SECTION 1.0 DRAFT EIR TEXT REVISIONS

This section contains revisions to the text of the Graniterock Capitol Site Modernization Plan Draft EIR dated September 2022. Revised or new language is underlined. All deletions are shown with a ~~line through the text~~. These text changes do not constitute "significant new information" requiring re-circulation of the EIR, as defined in CEQA Guidelines Section 15088.5.

Page iii Table of Contents, the following text is **ADDED** to the end of the list of Appendices:

Appendix G: Long-Range Transportation Analysis ~~2021~~ 2022 (Hexagon Transportation Consultants, Inc., September 9, 2022)

Page 186 Section 3.17.2.2, the following text is **REVISED** after the last paragraph in the section:

Cumulative Long-Range Transportation Impact Analysis

In addition to an analysis of long-range transportation impacts of individual General Plan Amendments (GPAs), the City also evaluates cumulative long-range transportation impacts of all proposed GPAs in each annual GPA cycle. The purpose of this analysis is to evaluate the combined effect of all proposed GPAs on the three Measures of Effectiveness (MOE) thresholds used to evaluate long-range transportation impacts citywide at build out of the 2040 General Plan. The results of the cumulative Long-Range transportation analysis are discussed below and provided in Appendix G of this Draft EIR.

General Plan Amendment

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 3.17-2 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.

Table 3.17-2
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: 1. The average speed drops below 15 mph or decreases by 25% or more, or 2. 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

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.

Vehicle Miles Traveled Per Service Population

The San José General Plan Travel Demand Forecasting (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 3.17-3, below, the citywide daily VMT would decrease slightly but the VMT per service population would remain unchanged due to the proposed land use amendments when compared to the current General Plan. The reduction in citywide daily VMT is due to (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. Therefore, cumulatively, the proposed ~~2021~~2022 cycle GPAs would result in a less than significant impact on citywide daily VMT per service population. 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 3.17-3 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	~~27,984,522~~ 27,674,301	~~27,978,033~~ 27,673,481
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	~~13.62~~ 13.47	~~13.62~~ 13.47
Increase in VMT/Service Population Over General Plan Conditions			**0.00**
Significant Impact?			**No**

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 ~~2021~~ 2022 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 3.17-4, 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~~ not change as a result of the proposed GPAs. Approximately, 71.65% of the commuters would drive alone to and from work under both the current General Plan and the current General Plan with ~~the proposed GPAs and the percentage of transit and bike trips would increase slightly as a result of~~ the proposed ~~2021~~ 2022 GPAs.

Table 3.17-4 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	1,091,324 ~~89,830~~	71.~~55~~65	1,091,414 ~~1,089,733~~	71.6~~54~~
Carpool 2	85,496	9.04	137,868 ~~919~~	9.05	137,879 ~~8,013~~	9.05~~6~~
Carpool 3+	28,526	3.02	54,530 ~~929~~	3.~~61~~58	54,499~~941~~	3.58~~61~~
Transit	48,181	5.10	183,914 ~~4,648~~	12.07~~12~~	~~183,836~~ ~~184,594~~	12.07~~12~~
Bicycle	14,120	1.49	26,089 ~~394~~	1.71~~3~~	26,088~~385~~	1.71~~73~~
Walk	15,666	1.66	29,460 ~~514~~	1.94	29,458~~515~~	1.94
Increase in Drive Alone Percentage over General Plan Conditions						**-0.00**
Significant Impact?						**No**

~~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 ~~2021~~ 2022 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 3.17-5 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 that travel speeds would improve slightly by 0.1 mph (a change of 0.6% or less) on three of the study corridors and remain unchanged for the remaining study corridors when compared to the current General Plan. ~~a decrease in travel speeds of 0.3 mph or less (or a change of 2.1% 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 ~~2021~~ 2022 GPAs would result in a less than significant impact on the AM peak-hour average vehicle speeds on the transit priority corridors.

Table 3.17-5
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	~~15.1~~ 15.3	15.3	~~1.3%~~ 0.0	~~0.2~~ 0.0
Alum Rock Avenue from Capital Avenue to US 101	21.3	~~16.6~~ 16.5	~~16.7~~ 16.5	~~0.6%~~ 0.0	~~0.1~~ 0.0
Camden Avenue from SR17 to Meridian Avenue	23.1	~~16.5~~ 16.4	~~16.5~~ 16.4	0.0%	0.0
Capitol Avenue from South Milpitas Boulevard to Capitol Expressway	27.1	~~22.6~~ 22.5	~~22.7~~ 22.5	~~0.4%~~ 0.0%	~~0.1~~ 0.0
Capitol Expressway from Capital Avenue to Meridian Avenue	33.0	26.6	26.6	0.0%	0.0
East Santa Clara Street from US 101 to Delmas Avenue	20.4	15.8	~~15.8~~ 15.9	~~0.0%~~ 0.6%	~~0.0~~ 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	~~19.4~~ 19.6	0.5%	0.1
North 1st Street from SR 237 to Keyes Street	21.3	~~13.8~~ 13.7	13.7	~~-0.7%~~ 0.0%	~~-0.1~~ 0.0
San Carlos Street from Bascom Avenue to SR 87	24.8	~~19.9~~ 19.8	19.9	~~0.0%~~ 0.5%	~~0.0~~ 0.1
Stevens Creek Boulevard from Bascom Avenue to Tantau Avenue	24.3	~~18.9~~ 18.8	~~18.9~~ 18.8	0.0%	0.0
Tasman Drive from Lick Mill Boulevard to McCarthy Boulevard	22.7	~~14.0~~ 13.9	~~13.7~~ 13.9	~~-2.1%~~ 0.0%	~~-0.3~~ 0.0
The Alameda from Alameda Way to Delmas Avenue	20.5	~~14.0~~ 13.9	~~14.0~~ 13.9	0.0%	0.0
West San Carlos Street from SR 87 to 2nd Street	20.0	~~18.8~~ 18.7	18.7	~~-0.5%~~ 0.0%	~~-0.1~~ 0.0

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 ~~2021~~ 2022 GPAs would result in a less than significant impact on the AM peak-hour average vehicle speeds on the transit priority corridors.