: Indicates Significant Impacts

Source: City of San José 2018 General Plan Amendments: City of San José 2018 General Plan Amendments: Long-Range Traffic Impact Analysis; Hexagon Transportation Consultants, Inc.; dated September 4, 2018.

Compared to the General Plan, the 2018 GPAs Long-Range Transportation Analysis found that the proposed GPAs and the two staff recommended alternatives would 1) not result in an increase citywide daily VMT per service population; 2) reduce the percentage of journey-to-work drive alone trips; or 3) increase average vehicle speeds on the transit priority corridors. Future development on each of the GPA project sites would be required to evaluate near-term transportation for project-level CEQA clearance for each planning permit. **(New Less Than Significant Impact)**

4.17 UTILITIES AND SERVICE SYSTEMS

4.17.1 Envision San José 2040 General Plan

Various policies in the City's General Plan have been adopted for the purpose of reducing or avoiding impacts related to utilities and service systems, as listed in the following table.

Table 4.17-1: General Plan Policies – Utilities and Service Systems	
Policy MS-3.1	Require water-efficient landscaping, which conforms to the State's Model Water Efficient Landscape Ordinance, for all new commercial, institutional, industrial, and developer-installed residential development unless for recreation needs or other area functions.
Policy MS-3.2	Promote use of green building technology or techniques that can help to reduce the depletion of the City's potable water supply as building codes permit.
Policy MS-3.3	Promote the use of drought tolerant plants and landscaping materials for nonresidential and residential uses.
Policy IN-3.3	Meet the water supply, sanitary sewer and storm drainage level of service objectives through an orderly process of ensuring that, before development occurs, there is adequate capacity. Coordinate with water and sewer providers to prioritize service needs for approved affordable housing projects.
Policy IN-3.5	Require development which will have the potential to reduce downstream LOS to lower than "D", or development which would be served by downstream lines already operating at a LOS lower than "D", to provide mitigation measures to improve the LOS to "D" or better, either acting independently or jointly with other developments in the same area or in coordination with the City's Sanitary Sewer Capital Improvement Program.
Policy IN-3.7	Design new projects to minimize potential damage due to storm waters and flooding to the site and other properties.
Policy IN-3.9	Require developers to prepare drainage plans that define needed drainage improvements for proposed developments per City standards.
Policy IN-3.10	Incorporate appropriate stormwater treatment measures in development projects to achieve stormwater quality and quantity standards and objectives in compliance with the City's National Pollutant Discharge Elimination System (NPDES) permit.

4.17.2 Existing Conditions

Water service in the DSAP area is provided by the San José Water (SJW) company. The project site is currently served by SJW via water supply lines owned and operated by the City of San José. Wastewater from the City is treated at the San José/Santa Clara Regional Wastewater Facility (the Facility). The Facility has the capacity to treat 167 million gallons of wastewater a day. The Facility treats an average of 110 million gallons of wastewater per day and serves 1.4 million residents. The Facility is currently operating under a 120 million gallon per day dry weather effluent flow constraint.

The City of San José owns and maintains the municipal stormwater drainage system which serves the project site.

According to the Integrated Waste Management Plan (IWMP), the County has adequate disposal capacity beyond 2022. The total permitted landfill capacity of the five operating landfills in the City

is approximately 5.3 million tons per year. Based on available capacity of the landfills (actual physical space), the projected closure dates are 2021 for Guadalupe Mines and 2025 for Kirby Canyon and Newby Island. The Zanker Road landfills have no closure date due to the minimal amount of material landfilled each year. Based on projected closure dates and current generation rates, there would be adequate landfill capacity to accommodate waste generated in Santa Clara County for at least 15 years. After this time, regional landfills could reach capacity in the absence of additional waste reduction efforts.

4.17.3 Checklist and Discussion of Impacts

	New Less Than Significant With Mitigation Incorporated	New Less Than Significant Impact	Same Impact as "Approved Project"	Less Impact than "Approved Project"	Checklist Source(s)
Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐	1-4
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐	1-4
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐	1-4
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐	1-4
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐	1-4
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐	1-4
g) Comply with federal, state, and local statutes and regulations related to solid waste.	☐	☐	☒	☐	1-4

4.17.4 Utilities and Service System Impacts

4.17.4.1 ***Infrastructure Improvements*** *(Checklist Questions b and c)*

The DSAP FEIR concluded that the Plan would require the construction, expansion, or replacement of storm drain, water distribution, and sanitary sewer lines in the DSAP area. The completion of

these infrastructure improvements would be part of the future development or transportation projects under the DSAP and would not cause significant environmental impacts with implementation of construction BMPs and General Plan policies (see Table 4.17-1). The DSAP would not result in a significant impact due to increased demand for water, the need for additional wastewater treatment facilities and solid waste services, or improved storm drainage lines.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. As noted above, future redevelopment under the proposed GPA would be required to construct infrastructure improvements as needed to support growth on the site. Consistent with the DSAP FEIR, these infrastructure improvements would have a less than significant impact with standard BMPs and General Plan policies. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.17.4.2 ***Water Supply*** *(Checklist Question d)*

Based on a water supply assessment prepared for the DSAP, development under the DSAP would result in a water demand of approximately 3,575 acre feet per year (AFY). This increase would represent approximately 1.5 percent of SJW's total annual water demand in 2035. The DSAP FEIR concluded that implementation of General Plan policies and conformance with existing regulations would substantially reduce demand for water generated by current and future development. In addition, new development may be required to contribute to the expansion of the recycled water system to serve the DSAP area (GP Policies MS-19.1 and MS-19.6). Lastly, the City will ensure that the water supply would adequately serve the new development at the time specific projects are proposed. Therefore, new or expanded entitlements for water supplies would not be required to serve future development under the DSAP.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. As noted above, SJW has sufficient water supplies to support future development on-site under the proposed GPA. Consistent with the DSAP FEIR, redevelopment of the project site under the proposed GPA would have a less than significant impact. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.17.4.3 ***Wastewater*** *(Checklist Questions a and e)*

According to the General Plan FEIR, development under the General Plan is estimated to generate approximately 30.8 mgd of average dry weather influent flow. Given that the City has approximately 38.8 mgd of excess treatment capacity, planned growth in San José is not expected to exceed the City's allotted capacity.

The DSAP FEIR concluded that implementation of General Plan policies (see Table 4.17-1), existing regulations, and local programs would ensure that the Facility has sufficient treatment capacity to accommodate planned growth. Future development under the DSAP would not require new or expanded wastewater treatment capacity.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. As noted above, the Facility has sufficient capacity to support future development on-site under the proposed GPA. Consistent with the DSAP FEIR, redevelopment of the project site under the proposed GPA would have a less

than significant impact on wastewater treatment. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.17.4.4 ***Solid Waste*** *(Checklist Questions f and g)*

According to the General Plan FEIR, planned growth under the General Plan could increase the amount solid waste sent to landfills by approximately 571,500 tons per year through 2035, using current generation rates. This estimate represents the upper limit of potential landfilling needs given that disposal rates would likely continue to decrease overtime. Based on this upper limit, the existing landfills in San José would have sufficient permitted capacity of 5.3 million tons per year to receive the additional waste generated by new development in the City. Without additional waste reduction, however, local landfills could reach actual capacity by 2025. With implementation of General Plan policies (see Table 4.17-1) and the Zero Waste Strategic Plan, the General Plan FEIR concluded that solid waste generated by future development under the General Plan would not exceed the permitted or actual capacity of existing landfills.

It was estimated that development under the DSAP would generate approximately 44,000 tons of solid waste per year. This volume would represent approximately 7.6 percent of the total volume of solid waste generated citywide. The DSAP FEIR concluded that because planned growth in the DSAP was consistent with the General Plan, the DSAP would not generate waste above projected levels and existing landfills would have capacity to serve future development under the DSAP.

As described on Page 1 of this document, potential future development on the project site under the proposed *Transit Residential* GPA was addressed in the DSAP FEIR. Consistent with the DSAP FEIR, future redevelopment of the project site under the proposed GPA would have a less than significant impact on solid waste disposal capacity. **[Same Impact as Approved Project (Less Than Significant Impact)]**

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project 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, 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?

Same Impact as Approved Project. Based on the analysis provided in this addendum, future development allowed by the General Plan amendment would not substantially degrade or reduce wildlife species or habitat, or impact historic or other cultural resources with implementation of the DSAP Design Guidelines, General Plan policies, and other applicable regulations.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Same Impact as Approved Project. Based on the analysis provided in this addendum, future development would not significantly contribute to cumulative impacts that are not addressed and mitigated within the DSAP FEIR.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Same Impact as Approved Project. Based on the analysis provided in this addendum, future development would not result in environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly with implementation of the DSAP Design Guidelines, General Plan policies, and other applicable regulations.

4.19 CONCLUSION

Based on the above analysis and discussion, no substantive revisions are needed to the 2014 DSAP FEIR analysis because no new significant impacts or impacts of substantially greater severity would result from the proposed project. There have been no changes in circumstance in the project area that would result in new significant environmental impacts or substantially more severe impacts, and no new information has become known that would indicate the potential for new significant impacts or substantially more severe impacts than were discussed in the 2014 DSAP FEIR. Therefore, no further evaluation is required, and no Subsequent EIR is needed pursuant to State CEQA Guidelines Section 15162, and an EIR Addendum has therefore appropriately been prepared, pursuant to CEQA Guidelines Section 15164.

Pursuant to CEQA Guidelines Section 15164(c), this Addendum need not be circulated for public review, but will be included in the public record file for the *Diridon Station Area Plan FEIR.*

Checklist Sources

1. CEQA Guidelines – Environmental Thresholds (professional judgement and expertise)
2. City of San José. *Envision San José 2040 General Plan*, adopted November 1, 2011 and Municipal Code, codified through Ordinance No. 30076, adopted March 13, 2018 (Supplement No. 32, Update 1).
3. City of San José. *Envision San José 2040 General Plan Final EIR* and *Envision San José 2040 General Plan Supplemental EIR* adopted December 15, 2015
4. City of San José. *Diridon Station Area Plan Final Program EIR*, adopted June 17, 2017
5. Hexagon Transportation Consultants. *City of San José 2018 General Plan Amendments Long Range Traffic Impact Analysis.* September, 2018

SECTION 5.0 REFERENCES

City of San José. Website. http://www.sanjoséca.gov/ (accessed March 12, 2018)

City of San José. *Envision San José 2040 General Plan FEIR.* 2011

City of San José. *Envision San José 2040 General Plan Supplemental FEIR.* 2015

City of San José. *Diridon Station Area Plan FEIR.* 2014

Hexagon Transportation Consultants. *City of San José 2018 General Plan Amendments Long Range Traffic Impact Analysis.* September, 2018.

SECTION 6.0 LEAD AGENCY AND CONSULTANTS

6.1 LEAD AGENCY

City of San José
Department of Planning, Building and Code Enforcement
Susan Walsh – Supervising Planner
Reema Mahamood – Planner III

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Shannon George, Principal Project Manager
Zach Dill, Graphic Artist

Appendix A

HEXAGON TRANSPORTATION CONSULTANTS, INC.

City of San José 2018 General Plan Amendments

Long Range Traffic Impact Analysis

Prepared for:

City of San José

September 4, 2018

Hexagon Transportation Consultants, Inc.
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Hexagon Job Number: 18GD03
Phone: 408.846.7410
Client Name: City of San José

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Table of Contents

List of Tables

List of Figures

1. Introduction

In 2011, the City adopted the Envision San José 2040 General Plan (General Plan), which identified programmatic long-range transportation impacts based on planned land uses and the planned transportation system within the City projected to the Year 2035. The *Envision San José 2040: Transportation Impact Analysis (TIA) for the Draft Environmental Impact Report (DEIR)* provided a comprehensive evaluation of the effects of planned land use as identified in the General Plan on the citywide transportation system. The study commenced in 2008 with the data collection of the existing traffic volumes used to establish the existing transportation conditions for the analysis. The Envision San José 2040 General Plan DEIR included a robust discussion of how existing conditions were determined.[1]

The TIA for the Envision San José 2040 General Plan DEIR analyzed the impacts of the future planned growth and future conditions on the existing transportation system. The future conditions were modeled for build-out in horizon year 2035 and included planned land uses and land use intensities, as well as planned improvements to the transportation system within the City's boundaries and within the region.

In 2016, a subsequent TIA was prepared for the General Plan Four-Year Review that evaluated minor adjustments to planned job growth in the adopted General Plan and updated the projection of regional growth to the year 2040. The existing conditions for transportation were updated to reflect the actual development that occurred since the adoption of the General Plan and its base year of 2008 to the year 2015. The General Plan Four-Year Review TIA evaluated the effects of the updated existing conditions in 2015 plus future planned growth, and future conditions projected to the Year 2040, that established the baseline for the evaluation of transportation impacts of General Plan Amendments (GPA) considered for approval during and after the Four-Year Review.

In 2017, the BART Phase II EIR was published and included updated regional transportation projects based on 2015 existing roadway conditions. The City acquired this new model to use as the basis for the Downtown Strategy 2040 EIR and once again, the model was validated with current traffic data to update the existing transportation conditions.

This TIA report provides an evaluation of the changed circumstances of future conditions in the General Plan due to the proposed 2018 General Plan amendments using the updated model. The results of the analysis for the proposed land use adjustments are compared to the results of the General Plan Four-Year Review TIA evaluation of the General Plan through 2040 to determine if the proposed 2018 General Plan amendments would result in any new, or substantially more severe transportation impacts than those impacts that were already analyzed for the General Plan, as amended by the City Council in December 2017.

[1] City of San José. *Envision San José 2040 General Plan Draft Program Environmental Impact Report.* 2011. http://www.sanjoseca.gov/DocumentCenter/View/2190. Discussion starts on page 131 of this DEIR document.

After General Plan amendments to the Land Use/Transportation Diagram become effective, which is generally 30 days after Council approval, these General Plan amendments are incorporated into the updated General Plan Land Use/Transportation Diagram. This process may occur up to four times a year under State law. Therefore, the current General Plan includes all amendments that are currently effective.

The Envision San José 2040 General Plan Land Use / Transportation Diagram designates the type, intensity, and general distribution of planned land uses within San José. Because the 2018 General Plan amendments propose changes to sites' land use designations, this TIA evaluates the incremental changes from uses and intensities allowed under the sites' current land use designations to the uses and intensities allowed under the proposed General Plan land use designations for each site. The reason the baseline of the current land use designation is used (as opposed to the existing physical condition) is because the General Plan DEIR and subsequent reviews have already evaluated the potential transportation CEQA impacts of building out the General Plan using existing physical condition baseline in 2008, as explained in detail above. The existing physical condition baseline was reviewed, analyzed, and updated again in 2016, 2017, and as part of this TIA, and it was determined based on substantial evidence that the proposed 2018 General Plan amendments would not result in any new, or substantially more severe transportation impacts than those impacts that were already analyzed for the General Plan, as updated.

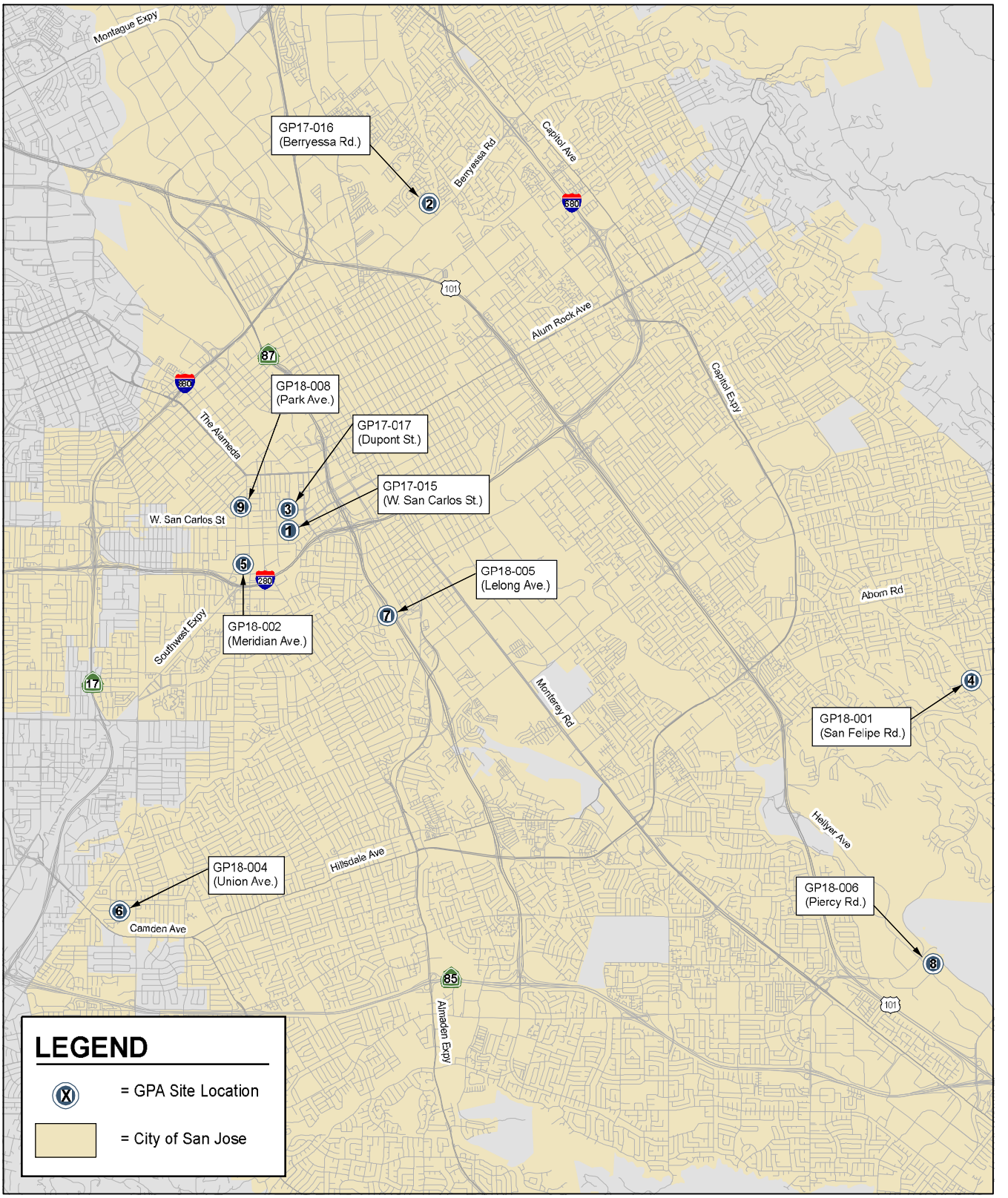
Further, the Build-out of the General Plan and related environmental analysis under CEQA assumes development overall in the City will occur at the middle range of the General Plan land use designations or consistent with surrounding development intensities. The reason why the middle or typical range is used as opposed to the maximum intensities potentially allowed under various General Plan land use designations is because building out under the maximum intensities for all General Plan land designation would exceed the total planned growth capacity allocated in the General Plan, and this maximum amount of build-out does not represent typical development patterns or the average amount of development built on each site. General Plan land use designations allow a wide range of development intensities and types of land uses to accommodate growth; however, development projects are not typically proposed at the maximum densities due to existing development patterns, site and parking constraints, Federal Aviation Administration regulations, maximum allowable height provisions and other development regulations in the San José Municipal Code in Title 20 (Zoning), market conditions, and other factors.

For example, several General Plan land use designations include a maximum intensity for each use allowed under a land use designation, and also allow a mix of land uses. On a site where development is mixed-use, or there is a height limit, or there is a minimum required setback, achieving the maximum allowable intensities for each land use in the development is often physically infeasible. To evaluate the incremental changes of the proposed General Plan land use amendments, average residential and commercial densities for development under these land use designations and in the planning areas of the proposed General Plan amendments for San José are assumed for the current and proposed land use designations on each site. Individual development projects would be required to complete a near term traffic analysis in conjunction with any future development permit applications.

Proposed 2018 GPA Site Descriptions

The project consists of amending the current adopted land use designations of the Envision San José 2040 General Plan (GP) for nine sites within the City of San José (see Figure 1) as well as the land use amendments associated with the proposed Downtown Strategy 2040 (DTS 2040). In addition to the proposed land use amendments at the nine GP sites, City staff recommended alternatives (referred hereafter as the Staff Alternative) at two of the nine sites were also evaluated. The GPA sites, described in detailed in the following chapter, include the following:

Figure 1
Proposed GPA Site Locations



Site 1 – GP17-015 (West San Carlos Street)
Site 2 – GP17-016 (Berryessa Road)
Site 3 – GP17-017 (Dupont Street)
Site 4 – GP18-001 (San Felipe Road)
Site 5 – GP18-002 (Meridian Avenue); includes Staff Alternative
Site 6 – GP18-004 (Union Avenue); includes Staff Alternative
Site 7 – GP18-005 (Lelong Street)
Site 8 – GP18-006 (Piercy Road)
Site 9 – GP18-008 (Park Avenue)

Downtown Strategy 2040 (DTS 2040) Amendment

The Downtown Strategy 2000 EIR evaluated the traffic generated by overall Downtown development with a horizon Year of 2020. The Downtown Strategy 2000 was incorporated into the current Envision San José 2040 GP that was adopted in November 2011.

The DTS 2040 proposes to increase the allowed number of households and jobs within the Downtown Growth Boundary (DGB) by 2040, when compared to the Envision San José 2040 GP. However, the proposed increases in residential units and employment space will not result in an increase in the overall citywide number of residential units and jobs envisioned in the GP.

Each of the proposed land use amendments and resulting changes in households, employment for each of the proposed GPA sites are described in detail within the following chapters.

GPA Analysis Exemption

The City of San José Travel Demand Forecasting (TDF) model, which is described in detail in Chapter 3, was developed to help the City project peak hour traffic impacts attributable to proposed amendments to the City's General Plan. The model is used to estimate the net change in peak-hour trips that are attributable to a proposed amendment. The City has established minimum peak-hour trip thresholds for GP land use amendments that require a site-specific GPA analysis. It is presumed that amendments that result in trips less than the trip thresholds would not create significant long-term impacts by themselves. The City's trip thresholds for requiring a site-specific GPA traffic analysis are presented in the City of San José *Transportation Analysis Handbook*, April 2018 and are shown in Table 1 below. With the exception of GPA sites located within the identified North San José, Evergreen, and South San José subareas, a proposed land use amendment that would result in an increase of more than 250 peak-hour trips to be generated by the subject site would be required to prepare a site-specific GPA traffic analysis.

Seven of the nine subject GPA sites are located outside the specific subareas, and therefore are subject to the 250 PM peak-hour trip threshold. The proposed land use amendments on three of the of seven amendment sites located outside of the specific subareas would result in a net increase of more than 250 peak-hour trips (See Table 3) and require a site-specific GPA traffic analysis. Additionally, the Staff Alternative would result in a net increase of more than 250 peak-hour trips at both of the GP sites with staff proposed amendments. The DTS 2040 amendment proposes to reallocate a substantial number of households and employment from other areas in the City to the Downtown area and would result in an increase of more than 250 peak-hour trips in the Downtown area. Therefore, the DTS 2040 amendment also will be required to prepare a site-specific GPA traffic analysis. The following GPA sites require a site-specific GPA traffic analysis:

Table 1
Site-Specific Long-Range Transportation Analysis Screening Criteria for Land Use Amendments

Location of Amendment	Maximum Allowable PM Peak Hour Vehicle-Trips			
	Expansion of Residential Use[1]	Conversion from Residential to Non-Residential Use[2]	Conversion from Non-Residential to Residential Use[2]	Expansion of Non-Residential Use[1]
North San Jose	1,000	0	500	50
Evergreen	15	600	0	300
South San Jose	50	600	0	300
Remainder of City	250	250	250	250

Notes:
[1] The screening criteria for a proposed expansion of the same land use are measured in net new PM peak hour vehicle trips.
[2] The screening criteria for a proposed land use conversion are measured in total PM peak hour vehicle-trips generated by the proposed use.
Source: City of San Jose *Transportation Analysis Handbook*, April 2018.

- GP17-016 (Berryessa Road)
- GP18-002 (Meridian Avenue)
- GP18-002 (Meridian Avenue) – Staff Alternative
- GP 18-004 (Union Avenue) – Staff Alternative
- GP18-005 (Lelong Street)
- Downtown Strategy 2040 Area

The remaining two GPA sites are located within the Evergreen subarea (Sites 4 and 8) and have a trip threshold of 600 and 300 PM peak-hour trips, respectively. The proposed land use amendments on each of the sites located within the Evergreen sub-area would result in net increase in peak hour trips of less than the established trip threshold and do not require a site-specific GPA traffic analysis.

Scope of Study

The purpose of the GPAs traffic analysis is to assess the long-range impacts of the amendments on the citywide transportation system. This study includes an evaluation of the cumulative impacts of all nine GPA sites under both the applicant proposed GPAs and Staff Alternatives and DTS 2040 amendments. The study also provides the required site-specific GPA traffic analysis for the four identified GPA sites and the DTS 2040 amendments. Individual development projects also will be required to complete a near term traffic analysis in conjunction with any future development permit applications consistent with the Envision San José 2040 GP. The potential traffic impacts of the project were evaluated in accordance with the guidelines set forth by the City of San José for GPA traffic analysis.

The project consists of land use changes to the current GP land uses. The project does not propose any changes to the citywide transportation system. The GPA long-range analysis focuses on the

potential changes on the citywide transportation system in the horizon year of the GP (2040) when the GP capacities for housing and jobs are fully developed. The analysis includes evaluation of increased vehicle miles traveled, increased traffic volume on specified roadway segments, impacts to travel speeds on transit priority corridors, impacts to pedestrian, bicycle, and transit facilities, and impacts to roadways in adjacent jurisdictions. Impacts are evaluated based on the same Measures of Effectiveness (MOEs) and significance criteria utilized in the Envision San José 2040 GP TIA. Traffic conditions were evaluated for the following traffic scenarios using the City's TDF model:

- **Projected Year 2015 Conditions:** The Projected Year 2015 Conditions represent a projection of transportation conditions in 2015 using the City's GP TDF model. The roadway network also reflects the Year 2015 roadway network and transportation system.
- **Current 2040 General Plan Conditions:** Future traffic due to the current GP land uses (i.e., including the adopted GP Four-Year Review Land Use adjustments) is added to regional growth that can be reasonably expected to occur by 2040. Current 2040 GP conditions include the citywide roadway network to reflect the current roadway network as well as all transportation system improvements as identified in the current GP.
- **Applicant Proposed 2040 General Plan Amendment Conditions:** Current 2040 GP conditions with the proposed land use amendments at all nine proposed GPA sites and the DTS 2040 amendments. Transportation conditions for the Proposed 2040 GPA conditions were evaluated relative to the Current 2040 GP Conditions to determine any long-range traffic impacts.
- **Staff Alternative 2040 General Plan Amendment Conditions:** Current 2040 GP conditions with the proposed land use amendments at seven proposed GPA sites, Staff Alternative proposed land use and density at two proposed GPA sites (GP18-002 and GP18-004), and the DTS 2040 amendment. Transportation conditions for the Staff Alternative 2040 GPA conditions were evaluated relative to the Current 2040 GP Conditions to determine any long-range traffic impacts.

Report Organization

The remainder of this report is divided into the following chapters; Chapter 2 presents a detailed description of each of the proposed GPA sites included in the analysis. Chapter 3 describes analysis methodology, including the City's TDF model, and the measures of effectiveness (MOEs) and significance thresholds used in the analysis. Chapter 4 presents the results of the cumulative analysis based on the TDF modeling and citywide MOEs for both the applicant proposed GPAs and the Staff Alternative. Chapters 5 through 9 present the site-specific analysis for the four GPA sites and the DTS 2040 amendment. Chapter 10 presents the conclusions of the long-range cumulative and site-specific GPA analyses.

2. General Plan Amendment Site Descriptions

The proposed project consists of amending land uses currently adopted in the Envision San José 2040 General Plan on nine sites and adjustment of the planned growth of the Downtown Strategy Plan. The amendment sites and proposed GPA alternatives are described in more detail below along with peak-hour trip generation estimates for each of the proposed sites.

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. In October 2010, Fehr & Peers Transportation Consultants prepared a Traffic Impact Analysis, *Envision San José 2040: Transportation Impact Analysis (TIA) for the Draft Environmental Impact Report (DEIR)*. Subsequently, in March 2011, the City of San José prepared a technical memorandum (*Envision San José 2040 General Plan Project Scenario 7 and Land Use Options Scenario 7A)* that presented traffic analysis for the ultimate Envision San José 2040 GP land uses. The GP TIA and technical memorandum provide a comprehensive evaluation of the effects of planned land use as identified in the GP on the citywide transportation system.

In October 2016, Hexagon Transportation Consultants prepared a Traffic Impact Analysis for the City, General Plan *Four-Year Review: Transportation Impact Analysis (TIA)* that evaluated the effects of minor adjustments to the adopted 2040 GP planned growth that resulted in the reduction in the total planned employment within the City. The GP Four-Year Review traffic analysis included:

- Update of the City's projected land uses between 2008 and 2015 to reflect the actual development that has occurred in the period since the adoption of the GP and its base year of 2008.
- Projection of regional growth to the Year 2040 rather than the Year 2035 used in the Envision San José 2040 GP Environmental Impact Report (EIR). However, the projection to Year 2040 did not include any change to the land uses within the City of San José as adopted in the GP.
- Update of the citywide transportation system to reflect the City's current (2015) street and transit network as well as adjustments to the planned street and transit improvements that are expected to be constructed by 2040.
- Transportation impact analysis of the proposed GP Four-Year Review land use adjustments.
- Update of the horizon year of the planned land uses from Year 2035 to Year 2040.

The proposed planned growth analyzed in the General Plan Four-Year Review was ultimately adopted. Thus, the General Plan Four-Year Review traffic analysis provides a comprehensive evaluation of the effects of planned land use 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.

Land use data consisting of households and employment growth for each of the proposed GPA sites as reflected in the adopted GP and the proposed land use amendments was prepared by Department of Planning, Building, and Code Enforcement and provided to Hexagon for use in this analysis.

Amendment Sites

The project includes nine proposed GPA sites: GP17-015, GP17-016, GP17-017, GP18-001, GP18-002, GP18-004, GP18-005, GP18-006, GP18-008. Each of the proposed GPAs would result in changes to the number of households and jobs on each site when compared to those adopted per the Envision San José 2040 GP for each site. However, the proposed GPAs will not change the total number of jobs and households citywide. The TDF model is used to rebalance the number of jobs and households citywide to maintain the General Plan Goal of 751,650 jobs and 429,350 households.

Table 2 summarizes the current 2040 GP and applicant and Staff Alternative proposed land uses and density for each site. Table 3 summarizes the changes in households and jobs for each site and the resulting increases in peak-hour trips. The peak-hour trips for each site were estimated using the City of San José's TDF model. The TDF modeling is described in Chapter 3.

Proposed land use changes for each of the GPA sites are described below.

- **Site 1 - GP17-015 (West San Carlos Street):** The 1.12-acre site is located on the north side of West San Carlos Street, between McEvoy Street and Dupont Street, and inside the Diridon Station Urban Village. Figure 2 shows the location of the site. The adopted GP land use designation for the site is *Mixed-Use Commercial*, and the proposed amendment involves changing the adopted land use to *Transit Residential.* The proposed amendment would result in 132 additional households on the site. Based on the TDF modeling results, the amendment would not result in an increase of vehicle trips on local streets near the GP17-015 site and would not be required to prepare a site-specific GPA traffic analysis.

  Site 2 - GP17-016 (Berryessa Road): The 13.02-acre site is located on the north side of Berryessa Road near the Berryessa BART Station/Berryessa Road intersection and west of the BART right-of-way. Figure 3 shows the location of the site. The adopted GP land use designation for the site is *Industrial Park*, and the proposed amendment involves changing the adopted land use to *Urban Village*. The proposed amendment would result in 1,627 additional households and 379 additional jobs on the site. Based on the TDF modeling results, the increase in households and jobs would result in an increase of greater than 250 peak-hour trips to the site. *Therefore, the preparation of a site-specific GPA traffic analysis for the proposed land use amendment on the GP17-016 site is required.*

- **Site 3 - GP17-017 (Dupont Street):** The 3.86-acre site is located near the McEvoy Street and Park Avenue intersection. Figure 4 shows the location of the site. The adopted GP land use designation for the site is *Mixed-Use Commercial* and the proposed amendment involves changing the adopted land use to *Transit Residential*. The proposed amendment would result in 483 additional households on the site. Based on the TDF modeling results, the amendment would not result in peak-hour trips generated by GP17-017 to exceed the 250-trip threshold and a site-specific GPA traffic analysis would not be required.

Table 2
Existing General Plan and Proposed GPA Land Uses

Site Number	Project Name	Location	APN	Size (ac.)	Existing General Plan		Proposed/*Staff* General Plan Amendment	
					Land Use	Density	Land Use	Density
1	GP17-015 (West San Carlos St.)	699 W. San Carlos Street; 254, 258 McEvoy Street; 277 Dupont Street	261-38-004; 005; 030; 047; 048; 049	1.12	Mixed Use Commercial	up to 50 DU/AC FAR 0.5 to 4.5	Transit Residential	50-250 DU/AC; FAR 2.0 to 12.0
2	GP17-016 (Berryessa Rd.)	1655 Berryessa Road	241-03-023; 024; 025	13.02	Industrial Park	FAR up to 10.0	Urban Village	up to 250 DU/AC; FAR up 10.0
3	GP17-017 (Dupont St.)	205, 214 Dupont Street; 275 McEvoy Street	261-38-057; 064; 065; 067; 261-39-035	3.86	Mixed Use Commercial	up to 50 DU/AC FAR 0.5 to 4.5	Transit Residential	50-250 DU/AC; FAR 2.0 to 12.0
4	GP18-001 (San Felipe Rd.)	4349 San Felipe Road	676-36-007	0.99	Rural Residential	2 DU/AC; FAR up to 0.35	Neighborhood/Community Commercial (0.19 acres), Rural Residential (0.37 acres), Open Space, Parklands and Habitat (0.43 acres)	FAR up to 3.5, 2 DU/AC; FAR up to 0.35
5	GP18-002 (Meridian Ave.)	550, 570 Meridian Avenue; 1401 Parkmoor Avenue; 529, 581, 691 Race Street	264-08-060; 061; 063; 066; 067; 071; 072; 077; 078	11.56	Industrial Park	FAR up to 10.0	Combined Industrial/Commercial	FAR up to 12.0
	GP18-002 (Meridian Ave.) ***Staff Alternative***	*456, 460, 550, 570 Meridian Avenue; 1401 Parkmoor Avenue; 529, 581, 691 Race Street*	*264-08-017; 060; 061; 063; 066; 067; 071; 072; 077; 078; 085*	*12.54*	*same*	*same*	*same*	*same*
6	GP18-004 (Union Avenue)	3235 Union Avenue; 2223 Camden Avenue	414-25-001; 020	12.12	Public/Quasi-Public	FAR N/A	Residential Neighborhood (6 acres), Combined Industrial/Commercial (3.28 acres)	8 DU/AC; FAR up to 0.7, FAR up to 12.0
	GP18-004 (Union Avenue) ***Staff Alternative***	*same*	*same*	*same*	*same*	*same*	*Combined Industrial/Commercial (9.28 acres)*	*FAR up to 12.0*
7	GP18-005 (Lelong Street)	Northwest quadrant of Lelong St/Alma Ave intersection	434-13-038	4.30	Public/Quasi-Public	FAR N/A	Urban Residential	30-95 DU/AC; FAR 1.0 to 4.0
8	GP18-006 (Piercy Rd.)	459, 469 Piercy Road	678-93-039; 040	5.62	Industrial Park	FAR up to 10.0	Combined Industrial/Commercial	FAR up to 12.0
9	GP18-008 (Park Ave.)	1131 Park Avenue; 15 Tillman Avenue	261-27-074; 261-12-071	0.24	Residential Neighborhood (0.13 acres), Neighborhood/Community Commercial (0.11 acres)	8 DU/AC; FAR up to 0.7, FAR up to 3.5	Residential Neighborhood (0.11 acres), Neighborhood/Community Commercial (0.13 acres)	8 DU/AC; FAR up to 0.7, FAR up to 3.5

Notes: FAR = floor-to-area ratio; DU = dwelling units; AC = acre; APN = assessor's parcel number; N/A = not applicable
Source: City of San Jose Planning Department (June 2018)

Table 3
Changes in Households, Jobs, and Peak-Hour Trips Due to Applicant Proposed GPAs and DTS 2040 Amendment

Site Number	Site Name	General Plan (Baseline) [1]		General Plan Amendment [2]		Net Land Use Change		Net Peak-Hour Trip Change	
		TOTHH	TEMP	TOTHH	TEMP	TOTHH	TEMP	AM	PM
1	GP-17-015 [West San Carlos Street]	18	337	150	337	132	0	0	0
2	GP-17-016 [Berryessa Road]	1,578	6,749	3,205	7,128	1,627	379	**1,059**	**1,301**
3	GP-17-017 [Dupont Street]	768	2,385	1,251	2,385	483	0	214	241
4	GP-18-001 [San Felipe Road]	423	235	423	244	0	9	6	9
5	GP-18-002 [Meridian Avenue]	1,656	2,811	1,656	2,414	0	-397	128	**260**
6	GP-18-004 [Union Avenue]	390	1,446	426	1,492	36	46	55	73
7	GP-18-005 [Lelong Street]	447	424	713	586	266	162	237	**300**
8	GP-18-006 [Piercy Road]	17	3,843	17	3,650	0	-193	25	112
9	GP-18-008 [Park Avenue]	517	420	517	421	0	1	-2	-3
	Downtown Strategy 2040 Plan	15,784	80,509	19,784	90,456	4,000	10,000	**3,287**	**4,568**

Notes: TOTHH = total number of households; TEMP = total number of jobs.
[1] Total number of households and jobs under the adopted Envision San Jose 2040 General Plan (GP). The buildout of the 2040 GP represents baseline conditions.
[2] Total number of households and jobs as proposed by the applicant GP Amendments.
Outlined indicates GPA that results in an increase in peak hour trips greater than 250 trips and requires site-specific GPA traffic analysis.
Sources: City of San Jose Planning Department, June 2018
City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

- **Site 4 - GP18-001 (San Felipe Road):** The 0.99-acre site is located on the west side of San Felipe Road near its intersection with Paseo de Los Arboles, within the Evergreen Subarea. Figure 5 shows the location of the site. The adopted GP land use designation for the site are *Rural Residential* and *Open Space, Parklands, and Habitat*, and the proposed amendment involves changing the adopted land use to include *Neighborhood/Community Commercial* in addition to *Rural Residential* and *Open Space, Parklands, and Habitat*. The proposed amendment would result in 9 additional jobs on the site. Based on the TDF modeling results, the amendment would not substantially increase vehicle traffic on local streets near the GP18-001 site and would not be required to prepare a site-specific GPA traffic analysis.

