



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: September 26, 2024
To: Ms. Amy Wang, David J. Powers & Associates, Inc.
From: Kai-Ling Kuo
Subject: Supplemental Transportation Analysis for Modified Project of the El Paseo Mixed-Use Development

Hexagon Transportation Consultants, Inc. has prepared a supplemental transportation analysis for the modified project of the El Paseo mixed-use development at 1312 El Paseo de Saratoga (El Paseo site) and 1777 Saratoga Avenue (Saratoga site) in San Jose, California. The modified project includes modifications to all buildings as part of Addendums 1 and 2 to the 2022 EIR. This supplemental analysis was prepared to identify whether the modified project would result in an additional CEQA transportation impact on vehicle miles traveled (VMT) or adverse transportation operations effects compared to the 2022 EIR.

Table 1 summarizes the comparison of the land uses on each site between the modified project and 2022 EIR project. Overall the modified project would reduce the development density. There would be no change to the site access and the proposed driveway locations with the exception that the modified project no longer proposes vehicle access to Quito Road. The site plan for the entire site, El Paseo site, and Saratoga site are shown in Figures 1, 2, and 3, respectively.

**Table 1
Land Use Comparison**

Land Use	Modified Project	2022 EIR Project
Residential	775 d.u.	1,100 DUs
<i>El Paseo Site</i>	775	820
<i>Saratoga Site</i>	-	280
Commercial/Retail	88,790 s.f.	76,372 s.f.
<i>El Paseo Site</i>	88,790	70,372
<i>Saratoga Site</i>	-	6,000
Assisted Living Facility (Saratoga Site)	279 beds ¹	-
General Office (El Paseo Site)	-	52,508 s.f.
Medical Clinic/Office (El Paseo Site)	-	36,120 s.f.
<u>Notes:</u>		
d.u. = dwelling units; s.f. = square feet.		
1. The facility would have 31,000 s.f. of gross floor area.		

Because the modified project would result in less development than the 2022 EIR project and would not result in additional adverse effects on local transportation operations, this supplemental transportation analysis focuses on VMT and review of site access and on-site circulation. Because Building 3 has been reviewed as part of EIR Addendum 1, the review of site access and on-site circulation was performed for the remaining parts of the development, which include Buildings 1 and 2 on the El Paseo site and Building 4 on the Saratoga site.

