1953 Via Reggio Court General Plan Amendment

Draft Initial Study –Negative Declaration

File No. GP20-002

prepared by
City of San José
Department of Planning, Building and Code Enforcement
200 East Santa Clara Street, 3rd Floor
San José, California 95113
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IMPACT SCIENCES

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November 2020

NEGATIVE DECLARATION

The Director of Planning, Building and Code Enforcement has reviewed the proposed project described below to determine whether it could have a significant effect on the environment as a result of project completion. "Significant effect on the environment" means a substantial or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

NAME OF PROJECT: 1953 Via Reggio Court General Plan Amendment

PROJECT FILE NUMBER: GP20-002

PROJECT DESCRIPTION: The project proposes a General Plan Amendment from the Mixed-Use Commercial land use designation to Urban Residential land use designation. A specific development project is not proposed at this time.

PROJECT LOCATION: 1953 Via Reggio Court, San José, CA 95132

ASSESSORS PARCEL NO.: 092-01-018 **COUNCIL DISTRICT:** 4

APPLICANT CONTACT INFORMATION: Madhu Sridhar, Sridhar Equities, Inc., 1777 Saratoga Avenue, Suite #210, San José, California 95129, (408) 387-0410

FINDING

The Director of Planning, Building & Code Enforcement finds the project described above will not have a significant effect on the environment in that the attached initial study does not identify any potentially significant effects on the environment for which mitigation measures are required to mitigate the effects to a less than significant level.

NO MITIGATION MEASURES INCLUDED IN THE PROJECT TO REDUCE POTENTIALLY SIGNIFICANT EFFECTS TO A LESS THAN SIGNIFICANT LEVEL

A. **AESTHETICS** – The project will not have a significant impact on this resource, therefore no mitigation is required.

B. **AGRICULTURE AND FOREST RESOURCES** – The project will not have a significant impact on this resource, therefore no mitigation is required.

C. **AIR QUALITY** – The project will not have a significant impact on this resource, therefore no mitigation is required.

D. **BIOLOGICAL RESOURCES** – The project will not have a significant impact on this resource, therefore no mitigation is required.

E. **CULTURAL RESOURCES –** The project will not have a significant impact on this resource, therefore no mitigation is required.

F. **ENERGY –** The project will not have a significant impact on this resource.

G. **GEOLOGY AND SOILS –** The project will not have a significant impact on this resource, therefore no mitigation is required.

H. **GREENHOUSE GAS EMISSIONS** – The project will not have a significant impact on this resource, therefore no mitigation is required.

I. **HAZARDS AND HAZARDOUS MATERIALS** – The project will not have a significant impact on this resource, therefore no mitigation is required.

J. **HYDROLOGY AND WATER QUALITY** – The project will not have a significant impact on this resource, therefore no mitigation is required.

K. **LAND USE AND PLANNING** – The project will not have a significant impact on this resource, therefore no mitigation is required.

L. **MINERAL RESOURCES** – The project will not have a significant impact on this resource, therefore no mitigation is required.

M. **NOISE** – The project will not have a significant impact on this resource, therefore no mitigation is required.

N. **POPULATION AND HOUSING** – The project will not have a significant impact on this resource, therefore no mitigation is required.

O. **PUBLIC SERVICES** – The project will not have a significant impact on this resource, therefore no mitigation is required.

P. **RECREATION** – The project will not have a significant impact on this resource, therefore no mitigation is required.

Q. **TRANSPORTATION / TRAFFIC** – The project will not have a significant impact on this resource, therefore no mitigation is required.

R. **TRIBAL CULTURAL RESOURCES** – This project will not have a significant impact on this resource, therefore no mitigation is required.

S. **UTILITIES AND SERVICE SYSTEMS** – The project will not have a significant impact on this resource, therefore no mitigation is required.

T. **WILDFIRE** – This project will not have a significant impact on this resource, therefore no mitigation is required.

U. **MANDATORY FINDINGS OF SIGNIFICANCE**

The project will not substantially reduce the habitat of a fish or wildlife species, be cumulatively considerable, or have a substantial adverse effect on human beings, therefore no mitigation is required.

PUBLIC REVIEW PERIOD

Before 5:00 p.m. on **Wednesday, December 2nd, 2020** any person may:

1. Review the Draft Negative Declaration (ND) as an informational document only; or
2. Submit written comments regarding the information and analysis in the Draft ND. Before the ND is adopted, Planning staff will prepare written responses to any comments, and revise the Draft ND, if necessary, to reflect any concerns raised during the public review period. All written comments will be included as part of the Final ND.

Rosalynn Hughey, Director
Planning, Building and Code Enforcement

November 10, 2020

Date

Deputy

Circulation period: November 13, 2020 through December 2, 2020

Environmental Project Manager: Reema Mahamood

I. BACKGROUND INFORMATION

1. PROJECT DATA

1) **Project Title:** 1953 Via Reggio Court General Plan Amendment

2) **Lead Agency Name and Address:** City of San José Planning, Building and Code Enforcement, 200 E. Santa Clara Street, San José, CA 95113.

3) **Project Applicant:** Madhu Sridhar, Sridhar Equities, Inc., 1777 Saratoga Avenue, Suite #210, San José, California 95129

4) **Project Location:** The project site is located at 1953 Via Reggio Court, San José, California 95132. The approximately 1.64-acre site is bounded by Cropley Avenue on the southeast, Lakewood Drive to the northeast, a single-family residence to the northwest, and a commercial/retail center to the southwest. The site is part of a 3.96-acre area designated as Mixed-Use Commercial in the General Plan Land Use Diagram. The Mixed-Use Commercial designation continues southeast from Cropley Avenue. The project site currently is occupied by three, 2- to 3-story, rental apartment buildings and an office/laundry/recreational building. The development provides 48 rental units as well as a total of 85 parking spaces and a swimming pool. (See **Figures 2, 3,** and **4** in **Section II, Project Description**).

5) **Parcel Number:** 092-01-018

6) **Project Description Summary:** The project proposes a General Plan Amendment from the Mixed-Use Commercial land use designation to Urban Residential land use designation. A specific development project is not proposed at this time.

7) **Envision San José 2040 General Plan Designation:** Mixed-Use Commercial

8) **Zoning Designation:** Planned Development (A(PD))

9) Habitat Conservation Plan Designations:

I. **Area 4:** Urban Development Equal to or Greater than 2 Acres Covered Land Cover: Urban-Suburban

II. **Land Cover:** Urban-Suburban

III. **Land Cover Fee Zone:** Urban Areas (No Land Cover Fee)

10) Surrounding Land Uses (see Figure 1):

I. **North:** Residential

II. **South:** Commercial

III. **East:** Residential

IV. **West:** Commercial

II. PROJECT DESCRIPTION

1. PROJECT SUMMARY

The proposed project site is located at the northwest corner of Lakewood Drive and Cropley Avenue in the City of San José. Construction of the development was completed in 1980s and has been used since as a rental apartment project.

The land use designation of the site is currently Mixed-Use Commercial which allows for a density of up to 50 dwelling units per acre, a residential/commercial mixed-use floor area ratio (FAR) of 4.5, and a commercial FAR of 0.25 to 4.5, with buildings up to six stories in height.

The applicant proposes to change the land use designation to Urban Residential which allows for a density of 30-95 dwelling units per acre, and a commercial FAR of 1.0 to 4.0, with buildings up to 12 stories in height.

The project site is zoned for a Planned Development (A(PD)).

No physical alterations to the site and/or existing structures are proposed as part of the project.

2. ENVIRONMENTAL SETTING

Project Location

The project site is located at 1953 Via Reggio Court, San José, CA 95132 (see **Figure 1, Regional and Project Vicinity Map** and **Figure 2, Aerial View of Project Site**). The site is bounded by Cropley Avenue on the southeast, Lakewood Drive to the northeast, single-family residences to the northwest, and a commercial/retail center to the southwest. The site is part of a 3.96-acre area designated as Mixed-Use Commercial under the General Plan and zoned A(PD). The Mixed-Use Commercial designation continues southeast from Cropley Avenue. The neighboring areas east and north from the site are designated Residential Neighborhood under the General Plan. The area southwest, across Capitol Avenue from the site is designated Urban Residential under the General Plan.

The project area is served by light rail (Cropley Station) and bus lines operated by the Valley Transportation Authority (VTA: Line 705). The Cropley Station is approximately 320 feet to the west of the project site. Regional access to the project site is provided by Interstate 680 (Sinclair Freeway), located approximately 925 feet east from the site, and North Capitol Avenue located approximately 315 feet east from the site.

Existing Conditions

Refer to **Existing Project Site Condition Figures 2** through **8**.

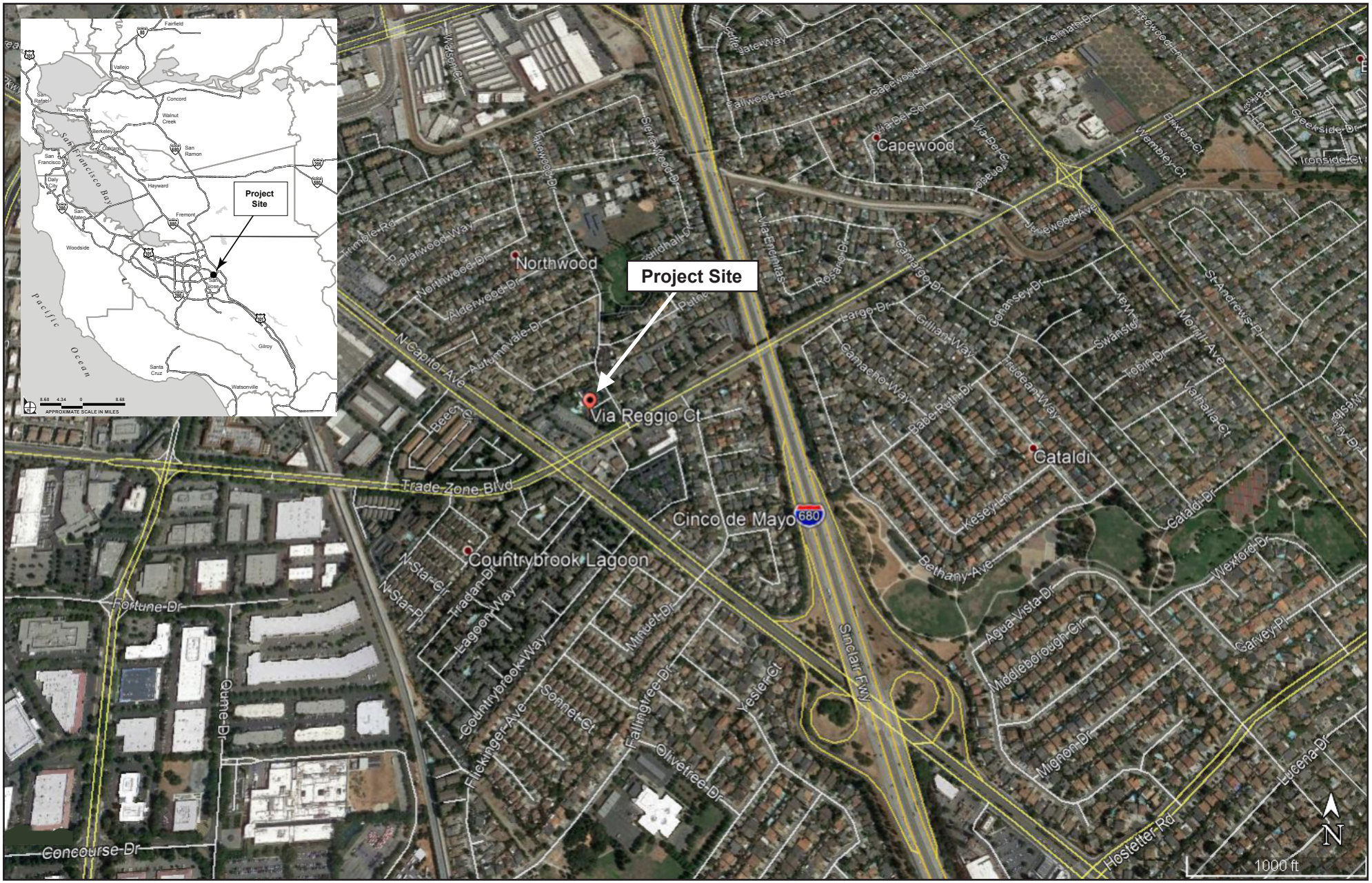
The approximately 1.64-acre property is occupied by three, 2- to 3-story rental apartment buildings and an office/laundry/recreational building known as the Lakewood Apartments. The development provides 48 rental units with 85 parking spaces located in a half-story, below-grade parking garage as well as surface parking. The apartment development also includes a swimming pool.

Surrounding Land Uses

The site is bounded by Cropley Avenue on the southeast, Lakewood Drive to the northeast, single-family residences to the northwest and a commercial/retail center to the southwest. The site is part of a 3.96-acre area designated as Mixed-Use Commercial under the General Plan Land Use Diagram. The Mixed-Use Commercial General Plan designation continues southeast from Cropley Avenue. The neighboring areas east and north from the site are designated Residential Neighborhood under the General Plan. The area southwest, across North Capitol Avenue from the site, is designated Urban Residential under the General Plan.

An approximately 32-acre site is designated as Transit Employment Center under the General Plan approximately two miles to the west from the site, along Trade Zone Boulevard.

Northwood Park is located approximately 750 feet north of the site. Northwood Elementary (also known as SJB Child Development Center) is located just beyond the park, about 1500 feet from the site. Brooktree Elementary School and the adjacent Brooktree Park are located approximately 2850 feet to the south. Berryessa Creek Park and Cataldi Park extend north and east from the site, on the other side of Interstate 680.



SOURCE: Google Earth, 2020

FIGURE 1

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Regional and Project Vicinity Map

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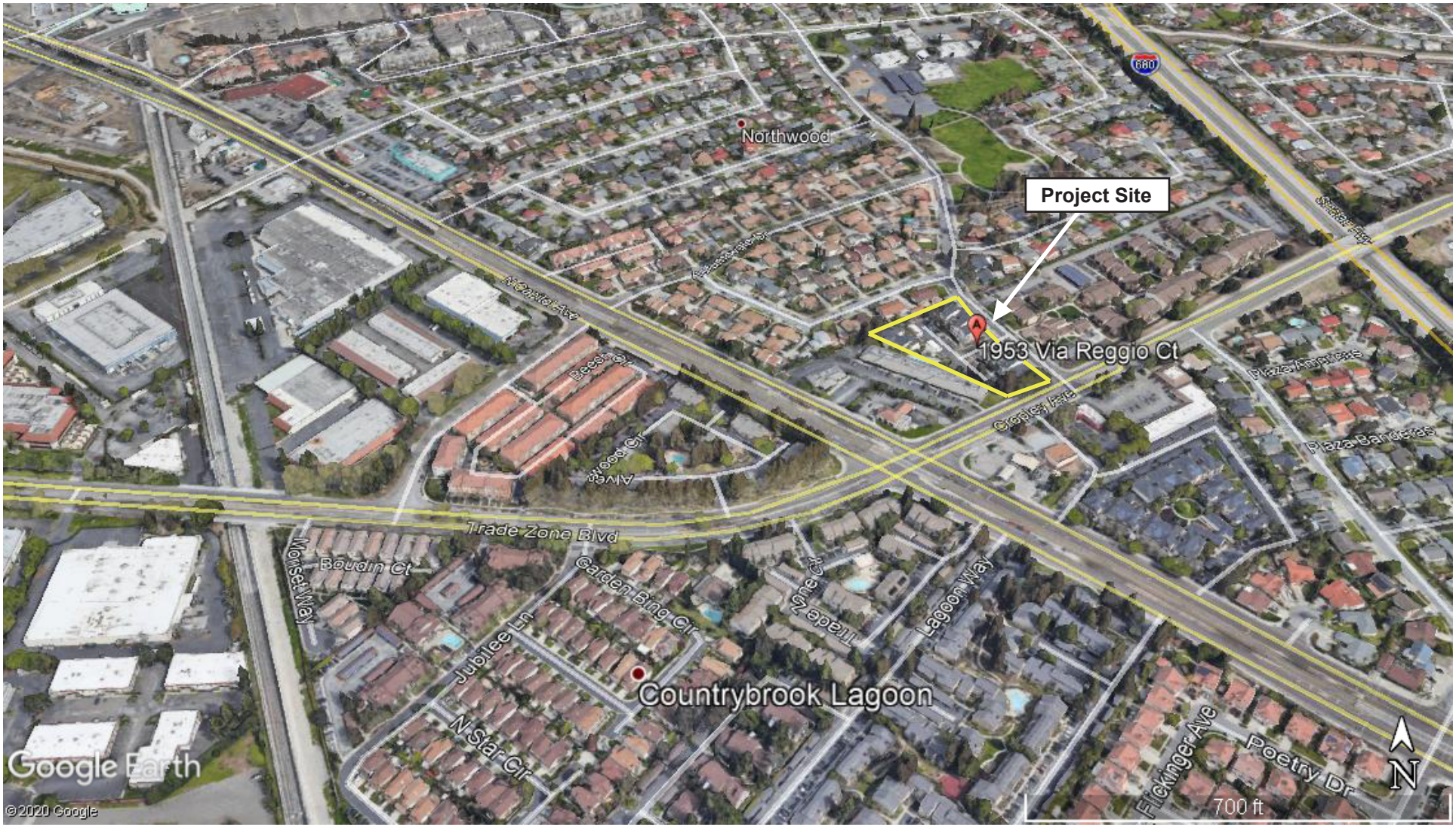

SOURCE: Google Earth, 2020

FIGURE **2**

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Aerial View of Project Site

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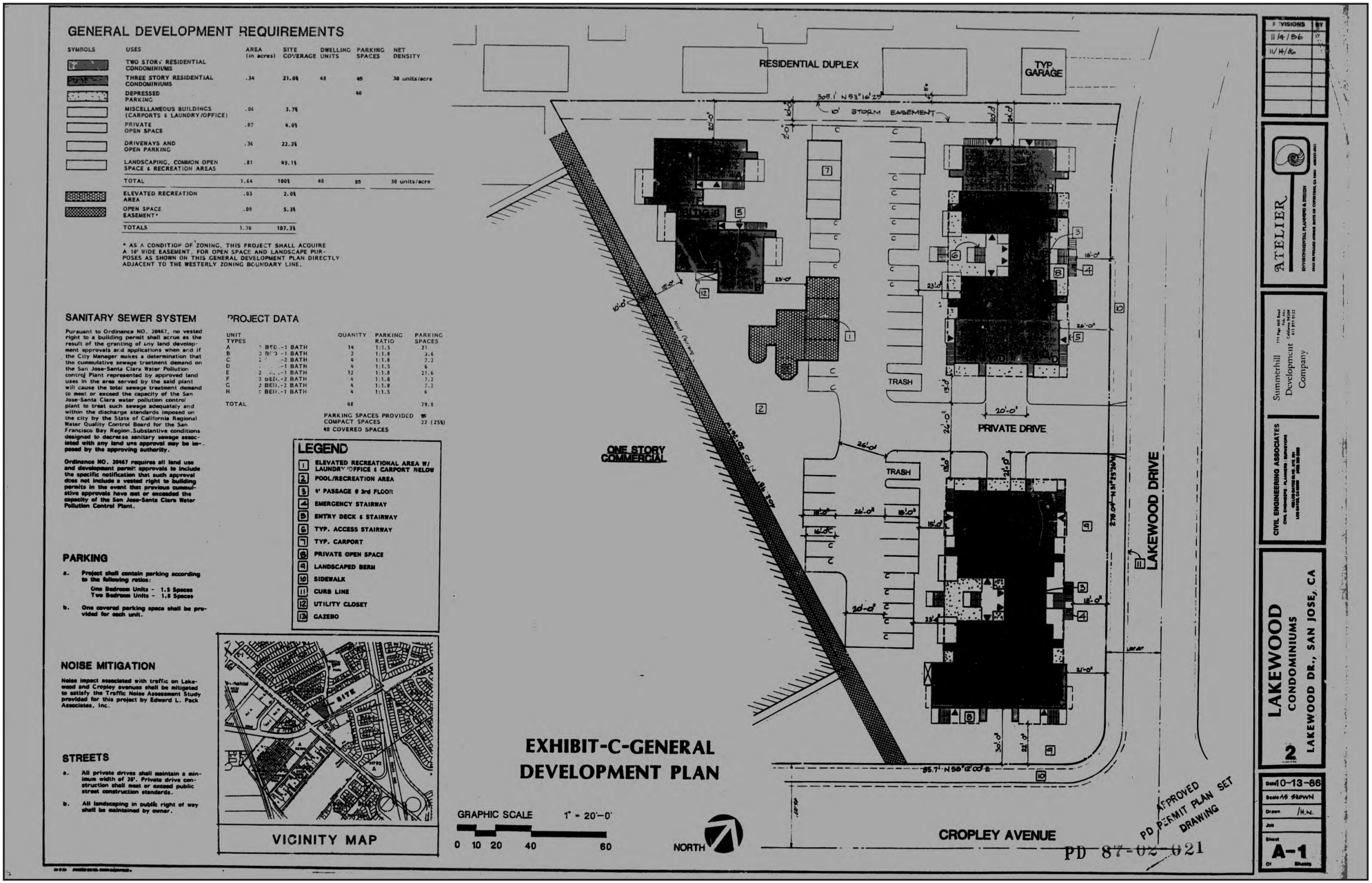

SOURCE: Civil Engineering Associates, 1986

FIGURE 3

Existing Site Plan

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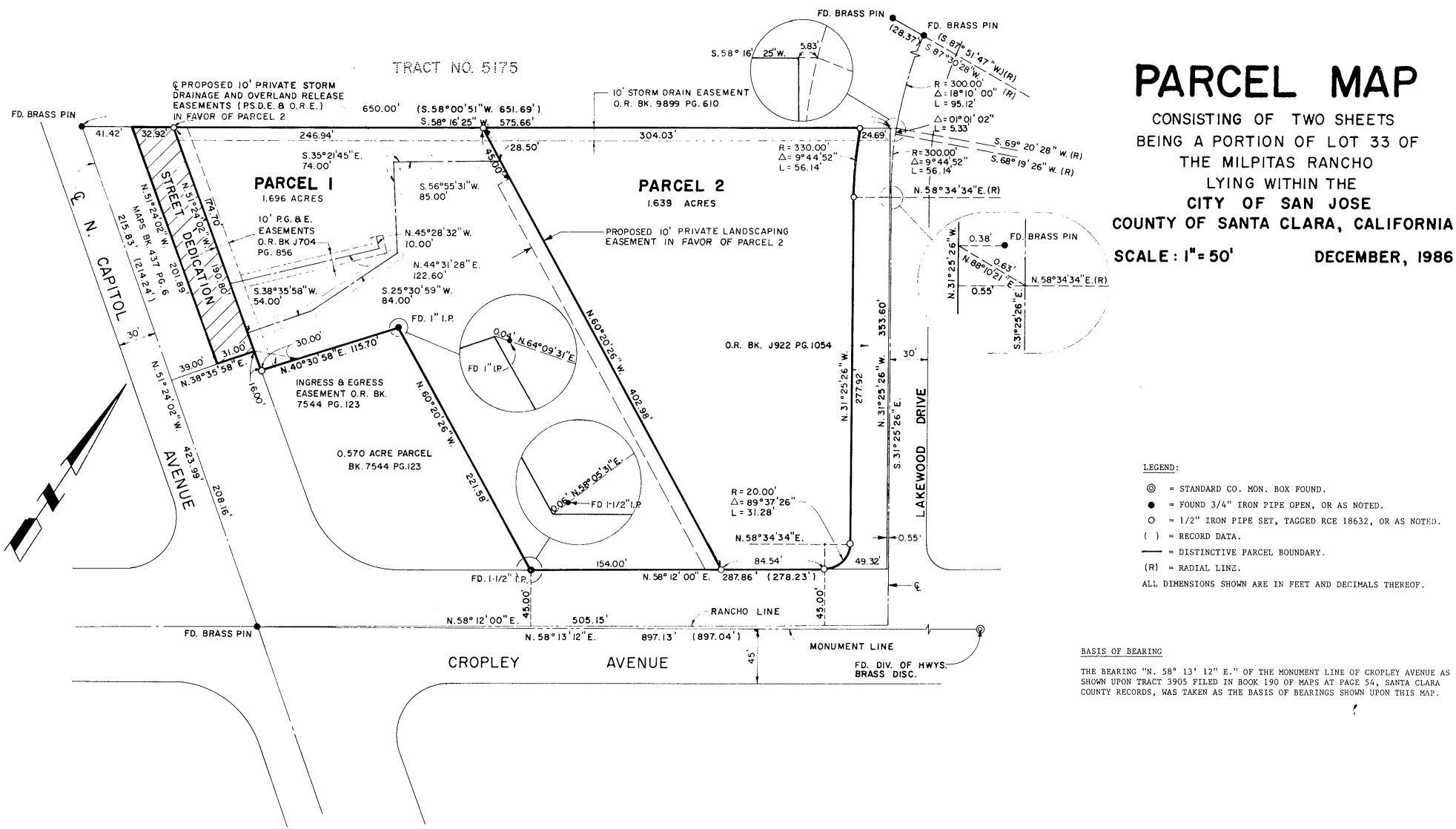

PARCEL MAP

CONSISTING OF TWO SHEETS
BEING A PORTION OF LOT 33 OF
THE MILPITAS RANCHO
LYING WITHIN THE
CITY OF SAN JOSE
COUNTY OF SANTA CLARA, CALIFORNIA

SCALE: 1" = 50' DECEMBER, 1986

LEGEND:

- ◎ = STANDARD CO. MON. BOX FOUND.
- ● = FOUND 3/4" IRON PIPE OPEN, OR AS NOTED.
- ○ = 1/2" IRON PIPE SET, TAGGED RCE 18632, OR AS NOTED.
- ( ) = RECORD DATA.
- —— = DISTINCTIVE PARCEL BOUNDARY.
- (R) = RADIAL LINE.

ALL DIMENSIONS SHOWN ARE IN FEET AND DECIMALS THEREOF.

BASIS OF BEARING

THE BEARING "N. 58° 13' 12" E." OF THE MONUMENT LINE OF CROPLEY AVENUE AS SHOWN UPON TRACT 3905 FILED IN BOOK 190 OF MAPS AT PAGE 54, SANTA CLARA COUNTY RECORDS, WAS TAKEN AS THE BASIS OF BEARINGS SHOWN UPON THIS MAP.

SOURCE: Hoskins Engineers, Inc., 1986

FIGURE 4

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Project Plot Plan

SOURCE: Impact Sciences, 2020.

FIGURE 5

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View of the Site toward the South along Lakewood Drive

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SOURCE: Impact Sciences, 2020.

FIGURE 6

IMPACT SCIENCES View of the Site Entrance towards the Southwest (Via Reggio Ct) from Lakewood Drive

SOURCE: Impact Sciences, 2020.

FIGURE **7**

IMPACT SCIENCES

View to the Southwest at the Intersection of Cropley Avenue and Lakewood Drive

SOURCE: Impact Sciences, 2020.

FIGURE **8**

IMPACT SCIENCES

View of the Site to the North along Lakewood Drive

3. DESCRIPTION OF PROJECT

The project consists of a General Plan Amendment to convert the project site from the Mixed-Use Commercial land use designation to the Urban Residential land use designation. The Urban Residential land use designation will allow medium density residential development (30 to 95 dwelling units per acre) including a fairly broad range of commercial uses, including retail, offices, hospitals, and private community gathering facilities, placing them in close proximity to the Cropley light rail station.

The allowable density/intensity for mixed-use development will be determined using an allowable FAR (1.0 to 4.0) to better address the urban form and potentially allow fewer units per acre if in combination with other uses such as commercial or office. Developments in this designation would typically be three to four stories of residential or commercial uses over parking.

4. REQUESTED PERMITS AND APPROVALS

Discretionary entitlements, reviews, and approvals required for implementation of the project would include, but would not necessarily be limited to, the following:

- **General Plan Amendment**

III. ENVIRONMENTAL CHECKLIST & IMPACT ANALYSIS

INTRODUCTION

This section of the Initial Study contains an assessment and discussion of impacts associated with each environmental issue and subject area identified in the Initial Study Checklist. The thresholds of significance are based on Appendix G of the *State CEQA Guidelines*.

IMPACT ANALYSIS

1. AESTHETICS

Regulatory Setting

Senate Bill (SB) 743 [Public Resources Code (PRC) §21099(d)] sets forth new guidelines for evaluating project transportation impacts under CEQA, as follows: "Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area (TPA) shall not be considered significant impacts on the environment." PRC Section 21099 defines a "transit priority area" as an area within 0.5 mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations." PRC Section 21064.3 defines "major transit stop" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." The site is located approximately 300 feet east from the Valley Transit Authority's Cropley Light Rail Station.

The State Scenic Highways Program is designed to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. The project site is not located near any scenic highways.

In addition, General Plan defines scenic vistas in the City of San José as views of and from the Santa Clara Valley, surrounding hillsides, and urban skyline. Scenic urban corridors, such as segments of major highways that provide gateways into the City, can also be defined as scenic resources by the City. The City of San José has many General Plan designated scenic resources and routes. The designation of a scenic route applies to routes affording especially aesthetically pleasing views. The project property is not located along any scenic corridors per the City's Scenic Corridors Diagram.

The City of San José's Outdoor Lighting Policy (City Council Policy 4-3) promotes energy efficient outdoor lighting on private development to provide adequate light for nighttime activities while benefiting the continued enjoyment of the night sky and continuing operation of the Lick Observatory by reducing light pollution and sky glow.

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating aesthetic impacts from development projects. All future redevelopment allowed by the proposed land use designation would be subject to the aesthetic policies in the General Plan presented below:

Envision San José 2040 Relevant Aesthetic Policies

Policy CD-1.1	Require the highest standards of architecture 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-1.13	Use design review to encourage creative, high-quality, innovative, and distinctive architecture that helps to create unique, vibrant places that are both desirable urban places to live, work, and play and that lead to competitive advantages over other regions.
Policy CD-1.17	Minimize the footprint and visibility of parking areas. Where parking areas are necessary, provide aesthetically pleasing and visually interesting parking garages with clearly identified pedestrian entrances and walkways. Encourage designs that encapsulate parking facilities behind active building space or screen parked vehicles from view from the public realm. Ensure that garage lighting does not impact adjacent uses, and to the extent feasible, avoid impacts of headlights on adjacent land uses.
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-4.5 For new development in transition areas between identified Growth Areas and nongrowth areas, use a combination of building setbacks, building step-backs, materials, building orientation, landscaping, and other design techniques to provide a consistent streetscape that buffers lower-intensity areas from higher intensity areas and that reduces potential shade, shadow, massing, viewshed, or other land use compatibility concerns.

Policy CD-4.9 For development subject to design review, ensure the design of new or remodeled structures is 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-8.1 Ensure new development is consistent with specific height limits established within the City's Zoning Ordinance and applied through the zoning designation for properties throughout the City. Land use designations in the Land Use/Transportation Diagram provide an indication of the typical number of stories.

Existing Setting

The project site is located on a developed parcel within an urbanized area of San José. The project site is currently occupied by three, 2- to 3-story rental apartment buildings and an office/laundry/recreational building. In addition to the buildings are surface parking spaces, landscaped areas with mature trees around the periphery of the project site and a swimming pool. The project site is bordered by residential units to the north and east, commercial residential units in the south, and commercial units to the west.

Photographs of the property and surrounding area are presented in **Figures 5** through **8** and an aerial of the project area is provided in **Figure 2**.

Impact Discussion:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Would the project:

a) Have a substantial adverse effect on a scenic vista?

Less than Significant Impact. The project (project) is a General Plan (GP) Amendment. No new development is proposed at this time. The project site is currently developed and is in a heavily urbanized area. No changes to the existing built environment are proposed under the project. Therefore, the project would have no adverse effect on a scenic vista at this time.

Future redevelopment of the site may increase the height and massing of onsite structures. Under such a scenario, views in proximity to the site may change and impacts may occur. Future redevelopment would require project-specific environmental review in compliance with contemporary GP conditions. Therefore, based on the potential for future redevelopment, the project may have a less than significant impact to a scenic vista.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The project site is not located within a scenic highway.[1] Therefore, the project and any future redevelopment of the site would not impact scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The project would not alter the existing visual character of the project site as no physical changes to the project site and the existing buildings and infrastructure are proposed.

Future redevelopment of the site may increase the height and massing of onsite structures. Under such a scenario, the visual character of the site may be changed and impacts may occur. Future redevelopment would require project-specific environmental review. Based on the potential for future redevelopment, the project may have a less than significant impact to visual character of the site and its surroundings.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The project site is located in an area of existing ambient night lighting associated with the surrounding uses and no changes to lighting are proposed as part of the project.

Future redevelopment of the site may increase the lighting and glare created at the site. Under such a scenario, light and glare in proximity to the site may change and impacts may occur. Future redevelopment would require project-specific environmental review. Based on the potential for future redevelopment to create new light and glare impacts, the project would have a less than significant impact related to light and glare.

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1 https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways.

2. AGRICULTURE AND FOREST RESOURCES

Regulatory Setting

In California, agricultural land is given consideration under CEQA. According to Public Resources Code §21060.1, "agricultural land" is identified as prime farmland, farmland of statewide importance, or unique farmland, as defined by the U.S. Department of Agriculture land inventory and monitoring criteria, as modified for California. CEQA also requires consideration of impacts on lands that are under Williamson Act contracts. The project area is identified as "urban/built-up land" on the Santa Clara County Important Farmlands Map.

The project site is already developed and in a highly urbanized area. Therefore, General Plan policies for agriculture do not apply for this project.