- **Site 5 - GP18-002 (Meridian Avenue):** The 11.56-acre site is located on the north side of Parkmoor Avenue, between Meridian Avenue and Race Street. Figure 6 shows the location of the site. The adopted GP land use designation for the site is *Industrial Park*, and the proposed amendment involves changing the adopted land use to *Combined Industrial/Commercial*. The proposed amendment would result in 397 fewer jobs on the site. However, based on the TDF modeling results, the proposed land use amendment would result in an increase of greater than 250 peak-hour trips. Although commercial land uses generally have fewer jobs per 1,000 square feet of space when compared to industrial uses, commercial uses result in more trips than industrial land use due to patrons of the commercial uses. Thus, replacing some of the industrial land use with commercial land use may result in a reduction in jobs but still result in an increase in trips to the site. *Therefore, the preparation of a site-specific GPA traffic analysis for the proposed land use amendment on the GP18-002 site is required.*

- **Site 6 - GP18-004 (Union Avenue):** The 12.12-acre site is bounded by Camden Avenue and Union Avenue. Figure 7 shows the location of the site. The adopted GP land use designation for the site is *Public/Quasi-Public*, and the proposed amendment involves changing the adopted land use to *Residential Neighborhood* and *Combined Industrial/Commercial*. The proposed amendment would result in 36 additional households and 46 additional jobs on the site. Based on the TDF modeling results, the amendment would not result in peak-hour trips generated by GP18-004 to exceed the 250-trip threshold and a site-specific GPA traffic analysis would not be required.
- **Site 7 - GP18-005 (Lelong Street):** The 4.3-acre site is located at the northeast quadrant of the Lelong Street/Alma Avenue intersection. Figure 8 shows the location of the site. The adopted GP land use designation for the site is *Public/Quasi-Public* and the proposed amendment involves changing the adopted land use to *Urban Residential.* The proposed amendment would result in 266 additional households and 162 additional jobs on the site. Based on the TDF modeling results, the increase in households and jobs would result in an increase of greater than 250 peak-hour trips to the site. *Therefore, the preparation of a site-specific GPA traffic analysis for the proposed land use amendment on the GP18-005 site is required.*
- **Site 8 - GP18-006 (Piercy Road):** The 5.62-acre site is located on the northeast quadrant of the Hellyer Avenue/Piercy Road intersection, within the Evergreen Subarea. Figure 9 shows the location of the site. The adopted GP land use designation for the site is *Industrial Park*, and the proposed amendment involves changing the adopted land use to *Combined Industrial/Commercial*. The proposed amendment would result in 193 fewer jobs on the site. Based on the TDF modeling results, the amendment would not result in peak-hour trips generated by GP18-006 to exceed the PM peak-hour trip threshold for the site and a site-specific GPA traffic analysis would not be required.
- **Site 9 - GP18-008 (Park Avenue):** The 0.24-acre site is bounded by Park Avenue and Tillman Avenue. Figure 10 shows the location of the site. The adopted GP land use designation for the site is *Residential Neighborhood* and *Neighborhood/Community Commercial*, and the proposed amendment involves maintaining the adopted land uses but swapping the land use designations on the two parcels. The proposed amendment would result in one additional job on the site. Based on the TDF modeling results, the amendment would not result in an increase of vehicle trips on local streets near the GP18-008 site and would not be required to prepare a site-specific GPA traffic analysis.

Staff Alternative General Plan Amendment Descriptions

The staff proposed GPA alternative consists of the same nine GPA sites, however, two of the sites (GP18-002 and GP18-004) would consist of City staff proposed alternative land use scenarios. The alternatives are intended to allow decision makers to consider other land use designation options consistent with General Plan goals and policies for sites GP18-002 and GP18-004. Table 4 summarizes the proposed land use and density under the Staff Alternative for these two sites as well as the projected change in households, jobs, and peak-hour trips. The remaining seven sites would consist of the applicant proposed amendments, as described previously. The Staff Alternative GPAs are described below.

- **Site 5 - GP18-002 (Meridian Avenue) Staff Alternative:** Under the Staff Alternative, the proposed amendment would involve changing the adopted land use designation from *Industrial Park* to *Combined Industrial/Commercial* (same as the applicant proposed GPA) in addition to including two additional parcels to increase the size of the site from 11.56 acres to 12.54 acres. The Staff Alternative would result in 432 fewer jobs on the site. However, based on the TDF

Table 4
Changes in Households, Jobs, and Peak-Hour Trips Due to Staff Alternative GPAs

Site Number	Site Name	General Plan (Baseline) [1]		General Plan Amendment [2]		Net Land Use Change		Net Peak-Hour Trip Change	
		TOTHH	TEMP	TOTHH	TEMP	TOTHH	TEMP	AM	PM
5	GP-18-002 [Meridian Avenue]	1,656	2,811	1,656	2,379	0	-432	140	**284**
6	GP-18-004 [Union Avenue]	390	1,446	390	1,904	0	458	**289**	**449**

Notes: TOTHH = total number of households; TEMP = total number of jobs.
[1] Total number of households and jobs under the adopted Envision San Jose 2040 General Plan (GP). The buildout of the 2040 GP represents baseline conditions.
[2] Total number of households and jobs as proposed by the Staff Alterntive GP Amendments.
Outlined indicates GPA that results in an increase in peak hour trips greater than 250 trips and requires site-specific GPA traffic analysis.
Sources: City of San Jose Planning Department, June 2018
City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

modeling results, the Staff Alternative would result in an increase of greater than 250 peak hour trips. Although commercial land uses generally have fewer jobs per 1,000 square feet of space when compared to industrial uses, commercial uses result in more trips than industrial land use due to patrons of the commercial uses. Thus, replacing some of the industrial land use with commercial land use may result in a reduction in jobs but still result in an increase in trips to the site. *Therefore, a site-specific GPA traffic analysis is required.*

- **Site 6 - GP18-004 (Union Avenue) Staff Alternative:** Under the Staff Alternative, the amendment proposes changing the adopted land use designation from *Public/Quasi-Public* to *Combined Industrial/Commercial*. The Staff Alternative would result in 458 additional jobs and as a result, an increase of greater than 250 peak-hour trips. *Therefore, a site-specific GPA traffic analysis is required.*

Downtown Strategy 2040 Amendment

The Downtown Strategy 2040 amendment would increase the Downtown by 4,000 households and 10,000 jobs transferred from other areas within the City. Although the Downtown Strategy 2040 would not change the total number of jobs and households citywide, the household and job increase within the Downtown area would substantially increase vehicle traffic on local streets within and adjacent to the Downtown area. Therefore, the Downtown Strategy 2040 amendment will be required to prepare a site-specific GPA traffic analysis. The Downtown Strategy 2040 amendment is assumed under both the applicant proposed and Staff Alternative GPAs.

Table 3 summarizes the changes in households and jobs associated with the Downtown Strategy 2040 amendment and the resulting increases in peak-hour trips.

Figure 2
Location of GPA Site 1: GP17-015 (West San Carlos Street)

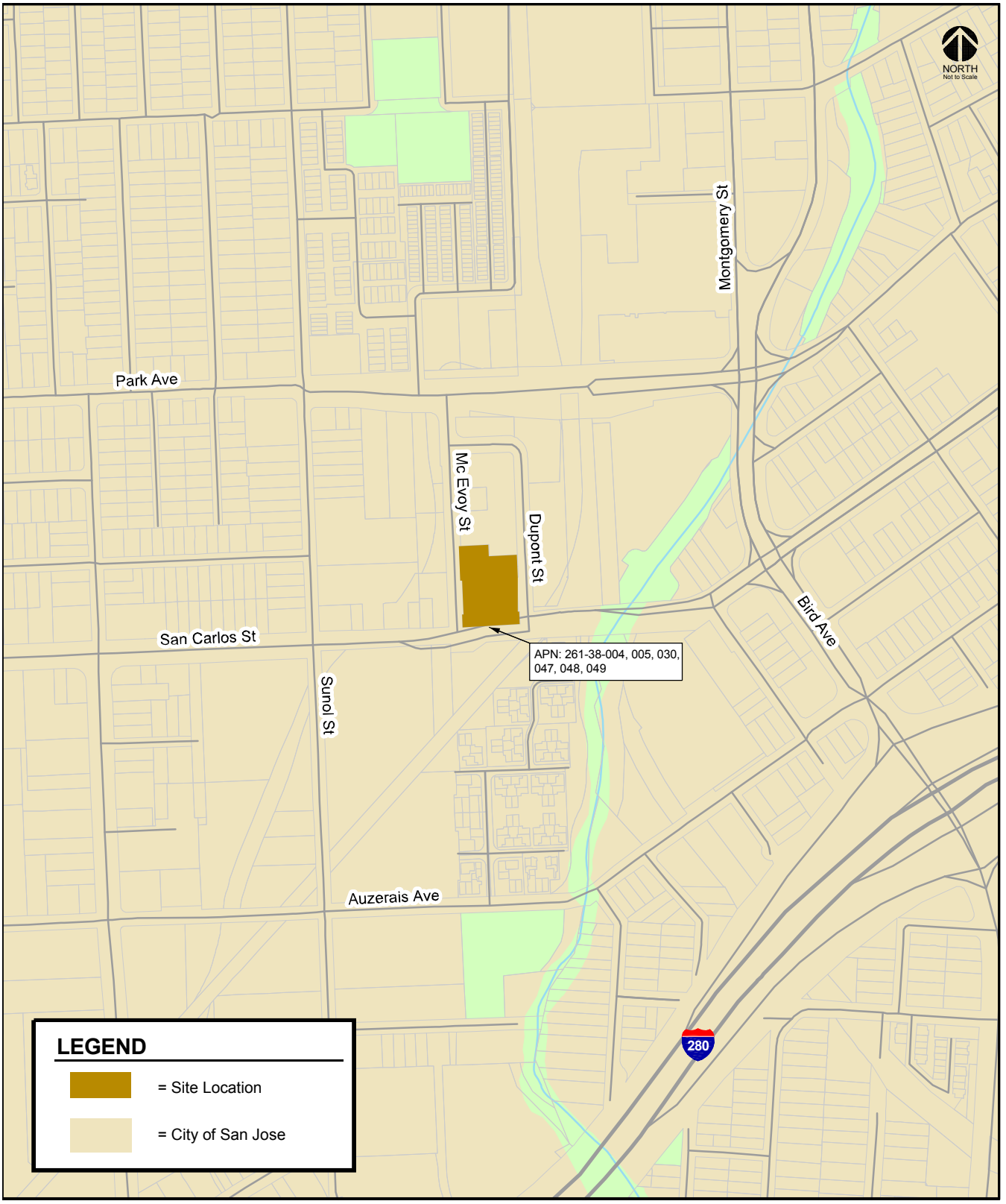


Figure 3
Location of GPA Site 2: GP17-016 (Berryessa Road)

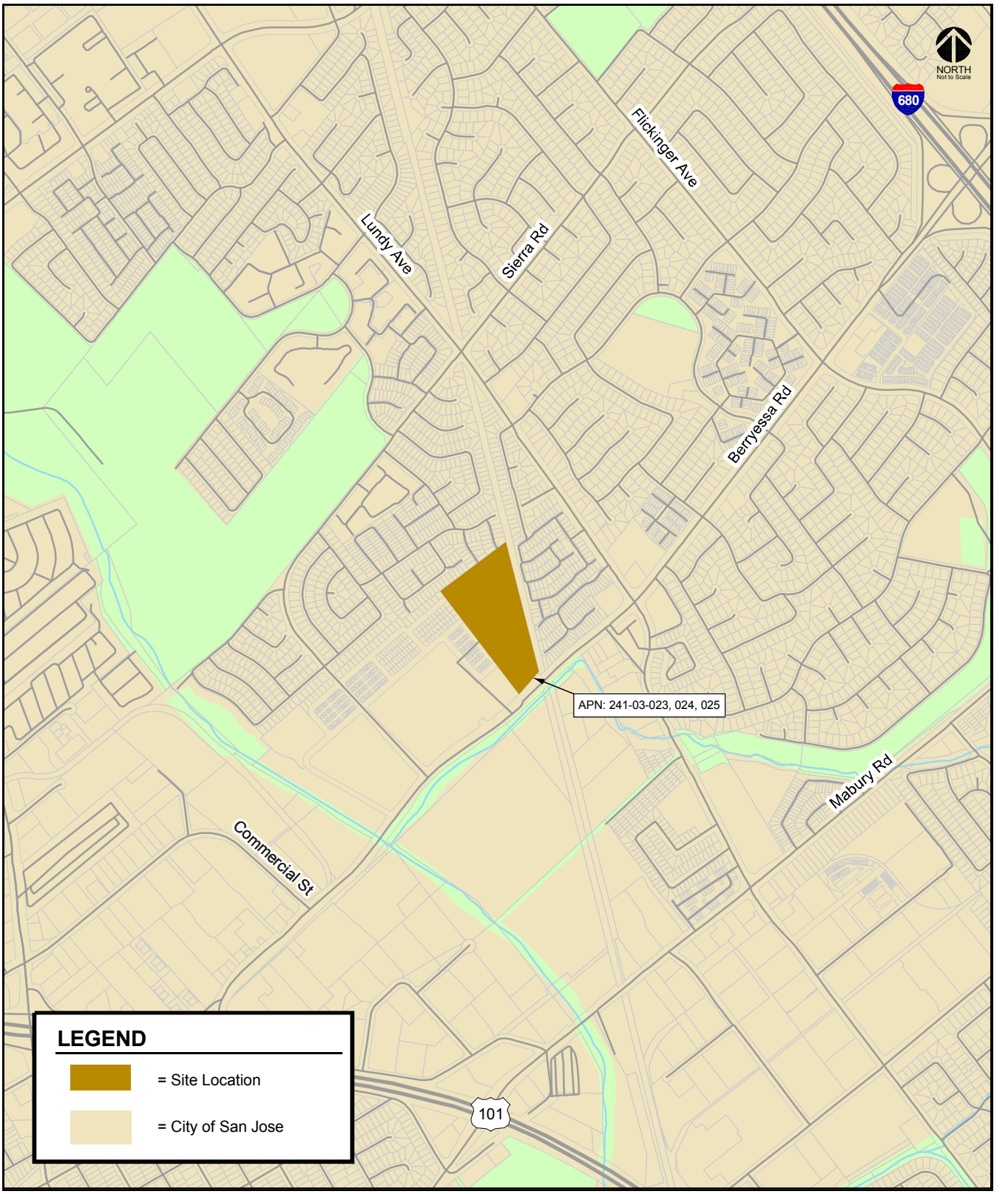


Figure 4
Location of GPA Site 3: GP17-017 (Dupont Street)

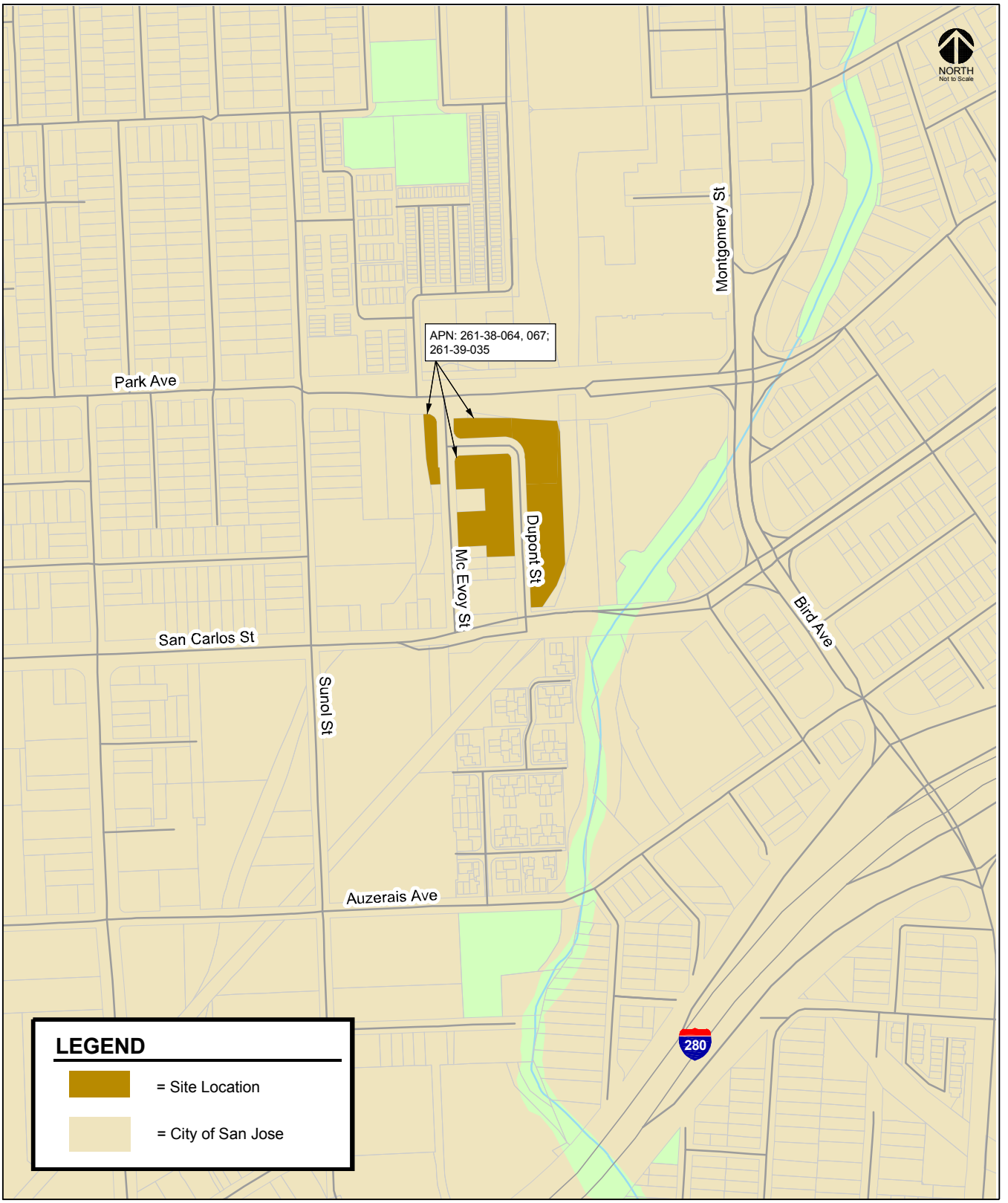


Figure 5
Location of GPA Site 4: GP18-001 (San Felipe Road)

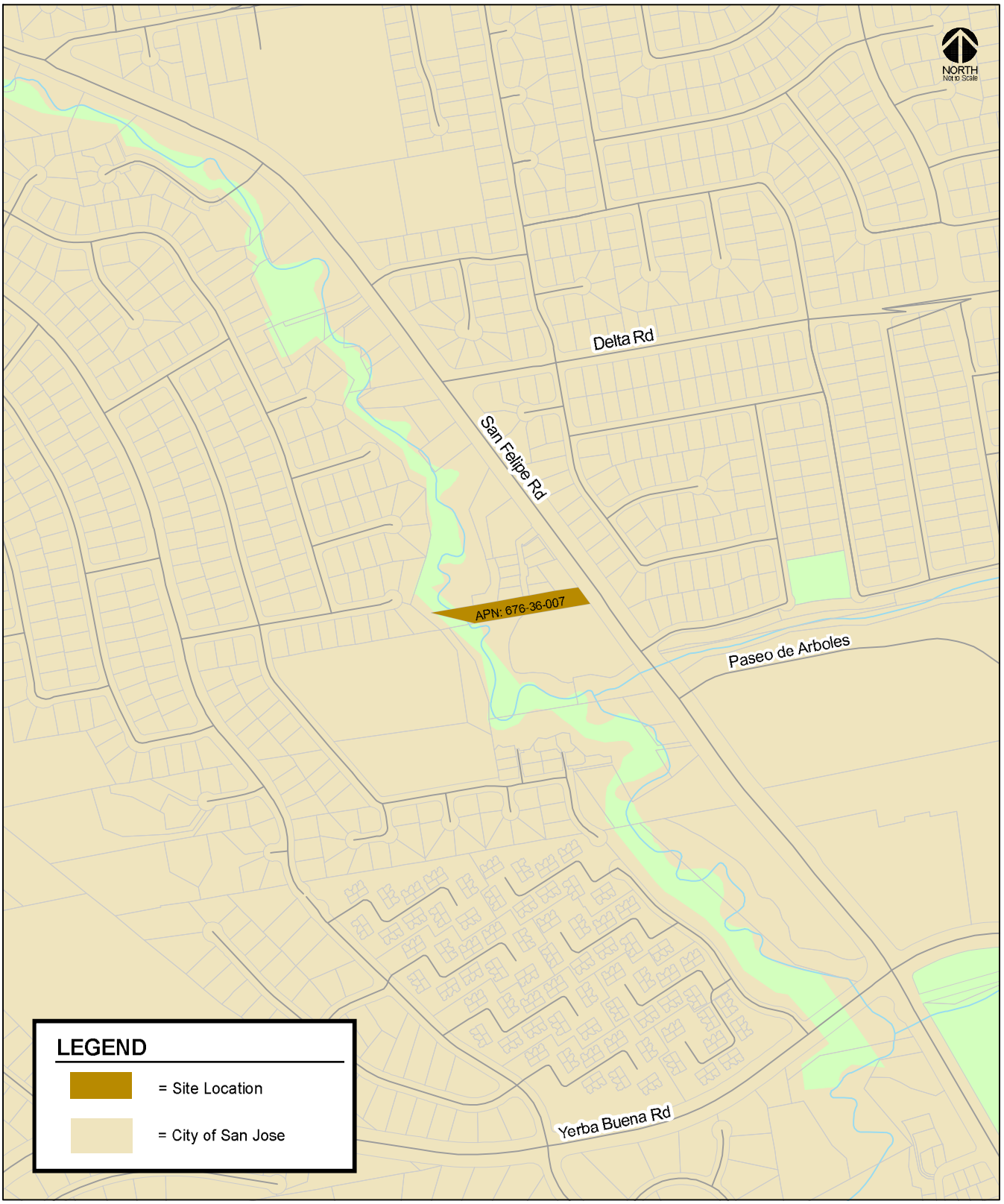


Figure 6
Location of GPA Site 5: GP18-002 (Meridian Avenue)

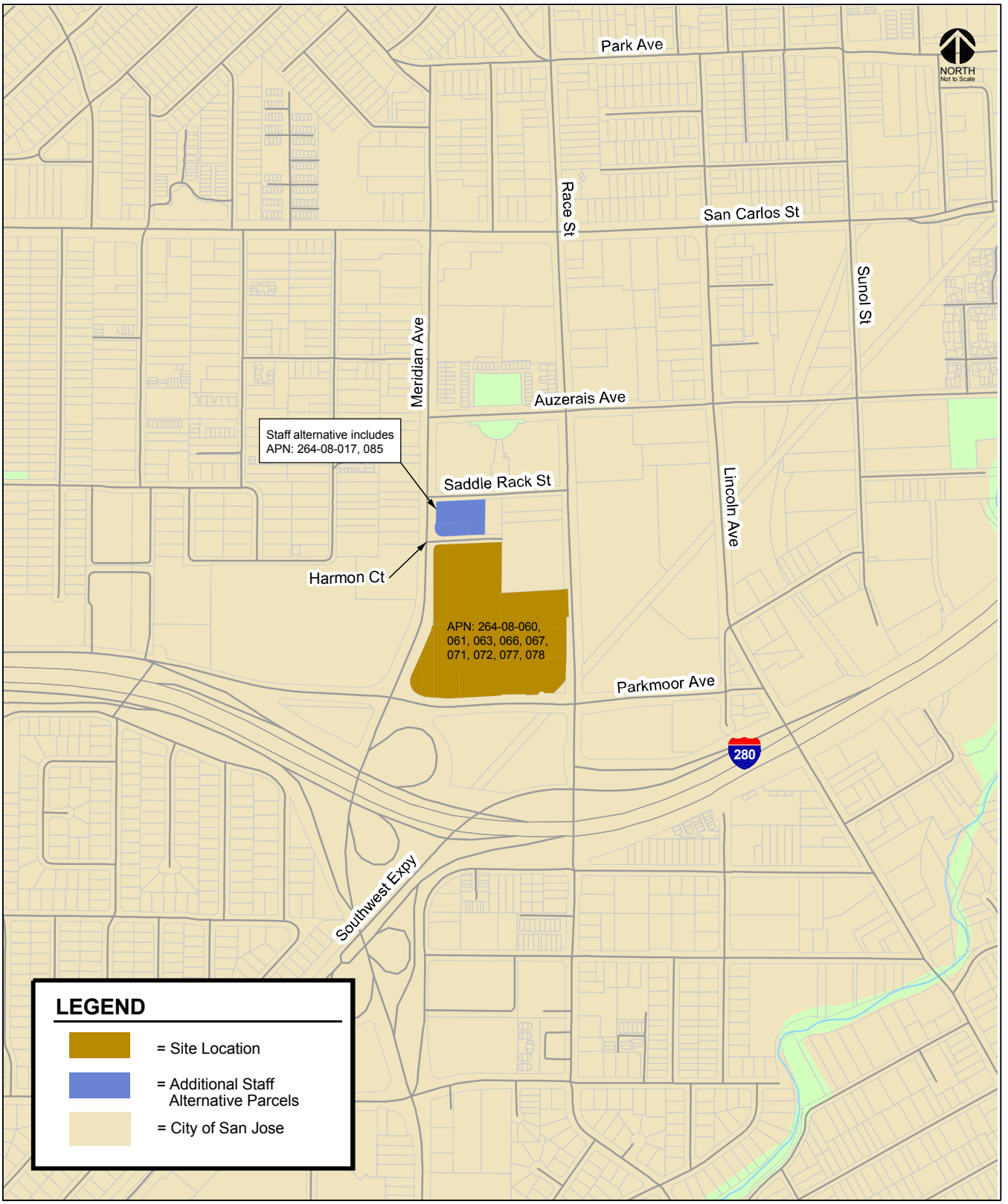


Figure 7
Location of GPA Site 6: GP18-004 (Union Avenue)

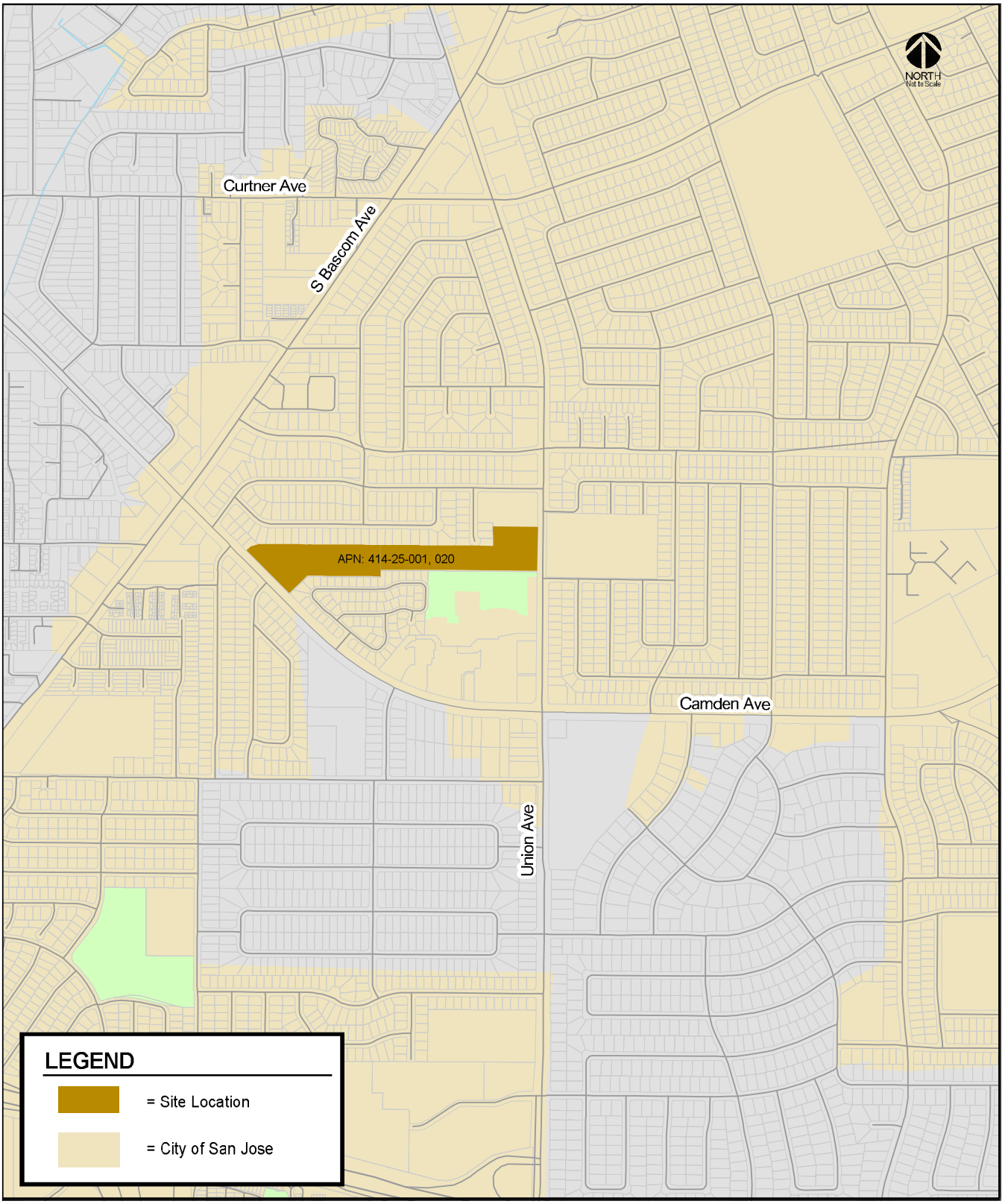


Figure 8
Location of GPA Site 7: GP18-005 (Lelong Street)

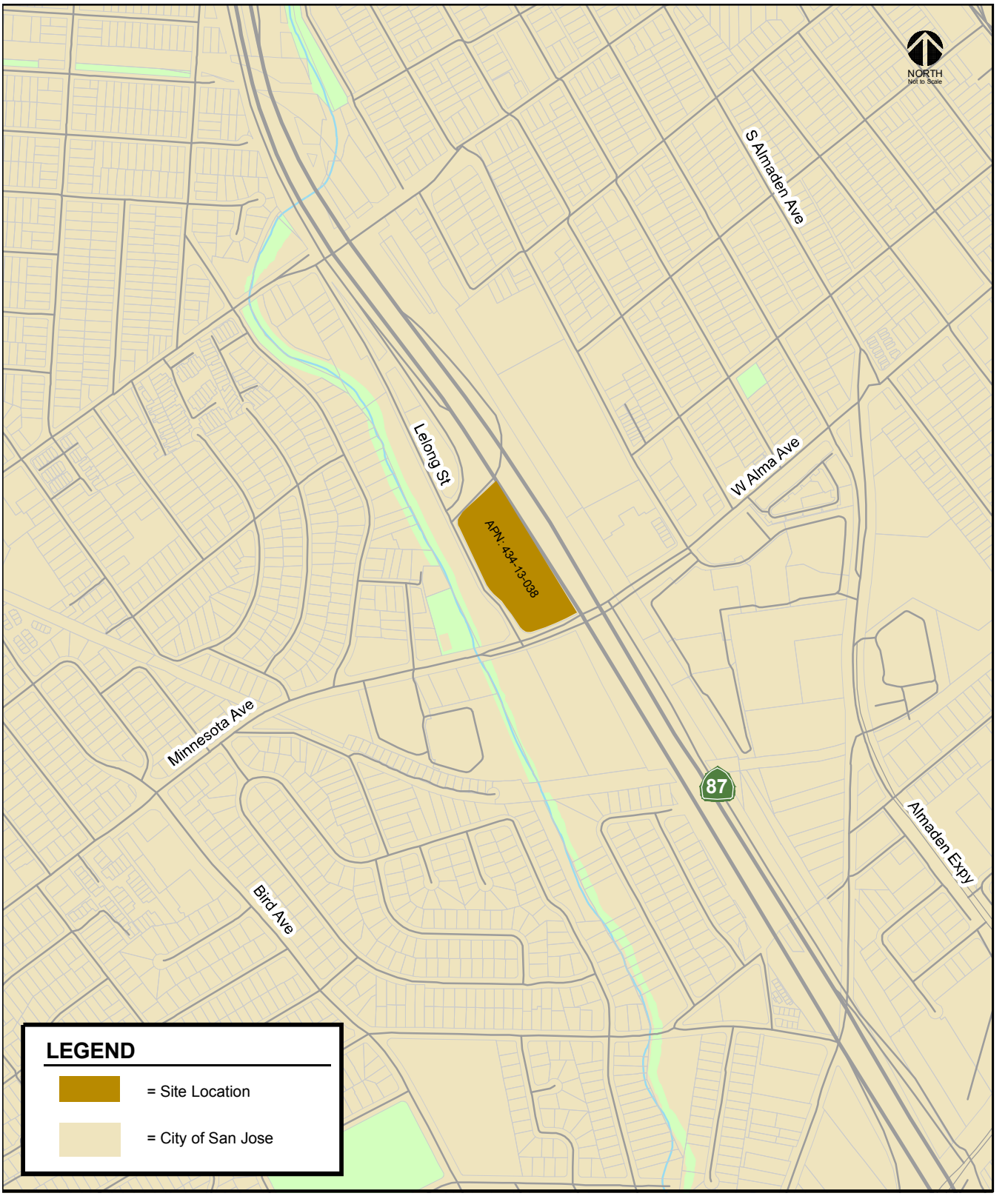


Figure 9
Location of GPA Site 8: GP18-006 (Piercy Road)

