

# APPENDIX A



*Planning, Building and  
Code Enforcement*

## **EXISTING CONDITIONS REPORT** *PLEASANT HILLS GUIDING PRINCIPLES*

*August 2024*

***This Existing Conditions Report considers the context within the neighborhoods surrounding the Pleasant Hills Golf Course (PHGC) site. It examines existing land uses and urban form; demographics; and transportation.***



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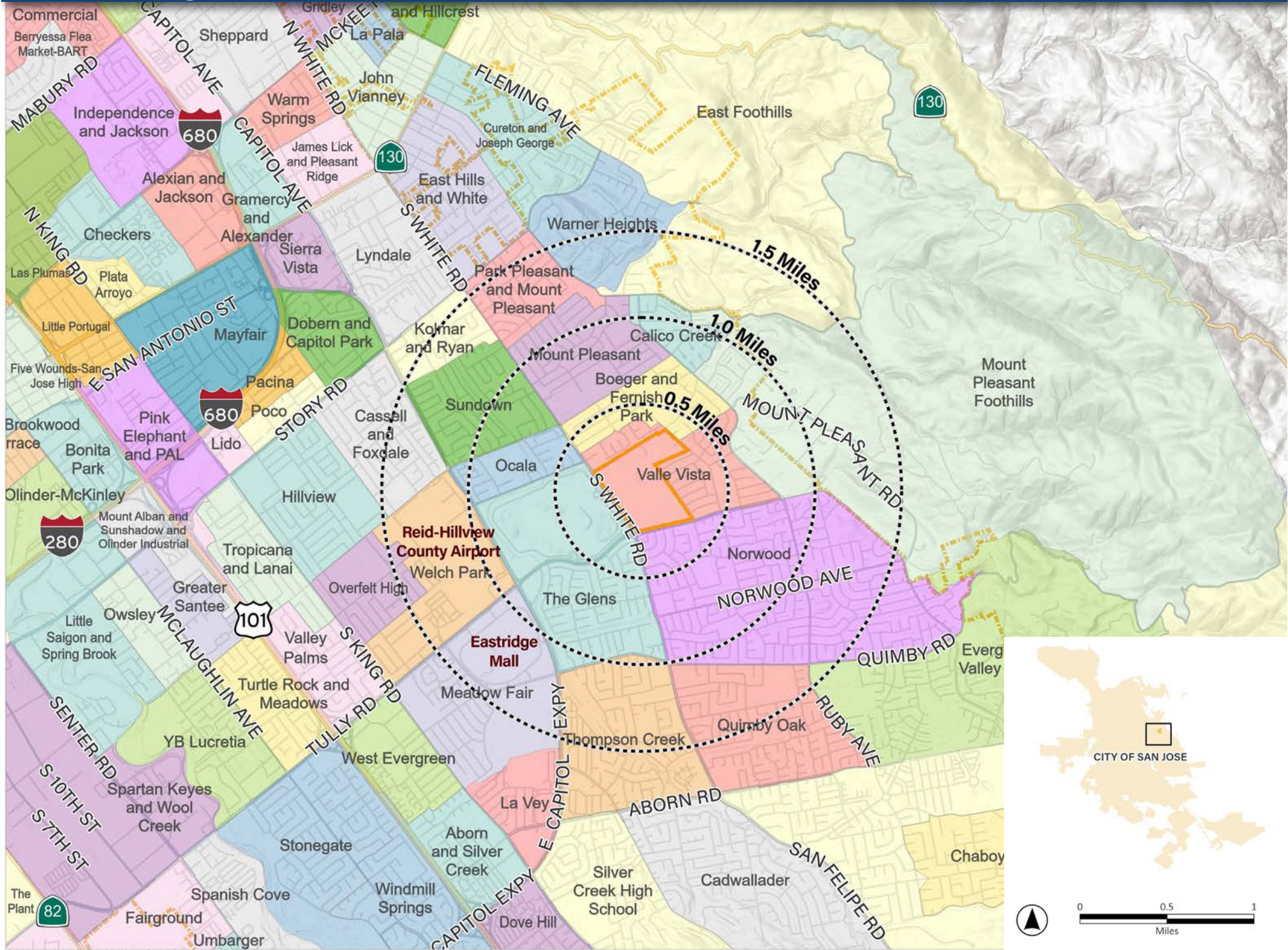
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**FIGURE 1: Neighborhoods**



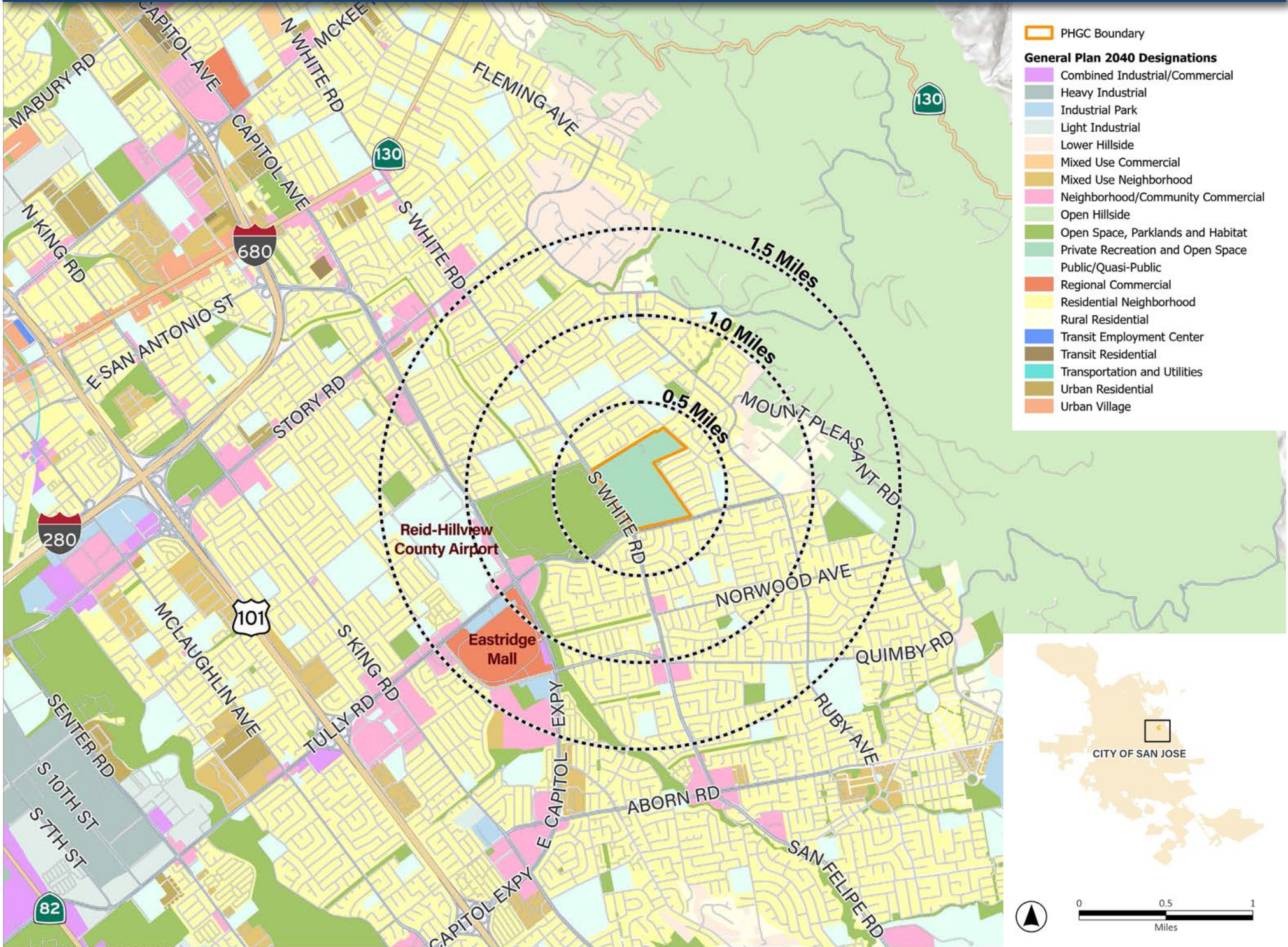
Source: ESRI, 2023; City of San Jose, 2023; PlaceWorks, 2023

## **Neighborhood Context**

The PHGC site is in the Valle Vista neighborhood of East San Jose. Adjacent neighborhoods to the PHGC site include Boeger/Fernish Park and Mount Pleasant to the north, Mount Pleasant Foothills to the east, and The Glens and Norwood to the south.

Evergreen Leadership Neighborhood Association is active in Valle Vista, Boeger/Fernish Park, and the Glens. Groups in the adjacent neighborhoods of Mount Pleasant, Mount Pleasant Foothills, and Norwood include Mount Pleasant Neighborhood Association, District 8 Community Roundtable, Norwood Neighborhood Association.

