

ERRATA

Date: March 21, 2023

Subject: Graniterock Capitol Site Modernization Project

File Nos: GP19-010, PDC20-023, PD20-013

Address/Location:

The 22.18-acre site is located at the northern terminus of 120 Granite Rock Way in San Jose, CA

Council District: 7

The Draft Environmental Impact Report (DEIR) for Graniterock Capitol Site Modernization Plan Project (Project) was published for public review on September 20, 2022 and public circulation ended on November 4, 2022. A First Amendment to the DEIR which included response to comments received during the public circulation and text changes was posted on March 14, 2023. This errata is presented to correct and clarify additional minor changes and to provide a technical response to a comment received on March 6, 2023, outside the DEIR public circulation period.

Comment- Snell Ministorage

On March 6, 2022, City staff received an email from Katie, an on-site caretaker for the Snell Ministorage located at 3616 Hillcap Avenue. Katie's email (Attachment B) indicated that she is living at the Snell Ministorage site which is adjacent to the Graniterock facility and that she is concerned about dust, operational noise, including vibration, wear on street pavement, and truck traffic. Katie also asked if the proposed 24-hour use was permitted next to a residential use.

As discussed in the Supplemental Air Quality Analysis (Attachment A), the presence of a residence at the Snell Ministorage site was not known at the time the Draft EIR was prepared and therefore was not identified as a sensitive receptor. Upon learning of the residence at the Snell Ministorage site, City staff worked with the environmental consultant to determine if any new significant impacts would occur given the site's proximity to the project site. The Supplemental Air Quality Analysis, prepared by Illingworth & Rodkin and David J. Powers & Associates, outlines the additional analysis to determine if the presence of a sensitive receptor at the Snell Mini Storage facility would affect the results of the air quality analysis in the Draft EIR. A review of the modeling and meteorological data utilized in the Draft EIR indicates that the residence at the Snell Ministorage facility would be roughly 1,130 feet south of the approximate centroid of emission sources at the project site compared to a distance of 1,550 feet east for the project's maximally exposed individual (MEI) identified in the Draft EIR. Based on the San José Mineta International Airport wind rose, winds toward the self-storage receptor would occur less than two percent of the time while winds towards the project MEI would occur roughly 37 percent of the time, thus indicating that the health risk impacts at the self-

storage receptor would be less than those at the project MEI. To confirm this, Illingworth & Rodkin, Inc. modeled the diesel particulate matter (DPM) and particulate matter (PM_{2.5}) concentrations at the self-storage receptor and compared them to the data for the MEI receptor. Based on the modeling results, the concentrations at the self-storage receptor would be substantially lower than those at the project MEI. Therefore, there would be lower air quality-related health risk impacts at the self-storage receptor compared to the project MEI disclosed in the draft EIR. As a result, the analysis of impacts in the draft EIR does not require revision and the impact determinations remain unchanged.

With respect to construction-related noise, it is important to note that construction activities would primarily occur in the interior portions of the site, meaning the distance from major construction activities to residences would be significant (more than 250 feet). The Snell Ministorage is adjacent to Graniterock's current unpaved parking lot and storage area. Under the proposed project, this area would be paved, used as a drainage management zone, and provide space for the rail spurs (1, 2, and 3) extensions to store/move rail cars. Existing daytime noise levels at residences to the south along Snell Avenue (closest to Hillcap Avenue and the Snell Ministorage unit) range from 63 to 74 dBA Leq. These residences are as close as 1,500 feet from the center of the project site, 675 feet from the closest segment of the proposed rail spur, 1,750 feet from the location of the proposed aggregate terminal, 1,600 feet from the location of the proposed concrete plant, and 1,550 feet from the location of the proposed asphalt plant. Pile driving would result in noise levels of about 67 dBA Leq at these residences, similar to existing ambient daytime levels. Rail spur construction would generate noise levels of 56 to 66 dBA Leq when located in the northeastern portion of the spur line. Noise levels during other phases of construction would range from 48 to 61 Leq. Construction noise levels would be similar to or below levels generated by ambient noise levels generated by vehicular traffic along Snell Avenue. Therefore, with implementation of standard permit conditions, the construction noise impact would be less than significant.