Existing Setting

The project site is developed and is located in an area designated as Urban Built Up Land by the California Department of Conservation.[2] There are no agricultural land uses on-site or in the immediate vicinity of the project. CEQA requires the evaluation of forest and timber resources where they are present. The site does not contain any forest land as defined in Public Resources Code section 12220(g), timberland as defined by Public Resources Code section 4526, or property zoned for Timberland Production as defined by Government Code section 51104(g).

2 *Santa Clara County Important Farmland Map 2016*, California Department of Conservation, Division of Land Resource Protection, 2018.

Impact Discussion:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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

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?

No Impact. The project site is located within an urbanized area of the San José. The project site is currently developed and is surrounded by residential and commercial uses. Implementation of the project would not convert farmland to non-agricultural use, and no impacts would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?

No Impact. The General Plan land use designation for the project site currently is Mixed-Use Commercial. The project would change this designation to Urban Residential. The project site is not zoned for agricultural uses nor do agricultural uses occur on the project site. Therefore, implementation of the project would not conflict with existing agricultural zoning or a Williamson Act Contract, and no impacts would occur.

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))?

No Impact. The project site currently is designated for Mixed-Use Commercial uses and is located in an urban area. The project would change the land use designation to Urban Residential. Site zoning is Planned Development. The site and the surrounding area do not contain any forest land or land zoned for timberland production. Implementation of the project would not conflict with existing zoning for, or cause rezoning of forest land or timberland. No impacts would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. See response to **Section 2.c**, above.

There are no forest land or timberland on the project site or in the project vicinity. No impacts would occur.

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?

No Impact. See responses to **Sections 2.a - d**, above. The site is located in an urbanized area, and there are no agricultural uses or related uses on the project site. The project would not result in the conversion of farmland to other uses, and no impacts would occur.

3. AIR QUALITY

Regulatory Setting

The project is located within the San Francisco Bay Area Air Basin. The Bay Area Air Quality Management District (BAAQMD) is the local agency authorized to regulate stationary air quality sources in the Bay Area. The federal Clean Air Act and the California Clean Air Act mandate the control and reduction of specific air pollutants. Under these Acts, the U.S. Environmental Protection Agency and the California Air Resources Board have established ambient air quality standards for specific "criteria" pollutants, designed to protect public health and welfare. Primary criteria pollutants include carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NOX), particulate matter (PM10), sulfur dioxide (SO2), and lead (Pb). Secondary criteria pollutants include ozone (O3), and fine particulate matter (PM2.5).

The U.S. EPA administers the National Ambient Air Quality Standards (NAAQS) under the federal Clean Air Act. EPA sets the NAAQS and determines if areas meet those standards. Violations of ambient air quality standards are based on air pollutant monitoring data and judged for each air pollutant. Areas that do not violate ambient air quality standards are considered to have attained the standard. EPA has classified the region as a nonattainment area for the 8-hour O3 standard and the 24-hour PM2.5 standard. The Bay Area has met the CO standards for over a decade and is classified as an attainment area by the U.S. EPA. The U.S. EPA has deemed the region as attainment/unclassified for all other air pollutants, which include PM10. At the State level, the Bay Area is considered nonattainment for O3, PM10 and PM2.5.

The BAAQMD is primarily responsible for assuring that the federal and State ambient air quality standards are attained and maintained in the Bay Area. The BAAQMD's May 2017 CEQA Air Quality Guidelines update the 2010 CEQA Air Quality Guidelines, addressing the California Supreme Court's 2015 opinion in the *California Building Industry Association v. Bay Area Air Quality Management District* court case.

The BAAQMD, along with other regional agencies (e.g., the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC)), develop plans to reduce air pollutant emissions. The most recent clean air plan is the Bay Area 2017 Clean Air Plan: Spare the Air, Cool the Climate (2017 CAP), which was adopted by BAAQMD in April 2017. This is an update to the 2010 CAP, and centers on protecting public health and climate. The 2017 CAP identifies a broad range of control measures. These control measures include specific actions to reduce emissions of air and climate pollutants from the full range of emission sources and is based on the following four key priorities:

- Reduce emissions of criteria air pollutants and toxic air contaminants from all key sources.
- Reduce emissions of "super-GHGs" such as methane, black carbon, and fluorinated gases.

- Decrease demand for fossil fuels (gasoline, diesel, and natural gas).
- Decarbonize our energy system.

Toxic Air Contaminants

Toxic air contaminants (TACs) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer). TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners).

TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter near a freeway).[3] Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, State, and federal level.

General Plan Policies

Envision San José 2040 Relevant Air Quality Policies

Policy MS-10.1	Assess projected air emissions from new development in conformance with the BAAQMD CEQA Guidelines and relative to state and federal standards. Identify and implement air emissions reduction measures.
Policy MS-10.2	Consider the cumulative air quality impacts from proposed developments for proposed land use designation changes and new development, consistent with the region's Clean Air Plan and State law.
Policy MS-11.2	For projects that emit toxic air contaminants, require project proponents to prepare health risk assessments in accordance with BAAQMD-recommended procedures as part of environmental review and employ effective mitigation to reduce possible health risks to a less than significant level. Alternatively, require new projects (such as, but not limited to, industrial, manufacturing, and processing facilities) that are sources of TACs to be located an adequate distance from residential areas and other sensitive receptors.
Policy MS-11.5	Encourage the use of pollution absorbing trees and vegetation in buffer areas between substantial sources of TACs and sensitive land uses.

3 Illingworth & Rodkin, Inc. Delmas-Park Apartments TAC and GHG Emissions Assessment, San Jose, CA. Available at: https://www.sanjoseca.gov/home/showdocument?id=26537, accessed October 26, 2020.

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 minimum, conditions shall conform to construction mitigation measures recommended in the current BAAQMD CEQA Guidelines for the relevant project size and type.

Policy CD-3.3 Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between.

Existing Setting

The project site is located in northern California, surrounded by mountains on three sides. The project site is northeast of the Santa Cruz Mountains and east of the Guadalupe River. The area has a Mediterranean climate, with wet winters and hot dry summers and westerly winds.

The BAAQMD defines sensitive receptors as facilities where sensitive population groups are located, including residences, schools, childcare centers, convalescent homes, and medical facilities. Land uses such as schools and hospitals are considered to be more sensitive than the general public to poor air quality because of an increased susceptibility to respiratory distress within the populations associated with these uses. The closest sensitive receptors to the project site are multi-family apartments across Lakewood Drive. (approx. 45 feet) to the east and single-family residences immediately north of Via Reggio Court and east of the project site.

Stationary sources of air pollution are defined as buildings, structures and other facilities that emit or may emit any air pollution and which are subject to the standards and guidelines of the Clean Air Act. Stationary sources of pollution are often factories, refineries, boilers, and power plants. There are no stationary sources of air pollution near the project site. Mobile sources of pollution are defined as any sources of pollution emitted by motor vehicles, airplanes, and other engines and equipment that can travel. With the project side bordered by roads on three sides, and less than 1 mile from the Cropley Light Rail Station, mobile sources of pollution on the project site include pollution from cars, trains, trucks, and buses.

Odor producers are characterized as buildings or structures that emit odors that could contribute to air pollution. Examples of odor producers include landfills, recycling facilities, and food processing centers. There are no odor producers located near the project site. Most landfills and food processing centers, recycling facilities, and food processing centers in San José are located at least 3 miles southwest of the project site.

Impact Discussion:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☐	☒

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

No Impact. The project proposes a General Plan Amendment to change the land use designation from Mixed-Use Commercial to Urban Residential. No physical changes to the project site and the existing buildings and infrastructure are proposed as part of this project.

The project includes a General Plan Amendment that would allow for construction of additional residential uses within a developed area of northeastern San José. The project site is approximately 0.25 mile south of the Cropley Light Rail Station. Due to the proximity to public transit, the project would not result in a substantial increase in vehicle miles traveled by residents and would be consistent with the CAP. Future redevelopment would be required to incorporate applicable control measures consistent with the CAP. There would be no impact.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative threshold for ozone precursors)?

Less Than Significant Impact. Non-attainment pollutants of concern for the San Francisco Bay Air Basin are O3, PM10, and PM2.5. In developing thresholds of significance for air pollutants, BAAQMD considers the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the significance thresholds, its emissions would be

cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Future redevelopment of the project site would be required to evaluate air quality impacts and to develop appropriate mitigation measures if the thresholds are exceeded. The impact would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. No development is proposed as part of the Project. Future redevelopment would generate dust and diesel equipment exhaust on a temporary basis during construction that could adversely affect nearby sensitive receptors. A health risk assessment would be required for future redevelopment of the site in accordance with the City's General Plan Policy MS-11.2 to identify potential health risks and mitigation measures as needed. The impact would be less than significant.

d) Create objectionable odors affecting a substantial number of people?

No Impact. Implementation of the Project would not create objectionable odors affecting a substantial number of other residential uses near the site because no development is proposed. Future redevelopment of the site is not expected to create any permanent new sources of odor and would not be located in an area affected by existing or planned odor-generating sources. Additionally, uses allowed under the Urban Residential land use designation do not include odor-generating uses. There would be no impact.

4. BIOLOGICAL RESOURCES

Regulatory Setting

Santa Clara Valley Habitat Plan/Natural Communities Conservation Plan

The Santa Clara Valley Habitat Plan/Natural Communities Conservation Plan (HCP) was developed through a partnership between Santa Clara County, the Cities of San José, Morgan Hill, and Gilroy, Santa Clara Valley Water District, Santa Clara Valley Transportation Authority, U.S. Fish and Wildlife Service, and California Department of Fish and Wildlife. The HCP is intended to promote the recovery of endangered species and enhance ecological diversity and function, while accommodating planned growth in approximately 500,000 acres of southern Santa Clara County. The project site is located within the boundaries of the HCP and is designated as follows:

- Area 4: Urban Development Equal to or Greater than 2 Acres Covered Land Cover: Urban-Suburban
- Land Cover: Urban-Suburban
- Land Cover Fee Zone: Urban Areas (No Land Cover Fee)

Special Status Species

Special-status species are those plants and animals that have been formally listed or proposed for listing as Endangered, Threatened, or are Candidates for such listing under the federal Endangered Species Act (ESA) or the California Endangered Species Act (CESA). Listed species are afforded legal protection under the ESA and CESA. Species that meet the definition of Rare or Endangered under the CEQA Section 15380 are also considered special-status species.

Animals on the CDFG's list of "species of special concern" (most of which are species whose breeding populations in California may face extirpation if current population trends continue) meet this definition and are typically provided management consideration through the CEQA process, although they are not legally protected under the ESA or CESA. Additionally, the CDFG includes some animal species that are not assigned any of the other status designations in the CNDDB "Special Animals" list.

The CDFG considers the taxa on this list to be those of greatest conservation need, regardless of their legal or protection status. Plants listed as rare under the California Native Plant Protection Act (CNPPA) or on the California Native Plant Society (CNPS) lists are also treated as special-status species. In general, CDFG considers plant species on List 1 (List 1A [Plants Presumed Extinct in California] and List 1B [Plants Rare, Threatened, or Endangered in California and Elsewhere]), or List 2 (Plants Rare, Threatened, or Endangered in California, But More Common Elsewhere) of the CNPS Inventory of Rare and Endangered

Vascular Plants of California (CNPS, 2010) as qualifying for legal protection under this CEQA provision. In addition, species of vascular plants, bryophytes, and lichens listed as having special-status by CDFG are considered special-status plant species.

Raptors (e.g., eagles, hawks, and owls) and their nests are protected under both federal and state laws and regulations. The federal Migratory Bird Treaty Act (MBTA) of 1918 and CDFG Code Section 3513 prohibit killing, possessing, or trading migratory birds except in accordance with regulation prescribed by the Secretary of the Interior. Birds of prey are protected in California under CDFG Code Section 3503.5. Section 3503.5 states that it is "unlawful to take, possess, or destroy the nest or eggs of any such bird except otherwise provided by this code or any regulation adopted pursuant thereto." In addition, fully protected species under the DFG Code Section 3511 (birds), Section 4700 (mammals), Section 5515 (fish), and Section 5050 (reptiles and amphibians) are also considered special-status animal species. Species with no formal special-status designation but thought by experts to be rare or in serious decline are also considered special-status animal species (DFG, 2012).

The project site is developed and does not contain special-status species, with the possible exception of nesting raptors and birds protected under the MBTA.

General Plan Policies

Policies in the General Plan have been adopted for avoiding or mitigating biological resource impacts from development projects. All future redevelopment allowed by the proposed land use designation would be subject to the biological resource policies in the General Plan presented below.

Envision San José 2040 Relevant Biological Resource Policies

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 replacement or alternative mitigation measures in the project to maintain and enhance our Community Forest.

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 of 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 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.

Policy MS-21.8 For Capital Improvement Plan or other public development projects, or through the entitlement process for private development projects, require landscaping including the selection and planting of new trees to achieve the following goals:

1) Avoid conflicts with nearby power lines.
2) Avoid potential conflicts between tree roots and developed areas.
3) Avoid use of invasive, non-native trees.
4) Remove existing invasive, non-native trees.
5) Incorporate native trees into urban plantings in order to provide food and cover for native wildlife species. Plant native oak trees and native sycamores on sites which have adequately sized landscape areas and which historically supported these species.

Existing Setting

The project site is located within an urbanized section of San José and is not located near a riparian corridor. The site is an approximately 1.64-acre property that is occupied by three, 2- to 3-story, rental apartment

buildings and an office/laundry/recreational building known as the Lakewood Apartments. The development provides 48 rental units with 85 parking spaces in a half-story below grade parking garage as well as surface parking. The apartment development also has a swimming pool.

There are mature trees around the perimeter of the site and along Via Reggio Court within the residential complex. Due to the disturbed and developed nature of the site, the property has a low habitat value.

The City of San José's Municipal Code (Title 13) regulates the removal of trees, including any live or dead woody perennial plant, having a main stem or trunk 56 inches or more in circumference (18 inches in diameter) at a height of 24 inches above the natural grade slope. In addition, City-designated heritage trees are considered sensitive resources. A heritage tree is any tree located on private property, which because of factors including (but not limited to) history, girth, height, species, or unique quality has been found by the City Council to have special significance to the community. It is unlawful to vandalize, mutilate, remove, or destroy heritage trees. The project site does not contain any City-designated heritage trees.

Impact Discussion:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
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?	☐	☐	☐	☒

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 regulation, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant Impact. The project site is located in an urban area developed with buildings, pavement, and scattered trees. No sensitive habitats or habitats suitable for special status plants or wildlife species occur within or adjacent to the project site. The project site is considered to have a low habitat value, due to the developed nature of the property and high human activity levels surrounding the property.

The site does, however, contain mature trees that could provide habitat for nesting raptors and other birds. Nesting birds are among the species protected under provisions of the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 2800. Future redevelopment of the site during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Therefore, any future projects on the site will be required to avoid and/or reduce impacts to nesting birds (if present on or adjacent to the site) through completion of pre-construction bird surveys, consistent with General Plan Polices ER-5.1 and ER-5.2. Therefore, future projects may impose less than significant impacts.

Because no development is proposed under the Project, there would be no impact 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 or US Fish and Wildlife Service. The impact will be less than significant.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. The site is in an urban area and no development is proposed as part of the project. No riparian habitat or other sensitive natural community exists within the project site or in the surrounding area. Therefore, no impacts would occur.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The site is located in an urban area and no development is proposed as part of the project. Further, there are no wetlands or bodies of water within the project site or in the surrounding area.[4] Future redevelopment of the project would not have any adverse effect on State or federally protected wetlands. Therefore, no impacts would occur.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. No wildlife corridors, native wildlife nursery sites, or bodies of water in which fish are present are located on the project site or in the surrounding area. While there are a number of mature trees are present within the project site, no physical changes, including to these trees are proposed as part of the project. Any future redevelopment of the project site would be required to mitigate any impacts to migratory birds and roosting bats. Therefore, the impacts would be less than significant.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. The site is located in an urban area and no physical changes are proposed as part of the project, including changes impacting trees currently on-site. If future redevelopment involves the removal of trees at the site, it will need to comply with the city's tree removal policy and/or apply for a street tree removal permit (Section 13.28.310 of the City of San José's Municipal Code).[5] Therefore, the impact would be less than significant impact.

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?

No Impact. The site is in an urbanized area and does not provide habitat for sensitive biological resources. The Habitat Conservation Plan shows the site being within the Planning Limit of Urban Growth and not within a Potential Reserve System area.[6] There are no Sensitive Ecological Areas

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4 US Fish and Wildlife Service. *National Wetlands Inventory.* 2018. Accessed July 2018 online at: https://www.fws.gov/wetlands/data/mapper.html.

5 City of San Jose Community Forest Management Team. City of San Jose Tree Policy Manual and Recommended Best Management Practices. 2013.

6 https://www.sanjoseca.gov/home/showdocument?id=22217 - Figure 2-1.

(SEAs) within the vicinity of the project site. The project site is within the proposed Three Creeks Habitat Conservation Plan sub-area within the Study Area of the Santa Clara Valley Habitat Plan[7].

This Plan is intended to address the conservation needs of the 18 Covered Species based on implementation of seven categories of Covered Activities: urban development, instream capital projects, instream operations and maintenance activities, rural capital projects, rural project operations and maintenance, rural development, and conservation strategy implementation. Because the site is already developed and within a built-out urban area and does not contain any habitat for the Covered Species. Due to the lack of habitat and the being within the Planning Limit of Urban Growth, implementation of the project would not conflict with the provisions of an adopted Habitat Conservation Plan, and no impacts would occur.

7 Ibid.

5. CULTURAL RESOURCES

Regulatory Setting

Native American Heritage Commission (NAHC)

The NAHC was created by statute in 1976, is a nine-member body appointed by the Governor to identify and catalog cultural resources (i.e., places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands) in California. The Commission is responsible for preserving and ensuring accessibility of sacred sites and burials, the disposition of Native American human remains and burial items, maintaining an inventory of Native American sacred sites located on public lands, and reviewing current administrative and statutory protections related to these sacred sites.

California Assembly Bill (AB) 52

AB 52 went into effect on July 1, 2015 and establishes a new category of CEQA resources for "tribal cultural resources" (Public Resources Code §21074). The intent of AB 52 is to provide a process and scope that clarifies California tribal government's involvement in the CEQA process, including specific requirements and timing for lead agencies to consult with tribes on avoiding or mitigating impacts to tribal cultural resources. AB 52 also creates a process for consultation with California Native American Tribes in the CEQA process.

Tribal Governments can request consultation with a lead agency and give input into potential impacts to tribal cultural resources before the agency decides what kind of environmental assessment is appropriate for a project. The Public Resources Code requires avoiding damage to tribal cultural resources, if feasible.

Consultation is not required for this project as no new development will occur if the project is approved. If a future project were to propose development that would disturb the sub-surface resources at the site, consultation with Tribal Governments may be required.

California Senate Bill (SB) 18

SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. These consultation and notice requirements apply to approvals and amendments of both general plans and specific plans.

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating cultural resource impacts from development projects. All future redevelopment allowed by the proposed land use designation would be subject to the cultural resource policies in the General Plan presented below.

Envision San José 2040 Relevant Cultural Resource Policies

Policy LU-13.22 Require the submittal of historic reports and surveys prepared as part of the environmental review process. Materials shall be provided to the City in electronic form once they are considered complete and acceptable.

Policy LU-14.4 Discourage demolition of any building or structure listed on or eligible for the Historic Resources Inventory as a Structure of Merit by pursuing the alternatives of rehabilitation, re-use on the subject site, and/or relocation of the 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 archaeological 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 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.

Existing Setting

The buildings on the project site were constructed in 1988 and are not historic resources. There are no designated historic resources around the project site. The nearest historic resource is the Berryessa

Elementary School a designated City Landmark, at 1171 North Capitol Avenue, approximately 1.5 miles to the southeast.

Impact Discussion:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	☐	☐	☒	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less Than Significant Impact. Section 15064.5 of the *State CEQA Guidelines* defines a historical resource as (1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or (3) an object, building, structure, site, area, place, record or manuscript that a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record.

The project site is developed with multi-family buildings and amenities built in 1988. As such, the project site does not contain any site, building, or structure determined to be eligible by the State Historical Resources Commission, listed in the California Register of Historical Resources, or identified in the City of San José Historic Resources Inventory. The project site is not part of an historic district and there would be no impacts to historical resources. Because any future redevelopment of the project site would be required to have project-specific environmental review, the impact would be less than significant.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant Impact. Section 15064.5 of the *State CEQA Guidelines* defines significant archaeological resources as resources which meet the criteria for historical resources, or resources which constitute unique archaeological resources.

The project site is currently developed and is located in an urbanized area of the City. No physical changes to the site are proposed as part of the project. Therefore, there would be no impacts to archeological resources.

Future redevelopment of the site has the potential to disturb currently unknown sub-surface resources. Because any future redevelopment would have project-specific environmental review, the impacts would be less than significant.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. The project site is currently developed and is located in an urbanized area of the City. No physical changes to the site are proposed as part of the project. Therefore, there would be no impacts to human remains.

Future redevelopment of the site has the potential to uncover currently unknown human remains. Because any future redevelopment would have project-specific environmental review, the impacts would be less than significant.

6. ENERGY

Regulatory Setting

City of San José Energy and Water Building Performance Ordinance

December 2018, the City of San José voted to adopt the Energy and Water Building Performance Ordinance. This ordinance will help the City reach Climate Smart San José's greenhouse gas emission reduction and water conservation goals by encouraging efficiency in large commercial and multifamily buildings.

The ordinance requires commercial and multi-family buildings 20,000 square feet and over to track their yearly whole building energy and water usage data with the EPA platform ENERGYSTAR Portfolio Manager® and share this data with the City. The City will publish a subset of summary data to support market transparency and recognize high-performing buildings across San José. The first reporting deadline for buildings 50,000 square feet and over is May 1, 2019. The first reporting deadline for buildings 20,000 square feet and over is May 1, 2020.

Impact Discussion:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency??	☐	☐	☒	☐

Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact. The project does not involve any physical changes to the site or the current facilities. Therefore, there will be no changes from the current site energy baseline. No impacts will occur.

Future projects proposed for the site will be required to comply with Energy and Water Building Performance Ordinance. Compliance would ensure that impacts from future projects would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency??

Less Than Significant Impact. The project does not involve any physical changes to the site or the current facilities. Therefore, there will be no changes from the current site energy baseline or obstruction of state/local plans for renewable energy or energy efficiency. No impacts will occur. Future redevelopment of the site will be required to comply with all applicable plans, policies and regulations applicable within the City of San José. Compliance would ensure that impacts from future projects would be less than significant.

7. GEOLOGY AND SOILS

Regulatory Setting

In 2015, the California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District* (CBIA v. BAAQMD), held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of the project. The revised thresholds are intended to comply with this decision. Specifically, the decision held that an impact from the existing environment to the project, including future users and/or residents, is not an impact for purposes of CEQA. However, if the project, including future users and residents, exacerbates existing conditions that already exist, that impact must be assessed, including how it might affect future users and/or residents of the project. Thus, in accordance with Appendix G of the State CEQA Guidelines and the CBIA v. BAAQMD decision, the project would have a significant impact related to geology and soils if it would result in any of the following impacts.

California Building Code

The 2019 California Building Standards Code (CBC) was published July 1, 2019, with an effective date of January 1, 2020. The CBC is a compilation of three types of building criteria from three different origins:

- Building standards that have been adopted by state agencies without change from building standards contained in national model codes;
- Building standards that have been adopted and adapted from the national model code standards to meet California conditions; and
- Building standards, authorized by the California legislature, that constitute extensive additions not covered by the model codes that have been adopted to address particular California concerns.

The CBC identifies acceptable design criteria for construction that addresses seismic design and loadbearing capacity, including specific requirements for seismic safety; excavation, foundation and retaining wall design; site demolition, excavation, and construction; and drainage and erosion control.

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating geology and soils impacts from development projects. All future redevelopment allowed by the proposed land use designation would be subject to the geology and soils policies in the General Plan presented below.

Envision San José 2040 Relevant Geology and Soil Policies

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-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 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. [The City Geologist will issue a Geologic Clearance for approved geotechnical reports.]

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 a soil disturbance of one acre or more, adjacent to a creek/river, and/or are located in hillside areas. Erosion Control Plans are also required for any grading occurring between October 1 and April 30.

Action EC-4.11 Require the preparation of geotechnical and geological investigation reports for projects within areas subject to soils and geologic hazards and require review and implementation of mitigation measures as part of the project approval process.

Action EC-4.12 Require review and approval of grading plans and erosion control plans prior to issuance of grading permits by the Director of Public Works.

Policy ES-4.9 Permit development only in those areas where potential danger to health, safety, and welfare of the persons in that area can be mitigated to an acceptable level.

Existing Setting

The City of San José is located in the Santa Clara Valley, a broad alluvial-covered plain lying between the Santa Cruz Mountains to the west and the Diablo Range to the east. The project site is located at an elevation of approximately 80 feet above mean sea level. The project is located in the seismically-active San Francisco Bay Area region. Major active fault systems in the area are the San Andreas, Calaveras, Hayward, and Monte Vista-Shannon. The probability of a magnitude 6.7 or greater earthquake occurring in the Bay Area by 2030 is approximately 70% (USGS and California Division of Mines & Geology, 1999). The project site will be subject to strong ground shaking in the event of a large magnitude earthquake on any of the regional fault systems.

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 8 miles south from the project area.

Impact Discussion:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv. Landslides?	☐	☐	☐	☒

b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse, caused in whole or in part by the project's exacerbation of the existing environmental conditions?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☒
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault, caused in whole or in part by the project's exacerbation of the existing environmental conditions? Refer to Division of Mines and Geology Special Publication 42.

Less Than Significant Impact. The project site is not located within a State of California Earthquake Fault Hazard Zone and no known active faults cross the site. The project is not mapped within an Alquist-Priolo Earthquake Fault Zone. The risk of ground rupture within the site is considered low.

Future redevelopment of the site may propose subsurface development that may exacerbate existing environmental conditions at the site. Compliance with all relevant building codes would ensure that impacts from future projects would be less than significant.

ii) Strong seismic ground shaking?

Less than Significant Impact. The project does not involve any physical changes to the site. However, due to its location in a seismically active region, future redevelopment may be subject to strong seismic ground shaking during its design life in the event of a major earthquake on any of the region's active faults. Compliance with General Plan Policies, as discussed in iii) below, would ensure that future redevelopment of the project site minimizes seismic-related hazards.

Future redevelopment of the site may propose subsurface development that may exacerbate existing environmental conditions at the site. Compliance with all relevant building codes would ensure that impacts from future projects would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

No Impact. Soil liquefaction occurs when loose, saturated, granular soils lose their inherent shear strength due to excess water pressure that builds up during repeated movement from seismic activity. Factors that contribute to the potential for liquefaction include a low relative density of granular materials, a shallow groundwater table, and a long duration and high acceleration of seismic shaking. Liquefaction usually results in horizontal and vertical movements from lateral spreading of liquefied materials and post-earthquake settlement of liquefied materials. Liquefaction potential is greatest where the groundwater level is shallow, and submerged loose, fine sands occur within a depth of approximately 50 feet or less.

The project does not involve any physical changes to the site. However, the site is located in a seismically active region subject to strong shaking and seismic-related hazards, including liquefaction.

Future redevelopment of the site may propose subsurface development that may exacerbate existing environmental conditions at the site. Compliance with all relevant building codes would ensure that impacts from future projects would be less than significant.

iv) Landslides?

No Impact. Landslides are movements of large masses of rock and/or soil. Landslide potential is generally the greatest for areas with steep and/or high slopes, low sheer strength, and increased water pressure. The project site has virtually no vertical relief and is not subject to landslides.

Future redevelopment of the site may propose changes to the topography at that may exacerbate existing environmental conditions at the site. However, changes to topography that would create the potential for landslides would not be allowed. Therefore, no potential impacts would be associated with future redevelopment.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Erosion is the movement of rock and soil from place to place and is a natural process. Common agents of erosion in the vicinity of the project area include wind and flowing water. Significant erosion typically occurs on steep slopes where stormwater and high winds can carry topsoil down hillsides. Erosion can be increased greatly by earthmoving activities if erosion-control measures are not used.

No new development or changes in site conditions are proposed as part of the project. Therefore, the project would not result in soil erosion or the loss of topsoil.

Construction of future redevelopment of the project site could result in a temporary increase in erosion. Future redevelopment of the site would be required to comply with General Plan Policies and Municipal Code regulations pertaining to erosion and protection of water quality. Therefore, the impact would be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse, caused in whole or in part by the project's exacerbation of the existing environmental conditions?

Less Than Significant Impact. The project site is not subject to landslides. The potential for lateral spreading to affect the site is not known at this time. However, the project does not include any physical changes to the site.

Future redevelopment of the site would be required to comply with General Plan Policies and Municipal Code regulations to avoid geotechnical hazards. In accordance with the City's General

Plan and Municipal Code, future redevelopment on the project site must be constructed using standard engineering, a design level geotechnical investigation and seismic safety design techniques. Therefore, impacts would be less than significant.

d) Be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property, caused in whole or in part by the project's exacerbation of the existing environmental conditions?

No Impact. The project site is not within a mapped expansive soil zone[8]. Therefore, there would be no impact.

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?

No Impact. The project site has access to public services and utilities and future redevelopment would not involve the use of septic tanks or alternative wastewater disposal systems. Therefore, there would be no impact.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. Paleontological resources include fossil remains or traces of past life forms, including both vertebrate and invertebrate species, as well as plants. Paleontological resources are generally found within sedimentary rock formations.

As discussed above in **Section 5(b),** the project site is in a highly urbanized area of the City that has been previously disturbed and developed. Further, no physical changes to the site are proposed as part of the project. Therefore, there would be no impacts to paleontological resources.

If a future project were to propose development that would disturb the sub-surface resources at the site, the potential for the presence and discovery of paleontological resources exists. Therefore, if such resources are encountered, future projects will be required to comply with Section 15064.5 of the *State CEQA Guidelines* to ensure that impacts to paleontological resources are less than significant.

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

8. GREENHOUSE GAS EMISSIONS

Regulatory Setting

Assembly Bill (AB) 1493

In 2002, Assembly Bill (AB) 1493 was passed requiring that the California Air Resources Board (CARB) develop and adopt, by January 1, 2005, regulations that achieve "the maximum feasible reduction of greenhouse gases emitted by passenger vehicles and light-duty truck and other vehicles determined by the ARB to be vehicles whose primary use is noncommercial personal transportation in the state."

Executive Order S-3-05

Executive Order S-3-05, signed by Governor Schwarzenegger in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra's snow-pack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the Executive Order established total greenhouse gas emission targets. Specifically, emissions are to be reduced to the 2000 level by 2010, the 1990 level by 2020, and to 80% below the 1990 level by 2050. The Executive Order directed the Secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce greenhouse gas emissions to the target levels. The Secretary must also submit biannual reports to the governor and state legislature describing: 1) progress made toward reaching the emission targets; 2) impacts of global warming on California's resources; and 3) mitigation and adaptation plans to combat these impacts. To comply with the Executive Order, the Secretary of the CalEPA created a Climate Act Team (CAT) made up of members from various state agencies and commission.

Assembly Bill (AB) 32

AB 32, the Global Warming Solutions Act of 2006, codifies the State of California's GHG emissions target by directing CARB to reduce the state's global warming emissions to 1990 levels by 2020. AB 32 was signed and passed into law by Governor Schwarzenegger on September 27, 2006. Since that time, CARB, CEC, the California Public Utilities Commission (CPUC), and the Building Standards have all been developing regulations that will help meet the goals of AB 32 and Executive Order S-3-05.

A Scoping Plan for AB 32 was adopted by CARB in December 2008. It contains the State of California's main strategies to reduce GHGs from BAU emissions projected in 2020 back down to 1990 levels. BAU is the projected emissions in 2020, including increases in emissions caused by growth, without any GHG reduction measures. The Scoping Plan has a range of GHG reduction actions, including direct regulations,

alternative compliance mechanisms, monetary and non- monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system. It required CARB and other state agencies to develop and adopt regulations and other initiatives reducing GHGs by 2012.

As directed by AB 32, CARB has also approved a statewide GHG emissions limit. On December 6, 2007, CARB staff resolved an amount of 427 MMT of CO2e as the total statewide GHG 1990 emissions level and 2020 emissions limit. The limit is a cumulative statewide limit, not a sector-or facility-specific limit. CARB updated the future 2020 BAU annual emissions forecast, in light of the economic downturn, to 545 MMT of CO2e. Two GHG emissions reduction measures currently enacted that were not previously included in the 2008 Scoping Plan baseline inventory were included, further reducing the baseline inventory to 507 MMT of CO2e. Thus, an estimated reduction of 80 MMT of CO2e is necessary to reduce statewide emissions to meet the AB 32 target by 2020.

Senate Bill (SB) 1368

SB 1368 is the companion bill of AB 32 and was signed by Governor Schwarzenegger in September 2006. SB 1368 required the California Public Utilities Commission (PUC) to establish a greenhouse gas emission performance standard. Therefore, on January 25, 2007, the PUC adopted an interim GHG Emissions Performance Standard in an effort to help mitigate climate change. The Emissions Performance Standard is a facility-based emissions standard requiring that all new long-term commitments for baseload generation to serve California consumers be with power plants that have emissions no greater than a combined cycle gas turbine plant. That level is established at 1,100 pounds of CO2 per megawatt-hour. "New long-term commitment" refers to new plant investments (new construction), new or renewal contracts with a term of five years or more, or major investments by the utility in its existing baseload power plants. In addition, the California Energy Commission (CEC) established a similar standard for local publicly owned utilities that cannot exceed the greenhouse gas emission rate from a baseload combined-cycle natural gas fired plant. On July 29, 2007, the Office of Administrative Law disapproved the Energy Commission's proposed Greenhouse Gases Emission Performance Standard rulemaking action and subsequently, the CEC revised the proposed regulations. SB 1368 further requires that all electricity provided to California, including imported electricity, must be generated from plants that meet the standards set by the PUC and CEC.