**FIGURE 2: General Land Use Designations**



Source: ESRI, 2023; City of San Jose, 2023; PlaceWorks, 2023

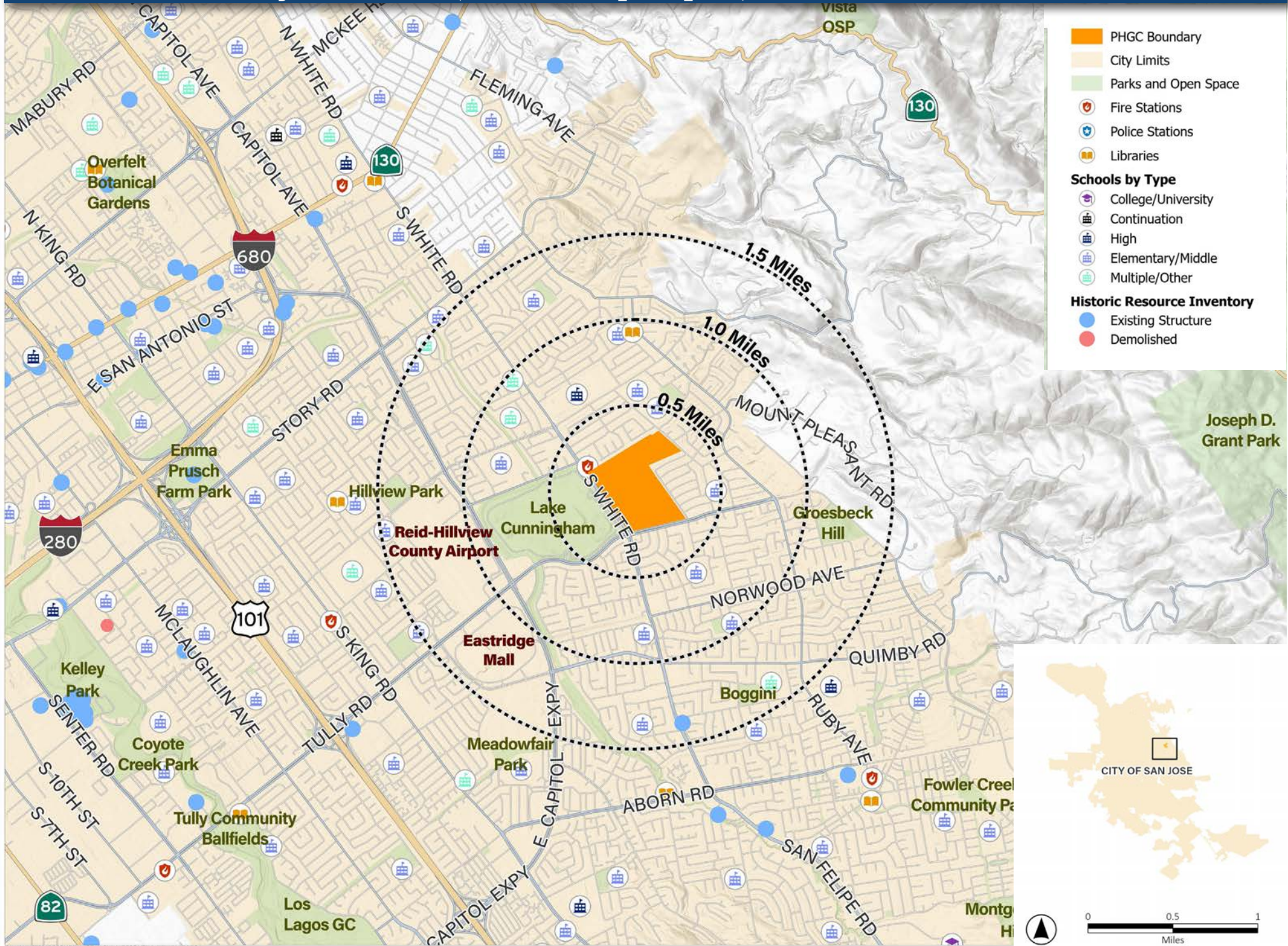
## General Land Use Designations

The Boeger and Fernish Park, Mount Pleasant Foothills, The Glens, and Norwood neighborhoods around the PHGC site are predominantly designated as “**Residential Neighborhood**” in the City’s General Plan. These neighborhoods are typified by single-family homes that were built with the intention of accommodating “nuclear families” consisting of one pair of adults and their children. Many of these homes now accommodate several generations, several families, and/or several unrelated adults.

There are also several **Public/Quasi-Public and Open Space, Parklands, and Habitats** designations in the area, which are primarily applied to existing educational institutions and parks.

Land use changes are possible at the current sites of **Reid-Hillview County Airport and Eastridge Mall**, which are currently designated as Public/Quasi-Public and Regional Commercial, respectively. Santa Clara County is currently considering the possibility of closing Reid-Hillview Airport in 2031 or thereafter, which would open that site and the areas currently under airport-related land use restrictions to new development. Housing development has recently occurred adjacent to Eastridge Mall and there is potential for further development on that site as well.

**FIGURE 3: Community Destinations, Parks and Open Space, and Historic Resources**





## **Community Destinations, Parks and Open Space, and Historic Resources**

A variety of amenities, schools, parks, public safety institutions, and historic resources can be found around the PHGC site.

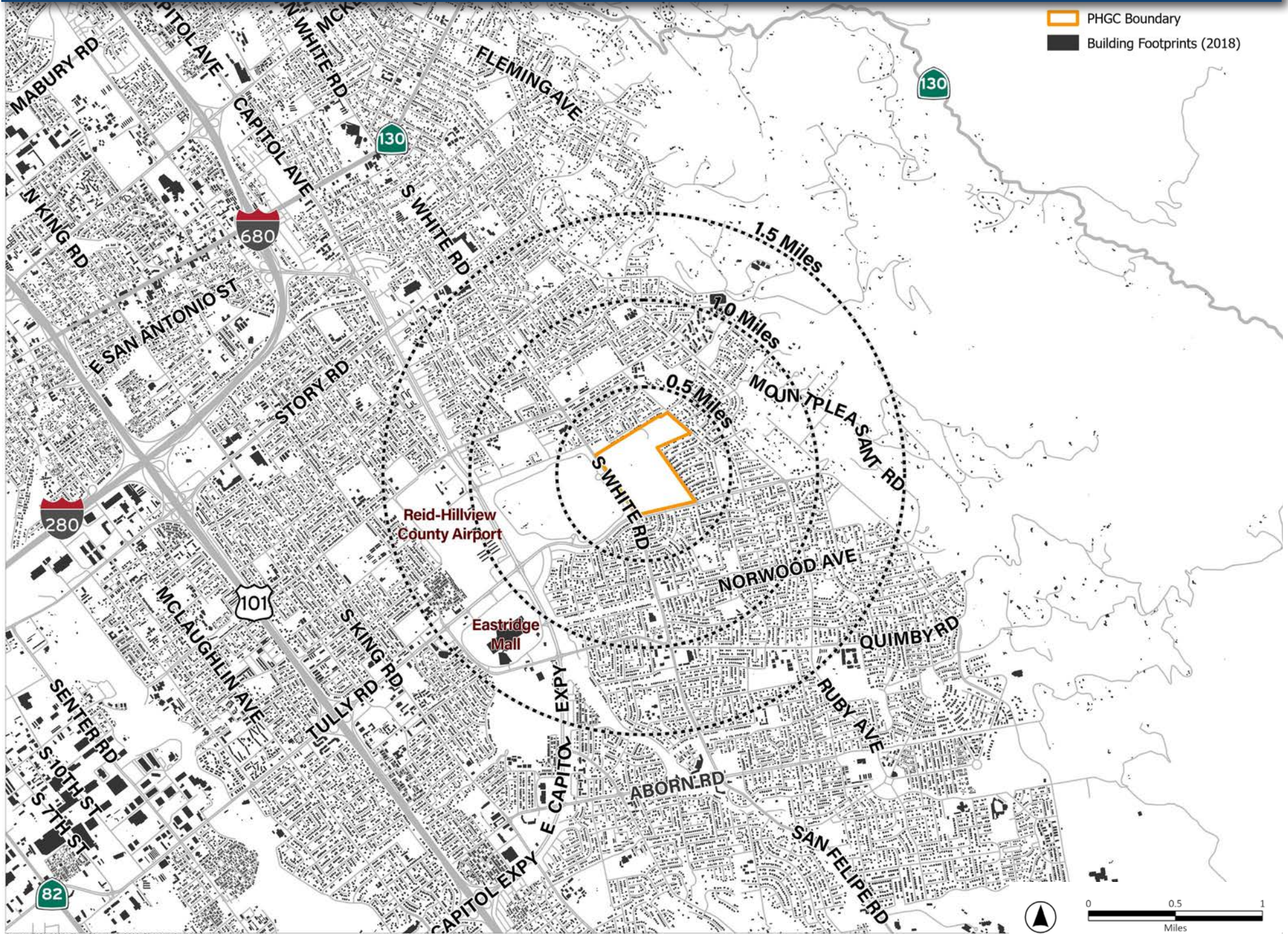
San Jose Fire Station 21 is located immediately north of the site on Tully Road.

There is a library and a total of eleven schools within one mile of the PHGC site.

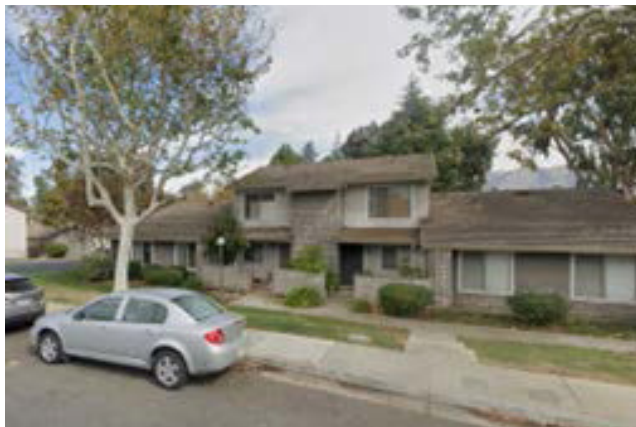
Lake Cunningham Regional Park is directly west of the site. Smaller local parks, including Hillview, Groesbeck, Meadowfair, and Boggini Parks, are nearby.

The PHGC site is not particularly close to many historic resources. Old Evergreen House, located south of the site in the Quimby Oak neighborhood on the east side of South White Road, is classified as an Identified Structure in the City of San Jose's Historic Resources Inventory. It is a potential historic property that could qualify as a historic resource pending further evaluation and survey work. Other historic sites over 1.5 miles from the site are Fred May Residence and Barn south of Aborn Road and west of San Felipe Road, the Smith Residence (City Landmark Structure) along San Felipe Road south of Aborn Road, Magic Village/ Chuck E. Cheese (Identified Structure) where Tully Road intersects Highway 101, Mirassou Winery (Candidate City Landmark, Structure of Merit) west of Ruby Avenue and South of Aborn Road, and several sites along Alum Rock Avenue north of the PHGC site.