As discussed in Section 3.13 (Noise), a significant impact would result if traffic generated by the project would substantially increase noise levels at sensitive receptors in the vicinity. A substantial increase would occur if: a) the noise level increase is five dBA DNL or greater, with a future noise level of less than 60 dBA DNL, or b) the noise level increase is three dBA DNL or greater, with a future noise level of 60 dBA DNL or greater. The existing noise environment in the surrounding area exceeds 60 dBA DNL; therefore, a significant impact would occur if project-generated traffic would permanently increase noise levels by three dBA DNL. For reference, a three dBA DNL noise increase would be expected if the project doubled existing traffic volumes along a roadway. Under existing conditions, site operations are completed by 28 full-time employees in four shifts, with the majority of the employees (23 employees) working a 12-hour shift staggered between 6:00 AM and 8:00 PM. The proposed facility would be allowed to operate 24 hours per day, seven days per week. The number of employees is proposed to increase from the current 28 employees to 92 employees as part of the expanded and new site operations. The number of trucks associated with the modernized facility would increase from the current 323 daily trucks to 658 daily trucks. In addition, the existing rail spur would be extended from a 25-railcar spur track to accommodate up to 55 rail cars. The proposed expansion is anticipated to result in an increase of 780 daily trips with 90 new trips occurring during the AM peak hour and a reduction of three trips occurring during the PM peak hour. All new peak-hour trips would be generated by trucks because employees would generally arrive before and leave after the AM and PM peak-hours. Due to the reduction of trips in the PM peak hour, only the AM peak hour was analyzed for this assessment. Peak hour turning movements were

provided for eight study intersections. Existing plus project and background plus project traffic volumes were compared to existing and background volumes, respectively, to estimate the project's contribution to the traffic noise levels along roadways in the vicinity. Upon comparison of these traffic conditions, traffic noise increases of three dBA would occur along Granite Rock Way, east of Hillcap Avenue, and two dBA along Hillcap Avenue south of Granite Rock Way. In both cases, traffic noise levels are below noise levels generated by operations at the existing commercial and industrial uses in the area. Calculations indicate that the project would result in an increase of 0 to 2 dBA DNL at nearby noise sensitive uses. Therefore, project generated noise levels would not result in a permanent increase of 3 dBA DNL or more and noise increases at receptors would be below the noise threshold.

Regarding truck traffic, as discussed in Section 3.17 of the Draft EIR, operations at the site would be allowed to operate 24 hours per day, seven days per week. The number of employees would increase from 28 employees to 92 employees. And the number of trucks associated with the expanded facility would also increase from 323 to 658 daily trucks. All employee vehicles and trucks would continue to enter and exit the site via the project driveway at the end of Granite Rock Way. Trucks are restricted from using Hillsdale Avenue. Therefore, trucks would continue to utilize Hillcap Avenue, Snell Avenue, and Capitol Expressway as their route to and from the project site. The Level of Service (LOS) analysis determined that the intersection of Snell Avenue and Capitol Expressway is currently operating at unacceptable LOS E during the AM peak hour according to the City of San José operations standards. This intersection would continue to operate at unacceptable levels under background and project conditions. As noted in the draft EIR, Vehicle Miles Traveled (VMT) is the new metric used to determine transportation impacts. The VMT generated by the project would be 12.28 per industrial worker, which is lower than the City's industrial threshold of 14.37 per employees. Therefore, the project would not result in, or contribute substantially to a significant cumulative VMT impact.