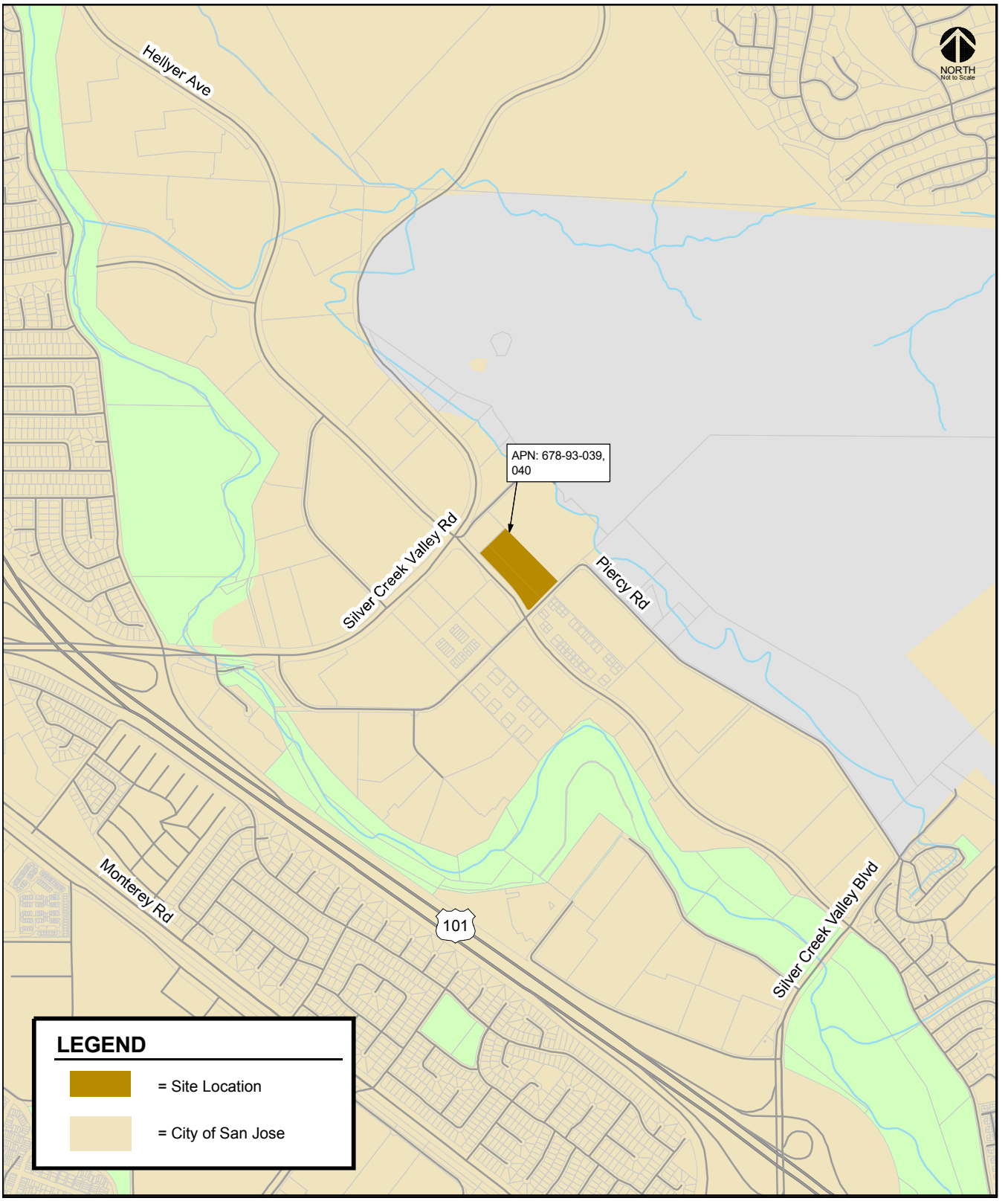


Figure 10
Location of GPA Site 9: GP18-008 (Park Avenue)

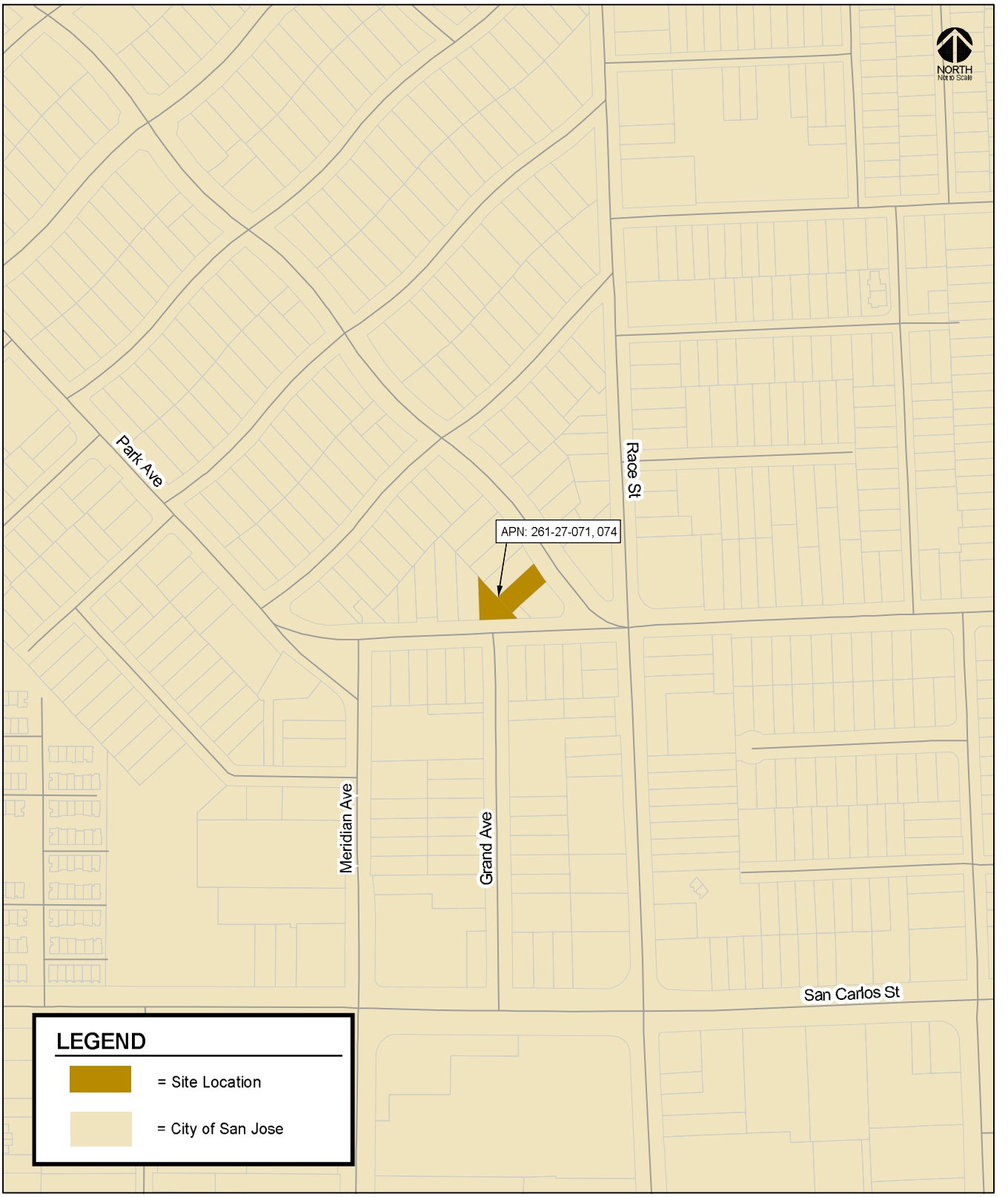
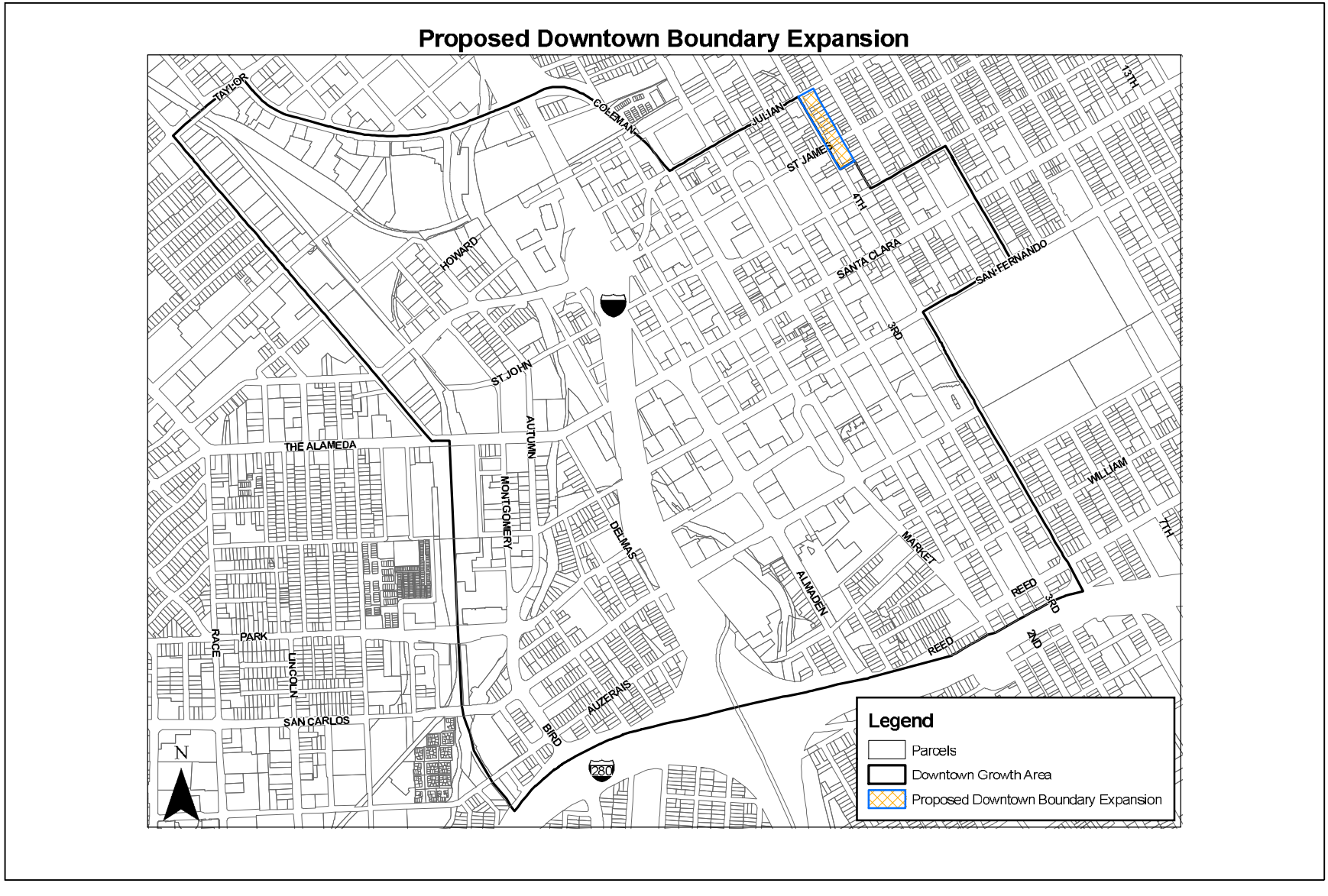


Figure 11
Downtown Strategy Plan Boundary



3. Analysis Methodology and Impact Criteria

This chapter describes the travel demand forecasting modeling methodology used for the analysis and the methods used to determine the traffic conditions for the study scenarios described in the previous chapter. It includes descriptions of the measures of effectiveness (MOE) and the applicable impact criteria for GP traffic analysis.

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 extents 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 travel analysis zone (TAZ). The TDF model produces trip estimates in person trips (as opposed to vehicle trips, which are typically used in near-term traffic 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 origin and destination. The model assigns the trips to the roadway network to minimize travel time between the start and end points.

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.

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 end points (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 socioeconomic 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. 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.

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) are 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 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.

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 each roadway segment, 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. The City's TDF model is intended for use as a "macro analysis tool" to project probable future conditions. Therefore, the TDF model is best used when comparing alternative future scenarios, and is not designed to answer "micro analysis level" operational questions typically address in detailed traffic impact analyses (TIAs).

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.

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 current GP to determine if the proposed adjustments would result in any new or substantially more severe transportation impacts. The long-range analysis includes analysis of the following MOEs:

- **Vehicle Miles Traveled (VMT) per Service Population.** VMT per service population is a measure of the daily vehicle miles traveled divided by the number of residents and employees within the City of San José. VMT per service population (residents + employees) is used for the analysis as opposed to VMT per capita (residents only), since per service population more accurately captures the effects of land use on VMT. The City not only has residents that travel to and from jobs, but also attracts regional employees. VMT is calculated based on the number of vehicles multiplied by the distance traveled by each vehicle in miles.
- **Journey-to-Work Mode Share (Drive Alone %).** Mode share is the distribution of all daily work trips by travel mode, including the following categories: drive alone, carpool with two persons, carpool with three persons or more, transit (rail and bus), bike, and walk trips.
- **Average Travel Speeds within the City's Transit Priority Corridors.** Average travel speed for all vehicles (transit and non-transit vehicles) in the City's 14 transit corridors is calculated for the AM peak hour based on the segment distance dividing the vehicle travel time. A transit corridor is a segment of roadway identified as a Grand Boulevard in the Envision San José 2040 GP Land Use/Transportation Diagram. Grand Boulevards serve as major transportation corridors and, in most cases, are primary routes for Valley Transportation Authority (VTA) light-rail transit (LRT), bus rapid transit (BRT), local buses, and other public transit vehicles. Although transit services are found on other street types throughout the City, transit has the utmost priority on Grand Boulevards.
- **Adjacent Jurisdictions.** Roadway conditions on major streets within adjacent jurisdictions are evaluated for the AM 4-hour peak period based on the volume-to-capacity (V/C) ratios of the street segments and the City of San José's contributions to the total traffic of the street segments. V/C is a performance measure and represents the level of saturation (proportion of roadway capacity that is being used). A lower ratio indicates a roadway's capacity is not fully utilized while a larger ratio, or ratio greater than 1.00, represents a roadway's capacity is fully utilized or over saturated. Freeway facilities operated by Caltrans and expressways operated by the Santa Clara County are also considered as adjacent jurisdictions.

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 2008) 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 5 summarizes the significance thresholds associated with vehicular modes of transportation that were adopted as part of Envision San José 2040 for the evaluation of long-range traffic impacts resulting from proposed land use adjustments and used in this analysis.

Table 5
MOE Significance Thresholds

MOE	Citywide Threshold
VMT/Service Population	Any increase over 2015 baseline conditions
Mode Share (Drive Alone %)	Any increase in journey-to-work drive alone mode share over 2015 baseline conditions
Transit Corridor Travel Speeds	Decrease in average travel speed on a transit corridor below 2015 baseline conditions in the AM peak one-hour period when: 1. The average speed drops below 15 mph or decreases by 25% or more, or 2. The average speed drops by one mph or more for a transit corridor with average speed below 15 mph under 2015 baseline conditions.
Adjacent Jurisdiction	When 25% or more of total deficient lane miles on streets in a adjacent jurisdiction are attributable to the City of San Jose during the AM peak-4-hour period. 1. Total deficient lane miles are total lane miles of street segments with V/C ratios of 1.0 or greater. 2. A deficient roadway segment is attributed to San Jose when trips from the City are 10% or more on the deficient segment.

Source: Envision San Jose 2040 General Plan TIA, October 2010.

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.

4. Cumulative General Plan Long Range Analysis

The long-range cumulative traffic impacts resulting from the proposed 2018 GPAs were determined based on the MOEs significance thresholds for vehicle modes of travel and the impact criteria for transit, bicycle and pedestrian described in Chapter 3. The results of the GPA long-range analysis are described below for both the applicant proposed GPA conditions and the Staff Alternative GPA conditions.

Vehicle Miles Traveled Per Service Population

The San José GP TDF model was used to calculate daily vehicle miles traveled (VMT) per service population, where service population is defined as the number of residents plus the number of employees citywide. This approach focuses on the VMT generated by new population and employment growth. VMT is calculated as the number of vehicle trips multiplied by the length of the trips in miles.

Since the City of San José not only has residents that travel to and from jobs within the City, but also attracts regional employees, the daily VMT includes some trips traveling outside of the City limits but with origins or destinations within San José. For this reason, the following trip types were included in the VMT calculation:

- Internal-Internal – All daily trips are made entirely within the San José City limits.
- One-half of Internal-External – One-half of the daily trips with an origin located within the San José City limits and a destination located outside of San José.
- One-half of External-Internal – One-half of the daily trips with an origin located outside the San José City limits and a destination located within San José.

Trips that travel through San José to and from other locations (External-External) are not included in the calculation of VMT. As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments (Table 11), any increase in VMT per service population over the current GP conditions due to the proposed land use amendments is considered a significant impact.

As shown in Table 6, the citywide daily VMT and the VMT per service population would decrease due to both the applicant proposed land use amendments and the Staff Alternative land use amendments when compared to the current GP. This is because (1) the total number of jobs and households would not change citywide as a result of the GPAs (only shifting of households and jobs would occur) and (2) the reallocation of 4,000 households and 10,000 jobs to the Downtown area, where there are more jobs and transit options. Vehicle trips citywide would be reduced due to an increase in trips made via transit

Table 6
Daily Vehicle Miles Traveled Per Service Population

	Base Year (2015)	2040 General Plan (Baseline)	2040 General Plan Plus GPAs	2040 General Plan Plus Staff GPAs
Citywide Daily VMT	17,505,088	28,046,059	27,873,371	27,889,424
Citywide Service Population	1,392,946	2,054,758	2,054,758	2,054,758
- Total Households	319,870	429,350	429,350	429,350
- Total Residents	1,016,043	1,303,108	1,303,108	1,303,108
- Total Jobs	376,903	751,650	751,650	751,650
Daily VMT Per Service Population	12.6	13.6	13.6	13.6
Increase in VMT/Service Population over General Plan Conditions			***-0.1***	***-0.1***
Significant Impact?			**No**	**No**

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPAs = General Plan Amendments
Service Population = Residents + Jobs
Source: City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

and non-motorized travel modes (bicycle and walk) within the Downtown area. Therefore, cumulatively, the 2018 GPAs, both applicant proposed and Staff Alternative, would result in a *less than significant* impact on citywide daily VMT per service population.

Findings: Compared to the current GP, the proposed land use adjustments would not result in an increase in citywide VMT per service population. Therefore, cumulatively, the 2018 GPAs, both applicant proposed and Staff Alternative, would result in a *less than significant* impact on citywide daily VMT per service population. It is important to note that the VMT per service population is based on raw model output and does not reflect the implementation of adopted GP policies and goals that would further reduce VMT by increased use of non-auto modes of travel.

Journey-to-Work Mode Share

The San José GP TDF model was used to calculate citywide journey-to-work mode share percentages. Mode share is the distribution of all daily work trips by travel mode, including drive alone, carpool with two persons, carpool with three persons or more, transit (rail and bus), bike, and walk trips. Although work trips may occur at any time of the day, most of the work trips occur during typical peak commute periods (6:00 – 10:00 AM and 3:00 – 7:00 PM). As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments (Table 11), any increase in the journey-to-work drive alone mode share percentage over the current GP conditions due to the proposed land use amendments is considered a significant impact.

Table 7 summarizes the citywide journey-to-work mode share analysis results. Compared to the current Envision San José 2040 GP, the percentage of journey-to-work drive alone trips would decrease slightly and the percentage of transit and walk trips would increase slightly as a result of both the applicant proposed GPAs and the Staff Alternative GPAs. Therefore, cumulatively, the 2018 GPAs,

Table 7
Journey-to-Work Mode Share

Mode	Base Year (2008)	Base Year (2015)		2040 General Plan (Baseline)		2040 General Plan Plus GPAs		2040 General Plan Plus Staff GPAs	
	%	Trips	%	Trips	%	Trips	%	Trips	%
Drive Alone	78.9%	753,264	79.7%	1,098,198	72.0%	1,089,340	71.5%	1,089,390	71.5%
Carpool 2	11.7%	85,496	9.0%	138,716	9.1%	137,450	9.0%	137,635	9.0%
Carpool 3+	4.1%	28,526	3.0%	55,275	3.6%	54,544	3.6%	54,595	3.6%
Transit	3.4%	48,181	5.1%	177,546	11.6%	185,532	12.2%	185,018	12.1%
Bicycle	0.7%	14,120	1.5%	26,119	1.7%	26,357	1.7%	26,468	1.7%
Walk	1.3%	15,666	1.7%	28,839	1.9%	29,744	2.0%	29,791	2.0%
Increase in Drive Alone Percentage over General Plan Conditions							-0.5%		-0.5%
Significant Impact?							**No**		**No**

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPAs = General Plan Amendments
Source: City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

both applicant proposed and Staff Alternative, would result in a *less than significant* impact on citywide journey-to-work drive alone mode share.

Findings: The proposed land use adjustments will not result in an increase of drive alone trips when compared to the current GP conditions. Therefore, cumulatively, the 2018 GPAs, both applicant proposed and Staff Alternative, 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. As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments (Table 11), land use amendments that result in a decrease in average travel speed on a transit corridor in the AM peak one-hour period when the average speed drops below 15 miles per hour (mph) or decreases by 25 percent (%) or more, or the average speed drops by one mph or more for a transit corridor with average speed below 15 mph when compared to the current GP conditions is considered a significant impact.

Table 8 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 decrease in

Table 8
AM Peak-Hour Vehicle Speeds (mph) for San José Transit Priority Corridors

Transit Priority Corridor	Base Year (2015)	2040 General Plan (Baseline)	2040 General Plan Plus GPAs			2040 General Plan Plus Staff GPAs		
	Speed (mph)	Speed (mph)	Speed (mph)	% Change (GPplusGPAs - GP) / GP	Absolute Change (GPplusGPAs - GP)	Speed (mph)	% Change (GPplusStaffGPAs - GP) / GP	Absolute Change (GPplusStaffGPAs - GP)
2nd St from San Carlos St to St. James St	16.6	15.7	15.2	-3.2%	-0.5	15.3	-2.5%	-0.4
Alum Rock Av from Capitol Av to US 101	21.3	16.6	16.8	1.4%	0.2	16.9	1.5%	0.3
Camden Av from SR 17 to Meridian Av	23.1	18.1	17.8	-1.8%	-0.3	17.9	-1.6%	-0.3
Capitol Av from S. Milpitas Bl to Capitol Expwy	27.1	22.8	22.8	0.3%	0.1	22.9	0.3%	0.1
Capitol Expwy from Capitol Av to Meridian Av	33.0	26.9	27.0	0.2%	0.1	27.1	0.5%	0.1
E. Santa Clara St from US 101 to Delmas Av	20.4	16.2	15.6	-3.5%	-0.6	15.9	-2.1%	-0.3
Meridian Av from Park Av to Blossom Hill Rd	24.9	20.9	20.6	-1.4%	-0.3	20.6	-1.3%	-0.3
Monterey Rd from Keyes St to Metcalf Rd	27.4	19.2	20.3	5.4%	1.0	20.1	4.5%	0.9
N. 1st St from SR 237 to Keyes St	21.3	13.9	13.7	-1.4%	-0.2	13.8	-0.4%	-0.1
San Carlos St from Bascom Av to SR 87	24.8	20.8	20.5	-1.5%	-0.3	20.5	-1.5%	-0.3
Stevens Creek Bl from Bascom Av to Tantau Av	24.3	18.8	18.6	-0.6%	-0.1	18.7	-0.1%	0.0
Tasman Dr from Lick Mill Bl to McCarthy Bl	22.7	13.8	13.7	-0.7%	-0.1	14.1	1.9%	0.3
The Alameda from Alameda Wy to Delmas Av	20.5	14.3	14.1	-1.5%	-0.2	14.2	-0.8%	-0.1
W. San Carlos St from SR 87 to 2nd St	20.0	19.3	18.9	-1.9%	-0.4	19.0	-1.4%	-0.3

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPAs = General Plan Amendments
Outlined indicates significant impacts.
Source: City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

travel speeds of 0.6 mph or less (or a change of 3.5% or less) on ten corridors due to the applicant proposed GPAs, and decrease in travel speeds of 0.4 mph or less (or a change of 2.5% or less) on eight corridors due to the Staff Alternative GPAs. Travel speeds on the remaining corridors would improve slightly or remain unchanged when compared to the current GP. Therefore, cumulatively, the 2018 GPAs, both applicant proposed and Staff Alternative, would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

Findings: The proposed land use adjustments would not result in a decrease in travel speeds of greater than one mph or 25 percent on any of the 14 transit priority corridors when compared to current GP conditions. Therefore, cumulatively, the 2018 GPAs, both applicant proposed and Staff Alternative, would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

Adjacent Jurisdictions

The San José GP TDF model was used to calculate the number of lane miles of street segments with V/C ratios of 1.0 or greater during the peak 4-hour AM period within adjacent jurisdictions.

The effect of the proposed land use adjustments is evaluated based on the percentage of traffic that would be added to the deficient roadways. As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments (Table 11), a deficient roadway segment in an adjacent jurisdiction is attributed to San José when trips originating from residents and jobs within San José equal 10% or more on the deficient segment. An impact to an adjacent jurisdiction is considered significant when 25% or more of total deficient lane miles are attributable to the City of San José. The 25% threshold represents what would be a noticeable change in traffic.

Table 9 summarizes the City of San José's traffic impacts on the roadway segments within adjacent jurisdictions. City of San José traffic would significantly impact roadway segments within the same 13 adjacent jurisdictions under both current GP and proposed and Staff Alternative GPAs conditions. With the proposed land use amendments under the applicant proposed GPA, the percent of deficient lane miles attributable to the City would decrease by 2% at one of the 13 impacted jurisdictions and would remain unchanged at the remaining 12 impacted jurisdictions, compared to the current GP. With the proposed land use amendments under the Staff Alternative GPA, the percent of deficient lane miles attributable to the City would remain unchanged at all 13 impacted jurisdictions, when compared to the current GP. Additionally, San José traffic contribution to Los Altos roadway segments would increase from 17% under the current GP to 20% and 23% under the proposed and Staff Alternative GPAs, respectively. However, the Los Altos roadway segments would not be significantly impacted under the current GP conditions or the proposed GPAs conditions since the percentage of deficient lane miles attributable to San José would continue to be less than the 25% threshold. The proposed land use amendments would not result in further impacts on roadways in adjacent jurisdictions than those identified for the current GP. Therefore, cumulatively, the 2018 GPAs, both applicant proposed and Staff Alternative, would result in a *less than significant* impact on the roadway segments in adjacent jurisdictions.

Findings: The proposed land use amendments would not result in further impacts on roadways in adjacent jurisdictions than those identified for the current GP. Although the TDF modeling results show that San José traffic contribution to Los Altos roadway segments would increase from 17% under the current GP to 20% and 23% under the proposed and Staff Alternative GPAs, respectively, the Los Altos roadway segments would not be significantly impacted under the current GP conditions or the proposed GPAs conditions because the San José contribution is below the 25% threshold. Therefore, cumulatively, the 2018 GPAs, both applicant proposed and Staff Alternative, would result in a *less than significant* impact on the roadway segments in adjacent jurisdictions.

Table 9
AM 4-Hour Traffic Impacts in Adjacent Jurisdictions

City	Base Year (2015)			2040 General Plan (Baseline)			2040 General Plan Plus GPAs			2040 General Plan Plus Staff GPAs		
	Total Deficient Lane Miles[1]	Total Deficient Lane Miles Attributable to San Jose[2]	% of Deficient Lane Miles Attributable to San Jose	Total Deficient Lane Miles[1]	Total Deficient Lane Miles Attributable to San Jose[2]	% of Deficient Lane Miles Attributable to San Jose	Total Deficient Lane Miles[1]	Total Deficient Lane Miles Attributable to San Jose[2]	% of Deficient Lane Miles Attributable to San Jose	Total Deficient Lane Miles[1]	Total Deficient Lane Miles Attributable to San Jose[2]	% of Deficient Lane Miles Attributable to San Jose
Campbell	0.12	0.12	100%	1.15	1.15	100%	1.15	1.15	100%	1.11	1.11	100%
Cupertino	1.67	1.19	72%	2.60	2.23	86%	2.60	2.23	86%	2.60	2.23	86%
Gilroy	0.34	0.34	100%	0.00	0.00	0%	0.00	0.00	0%	0.00	0.00	0%
Los Altos	0.50	0.00	0%	1.49	0.25	17%	1.28	0.25	20%	1.28	0.30	23%
Los Altos Hills	0.38	0.13	35%	2.51	1.95	78%	2.51	1.95	78%	2.51	1.95	78%
Los Gatos	0.22	0.22	100%	1.34	1.34	100%	1.34	1.34	100%	1.34	1.34	100%
Milpitas	0.39	0.39	100%	5.54	5.54	100%	5.76	5.76	100%	5.54	5.54	100%
Monte Sereno	0.00	0.00	0%	0.00	0.00	0%	0.00	0.00	0%	0.00	0.00	0%
Morgan Hill	0.00	0.00	0%	0.24	0.24	100%	0.24	0.24	100%	0.24	0.24	100%
Mountain View	0.39	0.28	71%	1.60	1.48	93%	1.60	1.48	93%	1.40	1.31	93%
Palo Alto	0.88	0.31	35%	2.42	0.76	31%	2.42	0.76	31%	2.42	0.76	31%
Santa Clara	0.00	0.00	0%	0.60	0.60	100%	0.34	0.34	100%	0.34	0.34	100%
Saratoga	0.00	0.00	0%	0.63	0.63	100%	0.63	0.63	100%	0.63	0.63	100%
Sunnyvale	0.81	0.81	100%	0.53	0.48	90%	0.53	0.48	90%	0.53	0.48	90%
Caltrans Facilities	5,743.69	4,433.43	77%	5,856.67	4,783.14	82%	5,796.73	4,778.16	82%	5,796.54	4,774.44	82%
Santa Clara County Expressways	0.62	0.51	81%	5.97	5.95	100%	4.84	4.73	98%	4.75	4.73	100%

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPAs = General Plan Amendments
1. Total deficient lane miles are total lane miles of street segments with V/C ratios of 1.0 or greater.
2. A deficient roadway segment is attributed to San Jose when trips from the City are 10% or more on the deficient segment.
Outlined indicates significant impacts.
Source: City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

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 GPAs 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 2018 GPAs land use adjustments, both applicant proposed and Staff Alternative, 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 Bike Plan 2020 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 thorugh TR-1.15, TR-2.12 through TR-2.21, TR-7.2, TR-7.3, TN-1.6, TN-2.8 through 2.10, and TN-3.7; Performance Measures TN-2.11, TN-2.12). The proposed GPA land use adjustments would not result in a change to the existing and planned roadway network that would affect existing or planned bicycle facilities. Therefore, the proposed 2018 GPA land use adjustments, both applicant proposed and Staff Alternative, would not substantially disrupt existing, or interfere with planned bicycle facilities; conflict or create inconsistencies with adopted bicycle plans, guidelines, policies, or standards; and provide insecure and unsafe bicycle parking in adequate proportion to anticipated demand.

Pedestrian Facilities

The adopted Envision San José 2040 GP contains goals and policies (Policies TR-1.1, TR-1.2,TR-1.4 through TR-1.9, TR-2.1 through TR-2.11, TR-7.1, TN-1.1 through TN-1.5, TN-2.1 through TN-2.7, and TN-3.1 through 3.6; Implementing Actions TR-1.12 through TR-1.15, TR-2.12 through TR-2.21, TR-7.2, TR-7.3, TN-1.6, TN-2.8 through 2.10, and TN-3.7; Performance Measures TN-2.11, TN-2.12) to improve pedestrian walking environment, increase pedestrian safety, and create a land use context to support non-motorized travel. The proposed GPAs 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 2018 GPAs land use adjustments, both applicant proposed and Staff Alternative, would not substantially disrupt existing, or interfere with planned pedestrian facilities; create inconsistencies with adopted pedestrian plans, guidelines, policies, or standards; and provide accessible pedestrian facilities that would not meet current ADA best practice.

5.
Berryessa Road (Site-Specific GPA Traffic Analysis)

This report presents the results of the long-range site-specific traffic impact analysis for the proposed Berryessa Road General Plan Amendment (GP17-016). The purpose of the General Plan Amendment (GPA) traffic analysis is to assess the long-range impacts of the proposed land use amendment to the Berryessa Road General Plan site on the citywide transportation system. The potential traffic impacts of the project were evaluated in accordance with the guidelines and thresholds set forth by the Envision San José 2040 General Plan (GP). In addition, a near term traffic analysis in conjunction with any future development permit applications consistent with the Envision San José 2040 GP will be required once a development application is submitted to the City.

General Plan Amendment Site Description

The project consists of amending the adopted land use designation of the Envision San José 2040 GP for the approximately 13.02-acre site located on the north side of Berryessa Road near the Berryessa BART Station/Berryessa Road intersection and west of the BART right-of-way. The Berryessa Road GPA site location is presented on Figure 12. The adopted GP land use designation for the site is *Industrial Park*, and the proposed amendment involves changing the adopted land use to *Urban Village.* The site is partially occupied by several industrial buildings. The proposed land use change for development of the site would be consistent with the immediate and surrounding land uses.

The GPA traffic analysis guidelines, described in the City of San José Transportation Analysis Handbook, Volume II (dated April 2018), under the *Methodology for Transportation Network Modeling & Analysis* section, provide a trip threshold for GP land use amendments that require a site-specific GPA analysis. With the exception of GPA sites located within the identified North San José, Evergreen, and South San José subareas, a proposed land use amendment that would result in an increase of more than 250 peak-hour trips to be generated by the subject site due to proposed increases in households or employment would be required to prepare a site-specific GPA traffic analysis. The Berryessa Road GPA site is located outside of the specific subareas. According to the TDF modeling results, the proposed amendment at the Berryessa Road GP site would result in 1,627 additional households and 379 additional jobs on the site. The increase in households and jobs would result in an additional 1,059 AM and 1,301 PM peak-hour trips at the Berryessa Road GPA site when compared to the current GP land use designation (see Table 10). Therefore, a site-specific GPA traffic analysis is required for the proposed land use amendment. The GPA does not propose any changes to the city's major transportation system and the transportation policies that were adopted in the Envision San José 2040 GP.