Senate Bill 375

Senate Bill 375, signed in August 2008, requires sustainable community strategies (SCS) to be included in regional transportation plans (RTPs) to reduce emissions of GHGs. The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) adopted an SCS in July 2013

that meets GHG reduction targets. The Plan Bay Area is the SCS document for the Bay Area, which is a long-range plan that addresses climate protection, housing, healthy and safe communities, open space and agricultural preservation, equitable access, economic vitality, and transportation system effectiveness within the San Francisco Bay region (MTC 2013). The document is updated every four years so the MTC and ABAG are currently developing the Plan Bay Area 2040.

City of San José Municipal Code

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

- Green Building Ordinance (Chapter 17.84)
- Water Efficient Landscape Standards for New and Rehabilitated Landscaping (Chapter 15.10)
- Transportation Demand Programs for employers with more than 100 employees (Chapter 11.105
- Construction and Demolition Diversion Deposit Program (Chapter 9.10)
- Wood Burning Ordinance (Chapter 9.10)

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

In October 2008, the City adopted the Private Sector Green Building Policy (6-32), which identifies baseline green building standards for new private construction and provides a framework for the implementation of these standards. This Policy requires that applicable projects achieve minimum green building performance levels using the Council adopted standards.

City of San José Greenhouse Gas Reduction Strategy

The City's General Plan includes a GHG Reduction Strategy that was originally adopted in November 2011. Following litigation, the San José City Council certified a Supplemental Program Environmental Impact Report to the Envision San José 2040 Final Program Environmental Impact Report in December 2015 and re-adopted the City's GHG Reduction Strategy in the General Plan. The GHG Reduction Strategy identifies specific General Plan policies and action items intended to reduce GHG emissions, which center around five strategies: energy, waste, water, transportation, and carbon sequestration. Projects that are consistent with the GHG Reduction Strategy are considered to have a less-than-significant impact related to GHG emissions through 2020. The Envision San José 2040 Final Program Environmental Impact Report identified significant unavoidable GHG emissions impacts for development and the built environment in the 2035 timeframe, and the City Council adopted overriding considerations for those impacts in 2015.

Existing Setting

Various gases in the earth's atmosphere, classified as atmospheric greenhouse gases (GHGs), play a critical role in determining the earth's surface temperature. Solar radiation enters the atmosphere from space and a portion of the radiation is absorbed by the earth's surface. The earth emits this radiation back toward space, but the properties of the radiation change from high-frequency solar radiation to lower-frequency infrared radiation. Greenhouse gases, which are transparent to solar radiation, are effective in absorbing infrared radiation. As a result, this radiation that otherwise would have escaped back into space is retained, resulting in a warming of the atmosphere. This phenomenon is known as the greenhouse effect. Among the prominent GHGs contributing to the greenhouse effect, or climate change, are carbon dioxide (CO2), methane (CH4), ozone (O3), water vapor, nitrous oxide (N2O), and chlorofluorocarbons (CFCs). Human-caused emissions of these GHGs in excess of natural ambient concentrations are responsible for enhancing the greenhouse effect. In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation.

Impact Discussion:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. The project does not include new construction or physical changes to the existing conditions.

Future redevelopment of the project site after 2020 would be required to conform to San José's GHG Reduction Strategy to reduce GHG emissions to a less-than-significant level, including relevant mandatory measures for all projects and other measures that are considered voluntary, at the City's discretion. Therefore, the impact would be less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The development projects in San José that comply with the City's GHG Reduction Strategy are considered to reduce that project's contribution to cumulative GHG emission impacts to a less-than-significant level through 2020. The project will not change existing uses at the site and will not currently contribute any GHG emissions, singularly or cumulatively.

Future redevelopment of the project site after 2020 would be required to conform to San José's GHG Reduction Strategy to reduce GHG emissions to a less-than-significant level, including relevant mandatory measures for all projects and other measures that are considered voluntary, at the City's discretion. Therefore, the impact would be less than significant.

9. HAZARDS AND HAZARDOUS MATERIALS

Regulatory Setting

As discussed previously herein, in 2015, the California Supreme Court in California Building Industry Association (CBIA) v. Bay Area Air Quality Management District (BAAQMD) held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of the project. The revised thresholds are intended to comply with this decision. Specifically, the decision held that an impact from the existing environment to the project, including future users and/or residents, is not an impact for purposes of CEQA. However, if the project, including future users and residents, exacerbates existing conditions that already exist, that impact must be assessed, including how it might affect future users and/or residents of the project. For example, if construction of the project on a hazardous waste site will cause the potential dispersion of hazardous waste in the environment, the EIR should assess the impacts of that dispersion to the environment, including to the project's residents. Thus, in accordance with Appendix G of the State CEQA Guidelines and the CBIA v. BAAQMD decision, the project would have a significant impact related to hazards and hazardous materials if it would result in any of the following impacts.

This state law supersedes the hazards and hazardous materials impact thresholds in Envision San José 2040 General Plan.

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating hazardous materials impacts from development projects. All future development allowed by the proposed land use designation would be subject to the hazardous materials policies in the General Plan presented below.

Envision San José 2040 Relevant Hazards and Hazardous Materials Policies

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-7.5 In 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-7.11 Require sampling for residual agricultural chemicals, based on the history of land use, on sites to be used for any new development or redevelopment to account for worker and community safety during construction. Mitigation to meet appropriate end use such as residential or commercial/industrial shall be provided.

Existing Setting

The development on-site was built in 1988 and the project site is currently designated as Mixed-Use Commercial under the General Plan. There are currently no existing sources of contamination either on-site or off-site in the surrounding area. The nearest airport is the Norman Y. Mineta San José International Airport, located 3 miles southwest of the project site. Per CALFIRE's Fire Hazard Severity Zone (FHSZ) map, the project site is not located in a FHSZ.

Impact Discussion:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐

d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment caused in whole or in part from the project's exacerbation of existing environmental conditions?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. The project does not directly include any physical or operational changes at the site. However, future development may involve the routine transport, use, or disposal of hazardous materials. All such activities must be conducted per the governing laws, rules and regulations of the authority having jurisdiction. Therefore, impacts from such activities would be less than significant.

b) Create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact. The project does not include any physical or operational changes at the site. However, reasonably foreseeable future development may include the use and storage of hazardous materials. Such uses and storage would comply with governing laws, rules and

regulations of the authority having jurisdiction, therefore, impacts from such activities would be less than significant.

Also, in accordance with General Plan Policy EC-7.2, future development of the project site would be required to implement mitigation measures for contamination to adverse human health or environmental risk, in conformance with regional, State and federal laws, regulations, guidelines, and standards. Demolition of existing structures by future development must be conducted in conformance with federal, State and local regulations to avoid exposure of construction workers and/or the public to hazardous emissions. The impact would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. Northwood Elementary (aka, SJB Child Development Center) and the adjacent Northwood Park are located approximately 900 feet north from the site. However, the project would not make any physical or operational changes to the site. However, reasonably foreseeable future development may include the use and storage of hazardous materials. Such uses and storage would comply with governing laws, rules and regulations of the authority having jurisdiction, therefore, impacts from such activities would be less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment caused in whole or in part from the project's exacerbation of existing environmental conditions?

No Impact. The project is not located on a site that is included on a list of hazardous materials pursuant to Government Code 65962.5, which is the Hazardous Waste and Substances (Cortese) List. A review of the Cortese List compiled on the DTSC, State Water Board, EnviroStor and CAL EPA showed that the site is not identified on any of these database lists. [9]

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

9 Department of Toxic Substances Control. Hazardous Waste and Substances Site List. EnviroStor. Available at: https://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search&reporttype=CORTESE&site_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST. Accessed October 27 2020.

No Impact. The project site is not located within an airport land use plan or within the vicinity of a public airport or private airstrip. The nearest public airport is the San José International Airport, located approximately 3.6 miles southwest of the project site. There are no private airports within the vicinity of the project site. Therefore, there would be no impact.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. See response to **Section 8.e**, above.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The project would not make any physical or operational changes to the site. Therefore, there is no immediate potential to physically interfere with an emergency response plan or evacuation route. While future development must be designed to be consistent with emergency response plans and evacuation, physical and circulation changes at the site may create less than significant impacts to such plans and routes.

h) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. The project site will not expose people or structures to risk of loss, injury or death from wildland fires as it is located in a highly urbanized area that is not prone to such events. According to Cal Fire's Wildland Fire Hazards Zone for Santa Clara County, the nearest Very High Hazard Zone (VHHZ) is the Eastern Foothills located 4 miles southeast from the site. Prevailing winds, as measured at the San José Airport[10], are west-northwest. Therefore, while the nearest VHHZ is 4 miles to the southeast, potential impacts at the site, while low, would be less than significant.

10 https://www.windfinder.com/windstatistics/san_jose_airport_california.

10. HYDROLOGY AND WATER QUALITY

Regulatory Setting

Any construction or demolition activity that results in land disturbance equal to or greater than one acre must comply with the Construction General Permit (CGP), administered by the State Water Resources Control Board (SWRCB). The CGP requires the installation and maintenance of Best Management Practices (BMPs) to protect water quality until the site is stabilized.

Prior to the commencement of construction or demolition, the project must file a Notice of Intent (NOI) with the SWRCB and develop, implement and maintain a Storm Water Pollution Prevention Plan (SWPPP) to control the discharge of stormwater pollutants associated with construction activities.

All development projects, whether subject to the CGP or not, shall comply with the City of San José's Grading Ordinance, which requires the use of erosion and sediment controls to protect water quality while the site is under construction. Prior to the issuance of a permit for grading activity occurring during the rainy season, the project will submit to the Director of Public Works an Erosion Control Plan detailing BMPs that will prevent the discharge of stormwater pollutants.

The City of San José is required to operate under a Municipal Stormwater NPDES Permit to discharge stormwater from the City's storm drain system to surface waters.

On October 14, 2009, the San Francisco Bay Regional Water Quality Control Board adopted the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit (MRP) for 76 Bay Area municipalities, including the City of San José. The Municipal Regional Permit mandates the City of San José use its planning and development review authority to require that stormwater management measures are included in new and redevelopment projects to minimize and properly treat stormwater runoff. Provision C.3 of the MRP regulates the following types of development projects:

- Projects that create or replace 10,000 square feet or more of impervious surface.
- Special Land Use Categories that create or replace 5,000 square feet or more of impervious surface.

The MRP requires regulated projects to include Low Impact Development (LID) practices, such as site design measures, pollutant source control measures, and stormwater treatment features aimed to maintain or restore the site's natural hydrologic functions. The MRP requires that stormwater treatment measures are properly installed, operated, and maintained. The City has developed policies that implement Provision C.3, consistent with the MRP.

The City's Post-Construction Urban Runoff Management Policy (6-29) establishes specific requirements to minimize and treat stormwater runoff from new and redevelopment projects. The policy also allows certain projects that are located within special district or priority development areas in transit-oriented locations within the City to utilize LID treatment reduction credits ("Special Projects"). These Special Projects may use alternatives to the exclusive use of LID measures for the treatment of all or a portion of a project's runoff. The project would also need to demonstrate, through a narrative discussion, the limiting factors of the site and the reasons why the project would not be able to implement 100% LID measures on the site and must be approved by the City. The allowed LID reduction credits would also be to the extent to which a project qualified for LID treatment reduction credits in accordance with the approved Special Projects provisions of the Municipal Regional Stormwater Permit.

The City's Post-Construction Hydromodification Management Policy (8-14) establishes an implementation framework for incorporating measures to control hydromodification impacts from development projects.

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating hydrology and water quality impacts from development projects. All future development allowed by the proposed land use designation would be subject to the hydrology and water quality policies in the General Plan presented below.

Envision San José 2040 Relevant Hydrology and Water Quality Policies

Policy IN-3.7	Design new projects to minimize potential damage due to stormwaters and flooding to the site and other properties.
Policy IN-3.9	Require developers to prepare drainage plans for proposed developments that define needed drainage improvements per City standards.
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 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.

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 stormwater controls.

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.

Existing Setting

Local groundwater is located about 10 feet below ground surface, according to a California Department of Water Resources database showing data from a monitoring well located approximately 0.7 mile southwest from the site. The project site does not contain any natural drainages or waterways. The nearest waterway is Berryessa Creek, which runs approximately 0.35 mile north from the site. According to the Federal Emergency Management Agency's Flood Map, the project site is not located within a high-risk flood zone. The project site is located in Zone D, designated as a site with risk of flood due to the Levee. [11] The nearest watershed to the project site is the Lower Penitencia watershed. [12]

Impact Discussion:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐

11 FEMA. FEMA Flood Map Service Center. https://msc.fema.gov.

12 City of San José. Baylands and Lower Penitencia Watershed. https://www.sanjoseca.gov/home/showdocument?id=1230.

(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or (iv) impede or redirect flood flows?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less Than Significant Impact. The project does not include any physical or operational changes to the site. Therefore, the project would not violate any water quality standards or waste discharge requirements. However, reasonably foreseeable future redevelopment of the project site may require changes to water and wastewater infrastructure serving the site. Such changes would be subject to project-specific environmental review and would be required to comply with governing laws, rules and regulations. Therefore, impacts would be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. The project would not deplete or otherwise affect groundwater supplies or recharge, since the site is not located within a groundwater recharge area. The project site is within the City's urban growth boundary and would have access to water utilities. Therefore, there would be no impact.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site;

Less Than Significant Impact. The project does not include any physical or operational changes to the site. Therefore, the project would not result in erosion or siltation on or off-site. However, reasonably foreseeable future redevelopment of the project site may impact soil conditions on site. Such changes would be subject to project-specific environmental review and would be required to comply with governing laws, rules and regulations. Therefore, impacts would be less than significant.

ii) 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 would result in flooding on- or off-site?

Less Than Significant Impact. Implementation of the project will not substantially change the drainage pattern on the project site. However, reasonably foreseeable future redevelopment may require changes to site drainage. Because any new development would be required to have project-specific environmental review, the impacts would be less than significant.

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact. The project does not include any physical changes to the site. However, reasonably foreseeable future redevelopment may result in excessive runoff that may impact stormwater drainage systems. Because any new development would be required to have project-specific environmental review, the impacts would be less than significant.

iv) Impede or redirect waterflow?

Less Than Significant Impact. The project does not include any physical changes to the site. However, reasonably foreseeable future redevelopment may involve changes to site conditions that may impact waterflow. Because any new development would be required to have project-specific environmental review, the impacts would be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than Significant Impact. The project site is in Flood Zone D and is not subject to flooding. The project site is 1.9 miles west from the nearest 100-year flood hazard area (Coyote Creek) and is not within a flood hazard delineation area.[13] Because of the distance from Coyote Creek, even during a major flood incident, the impact to the existing development or any future redevelopment would be less than significant. Due to the low probability of a flood impact, the risk of the release of waterborne pollutants due to inundation would be less than significant.

The project site is not located within a coastal area there would be no impact from tsunami. Therefore, there would be no impacts to the existing development or any future redevelopment on the project site.

Because of the developed nature of the project area, there are no features adjacent to the project area capable of inundating the site by mudflow. There would be no impacts by mudflow.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. The project does not currently include other potential sources of contaminants which could potentially degrade water quality and conflict with water quality control plans. Further, the project does not directly receive from or discharge water to groundwater. Therefore, the project would not obstruct implementation of a sustainable groundwater management plan. However, reasonably foreseeable future redevelopment may involve construction activities that could impact water quality. Because any new development would be required to have project-specific environmental review, the impact would be less than significant.

13 https://www.sanjoseca.gov/your-government/departments/public-works/development-services/floodplain-management.

11. LAND USE AND PLANNING

Regulatory Setting

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating land use impacts from development projects. All future development allowed by the proposed land use designation would be subject to the land use policies in the General Plan presented below.

Envision San José 2040 Relevant Land Use Policies

Policy LU-9.8	When changes in residential densities in established neighborhoods are proposed, the City shall consider such factors as neighborhood character and identity; historic preservation; compatibility of land uses and impacts on livability; impacts on services and facilities, including schools, to the extent permitted by law; accessibility to transit facilities; and impacts on traffic levels on both neighborhood streets and major thoroughfares.
Policy LU-10.2	Distribute higher residential densities throughout our city in identified growth areas and facilitate the development of residences in mixed-use development within these growth areas.

Existing Setting

The approximately 1.64-acre site is part of a larger 3.96-acre area designated as Mixed-Use Commercial under the General Plan. The Mixed-use Commercial designation continues southeast off Cropley Avenue. The neighboring areas east and north from the site are designated Residential Neighborhood. The area southwest, across North Capitol Avenue from the site is designated Urban Residential. The project site is not located with any Growth Area/Urban Village.

Impact Discussion:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Would the project:

a) Physically divide an established community?

No Impact. The project is a change in land use designation. The existing development on-site would remain physically unchanged, and therefore, would not physically divide an established community. Future redevelopment would require compliance with General Plan Land Use Policy LU-9.8 which requires consideration of neighborhood character when developing new projects and would therefore preclude the division of an established neighborhood. No impacts would occur.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact. The project proposes a General Plan Amendment from the Mixed-Use Commercial land use designation to Urban Residential land use designation. Urban Residential land use designation is intended for medium density residential development and a fairly broad range of commercial uses. This land use designation allows a density of 30 to 95 du/ac; and an FAR of 1.0 to 4.0 (three to 12 stories). For the proposed Urban Residential designation, the maximum number of residential units allowed on-site would be 19 (0.2-acre site multiply by 95 du/ac). The proposed General Plan Amendment would increase growth than what was projected in the General Plan and diverge from the General Plan policies intended to focus development in Growth Areas, such as an Urban Village. However, the project site is 0.4 mile northwest of the future N. Capitol Avenue/Hostetter Road Urban Village and has access to light rail transit, including Cropley Station approximately 400 feet east from the site.

Other potential environmental effects of the proposed General Plan Amendment are analyzed throughout this Initial Study. Any future redevelopment facilitated by the proposed General Plan

Amendment would comply with all applicable policies, standards, code requirements, and would not conflict with regulations adopted for avoiding or mitigating an environmental effect. The impact would be less than significant.

12. MINERAL RESOURCES

Existing Setting

The site is a currently developed residential complex and is zoned Planned Development. In San José, the State Mining and Geology Board (SMGB) has designated the Communications Hill Area (Sector EE), bounded generally by the Southern Pacific Railroad, Curtner Avenue, SR 87, and Hillsdale Avenue as containing mineral deposits that are of regional significance as a source of construction aggregate materials. Neither the State Geologist nor the SMGB have classified any other areas in San José as containing mineral deposits of statewide significance or requiring further evaluation.

Impact Discussion:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. The project site is not within an area containing mineral deposits of statewide significance. Therefore, there would be no impact to Mineral Resources from the project.

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?

No Impact. See response to **Section 11.a**, above.

13. NOISE & VIBRATION

Regulatory Setting

San José Municipal Code

Per the San José Municipal Code Title 20 (Zoning Ordinance) Noise Performance Standards, the sound pressure level generated by any use or combination of uses on a property shall not exceed the decibel levels indicated in **Table 1** below at any property line, except upon issuance and in compliance with a Special Use permit as provided in Chapter 20.100.

City of San José Zoning Ordinance Noise Standards

Table 1
City of San José Zoning Ordinance Noise Standards

Land Use Types	Maximum Noise Levels in Decibels at Property Line
Residential, open space, industrial or commercial uses adjacent to a property used or zoned for residential purposes	55
Open space, commercial, or industrial use adjacent to a property used for zoned for commercial purposes or other non-residential uses	60
Industrial use adjacent to a property used or zoned for industrial use or other use other than commercial or residential purposes	70

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating noise impacts from development projects. All future development allowed by the proposed land use designation would be subject to the noise policies in the General Plan presented below.

Envision San José 2040 General Plan Relevant Noise Policies

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. 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 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-1.7 Require construction operations within San José to use best available noise suppression devices and techniques and limit construction hours near residential uses per the City's Municipal Code. The City considers significant construction noise impacts to occur if a project located within 500 feet of residential uses or 200 feet of commercial or office uses would:

Involve substantial noise generating activities (such as building demolition, grading, excavation, pile driving, use of impact equipment, or building framing) continuing for more than 12 months. For such large or complex projects, a

construction noise logistics plan that specifies hours of construction, noise and vibration minimization measures, posting or notification of construction schedules, and designation of a noise disturbance coordinator who would respond to neighborhood complaints will be required to be in place prior to the start of construction and implemented during construction to reduce noise impacts on neighboring residents and other uses.

Policy EC-2.3 Require new development to minimize vibration impacts to adjacent uses during demolition and construction. For sensitive historic structures, a vibration limit of 0.08 in/sec PPV (peak particle velocity) will be used to minimize the potential for cosmetic damage to a building. A vibration limit of 0.20 in/sec PPV will be used to minimize the potential for cosmetic damage at buildings of normal conventional construction.

Existing Setting

The noise environment at the project site is dominated by vehicular traffic along Cropley Avenue and Lakewood Drive. Aircraft associated with the San José International Airport also contribute to the noise environment in the area.

Impact Discussion:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Would the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact. The General Plan Amendment project, by itself, would not generate construction or operational noise. The project does not currently include any physical or operational changes to the site. Therefore, current conditions, including plan, ordinance, and standard permit condition compliance will remain unchanged.

However, reasonably foreseeable future redevelopment may impose changes to noise levels during construction and operation at the site and vicinity. Because any new development would be required to have project-specific environmental review and would be subject to the City's General Plan policies, Municipal Code Standards, and standard permit conditions, potential impacts from the future project would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. The General Plan Amendment project, by itself, would not generate construction or operational vibration impacts. The project does not currently include any physical or operational changes to the site.

Therefore, there will be no change to vibration generated at the site. However, reasonably foreseeable future redevelopment may impose changes to levels of periodic groundborne vibration (e.g., construction activities) at the site and in the vicinity. Because any new development would be required to have project-specific environmental review and would be subject to the City's General Plan policies, Municipal Code Standards, and standard permit conditions, potential impacts from the future project would be less than significant.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The project site is not within an airport land use plan, vicinity of a private airstrip, nor within 2 miles of a public or public use airport that would result in the project exposing people residing or working in the project area to excessive noise levels. There will be no impact.

14. POPULATION AND HOUSING

Regulatory Setting

Current census data indicates that the population of San José is approximately 1,026,908 (U.S. Census Bureau, 2015).

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating impacts from development projects. Regarding population, housing and jobs, the General Plan focuses on growth occurring in a manner that is sustainable and efficient. A key strategy of the General Plan is to balance the ratio of jobs with housing within the City. All future development allowed by the proposed land use designation would be subject to the noise policies in the General Plan presented below.

Envision San José 2040 General Plan Relevant Population and Housing Policies

Policy H-4.2 Minimize housing's contribution to greenhouse gas emissions, and locate housing, consistent with our City's land use and transportation goals and policies, to reduce vehicle miles traveled and auto dependency.

Policy H-4.3 Encourage the development of higher residential densities in complete, mixed-use, walkable and bikeable communities to reduce energy use and greenhouse gas emissions

Existing Setting

The existing setting is an approximately 1.94-acre site currently occupied by three 2- to 3-story rental apartment buildings and an office/laundry/recreational building. The development provides 48 rental residential units.

Impact Discussion:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒

b. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Would the project:

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The project would not induce substantial unplanned population growth because it is consistent with the future development assumptions of the Envision San José 2040 General Plan EIR. The proposed change in land use designation would facilitate an additional 64 household units on the project site. However, because the project is a General Plan Amendment and, therefore, is consistent with the General Plan goals for focused and sustainable growth, it supports the intensification of development in an urbanized area that is currently served by existing roads, transit, utilities, and public services. Therefore, there would be no impact.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less than Significant Impact. The General Plan Amendment project does not involve any physical or operational changes. Approval of the project would result in a greater permitted residential density on the project site and future redevelopment of the site could result in the current residents being displaced. Because any new development would be required to go through project-specific environmental review, the impacts would be less than significant.

15. PUBLIC SERVICES

Regulatory Setting

General Plan Policies

Policies in the General Plan have been adopted for the purpose of avoiding or mitigating public service impacts from development projects. All future development allowed by the proposed land use designation would be subject to the public services policies in the General Plan presented below.

Envision San José 2040 Relevant Public Service Policies

Policy ES-2.2 Construct and maintain architecturally attractive, durable, resource-efficient, and environmentally healthful library facilities to minimize operating costs, foster learning, and express in built form the significant civic functions and spaces that libraries provide for the San José community. Library design should anticipate and build in flexibility to accommodate evolving community needs and evolving methods for providing the community with access to information sources. Provide at least 0.59 SF of space per capita in library facilities.

Policy ES-3.1 Provide rapid and timely Level of Service (LOS) response time to all emergencies:

1. For police protection, use as a goal a response time of six minutes or less for 60 percent of all Priority 1 calls, and of eleven minutes or less for 60 percent of all Priority 2 calls.

2. For fire protection, use as a goal a total response time (reflex) of eight minutes and a total travel time of four minutes for 80 percent of emergency incidents.

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. 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.

Existing Setting

Fire Protection: Fire protection services are provided to the project site by the San José Fire Department (SJFD). The closest fire station to the project site is Station #23, located 900 feet southeast from the site at 1771 Via Cinco de Mayo.

Police Protection: Police protection services are provided to the project site by the San José Police Department (SJPD) headquartered at 201 West Mission Street. The City has four patrol divisions and 16 patrol districts. Patrols are dispatched from police headquarters and the patrol districts consist of 83 patrol beats, which include 357 patrol beat building blocks.

Parks and Schools: Northwood Elementary (aka, SJB Child Development Center) and the adjacent Northwood Park are located approximately 900 feet north from the site. Brooktree Elementary School and the adjacent Brooktree Park are located approximately 1,900 feet to the south. Berryessa Creek Park and Cataldi Park extend north and east from the site, on the other side of Interstate 680.

Libraries: The San José Public Library System consists of one main library and 18 branch libraries. The closest library to the site is Berryessa Branch Library, located 2.3 miles southeast from the site.

Impact Discussion:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☒	☐

iv.	Parks?	☐	☐	☒	☐
v.	Other public facilities?	☐	☐	☒	☐

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

i) Fire protection?

Less Than Significant Impact. The project does not currently include any physical or operational changes to the site. However, reasonably foreseeable future redevelopment may result in changes to the residential density developed on the site. Future development, by itself, would not preclude the SJFD from meeting their service goals and would not require the construction of new or expanded facilities since the site is located within a developed and urban area. Additionally, any new development would be required to go through project-specific environmental review and would be required to be developed in accordance with local building codes, fire codes, and applicable City policies to promote City safety, the impacts would be less than significant.

ii) Police protection?

Less Than Significant Impact. The project does not currently include any physical or operational changes to the site. However, reasonably foreseeable future redevelopment could result in the increase in residential density on the site. Future development, by itself, would not preclude the SJPD from meeting their service goals and would not require the construction of new or expanded facilities since the site is located within a developed and urban area. Additionally, any new development would be required to go through project-specific environmental review and would be required to be developed in accordance with local building codes, fire codes, and applicable City policies to promote City safety, the impacts would be less than significant.

iii) Schools?

Less Than Significant Impact. The project does not currently include any physical or operational changes to the site. However, the proposed General Plan Amendment from Mixed-Use Commercial to Urban Residential could support an increase in residential

density from up to 50 dwelling units per acre to up to 95 dwelling units per acre which could support approximately 64 additional residential units. Because any new development would be required to go through project-specific environmental review, the impacts would be less than significant.

iv) Parks?

Less Than Significant Impact. The project does not currently include any physical or operational changes to the site. However, the General Plan Amendment would support a potential maximum build out of 64 additional units. Because any new development would be required to go through project-specific environmental review, the impacts would be less than significant.

v) Other Public Facilities?

Less than Significant Impact. The project does not currently include any physical or operational changes to the site. However, reasonably foreseeable future redevelopment may impose changes to the residential density at the site. Because any new development would be required to go through project-specific environmental review, the impacts would be less than significant.

16. RECREATION

Regulatory Setting

General Plan Policies

Policies in the General Plan have been adopted for avoiding or mitigating recreation impacts from development projects. All future development allowed by the proposed land use designation would be subject to the recreation policies in the General Plan presented below.

Envision San José 2040 Relevant Recreation Policies

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 SF per 1,000 population of community center space.

Existing Setting

Northwood Park is located approximately 900 feet north from the site. Brooktree Park is located approximately 1,900 feet to the south. Berryessa Creek Park and Cataldi Park extend north and east from the site, on the other side of Interstate 680.

Impact Discussion:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
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?	☐	☐	☒	☐

a) **Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

Less than Significant Impact. The project does not currently include any physical or operational changes to the site. However, reasonably foreseeable future redevelopment may result in increased density at the site which may increase use of regional parks and other recreational facilities. Because any new development would be required to go through project-specific environmental review, the impacts would be less than significant.

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?**

Less than Significant Impact. See response to **Section 14.a.iv**, above.

17. TRANSPORTATION

This section is based on a Long Range Transportation Analysis that was completed for the 2020 General Plan Amendments in August 2020 by Hexagon Transportation Consultants, Inc. A copy of that report is attached as Appendix 1 to this Initial Study.

Regulatory Setting

State

Senate Bill 743

Senate Bill 743 (SB 743), which became effective September 2013, initiated reforms to the CEQA Guidelines to establish new criteria for determining the significance of transportation impacts that "promote the reduction of greenhouse gas (GHG) emissions, the development of multimodal transportation networks, and a diversity of land uses." Specifically, SB 743 directs the Governor's Office of Planning and Research (OPR) to update the CEQA Guidelines to replace automobile delay—as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion—with vehicle miles traveled (VMT) as the recommended metric for determining the significance of transportation impacts. OPR has approved the CEQA Guidelines implementing SB 743.

SB 743 did not authorize OPR to set specific VMT impact thresholds, but it did direct OPR to develop guidelines for jurisdictions to use. CEQA Guidelines Section 15064.3(b)(1) describes factors that might indicate whether a development project's VMT may be significant or not. Notably, projects that are located within one half mile of transit should be considered to have a less than significant transportation impact based on OPR guidance.

Regional

Metropolitan Transportation Commission

The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, including Santa Clara County. MTC is charged with regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. MTC and ABAG adopted the final *Plan Bay Area 2040* in July 2017, which includes the region's Sustainable Communities Strategy and the most recently adopted *Regional Transportation Plan* (2040).

Congestion Management Program

The Santa Clara Valley Transportation Authority (VTA) oversees the Congestion Management Program (CMP), which is aimed at reducing regional traffic congestion. The relevant State legislation requires that all urbanized counties in California prepare a CMP to obtain each county's share of gas tax revenues. State legislation requires that each CMP define traffic LOS standards, transit service standards, a trip reduction and transportation demand management plan, a land use impact analysis program, and a capital investment element. VTA has review responsibility for proposed development projects that are expected to affect CMP designated intersections.

City of San José

Transportation Analysis Policy (City Council Policy 5-1)

As established in City Council Policy 5-1 "Transportation Analysis Policy" (2018), the City of San José uses VMT as the metric to assess transportation impacts from new development. According to the policy, an employment (e.g., office or research and development) or residential project's transportation impact would be less than significant if the project VMT is 15 percent or more below the existing average regional per capita VMT. For industrial projects (e.g., warehouse, manufacturing, distribution), the impact would be less than significant if the project VMT is equal to, or less than, existing average regional per capita VMT. The threshold for a retail project is whether it generates net new regional VMT, as new retail typically redistributes existing trips and miles traveled as opposed to inducing new travel. If a project's VMT does not meet the established thresholds, mitigation measures would be required, where feasible. The policy also requires preparation of a Local Transportation Analysis to analyze non-CEQA transportation issues, including local transportation operations, intersection level of service, site access and circulation, and neighborhood transportation issues such as pedestrian and bicycle access, and recommend needed transportation improvements.

Screening criteria have been established to determine which projects require a detailed VMT analysis. If a project meets the relevant screening criteria, it is considered to a have a less than significant VMT impact.

The VMT policy does not negate Area Development policies and Transportation Development policies approved prior to adoption of Policy 5-1. Policy 5-1 does, however, negate the City's Protected Intersection policy as defined in Policy 5-3.

Envision San José 2040 General Plan

Various policies in the City's 2040 General Plan have been adopted for reducing or avoiding impacts related to transportation, as listed below.

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-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-5.3 Development projects' effects on the transportation network will be evaluated during the entitlement process and will be required to fund or construct improvements in proportion to their impacts on the transportation system. Improvements will prioritize multimodal improvements that reduce VMT over automobile network improvements.

Downtown. Downtown San José exemplifies low-VMT with integrated land use and transportation development. In recognition of the unique position of the Downtown as the transit hub of Santa Clara County, and as the center for financial,

business, institutional and cultural activities, Downtown projects shall support the long-term development of a world class urban transportation network.

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-9.1 Enhance, expand and maintain facilities for walking and bicycling, particularly to connect with and ensure access to transit and to provide a safe and complete alternative transportation network that facilitates non-automobile trips.

Existing Setting

The project is located at the northwest corner of Cropley Avenue and Lakewood Drive. Regional access to the project site is provided by Interstate 680 (Sinclair Freeway), located approximately 925 feet east from the site, and Capital Avenue located approximately 315 feet east from the site. The project area is served by bus lines operated by the Valley Transportation Authority (VTA: Line 705) and the light rail (Cropley Station). The Cropley station is approximately 320 feet to the west.