**FIGURE 4: Urban Form and Neighborhood Character**



Source: ESRI, 2023; City of San Jose, 2023; PlaceWorks, 2023

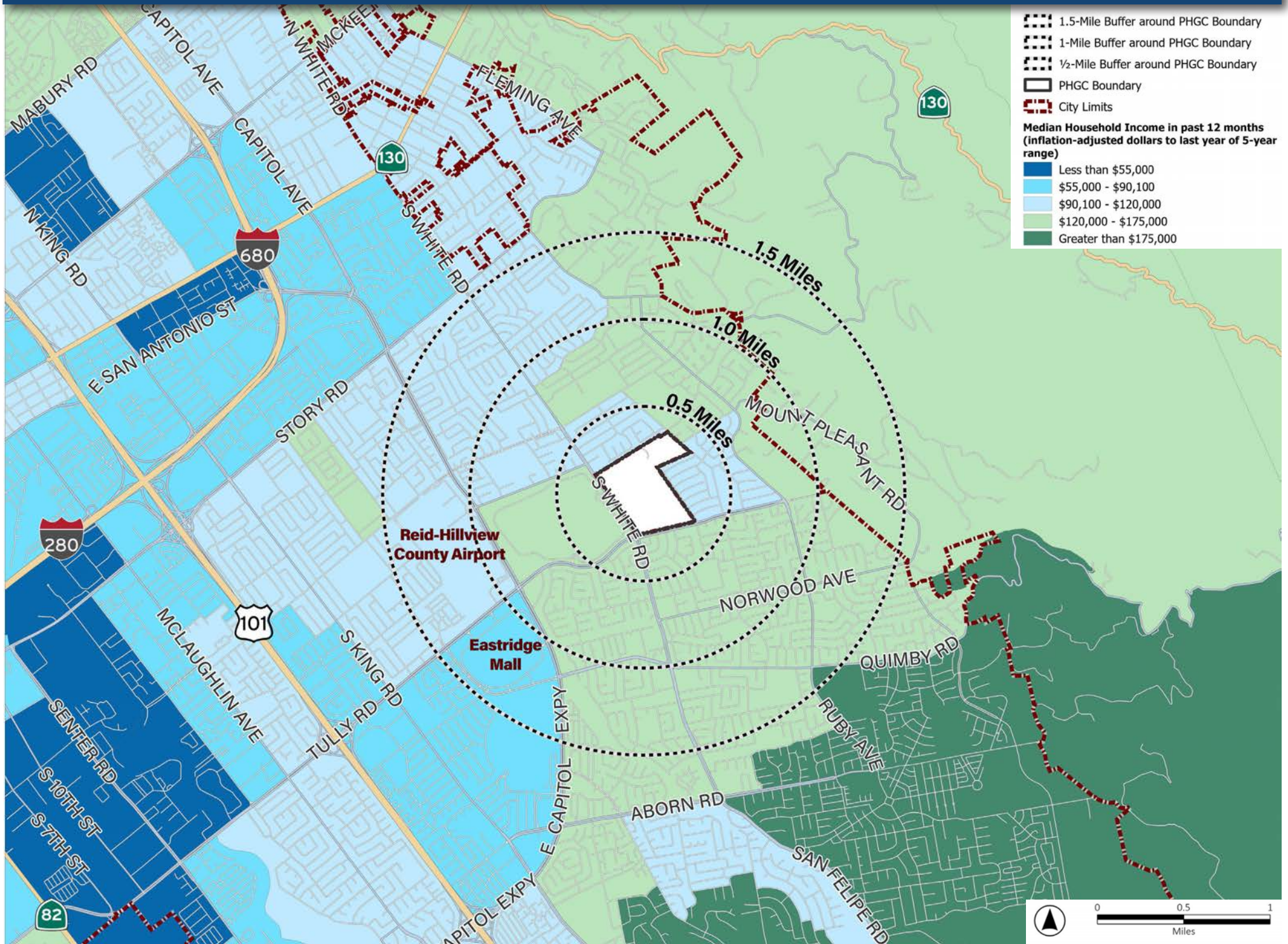


Boeger and Fernish Park, The Glens, Norwood, and Valle Vista neighborhoods adjacent to PHGC are characterized by detached, single family homes. The residential street pattern accommodates internal circulation and local traffic. Buildings are generally no taller than two stories. Homes have street-fronting driveways and garages are a significant presence along most streets, but parking is also found on the street.

There are a few multi-family residential developments in the area. They are primarily located west of PHGC, beyond 1.5 miles from the site in neighborhoods such as Cassel and Foxdale, Meadowfair, Lido, and Poco Way. In some predominantly single-family residential neighborhoods, such as Thompson Creek and Calico Creek, there is multi-family housing in the form of town homes and duplexes. Building typologies vary from newer apartments to older townhomes and are generally two to four stories in height.

Retail uses in the area are characterized by a mix of shopping centers and auto-oriented corridors. Centers are generally located on sizable lots and accommodate big-box stores such as Costco or Target and/or multiple, smaller tenants. Nearby shopping centers include Eastridge Mall (105 acres), Mount Pleasant Shopping Center (approximately 11 acres), and Evergreen Commons (approximately 8 acres). Buildings in these centers are often oriented around surface parking lots. Retail buildings along auto-oriented corridors are generally set back from the street with surface parking lots in front of them.

**FIGURE 5: Median Income**

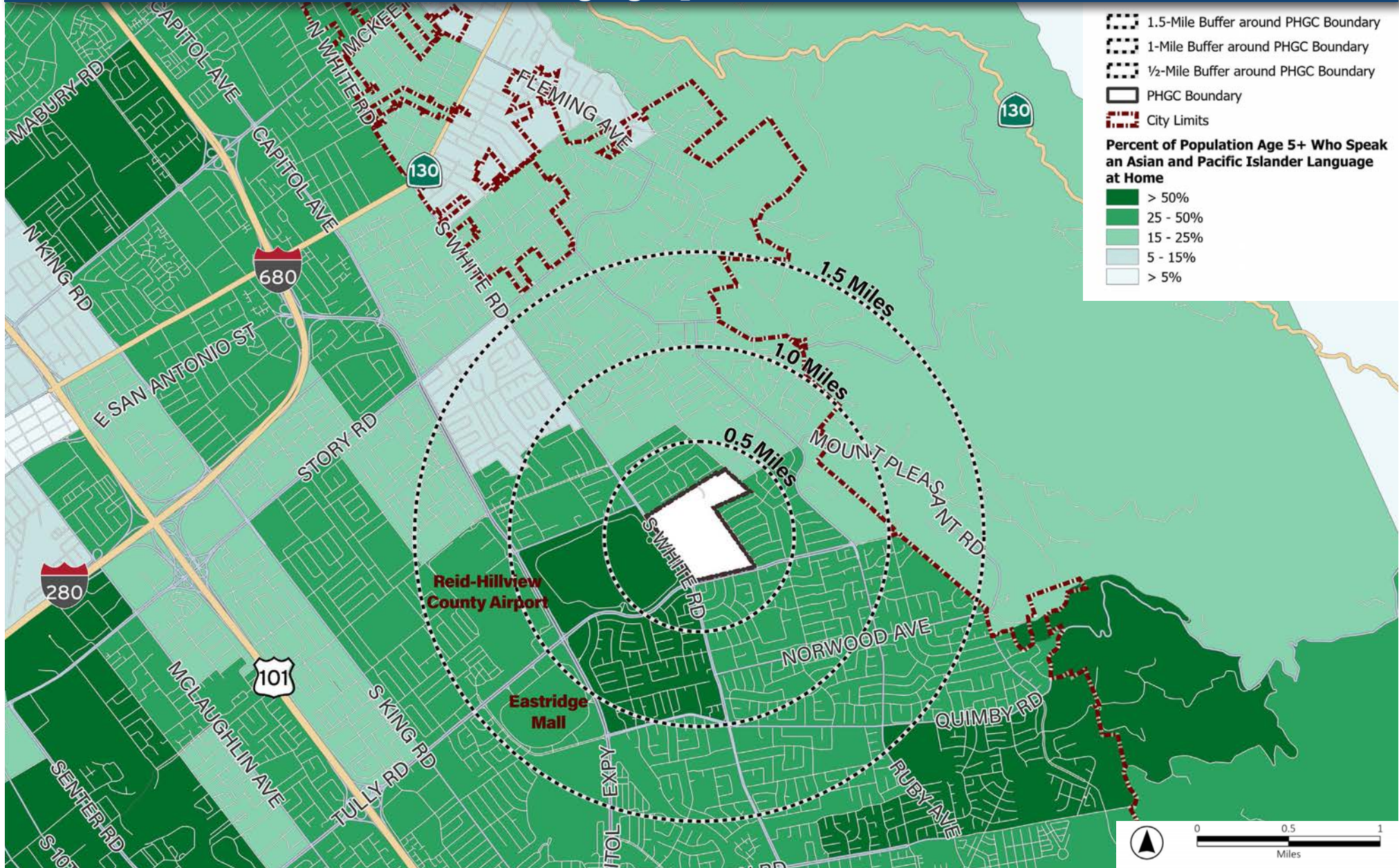


## Median Income

As shown in Figure 5, median incomes vary around the project site, with higher incomes generally to the south and east, and lower incomes to the north and west.

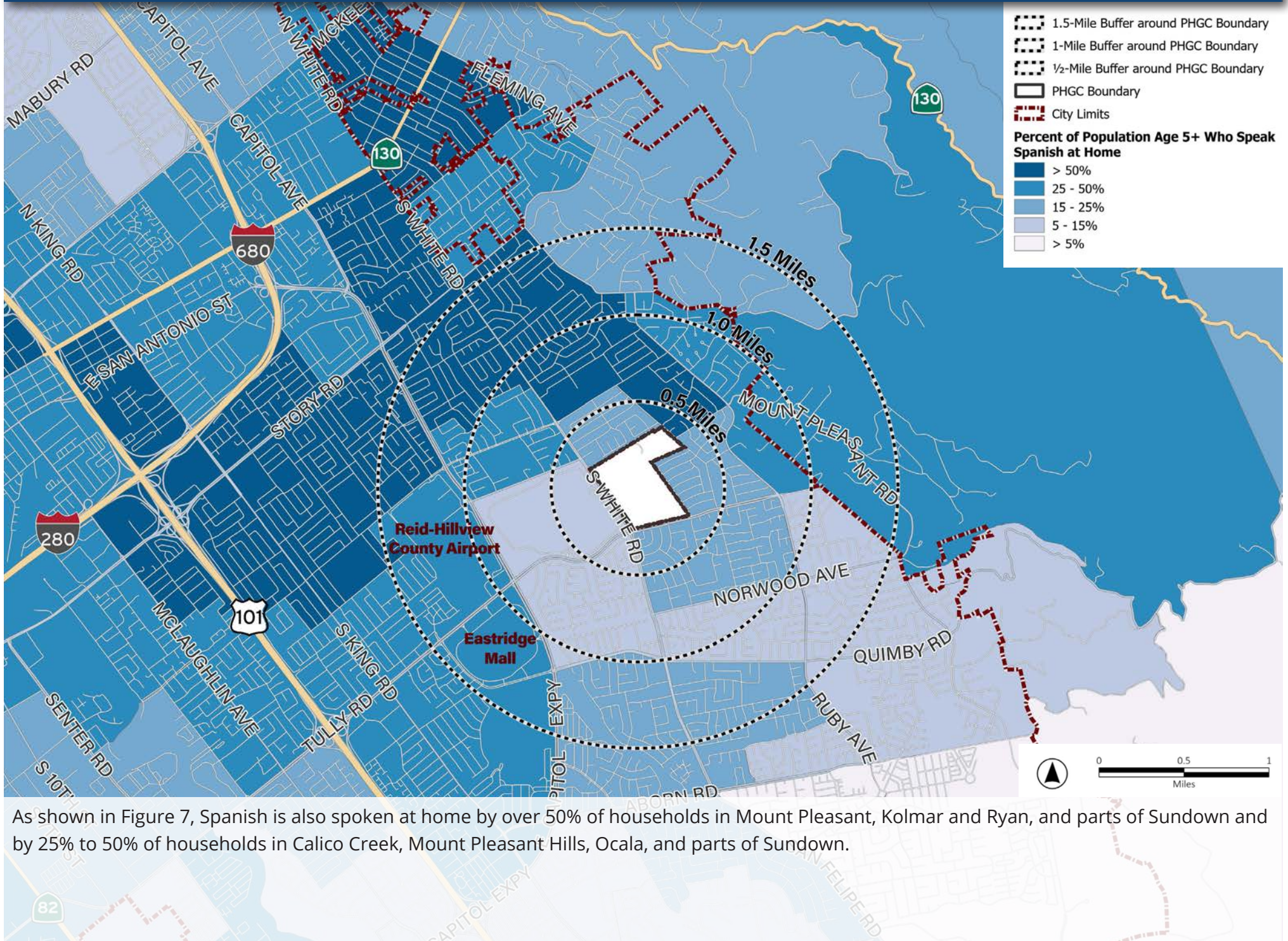
Income ranges for the study area from available census data fall into two ranges. The Valle Vista neighborhood that includes the project site, along with the Boeger and Fernish Park neighborhood to the north of the site and other areas to the north and west, have median incomes in the range of \$90,100 to \$120,000. The neighborhoods to the east and south, along with the Mount Pleasant neighborhood to the north, have median incomes between \$120,000 and \$175,000. Census tracts even further south have median incomes greater than \$175,000. Median incomes are lower further west, with median incomes of less than \$55,000 and \$55,000 to \$90,100 in neighborhoods such as Lido, Tropicana and Lanai.