Figure 12
Berryessa Road GPA Site Location

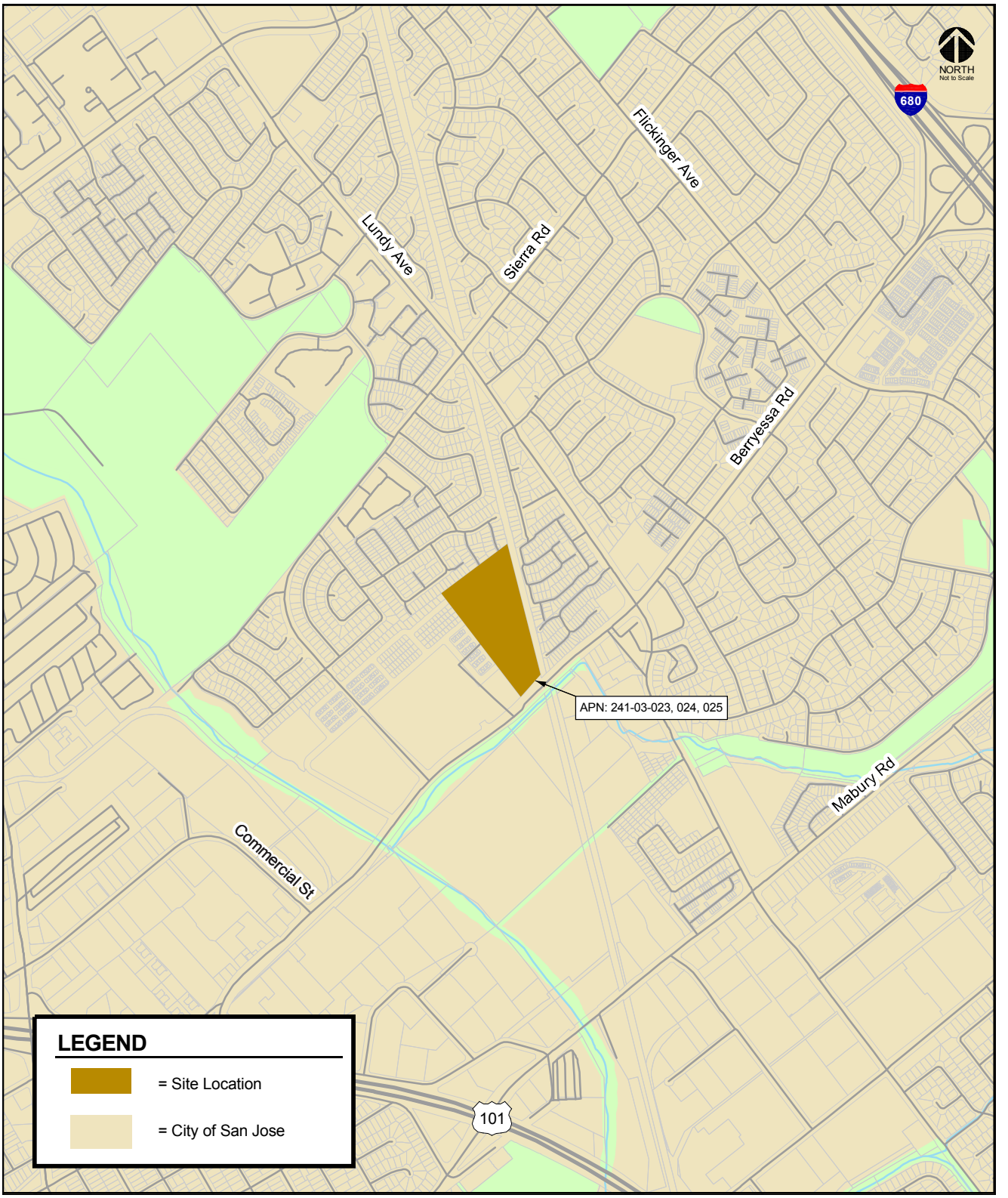


Table 10
Changes in Households, Jobs, and Peak-Hour Trips Due to Proposed GPA at Berryessa Road Site

Site Number	Site Name	General Plan (Baseline) [1]		General Plan Amendment [2]		Net Land Use Change		Net Peak-Hour Trip Change	
		TOTHH	TEMP	TOTHH	TEMP	TOTHH	TEMP	AM	PM
2	GP-17-016 [Berryessa Road]	1,578	6,749	3,205	7,128	1,627	379	**1,059**	**1,301**

Notes: TOTHH = total number of households; TEMP = total number of jobs.
[1] Total number of households and jobs under the adopted Envision San Jose 2040 General Plan (GP). The buildout of the 2040 GP represents baseline conditions.
[2] Total number of households and jobs as proposed by the applicant GP Amendments.
Outlined indicates GPA that results in an increase in peak hour trips greater than 250 trips and requires site-specific GPA traffic analysis.
Sources: City of San Jose Planning Department, June 2018
City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

Scope of the Study

The GPA analysis includes the evaluation of the potential for the proposed land use amendment to result in increased vehicle miles traveled, increased traffic volume on specified roadway segments, impacts to travel speeds on transit priority corridors, impacts to roadways in adjacent jurisdictions, 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 and described in Chapter 3 of this report. Traffic conditions were evaluated for the following traffic scenarios using the City of San José's Traffic Demand Forecasting (TDF) model:

- **Projected Year 2015 Conditions:** The Projected Year 2015 Conditions represent a projection of transportation conditions in 2015 using the City's GP TDF model. The roadway network also reflects the Year 2015 roadway network and transportation system.
- **Current 2040 General Plan Conditions:** Future traffic due to the current GP land uses (i.e., including the adopted Four-Year GP Review Land Use adjustments) is added to regional growth that can be reasonably expected to occur by 2040. Current 2040 GP conditions include the citywide roadway network to reflect the current roadway network as well as all transportation system improvements as identified in the current GP.
- **Proposed 2040 General Plan Amendment Conditions:** Current 2040 GP conditions with the proposed land use amendment for the Berryessa Road GP site. Transportation conditions for the Proposed 2040 GP Amendment Conditions were evaluated relative to the Current 2040 GP Conditions to determine any long-range traffic impacts.

Existing Conditions

This section describes the existing conditions for all of the major transportation facilities near the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project site is provided via US 101 and I-680. Local access to the site is provided by Berryessa Road, Lundy Avenue and Sierra Road. These facilities are described below.

US 101 is a north-south freeway that extends northward though San Francisco and southward through Gilroy. Within the study area, US 101 is an eight-lane facility that includes two high-occupancy vehicle (HOV) lanes. Access to the site is provided via its full interchange with Oakland Road.

Interstate 680 (I-680) is an eight-lane freeway providing regional access to San José. It extends in a north-south direction from its junction with I-280 and US 101 near Downtown San José through the East Bay to its junction with I-80 in Fairfield. Access to the site is provided via its full interchange with Berryessa Road.

Berryessa Road is generally a four-lane east-west arterial that runs from Piedmont Road to US 101, at which point it becomes Hedding Street. Berryessa Road provides direct access to the site.

Lundy Avenue is a four-lane north-south arterial that runs from Trade Zone Boulevard south to Commodore Drive, at which point it transitions to King Road. Access to the site is provided via Berryessa Road.

Sierra Road is generally an east-west roadway that runs north from Berryessa Road and proceeds east to east of Flickinger Avenue, where it terminates within a residential area between Flickinger Avenue and I-680. Access to the site is provided via Berryessa Road.

Existing Bicycle and Pedestrian Facilities

There are several bicycle facilities near the Berryessa Road GP site. As defined by the California Department of Transportation (Caltrans), bicycle facilities include Class I bikeways (defined as bike paths off street, which is shared with pedestrians and excludes general motor vehicle traffic), Class II bikeways (defined as striped bike lanes on street), Class III bike routes (defined as roads with bike route signage where bicyclists share the road with motor vehicles), and Class IV cycle tracks (bike lanes physically separated from vehicle traffic by a vertical element. Bicyclists are allowed to ride on any roadway, even if there is no bicycle facility present with the exception of limited access highways.

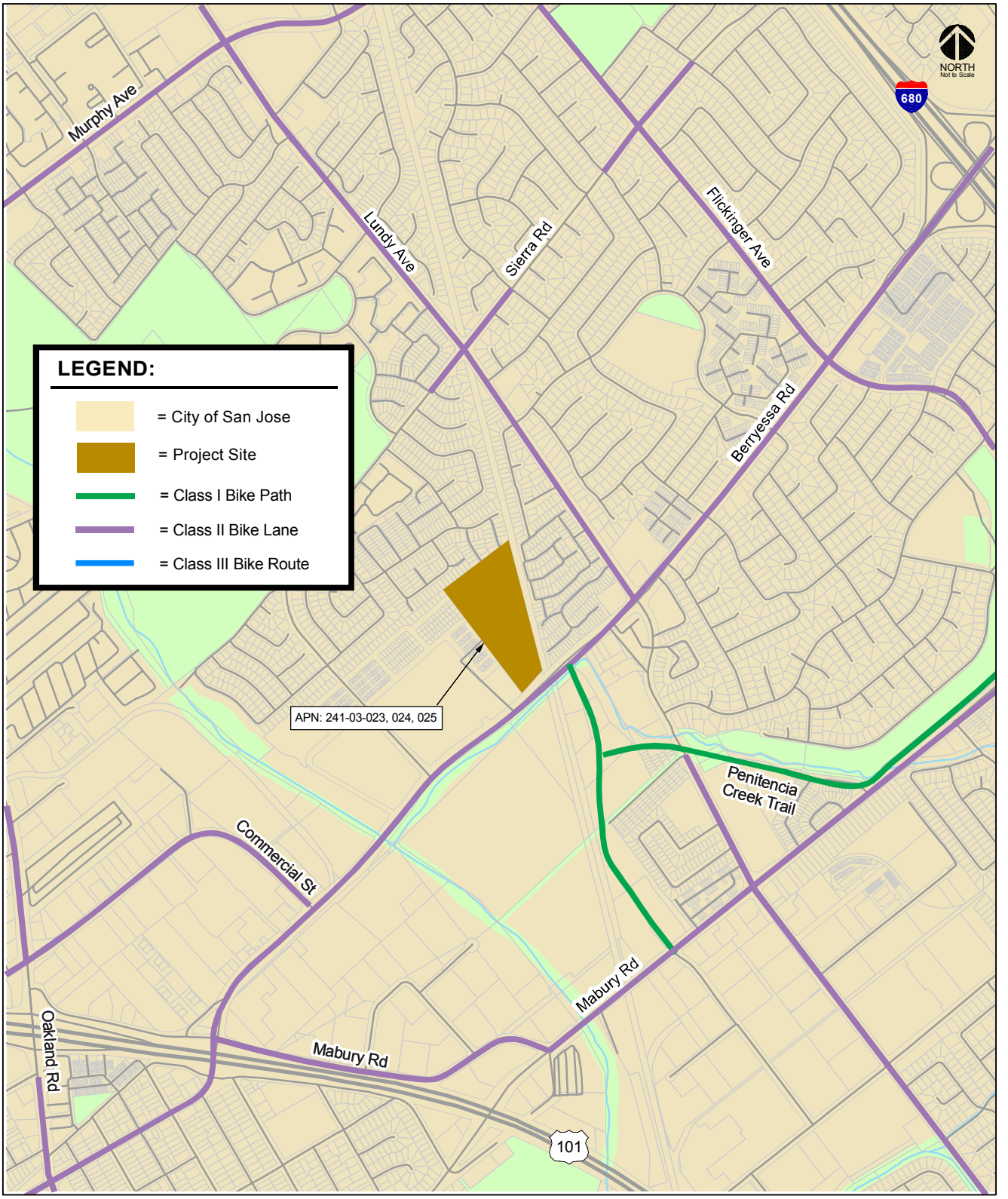
Class II striped bike lanes are provided on the following roadways near the site:

- Berryessa Road – Between Mabury Road and Piedmont Road
- Lundy Avenue – North of Berryessa Road to Trade Zone Boulevard
- Sierra Road – Between Pietro Drive/Briarberry Court and Mossland Drive
- King Road – South of Salamoni Court/Penitencia Creek Trail
- Mabury Road – East of the Flea Market Driveway to White Road
- Commercial Street – North of Berryessa Road to Zanker Road

The Penitencia Creek Trail is a City of San José and Santa Clara County Class I bicycle facility (off-street bike path) that runs between the Berryessa BART Station and Alum Rock Park. A portion of the path utilizes the bicycle lane on Mabury Road. Berryessa BART Driveway also has a bike path between Berryessa Road and Mabury Road. Bike lockers and bike racks will be provided at the Berryessa BART Station. The bike path is also available for use by pedestrians. The existing bicycles facilities are shown on Figure 13.

In addition, the City of San José bicycle master plan*, San José Bike Plan 2020*, provides policies and improvements to bicycle facilities to improve the use of bicycles in the City. It includes an inventory of

Figure 13
Existing Bicycle Facilities (Berryessa Road)



existing bicycle facilities and identifies locations for enhancement of existing facilities by expansion and or establishing potential connections.

Pedestrian facilities near the project consist primarily of sidewalks along the streets in most residential and commercial areas, as well as the aforementioned bike/pedestrian path. Sidewalks are found along virtually all previously described local roadways in the study area, with a few exceptions, and along the local residential streets and collectors near the site. Within the study area, there are no sidewalks along the north side of Sierra Road between Hazlett Way and Araujo Street.

Existing Transit Services

Existing transit services to the study area are provided by the VTA. The VTA transit services are described below and shown on Figure 14.

VTA Bus Services

Local Route 12 runs from San José Civic Center to Eastridge Transit Center via the San José Flea Market and operates only on weekends and holidays between 9:30 AM to 7:00 PM. The nearest bus stop to the Berryessa Road site served by Route 12 is located east of the Sierra Road/ Berryessa Road intersection.

Local Route 61 runs from Good Samaritan Hospital to Sierra Road and Piedmont Road via Bascom Avenue and operates from 6:00 AM to 9:30 PM with 30-minute headways during the weekday commute periods. The nearest bus stop to the Berryessa Road site served by Route 61 is located east of the Berryessa BART Station Driveway/Mabury Road intersection.

Local Route 62 runs from Good Samaritan Hospital to Sierra Road and Piedmont Road via Union Avenue and operates from 5:30 AM to 11:00 PM with 30-minute headways during the weekday commute periods. The nearest bus stop to the Berryessa Road site served by Route 62 is located east of the Sierra Road/Berryessa Road intersection.

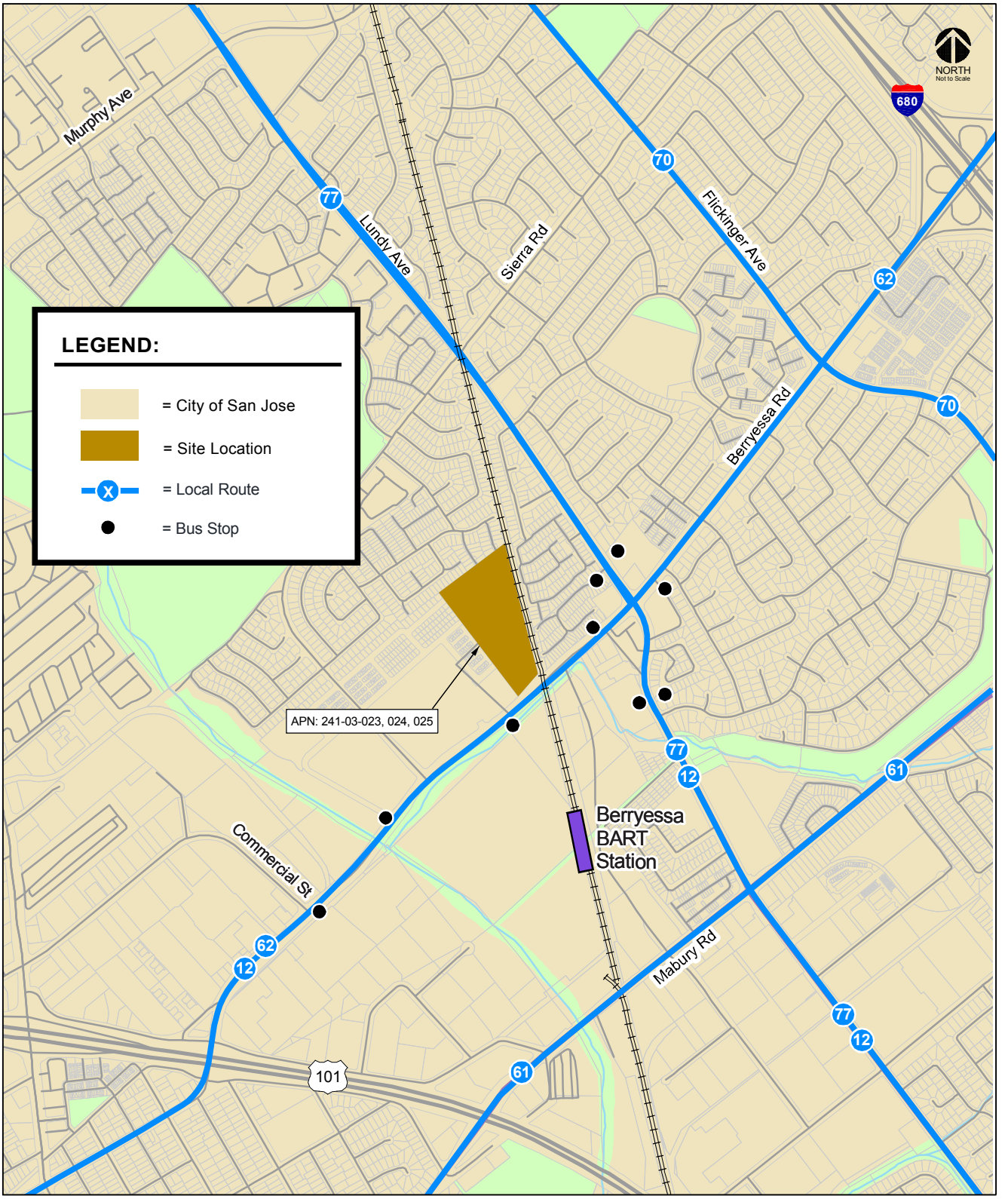
Local Route 70 runs from Capitol LRT Station to Great Mall/Main Transit Center via Flickinger Avenue and operates from 5:00 AM to 11:30 PM with 15-minute headways during the weekday commute periods. The nearest bus stop to the Berryessa Road site served by Route 70 is located at the Flickinger Avenue/ Berryessa Road intersection.

Local Route 77 runs from Eastridge Transit Center to Great Mall/Main Transit Center via King Road/Lundy Avenue and operates from 6:00 AM to 10:00 PM with 15-minute headways during the weekday commute periods. The nearest bus stop to the Berryessa Road site served by Route 77 is located north of the Lundy Avenue/Berryessa Road intersection.

Light Rail Transit (LRT) Service

The Berryessa Road GP site is located approximately 1.5 miles southwest of the Berryessa LRT Station located north of the Capitol Avenue/Berryessa Road intersection. LRT service at the Berryessa LRT station is provided by the Alum Rock-Santa Teresa LRT line, which operates nearly 24 hours a day (4:00 AM to 2:00 AM) with 10-15-minute headways during peak commute and midday hours. The Alum Rock-Santa Teresa LRT line provides service from the Santa Teresa Station in south San José, through Downtown San José to north San José where it curves east and operates along the Tasman Corridor, bends south and runs along the Capitol Corridor, and ultimately terminates in east San José just south of Alum Rock Avenue.

Figure 14
Existing Transit Services (Berryessa Road)



Bay Area Rapid Transit (BART) Station

The Berryessa BART Station is one of two stations planned as part of the first phase of the 16-mile BART Silicon Valley extension project. The station, currently under construction, is located between Berryessa Road and Mabury Road, south of the Berryessa Road GP site. According to the VTA website, the Berryessa BART Station is projected to serve 25,000 daily passengers in 2030, with trains arriving every 7.5 minutes. It will include a multi-story parking garage next to the station and convenient private shuttle and "Kiss-and-Ride" loading areas, as well as a bus transit center, on-site bicycle paths, and indoor bicycle storage. The station is projected to be open by the year 2019.

General Plan Amendment Site-Specific Long-Range Analysis

The site-specific long-range traffic impacts resulting from the proposed Berryessa Road site GPA were determined based on the MOEs and associated significance thresholds described in Chapter 3. The results of the site-specific GPA long-range analysis are described below.

Vehicle Miles Traveled Per Service Population

The San José GP TDF model was used to calculate daily vehicle miles traveled (VMT) per service population, where service population is defined as the number of residents plus the number of employees citywide. This approach focuses on the VMT generated by new population and employment growth. VMT is calculated as the number of vehicle trips multiplied by the length of the trips in miles. As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments (Table 11), any increase in VMT per service population over the current GP conditions due to the proposed land use amendment is considered a significant impact.

As shown in Table 11, both the citywide daily VMT and VMT per service population would decrease slightly with the proposed land use amendment when compared to the current GP. Therefore, the proposed Berryessa Road GPA would result in a *less than significant* impact on the citywide daily VMT per service population.

Journey-to-Work Mode Share

The San José GP TDF model was used to calculate journey-to-work citywide mode share percentages. Mode share is the distribution of all daily work trips by travel mode. The modes of travel included in the TDF model are drive alone, carpool with two persons, carpool with three persons or more, transit (rail and bus), bike, and walk trips. Although work trips may occur at any time of the day, most of the work trips occur during typical peak commute periods (6:00 – 10:00 AM and 3:00 – 7:00 PM). As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments (Table 11), any increase in the journey-to-work drive alone mode share percentage over the current GP conditions due to the proposed land use amendment is considered a significant impact.

Table 12 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 land use amendment. Approximately 72% of the commuters would drive single occupancy vehicles to travel to and from work under the current GP and the current GP with the proposed land use amendment. Therefore, the proposed Berryessa Road GPA would result in a *less than significant* impact on citywide journey-to-work drive alone mode share.

Table 11
Daily Vehicle Miles Traveled Per Service Population (Berryessa Road)

	Base Year (2015)	2040 General Plan (Baseline)	2040 General Plan Plus GPA
Citywide Daily VMT	17,505,088	28,046,059	28,015,355
Citywide Service Population	1,392,946	2,054,758	2,054,758
- Total Households	319,870	429,350	429,350
- Total Residents	1,016,043	1,303,108	1,303,108
- Total Jobs	376,903	751,650	751,650
Daily VMT Per Service Population	12.57	13.65	13.63
Increase in VMT/Service Population over General Plan Conditions			***-0.02***
Significant Impact?			**No**

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPA = General Plan Amendment
Service Population = Residents + Jobs
Source: City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

Table 12
Journey-to-Work Mode Share (Berryessa Road)

	Base Year (2015)		2040 General Plan (Baseline)		2040 General Plan Plus GPA	
Mode	**Trips**	**%**	**Trips**	**%**	**Trips**	**%**
Drive Alone	753,264	79.7%	1,098,198	72.0%	1,098,538	72.0%
Carpool 2	85,496	9.0%	138,716	9.1%	138,764	9.1%
Carpool 3+	28,526	3.0%	55,275	3.6%	55,145	3.6%
Transit	48,181	5.1%	177,546	11.6%	177,314	11.6%
Bicycle	14,120	1.5%	26,119	1.7%	26,147	1.7%
Walk	15,666	1.7%	28,839	1.9%	28,849	1.9%
Increase in Drive Alone Percentage over General Plan Conditions						0.0%
Significant Impact?						**No**

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPA = General Plan Amendment
Source: City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

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. The analysis of transit priority corridor speeds was completed to assist with the assessment of whether the proposed land use amendment would cause a significant change in travel speeds on the transit priority corridors compared to the current GP. A transit corridor is a roadway segment identified as a Grand Boulevard in the Envision San José 2040 GP Land Use/Transportation Diagram. Grand Boulevards serve as major transportation corridors and, in most cases, are primary routes for VTA's LRT, BRT, local buses, and other public transit vehicles. The travel speeds are calculated by dividing the segment distance by the vehicle travel time. As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments (Table 11), land use amendments that result in a decrease in average travel speed on a transit corridor in the AM peak one-hour period when the average speed drops below 15 miles per hour (mph) or decreases by 25 percent (%) or more, or the average speed drops by one mph or more for a transit corridor with average speed below 15 mph when compared to the current GP conditions is considered a significant impact.

Table 13 presents the average vehicle speeds on the City's 14 transit priority corridors (i.e., Grand Boulevard segments) during the AM peak-hour of traffic. When compared to the travel speeds under current GP conditions, the change in traffic resulting from the proposed land use amendment would have a minimal effect on the travel speeds in the transit corridors. The TDF model estimates minimal to no changes in travel speeds on all 14 corridors, with two corridors experiencing decreases in travel speed of less than 0.1 mph (or a change of 0.2% or less), when compared to the current GP. Travel speeds on the remaining corridors would improve slightly or remain unchanged when compared to the current GP. Therefore, the proposed Berryessa Road GPA would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

Adjacent Jurisdictions

The San José GP TDF model was used to calculate the number of lane miles of street segments with V/C ratios of 1.0 or greater during the peak 4-hour AM period within adjacent jurisdictions. The effect of the proposed land use adjustments is evaluated based on the percentage of traffic that would be added to the deficient roadways. As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments (Table 11), a deficient roadway segment in an adjacent jurisdiction is attributed to San José when trips originating from residents and jobs within San José equal 10% or more on the deficient segment. An impact to an adjacent jurisdiction is considered significant when 25% or more of total deficient lane miles are attributable to the City of San José. The 25% threshold represents what would be a noticeable change in traffic.

Table 14 summarizes the City of San José's traffic impacts on the roadway segments within adjacent jurisdictions. City of San José traffic would significantly impact roadway segments within the same 13 adjacent jurisdictions under both the current GP and the current GP plus proposed land use amendment conditions. With the proposed land use amendment, the percentage of deficient lane miles attributable to the City would increase by 2% or less at three of the 13 impacted jurisdictions and would remain unchanged at the remaining 10 impacted jurisdictions, compared to the current GP. Additionally, San José traffic contribution to Los Altos roadway segments would increase from 17% under the current GP to 20% under the proposed land use amendment. However, the Los Altos roadway segments would not be significantly impacted under the current General Plan conditions or the proposed GPA conditions since the percentage of deficient lane miles attributable to San José would continue to be less than the 25% threshold. The proposed land use amendment would not result in further impacts on roadways in adjacent jurisdictions than those identified for the current GP. Therefore, the proposed Berryessa Road GPA would result in a *less than significant* impact on the roadway segments in adjacent jurisdictions.

Table 13
AM Peak Hour Vehicle Speeds (mph) for San José Transit Priority Corridors (Berryessa Road)

Transit Priority Corridor	Base Year (2015)	2040 General Plan (Baseline)	2040 General Plan Plus GPA	% Change (GPplusGPA - GP) / GP	Absolute Change (GPplusGPA - GP)
2nd St from San Carlos St to St. James St	16.6	15.7	15.7	0.0%	0.0
Alum Rock Av from Capitol Av to US 101	21.3	16.6	16.7	0.7%	0.1
Camden Av from SR 17 to Meridian Av	23.1	18.1	18.2	0.0%	0.0
Capitol Av from S. Milpitas Bl to Capitol Expwy	27.1	22.8	22.9	0.4%	0.1
Capitol Expwy from Capitol Av to Meridian Av	33.0	26.9	27.1	0.5%	0.1
E. Santa Clara St from US 101 to Delmas Av	20.4	16.2	16.2	0.1%	0.0
Meridian Av from Park Av to Blossom Hill Rd	24.9	20.9	20.8	-0.1%	0.0
Monterey Rd from Keyes St to Metcalf Rd	27.4	19.2	19.3	0.4%	0.1
N. 1st St from SR 237 to Keyes St	21.3	13.9	13.9	0.2%	0.0
San Carlos St from Bascom Av to SR 87	24.8	20.8	20.9	0.4%	0.1
Stevens Creek Bl from Bascom Av to Tantau Av	24.3	18.8	18.8	0.1%	0.0
Tasman Dr from Lick Mill Bl to McCarthy Bl	22.7	13.8	14.0	1.1%	0.2
The Alameda from Alameda Wy to Delmas Av	20.5	14.3	14.4	0.6%	0.1
W. San Carlos St from SR 87 to 2nd St	20.0	19.3	19.2	-0.2%	0.0

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPA = General Plan Amendment
Outlined indicates significant impacts.
Source: City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

Table 14
AM 4-Hour Traffic Impacts in Adjacent Jurisdictions (Berryessa Road)

City	Base Year (2015)			2040 General Plan (Baseline)			2040 General Plan Plus GPA		
	Total Deficient Lane Miles[1]	Total Deficient Lane Miles Attributable to San Jose[2]	% of Deficient Lane Miles Attributable to San Jose	Total Deficient Lane Miles[1]	Total Deficient Lane Miles Attributable to San Jose[2]	% of Deficient Lane Miles Attributable to San Jose	Total Deficient Lane Miles[1]	Total Deficient Lane Miles Attributable to San Jose[2]	% of Deficient Lane Miles Attributable to San Jose
Campbell	0.12	0.12	100%	1.15	1.15	100%	1.15	1.15	100%
Cupertino	1.67	1.19	72%	2.60	2.23	86%	2.60	2.23	86%
Gilroy	0.34	0.34	100%	0.00	0.00	0%	0.00	0.00	0%
Los Altos	0.50	0.00	0%	1.49	0.25	17%	1.49	0.30	20%
Los Altos Hills	0.38	0.13	35%	2.51	1.95	78%	2.51	1.95	78%
Los Gatos	0.22	0.22	100%	1.34	1.34	100%	1.34	1.34	100%
Milpitas	0.39	0.39	100%	5.54	5.54	100%	5.54	5.54	100%
Monte Sereno	0.00	0.00	0%	0.00	0.00	0%	0.00	0.00	0%
Morgan Hill	0.00	0.00	0%	0.24	0.24	100%	0.24	0.24	100%
Mountain View	0.39	0.28	71%	1.60	1.48	93%	1.60	1.50	94%
Palo Alto	0.88	0.31	35%	2.42	0.76	31%	2.32	0.76	33%
Santa Clara	0.00	0.00	0%	0.60	0.60	100%	0.60	0.60	100%
Saratoga	0.00	0.00	0%	0.63	0.63	100%	0.63	0.63	100%
Sunnyvale	0.81	0.81	100%	0.53	0.48	90%	0.53	0.48	90%
Caltrans Facilities	5,743.69	4,433.43	77%	5,856.67	4,783.14	82%	5,794.14	4,780.28	83%
Santa Clara County Expressways	0.62	0.51	81%	5.97	5.95	100%	5.97	5.95	100%

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPA = General Plan Amendment
1. Total deficient lane miles are total lane miles of street segments with V/C ratios of 1.0 or greater.
2. A deficient roadway segment is attributed to San Jose when trips from the City are 10% or more on the deficient segment.
Outlined indicates significant impacts.
Source: City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

Impacts on Transit, Bicycle, and Pedestrian Circulation

The Circulation Element of the Envision San José 2040 GP includes a set of balanced, long-range, multimodal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). In combination with land use goals and policies that focus growth into areas served by transit, these transportation goals and policies are intended to improve multi-model accessibility to employment, housing, shopping, entertainment, schools, and parks and create a city where people are less reliant on driving to meet their daily needs. San José's Transportation Goals, Policies, and Actions aim to:

- Establish circulation policies that increase bicycle, pedestrian, and transit travel, while reducing motor vehicle trips, to increase the City's share of travel by alternative transportation modes.
- Promote San José as a walking- and bicycling-first city by providing and prioritizing funding for projects that enhance and improve bicycle and pedestrian facilities.

Included within the GP are a set of Goals and Policies to support a multimodal transportation system that gives priority to the mobility needs of bicyclists, pedestrians, and public transit users while also providing for the safe and efficient movement of automobiles, buses, and trucks. Policies TR-2.1 through TR-2.11 provide specific policies to guide improvement to walking and bicycling. Such policies include the provision of continuous bicycle system, constructing sidewalks and crosswalks. Similarly, the Envision San José 2040 GP includes specific policies to maximize use of public transit (TR-3.1 through 3.4). As the Berryessa Road GP site develops, the project should ensure that it is consistent with the Envision San José 2040 GP to provide safe, accessible and inter-connected pedestrian and bicycle facilities, and accommodate transit services (i.e., bus dugout) as new roadways are constructed. The impacts to pedestrian, bicycle, and transit facilities *are less-than-significant*.

6. Meridian Avenue (Site-Specific GPA Traffic Analysis)

This report presents the results of the long-range site-specific traffic impact analysis for the proposed Meridian Avenue General Plan Amendment (GP18-002). The Meridian Avenue General Plan Amendment includes an applicant proposed land use amendment and a Staff Alternative. The purpose of the General Plan Amendment (GPA) traffic analysis is to assess the long-range impacts of the proposed land use amendment (both applicant proposed and Staff Alternative) to the Meridian Avenue General Plan site on the citywide transportation system. The potential traffic impacts of the project were evaluated in accordance with the guidelines and thresholds set forth by the Envision San José 2040 General Plan (GP). In addition, a near term traffic analysis in conjunction with any future development permit applications consistent with the Envision San José 2040 GP will be required once a development application is submitted to the City..

General Plan Amendment Site Description

The project consists of amending the adopted land use designation of the Envision San José 2040 GP for the approximately 11.56-acre site located on the north side of Parkmoor Avenue, between Meridian Avenue and Race Street. The Meridian Avenue GPA site location is presented on Figure 15. This GPA site includes an applicant proposed land use amendment and a Staff Alternative. The adopted GP land use designation for the site is *Industrial Park*, and the proposed amendment (as proposed by both the applicant and the Staff Alternative) involves changing the adopted land use to *Combined Industrial/Commercial*. The difference between the applicant proposed amendment and the Staff Alternative is that the Staff Alternative includes two additional parcels (totaling 0.98 acres), increasing the size of the site to 12.54 acres. The site is currently occupied by office and industrial-use buildings. The proposed land use change for development of the site would complement the immediate and surrounding land uses.

The GPA traffic analysis guidelines, described in the City of San José Transportation Analysis Handbook, Volume II (dated April 2018), under the *Methodology for Transportation Network Modeling & Analysis* section, provide a trip threshold for GP land use amendments that require a site-specific GPA analysis. With the exception of GPA sites located within the identified North San José, Evergreen, and South San José subareas, a proposed land use amendment that would result in an increase of more than 250 peak-hour trips to be generated by the subject site due to proposed increases in households or employment would be required to prepare a site-specific GPA traffic analysis. The Meridian Avenue GPA site is located outside of the specific subareas. According to the TDF modeling results, the GP amendment, as proposed by the applicant, would result in 397 fewer jobs on the site. However, the proposed change in land use would result in an additional 128 AM and 260 PM peak-hour trips at the Meridian Avenue GPA site when compared to the current GP land use designation (see Table 15). Additionally, the Staff Alternative amendment would result in 432 fewer jobs on the site and an additional

Figure 15
Meridian Avenue GPA Site Location

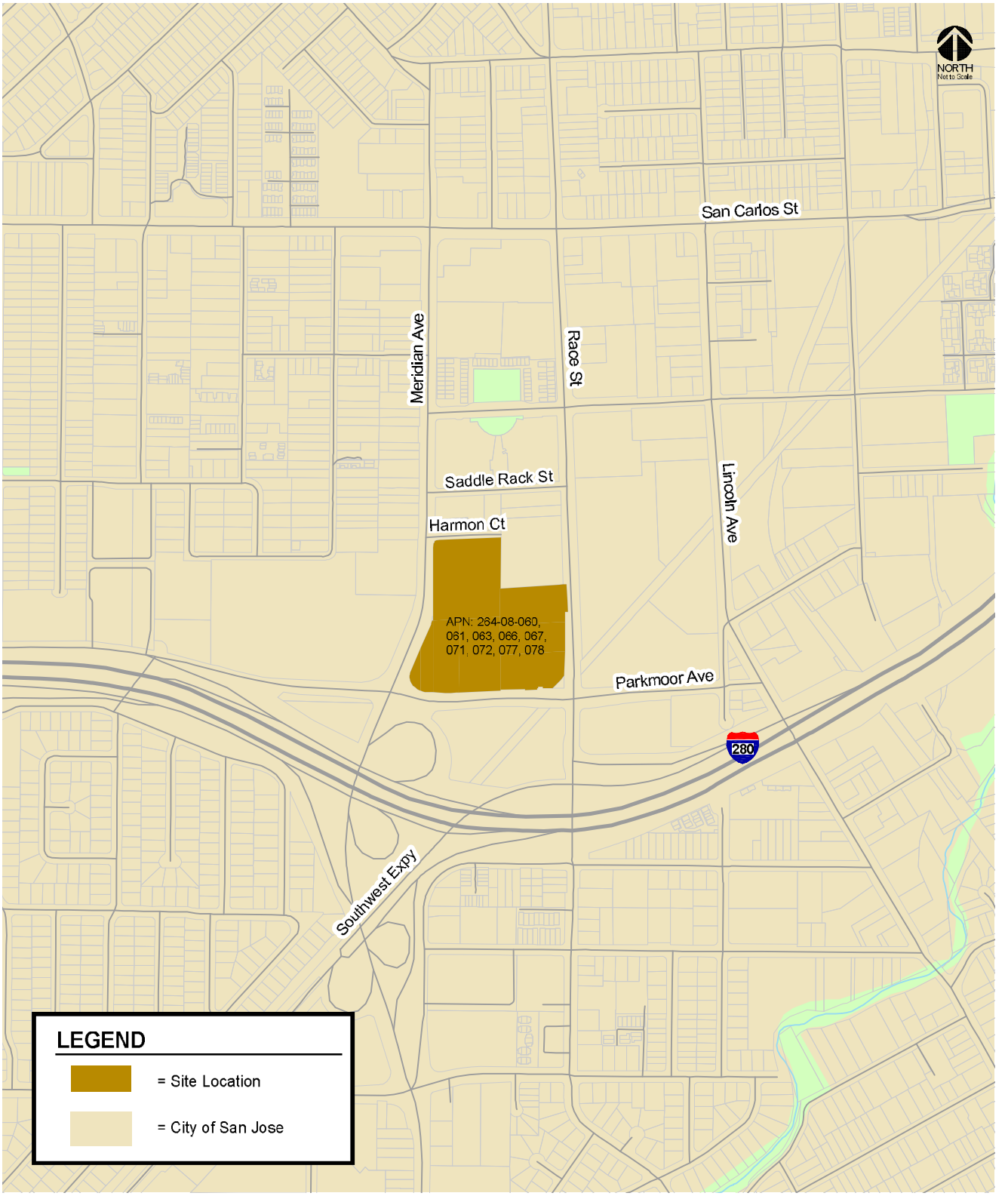


Table 15
Changes in Households, Jobs, and Peak-Hour Trips Due to Proposed GPA at Meridian Avenue Site

Site Number	Site Name	General Plan (Baseline) [1] TOTHH	General Plan (Baseline) [1] TEMP	General Plan Amendment [2] TOTHH	General Plan Amendment [2] TEMP	Net Land Use Change TOTHH	Net Land Use Change TEMP	Net Peak-Hour Trip Change AM	Net Peak-Hour Trip Change PM
	Applicant Proposed GPA								
5	GP-18-002 [Meridian Avenue]	1,656	2,811	1,656	2,414	0	-397	128	**260**
	Staff Alternative								
5	GP-18-002 [Meridian Avenue] Staff Alt	1,656	2,811	1,656	2,379	0	-432	140	**284**

Notes: TOTHH = total number of households; TEMP = total number of jobs.
[1] Total number of households and jobs under the adopted Envision San Jose 2040 General Plan (GP). The buildout of the 2040 GP represents baseline conditions.
[2] Total number of households and jobs as proposed by the applicant and Staff Alternative GP Amendments.
Outlined indicates GPA that results in an increase in peak hour trips greater than 250 trips and requires site-specific GPA traffic analysis.
Sources: City of San Jose Planning Department, June 2018
City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

140 AM and 284 PM peak-hour trips at the Meridian Avenue GPA site when compared to the current GP land use designation (see Table 15). Although commercial land uses generally have fewer jobs per 1,000 square feet of space when compared to industrial uses, commercial uses result in more trips than industrial land use due to patrons of the commercial uses. Thus, replacing some of the industrial land use with commercial land use may result in a reduction in jobs but still result in an increase in trips to the site. Therefore, a site-specific GPA traffic analysis is required for the both the applicant proposed and Staff Alternative land use amendments. The GPA (both the applicant and Staff Alternative) does not propose any changes to the city's major transportation system and the transportation policies that were adopted in the Envision San José 2040 GP.