Bicycle and Pedestrian Facilities

Pedestrian facilities consist mostly of sidewalks along the streets in the study area. Crosswalks with pedestrian signal heads are located at all the signalized intersections in the study area. Overall, the existing network of sidewalks and crosswalks in the immediate vicinity of the project site has good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the study area.

Bike lanes are in place along North Capitol Avenue to the west and Morill Avenue to the east from the site. Many of the streets in the region west from North Capitol Avenue incorporate bike lanes.

Public Transit Facilities

Existing public transit services to the project area are provided by the Santa Clara Valley Transportation Authority (VTA), Caltrain, Altamont Commuter Express (ACE), and Amtrak. Several VTA bus lines operate within the project area.

The VTA currently operates the 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. The Cropley station is approximately 320 feet to the west of the project site.

Impact Discussion

Analysis Methodology

General Plan Amendments (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 analysis: 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 *Envision San José 2040 General Plan Final Environmental Impact Report* (General Plan FEIR) and adopted the *Envision San José 2040 General Plan* (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, that 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 BART Phase II EIR 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. Once again, the model was validated with current traffic data to update the existing transportation conditions.

The cumulative long-range transportation impacts of the proposed 2020 GPAs were evaluated in the Long Range Transportation Analysis prepared by Hexagon Transportation Consultants, Inc. located in Appendix 1 of this Initial Study. 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 seven privately-initiated GPAs in the 2020 GPA cycle.

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 current 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 2020 GPA 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 uses 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 designations, 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 Title 20 (Zoning), market conditions, and other factors.

The results of the analysis for the proposed GPAs are then 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 2020 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 buildout of the Envision San José 2040 General Plan.

The analysis consists of land use changes to the current adopted General Plan land uses. The analysis 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 *Envision San José 2040 General Plan* when the capacities for housing and jobs are fully developed. The analysis includes evaluation of increased vehicle miles traveled, increased traffic volume on specified roadway segments, impacts to travel speeds on transit priority corridors, and impacts to pedestrian, bicycle, and transit facilities. Impacts are evaluated based on the same Measures of Effectiveness (MOEs) and significance criteria utilized in the Envision San José 2040 General Plan TIA. Traffic conditions were evaluated for the following traffic scenarios using the City's Travel 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 General Plan 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 General Plan land uses (i.e., including the adopted General Plan Four-Year Review Land Use adjustments and adopted 2019 General Plan Amendments) is added to regional growth that can be reasonably expected to occur by 2040. Current 2040 General Plan conditions include the current roadway network as well as all transportation system improvements as identified in the current General Plan.

- **Cumulative 2040 General Plan Amendment Conditions:** Current 2040 General Plan conditions with the proposed land use amendments at all seven proposed GPA sites. Transportation conditions for the Cumulative 2040 GPA conditions were evaluated relative to the currently adopted 2040 General Plan Conditions to determine any long-range traffic impacts.

- **Proposed 2040 General Plan Amendment Conditions:** Current 2040 General Plan conditions with the proposed land use amendments at each of the proposed GPA sites for which a site-specific analysis is required. Transportation conditions for the Proposed 2040 GPA conditions were evaluated relative to the currently adopted 2040 General Plan Conditions to determine any long-range traffic impacts.

Significance Impact Criteria

The City of San José adopted policies and goals in General Plan to reduce the drive alone mode share to no more than 40 percent of all daily commute trips, and to reduce the VMT per service population by 40 percent from existing (year 2015) conditions. To meet these goals by the General Plan 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 2** summarizes the significance thresholds associated with vehicular modes of transportation as defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments, Table 11) for the evaluation of long-range traffic impacts resulting from proposed land use adjustments and used in this analysis.

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.

Table 2
MOE Significance Thresholds

MOE	Citywide Threshold
VMT/Service Population	Any increase over current 2040 General Plan conditions
Mode Share (Drive Alone %)	Any increase in journey-to-work drive alone mode share over current 2040 General Plan conditions
Transit Corridor Travel Speeds	Decrease in average travel speed on a transit corridor below current 2040 General Plan conditions in the AM peak one-hour period when: • The average speed drops below 15 mph or decreases by 25% or more, or • The average speed drops by 1 mph or more for the transit corridor with average speed below 15 mph under current 2040 General Plan conditions.

Source: City of San José Transportation Analysis Handbook, April 2018

Impact Discussion:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? – Project Level Vehicle Miles Traveled Analysis	☐	☐	☒	☐
c. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☐	☒	☐

Would the project:

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

No Impact. The project would change the land use/transportation diagram from Mixed-use Commercial to Urban Residential. The project would not result in any direct physical changes to the environment. For future redevelopment of the project site that would result in physical changes to the environment the City would review future plans for redevelopment of the project site for consistency with City's General Plan policies and applicable design guidelines at the Planning permit phase to ensure that there would be no conflicts with any plans, ordinances or policies addressing transit, roadway, bicycling and/or pedestrian facilities. .

b) **Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? – Project Level Vehicle Miles Traveled Analysis**

Less Than Significant Impact. The proposed amendment would result in the potential for 64 additional households on the project site under a future redevelopment. Based on the Travel Demand Forecasting modeling results, the proposed amendment would not result in a substantial net increase of peak-hour trips and a site-specific GPA traffic analysis would not be required. The impact would be less than significant.

c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less than Significant Impact. The project would not result in any direct physical changes to the environment. However, reasonably foreseeable future redevelopment may occur on the project site. Because any new development would be required to go through project-specific environmental review, the impact would be less than significant.

d) Result in inadequate emergency access?

Less than Significant Impact. As discussed above, the project would change the land use/transportation diagram from Mixed-use Commercial to Urban Residential Future development would be reviewed for consistency with the City's General Plan policies by the San José Fire Department and the Department of Public Works to ensure adequate emergency access. The impact would be less than significant.

Cumulative Impacts

The long-range cumulative traffic impacts resulting from the proposed 2020 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 of the Hexagon report (Appendix 1. The results of the GPA long-range analysis are summarized below.

Vehicle Miles Traveled Per Service Population

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

As shown in **Table 3** below, the citywide daily VMT and the VMT per service population would decrease due to the proposed land use amendments when compared to the current General Plan. This is because (1) the total number of jobs and households would not change citywide as a result of the GPAs (only shifting of households and jobs would occur) and (2) the addition of households to areas with more jobs and transit options. Vehicle trips citywide would be reduced due to the reallocation of jobs and housing within and surrounding the downtown area which provides for greater opportunities for multi-modal travel. The availability of current and planned transit, bicycle, and pedestrian facilities in the area of the GPA sites will result in an increase in trips made by transit and other non-vehicular modes.

Table 3
Daily Vehicle Miles Traveled Per Service Population

	Base Year (2015)	2040 General Plan (Baseline)	2040 General Plan Plus GPAs
Citywide Daily VMT	17,505,088	28,035,508	27,995,252
Citywide Service Population	1,392,946	2,054,758	2,054,758
Total Households	319,870	429,350	429,350
Total Residents	1,016,043	1,303,108	1,303,108
Total Jobs	376,903	751,650	751,650
Daily VMT Per Service Population	12.57	13.64	13.62
Increase in VMT/Service Population Over General Plan Conditions			**-0.02**
Significant Impact?			**No**

Findings: Compared to the current General Plan, the proposed land use adjustments would not result in an increase in citywide VMT per service population. Therefore, cumulatively, the proposed 2020 GPAs would result in a less than significant impact on citywide daily VMT per service population. It is important to note that the VMT per service population is based on raw model output and does not reflect the implementation of adopted General Plan 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 General Plan TDF model was used to calculate citywide journey-to-work mode share percentages. Journey-to-work mode share is the distribution of all daily work trips by travel mode, including drive alone, carpool with two persons, carpool with three persons or more, transit (rail and bus), bike, and walk trips. Although work trips may occur at any time of the day, most of the work trips occur during typical peak commute periods (6:00 – 10:00 AM and 3:00 – 7:00 PM). As defined in the City of San José Transportation Analysis Handbook, any increase in the journey-to-work drive alone mode share percentage over the current General Plan conditions due to the proposed land use amendments is considered a significant impact. **Table 4** below summarizes the citywide journey-to-work mode share analysis results. When compared to the current Envision San José 2040 General Plan, the percentage of journey-to-work drive alone trips would decrease slightly and the percentage of transit and bike trips would increase slightly as a result of the proposed GPAs.

Table 4
Journey-to-Work Mode Share

	Base Year (2015)		2040 General Plan (Baseline)		2040 General Plan Plus GPAs	
Mode	**Trips**	**%**	**Trips**	**%**	**Trips**	**%**
Drive Alone	753,264	76.69	1,092,462	71.70	1,090,766	71.61
Carpool 2	85,496	9.04	137,781	9.04	137,904	9.05
Carpool 3+	28,526	3.02	54,781	3.60	54,696	3.59
Transit	48,181	5.10	182,827	12.00	183,931	12.08
Bicycle	14,120	1.49	26,337	1.73	26,412	1.73
Walk	15,666	1.66	29,451	1.93	29,514	1.94
Increase in Drive Alone Percentage over General Plan Conditions						**-0.09**
Significant Impact?						**No**

Findings: The proposed land use adjustments will not result in an increase of drive alone trips when compared to the current General Plan conditions. Therefore, cumulatively, the proposed 2020 GPAs 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 General Plan TDF model was used to calculate the average vehicle travel speeds during the AM peak hour for the City's 14 transit corridors that were evaluated in the Envision San José 2040 General Plan TIA. A transit corridor is a segment of roadway identified as a Grand Boulevard in the Envision San José 2040 General Plan 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 5 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 General Plan conditions, the change in traffic resulting from the proposed land use amendments would have minimal effect on the travel speeds in the transit corridors. The TDF model estimates a decrease in travel speeds of 0.1 mph or less (or a change of 0.4% or less) on one corridor due to the proposed GPAs. Travel speeds on the remaining corridors would improve slightly or remain unchanged when compared to the current General Plan. Therefore, cumulatively, the proposed 2020 GPAs 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 greater than 1 mph or 25 percent on any of the 14 transit priority corridors when compared to current General Plan conditions. Therefore, cumulatively, the proposed 2020 GPAs would result in a *less than significant impact* on the AM peak-hour average vehicle speeds on the transit priority corridors.

Table 5
AM Peak-Hour Vehicle Speeds (mph) for San José Transit Priority Corridors

Transit Priority Corridor	Base Year (2015) Speed (mph)	2040 General Plan (Baseline) Speed (mph)	2040 General Plan GPAs Speed (mph)	2040 General Plan GPAs % Change	2040 General Plan GPAs Absolute Change
2nd Street from San Carlos Street to St. James Street	16.6	15.3	15.3	0.0%	0.0
Alum Rock Avenue from Capital Avenue to US 101	21.3	16.6	16.7	0.6%	0.1
Camden Avenue from SR17 to Meridian Avenue	23.1	16.3	16.5	1.2%	0.2
Capital Avenue from South Milpitas Boulevard to Capitol Expressway	27.1	22.6	22.6	0.0%	0.0
Capital Expressway from Capital Avenue to Meridian Avenue	33.0	26.7	26.6	-0.4%	-0.1
East Santa Clara Street from US 101 to Delmas Avenue	20.4	15.3	15.8	3.3%	0.5
Meridian Avenue from Park Avenue to Blossom Hill Road	24.9	20.0	20.0	0.0%	0.0
Monterey Road from Keyes Street to Metcalf Road	27.4	19.3	19.4	0.5%	0.1
North 1st Street from SR 237 to Keyes Street	21.3	13.6	13.8	1.5%	0.2
San Carlos Street from Bascom Avenue to SR 87	24.8	19.8	20.8	1.0%	0.2
Stevens Creek Boulevard from Bascom Avenue to Tantau Avenue	24.3	18.8	18.8	0.0%	0.0
Tasman Drive from Lick Mill Boulevard to McCarthy Boulevard	22.7	13.8	14.0	1.4%	0.2
The Alameda from Alameda Way to Delmas Avenue	20.5	13.8	14.0	1.4%	0.2
West San Carlos Street from SR 87 to 2nd Street	20.0	18.8	18.8	0.0%	0.0

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 2020 GPA's land use adjustments would not substantially disrupt existing or interfere with planned transit services or facilities.

Bicycle Facilities

The adopted Envision San José 2040 GP supports the goals outlined in the City's Better Bike Plan 2025 and contains policies to encourage bicycle trips (Policies TR-1.1, TR-1.2,TR-1.4 through TR-1.9, TR 2.1 through TR 2.11, TR-7.1, TN-1.1 through TN-1.5, TN-2.1 through TN-2.7, and TN-3.1 through 3.6; Implementing Actions TR-1.12 thorughTR-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 2020 GPA land use adjustments would not substantially disrupt existing or interfere with planned bicycle facilities; conflict or create inconsistencies with adopted bicycle plans, guidelines, policies, or standards; and provide insecure and unsafe bicycle parking in adequate proportion to anticipated demand.

Pedestrian Facilities

The adopted Envision San José 2040 GP contains goals and policies (Policies TR-1.1, TR-1.2,TR-1.4 through TR-1.9, TR-2.1 through TR-2.11, TR-7.1, TN-1.1 through TN-1.5, TN-2.1 through TN-2.7, and TN-3.1 through 3.6; Implementing Actions TR-1.12 through TR-1.15, TR-2.12 through TR-2.21, TR-7.2, TR-7.3, TN-1.6, TN-2.8 through 2.10, and TN-3.7; Performance Measures TN-2.11, TN-2.12) to improve pedestrian walking environment, increase pedestrian safety, and create a land use context to support non-motorized travel. The proposed 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 2020 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 practice.

18. TRIBAL CULTURAL RESOURCES.

Regulatory Setting

Assembly Bill (AB) 52

Assembly Bill (AB) 52, effective July of 2015, established a new category of resources for consideration by public agencies when approving discretionary projects under CEQA, called Tribal Cultural Resources (TCRs). AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Where a project may have a significant impact on a tribal cultural resource, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource or when it is concluded that mutual agreement cannot be reached.

Under AB 52, a TCRs are defined as follows:

Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either:

- Included or determined to be eligible for inclusion in the California Register of Historic Resources
- Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)
- A resource determined by the lead agency to be a TCR.

Envision San José 2040 Relevant Public Service Policies

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.

Existing Setting

The site is located approximately 2.2 miles north from the confluence of Coyote Creek and Upper Penitencia Creek, with Coyote Creek located along the western site boundary and Upper Penitencia Creek along the northern site boundary. This area is considered sensitive for prehistoric and archaeological deposits, including tribal cultural objects. No tribal cultural features, including sites, features, places, cultural

landscapes, or sacred places, have been identified on the site. In addition, any prehistoric surface features or landscapes have been modified due to development of the project site and area.

Impact Discussion:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

No Impact. There are no known tribal cultural resources at the project site. The project site is developed with an apartment complex and is surrounded by other development. The General Plan Amendment project does not propose any physical changes or construction on-site. Therefore, there would be no impact to tribal cultural resources. Likewise, any future redevelopment at the project site would not impact tribal cultural resources.

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less than Significant Impact. There are no known tribal cultural resources at the project site. However, future redevelopment of the project site could result in discovery of currently unknown subsurface tribal cultural resources. Because any new development would be required to go through project-specific environmental review and implement applicable General Plan Policies, Municipal Code Policies, and Standard Permit Conditions affiliated with Tribal Cultural Resources, the impacts would be less than significant.

19. UTILITIES AND SERVICE SYSTEMS

Regulatory Setting

Assembly Bill (AB) 939

California AB 939 established the California Integrated Waste Management Board (CalRecycle), which required all California counties to prepare Integrated Waste Management Plans. In addition, AB 939 required all municipalities to divert 50 percent of their waste stream by the year 2000.

California Green Building Standards Code

In January 2017, California adopted the most recent version of the California Green Building Standards Code, which establishes mandatory green building standards for new and remodeled structures in California. These standards include a mandatory set of guidelines and more stringent voluntary measures for new construction projects, in order to achieve specific green building performance levels as follows:

- Reduce indoor water use by 20 percent;
- Reduce wastewater by 20 percent;
- Recycle and/or salvage 50 percent of nonhazardous construction and demolition debris; and
- Provide readily accessible areas for recycling by occupant.

San José Zero Waste Strategic Plan/Green Vision

The City's Green Vision provides a comprehensive approach to achieving sustainability through technology and innovation. The Zero Waste Strategic Plan outlines policies to help the City of San José facilitate a healthier community and achieve its Green Vision goals, including 75 percent waste diversion by 2013, which has been achieved, and zero waste by 2022.

Private Sector Green Building Policy

The City of San José Green Building Policy for private sector new construction encourages building owners, architects, developers, and contractors to incorporate sustainable building goals early in the building design process. This policy establishes baseline green building standards for new private construction projects and provides a framework for the implementation of these standards. The Policy is also intended to enhance the public health, safety, and welfare of the City's residents, workers, and visitors by encouraging design, construction, and maintenance practices that minimize the use and waste of energy, water, and other resources in the City.

General Plan Policies

Policies in the General Plan have been adopted to avoid or mitigate utilities and service system impacts from development projects. All future development allowed by the proposed land use designation would be subject to the utilities and service system policies in the General Plan presented below.

Envision San José 2040 Relevant Utilities and Service System Policies

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.
Action EC-5.16	Implement the Post-Construction Urban Runoff Management requirements of the City's Municipal NPDES Permit to reduce urban runoff from project sites.
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 stormwaters 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.

Existing Setting

Utilities and services are furnished to the project site by the following providers:

- Wastewater Treatment: treatment and disposal provided by the San José/Santa Clara Water Regional Wastewater Facility (RWF); sanitary sewer lines maintained by the City of San José
- Water Service: San José Water Company (SJWC)
- Storm Drainage: City of San José
- Solid Waste: Republic Services
- Natural Gas & Electricity: PG&E

Impact Discussion:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less Than Significant Impact. The project does not currently include any physical or operational changes to the site. However, reasonably foreseeable future redevelopment may contribute to the need new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. Because any new development would be required to go through project-specific environmental review, the impacts would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. The project does not currently include any physical or operational changes to the site. However, reasonably foreseeable future redevelopment may require changes to water demand serving the site, thus contributing to increased water demand. Because any new development would be required to go through project-specific environmental review, the impacts would be less than significant.

c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. The project does not currently include any physical or operational changes to the site. However, reasonably foreseeable future redevelopment may require increased capacity by the wastewater treatment provider serving the site. Because any new development would be required to go through project-specific environmental review, the impacts would be less than significant.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less Than Significant Impact. The project does not currently include any physical or operational changes to the site. However, reasonably foreseeable future redevelopment may require changes to the volume of solid waste generated and thereby impact local solid waste capacity and the attainment of solid waste reduction goals. Because any new development would be required to go through project-specific environmental review, the impacts would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. The project does not currently include any physical or operational changes to the site. However, reasonably foreseeable future redevelopment may require changes to solid waste generation which are regulated to waste reduction statutes and regulations applicable to the site.at the site. Because any new development would be required to go through project-specific environmental review and compliance review, the impacts would be less than significant.

20. WILDFIRE

Existing Setting

The project site is bounded by Cropley Avenue on the southeast, Lakewood Drive to the northeast, a single-family residence to the northwest, and a commercial/retail center to the southwest. The site is part of a 3.96-acre area designated as Mixed-Use Commercial in the General Plan Land Use Diagram. The Mixed-Use Commercial designation continues southeast from Cropley Avenue. The project site currently is occupied by three, 2- to 3-story, rental apartment buildings and an office/laundry/recreational building.

Impact Discussion:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

a–d) The project site is located within an urbanized area of the City of San José and is surrounded by existing urban development. The project site and surrounding area is flat with no significant slopes. The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones; therefore, the project would not result in wildfire impacts.14

14 CalFire. Very High Fire Hazard Severity Zones in LRA Santa Clara County. Map. October 8, 2008.

MANDATORY FINDINGS OF SIGNIFICANCE

Impact Discussion:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
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)?	☐	☐	☒	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

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?

No Impact. The project site is currently developed with contemporary buildings. The project does not include physical or operational changes. There are no fish or wildlife species, plant or animal community, or rate or endangered plant or animals on the project site. There will be no impact.

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)?

Less Than Significant Impact. The project does not currently include any physical or operational changes to the site. However, reasonably foreseeable future redevelopment on the site may create cumulative impacts to the environment Because any new development would be required to go through project-specific environmental review, the impacts would be less than significant.

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

Less Than Significant Impact. The project does not currently include any physical or operational changes to the site. However, reasonably foreseeable future redevelopment may require changes to the environment that may impact human beings directly or indirectly. Because any new development would be required to go through project-specific environmental review, the impacts would be less than significant.

APPENDIX 1

City of San José 2020 General Plan Amendments
Long Range Transportation Analysis

HEXAGON TRANSPORTATION CONSULTANTS, INC.

City of San José 2020 General Plan Amendments

Long Range Transportation Analysis

Prepared for:

City of San José

August 11, 2020

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Hexagon Job Number: 20RD10
Phone: 408.846.7410
Client Name: City of San José

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1. Introduction

This report presents the results of the long-range traffic impact analysis completed for the proposed City of San José 2020 General Plan Amendments (project). The project consists of amending the current adopted land use designations of the Envision San José 2040 General Plan (GP) for seven sites within the City of San José. The purpose of the General Plan Amendments (GPAs) traffic analysis is to assess the long-range impacts of the amendments on the citywide transportation system. The potential traffic impacts of the project were evaluated in accordance with the guidelines set forth by the City of San José for GPA traffic analysis.

The GPA analysis provides an evaluation of the changed circumstances of future conditions in the currently adopted Envision San José 2040 General Plan due to the proposed 2020 General Plan amendments. The adopted GP identifies long-range planned land uses and transportation system within the City projected to the Year 2040, which is the baseline for the evaluation of transportation impacts of the GPAs. The results of the analysis for the proposed land use adjustments are compared to the results of the adopted GP to determine if the proposed 2020 General Plan amendments would result in any new, or substantially more severe transportation impacts than those impacts that were already analyzed for the adopted GP.

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

The Envision San José 2040 General Plan Land Use/Transportation Diagram designates the type, intensity, and general distribution of planned land uses within San José. Because the 2020 General Plan amendments propose changes to sites' land use designations, this transportation analysis (TA) evaluates the incremental changes from uses and intensities allowed under the sites' current land use designations to the uses and intensities proposed under the proposed General Plan land use designations for each site. The baseline of the current land use designation is used (as opposed to the existing physical condition) because the General Plan EIR and subsequent reviews have already evaluated the potential transportation CEQA impacts of building out the adopted General Plan using an existing condition baseline in 2015. The existing condition baseline was reviewed, analyzed, and updated again as part of this study, and it was determined based on substantial evidence that the proposed 2020 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.

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 2020 GPA Site Descriptions

The project consists of amending the current adopted land use designations of the Envision San José 2040 General Plan (GP) for seven sites within the City of San José (see Figure 1). The GPA sites, described in detailed in the following chapter, include the following:

Site 1 – GPT18-009/PDC17-022 (1ST/Virginia Mixed-Use; "Wheelworks")
Site 2 – GP19-012/C19-042 (329 Gifford Avenue)
Site 3 – GP20-001/C20-007 (790 Portswood Drive)
Site 4 – GP19-008/H20-004 (276 Woz Way)
Site 5 – GP20-002 (1906 Via Reggio Court)
Site 6 – GP20-003 (1975 Cambrianna Avenue)
Site 7 – GP18-012 (Airport/Guadalupe Gardens)

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 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 special subareas, a proposed land use amendment that would result in an increase of more than 250 PM peak-hour trips to be generated by the subject site would be required to prepare a site-specific GPA traffic analysis.

Figure 1
Proposed GPA Site Locations

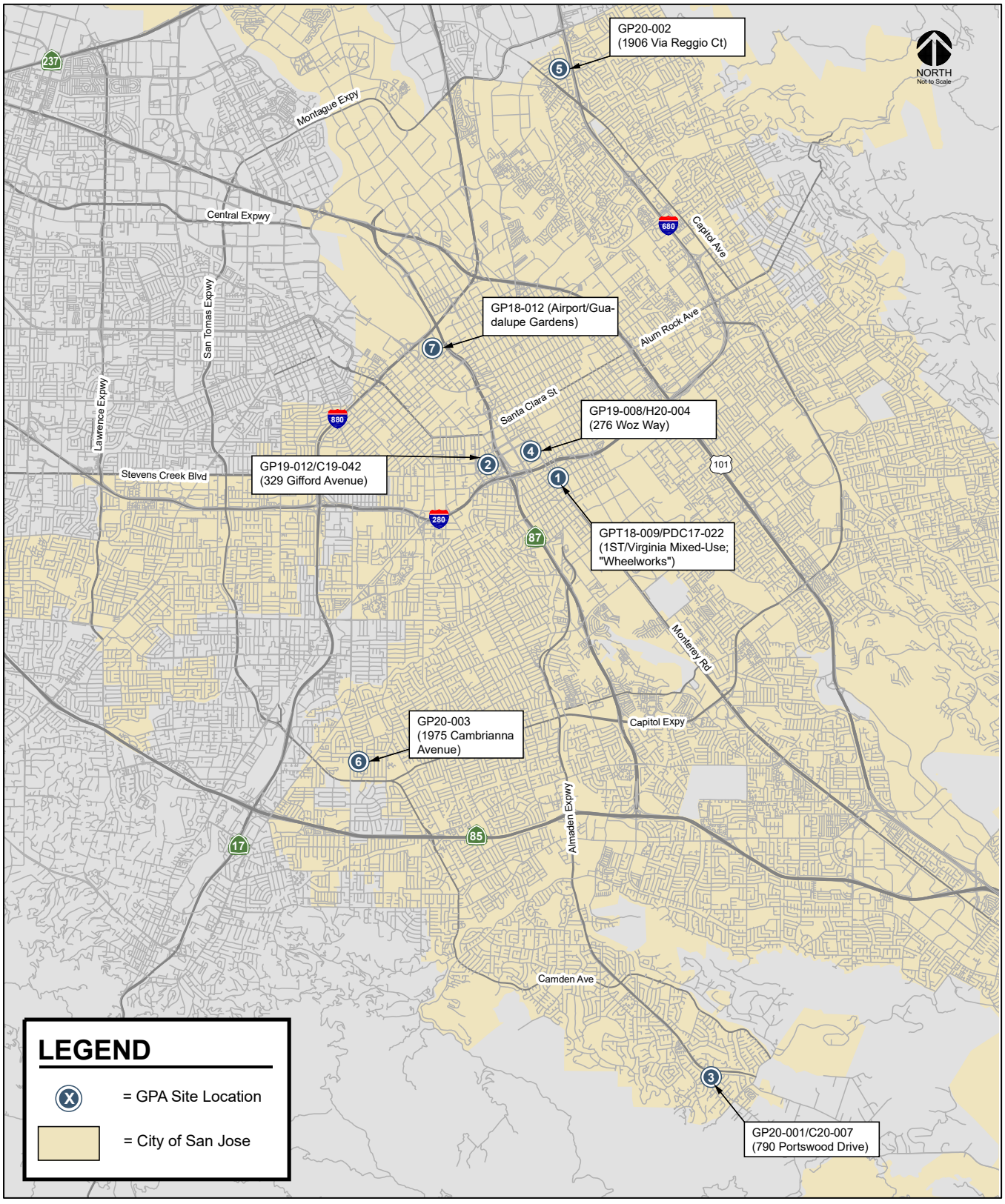


Table 1
Site-Specific Long-Range Transportation Analysis Screening Criteria for Land Use Amendments

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.

All of the seven subject GPA sites are located outside the special subareas, and therefore are subject to the 250 PM peak-hour trip threshold. The proposed land use amendments on three of the seven amendment sites would result in a net increase of more than 250 PM peak-hour trips (See Table 3 in the next chapter) and require a site-specific GPA traffic analysis.

The following GPA site requires a site-specific GPA traffic analysis:

- GP19-012/C19-042 (329 Gifford Avenue)
- P19-008/H20-004 (276 Woz Way)
- GP18-012 (Airport/Guadalupe Gardens)

Scope of Study

The purpose of the GPAs transportation analysis is to assess the long-range impacts of the proposed amendments on the citywide transportation system. This study includes an evaluation of the cumulative impacts of all seven GPA sites with the proposed land use amendments. The study also provides the required site-specific GPA traffic analysis for the above identified GPA sites. 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 transportation analysis.

The project consists of land use changes to the current adopted GP land uses. The project does not propose any changes to the citywide transportation system. The GPA long-range analysis focuses on the potential changes on the citywide transportation system in the horizon year of the GP (2040) when the GP capacities for housing and jobs are fully developed. The analysis includes evaluation of increased vehicle miles traveled, increased traffic volume on specified roadway segments, impacts to

travel speeds on transit priority corridors, and impacts to pedestrian, bicycle, and transit facilities. Impacts are evaluated based on the same Measures of Effectiveness (MOEs) and significance criteria utilized in the Envision San José 2040 GP TIA. 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 and adopted 2019 GP Amendments) is added to regional growth that can be reasonably expected to occur by 2040. Current 2040 GP conditions include the current roadway network as well as all transportation system improvements as identified in the current GP.
- **Cumulative 2040 General Plan Amendment Conditions:** Current 2040 GP conditions with the proposed land use amendments at all seven proposed GPA sites. Transportation conditions for the Cumulative 2040 GPA conditions were evaluated relative to the currently adopted 2040 GP Conditions to determine any long-range traffic impacts.
- **Proposed 2040 General Plan Amendment Conditions:** Current 2040 GP conditions with the proposed land use amendments at each of the proposed GPA sites for which a site-specific analysis is required. Transportation conditions for the Proposed 2040 GPA conditions were evaluated relative to the currently adopted 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 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 the proposed GPAs. Chapters 5, 6, and 7 present the site-specific analyses for the 329 Gifford Avenue, 276 Woz Way, Airport/Guadalupe Gardens GPA sites, respectively. Chapter 8 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 seven sites. The amendment sites are described in more detail below along with peak-hour trip generation estimates for each of the proposed GPA 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. Subsequent reviews in 2010, 2011, and 2016 resulted in the currently adopted General Plan, which includes a base year of 2015 and horizon year of the planned land uses to the Year 2040. Thus, the adopted General Plan 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 the Department of Planning, Building, and Code Enforcement and provided to Hexagon for use in this analysis.

Amendment Sites

The project includes seven proposed GPA sites: GPT18-009/PDC17-022, GP19-012/C19-042, GP20-001/C20-007, GP19-008/H20-004, GP20-002, GP20-003, GP18-012. 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 land uses and density for each proposed site under the current 2040 GP and the proposed GPAs. 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.

Table 2
Existing General Plan and Proposed GPA Land Uses

Site Number	Project Name	Location	APN	Size (acres)	Existing General Plan		Proposed General Plan Amendment	
					Land Use	Density	Land Use	Density
1	GPT18-009/PDC17-022; 1ST/Virginia Mixed-Use; "Wheelworks"	838, 831, 833, 802 S 1st Street	472-17-005, -006, -034, -095	1.19	Mixed-Use Commercial (MCU); Mixed-Use Neighborhood (MUN)	MUC: up to 50 DU/AC; FAR 0.5 to 4.5 MUN: up to 30 DU/AC; FAR 0.25 to 2	Transit Residential	50-250 DU/AC; FAR 2.0 to 12.0
2	GP19-012/C19-042 (329 Gifford Avenue)	321, 323, 327, 329 Gifford Avenue; 462, 466, 470 W. San Carlos Street	264-20-082, -083, -084, -085, -086, -087, -088	0.44	Residential Neighborhood	8 DU/AC (match existing neighborhood character); FAR up to 0.7	Downtown	50-800 DU/AC; typical FAR 2.0 to 12.0, max FAR 30.0
3	GP20-001/C20-007 (790 Portswood Drive)	790 Portswood Drive; 0 Bret Harte Drive	701-48-057; 701-58-048	8.60	Transportation and Utilities	N/A	Residential Neighborhood	8 DU/AC; FAR up to 0.7
4	GP19-008/H20-004 (276 Woz Way)	Generally bounded by Woz Way, Almaden Boulevard, Reed Street, and Guadalupe River	264-31-037, -038, -039, -040, -041, -042, -043, -044, -092, -061, -062, -063, -064, -065, -066, -067, -107, -108	3.08	Public Quasi Public	100 DU/AC	Downtown	50-800 DU/AC; typical FAR 2.0 to 12.0, max FAR 30.0
5	GP20-002 (1906 Via Reggio Court)	1906 Via Reggio Court	092-01-018	1.64	Mixed-Use Commercial	up to 50 DU/AC; FAR 0.5 to 4.5	Urban Residential	30-95 DU/AC; FAR 1.0 to 4.0
6	GP20-003 (1975 Cambrianna Avenue)	1975 Cambrianna Avenue	414-21-062	2.50	Public Quasi Public	N/A	Residential Neighborhood	8 DU/AC; FAR up to 0.7
7	GP18-012 (Airport/Guadalupe Gardens)	Generally bounded by I-880, SR 87, Taylor Street, and Coleman Avenue	230-38-104; 230-38-076; 259-02-131; 259-08-102; 259-08-072; 259-08-101	11.60	Open Space Parkland and Habitat	N/A	Neighborhood Community/Commercial (NCC); Combined Industrial/Commercial (CIC)	NCC: 10 acres CIC: 1.6 acres

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 2020).