**FIGURE 6: Asian and Pacific Islander Language Spoken at Home**



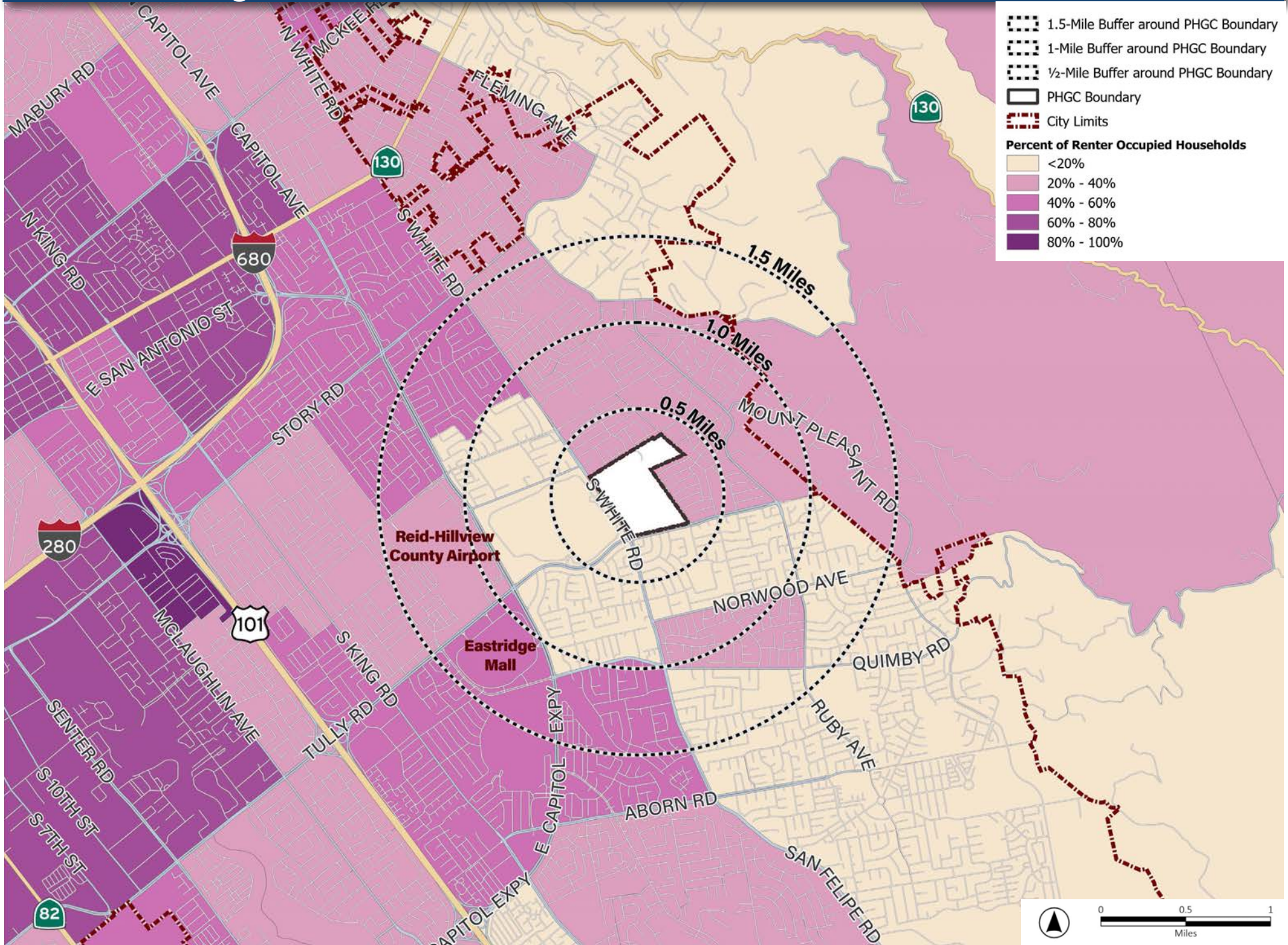
As shown in Figure 6, Asian and Pacific Island (API) languages are the most predominant in the area, with between 25% and 50% of households speaking an API language in Thompson Creek, Meadow Fair, La Vey, and Hillview, and over 50% of households speaking an API language in the Glens, Evergreen Valley High and parts of Quimby Oak. The percentage of households located in Mount Pleasant and Sundown that speak an API language is lower, ranging from 5% to 25%. The Census does not supply information on exactly which API languages are spoken in these households, but City information on ethnicity suggests that Vietnamese is by far the most prevalent language spoken.

**FIGURE 7: Spanish Language Spoken at Home**



As shown in Figure 7, Spanish is also spoken at home by over 50% of households in Mount Pleasant, Kolmar and Ryan, and parts of Sundown and by 25% to 50% of households in Calico Creek, Mount Pleasant Hills, Ocala, and parts of Sundown.

**FIGURE 8: Housing Tenure**

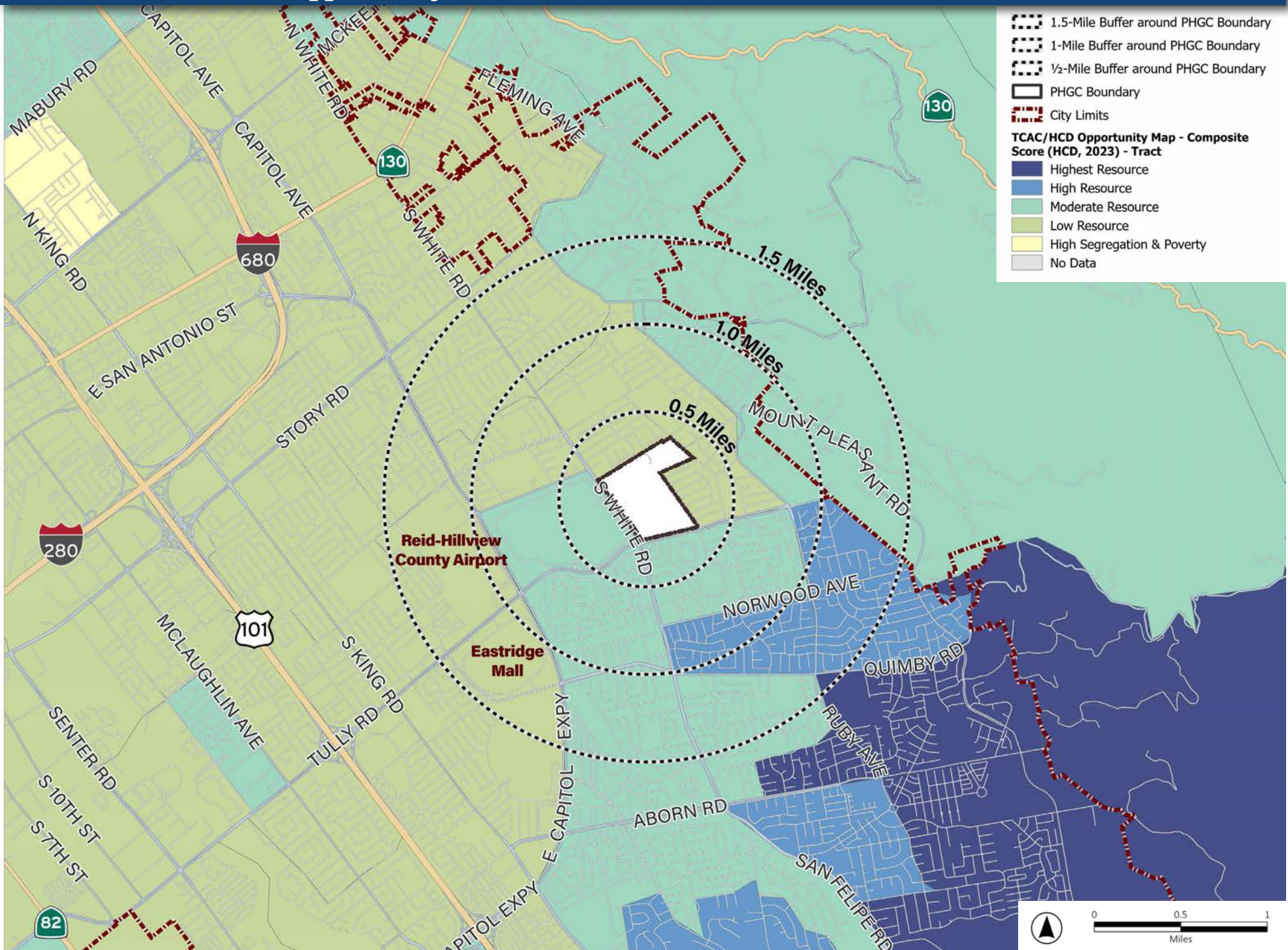




## **Housing Tenure**

“Housing tenure” refers to whether residents are owners or renters. As shown in Figure 8, between 20% and 40% of the households in Valle Vista, Boeger and Fernish Park, Mount Pleasant, and Calico Creek are renters. In The Glens, Norwood, and Quimby Oak, less than 20% of units are renter-occupied. The highest concentrations of renter-occupied units are northwest of the project site in Mayfair, Little Portugal, Checkers, and Alexian and Jackson and southeast of the Eastridge Mall in Meadow Fair, La Vey, West Evergreen, and Aborn and Silver Creek.