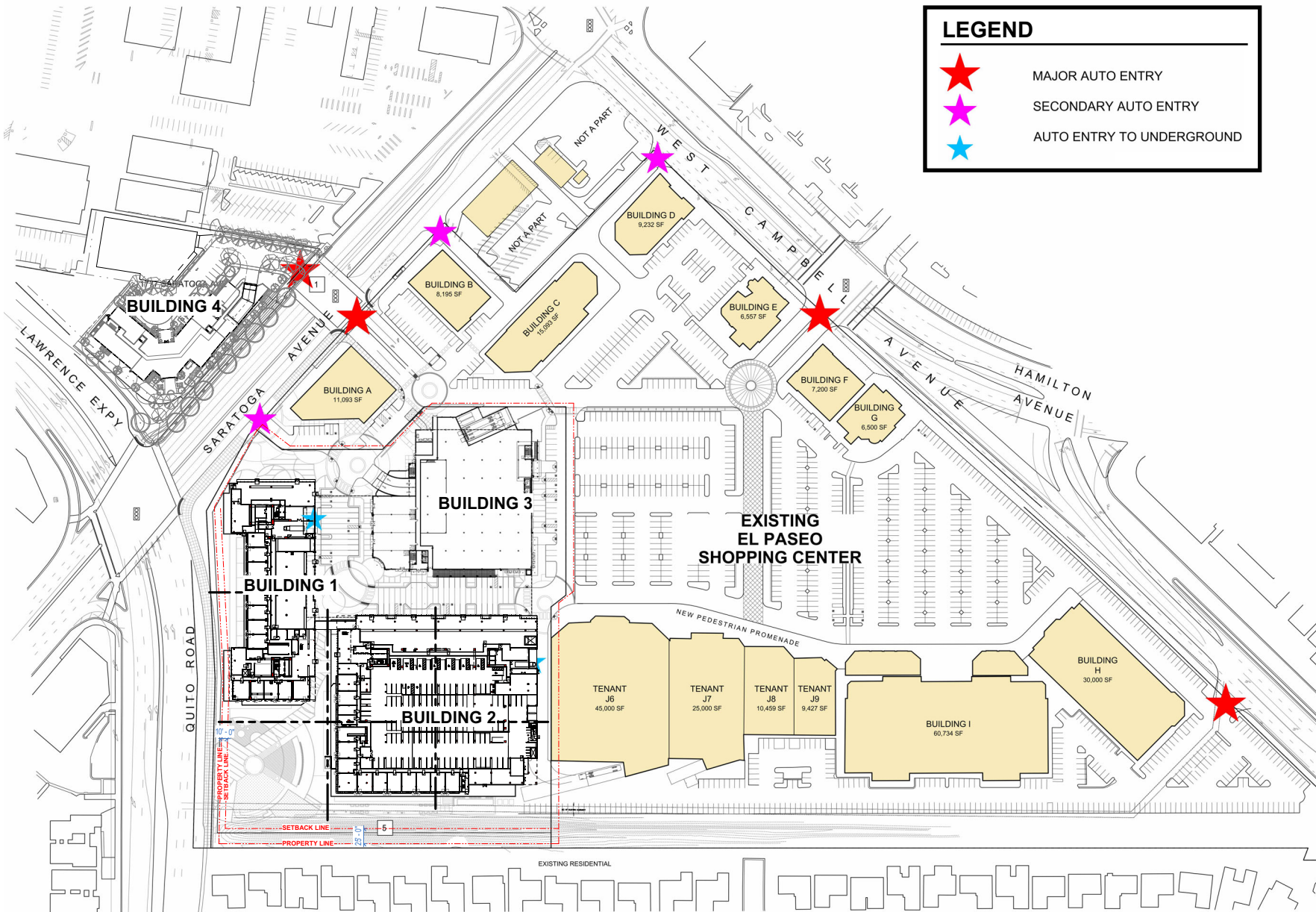


Figure 1
Overall Project Site Plan

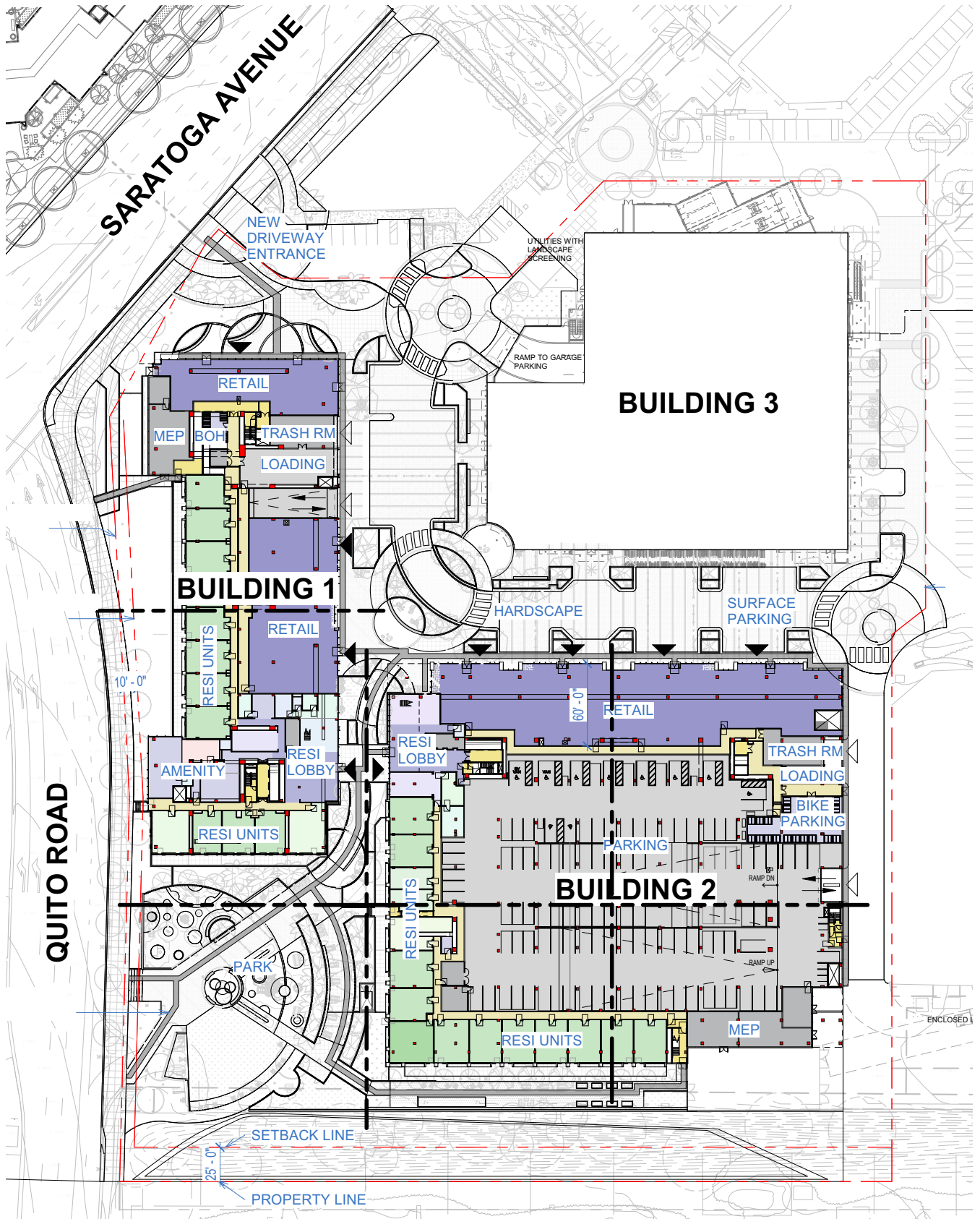


Figure 2
El Paseo Site Location

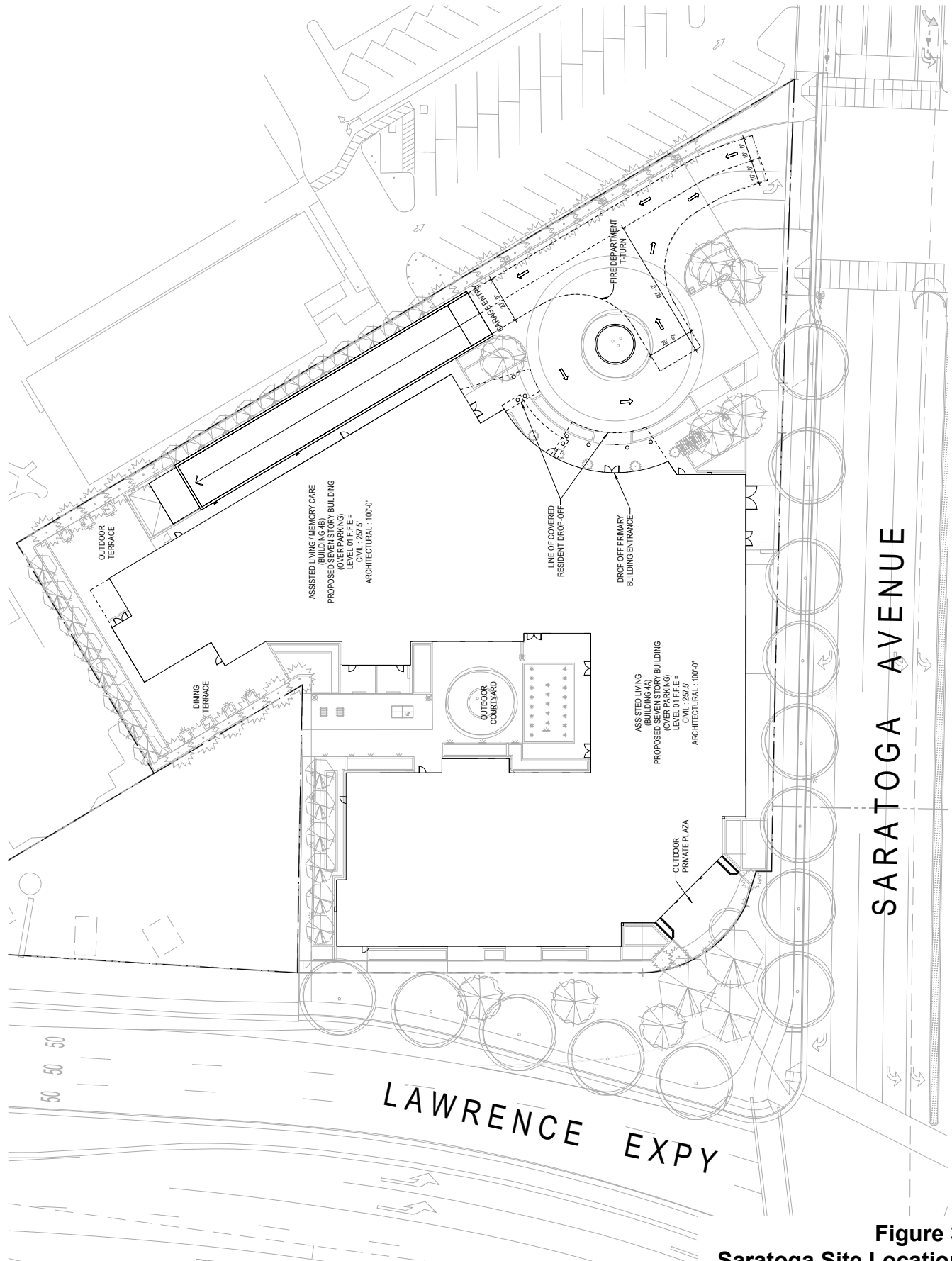


Figure 3
Saratoga Site Location

The supplemental transportation analysis also evaluates the project's transportation demand management (TDM) and parking requirements per the City of San Jose's new Parking and TDM Ordinance adopted after the 2022 EIR.

VMT Analysis

The 2022 EIR concluded that the proposed residential and office uses would result in a significant impact on VMT, and mitigation measures were described to reduce the VMT impact. The mitigation measures include constructing off-site multimodal network improvements at the Campbell Avenue and Hamilton Avenue intersection (see Figure 4) and providing TDM measures to residents and office employees. For the proposed retail use, because the project would reduce the retail space on the site and would not cause an increase in VMT, the VMT impact would be less than significant and a VMT analysis was not required.