Table 3
Changes in Households, Jobs, and Peak-Hour Trips Due to Proposed 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
1	GPT18-009/PDC17-022; 1ST/Virginia Mixed-Use; "Wheelworks"	491	224	669	236	178	12	102	131
2	GP19-012/C19-042 (329 Gifford Avenue)	578	662	761	1,199	183	537	273	**352**
3	GP20-001/C20-007(790 Portswood Drive)	1,704	378	1,773	378	69	0	51	56
4	GP19-008/H20-004(276 Woz Way)	29	2,349	0	8,760	-29	6411	1,161	**1,932**
5	GP20-002(1906 Via Reggio Court)	707	116	771	116	64	0	41	45
6	GP20-003(1975 Cambrianna Avenue)	541	108	561	108	20	0	12	13
7	GP18-012 (Airport/Guadalupe Gardens)	18	138	18	741	0	603	365	**576**

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 GP Amendments.

Outlined indicates GPA that results in an increase in peak hour trips greater than 250 PM trips and requires site-specific GPA traffic analysis.

Source: City of San Jose Planning Department, June 2020.
City of San Jose Travel Forecasting Model runs completed July 2020 by Hexagon Transportation Consultants, Inc.

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

- **Site 1 - GPT18-009/PDC17-022 (1ST/Virginia Mixed-Use/Wheelworks):** The 1.19-acre site is located between First Street and Second Street, just south of Virginia Street. Figure 2 shows the location of the site. The adopted GP land use designation for the site is *Mixed-Use Commercial/Mixed-Use Neighborhood* and the proposed amendment involves changing the adopted land use to *Transit Residential*. The proposed amendment would result in 178 additional households and 12 additional jobs on the site. Based on the TDF modeling results, the proposed amendment would not result in a substantial net increase of peak-hour trips generated by GPT18-009/PDC17-022 and a site-specific GPA traffic analysis is not required.
- **Site 2 - GP19-012/C19-042 (329 Gifford Avenue):** The 0.44-acre site, located at 462-470 W. San Carlos Street and 321-329 Gifford Avenue, is bounded by San Carlos Street to the north, Gifford Avenue to the east, and commercial uses to the west and south. Figure 3 shows the location of the site. The adopted GP land use designation for the site is *Residential Neighborhood*, and the proposed amendment involves changing the adopted land use to *Downtown*. The proposed amendment would result in 183 additional households and 537 additional jobs on the site. Based on the TDF modeling results, the increase in households and jobs would result in a net increase of greater than 250 PM peak-hour trips to the GP19-012/C19-042 site. *Therefore, the preparation of a site-specific GPA traffic analysis for the proposed land use amendment on the GP19-012/C19-042 site is required.*
- **Site 3 - GP20-001/C20-007 (790 Portswood Drive):** The 8.60-acre site is generally located on the vacant parcels north and south of Almaden Expressway at Hampswood Way and Portswood Drive. Figure 4 shows the location of the site. The adopted GP land use designation for the site is *Transportation and Utilities* and the proposed amendment involves changing the adopted land use to *Residential Neighborhood*. The proposed amendment would result in 69 additional households on the site. Based on the TDF modeling results, the proposed amendment would not result in a substantial net increase of peak-hour trips generated by GP20-001/C20-007 and a site-specific GPA traffic analysis is not required.
- **Site 4 - GP19-008/H20-004 (276 Woz Way):** The 3.08-acre site is generally bounded by Woz Way to the north, Almaden Boulevard to the east, Reed Street to the south, and Guadalupe River to the west. Figure 5 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 *Downtown*. The proposed amendment would result in 29 fewer households and 6,411 additional jobs on the site. Based on the TDF modeling results, the increase in jobs would result in a net increase of greater than 250 PM peak-hour trips to the GP19-008/H20-004 site. *Therefore, the preparation of a site-specific GPA traffic analysis for the proposed land use amendment on the GP19-008/H20-004 site is required.*
- **Site 5 - GP20-002 (1906 Via Reggio Court):** The 1.64-acre site is located on the northwest corner of the intersection of Lakewood Drive and Cropley Avenue. Figure 6 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 *Urban Residential*. The proposed amendment would result in 64 additional households on the site. Based on the TDF modeling results, the proposed amendment would not result in a substantial net increase of peak-hour trips generated by GP20-002 and a site-specific GPA traffic analysis is not required.
- **Site 6 - GP20-003 (1975 Cambrianna Avenue):** The 2.50-acre site is located on the north side of Cambrianna Avenue and east of 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*. The

proposed amendment would result in 20 additional households on the site. Based on the TDF modeling results, the proposed amendment would not result in a substantial net increase of peak-hour trips generated by GP20-003 and a site-specific GPA traffic analysis is not required.

- **Site 7 - GP18-012 (Airport/Guadalupe Gardens):** The 11.60-acre site is generally bounded by I-880 to the north, SR 87 to the east, Taylor Street to the south, and Coleman Avenue to the west. Figure 8 shows the location of the site. The adopted GP land use designations for the site include *Open Space Parkland and Habitat* and the proposed amendment involves changing the adopted land uses to *Neighborhood Community or Commercial*. The proposed amendment would result in 603 additional jobs on the site. Based on the TDF modeling results, the increase in households would result in a net increase of greater than 250 PM peak-hour trips to the GP18-012 site. *Therefore, the preparation of a site-specific GPA traffic analysis for the proposed land use amendment on the GP18-012 site is required.*

Figure 2
Location of GPA Site 1: GPT18-009/PDC17-022 (1st/Virginia Mixed-Use and Wheelworks)

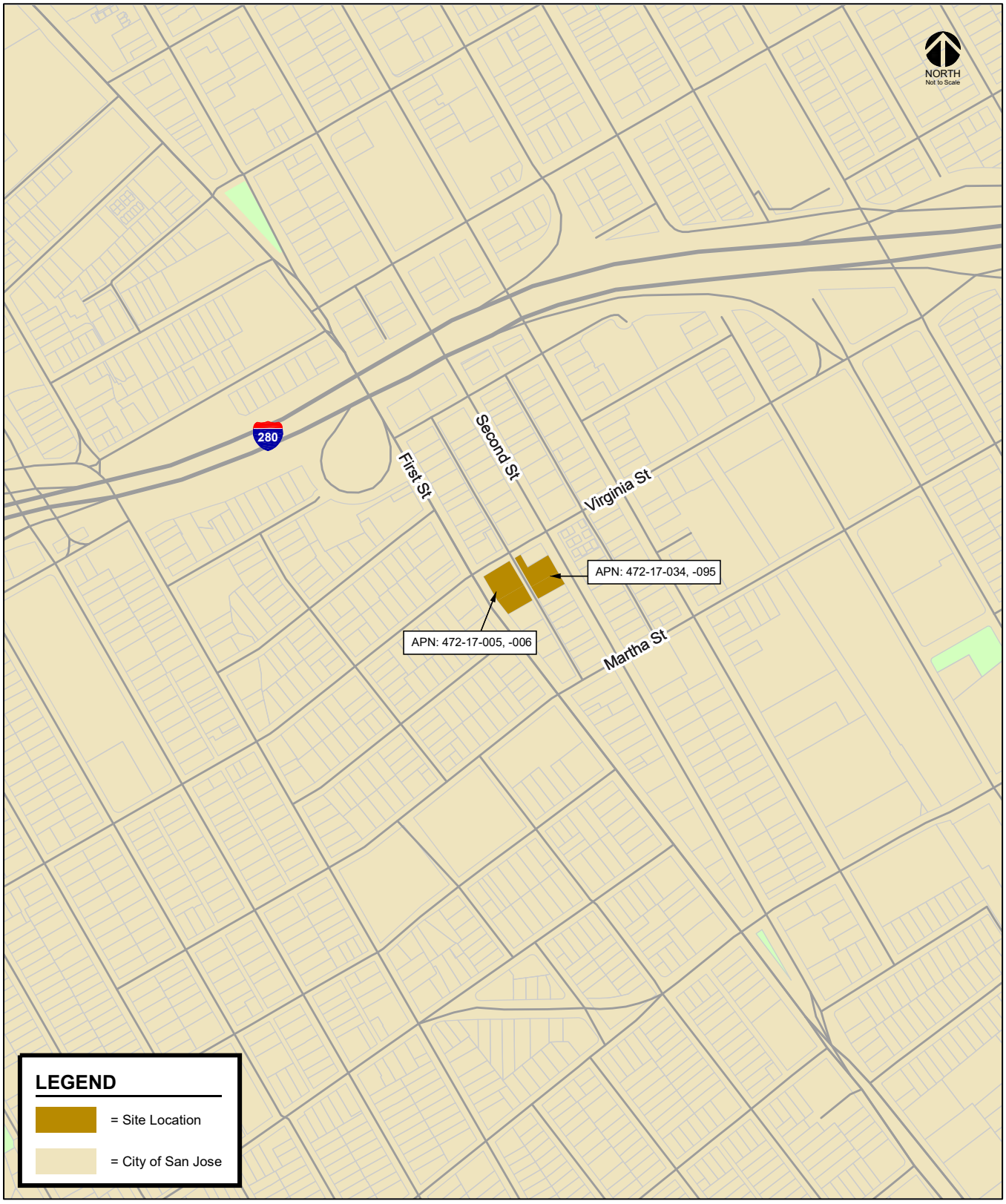


Figure 3
Location of GPA Site 2: GP19-012/C19-042 (329 Gifford Avenue)

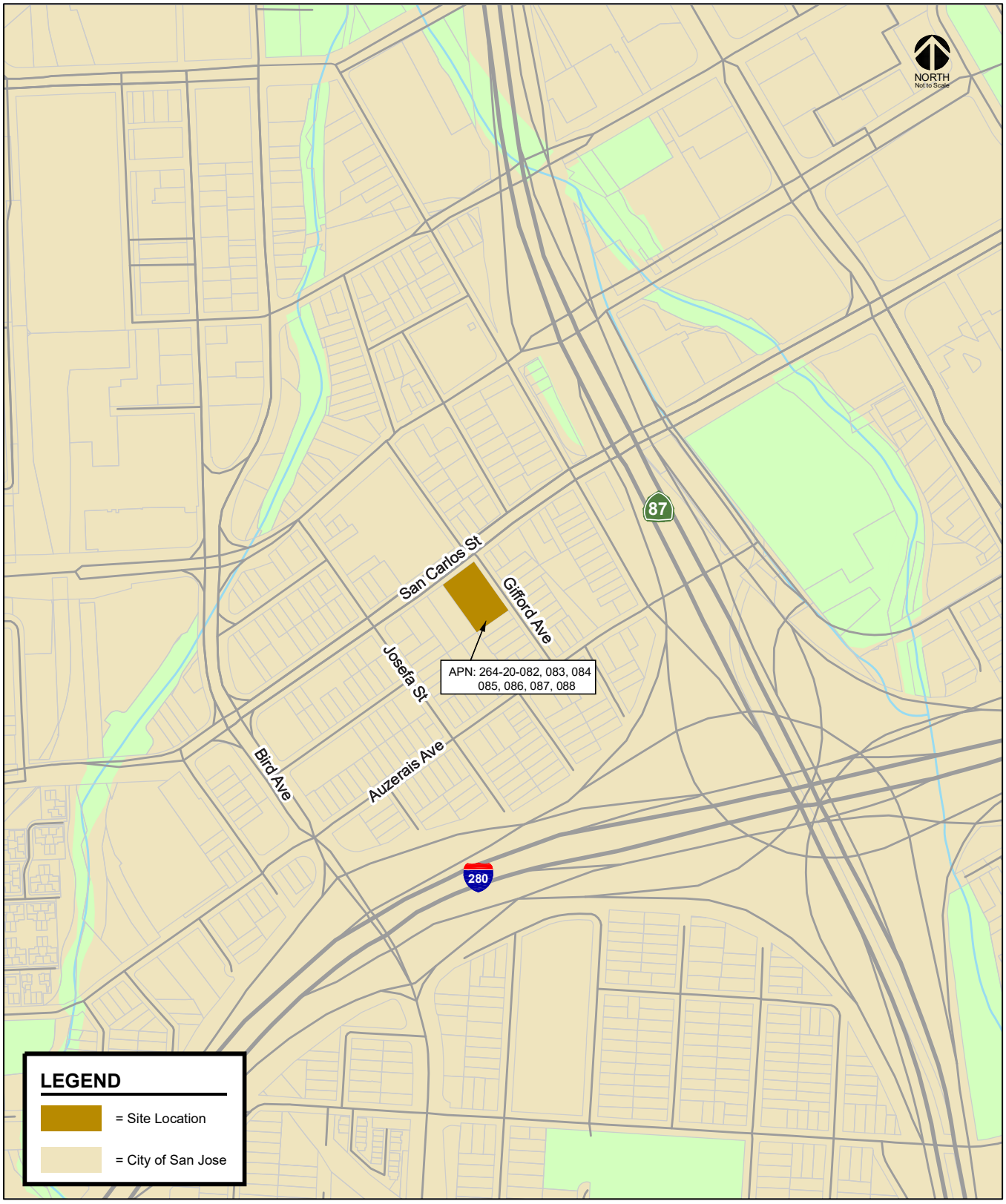


Figure 4
Location of GPA Site 3: GP20-001/C20-007 (790 Portswood Drive)

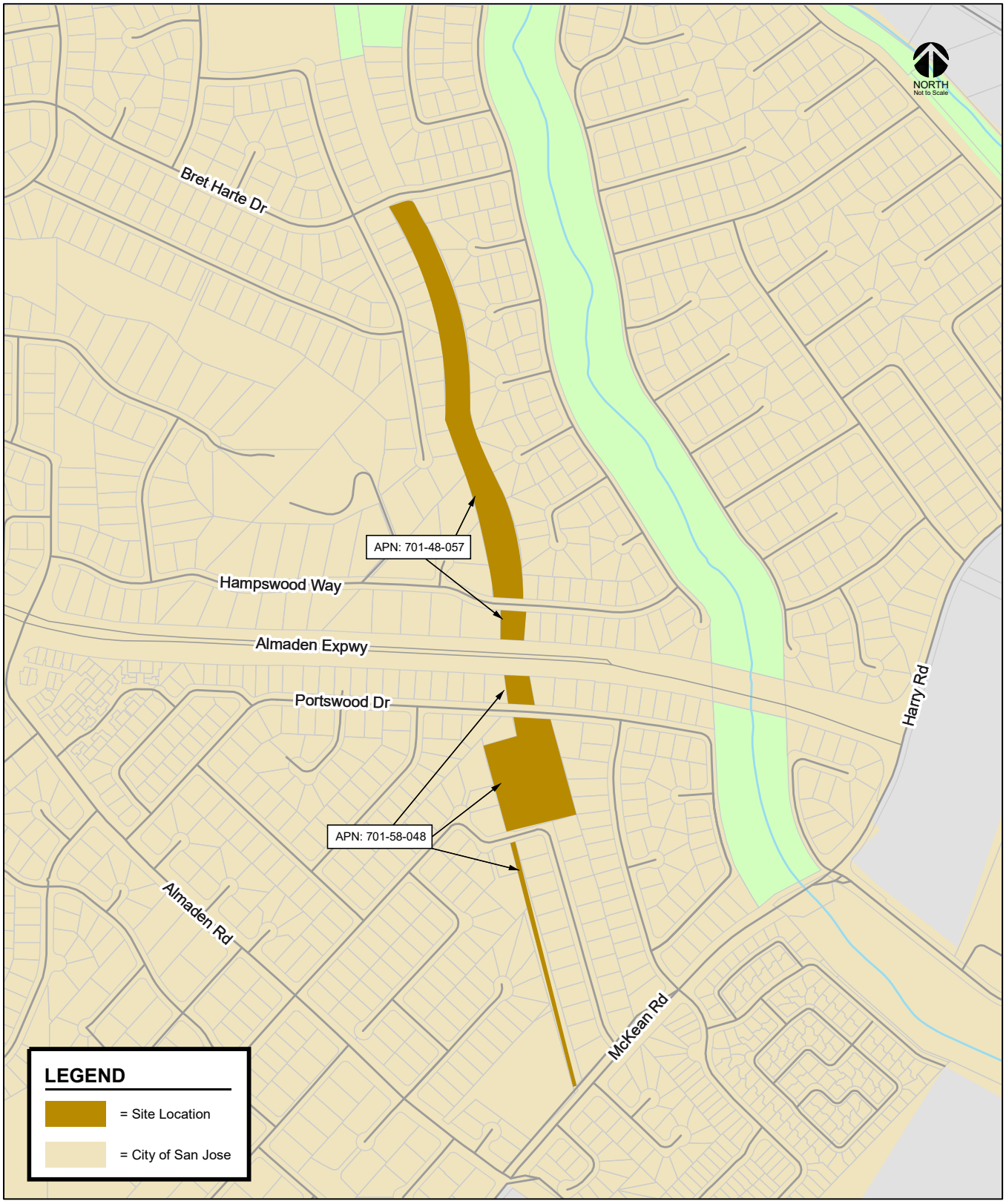


Figure 5
Location of GPA Site 4: GP19-008/H20-004 (276 Woz Way)

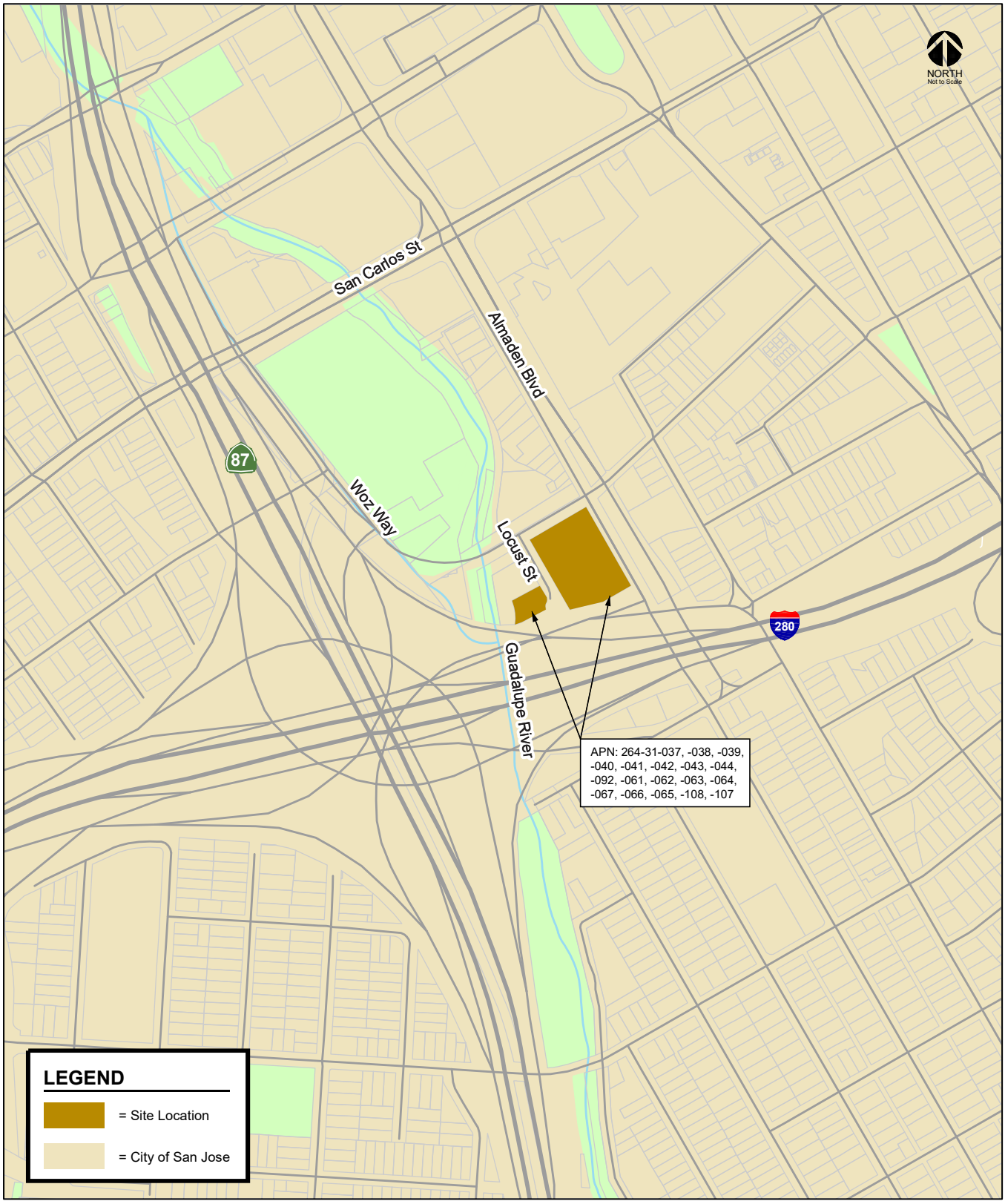


Figure 6
Location of GPA Site 5: GP20-002 (1906 Via Reggio Court)

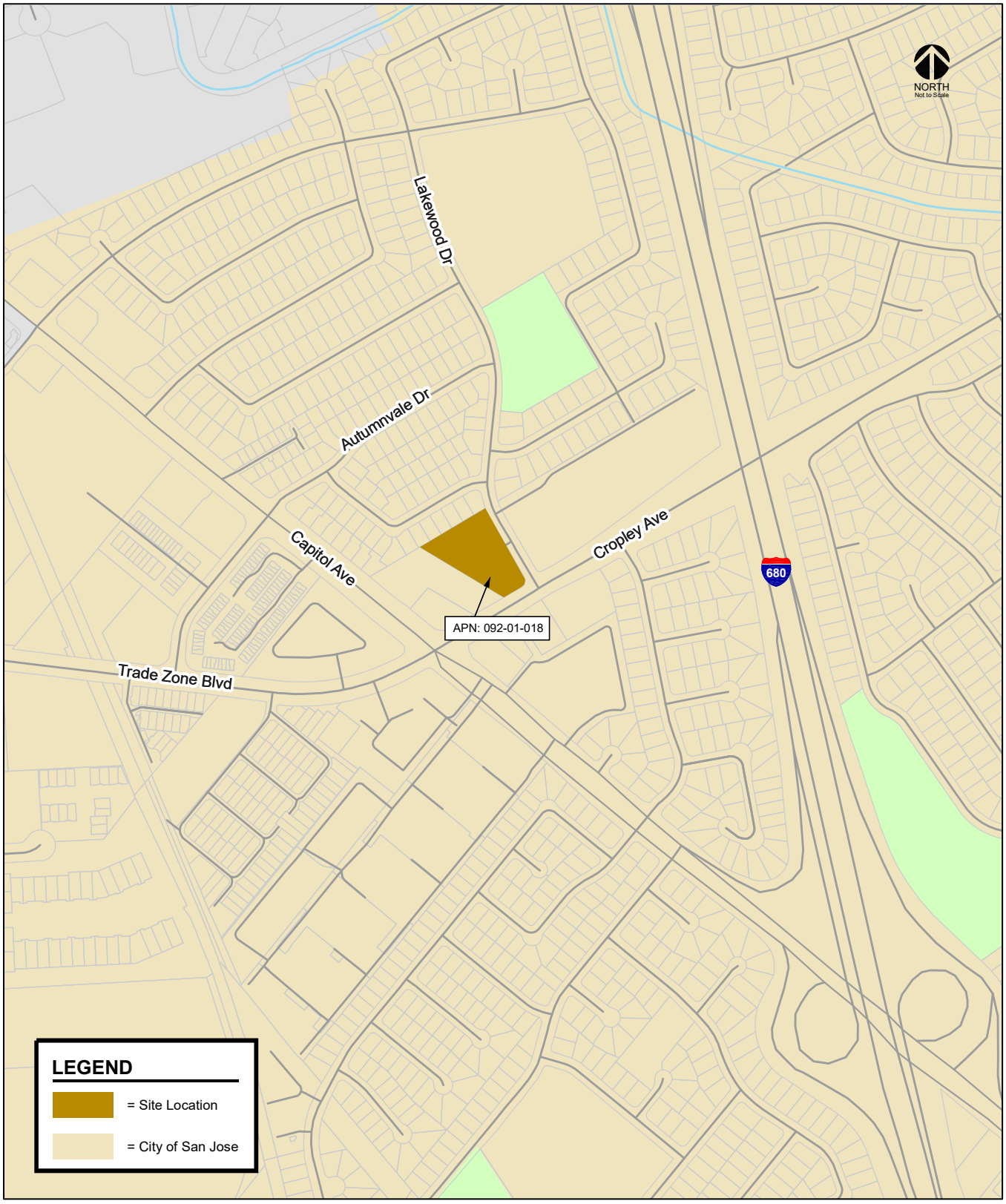


Figure 7
Location of GPA Site 6: GP20-003 (1975 Cambrianna Avenue)

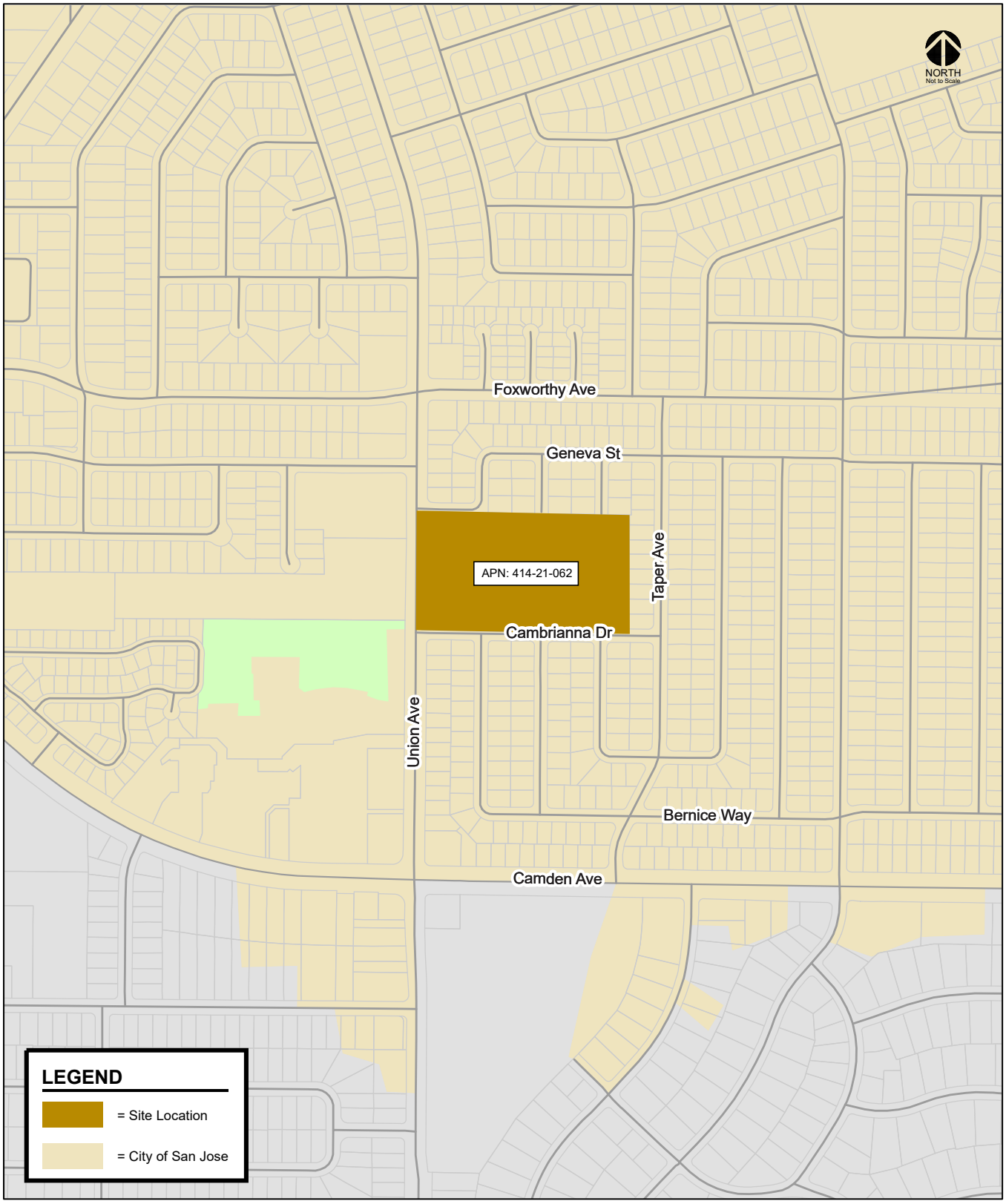
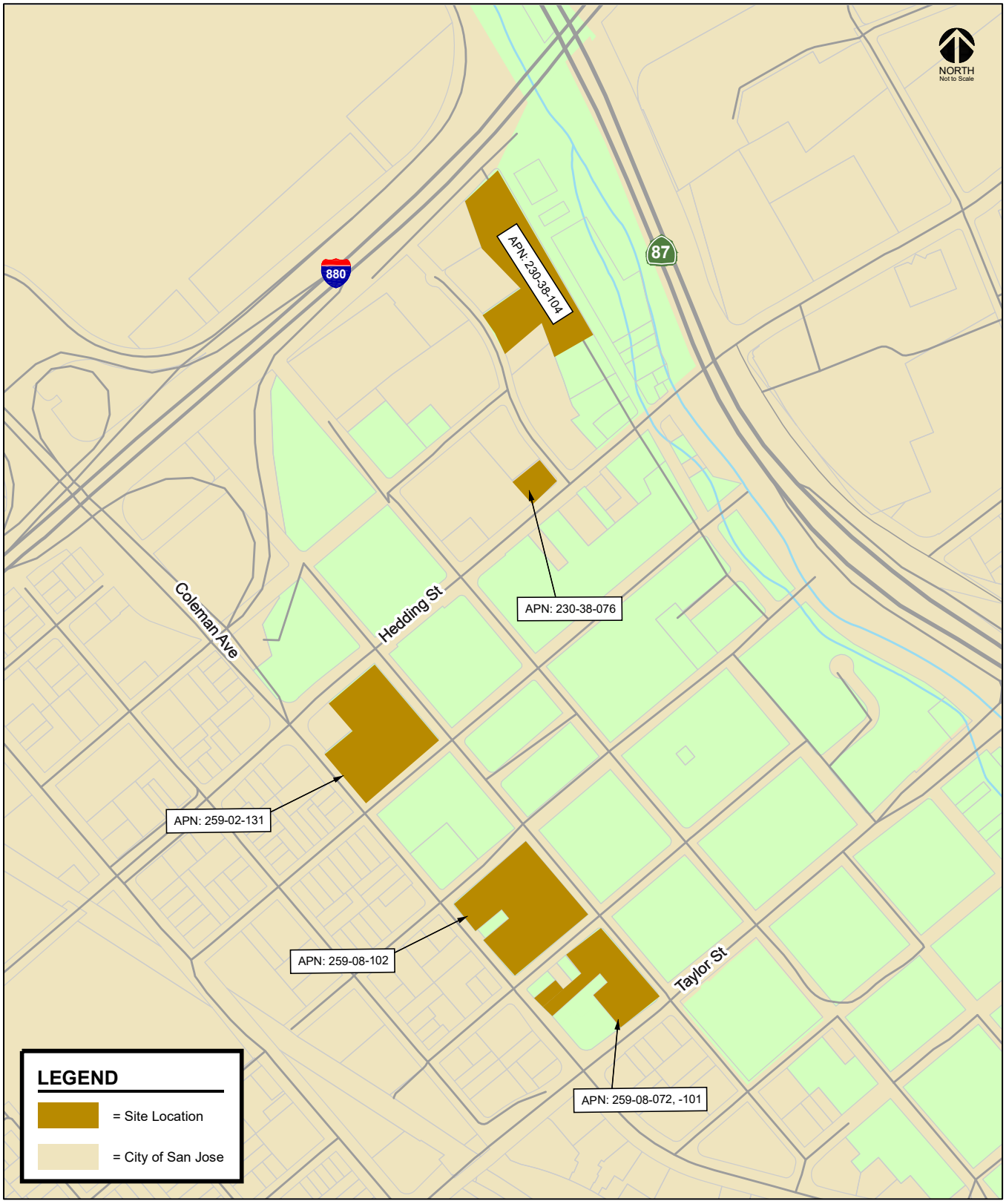


Figure 8
Location of GPA Site 7: GP18-012 (Airport/Guadalupe Gardens)



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 project-specific transportation analyses (TAs).

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.

Significance Impact Criteria

The City of San José adopted policies and goals in Envision San José 2040 to reduce the drive alone mode share to no more than 40 percent of all daily commute trips, and to reduce the VMT per service population by 40 percent from existing (year 2015) conditions. To meet these goals by the GP horizon year and to satisfy CEQA requirements, the City developed a set of MOEs and associated significance thresholds to evaluate long-range transportation impacts resulting from land use adjustments. Table 4 summarizes the significance thresholds associated with vehicular modes of transportation as defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments, Table 11) for the evaluation of long-range traffic impacts resulting from proposed land use adjustments and used in this analysis.

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;

Table 4
MOE Significance Thresholds

MOE	Citywide Threshold
VMT/Service Population	Any increase over current 2040 General Plan conditions
Mode Share (Drive Alone %)	Any increase in journey-to-work drive alone mode share over current 2040 General Plan conditions
Transit Corridor Travel Speeds	Decrease in average travel speed on a transit corridor below current 2040 General Plan conditions in the AM peak one-hour period when: 1. The average speed drops below 15 mph or decreases by 25% or more, or 2. The average speed drops by one mph or more for a transit corridor with average speed below 15 mph under current 2040 General Plan conditions.
Source: City of San Jose Transportation Analysis Handbook, April 2018.	

- 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 2020 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.