Finally, staff notes the Snell Ministorage is located in the IP Industrial Park Zoning District. The Graniterock facility and project site is located in the IP(PD) Industrial Park Planned Development Zoning District. Under the current Zoning Ordinance, the LI Light Industrial Zoning District is the only industrial zoning district that allows miniwarehouse/ministorage with a Conditional Use Permit. And per Section 20.200.750 of the Zoning Ordinance, miniwarehouse/ministorage may include an incidental resident caretaker unit/s. The Snell Ministorage facility is located in the IP Zoning District; therefore, under the current Zoning Ordinance, the on-site caretaker unit would not be permitted at the Snell Ministorage facility. In addition, per the applicant for the Graniterock project, Graniterock owns the parcel on which the Snell Ministorage is located and has a lease agreement; the lease does not allow residential uses on the site. In an email communication from Billy L. Whorton (Attachment C), owner of the Snell Ministorage facility, the land lease terminates on May 31, 2028.

Revisions to the Long-Range Transportation Analysis

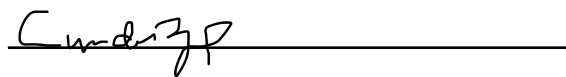
On March 14, 2023, City staff posted the Response to Comments/First Amendment to the Graniterock Capitol Site Modernization Project Draft Environmental Impact Report on the City's Environmental Review Documents website and notified all commenters regarding its availability via email. Section 5 of the First Amendment document contains the Draft EIR Text Revisions and includes the addition of Appendix G: Long-Range Transportation Analysis (2021) and additions to

the text of the Graniterock Capitol Site Modernization Project Draft Environmental Impact Report, specifically, the Transportation section (Section 3.17). Attachment D, enclosed herein, describes minor edits and revisions to Section 5 of the First Amendment to update the discussion regarding cumulative long-range transportation and long-range transportation impacts of individual General Plan Amendments. The updated discussion is based on Attachment E – Long-Range Transportation Analysis (2022) and effectively replaces Appendix G of the Graniterock Capitol Site Modernization Project Draft Environmental Impact Report. Although the 2021 Long-Range Transportation Analysis did include the Graniterock project, it was not approved in the 2021 General Plan Amendment cycle; therefore, the 2022 Long-Range Transportation Analysis represents the most current information for General Plan Amendments proposed in the 2022 cycle. The purpose of this analysis is to evaluate the combined effect of all proposed GPAs on the three Measures of Effectiveness thresholds used to evaluate long-range transportation impacts citywide at build out of the 2040 General Plan.

CONCLUSION

The updated air quality analysis accounts for the previously unknown residence at the Snell Ministorage facility and concludes that no new or greater environmental impacts would occur; therefore, no recirculation of the Draft EIR is required. The resident at the Snell Ministorage has received direct communication regarding the updated environmental analysis from City staff and no further questions have been raised. As analyzed and discussed in the Transportation section (Section 3.17) of the Draft EIR, the project does not have any significant transportation impacts and the updates to the cumulative transportation/long-range analysis do not represent significant changes that would require recirculation of the Draft EIR. The revisions to the DEIR and 1st Amendment to the DEIR do not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The new information is not significant and recirculation is not required. In conformance with Section 15074 of the CEQA Guidelines, the DEIR, technical appendices and reports, together with the First Amendment and this Errata and the information contained in this document's attachments are intended to serve as documents that will inform the decision-makers and the public of environmental effects of this project

Christopher Burton, Director
Planning, Building and Code Enforcement



Deputy

Attachments:

Attachment A – Graniterock Capitol Site Modernization Plan – Supplemental Air Quality Analysis, Illingworth & Rodkin and David J. Powers & Associates, March 17, 2023

Attachment B – Email communication from Katie, Snell Ministorage resident

Attachment C– Email communication from Billy L. Whorton, owner of Snell Ministorage

Attachment D – Edits and additions to Section 5 of the Response to Comments/First Amendment

Attachment E - City of San José 2022 General Plan Amendments, Long-Range Transportation Analysis, Hexagon Transportation Consultants, Inc., September 9, 2022