The Staff Alternative proposal would result in approximately 35 fewer jobs on the site, compared to the applicant proposed amendment. The 35-job difference between the proposed amendments for this site would have a negligible effect on long-range impacts. Therefore, it can be assumed that both the applicant proposed and the Staff Alternative land use amendments for the Meridian Avenue GP site would have the same long-range impacts on the citywide transportation system. For this reason, only an assessment of the applicant proposed Berryessa Road GPA is presented within this report.

Scope of the Study

The GPA analysis includes the evaluation of the potential for the proposed land use amendment to result in increased vehicle miles traveled, increased traffic volume on specified roadway segments, impacts to travel speeds on transit priority corridors, impacts to roadways in adjacent jurisdictions, 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 and described in Chapter 3 of this report. Traffic conditions were evaluated for the following traffic scenarios using the City of San José's Traffic Demand Forecasting (TDF) model:

- **Projected Year 2015 Conditions:** The Projected Year 2015 Conditions represent a projection of transportation conditions in 2015 using the City's GP TDF model. The roadway network also reflects the Year 2015 roadway network and transportation system.
- **Current 2040 General Plan Conditions:** Future traffic due to the current GP land uses (i.e., including the adopted Four-Year GP Review Land Use adjustments) is added to regional growth that can be reasonably expected to occur by 2040. Current 2040 GP conditions includes the citywide roadway network to reflect the current roadway network as well as all transportation system improvements as identified in the current GP.
- **Proposed 2040 General Plan Amendment Conditions:** Current 2040 GP conditions with the proposed land use amendment for the Meridian Avenue GP site. Transportation conditions for the Proposed 2040 GP Amendment Conditions were evaluated relative to the Current 2040 GP Conditions to determine any long-range traffic impacts.

Existing Conditions

This section describes the existing conditions for all of the major transportation facilities near the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the site is provided via I-280 and SR 87. Local access to the site is provided by Meridian Avenue, Race Street, San Carlos Street, and Parkmoor Avenue. These facilities are described below.

Interstate 280 (I-280) is generally an eight-lane freeway near Downtown San José with auxiliary lanes between some interchanges. It extends from US 101 in San José to I-80 in San Francisco. The section of I-280 just north of the Bascom Avenue overcrossing has six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes. I-280 provides access to the site via partial interchanges at Meridian Avenue (ramps from north and ramps to south), Race Street (ramp from south), and Parkmoor Avenue (ramp to north).

State Route 87 (SR 87) connects from SR-85 in south San José to US-101 near the San José International Airport. It is generally a six-lane freeway (two mixed-flow lanes plus one HOV lane in each direction) with auxiliary lanes near the I-280 interchange. Access to the site from SR 87 is provided via an interchange with I-280.

Meridian Avenue is a four-lane north-south arterial that runs from Camden Avenue to the south to San Carlos Street to the north, at which point it transitions to a two-lane road until its terminus at Park Avenue. With southbound off- and on-ramps at I-280, Meridian Avenue provides regional access to the site. Additionally, Meridian Avenue is the western site boundary, providing direct access to the site.

Race Street is a north-south road that runs from Fruitdale Avenue to the south to The Alameda to the north. The segment between Saddle Rack Street and the I-280 off-ramp consists of a four-lane roadway while the segments north of Saddle Rack Street and south of the I-280 off-ramp consist of two lanes. With a northbound off-ramp at I-280, Race Street provides regional access to the site. Additionally, Race Street is the eastern site boundary, providing direct access to the site.

San Carlos Street is a four-lane east-west arterial that runs from Fourth Street to Bascom Avenue, just east of I-880, at which point it becomes Stevens Creek Boulevard. Access to the site is provided via Meridian Avenue and Race Street.

Parkmoor Avenue is a four-lane east-west roadway that runs from Lincoln Avenue to the east to Scott Street to the west. With a northbound on-ramp at I-280, Race Street provides regional access to the site. Parkmoor Avenue is the southern site boundary, providing direct access to the site.

Existing Bicycle and Pedestrian Facilities

There are several bicycle facilities near the Meridian Avenue GP site. As defined by the California Department of Transportation (Caltrans), bicycle facilities include Class I bikeways (defined as bike paths off street, which is shared with pedestrians and excludes general motor vehicle traffic), Class II bikeways (defined as striped bike lanes on street), Class III bike routes (defined as roads with bike route signage where bicyclists share the road with motor vehicles), and Class IV cycle tracks (bike lanes physically separated from vehicle traffic by a vertical element. Bicyclists are allowed to ride on any roadway, even if there is no bicycle facility present, with the exception of limited access highways.

Class II striped bike lanes are provided on the following roadways near the site:

- Race Street – Between San Carlos Street and Parkmoor Avenue
- Parkmoor Avenue – Between Race Street and I-280 Pedestrian/Bike Crossing
- Lincoln Avenue – South of San Carlos Street
- Auzerais Avenue – Between Sunol Street and Bird Avenue

Class III bike routes are provided on the following roadways:

- Douglas Court and Scott Street – West of Meridian Avenue
- Auzerais Avenue – Between Race Street and Sunol Street
- Lincoln Avenue – Between Park Avenue and San Carlos Street

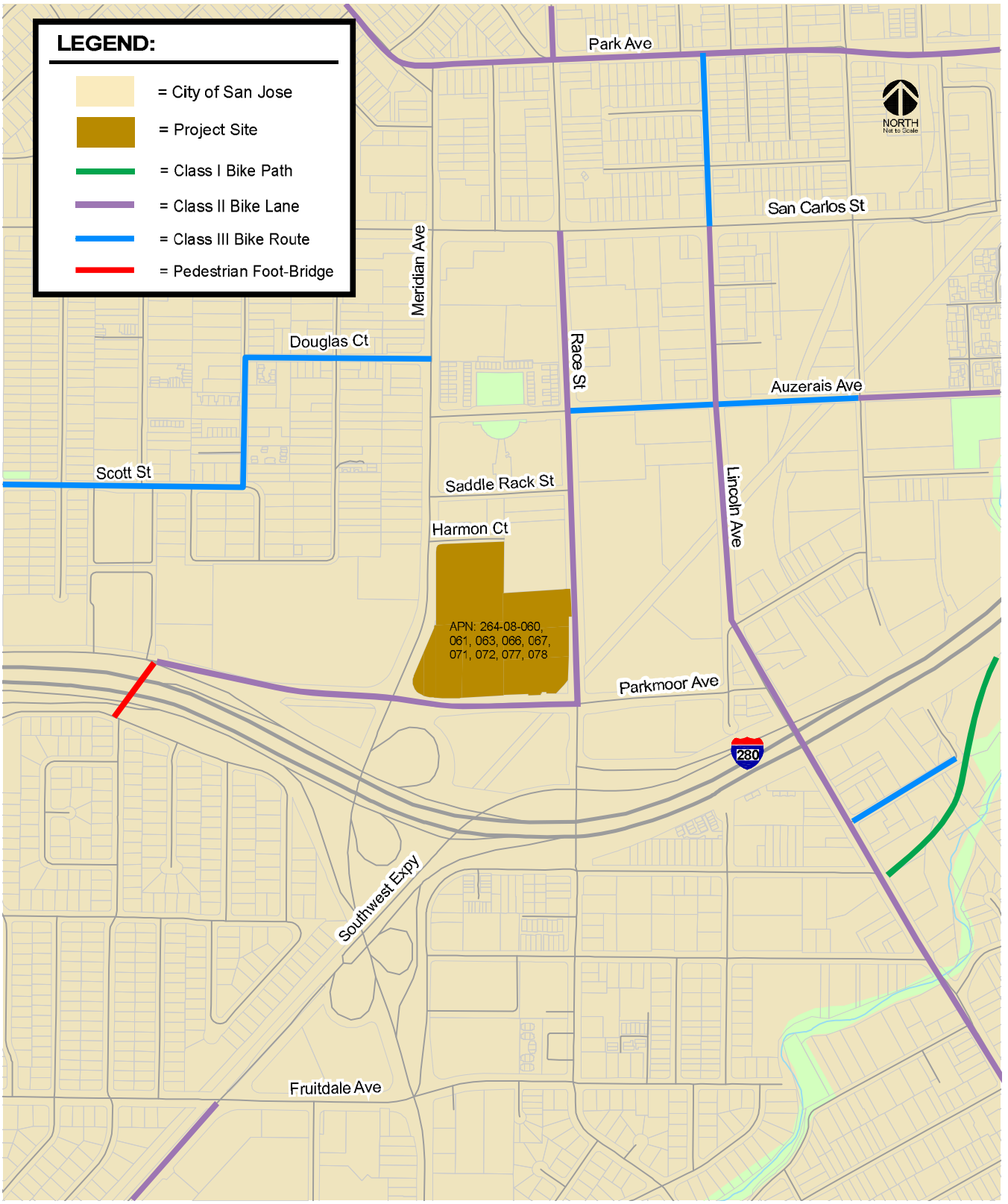
The Los Gatos Creek Trail is a City of San José and Santa Clara County Class I bicycle facility (off-street bike path) that runs from Lexington Reservoir south of Los Gatos to Meridian Avenue in San José. A separate portion of the trail runs between Lonus Street and Dupont Street, alongside Los Gatos Creek in San José. The bike path is also available for use by pedestrians. The existing bicycles facilities are shown on Figure 16.

In addition, the City of San José bicycle master plan*, San José Bike Plan 2020*, provides policies and improvements to bicycle facilities to improve the use of bicycles in the City. It includes an inventory of existing bicycle facilities and identifies locations for enhancement of existing facilities by expansion and or establishing potential connections.

Pedestrian facilities near the project consist primarily of sidewalks along the streets in most residential and commercial areas, as well as the aforementioned bike/pedestrian path. Sidewalks are found along virtually all previously described local roadways in the study area, with a few exceptions, and along the local residential streets and collectors near the site. Within the study area, there are no sidewalks along the following roadways:

- The south side of Parkmoor Avenue, west of Meridian Avenue
- The south side of Saddle Rack Street, along its entire extent.

Figure 16
Existing Bicycle Facilities (Meridian Avenue)



Existing Transit Services

Existing transit services to the study area are provided by the VTA. The VTA transit services are described below and shown on Figure 17.

VTA Bus Services

Local Route 23 runs from De Anza College to Alum Rock Transit Center via Stevens Creek Boulevard and San Carlos Street and operates from 5:20 AM to 1:00 AM with 10-minute headways during the weekday commute periods. The nearest bus stop to the Meridian Avenue site served by Route 23 is located along San Carlos Street east of Meridian Avenue.

Local Route 63 runs from Almaden Expressway/Camden Avenue to San José State University via Meridian Avenue and operates from 6:15 AM to 10:20 PM with 30-minute headways during the weekday commute periods. The nearest bus stops to the Meridian Avenue site served by Route 63 are located along Meridian Avenue north of Parkmoor Avenue and south of Harmon Avenue.

Local Route 65 runs from Kooser Road to Hedding Street/13th Street via Parkmoor Avenue and operates from 5:45 AM to 8:00 PM with 45- to 60-minute headways during the weekday commute periods. The nearest bus stops to the Meridian Avenue site served by Route 65 are located along Parkmoor Avenue, east of Meridian Avenue, east of Race Street, and west of Race Street.

Local Route 81 runs from Moffett Field/Ames Center to San José State University via San Carlos Street and operates from 6:15 AM to 9:00 PM with 15- to 30-minute headways during the weekday commute periods. The nearest bus stop to the Meridian Avenue site served by Route 81 is located along San Carlos Street, east of Meridian Avenue.

Limited Route 323 runs from Downtown San José to De Anza College via San Carlos Street and operates from 6:15 AM to 10:40 PM with 15-minute headways during the weekday commute periods. The nearest bus stop to the Meridian Avenue site served by Route 323 is located along San Carlos Street, east of Meridian Avenue.

Express Route 103 runs from Eastridge Transit Center to Palo Alto via Meridian Avenue and operates four westbound trips during morning commute hours and four eastbound trips during afternoon commute hours. The nearest bus stop to the Meridian Avenue site served by Route 103 is located east of the Southwest Expressway/Fruitdale Avenue intersection.

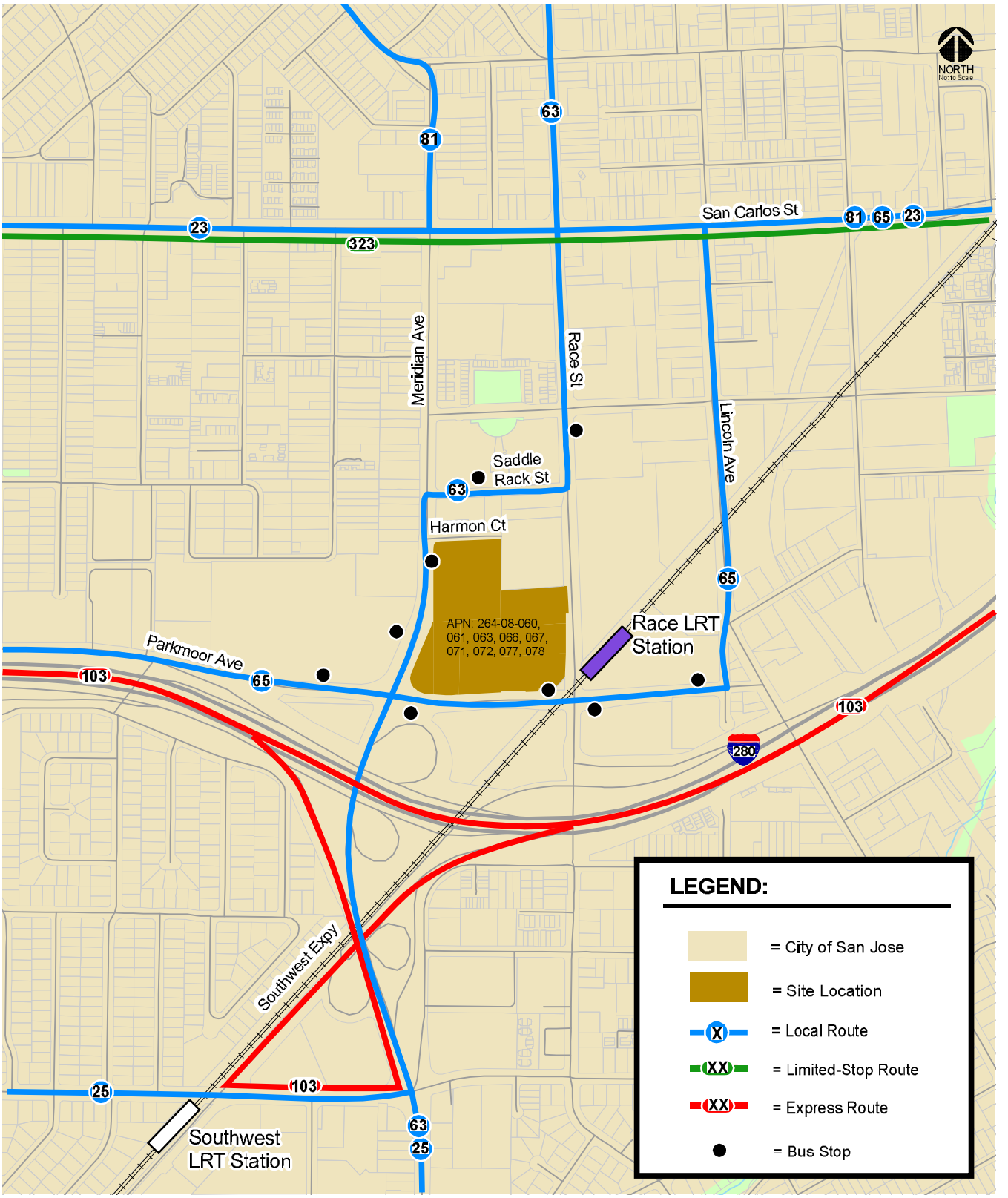
Light Rail Transit (LRT) Service

The project site is located adjacent to the Race LRT station. LRT service at the Race LRT station is provided by the Mountain View-Winchester LRT line, which operates nearly 24 hours a day (4:40 AM to 12:45 AM) with 15-minute headways during peak commute and midday hours. The Mountain View-Winchester LRT line provides service from the Winchester station in Campbell, through Downtown San José to north San José where it curves west and operates along the Tasman Corridor, bends north and runs along Java Drive and Mathilda Avenue, and ultimately terminates in Downtown Mountain View adjacent to the Mountain View Caltrain Station.

General Plan Amendment Site-Specific Long-Range Analysis

The site-specific long-range traffic impacts resulting from the proposed Meridian Avenue site GPA were determined based on the MOEs and associated significance thresholds described in Chapter 3. The results of the site-specific GPA long-range analysis are described below.

Figure 17
Existing Transit Services (Meridian Avenue)



Vehicle Miles Traveled Per Service Population

The San José GP TDF model was used to calculate daily vehicle miles traveled (VMT) per service population, where service population is defined as the number of residents plus the number of employees citywide. This approach focuses on the VMT generated by new population and employment growth. VMT is calculated as the number of vehicle trips multiplied by the length of the trips in miles. As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments (Table 11), any increase in VMT per service population over the current GP conditions due to the proposed land use amendment is considered a significant impact.

As shown in Table 16, the citywide daily VMT would increase slightly due to the proposed land use amendment when compared to the current GP. However, the VMT per service population would not change when compared to the current GP. The small increase in daily VMT is due to the shifting of land use/growth within different parts of the City. However, the increase in daily VMT is too small to have a measurable effect on the citywide VMT per service population. Therefore, the proposed Meridian Avenue GPA would result in a *less than significant* impact on the citywide daily VMT per service population.

Table 16
Daily Vehicle Miles Traveled Per Service Population (Meridian Avenue)

	Base Year (2015)	2040 General Plan (Baseline)	2040 General Plan Plus GPA
Citywide Daily VMT	17,505,088	28,046,059	28,056,485
Citywide Service Population	1,392,946	2,054,758	2,054,758
- Total Households	319,870	429,350	429,350
- Total Residents	1,016,043	1,303,108	1,303,108
- Total Jobs	376,903	751,650	751,650
Daily VMT Per Service Population	12.57	13.65	13.65
Increase in VMT/Service Population over General Plan Conditions			***0.00***
Significant Impact?			**No**

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPA = General Plan Amendment
Service Population = Residents + Jobs
Source: City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

Journey-to-Work Mode Share

The San José GP TDF model was used to calculate journey-to-work citywide mode share percentages. Mode share is the distribution of all daily work trips by travel mode. The modes of travel included in the TDF model are drive alone, carpool with two persons, carpool with three persons or more, transit (rail and bus), bike, and walk trips. Although work trips may occur at any time of the day, most of the work trips occur during typical peak commute periods (6:00 – 10:00 AM and 3:00 – 7:00 PM). As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan

Amendments (Table 11), any increase in the journey-to-work drive alone mode share percentage over the current GP conditions due to the proposed land use amendment is considered a significant impact.

Table 17 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 land use amendment. Approximately 72% of the commuters would drive single occupancy vehicles to travel to and from work under the current GP and the current GP with the proposed land use amendment. Therefore, the proposed Meridian Avenue GPA would result in a *less than significant* impact on citywide journey-to-work drive alone mode share.

Table 17
Journey-to-Work Mode Share (Meridian Avenue)

Mode	Base Year (2015)		2040 General Plan (Baseline)		2040 General Plan Plus GPA	
	Trips	%	Trips	%	Trips	%
Drive Alone	753,264	79.7%	1,098,198	72.0%	1,098,251	72.0%
Carpool 2	85,496	9.0%	138,716	9.1%	138,707	9.1%
Carpool 3+	28,526	3.0%	55,275	3.6%	55,137	3.6%
Transit	48,181	5.1%	177,546	11.6%	177,702	11.7%
Bicycle	14,120	1.5%	26,119	1.7%	26,066	1.7%
Walk	15,666	1.7%	28,839	1.9%	28,826	1.9%
Increase in Drive Alone Percentage over General Plan Conditions						0.0%
Significant Impact?						**No**

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPA = General Plan Amendment
Source: City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

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. The analysis of transit priority corridor speeds was completed to assist with the assessment of whether the proposed land use amendment would cause a significant change in travel speeds on the transit priority corridors compared to the current GP. A transit corridor is a roadway segment identified as a Grand Boulevard in the Envision San José 2040 GP Land Use/Transportation Diagram. Grand Boulevards serve as major transportation corridors and, in most cases, are primary routes for VTA's LRT, BRT, local buses, and other public transit vehicles. The travel speeds are calculated by dividing the segment distance by the vehicle travel time. As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments (Table 11), land use amendments that result in a decrease in average travel speed on a transit corridor in the AM peak one-hour period when the average speed drops below 15 miles per hour (mph) or decreases by 25 percent (%) or more, or the average speed drops by one mph or more for a transit corridor with average speed below 15 mph when compared to the current GP conditions is considered a significant impact.

Table 18 presents the average vehicle speeds on the City's 14 transit priority corridors (i.e., Grand Boulevard segments) during the AM peak-hour of traffic. When compared to the travel speeds under current GP conditions, the change in traffic resulting from the proposed land use amendment would have a minimal effect on the travel speeds in the transit corridors. The TDF model estimates decrease in travel speeds of 0.2 mph or less (or a change of 1% or less) on six corridors due to the proposed land use amendment. Travel speeds on the remaining corridors would improve slightly or remain unchanged when compared to the current GP. Therefore, the proposed Meridian Avenue GPA would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

Table 18
AM Peak Hour Vehicle Speeds (mph) for San José Transit Priority Corridors (Meridian Avenue)

Transit Priority Corridor	Base Year (2015)	2040 General Plan (Baseline)	2040 General Plan Plus GPA	% Change (GPplusGPA - GP) / GP	Absolute Change (GPplusGPA - GP)
2nd St from San Carlos St to St. James St	16.6	15.7	15.6	-0.6%	-0.1
Alum Rock Av from Capitol Av to US 101	21.3	16.6	16.6	-0.1%	0.0
Camden Av from SR 17 to Meridian Av	23.1	18.1	18.2	0.3%	0.1
Capitol Av from S. Milpitas Bl to Capitol Expwy	27.1	22.8	22.7	-0.5%	-0.1
Capitol Expwy from Capitol Av to Meridian Av	33.0	26.9	27.0	0.0%	0.0
E. Santa Clara St from US 101 to Delmas Av	20.4	16.2	16.0	-1.0%	-0.2
Meridian Av from Park Av to Blossom Hill Rd	24.9	20.9	20.8	-0.2%	0.0
Monterey Rd from Keyes St to Metcalf Rd	27.4	19.2	19.5	1.3%	0.3
N. 1st St from SR 237 to Keyes St	21.3	13.9	13.7	-0.7%	-0.1
San Carlos St from Bascom Av to SR 87	24.8	20.8	20.7	-0.4%	-0.1
Stevens Creek Bl from Bascom Av to Tantau Av	24.3	18.8	18.7	-0.2%	0.0
Tasman Dr from Lick Mill Bl to McCarthy Bl	22.7	13.8	13.7	-0.5%	-0.1
The Alameda from Alameda Wy to Delmas Av	20.5	14.3	14.4	0.1%	0.0
W. San Carlos St from SR 87 to 2nd St	20.0	19.3	19.2	-0.2%	0.0

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPA = General Plan Amendment
Outlined indicates significant impacts.
Source: City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

Adjacent Jurisdictions

The San José GP TDF model was used to calculate the number of lane miles of street segments with V/C ratios of 1.0 or greater during the peak 4-hour AM period within adjacent jurisdictions.

The effect of the proposed land use adjustments is evaluated based on the percentage of traffic that would be added to the deficient roadways. As defined in the City of San José *Transportation Analysis*

Handbook (Thresholds of Significance for General Plan Amendments (Table 11), a deficient roadway segment in an adjacent jurisdiction is attributed to San José when trips originating from residents and jobs within San José equal 10 percent or more on the deficient segment. An impact to an adjacent jurisdiction is considered significant when 25% or more of total deficient lane miles are attributable to the City of San José. The 25% threshold represents what would be a noticeable change in traffic.

Table 19 summarizes the City of San José's traffic impacts on the roadway segments within adjacent jurisdictions. City of San José traffic would significantly impact roadway segments within the same 13 adjacent jurisdictions under both the current GP and the current GP plus proposed land use amendment conditions. With the proposed land use amendment, the percentage of deficient lane miles attributable to the City would decrease by 1% at one of the 13 impacted jurisdictions and would remain unchanged at the remaining 12 impacted jurisdictions, when compared to the current GP. Additionally, San José traffic contribution to Los Altos roadway segments would increase from 17% under the current GP to 23% under the proposed land use amendment. However, the Los Altos roadway segments would not be significantly impacted under the current General Plan conditions or the proposed GPA conditions since the percentage of deficient lane miles attributable to San José would continue to be less than the 25% threshold. The proposed land use amendment would not result in further impacts on roadways in adjacent jurisdictions than those identified for the current GP. Therefore, the proposed Meridian Avenue GPA would result in a *less than significant* impact on the roadway segments in adjacent jurisdictions.

Impacts on Transit, Bicycle, and Pedestrian Circulation

The Circulation Element of the Envision San José 2040 GP includes a set of balanced, long-range, multimodal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). In combination with land use goals and policies that focus growth into areas served by transit, these transportation goals and policies are intended to improve multi-model accessibility to employment, housing, shopping, entertainment, schools, and parks and create a city where people are less reliant on driving to meet their daily needs. San José's Transportation Goals, Policies, and Actions aim to:

- Establish circulation policies that increase bicycle, pedestrian, and transit travel, while reducing motor vehicle trips, to increase the City's share of travel by alternative transportation modes.
- Promote San José as a walking- and bicycling-first city by providing and prioritizing funding for projects that enhance and improve bicycle and pedestrian facilities.

Included within the GP are a set of Goals and Policies to support a multimodal transportation system that gives priority to the mobility needs of bicyclists, pedestrians, and public transit users while also providing for the safe and efficient movement of automobiles, buses, and trucks. Policies TR-2.1 through TR-2.11 provide specific policies to guide improvement to walking and bicycling. Such policies include the provision of continuous bicycle system, constructing sidewalks and crosswalks. Similarly, the Envision San José 2040 GP includes specific policies to maximize use of public transit (TR-3.1 through 3.4). As the Meridian Avenue GP site develops, the project should ensure that it is consistent with the Envision San José 2040 GP to provide safe, accessible and inter-connected pedestrian and bicycle facilities, and accommodate transit services (i.e., bus dugout) as new roadways are constructed. The impacts to pedestrian, bicycle, and transit facilities *are less-than-significant*.

Table 19
AM 4-Hour Traffic Impacts in Adjacent Jurisdictions (Meridian Avenue)

City	Base Year (2015)			2040 General Plan (Baseline)			2040 General Plan Plus GPA		
	Total Deficient Lane Miles[1]	Total Deficient Lane Miles Attributable to San Jose[2]	% of Deficient Lane Miles Attributable to San Jose	Total Deficient Lane Miles[1]	Total Deficient Lane Miles Attributable to San Jose[2]	% of Deficient Lane Miles Attributable to San Jose	Total Deficient Lane Miles[1]	Total Deficient Lane Miles Attributable to San Jose[2]	% of Deficient Lane Miles Attributable to San Jose
Campbell	0.12	0.12	100%	1.15	1.15	100%	1.15	1.15	100%
Cupertino	1.67	1.19	72%	2.60	2.23	86%	2.60	2.23	86%
Gilroy	0.34	0.34	100%	0.00	0.00	0%	0.00	0.00	0%
Los Altos	0.50	0.00	0%	1.49	0.25	17%	1.28	0.30	23%
Los Altos Hills	0.38	0.13	35%	2.51	1.95	78%	2.51	1.95	78%
Los Gatos	0.22	0.22	100%	1.34	1.34	100%	1.34	1.34	100%
Milpitas	0.39	0.39	100%	5.54	5.54	100%	5.54	5.54	100%
Monte Sereno	0.00	0.00	0%	0.00	0.00	0%	0.00	0.00	0%
Morgan Hill	0.00	0.00	0%	0.24	0.24	100%	0.24	0.24	100%
Mountain View	0.39	0.28	71%	1.60	1.48	93%	1.40	1.29	92%
Palo Alto	0.88	0.31	35%	2.42	0.76	31%	2.42	0.76	31%
Santa Clara	0.00	0.00	0%	0.60	0.60	100%	0.60	0.60	100%
Saratoga	0.00	0.00	0%	0.63	0.63	100%	0.63	0.63	100%
Sunnyvale	0.81	0.81	100%	0.53	0.48	90%	0.53	0.48	90%
Caltrans Facilities	5,743.69	4,433.43	77%	5,856.67	4,783.14	82%	5,794.16	4,778.32	82%
Santa Clara County Expressways	0.62	0.51	81%	5.97	5.95	100%	5.97	5.95	100%

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPA = General Plan Amendment
1. Total deficient lane miles are total lane miles of street segments with V/C ratios of 1.0 or greater.
2. A deficient roadway segment is attributed to San Jose when trips from the City are 10% or more on the deficient segment.
Outlined indicates significant impacts.
Source: City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

7.
Union Avenue - Staff Alternative (Site-Specific GPA Traffic Analysis)

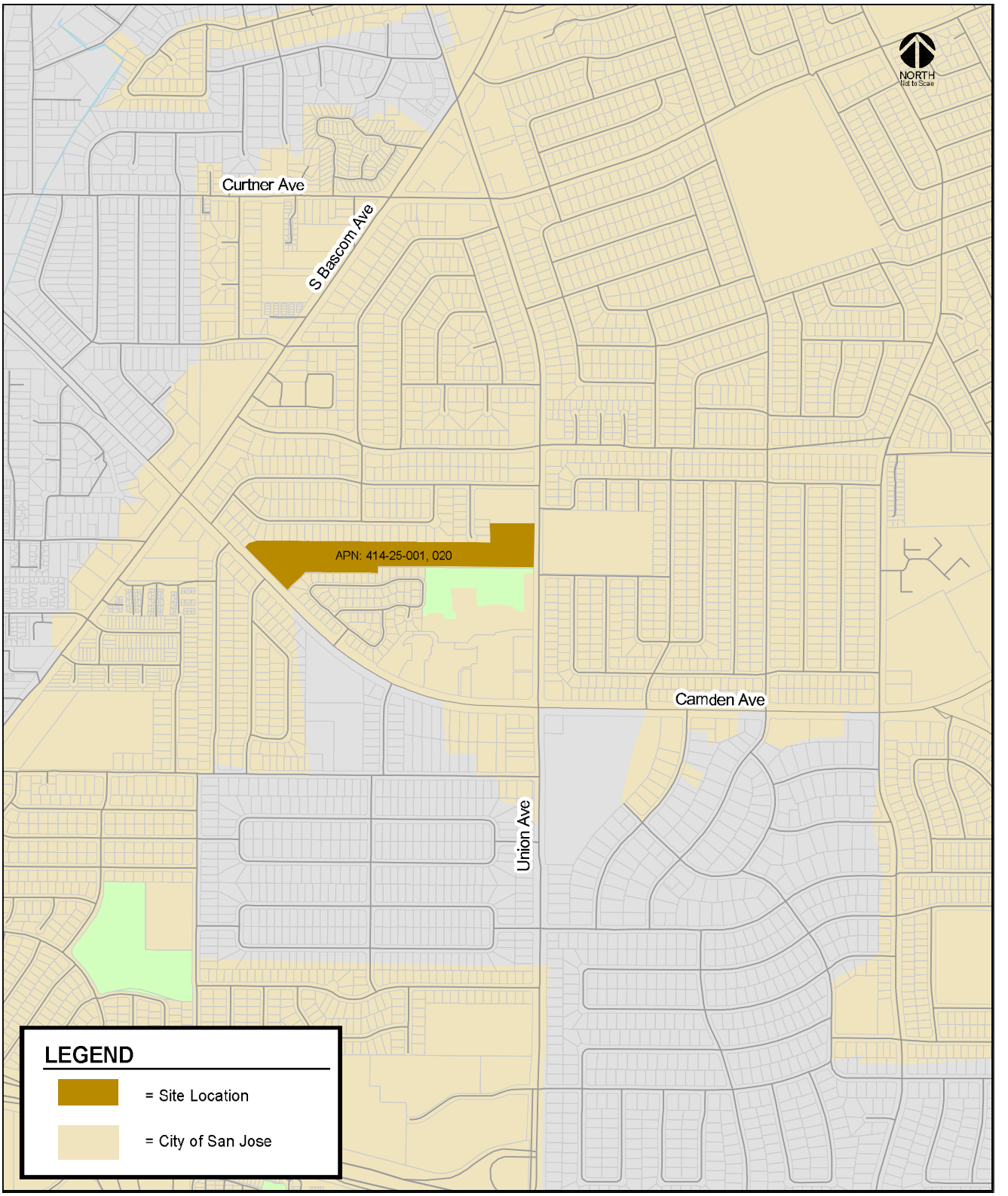
This report presents the results of the long-range site-specific traffic impact analysis for the proposed Union Avenue General Plan Amendment (GP18-004). The Union Avenue General Plan Amendment includes an applicant proposed land use amendment and a Staff Alternative. The purpose of the General Plan Amendment (GPA) traffic analysis is to assess the long-range impacts of the proposed land use amendment (both applicant proposed and Staff Alternative) to the Union Avenue General Plan site on the citywide transportation system. The potential traffic impacts of the project were evaluated in accordance with the guidelines and thresholds set forth by the Envision San José 2040 General Plan (GP). In addition, a near term traffic analysis in conjunction with any future development permit applications consistent with the Envision San José 2040 GP will be required once a development application is submitted to the City.

General Plan Amendment Site Description

The project consists of amending the adopted land use designation of the Envision San José 2040 GP for the approximately 12.12-acre site bounded by Camden Avenue and Union Avenue. The Union Avenue GPA site location is presented on Figure 18. This GPA includes an applicant proposed land use amendment and a Staff Alternative. The adopted GP land use designation for the site is *Public/Quasi-Public*, and the proposed amendment, as proposed by the applicant, involves changing the adopted land use to *Residential Neighborhood* on 6 acres of the site and *Combined Industrial/Commercial* on 3.28 acres of the site, while the Staff Alternative land use amendment involves changing the adopted land use to *Combined Industrial/Commercial* on 9.28 acres of the site. The site is currently occupied by the Camden Union High School District office and community day school. The proposed land use change for development of the site would complement the immediate and surrounding land uses.

The GPA traffic analysis guidelines, described in the City of San José Transportation Analysis Handbook, Volume II (dated April 2018), under the *Methodology for Transportation Network Modeling & Analysis* section, provide a trip threshold for GP land use amendments that require a site-specific GPA analysis. With the exception of GPA sites located within the identified North San José, Evergreen, and South San José subareas, a proposed land use amendment that would result in an increase of more than 250 peak-hour trips to be generated by the subject site due to proposed increases in households or employment would be required to prepare a site-specific GPA traffic analysis. The Union Avenue GPA site is located outside of the specific subareas. According to the TDF modeling results, the proposed GP amendment, as proposed by the applicant, would result in 36

Figure 18
Union Avenue GPA Site Location



additional households and 46 additional jobs on the site, and an additional 55 AM and 73 PM peak-hour trips at the Union Avenue GPA site, when compared to the current GP land use designation (see Table 20). Additionally, the Staff Alternative amendment would result in 458 additional jobs on the site and an additional 289 AM and 449 PM peak-hour trips at the Union Avenue GPA site, when compared to the current GP land use designation (see Table 20). Therefore, a site-specific GPA traffic analysis is required for the Staff Alternative land use amendment only. The GPA (both the applicant and Staff Alternative) does not propose any changes to the city's major transportation system and the transportation policies that were adopted in the Envision San José 2040 GP.