Vehicle Miles Traveled Per Service Population

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

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

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

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

As shown in Table 5, the citywide daily VMT and the VMT per service population would decrease due to the proposed land use amendments when compared to the current GP. This is because (1) the total number of jobs and households would not change citywide as a result of the GPAs (only shifting of households and jobs would occur) and (2) the addition of households to areas with more jobs and transit options. Vehicle trips citywide would be reduced due to the reallocation of jobs and housing within and surrounding the downtown area which provides for greater opportunities for multi-modal travel. The availability of current and planned transit, bicycle, and pedestrian facilities in the area of the

Table 5
Daily Vehicle Miles Traveled Per Service Population

	Base Year (2015)	2040 General Plan (Baseline)	2040 General Plan Plus GPAs
Citywide Daily VMT	17,505,088	28,035,508	27,995,252
Citywide Service Population	1,392,946	2,054,758	2,054,758
- Total Households	319,870	429,350	429,350
- Total Residents	1,016,043	1,303,108	1,303,108
- Total Jobs	376,903	751,650	751,650
Daily VMT Per Service Population	12.57	13.64	13.62
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 2020
by Hexagon Transportation Consultants, Inc.

GPA sites will result in an increase in trips made by transit and other non-vehicular modes. Therefore, cumulatively, the proposed 2020 GPAs would result in a *less than significant* impact on citywide daily VMT per service population.

Findings: Compared to the current GP, the proposed land use adjustments would not result in an increase in citywide VMT per service population. Therefore, cumulatively, the proposed 2020 GPAs would result in a *less than significant* impact on citywide daily VMT per service population. It is important to note that the VMT per service population is based on raw model output and does not reflect the implementation of adopted GP policies and goals that would further reduce VMT by increased use of non-auto modes of travel.

Journey-to-Work Mode Share

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

Table 6 summarizes the citywide journey-to-work mode share analysis results. When compared to the current Envision San José 2040 GP, the percentage of journey-to-work drive alone trips would decrease slightly and the percentage of transit and bike trips would increase slightly as a result of the proposed GPAs. Therefore, cumulatively, the proposed 2020 GPAs would result in a *less than significant* impact on citywide journey-to-work drive alone mode share.

Table 6
Journey-to-Work Mode Share

Mode	Base Year (2015)		2040 General Plan (Baseline)		2040 General Plan Plus GPAs	
	Trips	%	Trips	%	Trips	%
Drive Alone	753,264	79.69%	1,092,462	71.70%	1,090,766	71.61%
Carpool 2	85,496	9.04%	137,781	9.04%	137,904	9.05%
Carpool 3+	28,526	3.02%	54,781	3.60%	54,696	3.59%
Transit	48,181	5.10%	182,827	12.00%	183,931	12.08%
Bicycle	14,120	1.49%	26,337	1.73%	26,412	1.73%
Walk	15,666	1.66%	29,451	1.93%	29,514	1.94%
Increase in Drive Alone Percentage over General Plan Conditions						-0.09%
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 2020
by Hexagon Transportation Consultants, Inc.

Findings: The proposed land use adjustments will not result in an increase of drive alone trips when compared to the current GP conditions. Therefore, cumulatively, the proposed 2020 GPAs 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 7 presents the average vehicle speeds on the City's 14 transit priority corridors (i.e., Grand Boulevard segments) during the AM peak-hour of traffic. When compared to travel speeds under current GP conditions, the change in traffic resulting from the proposed land use amendments would have minimal effect on the travel speeds in the transit corridors. The TDF model estimates a decrease in travel speeds of 0.1 mph or less (or a change of 0.4% or less) on one corridor due to the proposed GPAs. Travel speeds on the remaining corridors would improve slightly or remain unchanged when compared to the current GP. Therefore, cumulatively, the proposed 2020 GPAs would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

Table 7
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		
	Speed (mph)	Speed (mph)	Speed (mph)	% Change (GPplusGPAs - GP) / GP	Absolute Change (GPplusGPAs - GP)
2nd Street from San Carlos Street to St. James Street	16.6	15.3	15.3	0.0%	0.0
Alum Rock Avenue from Capitol Avenue to US 101	21.3	16.6	16.7	0.6%	0.1
Camden Avenue from SR 17 to Meridian Avenue	23.1	16.3	16.5	1.2%	0.2
Capitol Avenue from South Milpitas Boulevard to Capitol Expressway	27.1	22.6	22.6	0.0%	0.0
Capitol Expressway from Capitol Avenue to Meridian Avenue	33.0	26.7	26.6	-0.4%	-0.1
East Santa Clara Street from US 101 to Delmas Avenue	20.4	15.3	15.8	3.3%	0.5
Meridian Avenue from Park Avenue to Blossom Hill Road	24.9	20.0	20.0	0.0%	0.0
Monterey Road from Keyes Street to Metcalf Road	27.4	19.3	19.4	0.5%	0.1
North 1st Street from SR 237 to Keyes Street	21.3	13.6	13.8	1.5%	0.2
San Carlos Street from Bascom Avenue to SR 87	24.8	19.8	20.0	1.0%	0.2
Stevens Creek Boulevard from Bascom Avenue to Tantau Avenue	24.3	18.8	18.8	0.0%	0.0
Tasman Drive from Lick Mill Boulevard to McCarthy Boulevard	22.7	13.8	14.0	1.4%	0.2
The Alameda from Alameda Way to Delmas Avenue	20.5	13.8	14.0	1.4%	0.2
West San Carlos Street from SR 87 to 2nd Street	20.0	18.8	18.8	0.0%	0.0

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 2020 by Hexagon Transportation Consultants, Inc.

Findings: The proposed land use adjustments would not result in a decrease in travel speeds greater than one mph or 25 percent on any of the 14 transit priority corridors when compared to current GP conditions. Therefore, cumulatively, the proposed 2020 GPAs would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

Impacts on Transit, Bicycle, and Pedestrian Circulation

Transit Services or Facilities

Planned transit services and facilities include additional rail service via the future Bay Area Rapid Transit (BART) extension, light rail transit (LRT) extensions, new bus rapid transit (BRT) services, and the proposed California High Speed Rail (HSR) project. The proposed 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 2020 GPA's land use

adjustments would not substantially disrupt existing or interfere with planned transit services or facilities.

Bicycle Facilities

The adopted Envision San José 2040 GP supports the goals outlined in the City's Better Bike Plan 2025 and contains policies to encourage bicycle trips (Policies TR-1.1, TR-1.2,TR-1.4 through TR-1.9, TR 2.1 through TR 2.11, TR-7.1, TN-1.1 through TN-1.5, TN-2.1 through TN-2.7, and TN-3.1 through 3.6; Implementing Actions TR-1.12 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 2020 GPA land use adjustments would not substantially disrupt existing or interfere with planned bicycle facilities; conflict or create inconsistencies with adopted bicycle plans, guidelines, policies, or standards; and provide insecure and unsafe bicycle parking in adequate proportion to anticipated demand.

Pedestrian Facilities

The adopted Envision San José 2040 GP contains goals and policies (Policies TR-1.1, TR-1.2,TR-1.4 through TR-1.9, TR-2.1 through TR-2.11, TR-7.1, TN-1.1 through TN-1.5, TN-2.1 through TN-2.7, and TN-3.1 through 3.6; Implementing Actions TR-1.12 through TR-1.15, TR-2.12 through TR-2.21, TR-7.2, TR-7.3, TN-1.6, TN-2.8 through 2.10, and TN-3.7; Performance Measures TN-2.11, TN-2.12) to improve pedestrian walking environment, increase pedestrian safety, and create a land use context to support non-motorized travel. The proposed 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 2020 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 practice.

5. 329 Gifford Avenue (Site-Specific GPA Traffic Analysis)

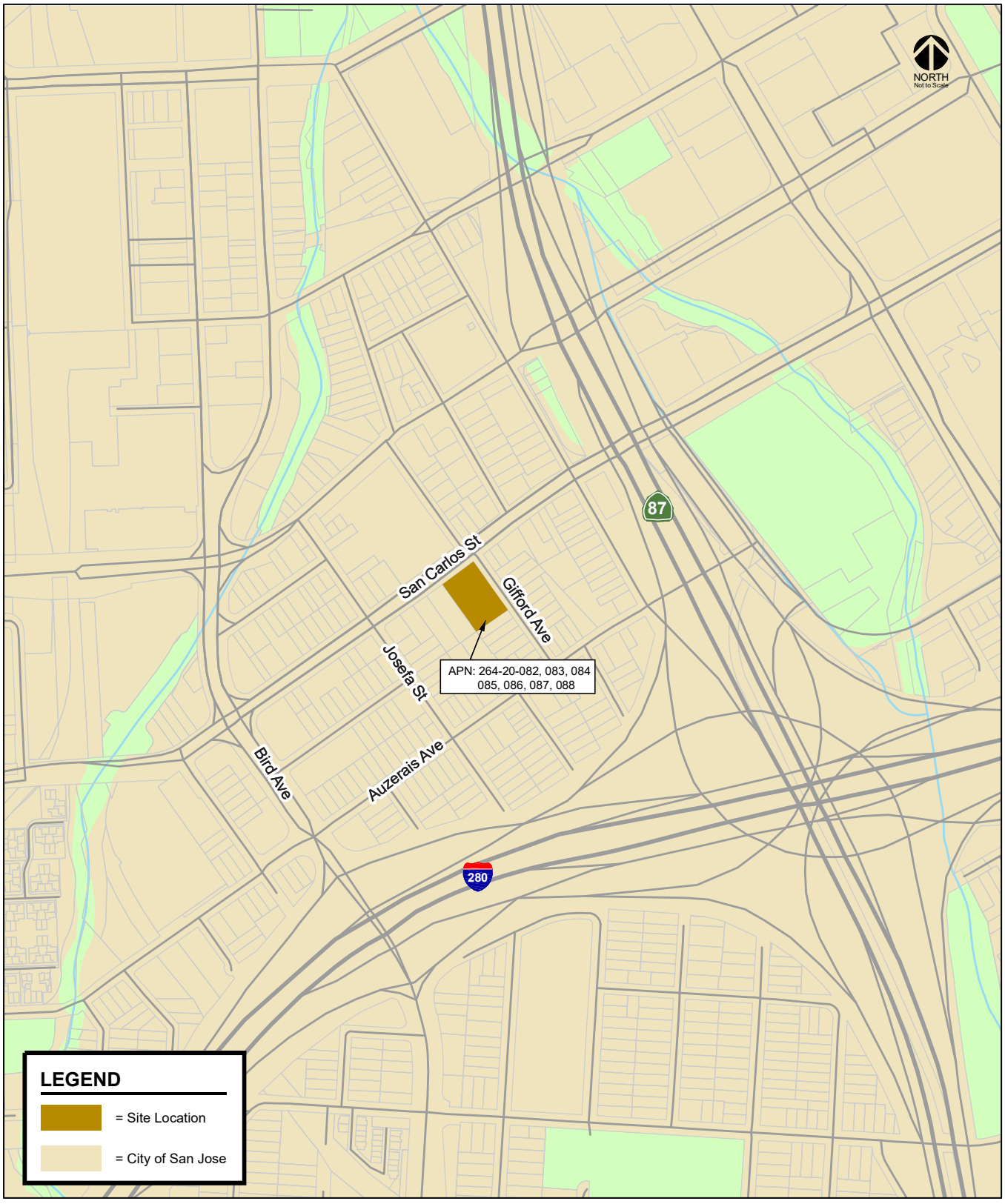
This report presents the results of the long-range site-specific transportation analysis for the proposed 329 Gifford Avenue General Plan Amendment (GP19-012/C19-042). The purpose of the General Plan Amendment (GPA) transportation analysis is to assess the long-range impacts of the proposed land use amendment to the 329 Giffford Avenue General Plan site on the citywide transportation system. The potential transportation 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 transportation 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 0.44-acre site, located at 462-470 W. San Carlos Street and 321-329 Gifford Avenue, is bounded by San Carlos Street to the north, Gifford Avenue to the east, and commercial uses to the west and south. The site is located within the Downtown Growth Area Boundary per the Envision San José 2040 GP. The GPA site location is presented on Figure 9. The adopted GP land use designation for the site is *Residential Neighborhood,* which provides for a density of 8 dwelling units per acre (DU/AC) and a floor area ratio (FAR) of up to 0.7. The proposed amendment involves changing the adopted land use to *Downtown*, which includes a density of 50-800 DU/AC and a max FAR of 30.0. The site is currently occupied by three single-family homes and a used car dealership. 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 PM 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 329 Gifford Avenue GPA site is not located within the special subareas. According to the TDF modeling results, the proposed amendment at the 329 Gifford Avenue site would result in 183 additional households and 573 additional jobs on the site. The increase in households and jobs would result in an

Figure 9
329 Gifford Avenue GPA – GPA Site Location



additional 273 AM and 352 PM peak-hour trips at the 329 Gifford Avenue GPA site when compared to the current GP land use designation (see Table 8). 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.

Table 8
329 Gifford Avenue GPA – Changes in Households, Jobs, and Peak-Hour Trips Due to Proposed GPA

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	GP19-012/C19-042 (329 Gifford Avenue)	578	662	761	1,199	183	537	273	**352**

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 GP Amendments.
Outlined indicates GPA that results in an increase in peak hour trips greater than 250 PM trips and requires site-specific GPA traffic analysis.
Source: City of San Jose Planning Department, June 2020.
City of San Jose Travel Forecasting Model runs completed July 2020 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, 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 is added to regional growth that can be reasonably expected to occur by 2040. Current 2040 GP conditions include the current roadway network as well as all transportation system improvements as identified in the current GP.
- **Proposed 2040 General Plan Amendment Conditions:** Current 2040 GP conditions with the proposed land use amendment for the 329 Gifford Avenue GP site. Transportation conditions for the Proposed 2040 GP Amendment Conditions were evaluated relative to the currently adopted 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 in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project site is provided by State Route 87 and the Interstate 280/680 freeway. Local site access is provided by Bird Avenue, Montgomery Street, San Carlos Street, Auzerais Avenue, and Gifford Avenue. The freeways and local roadways are described below.

State Route 87 is primarily a six-lane freeway (four mixed-flow lanes and two HOV lanes) that is aligned in a north-south orientation within the project vicinity. SR 87 begins at its interchange with SR 85 and extends northward, terminating at its junction with US 101. Connections from SR-87 to the project site are provided via partial interchanges at Park Avenue (ramps to and from north), Auzerais Avenue (ramps to south only), and Woz Way (ramp from south only). SR 87 provides access to I-280/I-680 and US-101.

Interstate 280 connects from US-101 in San Jose to I-80 in San Francisco. It is generally an eight-lane freeway in the vicinity of downtown San Jose. It also has auxiliary lanes between some interchanges. 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 the project site are provided via its full interchange at Bird Avenue.

Bird Avenue is a four-lane north-south roadway, designated as a City Connector Street in the General Plan, that provides access to I-280 via a full interchange. Bird Avenue runs from the Willow Glen Area of San Jose to San Carlos Street, where it transitions into Montgomery Street. Land uses located along Bird Avenue are generally commercial north of the I-280 interchange and residential south of the interchange, with parking provided on both sides of the street in most areas. Bike lanes are provided along both sides of Bird Avenue, south of Virginia Street, while the segment between Virginia Street and San Carlos Street is a designated bike route.

Montgomery Street is a north-south roadway that extends between San Carlos Street and Santa Clara Street. Between Santa Clara Street and Park Avenue, Montgomery Street is a two-lane, one-way (southbound), General Plan-designated Grand Boulevard that works as a couplet with Autumn Street. Between Park Avenue and San Carlos Street, it is a two-way Connector Street with three southbound travel lanes, two northbound travel lanes, and bike lanes along both sides of the street. Montgomery Street is lined with commercial and industrial land uses, it includes parking along both sides of the street in most areas, and has a posted speed limit of 35 mph. Access to the project site from Montgomery Street would be provided via its intersection with San Carlos Street.

San Carlos Street is a four-lane east-west roadway, designated as a Grand Boulevard in the General Plan, that runs from 4th Street westward to Bascom Avenue, just east of I-880, at which point it transitions into Stevens Creek Boulevard. Land uses located along San Carlos Street are generally commercial and industrial, although some high-density residential developments are planned or under construction. Parking is provided on both sides of the street in most areas. Within the study area, San Carlos Street has a posted speed limit of 35 mph, includes sidewalks along both sides of the street, and has a median island with left-turn pockets. San Carlos Street runs along the southern project site frontage.

Auzerais Avenue is an east-west roadway, designated as a Local Connector Street in the General Plan, that extends from Woz Way in Downtown San Jose to Race Street. consists of four lanes between east of Delmas Avenue and two lanes west of Delmas Avenue. The posted speed limit is 25 mph. In the vicinity of the project site, Auzerais Avenue is a designated bike route only with “sharrow” marking and signage; however, there are bike lanes along portions of Auzerais Avenue between Bird Avenue and Sunol Street. Land uses along Auzerais Avenue include both residential and commercial, with parking along both sides of the street in most areas.

Gifford Avenue is a north-south roadway that extends from San Fernando Street south to Auzerais Avenue. It consists of one lane in each direction with a posted speed limit of 25 mph in the vicinity of the project. Land uses along Gifford Avenue include both residential and commercial, with parking along both sides of the street in most areas and without on-street bicycle facilities.

Existing Bicycle Facilities

Class II bicycle facilities (striped bike lanes) are provided along the following roadways within the project area:

- Park Avenue, along the entire length of the street
- Auzerais Avenue, between Sunol Street and the Los Gatos Creek Trail; between the Union Pacific Railroad tracks and Bird Avenue
- Autumn Street, between Santa Clara Street and Park Avenue
- Montgomery Street, between Park Avenue and San Carlos Street
- Bird Avenue, between San Carlos Street and Coe Avenue
- Lincoln Avenue, south of San Carlos Street
- Woz Way, between San Carlos Street and Almaden Avenue
- The Alameda/Santa Clara Street, between Stockton Avenue and Almaden Boulevard

Designated Class III bike routes with “sharrow” or shared-lane pavement markings and signage are provided along the following roadways:

- Auzerais Avenue, all segments east of Race Street without striped bike lanes
- Dupont Street, north of San Carlos Street
- Sunol Street, between San Fernando Street and Auzerais Avenue
- Laurel Grove Lane, between Park Avenue and Cahill Park
- Lincoln Avenue, between San Carlos Street and Park Avenue
- San Carlos Street, east of Woz Way
- Virginia Street, between Drake Street and 3rd Street

Class IV bicycle facilities (protected bike lanes) are currently being installed throughout the Downtown Area as part of the Better Bikeways project. Protected bike lanes have been implemented along the following roadways:

- San Fernando Street, between Cahill Street and Tenth Street
- Cahill Street, between San Fernando Street and Santa Clara Street

The existing bicycle facilities are shown on Figure 10.

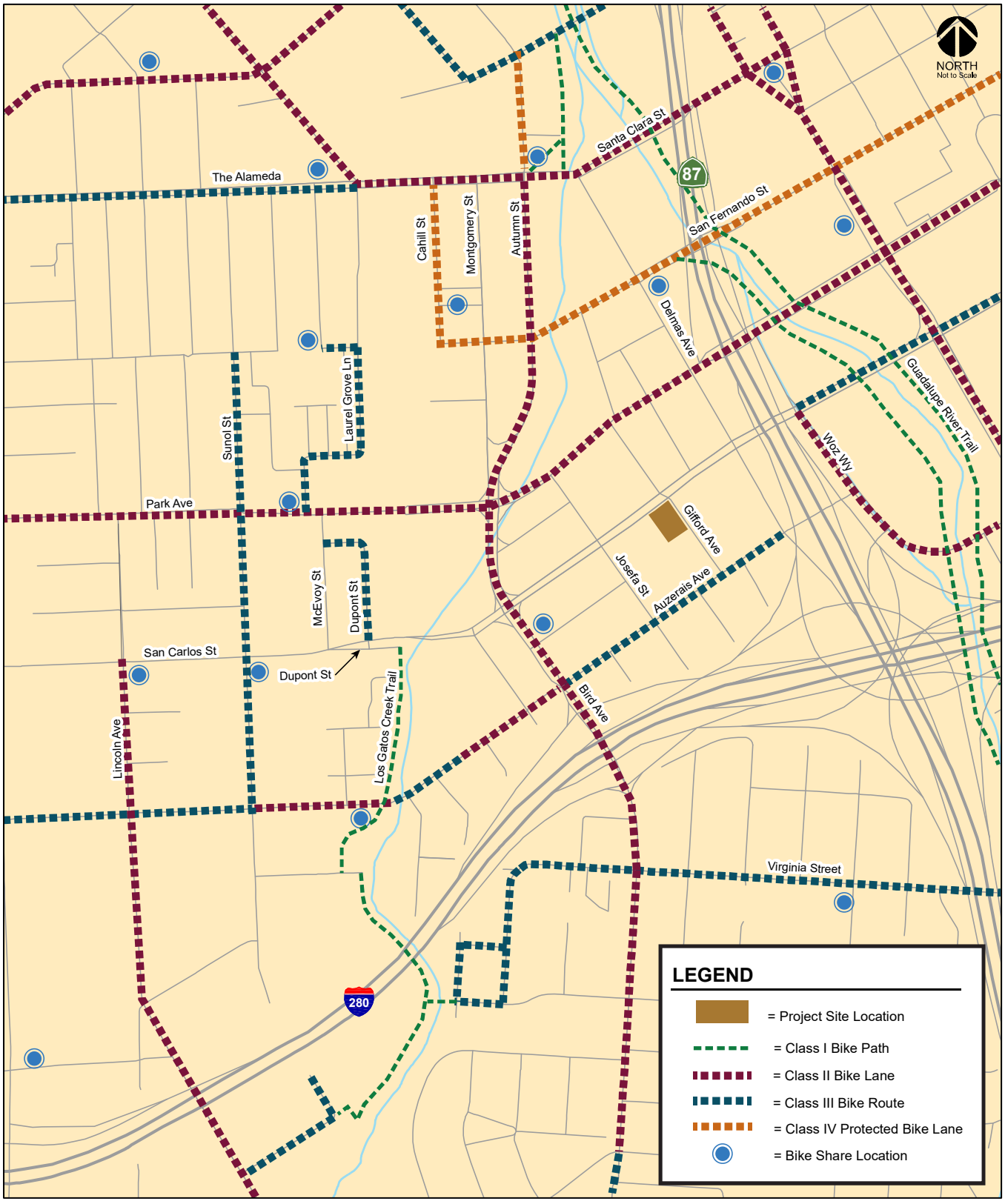
Guadalupe River Park Trail

The Guadalupe River multi-use trail system runs through the City of San Jose 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 a trailhead along San Carlos Street, located approximately 1,500 feet east of the project site.

Los Gatos Creek Trail

The Los Gatos Creek Trail begins at Vasona Lake County Park in the south and continues to West San Carlos Street in the north, all alongside Los Gatos Creek. The nearest access point to the Los Gatos Creek Trail is provided via a trailhead at the south end of Dupont Street, south of San Carlos Street, approximately 0.65-mile west of the project site.

Figure 10
329 Gifford Avenue GPA – Existing Bicycle Facilities



Bike and Scooter Share Services

The Bay Wheels (formerly Ford Go Bike) bike share program allows users to rent and return bicycles at various locations. Bike share bikes can be rented and returned at designated docking stations throughout the Downtown area. The nearest bike share stations are located less than 1/3-mile from the project site at the intersection of Bird Avenue/Columbia Avenue and Delmas Avenue/San Fernando Street. In addition, dock-less bike and scooter rentals managed by other micro-mobility services are available throughout the Downtown area. These services provide electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere.

Existing Pedestrian Facilities

Pedestrian facilities in the study area (shown in Figure 11) consist of sidewalks along all the surrounding streets, including all project frontages. Crosswalks and pedestrian signal heads are located at all signalized intersections within the project area. The majority of the crosswalks at signalized intersections in the vicinity of the project site consist of high visibility crosswalks and countdown signal heads that enhance pedestrian visibility and safety while crossing the intersections. There are also high visibility crosswalks located at some unsignalized intersections, such as the intersection of Josefa Street with San Carlos Street. Sidewalks in the project area are wide and provide an attractive and continuous pedestrian network between the site and local destinations, such as bus stops along San Carlos Street, the Diridon Transit Center, SAP Center, and the Downtown area east of SR-87.

It should be noted, however, that there are no crosswalks across San Carlos Street at its stop-controlled intersection with Gifford Avenue. The nearest crosswalks across San Carlos Street are located at the Josefa Street and Delmas Avenue intersections.

ADA compliant ramps are located at most crosswalks in the vicinity of the project site. However, ADA compliant ramps are missing at the following locations in the project vicinity:

- Delmas Avenue and San Carlos Street – southeast corner
- Gifford Avenue and Auzerais Avenue – northeast corner
- Delmas Avenue and Auzerais Avenue – all corners

Overall, the existing sidewalks and pedestrian facilities provide good pedestrian connectivity and safe routes to the surrounding pedestrian destinations.

Existing Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA, Caltrain, Altamont Commuter Express (ACE), and Amtrak. The project site is located approximately ½-mile from the Diridon Transit Center located on Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center. Figure 12 shows the existing transit facilities.

Bus Service

The downtown area is served by many VTA bus routes with high-frequency service. Rapid Bus services provide limited-stop service at frequent intervals (approximately 15 minutes) during daytime. Within the Downtown area, Rapid Routes 522 and 523 run along Santa Clara Street and San Carlos Street, respectively. Additionally, Frequent Bus services provide local service with average headways of 15 minutes during peak commute hours. Express Bus services provide direct service to and from major employment center during peak commute hours only.

Figure 11
329 Gifford Avenue GPA – Existing Pedestrian Facilities

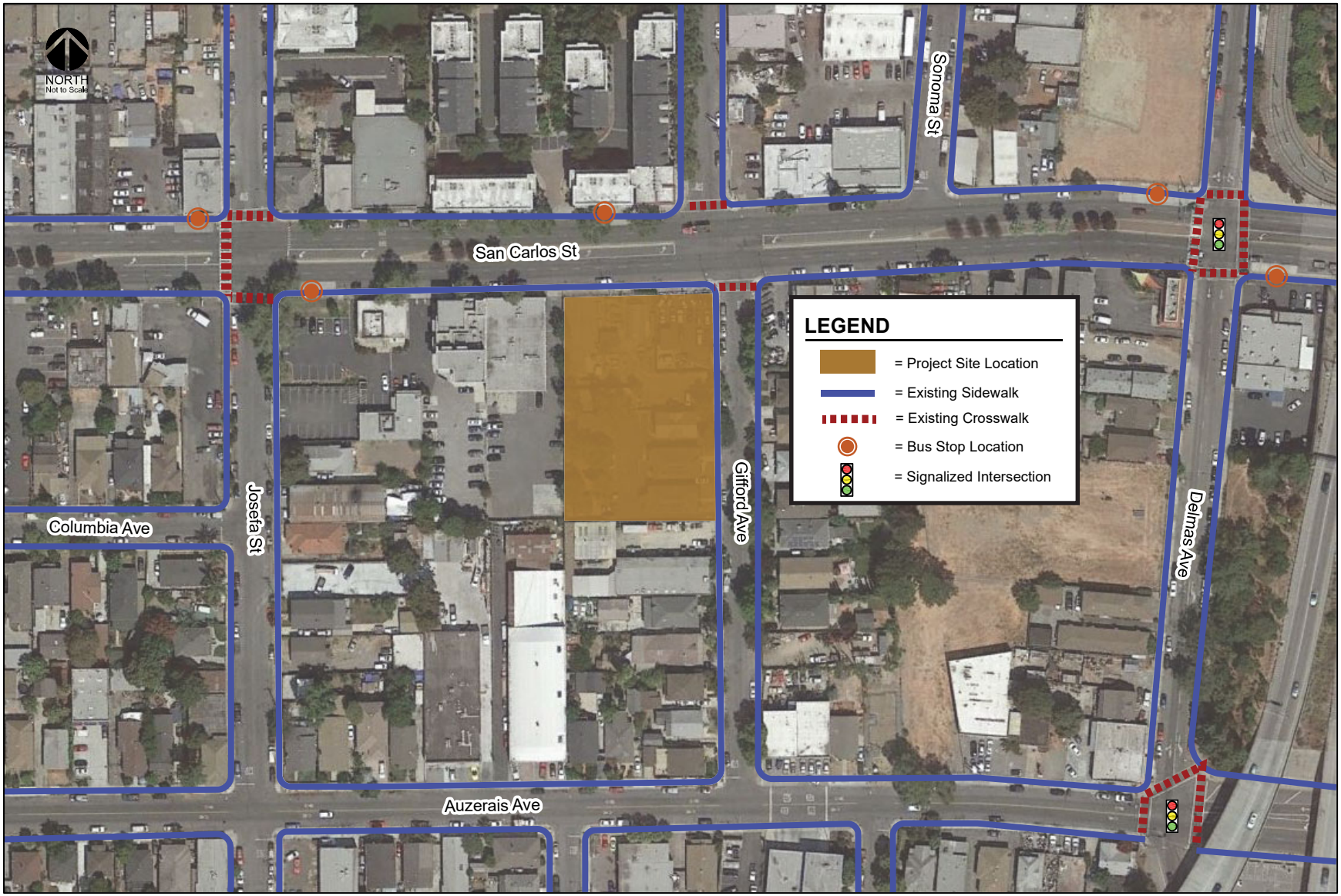


Figure 12
329 Gifford Avenue GPA – Existing Transit Services

The bus lines that operate within walking distance of the project site are listed in Table 9, including their route descriptions and commute hour headways. The nearest bus stops are located along San Carlos Street at the intersections of Josefa Street (eastbound), Gifford Avenue (westbound), and Delmas Avenue (westbound), and are served by Frequent Bus Route 23. Although the Gifford Avenue bus stop is located directly across from the north project frontage (along the north side of San Carlos Street), the walking distance is 600 feet due to a lack of a crosswalk across San Carlos Street at Gifford Avenue. Based on walking distance, the Delmas Avenue bus stop would provide closer access to westbound bus service from the project site. Access to the Rapid Route 523 service is provided at bus stops located at the Bird Avenue/San Carlos Street intersection, less than 1,000 feet walking distance from the project site.

VTA Light Rail Transit (LRT) Service

The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View and Sunnyvale. The service operates nearly from 5:00 AM to 9:00 PM with 30-minute headways.

The San Jose Diridon station is located along the Green LRT line (Winchester-Old Ironsides) and serves as a transfer point to Caltrain, ACE, and Amtrak services.

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 project site is located about ¾-mile from the San Jose Diridon station. The Diridon station provides 581 parking spaces, as well as 16 bike racks, 48 bike lockers, and 27 Bay Wheels bike share docks. Trains stop frequently at the Diridon station between 4:28 AM and 10:30 PM in the northbound direction, and between 6:27 AM and 1:41 AM in the southbound direction. Caltrain provides passenger train service seven days a week and provides extended service to Morgan Hill and Gilroy during commute hours.

Altamont Commuter Express Service (ACE)

ACE provides commuter rail service between Stockton, Tracy, Pleasanton, and San Jose during commute hours, Monday through Friday. Service is limited to two westbound trips in the morning and two eastbound trips with headways from 120 minutes to 140 minutes. ACE trains stop at the Diridon Station at 6:32 AM and 8:52 AM in the westbound direction, and at 3:35 PM and 5:35 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 Jose, 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 Jose Diridon Station five times during the weekdays between approximately 6:55 AM and 5:59 PM in the westbound direction. In the eastbound direction, Amtrak stops at the Diridon Station five times during the weekdays between 7:37 AM and 9:05 PM.

Table 9
329 Gifford Avenue GPA – Existing Bus Stops and Headways

Bus Route	Route Description	Nearest Stop	Headway [1]
Frequent Route 22	Palo Alto Transit Center to Eastridge Transit Center	Santa Clara/Cahill	15-20 min
Frequent Route 23	DeAnza College to Alum Rock Transit Center via Stevens Creek	San Carlos/Gifford	15 min
Local Route 64A	McKee & White to Ohlone-Chynoweth Station	Bird/San Carlos	30 min
Local Route 64B	McKee & White to Almaden Expressway & Camden	Diridon Transit Center	60 min
Frequent Route 68	San Jose Diridon Station to Gilroy Transit Center	Diridon Transit Center	20-30 min
Rapid Route 500	San Jose Diridon Station to Downtown San Jose	Diridon Transit Center	10-20 min
Rapid Route 522	Palo Alto Transit Center to Eastridge Transit Center	Santa Clara/Cahill	15-20 min
Rapid Route 523	Berryessa BART to Lockheed Martin via De Anza College	San Carlos/Bird	15 min
Hwy 17 Express (Route 970)	Downtown Santa Cruz / Scotts Valley to Downtown San Jose	Bird/San Carlos	55 - 90 min

Notes:
[1] Approximate headways during peak commute periods.

General Plan Amendment Site-Specific Long-Range Analysis

The site-specific long-range traffic impacts resulting from the proposed 329 Gifford 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.

Vehicle Miles Traveled Per Service Population

The San José GP TDF model was used to project daily vehicle miles traveled (VMT) per service population, where service population is defined as the number of residents plus the number of employees citywide. This approach focuses on the VMT generated by new population and employment growth. VMT is calculated as the number of vehicle trips multiplied by the length of the trips in miles. As defined in the City of San José *Transportation Analysis Handbook* (Thresholds of Significance for General Plan Amendments, Table 10), 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 10, the citywide daily VMT would decrease slightly and the VMT per service population would remain unchanged with the proposed land use amendment when compared to the current GP. Therefore, the proposed 329 Gifford Avenue 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. Journey to work 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 10
329 Gifford Avenue GPA – Daily Vehicle Miles Traveled Per Service Population

	Base Year (2015)	2040 General Plan (Baseline)	2040 General Plan Plus GPA
Citywide Daily VMT	17,505,088	28,035,508	28,004,625
Citywide Service Population	1,392,946	2,054,758	2,054,758
- Total Households	319,870	429,350	429,350
- Total Residents	1,016,043	1,303,108	1,303,108
- Total Jobs	376,903	751,650	751,650
Daily VMT Per Service Population	12.57	13.64	13.63
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 2019
by Hexagon Transportation Consultants, Inc.