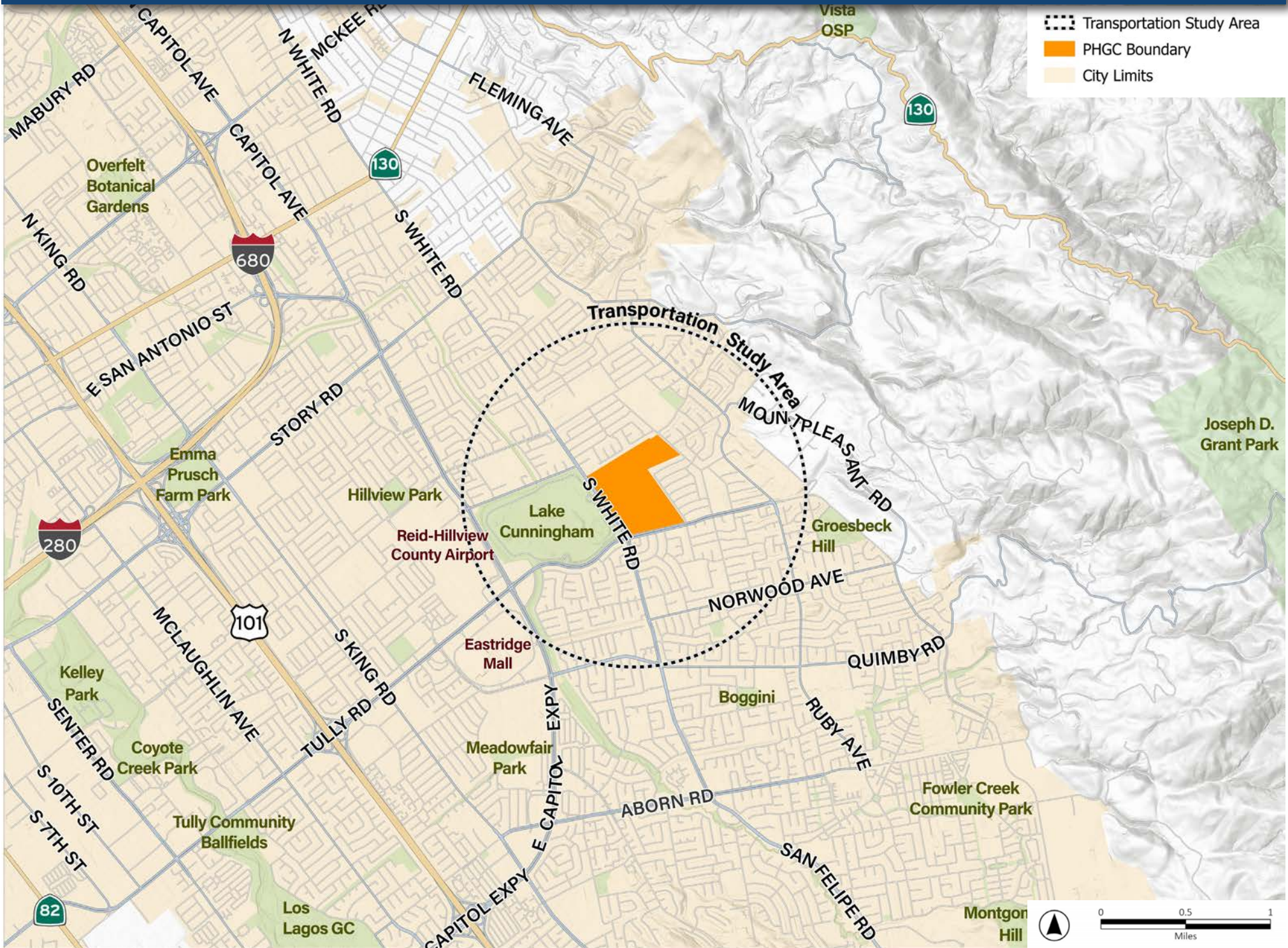
**FIGURE 9: TCAC/HCD Opportunity Areas**



## **TCAC/HCD Opportunity Areas**

The California Tax Credit Allocation Committee (TCAC) and Department of Housing and Community Development (HCD) publish an “Opportunity Map,” which incorporates factors such as poverty rates and the quality of local public schools to determine relative economic opportunity in census tracts across California. The PHGC site is located between areas that are considered in the TCAC/HCD data to have Low and Moderate or Resource levels. Most areas to the west and north of the site, such as Ocala, Welch Park, Hillview, Cassell and Foxdale, and Sundown, are mapped as Low Resource, which is also true of Valle Vista where PHGC is located. Moderate Resource areas are generally located south of the site in The Glens, Norwood, and Calico Creek neighborhoods. Areas further south and east of the PHGC site, parts of Norwood and Quimby Oak, are mapped as High and Highest Resource Areas.

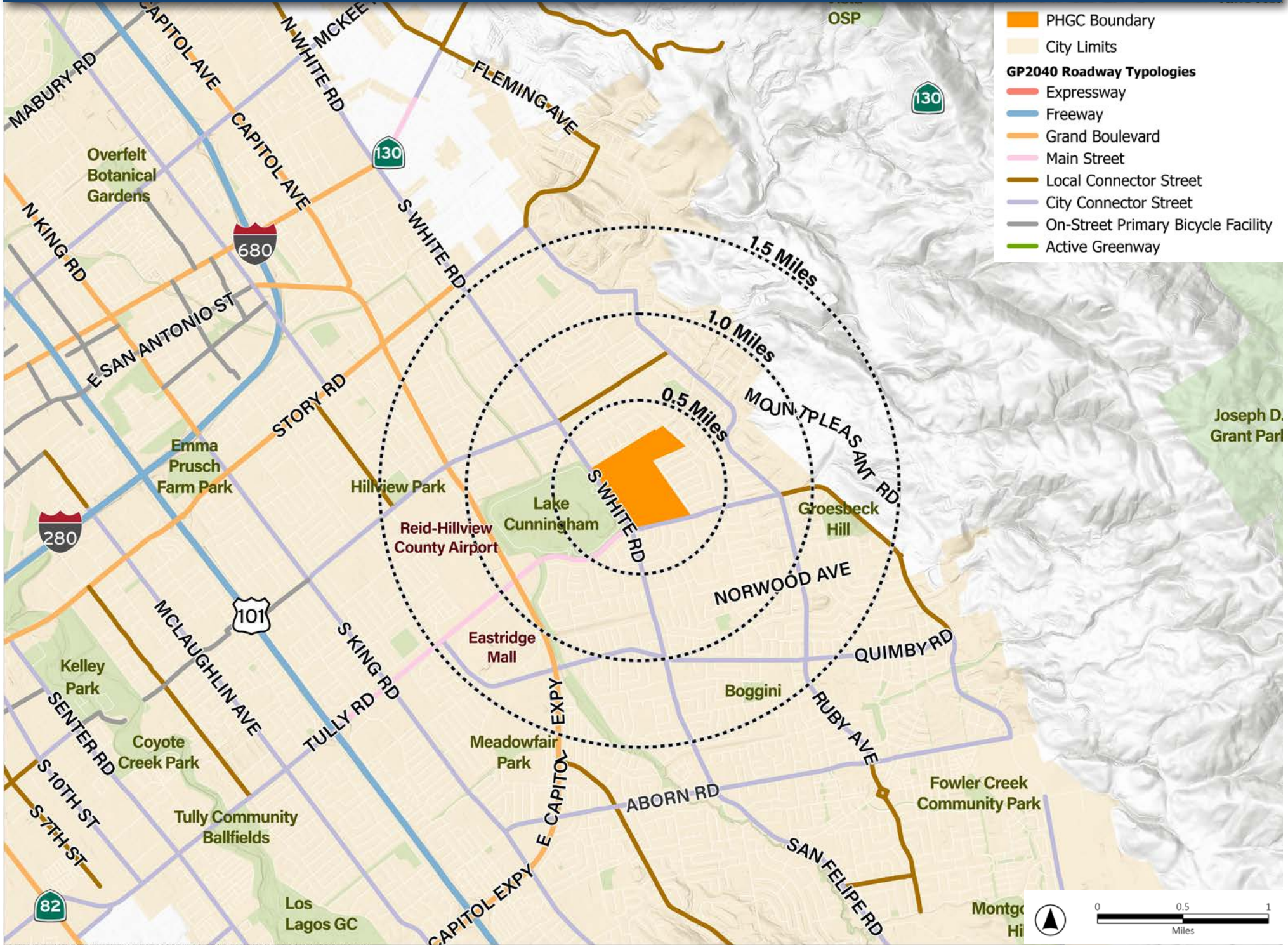
# TRANSPORTATION



## **Transportation**

Most of this section references a “Transportation Study Area” that consists of all census tracts that are at least 50% within an area that is within 1 mile of the PHGC site. A map of this Transportation Study Area is shown.

**FIGURE 10: Roadway Network**



Source: ESRI, 2023; City of San Jose, 2023; OpenMobility, 2023; VTA, 2023; Fehr & Peers, 2024; PlaceWorks, 2024

## Roadway Network

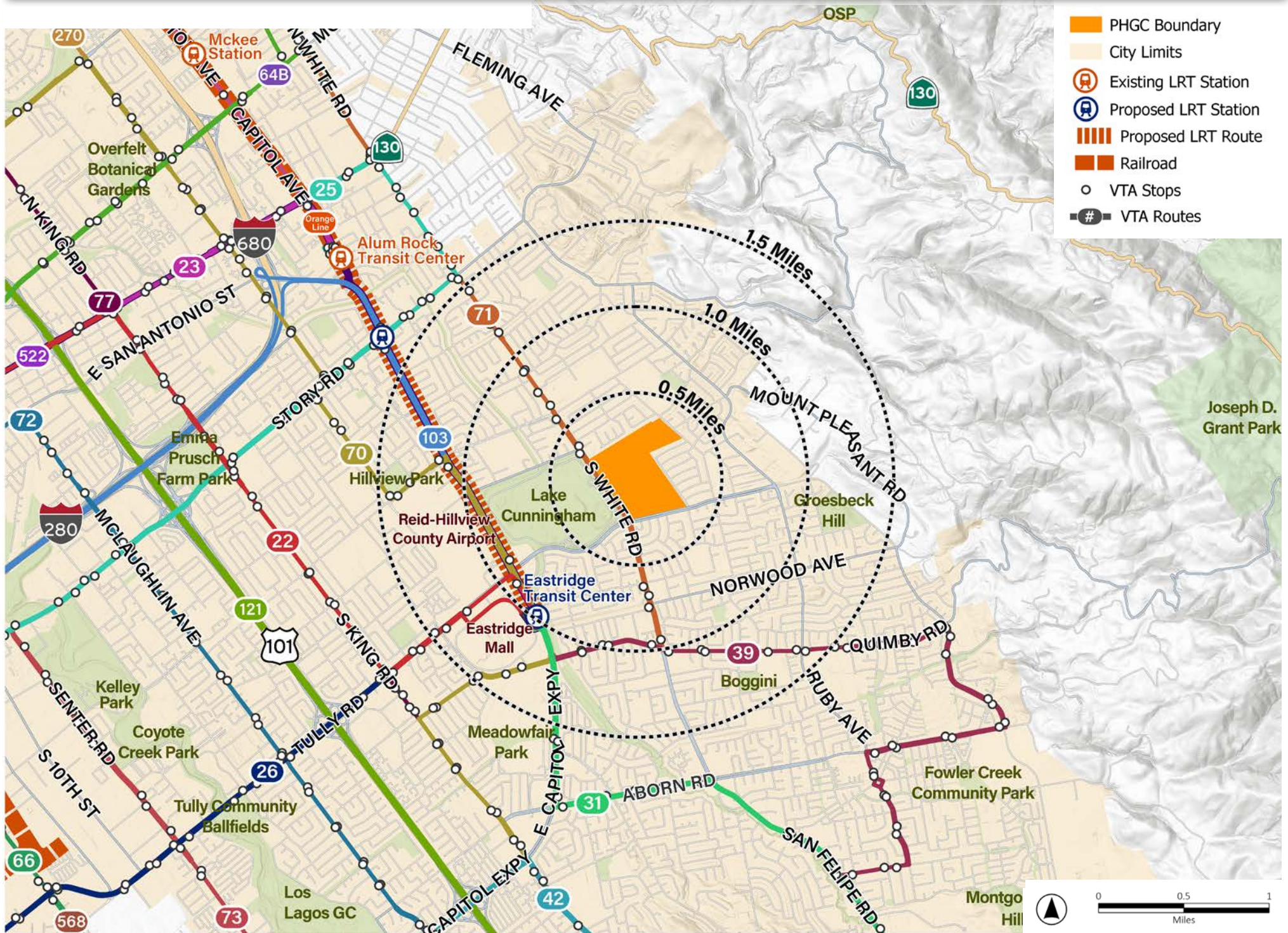
The 2040 General Plan designates non-residential streets into typologies that prioritize travel mode:

- **Freeways/Expressways** (Vehicles Prioritized)
- **Grand Boulevards** (Transit Prioritized)
- **On-Street Primary Bike Facilities** (Bikes Prioritized)
- **Main Streets** (Pedestrians Prioritized)
- **City/Local Connectors** (All Modes Prioritized)

**Key roadways in proximity to the PHGC site include:**

Roadway Segment	Roadway Typology
<b>South White Road</b>	<b>City Connector Street</b> (All Modes Prioritized)
<b>Tully Road</b> (Between S. White Road and Ruby Ave)	<b>City Connector Street</b> (All Modes Prioritized)
<b>Tully Road</b> (Between S. White Road and HWY 101)	<b>Main Street</b> (Pedestrians Prioritized)
<b>Marten Avenue</b>	<b>Local Connector Street</b> (All Modes Prioritized)
<b>Ocala Avenue</b>	<b>City Connector Street</b> (All Modes Prioritized)
<b>East Capitol Expressway</b>	<b>Grand Boulevard</b> (Transit Prioritized)
<b>Ruby Avenue</b>	<b>City Connector Street</b> (All Modes Prioritized)

**FIGURE 11: Existing and Planned Public Transportation**



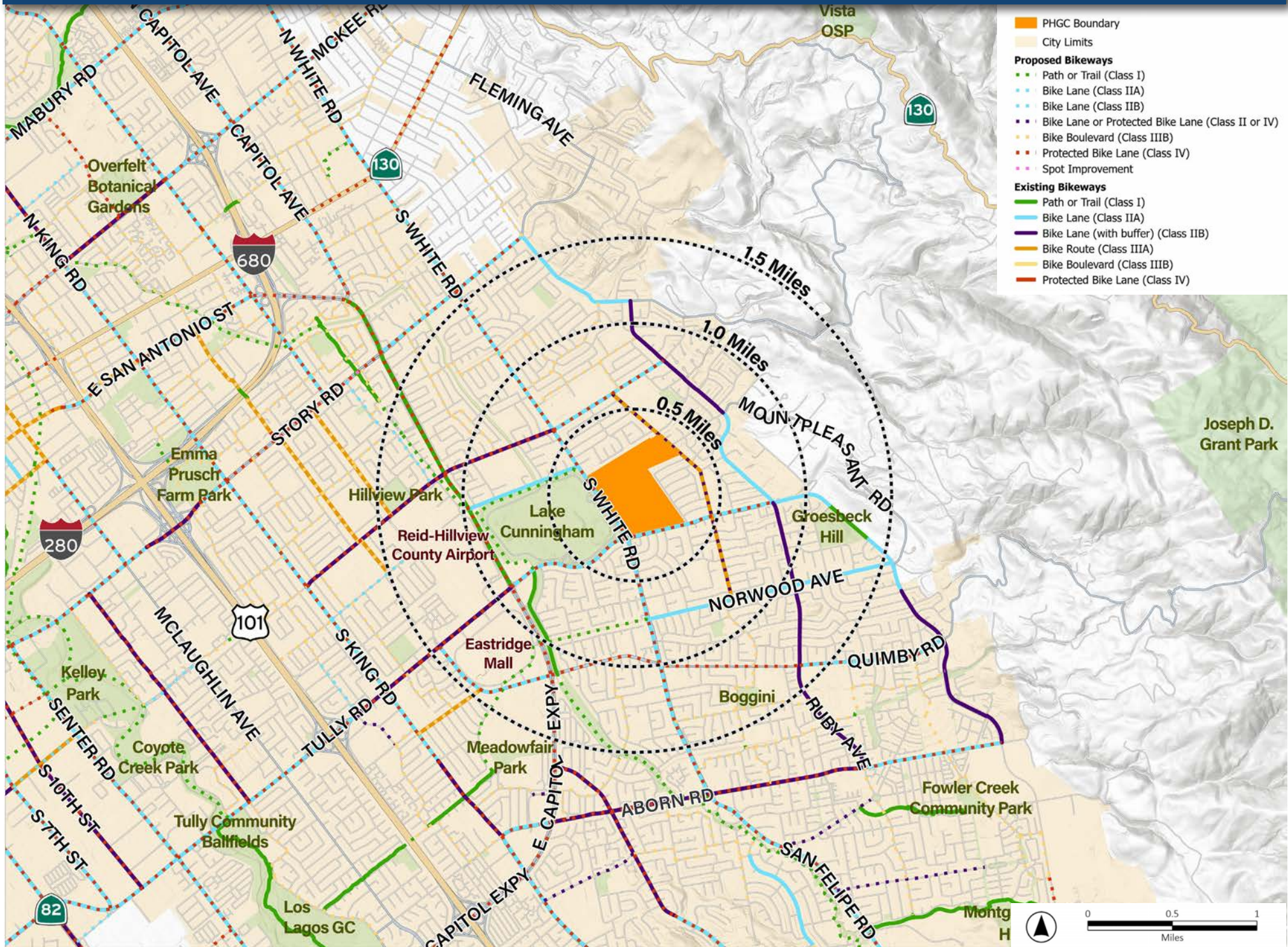


## **Existing and Planned Public Transportation**

Existing transit access adjacent to the PHGC site is provided by the Route 71 Bus line along South White Road, which terminates at the Eastridge Transit Center to south and at the Milpitas BART station to the north.

Additional transit options will be provided by the extension of the Orange Line light rail along East Capitol Expressway, which is now funded and is expected to be completed in 2028. This extension will connect Eastridge Transit Center to the Milpitas BART Station, the Tasman LRT Station, the Great America Amtrak Station, and the Mountain View Caltrain Station. Even after the LRT line is completed, transit access to Downtown San Jose will require transfers to bus lines running along Tully Road, Story Road, or Alum Rock Avenue.

**FIGURE 12: Bike Facilities**



# Bike Facilities

As shown in Figure 12, there are many existing bikeways near the project site, including:

## BUFFER BIKE LANE

- on Tully Road from Capitol Expressway to Ruby Avenue
- on Ocala Avenue west of Capitol Expressway
- and on White Road northbound between Ocala Avenue-Marten Avenue and Pleasant Lake Lane

## CLASS II BIKE LANE

- on Cunningham Avenue between Capitol Expressway and White Road
- on White Road southbound in the project area

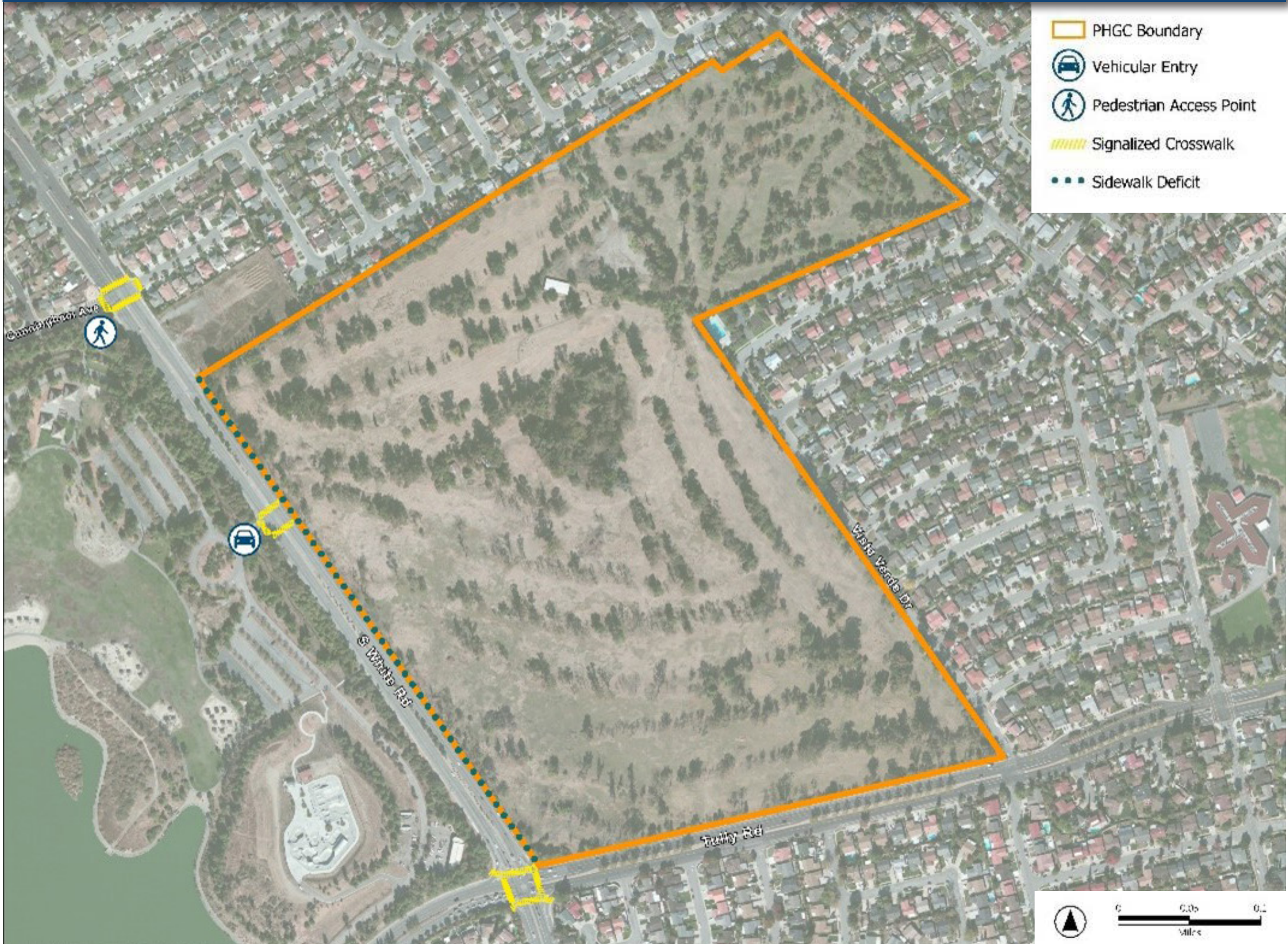
## CLASS III BIKE BOULEVARD

- on Flint Avenue north of Norwood Avenue

Bicycle improvements are also proposed on many non-residential roadways near the PHGC site, as listed below:

<i>Project</i>	<i>Location</i>	<i>Improvements</i>
<a href="#"><u>Tully Road Safety Project</u></a>	Tully Road, between Monterey Road and Swift Lane	Improve multimodal safety by installing median, ADA curb ramps, high visibility crosswalks, <del>bulbouts</del> , and signal modification
<a href="#"><u>2024 Bikeway Projects</u></a>	White Road between Mount Vista Drive and Ocala Avenue	Upgrade existing bikeway
	Quimby Road between Tully Road and Capitol Expressway	Upgrade existing bikeway
	Story Road between King Road and Capitol Expressway	Upgrade existing bikeway
<a href="#"><u>Story - Keyes Bikeway Project</u></a>	Story – Keyes between Capitol Expressway and 87	Improvements include class iv bikeways, high visibility crosswalks, protected intersections, curb extensions, bike boxes, two-stage turn boxes, a bus boarding island.
Protected Bike Lane on Ocala-Marten	Ocala Avenue from E Capitol Expressway and S King Road	Upgrade existing bikeway

**FIGURE 13: Pedestrian Environment**



## **Pedestrian Environment**

There are no sidewalks on the project site, nor along the western perimeter of the PHGC on South White Road.

Dedicated pedestrian access to Lake Cunningham Park along South White Road is limited to a single access point located at the northeast corner of the park and foreseen with crosswalks. The main vehicular entry to Lake Cunningham Park along South White Road does not have sidewalks, although there are crosswalks and a signalized intersection at this access point. There are also four-way signalized pedestrian crossings at the intersections of Cunningham Avenue and Tully Road with South White Road.

## Vehicles Miles Traveled

Vehicle Miles Traveled (VMT) is the sum of site-generated vehicle trips multiplied by the length of the trips to or from a site on an average weekday. How transportation impacts under CEQA are analyzed was changed with Senate Bill (SB) 743. Passage of SB 743 removed the use of automobile delay or traffic congestion for determining transportation impacts in environmental review. Instead, the latest CEQA Statute & Guidelines now specify that vehicle miles traveled, or VMT, is the appropriate metric to evaluate transportation impacts on the environment.

For this report, Fehr & Peers calculated both the average work-based and non-commute VMT per resident associated with residences (referred to as “home-based work VMT” and “home-based other VMT” respectively) near the site, using the City of San José VMT Evaluation Tool.

As shown in Table A, the average home-based work VMT per employed resident in the study area is lightly higher than the City’s threshold for home-based work VMT. This is a reflection of long commute distance to work destinations and dependence on auto travel.

As shown in Table 1, home-based other VMT is higher in the Study Area than the City average. These high levels of VMT reflect the fact that the project site and study area are typified by low-density residential development with relatively few retail opportunities, important institutions or transit services nearby.

**TABLE 1. HOME-BASED OTHER VEHICLE MILES TRAVELED (VMT)**

GEOGRAPHY	VMT per Capita (Resident)
STUDY AREA	17.65
CITY OF SAN JOSÉ RESIDENTIAL THRESHOLD	11.39

Source: San Jose VMT Evaluation Tool (April 2023).

**TABLE A. HOME-BASED WORK TRIP\* DISTANCE (VEHICLE MILES TRAVELED)**

GEOGRAPHY	VMT per Employed Resident
STUDY AREA	15.15
CITY OF SAN JOSÉ OFFICE THRESHOLD	14.05

Source: San Jose VMT Evaluation Tool (April 2023).

\*Commuter trips by workers who work in the study area

Many major roadways and key intersections near the PHGC site and between the site and Highway 101 experience periods of congestion during peak travel times, including:

### EAST-WEST STREETS

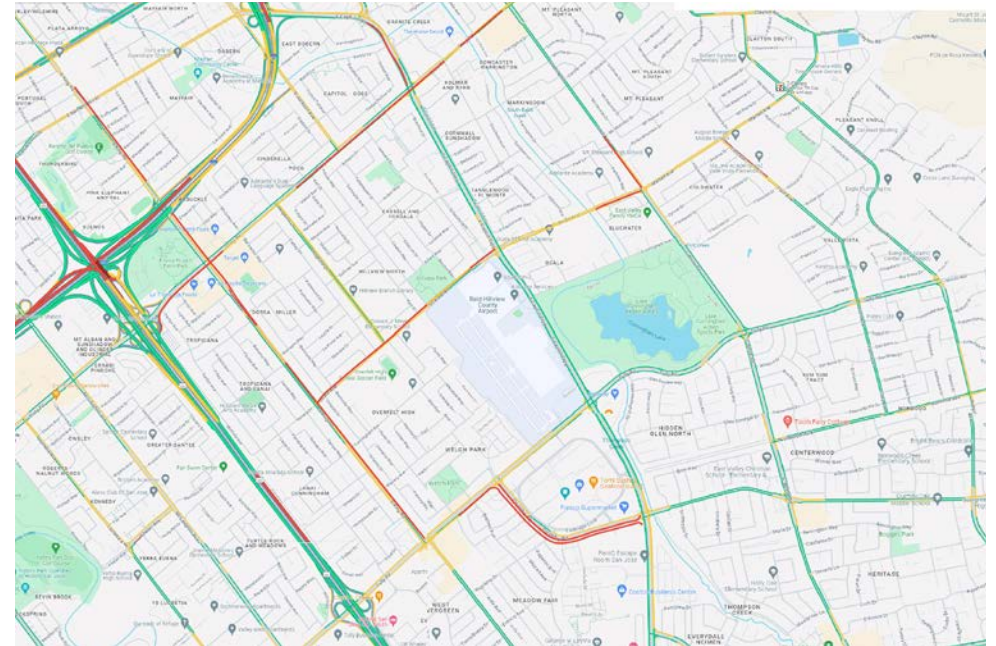
- **Story Road**, eastbound from US101 ramps to Meadow Lane
- **Ocala Avenue - Marten Avenue**, westbound from King Road to Capitol Expressway, eastbound from Capitol Expressway to White Road
- **Tully Road**, eastbound between US 101 ramps and Capitol Expressway
- **Quimby Road**, both directions between Tully Road and Capitol Expressway

### NORTH-SOUTH STREETS

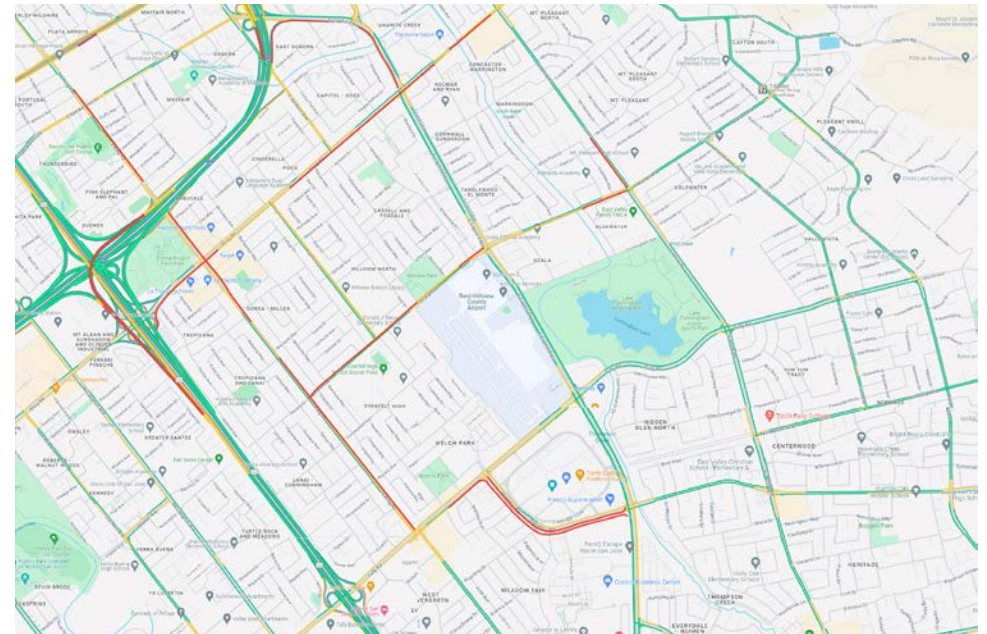
- **King Road**, northbound from Tully Road to beyond I-680 underpass
- **Hopkins Drive**, northbound between Story Road and Ocala Avenue
- **Capitol Expresssway**, southbound between I-680 ramps and Story Road
- **White Road**, southbound between Ocala Avenue - Marten Avenue and Mt Mickinley Drive

These high levels of congestion are caused by the fact that local residents need to rely on cars to reach jobs, shopping, schools and other institutions.