Table 20
Changes in Households, Jobs, and Peak-Hour Trips Due to Proposed GPAs at Union Avenue Site

Site Number	Site Name	General Plan (Baseline) [1]		General Plan Amendment [2]		Net Land Use Change		Net Peak-Hour Trip Change	
		TOTHH	TEMP	TOTHH	TEMP	TOTHH	TEMP	AM	PM
	Applicant Proposed GPA								
6	GP-18-004 [Union Avenue]	390	1,446	426	1,492	36	46	55	73
	Staff Alternative								
6	GP-18-004 [Union Avenue]	390	1,446	390	1,904	0	458	**289**	**449**

Notes: TOTHH = total number of households; TEMP = total number of jobs.
[1] Total number of households and jobs under the adopted Envision San Jose 2040 General Plan (GP). The buildout of the 2040 GP represents baseline conditions.
[2] Total number of households and jobs as proposed by the applicant and Staff Alternative GP Amendments.
Outlined indicates GPA that results in an increase in peak hour trips greater than 250 trips and requires site-specific GPA traffic analysis.
Sources: City of San Jose Planning Department, June 2018
City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

Scope of the Study

The GPA analysis includes the evaluation of the potential for the proposed land use amendment to result in increased vehicle miles traveled, increased traffic volume on specified roadway segments, impacts to travel speeds on transit priority corridors, impacts to roadways in adjacent jurisdictions, 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 and described in Chapter 3 of this report. Traffic conditions were evaluated for the following traffic scenarios using the City of San José's Traffic Demand Forecasting (TDF) model

- **Projected Year 2015 Conditions:** The Projected Year 2015 Conditions represent a projection of transportation conditions in 2015 using the City's GP TDF model. The roadway network also reflects the Year 2015 roadway network and transportation system.
- **Current 2040 General Plan Conditions:** Future traffic due to the current GP land uses (i.e., including the adopted Four-Year GP Review Land Use adjustments) is added to regional growth that can be reasonably expected to occur by 2040. Current 2040 GP conditions includes the citywide roadway network to reflect the current roadway network as well as all transportation system improvements as identified in the current GP.
- **Staff Alternative 2040 General Plan Amendment Conditions:** Current 2040 GP conditions with the proposed Staff Alternative land use amendment for the Union Avenue GP site.

Transportation conditions for the Proposed 2040 GP Amendment Conditions were evaluated relative to the Current 2040 GP Conditions to determine any long-range traffic impacts.

Existing Conditions

This section describes the existing conditions for all of the major transportation facilities near the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the site is provided via SR 85 and SR 17. Local access to the site is provided by Union Avenue, Camden Avenue, Bascom Avenue, and Hillsdale Avenue. These facilities are described below.

State Route 85 (SR 85) is a six-lane freeway (two mixed-flow lanes and one high occupancy vehicle (HOV) lane in each direction) in the vicinity of the site. It extends from its starting point at US-101 in South San José westward and northward to Mountain View, where it ends as it again merges with US-101. Access to the site is provided via its interchange with Union Avenue.

State Route 17 (SR 17) is a six-lane freeway in the vicinity of the site. It extends south to Santa Cruz and north to I-280 in San José, at which point it makes a transition into I-880 to Oakland. Access to the site from SR-17 is provided via its interchange with San Tomas Expressway/Camden Avenue.

Union Avenue is a two- to four-lane north-south roadway that runs along the eastern project site's boundary. It extends from Campbell Avenue in Campbell to Los Gatos, where it terminates at Blossom Hill Road. Union Avenue provides direct access to the site.

Camden Avenue is a four- to six-lane northwesterly-southeasterly roadway that runs along the western project site's boundary. It extends from Almaden Expressway in South San José north-eastward to SR 17 in Campbell, at which point it transitions into San Tomas Expressway. Camden Avenue consists of three travel lanes in each direction in the vicinity of the site. Camden Avenue provides direct access to the site.

Bascom Avenue is a six-lane arterial that is aligned in a north-south orientation. Bascom Avenue begins at SR-85, where it transitions from Los Gatos Boulevard, and runs north to I-880. Access to the site from Bascom Avenue is provided via Camden and Union Avenues.

Hillsdale Avenue is a six-lane east-west roadway that extends from its intersection with Camden Avenue eastward to Almaden Expressway, at which point it transitions into Capitol Expressway. Access to the site from Hillsdale Avenue is provided via Camden Avenue.

Existing Bicycle and Pedestrian Facilities

There are several bicycle facilities near the Union Avenue GP site. As defined by the California Department of Transportation (Caltrans), bicycle facilities include Class I bikeways (defined as bike paths off street, which is shared with pedestrians and excludes general motor vehicle traffic), Class II bikeways (defined as striped bike lanes on street), Class III bike routes (defined as roads with bike route signage where bicyclists share the road with motor vehicles), and Class IV cycle tracks (bike lanes physically separated from vehicle traffic by a vertical element. Bicyclists are allowed to ride on any roadway, even if there is no bicycle facility present, with the exception of limited access highways.

Class II striped bike lanes are provided on the following roadways near the site:

- Union Avenue – Between south of SR 85 and Bascom Avenue
- Foxworthy Avenue – Between Bascom Avenue and Lantz Avenue

- Leigh Avenue – Between Blossom Hill Road and Curtner Avenue
- Curtner Avenue – East of Bascom Avenue

The Los Gatos Creek Trail is a City of San José and Santa Clara County Class I bicycle facility (off-street bike path) that runs from Lexington Reservoir south of Los Gatos to Meridian Avenue in San José. The trail can be accessed from the San Tomas Expressway and Winchester Boulevard area. The bike path is also available for use by pedestrians. The existing bicycles facilities are shown on Figure 19.

In addition, the City of San José bicycle master plan, *San José Bike Plan 2020*, provides policies and improvements to bicycle facilities to improve the use of bicycles in the City. It includes an inventory of existing bicycle facilities and identifies locations for enhancement of existing facilities by expansion and or establishing potential connections.

Pedestrian facilities near the project consist primarily of sidewalks along the streets in most residential and commercial areas, as well as the aforementioned bike/pedestrian path. Sidewalks are found along virtually all previously described local roadways in the study area and along the local residential streets and collectors near the site with the exception of short intermittent segments of Union Avenue, where sidewalks are missing along one side of the street.

Existing Transit Services

Existing transit services to the study area are provided by the VTA. The VTA transit services are described below and shown on Figure 20.

VTA Bus Services

Local Route 37 runs from West Valley College to Capitol Light Rail Station via Camden Avenue and operates from 6:30 AM to 10:00 PM with 30-minute headways during the weekday commute periods. The nearest bus stop to the Union Avenue site served by Route 37 is located at the Bascom Avenue/Camden Avenue intersection.

Local Route 62 runs from Good Samaritan Hospital to Sierra Road and Piedmont Road via Union Avenue and operates from 5:30 AM to 11:00 PM with 30-minute headways during the weekday commute periods. The nearest bus stop to the Union Avenue site served by Route 62 is located along Union Avenue, north of Camden Avenue.

Limited Route 328 provides service between Almaden Expressway/Camden Avenue and Lockheed Martin/Moffett Industrial Park via Camden Avenue, with two scheduled trips in the northbound direction during the weekday AM commute period and two scheduled trips in the southbound direction during the weekday PM commute period. The nearest bus stop to the Union Avenue site served by Route 328 is located at the Bascom Avenue/Camden Avenue intersection.

Limited Route 330 provides service between Almaden Expressway/Camden Avenue and Tasman Drive via Camden Avenue, with four scheduled trips in the northbound direction during the weekday AM commute period and four scheduled trips in the southbound direction during the weekday PM commute period. The nearest bus stop to the Union Avenue site served by Route 330 is located at the Bascom Avenue/Camden Avenue intersection.

Express Route 101 provides service between Camden Avenue/SR 85 and Palo Alto via Camden Avenue, with two scheduled trips in the northbound direction during the weekday AM commute period and two scheduled trips in the southbound direction during the weekday PM commute period. The nearest bus stop to the Union Avenue site served by Route 101 is located at the Bascom Avenue/Camden Avenue intersection.

Figure 19
Existing Bicycle Facilities (Union Avenue)

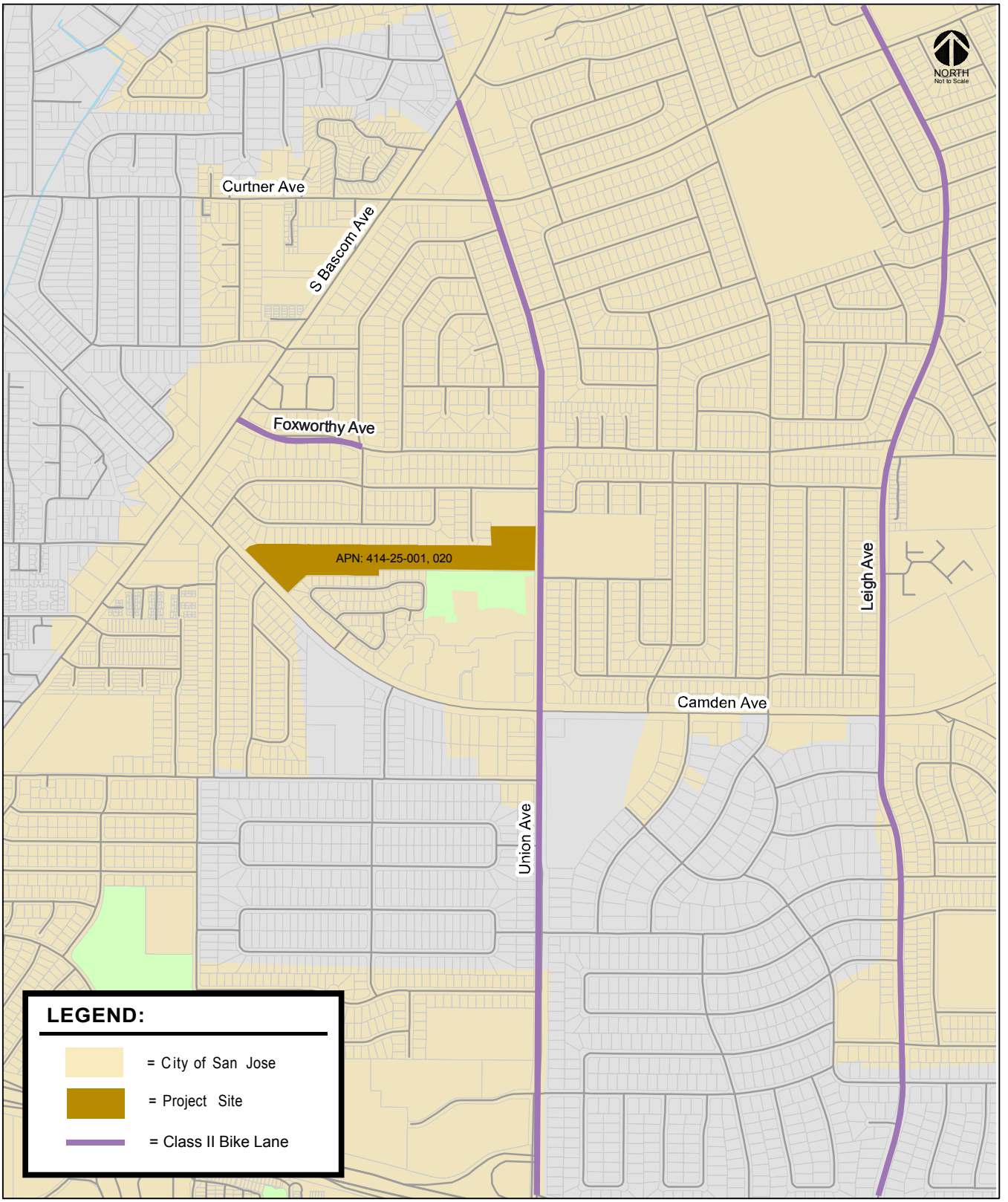
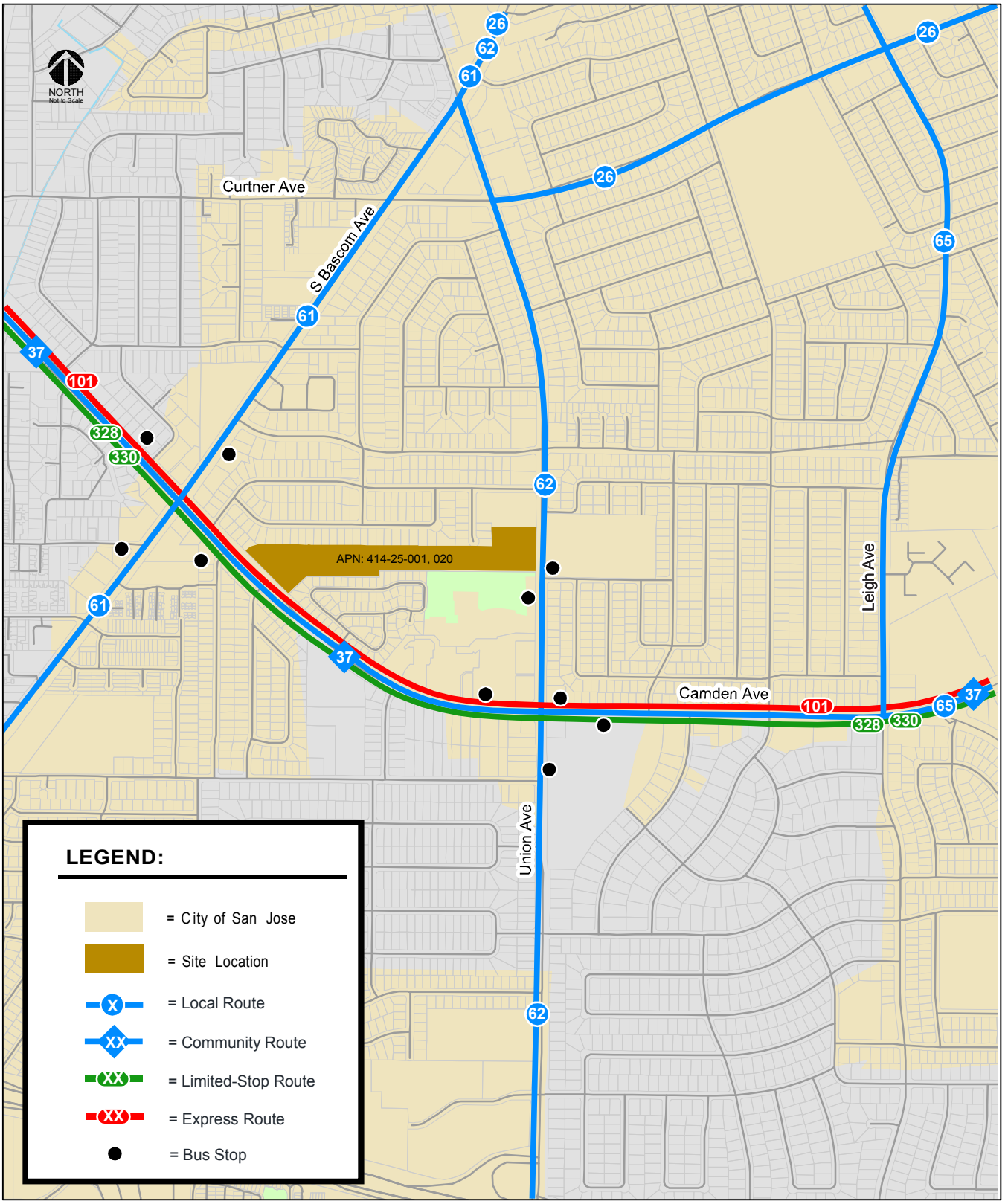


Figure 20
Existing Transit Services (Union Avenue)



General Plan Amendment Site-Specific Long-Range Analysis

The site-specific long-range traffic impacts resulting from the proposed Union Avenue site Staff Alternative GPA were determined based on the MOEs and associated significance thresholds described in Chapter 3. The results of the site-specific GPA long-range analysis are described below.

Vehicle Miles Traveled Per Service Population

The San José GP TDF model was used to calculate daily vehicle miles traveled (VMT) per service population, where service population is defined as the number of residents plus the number of employees citywide. This approach focuses on the VMT generated by new population and employment growth. VMT is calculated as the number of vehicle trips multiplied by the length of the trips in miles. As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments (Table 11), any increase in VMT per service population over the current GP due to the proposed land use amendment is considered a significant impact.

As shown in Table 21, the citywide daily VMT would increase slightly due to the Staff Alternative land use amendment when compared to the current GP. However, the VMT per service population would not change when compared to the current GP. The small increase in daily VMT is due to the shifting of land use/growth within different parts of the City. However, the increase in daily VMT is too small to have a measurable effect on the citywide VMT per service population. Therefore, the Staff Alternative Union Avenue GPA would result in a *less than significant* impact on the citywide daily VMT per service population.

Table 21
Daily Vehicle Miles Traveled Per Service Population (Union Avenue – Staff Alternative)

	Base Year (2015)	2040 General Plan (Baseline)	2040 General Plan Plus GPA
Citywide Daily VMT	17,505,088	28,046,059	28,046,167
Citywide Service Population	1,392,946	2,054,758	2,054,758
- Total Households	319,870	429,350	429,350
- Total Residents	1,016,043	1,303,108	1,303,108
- Total Jobs	376,903	751,650	751,650
Daily VMT Per Service Population	12.6	13.65	13.65
Increase in VMT/Service Population over General Plan Conditions			***0.0***
Significant Impact?			**No**

Note:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPA = General Plan Amendment - Staff Alternative
Service Population = Residents + Jobs
Source: City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

Journey-to-Work Mode Share

The San José GP TDF model was used to calculate journey-to-work citywide mode share percentages. Mode share is the distribution of all daily work trips by travel mode. The modes of travel included in the TDF model are drive alone, carpool with two persons, carpool with three persons or more, transit (rail and bus), bike, and walk trips. Although work trips may occur at any time of the day, most of the work trips occur during typical peak commute periods (6:00 – 10:00 AM and 3:00 – 7:00 PM). As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments (Table 11), any increase in the journey-to-work drive alone mode share percentage over the current GP conditions due to the proposed land use amendment is considered a significant impact.

Table 22 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 Staff Alternative land use amendment. Approximately 72% of the commuters would drive single occupancy vehicles to travel to and from work under the current GP and the current GP with the Staff Alternative land use amendment. Therefore, the Staff Alternative Union Avenue GPA would result in a *less than significant* impact on citywide journey-to-work drive alone mode share.

Table 22
Journey-to-Work Mode Share (Union Avenue – Staff Alternative)

	Base Year (2015)		2040 General Plan (Baseline)		2040 General Plan Plus GPA	
Mode	**Trips**	**%**	**Trips**	**%**	**Trips**	**%**
Drive Alone	753,264	79.7%	1,098,198	72.0%	1,098,102	72.0%
Carpool 2	85,496	9.0%	138,716	9.1%	138,705	9.1%
Carpool 3+	28,526	3.0%	55,275	3.6%	55,267	3.6%
Transit	48,181	5.1%	177,546	11.6%	177,554	11.6%
Bicycle	14,120	1.5%	26,119	1.7%	26,112	1.7%
Walk	15,666	1.7%	28,839	1.9%	28,847	1.9%
Increase in Drive Alone Percentage over General Plan Conditions						0.0%
Significant Impact?						**No**

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPA = General Plan Amendment - Staff Alternative
Source: City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

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. The analysis of transit priority corridor speeds was completed to assist with the assessment of whether the proposed land use amendment would cause a significant change in travel speeds on the transit priority corridors compared to the current GP. A transit corridor is a roadway segment identified as a Grand Boulevard in the Envision San José 2040 GP Land Use/Transportation Diagram. Grand Boulevards serve as major transportation corridors and, in most cases, are primary routes for VTA's LRT, BRT, local buses, and other public transit vehicles. The travel speeds are calculated by dividing

the segment distance by the vehicle travel time. As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments (Table 11), land use amendments that result in a decrease in average travel speed on a transit corridor in the AM peak one-hour period when the average speed drops below 15 miles per hour (mph) or decreases by 25 percent (%) or more, or the average speed drops by one mph or more for a transit corridor with average speed below 15 mph when compared to the current GP conditions is considered a significant impact.

Table 23 presents the average vehicle speeds on the City's 14 transit priority corridors (i.e., Grand Boulevard segments) during the AM peak hour of traffic. When compared to the travel speeds under current GP conditions, the change in traffic resulting from the Staff Alternative land use amendment would have a minimal effect on the travel speeds in the transit corridors. The TDF model estimates decrease in travel speeds of 0.3 mph or less (or a change of 1.5% or less) on 11 corridors due to the Staff Alternative land use amendment. Travel speeds on the remaining corridors would improve slightly or remain unchanged when compared to the current GP. Therefore, the Staff Alternative Union Avenue GPA would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

Table 23
AM Peak Hour Vehicle Speeds (mph) for San José Transit Priority Corridors (Union Avenue – Staff Alternative)

Transit Priority Corridor	Base Year (2015)	2040 General Plan (Baseline)	2040 General Plan Plus GPA	% Change (GPplusGPA - GP) / GP	Absolute Change (GPplusGPA - GP)
2nd St from San Carlos St to St. James St	16.6	15.7	15.5	-1.3%	-0.2
Alum Rock Av from Capitol Av to US 101	21.3	16.6	16.4	-1.5%	-0.2
Camden Av from SR 17 to Meridian Av	23.1	18.1	18.0	-1.0%	-0.2
Capitol Av from S. Milpitas Bl to Capitol Expwy	27.1	22.8	22.5	-1.1%	-0.3
Capitol Expwy from Capitol Av to Meridian Av	33.0	26.9	26.9	-0.1%	0.0
E. Santa Clara St from US 101 to Delmas Av	20.4	16.2	16.0	-1.3%	-0.2
Meridian Av from Park Av to Blossom Hill Rd	24.9	20.9	20.8	-0.3%	-0.1
Monterey Rd from Keyes St to Metcalf Rd	27.4	19.2	19.5	1.4%	0.3
N. 1st St from SR 237 to Keyes St	21.3	13.9	13.7	-1.2%	-0.2
San Carlos St from Bascom Av to SR 87	24.8	20.8	20.6	-0.7%	-0.2
Stevens Creek Bl from Bascom Av to Tantau Av	24.3	18.8	18.6	-0.7%	-0.1
Tasman Dr from Lick Mill Bl to McCarthy Bl	22.7	13.8	13.8	0.0%	0.0
The Alameda from Alameda Wy to Delmas Av	20.5	14.3	14.2	-1.0%	-0.1
W. San Carlos St from SR 87 to 2nd St	20.0	19.3	19.0	-1.3%	-0.3

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPA = General Plan Amendment - Staff Alternative
Outlined indicates significant impacts.
Source: City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

Adjacent Jurisdictions

The San José GP TDF model was used to calculate the number of lane miles of street segments with V/C ratios of 1.0 or greater during the peak 4-hour AM period within adjacent jurisdictions.

The effect of the proposed land use adjustments is evaluated based on the percentage of traffic that would be added to the deficient roadways. As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments (Table 11), a deficient roadway segment in an adjacent jurisdiction is attributed to San José when trips originating from residents and jobs within San José equal 10 percent or more on the deficient segment. An impact to an adjacent jurisdiction is considered significant when 25% or more of total deficient lane miles are attributable to the City of San José. The 25% threshold represents what would be a noticeable change in traffic.

Table 24 summarizes the City of San José's traffic impacts on the roadway segments within adjacent jurisdictions. City of San José traffic would significantly impact roadway segments within the same 13 adjacent jurisdictions under both the current GP and the current GP plus Staff Alternative land use amendment conditions. With the Staff Alternative land use amendment, the percentage of deficient lane miles attributable to the City would increase by 1% at one of the 13 impacted jurisdictions and would remain unchanged at the remaining 12 impacted jurisdictions, when compared to the current GP. Additionally, San José traffic contribution to Los Altos roadway segments would increase from 17% under the current GP to 23% under the Staff Alternative land use amendment. However, the Los Altos roadway segments would not be significantly impacted under the current General Plan conditions or the Staff Alternative GPA conditions since the percentage of deficient lane miles attributable to San José would continue to be less than the 25% threshold. The Staff Alternative land use amendment would not result in further impacts on roadways in adjacent jurisdictions than those identified for the current GP. Therefore, the Staff Alternative Union Avenue GPA would result in a *less than significant* impact on the roadway segments in adjacent jurisdictions.

Impacts on Transit, Bicycle, and Pedestrian Circulation

The Circulation Element of the Envision San José 2040 GP includes a set of balanced, long-range, multimodal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). In combination with land use goals and policies that focus growth into areas served by transit, these transportation goals and policies are intended to improve multi-model accessibility to employment, housing, shopping, entertainment, schools, and parks and create a city where people are less reliant on driving to meet their daily needs. San José's Transportation Goals, Policies, and Actions aim to:

- Establish circulation policies that increase bicycle, pedestrian, and transit travel, while reducing motor vehicle trips, to increase the City's share of travel by alternative transportation modes.
- Promote San José as a walking- and bicycling-first city by providing and prioritizing funding for projects that enhance and improve bicycle and pedestrian facilities.

Included within the GP are a set of Goals and Policies to support a multimodal transportation system that gives priority to the mobility needs of bicyclists, pedestrians, and public transit users while also providing for the safe and efficient movement of automobiles, buses, and trucks. Policies TR-2.1 through TR-2.11 provide specific policies to guide improvement to walking and bicycling. Such policies include the provision of continuous bicycle system, constructing sidewalks and crosswalks. Similarly, the Envision San José 2040 GP includes specific policies to maximize use of public transit (TR-3.1 through 3.4). As the Union Avenue GP site develops, the project should ensure that it is consistent with the Envision San José 2040 GP to provide safe, accessible and inter-connected pedestrian and bicycle facilities, and accommodate transit services (i.e., bus dugout) as new roadways are constructed. The impacts to pedestrian, bicycle, and transit facilities *are less-than-significant*.

Table 24
AM 4-Hour Traffic Impacts in Adjacent Jurisdictions (Union Avenue – Staff Alternative)

City	Base Year (2015)			2040 General Plan (Baseline)			2040 General Plan Plus GPA		
	Total Deficient Lane Miles[1]	Total Deficient Lane Miles Attributable to San Jose[2]	% of Deficient Lane Miles Attributable to San Jose	Total Deficient Lane Miles[1]	Total Deficient Lane Miles Attributable to San Jose[2]	% of Deficient Lane Miles Attributable to San Jose	Total Deficient Lane Miles[1]	Total Deficient Lane Miles Attributable to San Jose[2]	% of Deficient Lane Miles Attributable to San Jose
Campbell	0.12	0.12	100%	1.15	1.15	100%	1.15	1.15	100%
Cupertino	1.67	1.19	72%	2.60	2.23	86%	2.60	2.23	86%
Gilroy	0.34	0.34	100%	0.00	0.00	0%	0.00	0.00	0%
Los Altos	0.50	0.00	0%	1.49	0.25	17%	1.28	0.30	23%
Los Altos Hills	0.38	0.13	35%	2.51	1.95	78%	2.51	1.95	78%
Los Gatos	0.22	0.22	100%	1.34	1.34	100%	1.34	1.34	100%
Milpitas	0.39	0.39	100%	5.54	5.54	100%	5.43	5.43	100%
Monte Sereno	0.00	0.00	0%	0.00	0.00	0%	0.00	0.00	0%
Morgan Hill	0.00	0.00	0%	0.24	0.24	100%	0.24	0.24	100%
Mountain View	0.39	0.28	71%	1.60	1.48	93%	1.60	1.50	94%
Palo Alto	0.88	0.31	35%	2.42	0.76	31%	2.42	0.76	31%
Santa Clara	0.00	0.00	0%	0.60	0.60	100%	0.60	0.60	100%
Saratoga	0.00	0.00	0%	0.63	0.63	100%	0.63	0.63	100%
Sunnyvale	0.81	0.81	100%	0.53	0.48	90%	0.53	0.48	90%
Caltrans Facilities	5,743.69	4,433.43	77%	5,856.67	4,783.14	82%	5,793.19	4,770.60	82%
Santa Clara County Expressways	0.62	0.51	81%	5.97	5.95	100%	6.06	6.04	100%

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPA = General Plan Amendment - Staff Alternative
1. Total deficient lane miles are total lane miles of street segments with V/C ratios of 1.0 or greater.
2. A deficient roadway segment is attributed to San Jose when trips from the City are 10% or more on the deficient segment.
Outlined indicates significant impacts.
Source: City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

8.
Lelong Street (Site-Specific GPA Traffic Analysis)

This report presents the results of the long-range site-specific traffic impact analysis for the proposed Lelong Street General Plan Amendment (GP18-005). The purpose of the General Plan Amendment (GPA) traffic analysis is to assess the long-range impacts of the proposed General Plan land use amendment to the Lelong Street site on the citywide transportation system. The potential traffic impacts of the project were evaluated in accordance with the guidelines and thresholds set forth by the Envision San José 2040 General Plan (GP). In addition, a near term traffic analysis in conjunction with any future development permit applications consistent with the Envision San José 2040 GP will be required once a development application is submitted to the City.

General Plan Amendment Site Description

The project consists of amending the adopted land use designation of the Envision San José 2040 GP for the approximately 4.3-acre site located at the northeast quadrant of the Lelong Street/Alma Avenue intersection. The Lelong Street GPA site location is presented on Figure 21. The adopted General Plan land use designations for the site is *Public/Quasi-Public* and the proposed amendment involves changing the adopted land use to *Urban Residential*. The site is occupied by the Tamien Station VTA and Caltrain parking lots. The proposed land use change for development of the site would complement the immediate and surrounding land uses.

The GPA traffic analysis guidelines, described in the City of San José Transportation Analysis Handbook, Volume II (dated April 2018), under the *Methodology for Transportation Network Modeling & Analysis* section, provide a trip threshold for GP land use amendments that require a site-specific GPA analysis. With the exception of GPA sites located within the identified North San José, Evergreen, and South San José subareas, a proposed land use amendment that would result in an increase of more than 250 peak-hour trips to be generated by the subject site due to proposed increases in households or employment would be required to prepare a site-specific GPA traffic analysis. The Lelong Street GPA site is located outside of the specific subareas. According to the TDF modeling results, the proposed amendment at the Lelong Street GP site would result in 266 additional households and 162 additional jobs on the site. The increase in households and jobs would result in an additional 237 AM and 300 PM peak hour trips at the Lelong Street GPA site when compared to the current GP land use designation (see Table 25). Therefore, a site-specific GPA traffic analysis is required for the proposed land use amendment. The GPA does not propose any changes to the city's major transportation system and the transportation policies that were adopted in the Envision San José 2040 GP.

Figure 21
Lelong Street GPA Site Location

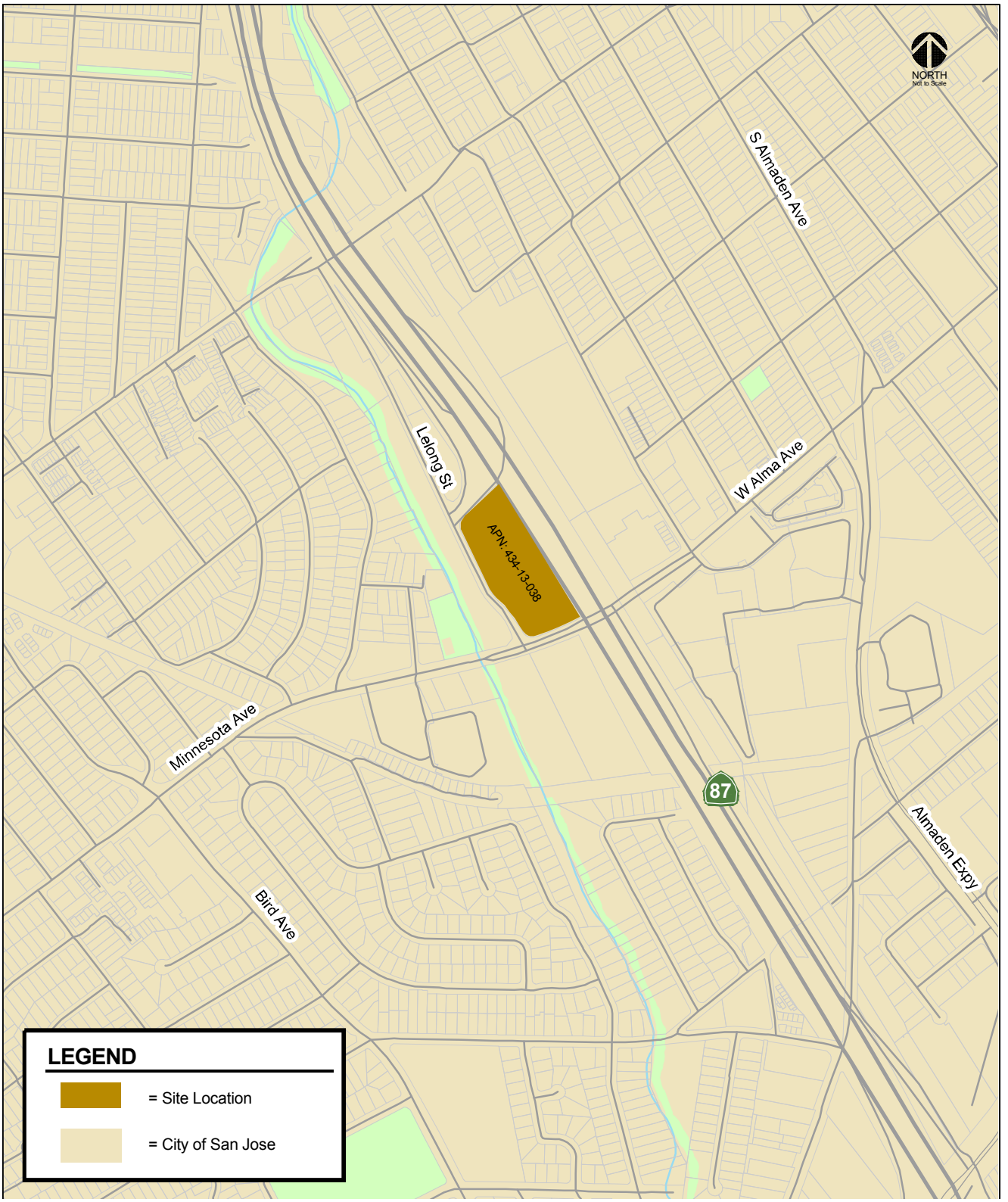


Table 25
Changes in Households, Jobs, and Peak-Hour Trips Due to Proposed GPA at Lelong Street Site

Site Number	Site Name	General Plan (Baseline) [1]		General Plan Amendment [2]		Net Land Use Change		Net Peak-Hour Trip Change	
		TOTHH	TEMP	TOTHH	TEMP	TOTHH	TEMP	AM	PM
7	GP-18-005 [Lelong Street]	447	424	713	586	266	162	237	**300**

Notes: TOTHH = total number of households; TEMP = total number of jobs.
[1] Total number of households and jobs under the adopted Envision San Jose 2040 General Plan (GP).
The buildout of the 2040 GP represents baseline conditions.
[2] Total number of households and jobs as proposed by the applicant GP Amendment.
Outlined indicates GPA that results in an increase in peak hour trips greater than 250 trips and requires site-specific GPA traffic analysis.
Sources: City of San Jose Planning Department, June 2018
City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

Scope of the Study

The GPA analysis includes the evaluation of the potential for the proposed land use amendment to result in increased vehicle miles traveled, increased traffic volume on specified roadway segments, impacts to travel speeds on transit priority corridors, impacts to roadways in adjacent jurisdictions, 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 and described in Chapter 3 of this report. Traffic conditions were evaluated for the following traffic scenarios using the City of San José's Traffic Demand Forecasting (TDF) model

- **Projected Year 2015 Conditions:** The Projected Year 2015 Conditions represent a projection of transportation conditions in 2015 using the City's GP TDF model. The roadway network also reflects the Year 2015 roadway network and transportation system.