Table 11 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 as a result of the proposed GPA. Therefore, the proposed 329 Gifford Avenue GPA would result in a *less than significant* impact on citywide journey-to-work drive alone 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. 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 11
329 Gifford Avenue GPA – Journey-to-Work Mode Share

Mode	Base Year (2015)		2040 General Plan (Baseline)		2040 General Plan Plus GPA	
	Trips	%	Trips	%	Trips	%
Drive Alone	753,264	79.69%	1,092,462	71.701%	1,092,382	71.695%
Carpool 2	85,496	9.04%	137,781	9.04%	137,803	9.04%
Carpool 3+	28,526	3.02%	54,781	3.60%	54,554	3.58%
Transit	48,181	5.10%	182,827	12.00%	183,178	12.02%
Bicycle	14,120	1.49%	26,337	1.73%	26,277	1.72%
Walk	15,666	1.66%	29,451	1.93%	29,456	1.93%
Increase in Drive Alone Percentage over General Plan Conditions						-0.01%
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 2020
by Hexagon Transportation Consultants, Inc.

Table 12 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 1.1 % or less) on two corridors due to the proposed 329 Gifford Avenue GPA. Travel speeds on the remaining corridors would improve slightly or remain unchanged when compared to the current GP. Therefore, the proposed 329 Gifford Avenue GPA would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

Impacts on Transit, Bicycle, and Pedestrian Circulation

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.

Table 12
329 Gifford Avenue GPA – 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 GPA		
	Speed (mph)	Speed (mph)	Speed (mph)	% Change (GPplusGPA - GP) / GP	Absolute Change (GPplusGPA - GP)
2nd Street from San Carlos Street to St. James Street	16.6	15.3	15.4	0.7%	0.1
Alum Rock Avenue from Capitol Avenue to US 101	21.3	16.6	16.7	0.6%	0.1
Camden Avenue from SR 17 to Meridian Avenue	23.1	16.3	16.4	0.6%	0.1
Capitol Avenue from South Milpitas Boulevard to Capitol Expressway	27.1	22.6	22.6	0.0%	0.0
Capitol Expressway from Capitol Avenue to Meridian Avenue	33.0	26.7	26.5	-0.7%	-0.2
East Santa Clara Street from US 101 to Delmas Avenue	20.4	15.3	15.4	0.7%	0.1
Meridian Avenue from Park Avenue to Blossom Hill Road	24.9	20.0	20.0	0.0%	0.0
Monterey Road from Keyes Street to Metcalf Road	27.4	19.3	19.5	1.0%	0.2
North 1st Street from SR 237 to Keyes Street	21.3	13.6	13.8	1.5%	0.2
San Carlos Street from Bascom Avenue to SR 87	24.8	19.8	19.9	0.5%	0.1
Stevens Creek Boulevard from Bascom Avenue to Tantau Avenue	24.3	18.8	18.8	0.0%	0.0
Tasman Drive from Lick Mill Boulevard to McCarthy Boulevard	22.7	13.8	13.8	0.0%	0.0
The Alameda from Alameda Way to Delmas Avenue	20.5	13.8	13.9	0.7%	0.1
West San Carlos Street from SR 87 to 2nd Street	20.0	18.8	18.6	-1.1%	-0.2

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 2020 by Hexagon Transportation Consultants, Inc.

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 329 Gifford 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*.

6.
276 Woz Way (Site-Specific GPA Traffic Analysis)

This report presents the results of the long-range site-specific transportation analysis for the proposed 276 Woz Way General Plan Amendment (GP19-008/H20-004). The purpose of the General Plan Amendment (GPA) transportation analysis is to assess the long-range impacts of the proposed land use amendment to the 276 Woz Way General Plan site on the citywide transportation system. The potential transportation 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 transportation 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 3.08-acre site is generally bounded by Woz Way to the north, Almaden Boulevard to the east, Reed Street to the south, and Guadalupe River to the west. The site is located within the Downtown Growth Area Boundary per the Envision San José 2040 GP. The GPA site location is presented on Figure 13. The adopted GP land use designation for the site is *Public Quasi Public,* which includes a density of 100 dwelling units per acre (DU/AC). The proposed amendment involves changing the adopted land use to *Downtown*, which provides for a density of 50-800 DU/AC and a max FAR of 30.0. The site is currently occupied by single family homes. 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 PM peak-hour trips to be generated by the subject site due to proposed increase in employment would be required to prepare a site-specific GPA traffic analysis. The 276 Woz Way GPA site is not located within the special subareas. According to the TDF modeling results, the proposed amendment at the 276 Woz Way site would result in 29 fewer households and 6,411 additional jobs on the site. The change in households and jobs would result in an additional 1,161 AM and 1,932 PM peak-hour trips at the 276 Woz Way GPA site when compared to the current GP land use designation (see Table 13). Therefore, a site-specific GPA traffic analysis is required for the

Figure 13
276 Woz Way GPA – Site Location

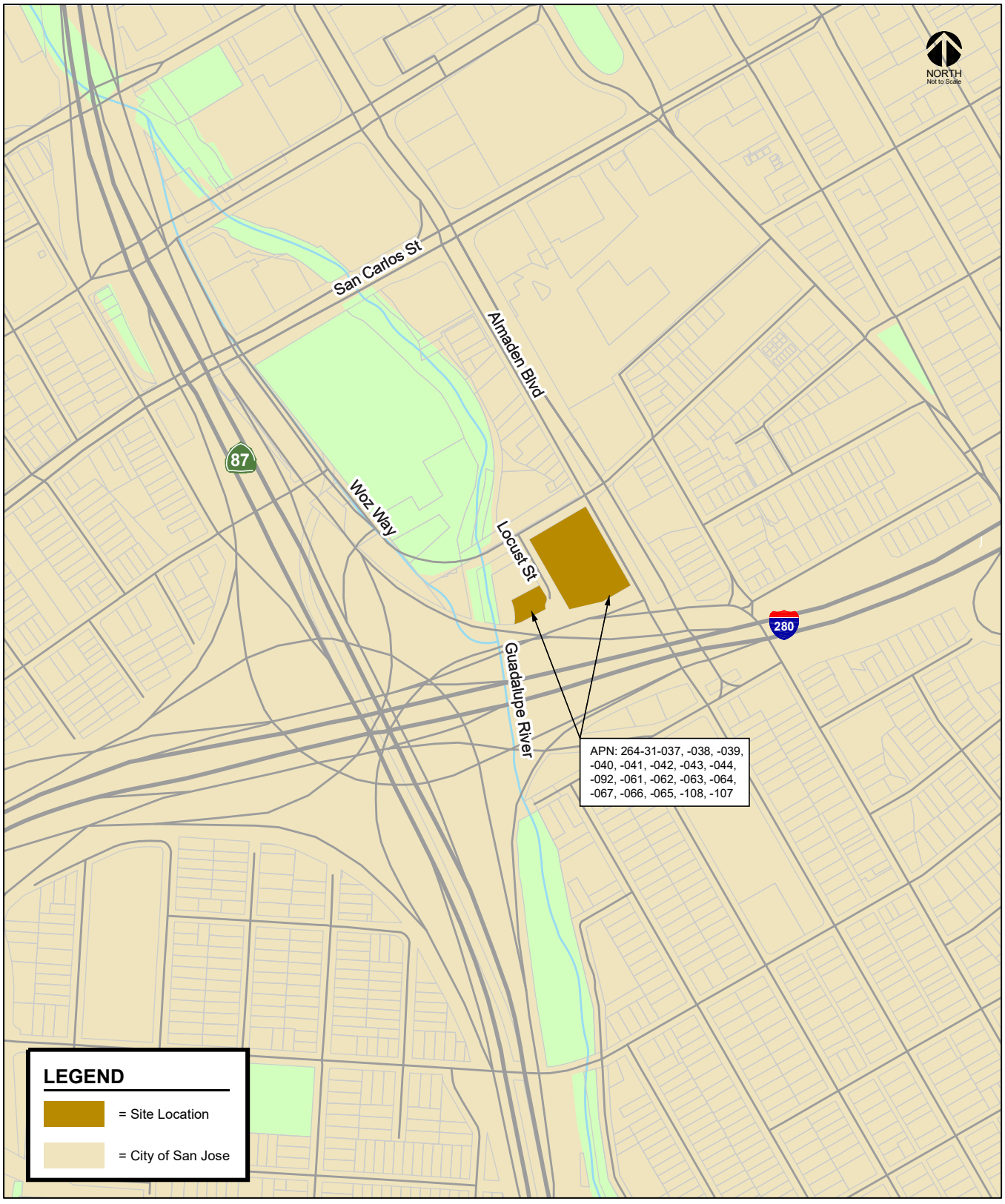


Table 13
276 Woz Way GPA – Changes in Households, Jobs, and Peak-Hour Trips Due to Proposed GPA

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
4	GP19-008/H20-004(276 Woz Way)	29	2,349	0	8,760	-29	6411	1,161	**1,932**

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 GP Amendments.
Outlined indicates GPA that results in an increase in peak hour trips greater than 250 PM trips and requires site-specific GPA traffic analysis.
Source: City of San Jose Planning Department, June 2020.
City of San Jose Travel Forecasting Model runs completed July 2020 by Hexagon Transportation Consultants, Inc.

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.

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, impacts to travel speeds on transit priority corridors, and impacts to pedestrian, bicycle, and transit facilities. Impacts are evaluated based on the same measures of effectiveness (MOEs) and significance criteria utilized in the Envision San José 2040 GP TIA 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 is added to regional growth that can be reasonably expected to occur by 2040. Current 2040 GP conditions include the current roadway network as well as all transportation system improvements as identified in the current GP.
- **Proposed 2040 General Plan Amendment Conditions:** Current 2040 GP conditions with the proposed land use amendment for the 276 Woz Way GP site. Transportation conditions for the Proposed 2040 GP Amendment Conditions were evaluated relative to the currently adopted 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 in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project site is provided by the Interstate 280/680 freeway and State Route 87. Local site access is provided by Almaden Boulevard, San Carlos Street, Woz Way/Balbach Street, and Locust Street. The freeways and local roadways are described below.

Interstate 280 connects from US-101 in San Jose to I-80 in San Francisco. It is generally an eight-lane freeway in the vicinity of downtown San Jose. It also has auxiliary lanes between some interchanges. 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 the project site are provided via partial interchanges at First Street (ramps to east only), Fourth Street (ramps to west only), Sixth Street (ramps from west), Seventh Street (ramps from east), Almaden Boulevard (ramps to west), and Vine Street (ramps from west).

State Route 87 is primarily a six-lane freeway (four mixed-flow lanes and two HOV lanes) that is aligned in a north-south orientation within the project vicinity. SR 87 begins at its interchange with SR 85 and extends northward, terminating at its junction with US 101. Connections from SR-87 to the project site are provided via partial interchanges at Park Avenue (ramps to and from north), Auzerais Avenue (ramps to south only), and Woz Way (ramp from south only).

Almaden Boulevard is a north-south arterial with two lanes in each direction between Santa Clara Street and Grant Street and includes bike lanes on both sides of the roadway. North of Santa Clara Street, Almaden Boulevard is a one-lane, southbound-only street providing access from Julian Street. South of Grant Street, Almaden Boulevard transitions to Vine Street. Almaden Boulevard runs along the project's eastern frontage.

San Carlos Street is an east-west four-lane street located north of the project site. It extends as West San Carlos Street from 1st Street westward to Bascom Avenue where it transitions into Stevens Creek Boulevard. East of 1st Street, it extends eastward as East San Carlos Street with a break between 4th and 10th Streets (at San Jose State University) and terminating at 17th Street. In the vicinity of the project site, the VTA light rail tracks run along the middle of the street, separating the eastbound and westbound travel lanes. Access to the project site is provided via Woz Way and Almaden Boulevard.

Woz Way/Balbach Street is a two-lane roadway that runs between the SR-87 northbound on-ramps at Park Avenue and Almaden Boulevard. Bike lanes are present on both sides of the street between San Carlos Street and Almaden Boulevard. East of Almaden Boulevard, Woz Way continues as Balbach Street east to Market Street. Woz Way runs along the project's northern frontage.

Locust Street is a two-lane roadway that extends southerly from Woz Way and ends at the cul-de-sac, just north of the I-280 westbound on-ramp. Locust Street bisects and provides direct access to the project site.

Existing Bicycle Facilities

Class II bicycle facilities (striped buffered bike lanes) are provided along Almaden Boulevard (along the east project site frontage) and Woz Way (along the north project frontage). Additional Class II bicycle facilities are provided along the following roadways within the project area:

- Almaden Boulevard, between Woz Way and Carlysle Street (including along the east project frontage)
- Almaden Avenue, between Alma Avenue and Grant Street
- Vine Street, between Alma Avenue and Grant Street
- Woz Way, between San Carlos Street and Almaden Avenue (including along the north project frontage)
- Park Avenue, west of Market Street
- Santa Clara Street, between Almaden Boulevard and Stockton Avenue
- San Salvador Street, between Market Street and Fourth Street
- Second Street, south of San Carlos Street
- Third Street, south of Reed Street

- Autumn Street, between Santa Clara Street and San Carlos Street
- Bird Avenue, south of San Carlos Street
- Auzerais Avenue, west of Bird Avenue
- Fourth Street, between Jackson Street and Santa Clara Street; between San Salvador Street and Reed Street

Designated Class III bike routes with "sharrow" or shared-lane pavement markings and signage are provided along the following roadways:

- San Carlos Street, between Woz Way and Fourth Street
- Second Street, between San Carlos Street and Julian Street
- First Street, between San Salvador Street and St. John Street
- Virginia Street, west of Third Street
- Balbach Street, between Almaden Avenue and Market Street
- Auzerais Avenue, between Delmas Avenue and Bird Avenue
- Viola Avenue, between Market Street and Balbach Street
- William Street, between First Street and McLaughlin Avenue

Class IV bicycle facilities (protected bike lanes) are currently being installed throughout the Downtown Area as part of the Better Bikeways project. Protected bike lanes have been implemented along the following roadways:

- San Fernando Street, between Cahill Street and Tenth Street
- Third Street, between St. James Street and Reed Street
- Fourth Street, between Santa Clara Street and San Salvador Street
- San Salvador Street, between Fourth Street and Tenth Street (westbound)
- Cahill Street, between San Fernando Street and Santa Clara Street

The existing bicycle facilities are shown on Figure 14.

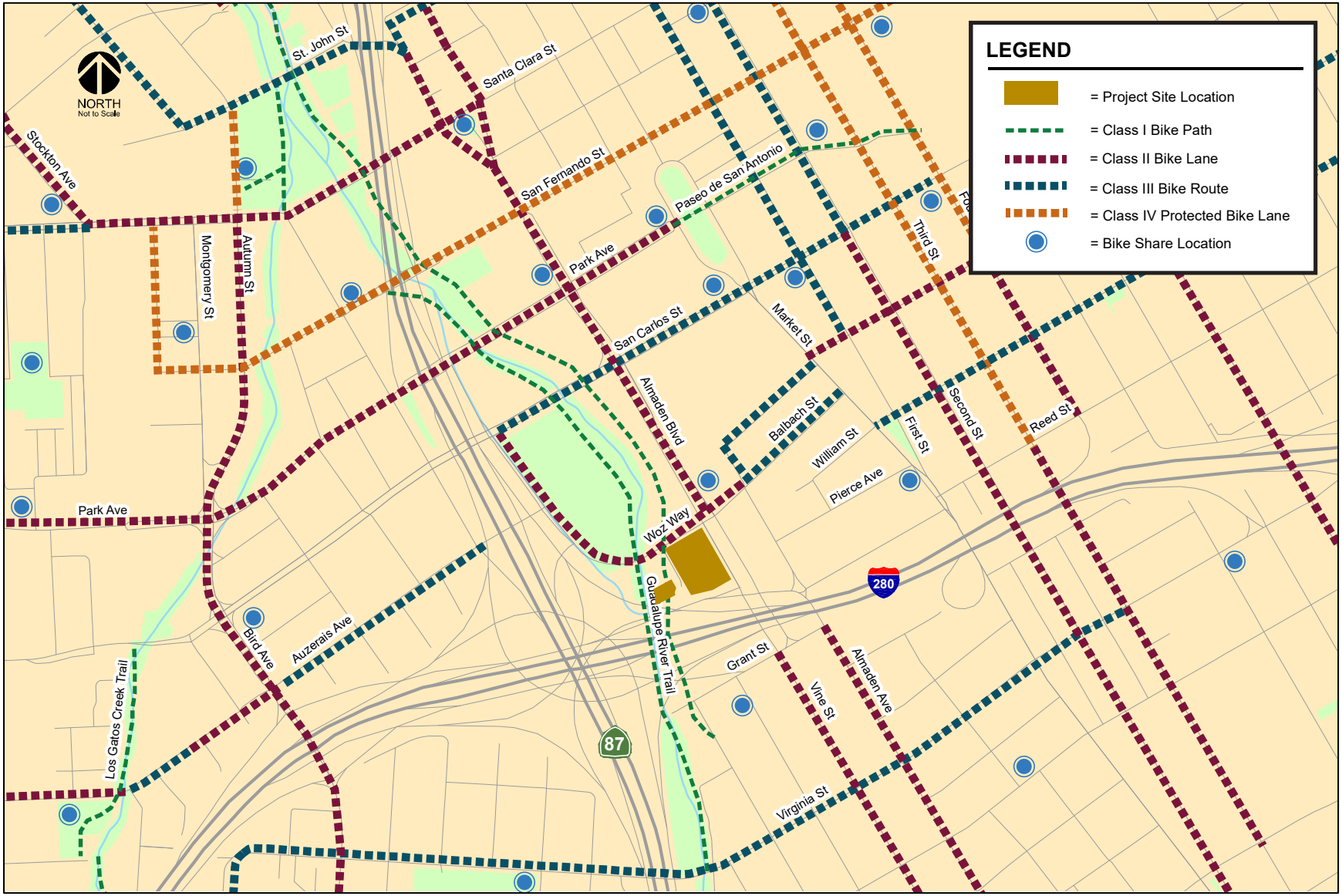
Guadalupe River Park Trail

The Guadalupe River multi-use trail system runs through the City of San Jose 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 Class I bikeway from Curtner Avenue in the south to Alviso in the north. In the vicinity of the project site, the Guadalupe River Trail consists of trails along the west and east banks of the Guadalupe River. The east trail runs along the proposed project's entire west frontage and would be directly accessible from the project site. Additionally, a paseo along the north project frontage connects Almaden Boulevard with the east and west sides of the Guadalupe River Trail via a bridge.

Bike and Scooter Share Services

The Bay Wheels (formerly Ford Go Bike) bike share program allows users to rent and return bicycles at various locations. Bike share bikes can be rented and returned at designated docking stations throughout the Downtown area. In addition, dockless bike and scooter rentals are available throughout the Downtown area. These services provide electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere. A bike share station is located at the northeast corner of the Almaden Boulevard/Woz Way intersection.

Figure 14
276 Woz Way GPA – Existing Bicycle Facilities



Existing Pedestrian Facilities

Pedestrian facilities in the study area (shown in Figure 15) consist of sidewalks along all the surrounding streets, including the project site frontages along Almaden Boulevard and Woz Way. Crosswalks and pedestrian signal heads are located at all signalized intersections within the project area, including the intersections of Almaden Boulevard/Woz Way, Almaden Boulevard/Reed Street, SR 87 off-ramp/Woz Way, and Woz Way/Auzerais Avenue.

ADA compliant ramps are located at all crosswalks at the intersection of Locust Street and Woz Way. However, ADA compliant ramps are missing at the following locations in the project vicinity:

- Almaden Boulevard and Woz Way/Balbach Street – northwest, northeast, and southwest corners
- Almaden Boulevard and Reed Street – all corners
- Woz Way and Auzerais Avenue – all corners
- Woz Way and SR-87 Off-Ramp – all corners

As mentioned previously, the east portion of the Guadalupe River Trail is located along the site's west frontage. From the project site, pedestrians may use the Guadalupe River Trail as a cut-through route to San Carlos Street, Park Avenue, San Fernando Street, and Santa Clara Street to the north. A high-visibility crosswalk located along the west leg of the Locust Street/Woz Way intersection provides access to the Guadalupe River Trail south across Woz Way. The Children's Bridge, located north and west of the project site, connects the east and west sides of the Guadalupe River Trail.

Overall, the existing sidewalks and paseos provide good pedestrian connectivity and safe routes to the surrounding pedestrian destinations.

Existing Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA, Caltrain, Altamont Commuter Express (ACE), and Amtrak. The project site is located approximately 1,500 feet south and west of the Convention Center Light Rail Transit (LRT) Station, 1,300 feet east of the Children's Discovery Museum LRT Station, and approximately 0.8-mile from the Diridon Transit Center located on Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center. Figure 16 shows the existing transit facilities.

Bus Service

The downtown area is served by many VTA bus routes with high-frequency service. Rapid Bus services provide limited-stop service at frequent intervals (less than 15 minutes) during daytime. Within the Downtown area, Rapid Routes 522 and 523 run along Santa Clara Street and San Carlos Street, respectively. Additionally, Frequent Bus services provide local service with average headways of approximately 15 minutes during peak commute hours. Express Bus services provide direct service to and from major employment centers during peak commute hours only.

The bus lines that operate within walking distance of the project site are listed in Table 14, including their route descriptions and commute hour headways. The nearest bus stops to the project site are located at the San Carlos Street/Woz Way intersection (Route 23) and San Carlos Street/Convention Center intersection (Routes 23 and 523).

Regional bus services operated by other transit agencies are accessible from bus stops within Downtown San Jose. The Highway 17 Express, a weekday commuter service that runs between San Jose and Santa Cruz via SR-17, runs along Santa Clara Street.

Figure 15
276 Woz Way GPA – Existing Pedestrian Facilities

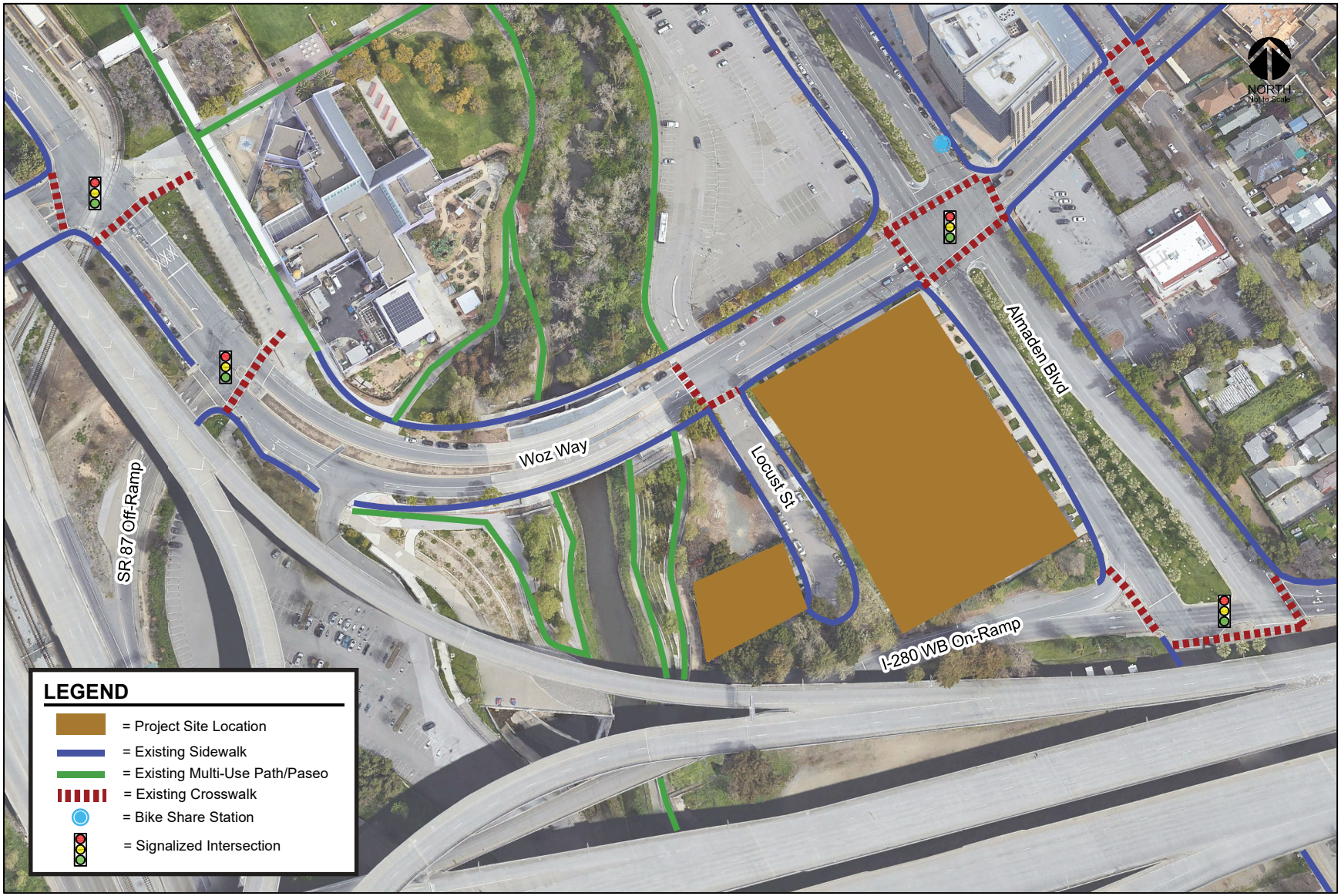


Figure 16
276 Woz Way GPA – Existing Transit Facilities

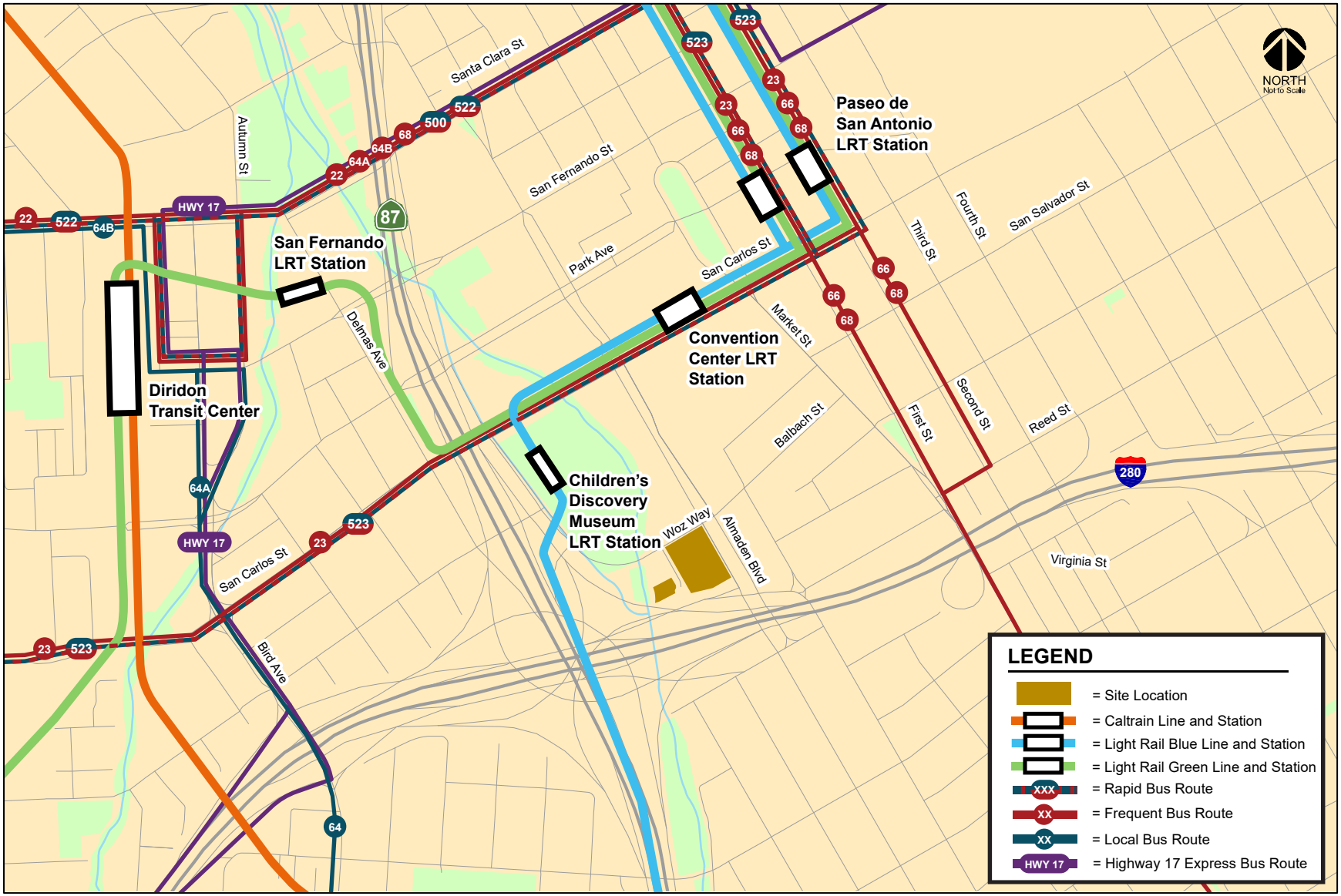


Table 14
276 Woz Way GPA – Existing Bus Stops and Headways

Bus Route	Route Description	Nearest Stop	Headway [1]
Frequent Route 22	Palo Alto Transit Center to Eastridge Transit Center	Santa Clara/Almaden	15-20 min
Frequent Route 23	DeAnza College to Alum Rock Transit Center via Stevens Creek	San Carlos/Woz	15 min
Local Route 64A	McKee & White to Ohlone-Chynoweth Station	Santa Clara/Almaden	30 min
Local Route 64B	McKee & White to Almaden Expressway & Camden	Santa Clara/Almaden	60 min
Frequent Route 66	North Milpitas to Kaiser San Jose	First/Paseo de San Antonio	20-30 min
Frequent Route 68	San Jose Diridon Station to Gilroy Transit Center	First/Paseo de San Antonio	20-30 min
Frequent Route 72	Downtown San Jose to Senter & Monterey via McLaughlin	First/Santa Clara	30 min
Frequent Route 73	Downtown San Jose to Senter & Monterey via Senter	First/Santa Clara	30 min
Rapid Route 500	San Jose Diridon Station to Downtown San Jose	Santa Clara/Almaden	10-20 min
Rapid Route 522	Palo Alto Transit Center to Eastridge Transit Center	Santa Clara/First	15-20 min
Rapid Route 523	Berryessa BART to Lockheed Martin via De Anza College	San Carlos/Convention Center	15 min
Hwy 17 Express (Route 970)	Downtown Santa Cruz / Scotts Valley to Downtown San Jose	Santa Clara/Almaden	55 - 90 min

Notes:
[1] Approximate headways during peak commute periods.

VTA Light Rail Transit (LRT) Service

The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View and Sunnyvale. The service operates nearly from 5:00 AM to 9:00 PM with 30-minute headways.

The Green (Old Ironsides – Winchester) and Blue (Baypointe – Santa Teresa) LRT lines operate along San Carlos Street. The Convention Center LRT station platforms on San Carlos Street are located within walking distance, approximately 1,500 feet, of the project site. The Children's Discovery Museum LRT station located south of the Woz Way/San Carlos Street intersection is served by the Blue LRT line and is located approximately 1,200 feet northwest of the project site. The San Jose Diridon station is located along the Green LRT line and serves as a transfer point to Caltrain, ACE, and Amtrak services.

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 project site is located about ¾-mile from the San Jose Diridon station. The Diridon station provides 581 parking spaces, as well as 16 bike racks, 48 bike lockers, and 27 Bay Wheels bike share docks. Trains stop frequently at the Diridon station between 4:28 AM and 10:30 PM in the northbound direction, and between 6:27 AM and 1:41 AM in the southbound direction. Caltrain provides passenger train service seven days a week and provides extended service to Morgan Hill and Gilroy during commute hours.

Altamont Commuter Express Service (ACE)

ACE provides commuter rail service between Stockton, Tracy, Pleasanton, and San Jose during commute hours, Monday through Friday. Service is limited to two westbound trips in the morning and two eastbound trips with headways from 120 minutes to 140 minutes. ACE trains stop at the Diridon Station at 6:32 AM and 8:52 AM in the westbound direction, and at 3:35 PM and 5:35 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 Jose, 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 Jose Diridon Station five times during the weekdays between approximately 6:55 AM and 5:59 PM in the westbound direction. In the eastbound direction, Amtrak stops at the Diridon Station five times during the weekdays between 7:37 AM and 9:05 PM.

General Plan Amendment Site-Specific Long-Range Analysis

The site-specific long-range traffic impacts resulting from the proposed 276 Woz Way 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 project daily vehicle miles traveled (VMT) per service population, where service population is defined as the number of residents plus the number of employees citywide. This approach focuses on the VMT generated by new population and employment growth. VMT is calculated as the number of vehicle trips multiplied by the length of the trips in miles. 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 15, the citywide daily VMT would decrease slightly and the VMT per service population would remain unchanged with the proposed land use amendment when compared to the current GP. Therefore, the proposed 276 Woz Way GPA would result in a *less than significant* impact on the citywide daily VMT per service population.