### AVERAGE MORNING PEAK CONGESTION

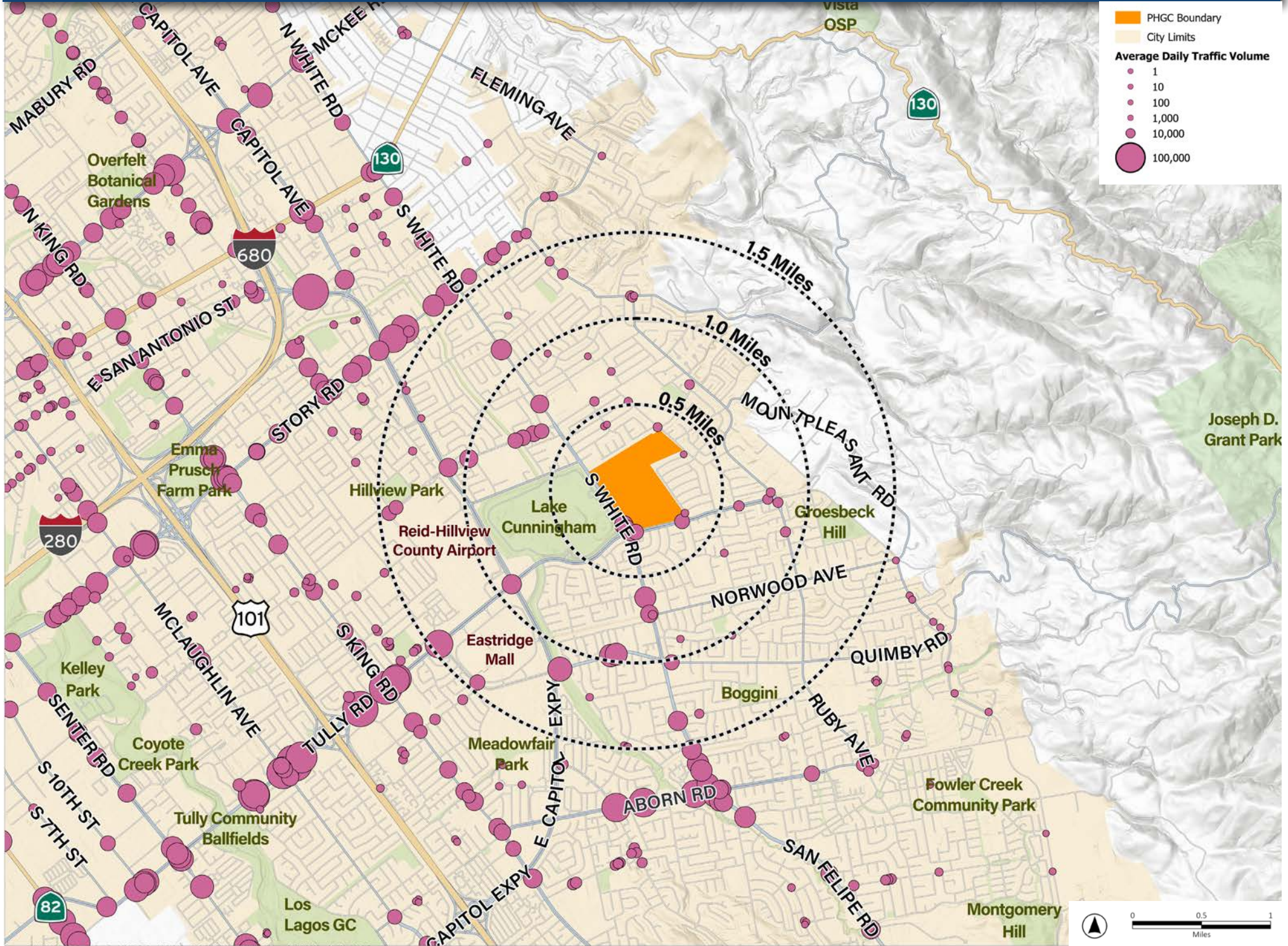


### AVERAGE AFTERNOON PEAK CONGESTION



SOURCE: Google Maps, Fehr & Peers 2024

**FIGURE 14: Traffic Congestion**



Source: ESRI, 2023; City of San Jose, 2023; OpenMobility, 2023; VTA, 2023; Fehr & Peers, 2024; PlaceWorks, 2024



## Mode Share

Mode share refers to the percentage of trips made with various transportation “modes” such as driving alone, carpools, transit and working from home. Data on mode share is most readily available for work trips.

According to the US Census American Communities Survey, auto use (drive alone and carpool) makes up about 88% of the overall mode share for work trips in the study area. Another 9% of the work force works from home. Alternative modes (transit, bike, walk, and other) collectively constitute less than 5% of the mode share. The drive alone and carpool mode shares are higher than the City average, and the work from home share is lower than the City average, which reflects the high reliance on cars in near the project site.

TABLE 2. MEANS OF TRANSPORTATION TO WORK (INCLUDING WORK FROM HOME)

MODES OF TRANSPORTATION	Mode Share Percentage	
	Study Area	City of San José Average
DRIVE ALONE (INCLUDING TRUCK, MOTORCYCLE, TAXICAB)	72%	64%
CARPOOL	16%	11%
WORK FROM HOME	9%	20%
TRANSIT	1.5%	2.0%
OTHER MEANS	0.5%	NA
WALK	0.5%	2.0%
BICYCLE	0.5%	1.0%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

Source: ACS 5-year estimate, 2022 for census tracts that are at least 50% within 1 mile of the project site.

## Work Commute Destinations

Among workers that reside within one-mile of the PHGC site, 43% work in City of San José, with the remainder mostly commuting to Santa Clara (7%) and other South Bay destinations.

TABLE 3. TOP 10 JOB DESTINATION CITIES FOR WORKERS FROM THE STUDY AREA

CITY	Worker (Rounded to 100s)	Percentage
SAN JOSÉ	17,200	43%
SANTA CLARA	2,800	7%
FREMONT	2,100	5%
SUNNYVALE	1,800	5%
MILPITAS	1,300	3%
SAN FRANCISCO	1,300	3%
MOUNTAIN VIEW	900	2%
PALO ALTO	800	2%
CUPERTINO	700	2%
CAMPBELL	500	1%
OTHER CITIES NOT LISTED ABOVE*	10,300	26%
<b>TOTAL</b>	<b>39,700</b>	<b>100%</b>

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of /Quarter Employment, 2nd Quarter of 2002-2021), for census tracts that are at least 50% within 1 mile of the project site. \*No city other than those listed above captures more than 1% of the commute trips from the study area.

## Work Commute Travel Time

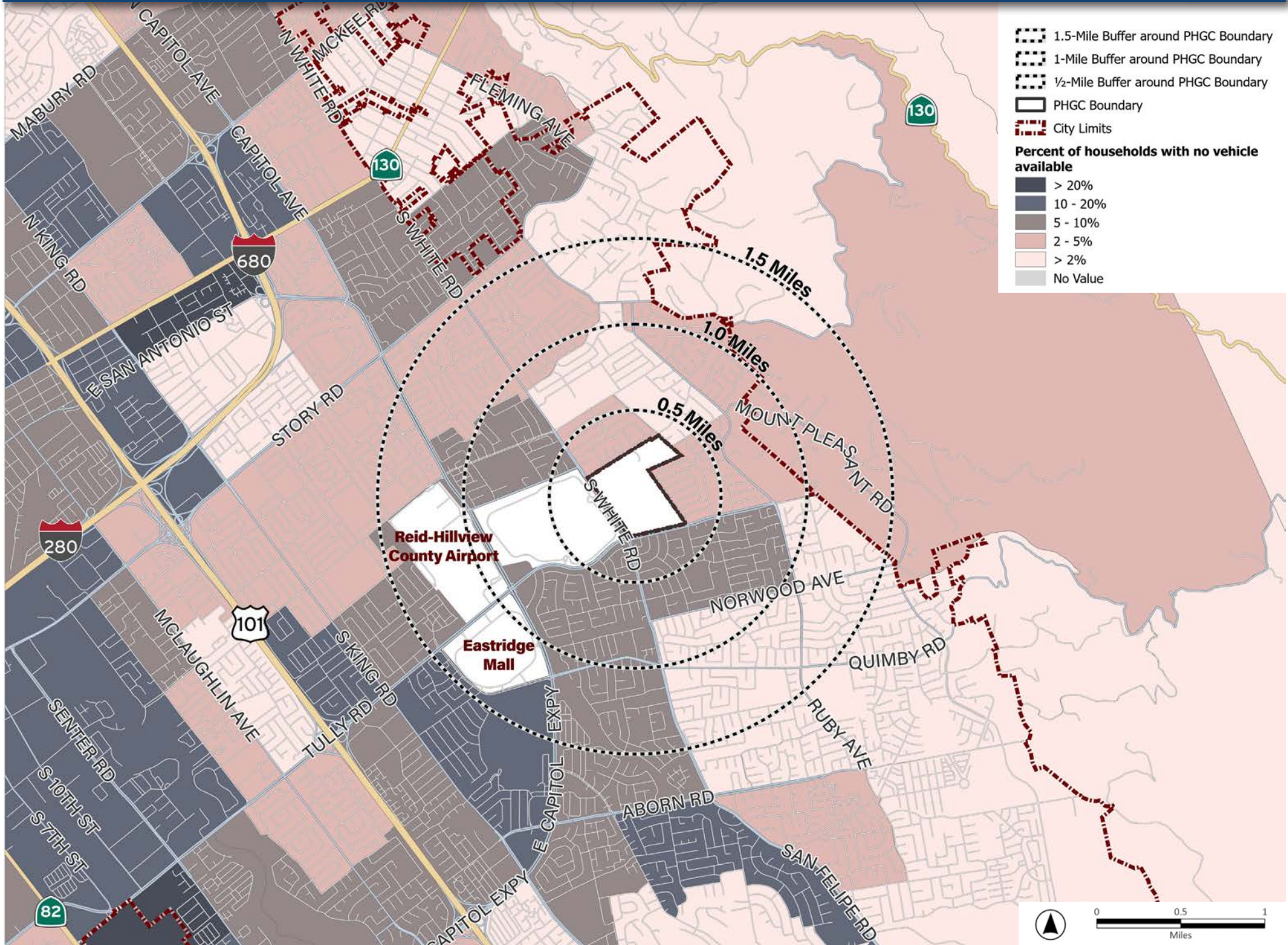
For employed residents within the study area, the most common travel time to work is 16-30 minutes, which is the same as for the city as a whole. About 83% of the workers in the study area spend less than 45 minutes traveling to work. This is also similar for the city as a whole.

TABLE 4. TRAVEL TIME TO WORK

TRAVEL TIME	Study Area	City of San José
0 TO 15 MINUTES	11%	15%
16 TO 30 MINUTES	41%	41%
31 TO 45 MINUTES	31%	26%
46 TO 1 HOUR	9%	9%
MORE THAN 1 HOUR	8%	9%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

Source: ACS 5-year estimate, 2022 for census tracts that fall in or have the majority of the shape in the study area.

**FIGURE 15: Access to Vehicles**



## Access to Vehicles

The PHGC site is located in an area of San José where residents have moderately good access to private vehicles. Households to the south and east of the site largely have very good access to private vehicles, with the percent of households with no vehicle available ranging from less than 2% to 5%. Neighborhoods further west, such as Spartan Keyes, Wool Creek, Little Saigon, and Spring Brook, have the highest percentages of household without a vehicle available.

The average vehicle ownership per household for the study area is higher than the City average and more than 80% of the households own at least 2 vehicles. These metrics indicate the neighborhoods in the study area are auto-oriented. However, there are neighborhoods with lower percentages of vehicle ownership to the south and west of the PHGC site that would benefit from multimodal infrastructure to support their travel.

**TABLE 5. VEHICLE OWNERSHIP FOR HOUSEHOLDS IN THE STUDY AREA**

VEHICLE OWNERSHIP	Household (Rounded to 50s)	Percentage
<b>NO VEHICLE AVAILABLE</b>	900	5%
<b>1 VEHICLE AVAILABLE</b>	2,050	12%
<b>2 VEHICLES AVAILABLE</b>	5,100	31%
<b>3 VEHICLES AVAILABLE</b>	3,700	23%
<b>4 OR MORE VEHICLES AVAILABLE</b>	4,700	29%
<b>TOTAL</b>	16,450	100%
<b>AVERAGE VEHICLE OWNERSHIP PER HOUSEHOLD</b>	2.6	
<b>CITY OF SAN JOSÉ AVERAGE VEHICLE OWNERSHIP PER HOUSEHOLD</b>	1.9	

Source: ACS 5-year estimate, 2022 for census tracts that fall in or have the majority of the shape in the study area.