- **Current 2040 General Plan Conditions:** Future traffic due to the current GP land uses (i.e., including the adopted Four-Year GP Review Land Use adjustments) is added to regional growth that can be reasonably expected to occur by 2040. Current 2040 GP conditions include the citywide roadway network to reflect the current roadway network as well as all transportation system improvements as identified in the current GP.

- **Proposed 2040 General Plan Amendment Conditions:** Current 2040 GP conditions with the proposed land use amendment for the Lelong Street GP site. Transportation conditions for the Proposed 2040 GP Amendment Conditions were evaluated relative to the Current 2040 GP Conditions to determine any long-range traffic impacts.

Existing Conditions

This section describes the existing conditions for all of the major transportation facilities near the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project site is provided via SR 87 and I-280. Local access to the site is provided by Lelong Street, Alma Avenue, Willow Street, and Bird Avenue. These facilities are described below.

State Route 87 (SR 87) connects from SR-85 in south San José to US-101 near the San José International Airport. It is generally a six-lane freeway (two mixed-flow lanes plus one HOV lane in each direction) with auxiliary lanes near the I-280 interchange. Access to the site from SR 87 is provided via a southbound off-ramp and a northbound on-ramp at Lelong Street.

Interstate 280 (I-280) is generally an eight-lane freeway near Downtown San José with auxiliary lanes between some interchanges. It extends from US 101 in San José to I-80 in San Francisco. The section of I-280 just north of the Bascom Avenue overcrossing has six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes. I-280 provides access to the site via its interchange with SR 87.

Lelong Street is a two-lane north-south road that runs between Willow Street and Alma Avenue. Lelong Street is the western site boundary, providing direct access to the site.

Alma Avenue is a four-lane east-west collector that runs from Senter Road to the east to Capurso Way to the west, where it transitions to Minnesota Avenue. Access to the site from Alma Avenue is provided via Lelong Street.

Willow Street is a two-lane east-west road that runs from Blackford Elementary School to the west to First Street to the east. Willow Street provides a connection between the Willow Glen area and central San José. Access to the site from Willow Street is provided via Lelong Street.

Bird Avenue is a four-lane north-south arterial that provides access to I-280 and the Downtown area. Bird Avenue runs from the Willow Glen area, starting at Malone Road, to Park Avenue, in Downtown San José. Access to the site from Bird Avenue is provided via Willow Street and Minnesota Avenue (Alma Avenue).

Existing Bicycle and Pedestrian Facilities

There are several bicycle facilities near the Lelong Street GP site. As defined by the California Department of Transportation (Caltrans), bicycle facilities include Class I bikeways (defined as bike paths off street, which is shared with pedestrians and excludes general motor vehicle traffic), Class II bikeways (defined as striped bike lanes on street), Class III bike routes (defined as roads with bike route signage where bicyclists share the road with motor vehicles), and Class IV cycle tracks (bike lanes physically separated from vehicle traffic by a vertical element. Bicyclists are allowed to ride on any roadway, even if there is no bicycle facility present with the exception of limited access highways.

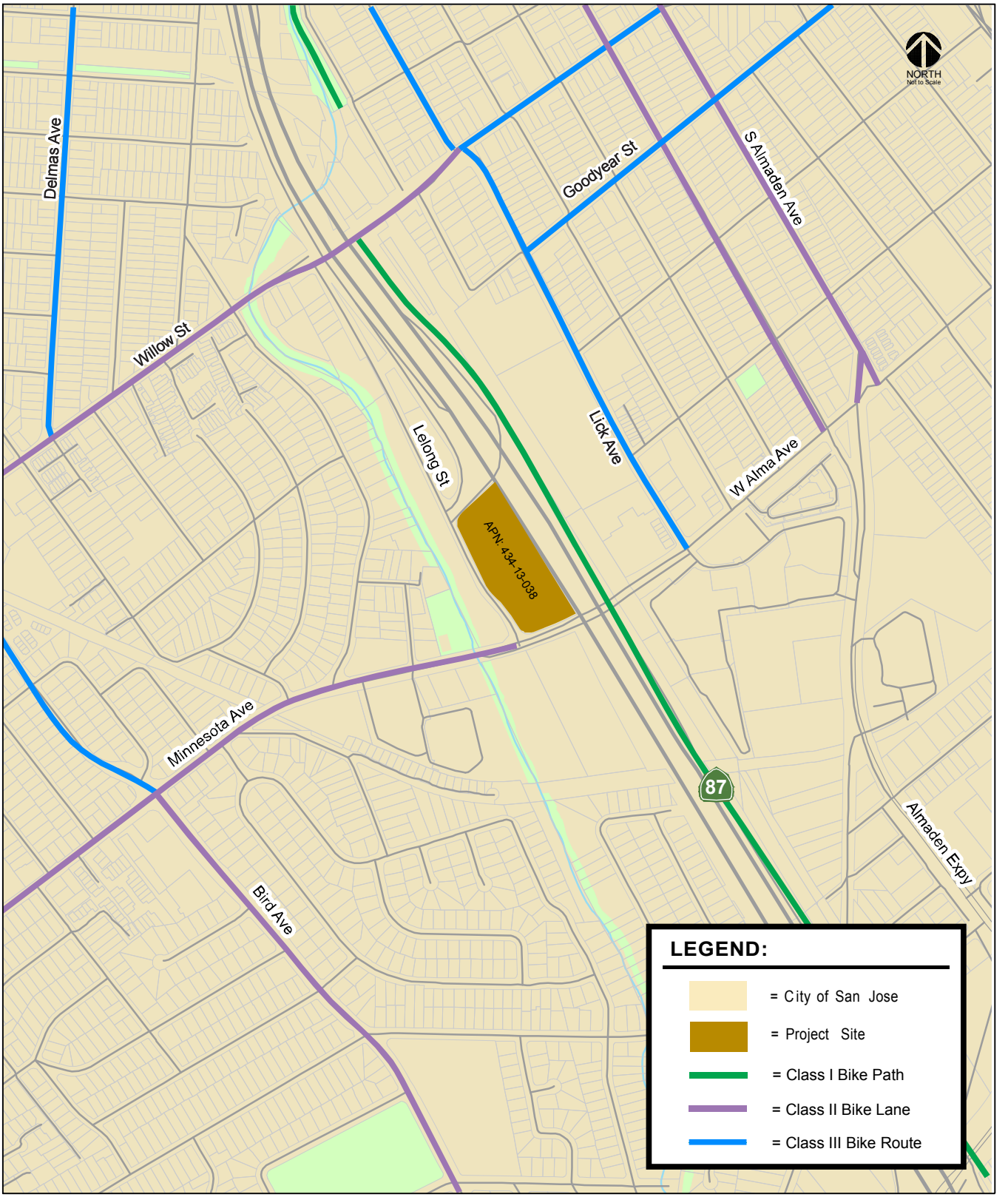
Class II striped bike lanes are provided on the following roadways near the site:

- Alma Avenue/Minnesota Avenue – Between Lelong Street and Meridian Avenue
- Willow Street – Between Lick Avenue and Blackford Elementary School
- Bird Avenue – Between Minnesota Avenue and Malone Road
- Vine Street – North of Alma Avenue
- Almaden Avenue – North of Alma Avenue

The Guadalupe River multi-use trail system (Class I bikeways) runs along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. This trail system can be accessed via Willow Street and Alma Avenue. The existing bicycles facilities are shown on Figure 22.

In addition, the City of San José bicycle master plan*, San José Bike Plan 2020*, provides policies and improvements to bicycle facilities to improve the use of bicycles in the City. It includes an inventory of existing bicycle facilities and identifies locations for enhancement of existing facilities by expansion and or establishing potential connections.

Figure 22
Existing Bicycle Facilities (Lelong Street)



Pedestrian facilities near the project consist primarily of sidewalks along the streets in most residential and commercial areas, as well as the aforementioned bike/pedestrian path. Sidewalks are found along virtually all previously described local roadways in the study area and along the local residential streets and collectors near the site with the exception of Lelong Street, where sidewalks are missing along the west side of the street.

Existing Transit Services

Existing transit services to the study area are provided by the VTA. The VTA transit services are described below and shown on Figure 23.

VTA Bus Services

Local Route 25 runs from De Anza College to Alum Rock Transit Center via Willow Street and operates from 5:00 AM to 12:30 AM with 15-minute headways during the weekday commute periods. The nearest bus stop to the Lelong Street site served by Route 25 is located on the site, adjacent to the Tamien Caltrain/VTA LRT Station.

Local Route 82 runs from Westgate Shopping Center to Downtown San José via Alma Avenue and operates from 6:00 AM to 9:30 PM with 30-minute headways during the weekday commute periods. The nearest bus stop to the Lelong Street site served by Route 82 is located on the site, adjacent to the Tamien Caltrain/VTA LRT Station.

Express Route 168 runs from Gilroy Transit Center to San José Diridon Transit Center via SR 87 and operates seven trips northbound in the AM and southbound in the PM with 20- to 30-minute headways during the weekday commute periods. However, there are no bus stops served by Route 168 in the vicinity of the project site.

Express Route 182 runs from Palo Alto to IBM/Bailey Avenue via SR 87 and operates one trip southbound in the AM and northbound in the PM. However, there are no bus stops served by Route 182 in the vicinity of the project site.

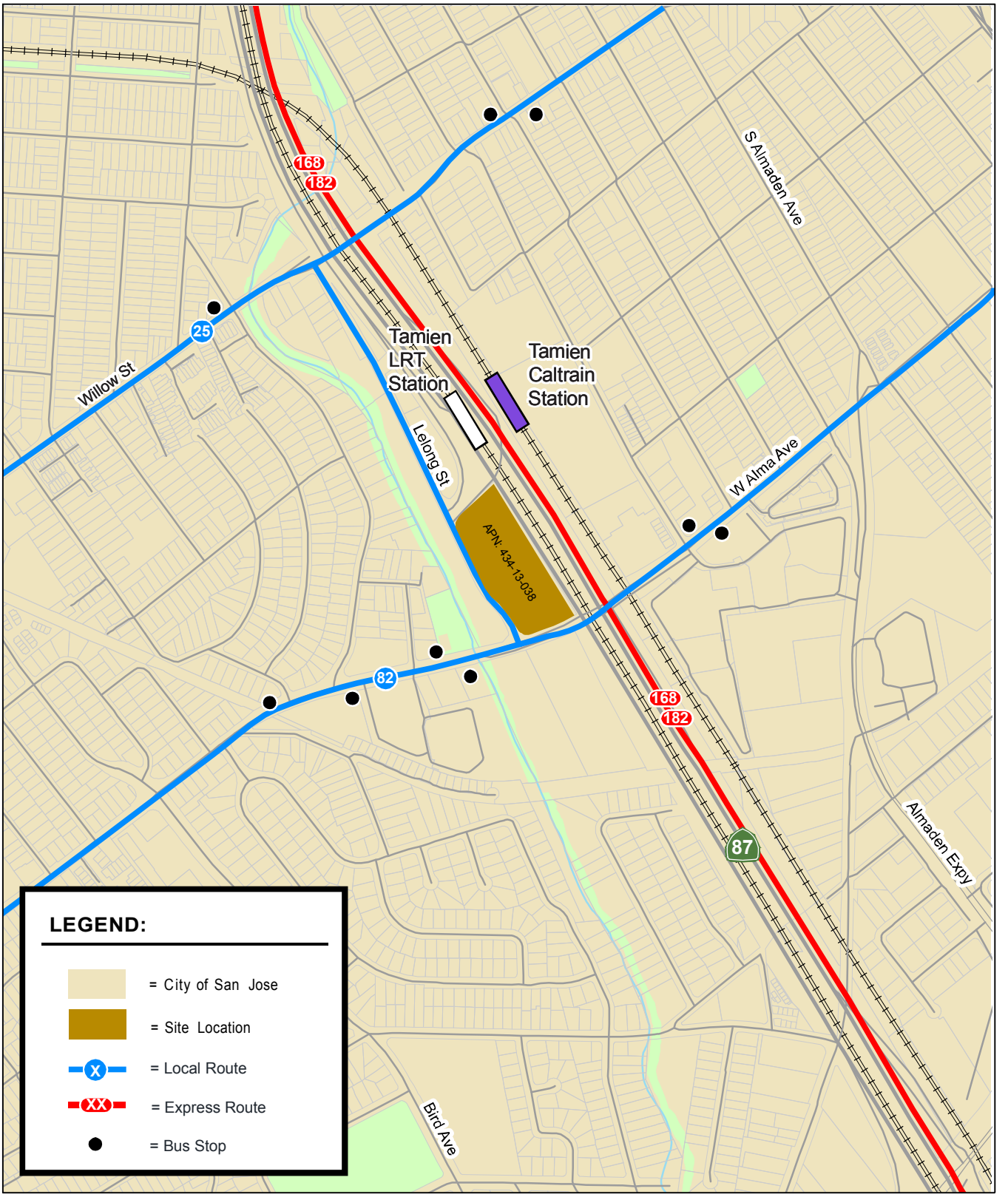
Light Rail Transit (LRT) Service

The Lelong Street GP site is located adjacent to the Tamien LRT Station. LRT service at the Tamien LRT station is provided by the Alum Rock-Santa Teresa LRT line, which operates nearly 24 hours a day (4:00 AM to 2:00 AM) with 10-15-minute headways during peak commute and midday hours. The Alum Rock-Santa Teresa LRT line provides service from the Santa Teresa Station in south San José, through Downtown San José to north San José where it curves east and operates along the Tasman Corridor, bends south and runs along the Capitol Corridor, and ultimately terminates in east San José just south of Alum Rock Avenue.

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain, which currently operates 92 weekday trains that carry approximately 47,000 riders on an average weekday. The Lelong Street GP site is located adjacent to the Tamien Caltrain Station. The Tamien Station provides 275 (free) parking spaces, as well as 18 bike racks and 18 bike lockers. Trains stop frequently at the Tamien Station between 4:55 AM and 9:37 PM in the northbound direction, and between 7:06 AM and 11:11 PM in the southbound direction. Caltrain provides passenger train service seven days a week and provides extended service to Morgan Hill and Gilroy during commute hours.

Figure 23
Existing Transit Services (Lelong Street)



General Plan Amendment Site-Specific Long-Range Analysis

The site-specific long-range traffic impacts resulting from the proposed Lelong Street site GPA were determined based on the MOEs and associated significance thresholds described in Chapter 3. The results of the site-specific GPA long-range analysis are described below.

Vehicle Miles Traveled Per Service Population

The San José GP TDF model was used to calculate daily vehicle miles traveled (VMT) per service population, where service population is defined as the number of residents plus the number of employees citywide. This approach focuses on the VMT generated by new population and employment growth. VMT is calculated as the number of vehicle trips multiplied by the length of the trips in miles. As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments (Table 11), any increase in VMT per service population over the current GP conditions due to the proposed land use amendment is considered a significant impact.

As shown in Table 26, both the citywide daily VMT and VMT per service population would decrease slightly with the proposed land use amendment when compared to the current GP. Therefore, the proposed Lelong Street GPA would result in a *less than significant* impact on the citywide daily VMT per service population.

Table 26
Daily Vehicle Miles Traveled Per Service Population (Lelong Street)

	Base Year (2015)	2040 General Plan (Baseline)	2040 General Plan Plus GPA
Citywide Daily VMT	17,505,088	28,046,059	28,041,247
Citywide Service Population	1,392,946	2,054,758	2,054,758
- Total Households	319,870	429,350	429,350
- Total Residents	1,016,043	1,303,108	1,303,108
- Total Jobs	376,903	751,650	751,650
Daily VMT Per Service Population	12.57	13.65	13.65
Increase in VMT/Service Population over General Plan Conditions			***-0.01***
Significant Impact?			**No**

Note:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPA = General Plan Amendment
Service Population = Residents + Jobs
Source: City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

Journey-to-Work Mode Share

The San José GP TDF model was used to calculate journey-to-work citywide mode share percentages. Mode share is the distribution of all daily work trips by travel mode. The modes of travel included in the TDF model are drive alone, carpool with two persons, carpool with three persons or more, transit (rail and bus), bike, and walk trips. Although work trips may occur at any time of the day, most of the work trips occur during typical peak commute periods (6:00 – 10:00 AM and 3:00 – 7:00 PM). As defined in

the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments (Table 11), any increase in the journey-to-work drive alone mode share percentage over the current GP conditions due to the proposed land use amendment is considered a significant impact.

Table 27 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 land use amendment. Approximately 72% of the commuters would drive single occupancy vehicles to travel to and from work under the current GP and the current GP with the proposed land use amendment. Therefore, the proposed Lelong Street GPA would result in a *less than significant* impact on citywide journey-to-work drive alone mode share.

Table 27
Journey-to-Work Mode Share (Lelong Street)

Mode	Base Year (2015)		2040 General Plan (Baseline)		2040 General Plan Plus GPA	
	Trips	%	Trips	%	Trips	%
Drive Alone	753,264	79.7%	1,098,198	72.0%	1,098,055	72.0%
Carpool 2	85,496	9.0%	138,716	9.1%	138,663	9.1%
Carpool 3+	28,526	3.0%	55,275	3.6%	54,919	3.6%
Transit	48,181	5.1%	177,546	11.6%	178,187	11.7%
Bicycle	14,120	1.5%	26,119	1.7%	26,101	1.7%
Walk	15,666	1.7%	28,839	1.9%	28,840	1.9%
Increase in Drive Alone Percentage over General Plan Conditions						0.0%
Significant Impact?						**No**

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPA = General Plan Amendment
Source: City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

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. The analysis of transit priority corridor speeds was completed to assist with the assessment of whether the proposed land use amendment would cause a significant change in travel speeds on the transit priority corridors compared to the current GP. A transit corridor is a roadway segment identified as a Grand Boulevard in the Envision San José 2040 GP Land Use/Transportation Diagram. Grand Boulevards serve as major transportation corridors and, in most cases, are primary routes for VTA's LRT, BRT, local buses, and other public transit vehicles. The travel speeds are calculated by dividing the segment distance by the vehicle travel time. As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments (Table 11), land use amendments that result in a decrease in average travel speed on a transit corridor in the AM peak one-hour period when the average speed drops below 15 miles per hour (mph) or decreases by 25 percent (%) or more, or the average speed drops by one mph or more for a transit corridor with average speed below 15 mph when compared to the current GP conditions is considered a significant impact.

Table 28 presents the average vehicle speeds on the City's 14 transit priority corridors (i.e., Grand Boulevard segments) during the AM peak hour of traffic. When compared to the travel speeds under current GP conditions, the change in traffic resulting from the proposed land use amendment would have a minimal effect on the travel speeds in the transit corridors. The TDF model estimates decrease in travel speeds of 0.3 mph or less (or a change of 1.9% or less) on 11 corridors due to the proposed land use amendment. Travel speeds on the remaining corridors would improve slightly or remain unchanged when compared to the current GP. Therefore, the proposed Lelong Street GPA would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

Table 28
AM Peak Hour Vehicle Speeds (mph) for San José Transit Priority Corridors (Lelong Street)

Transit Priority Corridor	Base Year (2015)	2040 General Plan (Baseline)	2040 General Plan Plus GPA	% Change (GPplusGPA - GP) / GP	Absolute Change (GPplusGPA - GP)
2nd St from San Carlos St to St. James St	16.6	15.7	15.4	-1.9%	-0.3
Alum Rock Av from Capitol Av to US 101	21.3	16.6	16.5	-0.9%	-0.1
Camden Av from SR 17 to Meridian Av	23.1	18.1	18.0	-0.6%	-0.1
Capitol Av from S. Milpitas Bl to Capitol Expwy	27.1	22.8	22.7	-0.3%	-0.1
Capitol Expwy from Capitol Av to Meridian Av	33.0	26.9	27.0	0.2%	0.0
E. Santa Clara St from US 101 to Delmas Av	20.4	16.2	16.1	-0.8%	-0.1
Meridian Av from Park Av to Blossom Hill Rd	24.9	20.9	20.7	-0.6%	-0.1
Monterey Rd from Keyes St to Metcalf Rd	27.4	19.2	19.6	2.2%	0.4
N. 1st St from SR 237 to Keyes St	21.3	13.9	13.7	-1.0%	-0.1
San Carlos St from Bascom Av to SR 87	24.8	20.8	20.7	-0.6%	-0.1
Stevens Creek Bl from Bascom Av to Tantau Av	24.3	18.8	18.7	-0.1%	0.0
Tasman Dr from Lick Mill Bl to McCarthy Bl	22.7	13.8	13.7	-0.6%	-0.1
The Alameda from Alameda Wy to Delmas Av	20.5	14.3	14.3	0.0%	0.0
W. San Carlos St from SR 87 to 2nd St	20.0	19.3	19.1	-0.8%	-0.2

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPA = General Plan Amendment
Outlined indicates significant impacts.
Source: City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

Adjacent Jurisdictions

The San José GP TDF model was used to calculate the number of lane miles of street segments with V/C ratios of 1.0 or greater during the peak 4-hour AM period within adjacent jurisdictions.

The effect of the proposed land use adjustments is evaluated based on the percentage of traffic that would be added to the deficient roadways. As defined in the City of San José *Transportation Analysis*

Handbook (Thresholds of Significance for General Plan Amendments (Table 11), a deficient roadway segment in an adjacent jurisdiction is attributed to San José when trips originating from residents and jobs within San José equal 10 percent or more on the deficient segment. An impact to an adjacent jurisdiction is considered significant when 25% or more of total deficient lane miles are attributable to the City of San José. The 25% threshold represents what would be a noticeable change in traffic.

Table 29 summarizes the City of San José's traffic impacts on the roadway segments within adjacent jurisdictions. City of San José traffic would significantly impact roadway segments within the same 13 adjacent jurisdictions under both the current GP and the current GP plus proposed land use amendment conditions. With the proposed land use amendment, the percentage of deficient lane miles attributable to the City would increase by 1% at one of the 13 impacted jurisdictions and would remain unchanged at the remaining 12 impacted jurisdictions, when compared to the current GP. Additionally, San José traffic contribution to Los Altos roadway segments would increase from 17% under the current GP to 20% under the proposed land use amendment. However, the Los Altos roadway segments would not be significantly impacted under the current General Plan conditions or the proposed GPA conditions since the percentage of deficient lane miles attributable to San José would continue to be less than the 25% threshold. The proposed land use amendment would not result in further impacts on roadways in adjacent jurisdictions than those identified for the current GP. Therefore, the proposed Lelong Street GPA would result in a *less than significant* impact on the roadway segments in adjacent jurisdictions.

Impacts on Transit, Bicycle, and Pedestrian Circulation

The Circulation Element of the Envision San José 2040 GP includes a set of balanced, long-range, multimodal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). In combination with land use goals and policies that focus growth into areas served by transit, these transportation goals and policies are intended to improve multi-model accessibility to employment, housing, shopping, entertainment, schools, and parks and create a city where people are less reliant on driving to meet their daily needs. San José's Transportation Goals, Policies, and Actions aim to:

- Establish circulation policies that increase bicycle, pedestrian, and transit travel, while reducing motor vehicle trips, to increase the City's share of travel by alternative transportation modes.
- Promote San José as a walking- and bicycling-first city by providing and prioritizing funding for projects that enhance and improve bicycle and pedestrian facilities.

Included within the GP are a set of Goals and Policies to support a multimodal transportation system that gives priority to the mobility needs of bicyclists, pedestrians, and public transit users while also providing for the safe and efficient movement of automobiles, buses, and trucks. Policies TR-2.1 through TR-2.11 provide specific policies to guide improvement to walking and bicycling. Such policies include the provision of continuous bicycle system, constructing sidewalks and crosswalks. Similarly, the Envision San José 2040 GP includes specific policies to maximize use of public transit (TR-3.1 through 3.4). As the Lelong Street GP site develops, the project should ensure that it is consistent with the Envision San José 2040 GP to provide safe, accessible and inter-connected pedestrian and bicycle facilities, and accommodate transit services (i.e., bus dugout) as new roadways are constructed. The impacts to pedestrian, bicycle, and transit facilities *are less-than-significant*.

Table 29
AM 4-Hour Traffic Impacts in Adjacent Jurisdictions (Lelong Street)

City	Base Year (2015)			2040 General Plan (Baseline)			2040 General Plan Plus GPA		
	Total Deficient Lane Miles[1]	Total Deficient Lane Miles Attributable to San Jose[2]	% of Deficient Lane Miles Attributable to San Jose	Total Deficient Lane Miles[1]	Total Deficient Lane Miles Attributable to San Jose[2]	% of Deficient Lane Miles Attributable to San Jose	Total Deficient Lane Miles[1]	Total Deficient Lane Miles Attributable to San Jose[2]	% of Deficient Lane Miles Attributable to San Jose
Campbell	0.12	0.12	100%	1.15	1.15	100%	1.15	1.15	100%
Cupertino	1.67	1.19	72%	2.60	2.23	86%	2.60	2.23	86%
Gilroy	0.34	0.34	100%	0.00	0.00	0%	0.00	0.00	0%
Los Altos	0.50	0.00	0%	1.49	0.25	17%	1.28	0.25	20%
Los Altos Hills	0.38	0.13	35%	2.51	1.95	78%	2.51	1.95	78%
Los Gatos	0.22	0.22	100%	1.34	1.34	100%	1.34	1.34	100%
Milpitas	0.39	0.39	100%	5.54	5.54	100%	5.54	5.54	100%
Monte Sereno	0.00	0.00	0%	0.00	0.00	0%	0.00	0.00	0%
Morgan Hill	0.00	0.00	0%	0.24	0.24	100%	0.24	0.24	100%
Mountain View	0.39	0.28	71%	1.60	1.48	93%	1.60	1.48	93%
Palo Alto	0.88	0.31	35%	2.42	0.76	31%	2.42	0.76	31%
Santa Clara	0.00	0.00	0%	0.60	0.60	100%	0.60	0.60	100%
Saratoga	0.00	0.00	0%	0.63	0.63	100%	0.63	0.63	100%
Sunnyvale	0.81	0.81	100%	0.53	0.48	90%	0.53	0.48	90%
Caltrans Facilities	5,743.69	4,433.43	77%	5,856.67	4,783.14	82%	5,794.19	4,783.71	83%
Santa Clara County Expressways	0.62	0.51	81%	5.97	5.95	100%	5.97	5.95	100%

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPA = General Plan Amendment
1. Total deficient lane miles are total lane miles of street segments with V/C ratios of 1.0 or greater.
2. A deficient roadway segment is attributed to San Jose when trips from the City are 10% or more on the deficient segment.
Outlined indicates significant impacts.
Source: City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

9. Downtown Strategy 2040 (Site-Specific GPA Traffic Analysis)

This report presents the results of the long-range site-specific traffic impact analysis for the proposed Downtown Strategy (DTS) 2040 General Plan Amendment. The purpose of the General Plan Amendment (GPA) traffic analysis is to assess the long-range impacts of the proposed land use amendment associated with the addition of 4,000 residential units and 10,000 jobs to the Downtown on the citywide transportation system. The potential traffic impacts of the project were evaluated in accordance with the guidelines and thresholds set forth by the Envision San José 2040 General Plan (GP).

Downtown Strategy 2040 (DTS 2040) Amendment

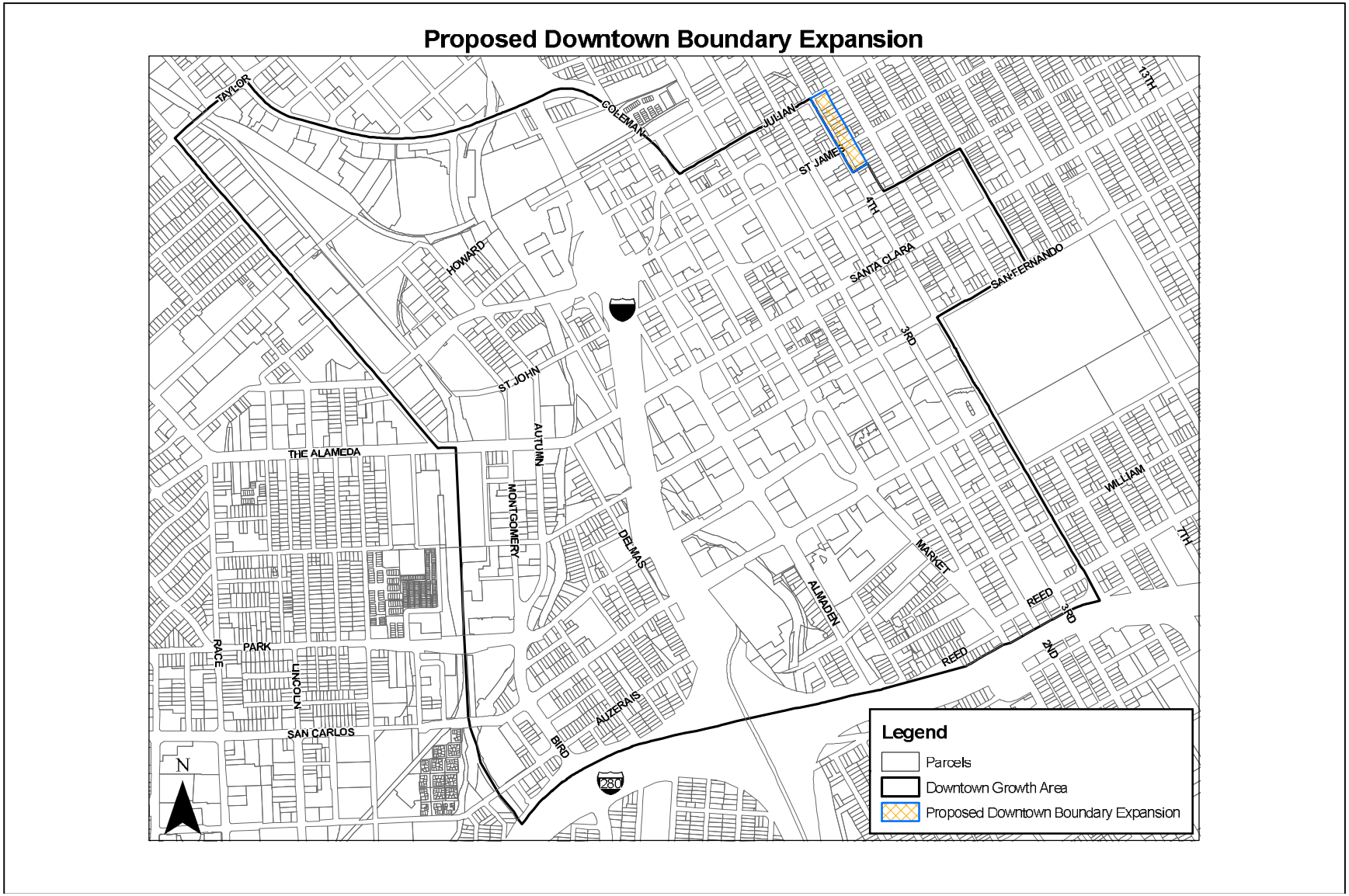
San José's Downtown encompasses approximately three square-miles generally bounded by Taylor Street to the north, San José State University and City Hall to the east, Interstate 280 to the south, and the Diridon Station Area to the west. State Route 87 runs in a north/south direction and divides Downtown. Los Gatos Creek flows into the Guadalupe River at the confluence of Santa Clara Street on the west side of State Route 87. The Downtown growth boundaries are shown on Figure 24.

The Downtown Strategy 2000 EIR evaluated the traffic generated by overall Downtown development with a horizon Year of 2020. The Downtown Strategy 2000 was incorporated into the current Envision San José 2040 GP that was adopted in November 2011.

The DTS 2040 proposes to increase the allowed number of households and jobs within the Downtown Growth Boundary (DGB) by 2040, when compared to the Envision San José 2040 GP. However, the proposed increases in residential units and employment space would not result in an increase in the overall citywide number of residential units and jobs envisioned in the GP.

The GPA traffic analysis guidelines, described in the City of San José Transportation Analysis Handbook, Volume II (dated April 2018), under the *Methodology for Transportation Network Modeling & Analysis* section, provide a trip threshold for GP land use amendments that require a site-specific GPA analysis. With the exception of GPA sites located within the identified North San José, Evergreen, and South San José subareas, a proposed land use amendment that would result in an increase of more than 250 peak-hour trips to be generated by the subject site due to proposed increases in households or employment would be required to prepare a site-specific GPA traffic analysis. The proposed DTS 2040 amendment would result in 4,000 additional households and 10,000 additional jobs within the Downtown area. The increase in households and jobs would result in an additional 3,287 AM and 4,568 PM peak hour trips within the Downtown area when compared to the current GP land use designation

Figure 24
Downtown Strategy Plan Growth Boundaries



(see Table 30). Therefore, a site-specific GPA traffic analysis is required for the proposed DTS 2040 land use amendment. The GPA does not propose any changes to the city's major transportation system and the transportation policies that were adopted in the Envision San José 2040 GP.

Table 30
Changes in Households, Jobs, and Peak-Hour Trips Due to Downtown Strategy 2040 Land Use Amendment

Site Name	General Plan (Baseline) [1]		General Plan Amendment [2]		Net Land Use Change		Net Peak-Hour Trip Change	
	TOTHH	TEMP	TOTHH	TEMP	TOTHH	TEMP	AM	PM
Downtown Strategy 2040	15,784	80,509	19,784	90,456	4,000	10,000	**3,287**	**4,568**

Notes: TOTHH = total number of households; TEMP = total number of jobs.
[1] Total number of households and jobs under the adopted Envision San Jose 2040 General Plan (GP).
The buildout of the 2040 GP represents baseline conditions.
[2] Total number of households and jobs as proposed by the Downtown Strategy (DTS) 2040 land use amendment.
Outlined indicates GPA that results in an increase in peak hour trips greater than 250 trips and requires site-specific GPA traffic analysis.
Sources: City of San Jose Planning Department, June 2018
City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

Scope of the Study

The GPA analysis includes the evaluation of the potential for the proposed land use amendment to result in increased vehicle miles traveled, increased traffic volume on specified roadway segments, impacts to travel speeds on transit priority corridors, impacts to roadways in adjacent jurisdictions, 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 and described in Chapter 3 of this report. Traffic conditions were evaluated for the following traffic scenarios using the City of San José's Traffic Demand Forecasting (TDF) model:

- **Projected Year 2015 Conditions:** The Projected Year 2015 Conditions represent a projection of transportation conditions in 2015 using the City's GP TDF model. The roadway network also reflects the Year 2015 roadway network and transportation system.

- **Current 2040 General Plan Conditions:** Future traffic due to the current GP land uses (i.e., including the adopted Four-Year GP Review Land Use adjustments) is added to regional growth that can be reasonably expected to occur by 2040. Current 2040 GP conditions include the citywide roadway network to reflect the current roadway network as well as all transportation system improvements as identified in the current GP.

- **Proposed 2040 General Plan Amendment Conditions:** Current 2040 GP conditions with the proposed land use amendment associated with the DTS 2040. Transportation conditions for the Proposed 2040 GP Amendment Conditions were evaluated relative to the Current 2040 GP Conditions to determine any long-range traffic impacts.

Existing Conditions

This section describes the existing conditions for all of the major transportation facilities within the Downtown area, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the Downtown area is provided via SR-87, I-280, I-880, US 101, and I-680. These facilities are described below:

***State Route* 87** (SR 87*)* connects from SR 85 in south San José to US 101 near the San José International Airport. It is generally a six-lane freeway (two mixed-flow lanes plus one HOV lane in each direction) with auxiliary lanes near the I-280 interchange. Connections from SR 87 to Downtown San José are provided via a full interchange at West Julian Street and partial interchanges at Park Avenue (ramps to/from north only), at Auzerais Avenue (ramps to/from south only), and at West Santa Clara Street (northbound off-ramp only).

Interstate 280 (I-280) is generally an eight-lane freeway near Downtown San José with auxiliary lanes between some interchanges. It extends from US 101 in San José to I-80 in San Francisco. The section of I-280 just north of the Bascom Avenue overcrossing has six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes. Connections from I-280 to Downtown San José are provided via a full interchange at Bird Avenue, and partial interchanges at Seventh Street (no north on-ramp), at Almaden Boulevard/Vine Street (ramps to/from north), First Street (ramp to south), and Fourth Street (ramp to north). Connections are also available indirectly via an interchange with SR 87 and an interchange with US 101.

Interstate 880 (I-880) extends in a north-south direction from its junction with I-280 near Downtown San José to I-80 in Oakland. Within the study area, I-880 has six mixed-flow lanes. I-880 lies somewhat north of Downtown San José, but has connections via interchanges at The Alameda, Coleman Avenue, and First Street.