Table 15
276 Woz Way GPA – Daily Vehicle Miles Traveled Per Service Population

	Base Year (2015)	2040 General Plan (Baseline)	2040 General Plan Plus GPA
Citywide Daily VMT	17,505,088	28,035,508	27,983,947
Citywide Service Population	1,392,946	2,054,758	2,054,758
- Total Households	319,870	429,350	429,350
- Total Residents	1,016,043	1,303,108	1,303,108
- Total Jobs	376,903	751,650	751,650
Daily VMT Per Service Population	12.57	13.64	13.62
Increase in VMT/Service Population over General Plan Conditions			***-0.03***
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 2019
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. Journey-to-work 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 16 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 as a result of the proposed GPA. Therefore, the proposed 276 Woz Way GPA would result in a *less than significant* impact on citywide journey-to-work drive alone mode share.

Table 16
276 Woz Way GPA – Journey-to-Work Mode Share

Mode	Base Year (2015)		2040 General Plan (Baseline)		2040 General Plan Plus GPA	
	Trips	%	Trips	%	Trips	%
Drive Alone	753,264	79.69%	1,092,462	71.70%	1,090,262	71.58%
Carpool 2	85,496	9.04%	137,781	9.04%	137,954	9.06%
Carpool 3+	28,526	3.02%	54,781	3.60%	54,793	3.60%
Transit	48,181	5.10%	182,827	12.00%	184,307	12.10%
Bicycle	14,120	1.49%	26,337	1.73%	26,403	1.73%
Walk	15,666	1.66%	29,451	1.93%	29,503	1.94%
Increase in Drive Alone Percentage over General Plan Conditions						-0.12%
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 2020
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 17 presents the average vehicle speeds on the City's 14 transit priority corridors (i.e., Grand Boulevard segments) during the AM peak-hour of traffic. When compared to 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 0.1 mph or less (or a change of 0.5% or less) on two corridors due to the proposed 276 Woz Way GPA. Travel speeds on the remaining corridors would improve slightly or remain unchanged when compared to the current GP. Therefore, the proposed 276 Woz Way GPA would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

Table 17
276 Woz Way GPA – 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 GPA		
	Speed (mph)	Speed (mph)	Speed (mph)	% Change (GPplusGPA - GP) / GP	Absolute Change (GPplusGPA - GP)
2nd Street from San Carlos Street to St. James Street	16.6	15.3	15.3	0.0%	0.0
Alum Rock Avenue from Capitol Avenue to US 101	21.3	16.6	16.7	0.6%	0.1
Camden Avenue from SR 17 to Meridian Avenue	23.1	16.3	16.5	1.2%	0.2
Capitol Avenue from South Milpitas Boulevard to Capitol Expressway	27.1	22.6	22.7	0.4%	0.1
Capitol Expressway from Capitol Avenue to Meridian Avenue	33.0	26.7	26.6	-0.4%	-0.1
East Santa Clara Street from US 101 to Delmas Avenue	20.4	15.3	15.9	3.9%	0.6
Meridian Avenue from Park Avenue to Blossom Hill Road	24.9	20.0	19.9	-0.5%	-0.1
Monterey Road from Keyes Street to Metcalf Road	27.4	19.3	19.7	2.1%	0.4
North 1st Street from SR 237 to Keyes Street	21.3	13.6	13.8	1.5%	0.2
San Carlos Street from Bascom Avenue to SR 87	24.8	19.8	20.0	1.0%	0.2
Stevens Creek Boulevard from Bascom Avenue to Tantau Avenue	24.3	18.8	18.9	0.5%	0.1
Tasman Drive from Lick Mill Boulevard to McCarthy Boulevard	22.7	13.8	13.8	0.0%	0.0
The Alameda from Alameda Way to Delmas Avenue	20.5	13.8	14.1	2.2%	0.3
West San Carlos Street from SR 87 to 2nd Street	20.0	18.8	18.8	0.0%	0.0

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 2020 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 276 Woz Way 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*.

7. Airport/Guadalupe Gardens (Site-Specific GPA Traffic Analysis)

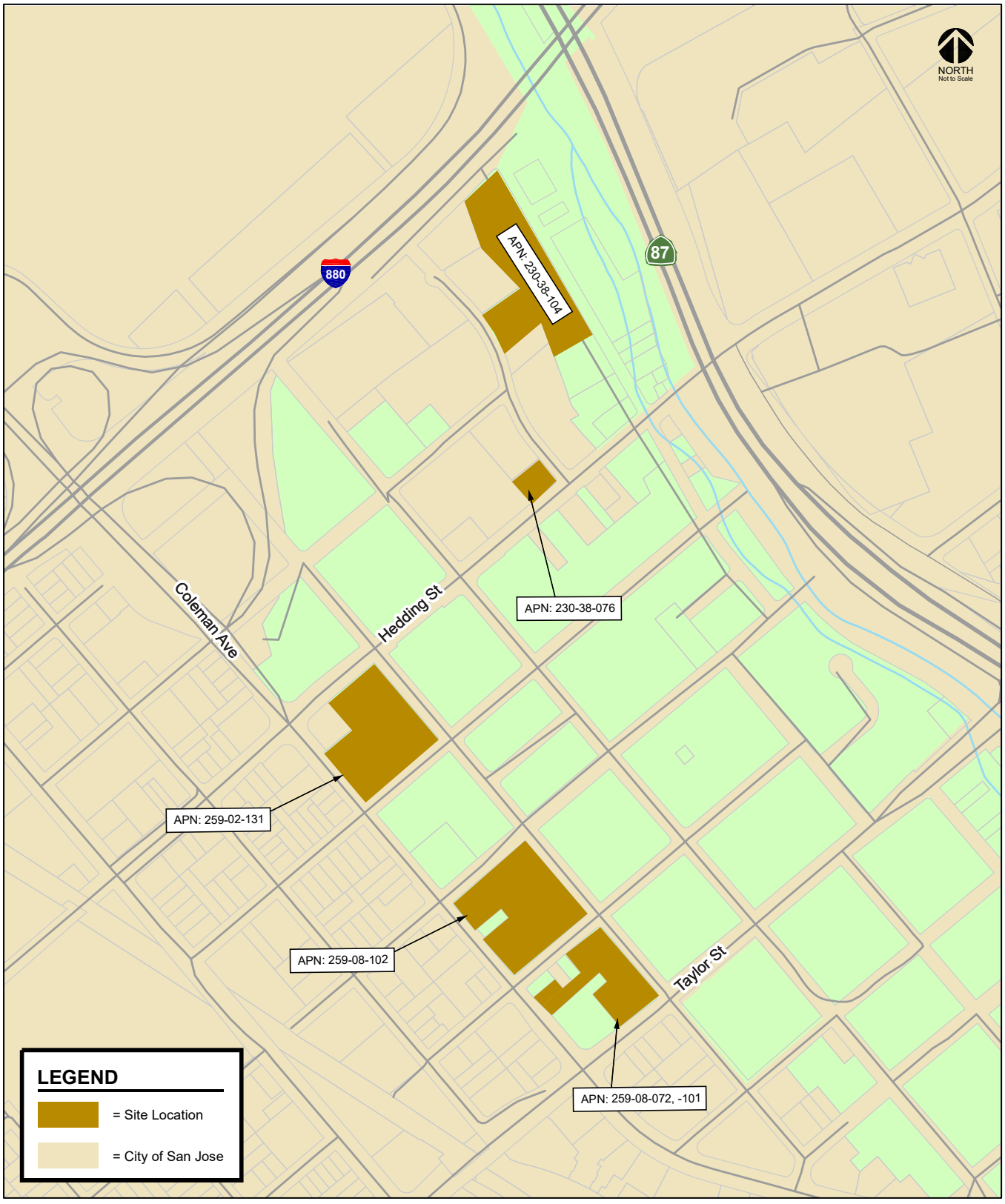
This report presents the results of the long-range site-specific transportation analysis for the proposed Airport/Guadalupe Gardens General Plan Amendment (GP18-012). The purpose of the General Plan Amendment (GPA) transportation analysis is to assess the long-range impacts of the proposed land use amendment to the Airport/Guadalupe Gardens General Plan site on the citywide transportation system. The potential transportation 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 transportation 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 11.60-acre site is generally bounded by I-880 to the north, SR 87 to the east, Taylor Street to the south, and Coleman Avenue to the west. The GPA site location is presented on Figure 17. The adopted GP land use designation for the site is *Open Space Parkland and Habitat*. The proposed amendment involves changing the adopted land use to include 10 acres of *Neighborhood Community/Commercial* and 1.6 acres of combined *Industrial/Commercial.* A portion of the site is currently occupied by the Guadalupe Community Garden, and the remaining is vacant. 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 PM peak-hour trips to be generated by the subject site due to the proposed land use amendment would be required to prepare a site-specific GPA traffic analysis. The Airport/Guadalupe Gardens GPA site is not located within the special subareas. According to the TDF modeling results, the proposed amendment at the Airport/Guadalupe Gardens site would result 603 additional jobs on the site. The increase in jobs would result in an additional 365 AM and 576 PM peak-hour trips at the

Figure 17
Airport/Guadalupe Gardens GPA – Site Location



Airport/Guadalupe Gardens site when compared to the current GP land use designation (see Table 18). 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.

Table 18
Airport/Guadalupe Gardens GPA – Changes in Households, Jobs, and Peak-Hour Trips Due to Proposed GPA

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	GP18-012 (Airport/Guadalupe Gardens)	18	138	18	741	0	603	365	**576**

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 GP Amendments.
Outlined indicates GPA that results in an increase in peak hour trips greater than 250 PM trips and requires site-specific GPA traffic analysis.
Source: City of San Jose Planning Department, June 2020.
City of San Jose Travel Forecasting Model runs completed July 2020 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, impacts to travel speeds on transit priority corridors, and impacts to pedestrian, bicycle, and transit facilities. Impacts are evaluated based on the same measures of effectiveness (MOEs) and significance criteria utilized in the Envision San José 2040 GP TIA 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 is added to regional growth that can be reasonably expected to occur by 2040. Current 2040 GP conditions include the current roadway network as well as all transportation system improvements as identified in the current GP.
- **Proposed 2040 General Plan Amendment Conditions:** Current 2040 GP conditions with the proposed land use amendment for the Airport/Guadalupe Gardens GP site. Transportation conditions for the Proposed 2040 GP Amendment Conditions were evaluated relative to the currently adopted 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 in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project site is provided by the I-880 freeway and SR 87. Local site access is provided by Hedding Street, Taylor Street, Coleman Avenue, First Street, Spring Street, and Ruff Drive. The freeways and local roadways are described below.

I-880 is a north/south freeway providing regional access from East Bay cities to San Jose, where it ultimately becomes SR 17 and extends into Santa Cruz. Within the vicinity of the project site, I-880 primarily is a six-lane freeway. Connection from I-880 to the project site is provided via a full interchange at Coleman Avenue.

SR 87 is primarily a six-lane freeway (four mixed-flow lanes and two HOV lanes) that is aligned in a north-south orientation within the project vicinity. SR 87 begins at its interchange with SR 85 and extends northward, terminating at its junction with US 101. Connection from SR-87 to the project site is provided via a full interchange at Taylor Street.

Hedding Street is generally an east-west roadway that extends from I-880 to US 101. Hedding Street generally provides one lane in each direction with buffered bike lanes. Access to the project site from Hedding Street is provided via Ruff Drive and Coleman Avenue.

Taylor Street is generally an east-west roadway that extends from The Alameda to US 101. Taylor Street has two lanes in each direction west of First Street and one lane in each direction east of First Street. Taylor Street has striped bike lanes between Walnut Street and First Street. Access to the project site from Taylor Street is provided via Coleman Avenue and Hedding Street.

Coleman Avenue is a four- to six-lane arterial that begins at its intersection with De La Cruz Boulevard in Santa Clara and terminates where it becomes North Market Street in San Jose. Coleman Avenue has bicycle lanes on both sides of the street in the project vicinity with the exception of the segment between Taylor Street and Hedding Street. Access to the project site from Coleman Avenue is provided via Hedding Street and Taylor Street.

First Street is generally a two- to four-lane north-south roadway in the vicinity of the project site that extends from the north San Jose area through downtown San Jose. The Green and Blue LRT lines run along the middle of First Street from downtown San Jose to Tasman Drive in north San Jose. Access to the project site from First Street is provided via Hedding Street and Taylor Street.

Spring Street is a two-lane north-south roadway that bisects the project site and extends northward from Taylor Street and terminates just before I-880. Access to the project site from Spring Street is provided via Taylor Street and Hedding Street.

Ruff Drive is a two-lane north-south roadway that begins at Hedding Street and provides direct access to a portion of the project site.

Existing Bicycle Facilities

Class II bicycle facilities are provided along Hedding Street and Taylor Street (along the north project frontage). Additional Class II bicycle facilities are provided along the following roadways within the project area:

- Coleman Avenue, between SR 87 and Taylor Street; north of Hedding Street
- Taylor Street, between Walnut Street and First Street
- Stockton Avenue, between railroad track and The Alameda
- Hedding Street, along the entire length of the street

Designated Class III bike routes with "sharrow" or shared-lane pavement markings and signage are provided along the following roadways:

- San Pedro Street, between Hedding Street and Coleman Avenue
- Mission Street, between Guadalupe Parkway and Seventh Street

The existing bicycle facilities are shown on Figure 18.

Guadalupe River Park Trail

The Guadalupe River multi-use trail system runs through the City of San Jose 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 Class I bikeway from Curtner Avenue in the south to Alviso in the north. This trail system can be accessed via Hedding Street, west of SR 87.

Bike Share Services

The Bay Wheels bike share program allows users to rent and return bicycles at various locations. Bike share bikes can be rented and returned at designated docking stations throughout the Downtown area. These services provide electric bicycles with GPS self-locking systems that allow for rental and drop-off anywhere. A bike share station is located approximately ½ of a mile from the project near the Autumn Street/Coleman Avenue intersection.

Existing Pedestrian Facilities

Pedestrian facilities in the study area (shown in Figure 19) consist of sidewalks along all the surrounding streets. Crosswalks and pedestrian signal heads are located at all signalized intersections within the project area, including the intersections of Coleman Avenue/Hedding Street, Coleman Avenue/Taylor Street, and Ruff Drive/Hedding Street.

ADA compliant ramps are located at all crosswalks at the Coleman Avenue/Hedding Street, Spring Street/Hedding Street, Spring Street/Taylor Street, and Walnut Street/Taylor Street. However, ADA compliant ramps are missing at the following locations in the project vicinity:

- Ruff Drive and Hedding Street – southwest corner
- Coleman Avenue and Asbury Street – southwest corner
- Coleman Avenue and Taylor Street – northwest corner

As mentioned previously, pedestrians from the project site may use the Guadalupe River Trail located just west of SR 87 to access destinations between Downtown San Jose and North San Jose.

Sidewalks are missing on the east side of Coleman Avenue north of Hedding Street and on the north side of Hedding Street west of Coleman Avenue.

Overall, the existing sidewalks provide good pedestrian connectivity and safe routes to the surrounding pedestrian destinations.

Existing Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA. The VTA transit services are described below and shown on Figure 20.

Bus Service

The project area is served by only one Frequent Route 61, which runs from the Sierra Road/Piedmont Road intersection to the Good Samaritan Hospital and operates from 7:15 AM to 9:00 PM on weekdays

Figure 18
Airport/Guadalupe Gardens GPA – Existing Bicycle Facilities

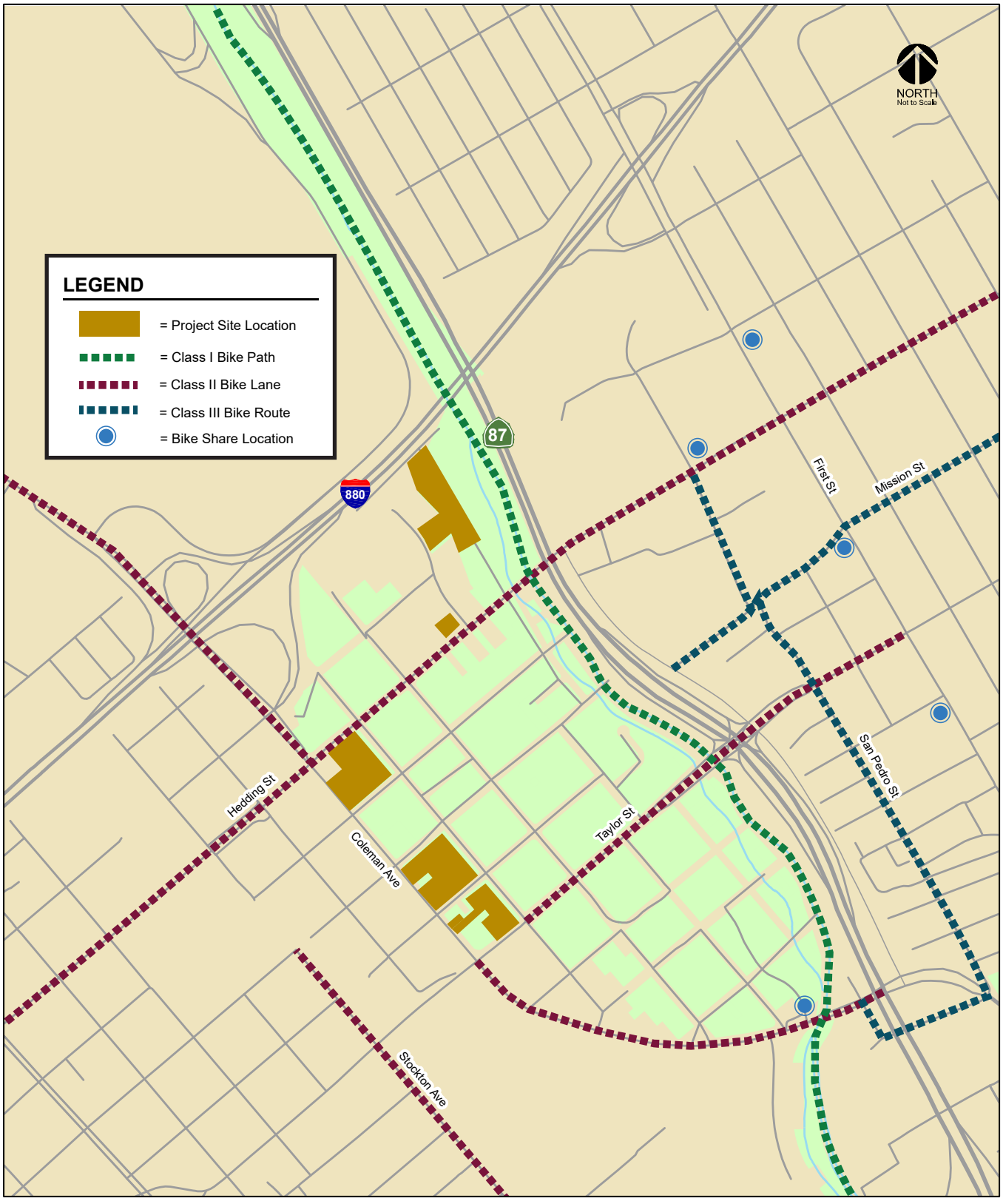


Figure 19
Airport/Guadalupe Gardens GPA – Existing Pedestrian Facilities

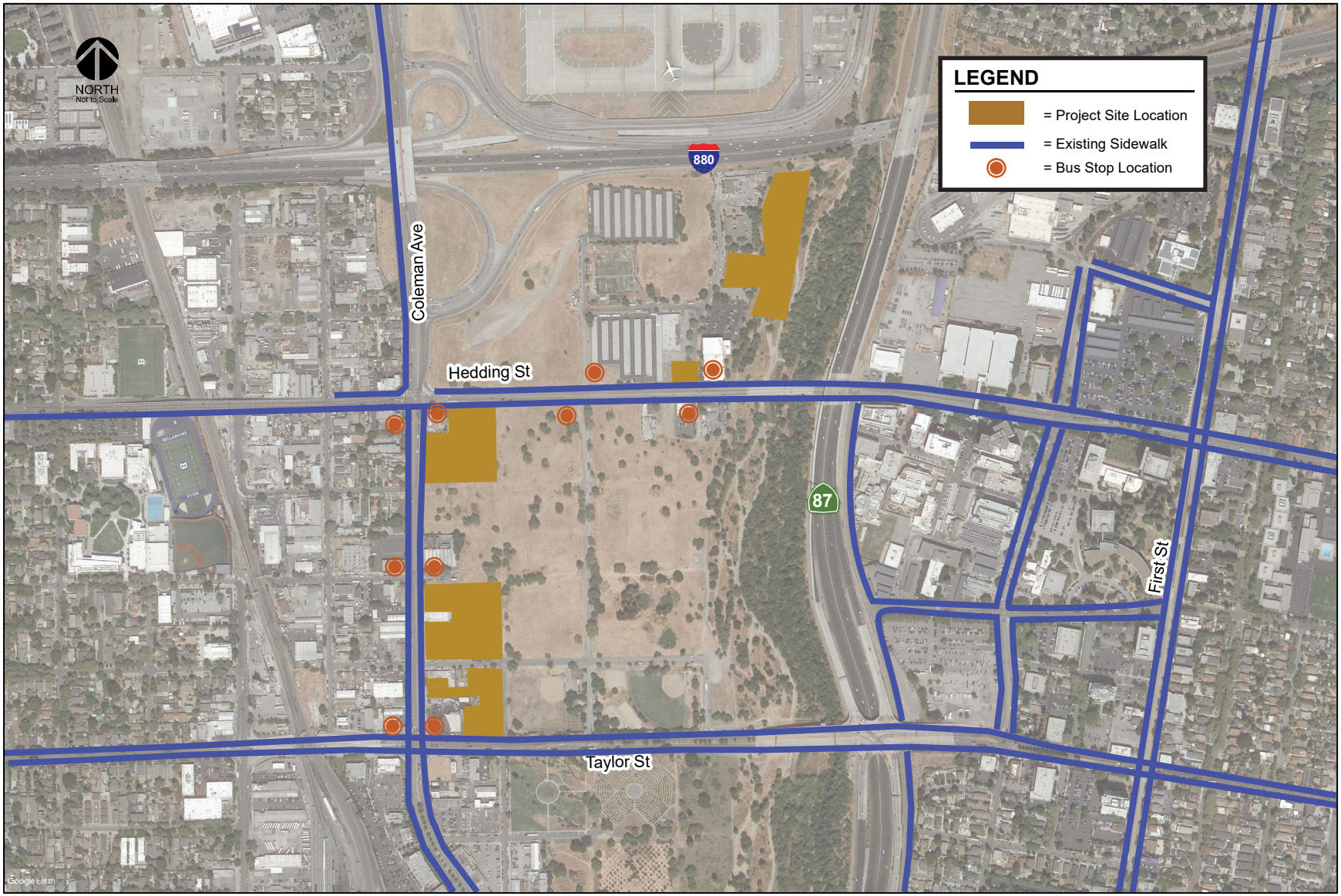
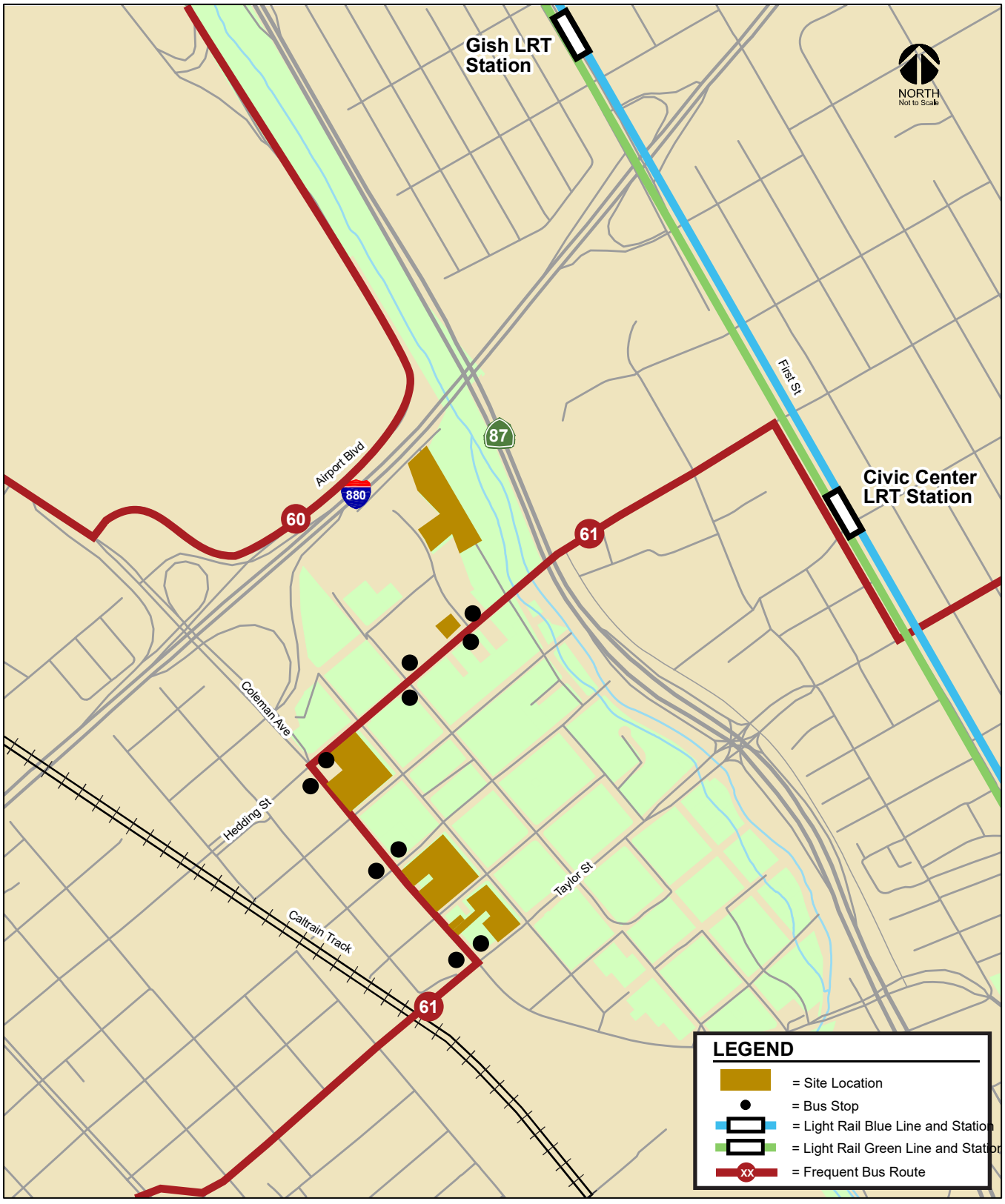


Figure 20
Airport/Guadalupe Gardens GPA – Existing Transit Facilities



with 20- to 40-minute headways during the commute period. Frequent Route 61 has bus stops near the project site along Hedding Street and Coleman Avenue.

VTA Light Rail Transit (LRT) Service

The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View and Sunnyvale. The service operates nearly from 5:00 AM to 9:00 PM with 30-minute headways.

The Green (Old Ironsides to Winchester) and Blue (Baypointe to Santa Teresa) LRT lines operate along First Street in the project vicinity. The project site is located approximately ¾ of a mile west of the Civic Center Light Rail Transit (LRT) Station located along First Street, between Taylor Street and Hedding Street.

General Plan Amendment Site-Specific Long-Range Analysis

The site-specific long-range traffic impacts resulting from the proposed Airport/Guadalupe Gardens 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 project daily vehicle miles traveled (VMT) per service population, where service population is defined as the number of residents plus the number of employees citywide. This approach focuses on the VMT generated by new population and employment growth. VMT is calculated as the number of vehicle trips multiplied by the length of the trips in miles. 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 19, the citywide daily VMT would decrease slightly and the VMT per service population would remain unchanged with the proposed land use amendment when compared to the current GP. Therefore, the proposed Airport/Guadalupe Gardens 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. Journey-to-work 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 20 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 as a result of the proposed GPA. Therefore, the proposed Airport/Guadalupe Gardens GPA would result in a *less than significant* impact on citywide journey-to-work drive alone mode share.

Table 19
Airport/Guadalupe Gardens GPA – Daily Vehicle Miles Traveled Per Service Population

	Base Year (2015)	2040 General Plan (Baseline)	2040 General Plan Plus GPA
Citywide Daily VMT	17,505,088	28,035,508	28,017,620
Citywide Service Population	1,392,946	2,054,758	2,054,758
- Total Households	319,870	429,350	429,350
- Total Residents	1,016,043	1,303,108	1,303,108
- Total Jobs	376,903	751,650	751,650
Daily VMT Per Service Population	12.57	13.64	13.64
Increase in VMT/Service Population over General Plan Conditions			***-0.01***
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 2020
by Hexagon Transportation Consultants, Inc.

Table 20
Airport/Guadalupe Gardens GPA – Journey-to-Work Mode Share

Mode	Base Year (2015)		2040 General Plan (Baseline)		2040 General Plan Plus GPA	
	Trips	%	Trips	%	Trips	%
Drive Alone	753,264	79.69%	1,092,462	71.70%	1,091,891	71.66%
Carpool 2	85,496	9.04%	137,781	9.04%	137,903	9.05%
Carpool 3+	28,526	3.02%	54,781	3.60%	54,803	3.60%
Transit	48,181	5.10%	182,827	12.00%	183,201	12.02%
Bicycle	14,120	1.49%	26,337	1.73%	26,393	1.73%
Walk	15,666	1.66%	29,451	1.93%	29,445	1.93%
Increase in Drive Alone Percentage over General Plan Conditions						-0.04%
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 2020
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 21 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 0.7% or less) on three corridors due to the proposed Airport/Guadalupe Gardens GPA. Travel speeds on the remaining corridors would improve slightly or remain unchanged when compared to the current GP. Therefore, the proposed Airport/Guadalupe Gardens GPA would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

Impacts on Transit, Bicycle, and Pedestrian Circulation

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 Airport/Guadalupe Gardens 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 21
Airport/Guadalupe Gardens GPA – 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 GPA		
	Speed (mph)	Speed (mph)	Speed (mph)	% Change (GPplusGPA - GP) / GP	Absolute Change (GPplusGPA - GP)
2nd Street from San Carlos Street to St. James Street	16.6	15.3	15.3	0.0%	0.0
Alum Rock Avenue from Capitol Avenue to US 101	21.3	16.6	16.6	0.0%	0.0
Camden Avenue from SR 17 to Meridian Avenue	23.1	16.3	16.4	0.6%	0.1
Capitol Avenue from South Milpitas Boulevard to Capitol Expressway	27.1	22.6	22.5	-0.4%	-0.1
Capitol Expressway from Capitol Avenue to Meridian Avenue	33.0	26.7	26.5	-0.7%	-0.2
East Santa Clara Street from US 101 to Delmas Avenue	20.4	15.3	15.5	1.3%	0.2
Meridian Avenue from Park Avenue to Blossom Hill Road	24.9	20.0	20.0	0.0%	0.0
Monterey Road from Keyes Street to Metcalf Road	27.4	19.3	19.4	0.5%	0.1
North 1st Street from SR 237 to Keyes Street	21.3	13.6	13.7	0.7%	0.1
San Carlos Street from Bascom Avenue to SR 87	24.8	19.8	19.9	0.5%	0.1
Stevens Creek Boulevard from Bascom Avenue to Tantau Avenue	24.3	18.8	18.9	0.5%	0.1
Tasman Drive from Lick Mill Boulevard to McCarthy Boulevard	22.7	13.8	13.8	0.0%	0.0
The Alameda from Alameda Way to Delmas Avenue	20.5	13.8	14.0	1.4%	0.2
West San Carlos Street from SR 87 to 2nd Street	20.0	18.8	18.7	-0.5%	-0.1

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 2020 by Hexagon Transportation Consultants, Inc.

6. Conclusions

This report presents the results of the long-range traffic impact analysis for the proposed City of San José 2020 General Plan Amendments (project). The project consists of amending the current adopted land use designations of the Envision San José 2040 GP for seven sites within the City of San José. 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, impacts to travel speeds on transit priority corridors, and impacts to pedestrian, bicycle, and transit facilities. Impacts were evaluated based on the same measures of effectiveness (MOEs) and significance criteria utilized in the Envision San José 2040 GPA TIA.

This study includes an evaluation of the cumulative impacts of all seven GPA sites. The study also includes the required site-specific GPA traffic analysis for three GPA sites. 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

When 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 2020 GPAs would result in a less than significant impact on citywide daily VMT per service population. It is important to note that the VMT per service population is based on raw model output and does not reflect the implementation of adopted GP policies and goals that would further reduce VMT by increased use of non-auto modes of travel.

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 2020 GPAs 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 2020 GPAs would result in a *less than significant* impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

Site-Specific GPA Traffic Analysis

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 PM 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. All of the seven GPA sites are located outside of the three special subareas and therefore are subject to the 250 PM peak-hour trip threshold. The proposed land use amendments for the following three amendment sites would result in a net increase of more than 250 PM peak-hour trips and require site-specific analyses:

- GP19-012/C19-042 (329 Gifford Avenue)
- P19-008/H20-004 (276 Woz Way)
- GP18-012 (Airport/Guadalupe Gardens)

The results of the analyses show that the additional traffic generated by each of the three individual GPA sites that required site-specific analysis would not cause any additional transportation impacts beyond those identified for the adopted Envision San José 2040 GP. Therefore, each of the individual GPA sites 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 2020 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 2020 GPA land use adjustments would not substantially disrupt existing or interfere with planned bicycle facilities; conflict or create inconsistencies with adopted bicycle plans, guidelines, policies, or standards; and provide insecure and unsafe bicycle parking in adequate proportion to anticipated demand.

Pedestrian Facilities

The 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 2020 GPA land use adjustments would not substantially disrupt existing or interfere with planned pedestrian facilities; create inconsistencies with adopted pedestrian plans, guidelines, policies, or standards; and provide accessible pedestrian facilities that would not meet current ADA best 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 2020 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.