US 101 is a north-south freeway that extends northward though San Francisco and southward through Gilroy. Within the study area, US 101 is an eight-lane facility that includes two high-occupancy vehicle (HOV) lanes. US 101 lies to the east of Downtown, with access to the Downtown area provided via interchanges with Santa Clara Street and Julian Street and its connection with I-280.

Interstate-680 (I-680) is an eight-lane freeway providing regional access to San José. It extends in a north-south direction from its junction with I-280 and US 101 near Downtown San José through the East Bay to its junction with I-80 in Fairfield. I-680 is located east of Downtown San José, but has connections via its transition to I-280 through Downtown.

Local access to the Downtown area is provided by numerous major arterials and minor streets. Described below are the major arterials that feed the Downtown area:

Market Street is a north-south four-lane roadway that runs from Julian Street to Reed Street. North of Julian Street, Market Street becomes Coleman Avenue. South of Reed Street, Market Street becomes South First Street.

Coleman Avenue is a four-lane arterial that provides access to I-880 and the Airport from the Downtown area. It runs in a north-south direction from Julian Street at the northern boundary of Downtown San José to De La Cruz Boulevard in Santa Clara. Between I-880 and De La Cruz Boulevard, Coleman Avenue provides three lanes in each direction.

North First Street is a one-lane and one-way northbound street between San Carlos Street and Julian Street. From San Carlos to Julian Street, the Guadalupe LRT line runs along the right side of First Street. North of Julian Street, First Street transitions to a two-way roadway that is divided by the Guadalupe LRT line. South of San Carlos Street, First Street transitions to a two-way roadway and becomes Monterey Road.

Almaden Boulevard is a six-lane north-south roadway that runs from Julian Street to I-280. South of I-280, Almaden Boulevard provides access to and from the south via its connections to Vine Street and Almaden Avenue. Access to SR 87 is provided via its intersection with Notre Dame Street and Santa Clara Street.

Bird Avenue is a four-lane north-south arterial that provides access to I-280 and the Downtown area. Bird Avenue runs from the Willow Glen Area to Park Avenue.

Julian Street is primarily a one-way westbound two-lane roadway within the Downtown core. West and east of the Downtown core at SR 87 and 17th Street, respectively, Julian Street is generally a two-way two-lane facility. Julian Street provides regional access to the Downtown area through its full interchange with SR 87.

The Alameda (State Route 82) is generally a four-lane north-south arterial that runs from Santa Clara University to the Downtown area (Diridon Train Station) where it becomes Santa Clara Street.

Santa Clara Street is a four-lane east-west roadway that provides access from the east and west of the Downtown area. East of US 101, Santa Clara Street becomes Alum Rock Avenue while west of the Caltrain bridge it becomes The Alameda.

San Fernando Street is a four-lane east-west arterial that runs from 17th Street to Montgomery Street. Outside of the Downtown area, specifically west of Almaden Boulevard and east of 10th Street, San Fernando Street is a two-lane roadway.

San Carlos Street is a four-lane east-west arterial that runs from 4th Street to I-880 at which point it becomes Stevens Creek Boulevard.

Park Avenue is an east-west roadway that extends from Market Street to Meridian Avenue. West of Meridian Avenue, Park Avenue proceeds in a northwest direction into Santa Clara. Park Avenue transitions from two to four lanes at various points.

Fourth Street is a north-south arterial that runs from I-280 to US 101. Limited freeway access is provided via a northbound ramp to I-280 and southbound ramp to US 101. Between Taylor Street and I-280, Fourth Street is a three-lane one-way southbound roadway. Two lanes in each direction are provided north of Taylor Street.

Seventh Street is a two-lane north-south roadway providing access from northbound and southbound I-280. Seventh Street runs from Hedding Street to San José State University (SJSU), at which point it ends. It continues on the south side of SJSU to I-280.

Tenth Street is a one-way three-lane southbound arterial that runs from I-880 to Tully Road.

Eleventh Street is a one-way three-lane northbound arterial that runs from Keyes Street to Hedding Street.

Existing Bicycle and Pedestrian Facilities

Pedestrian facilities in the study area consist primarily of sidewalks, pedestrian push buttons, and signal heads at intersections. With a few exceptions, sidewalks are found along virtually all previously

described local roadways in the study area and along the local residential streets and collectors surrounding the Downtown area. Most of the Downtown area has wider than normal sidewalks to accommodate pedestrians. There are also paseos, pedestrian thoroughfares absent of vehicles that provide for walking, gathering, and shopping, located within the Downtown area.

There are several bicycle facilities in the Downtown area. As defined by the California Department of Transportation (Caltrans), bicycle facilities include Class I bikeways (defined as bike paths off street, which is shared with pedestrians and excludes general motor vehicle traffic), Class II bikeways (defined as striped bike lanes on street), Class III bike routes (defined as roads with bike route signage where bicyclists share the road with motor vehicles), and Class IV cycle tracks (bike lanes physically separated from vehicle traffic by a vertical element. Bicyclists are allowed to ride on any roadway, even if there is no bicycle facility present, with the exception of limited access highways. The existing bicycles facilities are shown on Figure 25.

The *Santa Clara Countywide Bicycle Plan*, adopted by VTA in August 2018, identifies various existing and/or planned cross county bicycle corridors in the Downtown area. The purpose of the cross-county Bicycle Corridors, as described in the above document, is to provide continuous connections between Santa Clara County jurisdictions and to adjacent counties, and to serve the major regional trip-attractors in the County. There are currently two designated cross-county bicycle corridors in the Downtown area:

SR 87/Guadalupe LRT cross-county bicycle corridor runs along the extent of SR 87.

I-880/I-680/SR 17/Vasona Rail/Los Gatos Creek cross-county bicycle corridor runs along San Carlos Street and Santa Clara Street.

Guadalupe River Park Trail

The Guadalupe River multi-use trail system runs through the Downtown area along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. This trail system can be accessed via nearly every intersecting east-west street in the Downtown area including Julian Street, Santa Clara Street, San Fernando Street, Park Avenue, and San Carlos Street.

Bay Area Bike Share

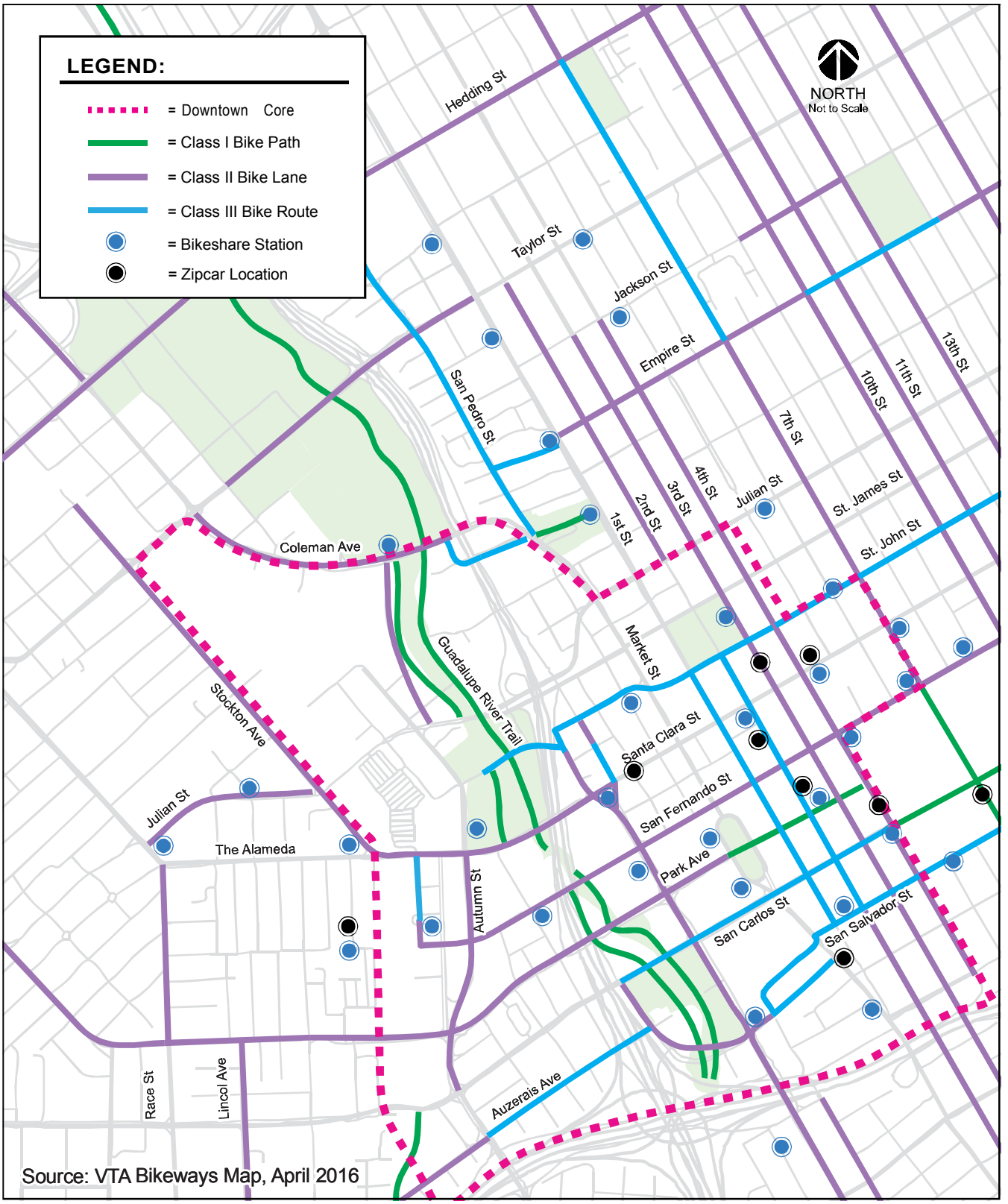
The City of San José participates in the Bay Area Bike Share program (Ford GoBike) that allows users to rent and return bicycles at various locations. Bike share bikes can only be rented and returned at designated stations throughout the Downtown area. Existing bikeshare docks are shown on Figure 25.

In addition, LimeBike has recently begun to provide dockless bike rental throughout the Downtown area. This service provides electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere.

Zipcar

Zipcar provides vehicles to individuals for hourly or daily use. This program places vehicles at designated Zipcar locations throughout the Downtown area for use by individuals who have Zipcar accounts. This car sharing service allows drivers' access to an automobile without the need to own one. There are seven Zipcar stations located within the DGB area. Existing Zipcar locations are shown on Figure 25.

Figure 25
Existing Bicycle Facilities (Downtown San José)



Existing Transit Services

Downtown San José is a hub for nearly all major transit services. Connections between bus lines, light rail, and Caltrain are provided within the Downtown area. The many choices and extensive transit system within Downtown make transit an attractive alternative to both employees and residents. Existing transit service within the greater Downtown area is provided by the VTA, Altamont Corridor Express (ACE), Amtrak, and Caltrain. The existing transit services are described below and shown on Figure 26.

VTA Bus Services

The Downtown area is served by numerous local buses. The VTA also provides a shuttle service within the Downtown area. The Downtown area shuttle (DASH) provides shuttle service from the San José Diridon Caltrain station to San José State University, and the Paseo De San Antonio and Convention Center LRT stations via East San Fernando and East San Carlos Streets.

VTA Light Rail Transit (LRT) Service

The VTA currently operates the 42.2-mile VTA light rail line system extending from south San José through Downtown to the northern areas of San José, Santa Clara, Milpitas, Mountain View and Sunnyvale. The service operates nearly 24-hours a day with 15-minute headways during much of the day. Various LRT Stations are located within the Downtown area, including the Diridon Transit Center, the St James, Santa Clara, Paseo de San Antonio, San Fernando, and Convention Center stations.

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain, which currently operates 92 weekday trains that carry approximately 47,000 riders on an average weekday. The Diridon Station is located within the Downtown area. The Diridon station provides 581 parking spaces, as well as 16 bike racks, 48 bike lockers, and 27 Ford GoBike bike share docks. Trains stop frequently at the Diridon station between 4:28 AM and 10:30 PM in the northbound direction, and between 6:31 AM and 1:38 AM in the southbound direction. Caltrain provides passenger train service seven days a week and provides extended service to Morgan Hill and Gilroy during commute hours.

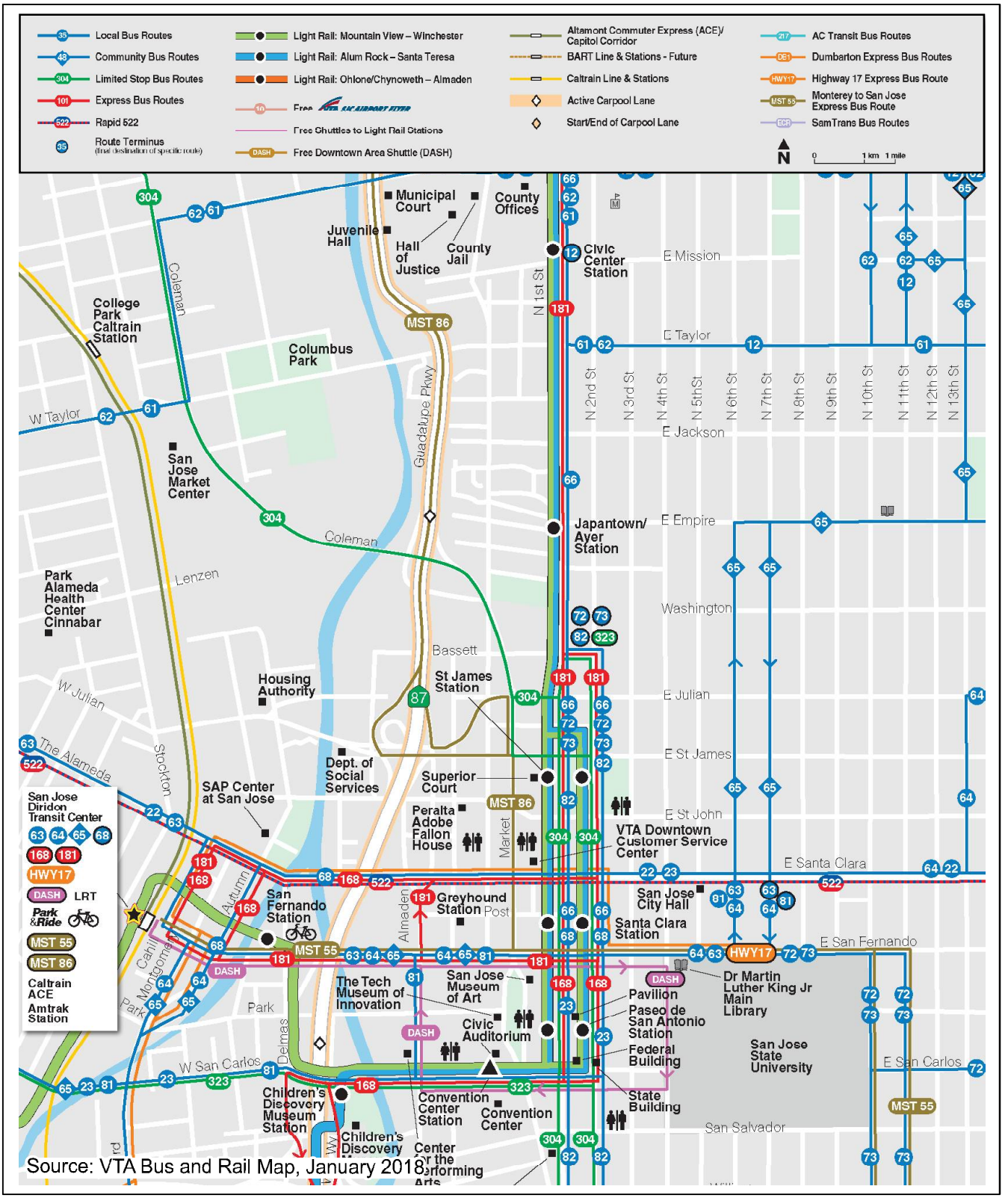
Altamont Corridor Express Service (ACE)

ACE provides commuter rail service between Stockton, Lathrop/Manteca, Tracy, Livermore, Pleasanton, Fremont, Santa Clara, and San José during commute hours, Monday through Friday. Service is limited to four westbound trips in the morning and four eastbound trips in the afternoon and evening with headways averaging 60 minutes. ACE trains stop at the Diridon Station between 6:32 AM and 9:17 AM in the westbound direction, and between 3:35 PM and 6:38 PM in the eastbound direction.

Amtrak Service

Amtrak provides daily commuter passenger train service along the 170-mile Capitol Corridor between the Sacramento region and the Bay Area, with stops in San José, Santa Clara, Fremont, Hayward, Oakland, Emeryville, Berkeley, Richmond, Martinez, Suisun City, Davis, Sacramento, Roseville, Rocklin, and Auburn. The Capitol Corridor trains stop at the San José Diridon Station eight times during the weekdays between approximately 7:38 AM and 11:55 PM in the westbound direction. In the eastbound direction, Amtrak stops at the Diridon Station seven times during the weekdays between 6:40 AM and 7:15 PM.

Figure 26
Existing Transit Services (Downtown San José)



Source: VTA Bus and Rail Map, January 2018

General Plan Amendment Site-Specific Long-Range Analysis

The site-specific long-range traffic impacts resulting from the proposed DTS 2040 were determined based on the MOEs and associated significance thresholds described in Chapter 3. The results of the site-specific GPA long-range analysis are described below.

Vehicle Miles Traveled Per Service Population

The San José GP TDF model was used to calculate daily vehicle miles traveled (VMT) per service population, where service population is defined as the number of residents plus the number of employees citywide. This approach focuses on the VMT generated by new population and employment growth. VMT is calculated as the number of vehicle trips multiplied by the length of the trips in miles. As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments (Table 11), any increase in VMT per service population over the current GP conditions due to the proposed land use amendment is considered a significant impact.

As shown in Table 31, the citywide daily VMT and VMT per service population would decrease slightly with the proposed DTS 2040 amendment when compared to the current GP. Therefore, the proposed DTS 2040 GPA would result in a *less than significant* impact on the citywide daily VMT per service population.

Table 31
Daily Vehicle Miles Traveled Per Service Population (DTS 2040 Amendment)

	Base Year (2015)	2040 General Plan (Baseline)	2040 General Plan Plus GPA
Citywide Daily VMT	17,505,088	28,046,059	27,827,014
Citywide Service Population	1,392,946	2,054,758	2,054,758
- Total Households	319,870	429,350	429,350
- Total Residents	1,016,043	1,303,108	1,303,108
- Total Jobs	376,903	751,650	751,650
Daily VMT Per Service Population	12.6	13.6	13.5
Increase in VMT/Service Population over General Plan Conditions			***-0.1***
Significant Impact?			**No**

Note:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPA = Downtown Stragety 2040 General Plan Amendment
Service Population = Residents + Jobs
Source: City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

Journey-to-Work Mode Share

The San José GP TDF model was used to calculate journey-to-work citywide mode share percentages. Mode share is the distribution of all daily work trips by travel mode. The modes of travel included in the TDF model are drive alone, carpool with two persons, carpool with three persons or more, transit (rail and bus), bike, and walk trips. Although work trips may occur at any time of the day, most of the work

trips occur during typical peak commute periods (6:00 – 10:00 AM and 3:00 – 7:00 PM). As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments (Table 11), any increase in the journey-to-work drive alone mode share percentage over the current GP conditions due to the proposed land use amendment is considered a significant impact.

Table 32 summarizes the citywide journey-to-work mode share analysis results. Compared to the current GP, the percentage of journey-to-work drive alone trips would decrease slightly as a result of the proposed DTS 2040 GPA. The percentages of transit and walk trips would increase slightly as a result of the DTS 2040 GPA. This is due to the reallocation of 4,000 households and 10,000 jobs to the Downtown area, where there are more jobs and transit options. Vehicle trips citywide would be reduced due to an increase in trips made via transit and non-motorized travel modes (bicycle and walk) within the Downtown area. Therefore, the proposed DTS 2040 GPA would result in a *less than significant* impact on citywide journey-to-work drive alone mode share.

Table 32
Journey-to-Work Mode Share (DTS 2040 Amendment)

	Base Year (2015)		2040 General Plan (Baseline)		2040 General Plan Plus GPA	
Mode	**Trips**	**%**	**Trips**	**%**	**Trips**	**%**
Drive Alone	753,264	79.7%	1,098,198	72.0%	1,089,242	71.5%
Carpool 2	85,496	9.0%	138,716	9.1%	137,570	9.0%
Carpool 3+	28,526	3.0%	55,275	3.6%	54,729	3.6%
Transit	48,181	5.1%	177,546	11.6%	185,222	12.2%
Bicycle	14,120	1.5%	26,119	1.7%	26,379	1.7%
Walk	15,666	1.7%	28,839	1.9%	29,762	2.0%
Increase in Drive Alone Percentage over General Plan Conditions						-0.5%
Significant Impact?						**No**

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPA = Downtown Stragety 2040 General Plan Amendment
Source: City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

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. The analysis of transit priority corridor speeds was completed to assist with the assessment of whether the proposed land use amendment would cause a significant change in travel speeds on the transit priority corridors compared to the current GP. A transit corridor is a roadway segment identified as a Grand Boulevard in the Envision San José 2040 GP Land Use/Transportation Diagram. Grand Boulevards serve as major transportation corridors and, in most cases, are primary routes for VTA's LRT, BRT, local buses, and other public transit vehicles. The travel speeds are calculated by dividing the segment distance by the vehicle travel time. As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments (Table 11), land use amendments that result in a decrease in average travel speed on a transit corridor in the AM peak one-

hour period when the average speed drops below 15 miles per hour (mph) or decreases by 25 percent (%) or more, or the average speed drops by one mph or more for a transit corridor with average speed below 15 mph when compared to the current GP conditions is considered a significant impact.

Table 33 presents the average vehicle speeds on the City's 14 transit priority corridors (i.e., Grand Boulevard segments) during the AM peak-hour of traffic. When compared to the travel speeds under current GP conditions, the change in traffic resulting from the proposed land use amendment would have a minimal effect on the travel speeds in the transit corridors. The TDF model estimates decrease in travel speeds of 0.5 mph or less (or a change of 3% or less) on eight corridors due to the proposed land use amendment. Travel speeds on the remaining corridors would improve slightly or remain unchanged when compared to the current GP. Therefore, the proposed DTS 2040 GPA would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

Table 33
AM Peak Hour Vehicle Speeds (mph) for San José Transit Priority Corridors (DTS 2040 Amendment)

Transit Priority Corridor	Base Year (2015)	2040 General Plan (Baseline)	2040 General Plan Plus GPA	% Change (GPplusGPA - GP) / GP	Absolute Change (GPplusGPA - GP)
2nd St from San Carlos St to St. James St	16.6	15.7	15.5	-1.3%	-0.2
Alum Rock Av from Capitol Av to US 101	21.3	16.6	16.8	1.2%	0.2
Camden Av from SR 17 to Meridian Av	23.1	18.1	17.8	-1.7%	-0.3
Capitol Av from S. Milpitas Bl to Capitol Expwy	27.1	22.8	22.9	0.5%	0.1
Capitol Expwy from Capitol Av to Meridian Av	33.0	26.9	27.1	0.4%	0.1
E. Santa Clara St from US 101 to Delmas Av	20.4	16.2	15.9	-2.0%	-0.3
Meridian Av from Park Av to Blossom Hill Rd	24.9	20.9	20.6	-1.4%	-0.3
Monterey Rd from Keyes St to Metcalf Rd	27.4	19.2	19.9	3.4%	0.6
N. 1st St from SR 237 to Keyes St	21.3	13.9	13.7	-1.0%	-0.1
San Carlos St from Bascom Av to SR 87	24.8	20.8	20.5	-1.6%	-0.3
Stevens Creek Bl from Bascom Av to Tantau Av	24.3	18.8	18.7	-0.1%	0.0
Tasman Dr from Lick Mill Bl to McCarthy Bl	22.7	13.8	13.8	-0.3%	0.0
The Alameda from Alameda Wy to Delmas Av	20.5	14.3	14.2	-1.0%	-0.1
W. San Carlos St from SR 87 to 2nd St	20.0	19.3	18.9	-2.2%	-0.4

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPA = Downtown Strategy 2040 General Plan Amendment
Outlined indicates significant impacts.
Source: City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

Adjacent Jurisdictions

The San José GP TDF model was used to calculate the number of lane miles of street segments with V/C ratios of 1.0 or greater during the peak 4-hour AM period within adjacent jurisdictions.

The effect of the proposed land use adjustments is evaluated based on the percentage of traffic that would be added to the deficient roadways. As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments (Table 11), a deficient roadway segment in an adjacent jurisdiction is attributed to San José when trips originating from residents and jobs within San José equal 10% or more on the deficient segment. An impact to an adjacent jurisdiction is considered significant when 25% or more of total deficient lane miles are attributable to the City of San José. The 25% threshold represents what would be a noticeable change in traffic.

Table 34 summarizes the City of San José's traffic impacts on the roadway segments within adjacent jurisdictions. City of San José traffic would significantly impact roadway segments within the same 13 adjacent jurisdictions under both the current GP and the current GP plus proposed DTS 2040 amendment conditions. With the proposed land use amendment, the percent of deficient lane miles attributable to the City would remain unchanged at all 13 impacted jurisdictions when compared to the current GP. Additionally, San José traffic contribution to Los Altos roadway segments would increase from 17% to 22%. However, the Los Altos roadway segments would not be significantly impacted under the current GP and the current GP plus proposed DTS 2040 amendment conditions since the percentage of deficient lane miles attributable to San José would continue to be less than the 25% threshold. The proposed land use amendment would not result in further impacts on roadways in adjacent jurisdictions than those identified for the current GP. Therefore, the proposed DTS 2040 GPA would result in a *less than significant* impact on the roadway segments in adjacent jurisdictions.

Impacts on Transit, Bicycle, and Pedestrian Circulation

The Circulation Element of the Envision San José 2040 GP includes a set of balanced, long-range, multimodal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). In combination with land use goals and policies that focus growth into areas served by transit, these transportation goals and policies are intended to improve multi-model accessibility to employment, housing, shopping, entertainment, schools, and parks and create a city where people are less reliant on driving to meet their daily needs. San José's Transportation Goals, Policies, and Actions aim to:

- Establish circulation policies that increase bicycle, pedestrian, and transit travel, while reducing motor vehicle trips, to increase the City's share of travel by alternative transportation modes.
- Promote San José as a walking- and bicycling-first city by providing and prioritizing funding for projects that enhance and improve bicycle and pedestrian facilities.

Included within the GP are a set of Goals and Policies to support a multimodal transportation system that gives priority to the mobility needs of bicyclists, pedestrians, and public transit users while also providing for the safe and efficient movement of automobiles, buses, and trucks. Policies TR-2.1 through TR-2.11 provide specific policies to guide improvement to walking and bicycling. Such policies include the provision of continuous bicycle system, constructing sidewalks and crosswalks. Similarly, the Envision San José 2040 GP includes specific policies to maximize use of public transit (TR-3.1 through 3.4). As the Downtown Strategy 2040 develops, the project should ensure that it is consistent with the Envision San José 2040 GP to provide safe, accessible and inter-connected pedestrian and bicycle facilities, and accommodate transit services (i.e., bus dugout) as new roadways are constructed. The impacts to pedestrian, bicycle, and transit facilities *are less-than-significant*.

Table 34
AM 4-Hour Traffic Impacts in Adjacent Jurisdictions (DTS 2040 Amendment)

City	Base Year (2015)			2040 General Plan (Baseline)			2040 General Plan Plus GPA		
	Total Deficient Lane Miles[1]	Total Deficient Lane Miles Attributable to San Jose[2]	% of Deficient Lane Miles Attributable to San Jose	Total Deficient Lane Miles[1]	Total Deficient Lane Miles Attributable to San Jose[2]	% of Deficient Lane Miles Attributable to San Jose	Total Deficient Lane Miles[1]	Total Deficient Lane Miles Attributable to San Jose[2]	% of Deficient Lane Miles Attributable to San Jose
Campbell	0.12	0.12	100%	1.15	1.15	100%	1.15	1.15	100%
Cupertino	1.67	1.19	72%	2.60	2.23	86%	2.60	2.23	86%
Gilroy	0.34	0.34	100%	0.00	0.00	0%	0.00	0.00	0%
Los Altos	0.50	0.00	0%	1.49	0.25	17%	1.14	0.25	22%
Los Altos Hills	0.38	0.13	35%	2.51	1.95	78%	2.51	1.95	78%
Los Gatos	0.22	0.22	100%	1.34	1.34	100%	1.34	1.34	100%
Milpitas	0.39	0.39	100%	5.54	5.54	100%	5.54	5.54	100%
Monte Sereno	0.00	0.00	0%	0.00	0.00	0%	0.00	0.00	0%
Morgan Hill	0.00	0.00	0%	0.24	0.24	100%	0.24	0.24	100%
Mountain View	0.39	0.28	71%	1.60	1.48	93%	1.60	1.48	93%
Palo Alto	0.88	0.31	35%	2.42	0.76	31%	2.42	0.76	31%
Santa Clara	0.00	0.00	0%	0.60	0.60	100%	0.34	0.34	100%
Saratoga	0.00	0.00	0%	0.63	0.63	100%	0.63	0.63	100%
Sunnyvale	0.81	0.81	100%	0.53	0.48	90%	0.53	0.48	90%
Caltrans Facilities	5,743.69	4,433.43	77%	5,856.67	4,783.14	82%	5,795.79	4,775.33	82%
Santa Clara County Expressways	0.62	0.51	81%	5.97	5.95	100%	5.61	5.59	100%

Notes:
2040 General Plan (Baseline) = Buildout conditions of the adopted Envision San Jose 2040 General Plan (GP).
GPA = Downtown Strategy 2040 General Plan Amendment
1. Total deficient lane miles are total lane miles of street segments with V/C ratios of 1.0 or greater.
2. A deficient roadway segment is attributed to San Jose when trips from the City are 10% or more on the deficient segment.
Outlined indicates significant impacts.
Source: City of San Jose Travel Forecasting Model runs completed July 2018 by Hexagon Transportation Consultants, Inc.

10. Conclusions

This report presents the results of the long-range traffic impact analysis for the proposed City of San José 2018 General Plan Amendments (project). The project consists of amending the current adopted land use designations of the Envision San José 2040 GP for nine sites within the City of San José and the land use amendments associated with the proposed Downtown Strategy 2040. In addition to the proposed General Plan land use amendments at the nine sites, City Staff recommended alternatives at two of the nine sites were also evaluated, which consisted of alternative land use amendments identified by City of San José Staff rather than those proposed by the applicants. The purpose of the GPAs traffic analysis is to assess the long-range impacts of the amendments on the citywide transportation system. The analysis includes evaluation of increased vehicle miles traveled, increased traffic volume on specified roadway segments, impacts to travel speeds on transit priority corridors, impacts to pedestrian, bicycle, and transit facilities, and impacts to roadways in adjacent jurisdictions. Impacts were evaluated based on the same measures of effectiveness (MOEs) and significance criteria utilized in the Envision San José 2040 GPA TIA.

Per GPA traffic analysis guidelines, described in the City of San José Transportation Analysis Handbook, Volume II (dated April 2018), under the *Methodology for Transportation Network Modeling & Analysis* section, a proposed land use amendment that would result in a net increase of more than 250-peak-hour trips due to increased households or employment is required to prepare a site-specific GPA traffic analysis, with the exception of GPA sites located within the identified North San José, Evergreen, and South San José subareas. The applicant proposed land use amendments on three of the nine amendment sites, in addition to the Staff Alternative land use amendments at both of the GP sites with staff proposed amendments, would result in a net increase of more than 250 peak-hour trips. The Downtown Strategy 2040 also would result in a net increase of more than 250-peak-hour trips.

This study includes an evaluation of the cumulative impacts of all nine GPA sites and DTS 2040 area, for both the applicant proposed and Staff Alternative land use amendments. The study also includes the required site-specific GPA traffic analysis for a total of four GPA sites and the Downtown Strategy 2040. Individual development projects also will be required to complete a near term traffic analysis in conjunction with any future development permit applications consistent with the Envision San José 2040 GP once a development application is submitted to the City.

Cumulative GPA Long-Range Traffic Impacts

Vehicle Miles Traveled Per Service Population

Compared to the current GP, the proposed land use adjustments would not result in an increase in citywide VMT per service population. Therefore, cumulatively, the 2018 GPAs, both applicant proposed

and Staff Alternative, would result in a less than significant impact on citywide daily VMT per service population. It is important to note that the VMT per service population is based on raw model output and does not reflect the implementation of adopted GP policies and goals that would further reduce VMT by increased use of non-auto modes of travel.

Journey-to-Work Mode Share

The proposed land use adjustments will not result in an increase of drive alone trips when compared to the current GP conditions. Therefore, cumulatively, the 2018 GPAs, both applicant proposed and Staff Alternative, would result in a *less than significant* impact on citywide journey-to-work mode share.

Average Vehicle Speeds in Transit Priority Corridors

The proposed land use adjustments will not result in a decrease in travel speeds of greater than one mph or 25 percent on any of the 14 transit priority corridors when compared to current GP conditions. Therefore, cumulatively, the 2018 GPAs, both applicant proposed and Staff Alternative, would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

Adjacent Jurisdictions

The proposed land use amendments would not result in further impacts on roadways in adjacent jurisdictions than those identified for the current GP. Therefore, cumulatively, the 2018 GPAs, both applicant proposed and Staff Alternative, would result in a *less than significant* impact on the roadway segments in adjacent jurisdictions.

Site-Specific GPA Traffic Analysis

The proposed land use amendments on four of the of seven amendment sites located outside of the specific subareas would result in a net increase of more than 250 peak-hour trips (See Table 3) and require a site-specific GPA traffic analysis. Additionally, the Staff Alternative would result in a net increase of more than 250 peak-hour trips at both of the GP sites with staff proposed amendments. The DTS 2040 amendment proposes to reallocate a substantial number of households and employment from other areas in the City to the Downtown area and would result in an increase of more than 250 peak-hour trips in the Downtown area. Therefore, the DTS 2040 amendment also will be required to prepare a site-specific GPA traffic analysis. The following GPA sites require a site-specific GPA traffic analysis:

- GP17-016 (Berryessa Road)
- GP18-002 (Meridian Avenue)
- GP18-002 (Meridian Avenue) – Staff Alternative
- GP 18-004 (Union Avenue) – Staff Alternative
- GP18-005 (Lelong Street)
- Downtown Strategy 2040 area

The proposed land use amendments on the remaining two GPA sites, located within the Evergreen sub-area, would result in net increase in peak hour trips of less than the established trip threshold and do not require a site-specific GPA traffic analysis.

The results of the analysis show that the additional traffic generated by the each of the four individual GPA sites, and Downtown Strategy 2040 area, that required site-specific analysis would not cause any additional transportation impacts beyond those identified for the Current 2040 GP. Therefore, each of the individual GPA sites and the Downtown Strategy 2040 area would result in a *less than significant* impact on the citywide roadway system.

Impacts on Transit, Bicycle, and Pedestrian Circulation

Transit Services or Facilities

The proposed GPAs land use adjustments would not result in a change to the existing and planned roadway network that would have an adverse effect on existing or planned transit facilities. Therefore, the proposed 2018 GPAs land use adjustments would not substantially disrupt existing, or interfere with planned transit services or facilities.

Bicycle Facilities

The proposed GPAs 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 2018 GPAs 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 proposed GPAs 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 2018 GPAs 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.

Consistency with General Plan Polices

The City of San José's Transportation Policies contained in the General Plan are intended to do the following:

1. Establish circulation policies that increase bicycle, pedestrian, and transit travel, while reducing motor vehicle trips, to increase the City's share of travel by alternative transportation modes; and
2. Promote San José as a walking- and bicycling-first city by providing and prioritizing funding for projects that enhance and improve bicycle and pedestrian facilities.

Implementation of the General Plan Transportation Policies can help to promote a multi-modal transportation system and stimulate the use of transit, bicycle, and walk as practical modes of transportation in the City, which ultimately will improve operating speeds in the City's 14 transit priority corridors. An enhanced multi-modal transportation system can reduce reliance on the automobile and decreasing the amount of vehicle travel, specifically journey-to-work drive alone trips.

Based on the result of the analysis, the 2018 GPAs are consistent with the City of San José GP transportation policies, as they are projected to increase transit travel, while slightly reducing motor vehicle (drive alone) trips and slightly improving operating speeds along some of the City's 14 transit priority corridors, when compared to the current GP conditions.