Similar to the findings of the 2022 EIR, the modified project would result in a significant VMT impact for the residential development and the assisted living facility (which was evaluated as office use), and would have a less than significant impact for the retail use. The VMT analysis and mitigation measures required for each use are described below.

The off-site multimodal network improvements at the Campbell Avenue and Hamilton Avenue intersection are described in details in the 2022 Transportation Analysis for the 2022 EIR, which would remove the pork chop island at the southwest corner of the intersection and improve pedestrian access across W. Campbell Avenue from the south side of Hamilton Avenue.

Retail Use

The project proposes to demolish 96,440 square feet (s.f.) of commercial/retail uses and build up to 88,790 s.f. of retail use. Therefore, the proposed retail use would not cause an increase in trips. Thus, the retail component of the project would result in a zero-net increase in total VMT and would not result in a significant impact.

Residential Use

Appendix A shows the VMT evaluation summary report generated by the City of San Jose's VMT evaluation tool for the proposed residential use of the modified project. The project VMT estimated by the evaluation tool is 11.07 per capita, which is above the residential threshold of 10.12 VMT per capita. Therefore, the residential use would result in a significant transportation impact on VMT.

Mitigation Measures

The mitigation measures identified in the 2022 EIR would reduce the project VMT to a less than significant level (10.09 VMT per capita). Appendix A presents the VMT evaluation tool summary report for the project with the mitigation measures. The mitigation measures are listed below:

- Construct off-site multimodal network improvements at the Campbell Avenue and Hamilton Avenue intersection
- Unbundle parking costs from rental cost

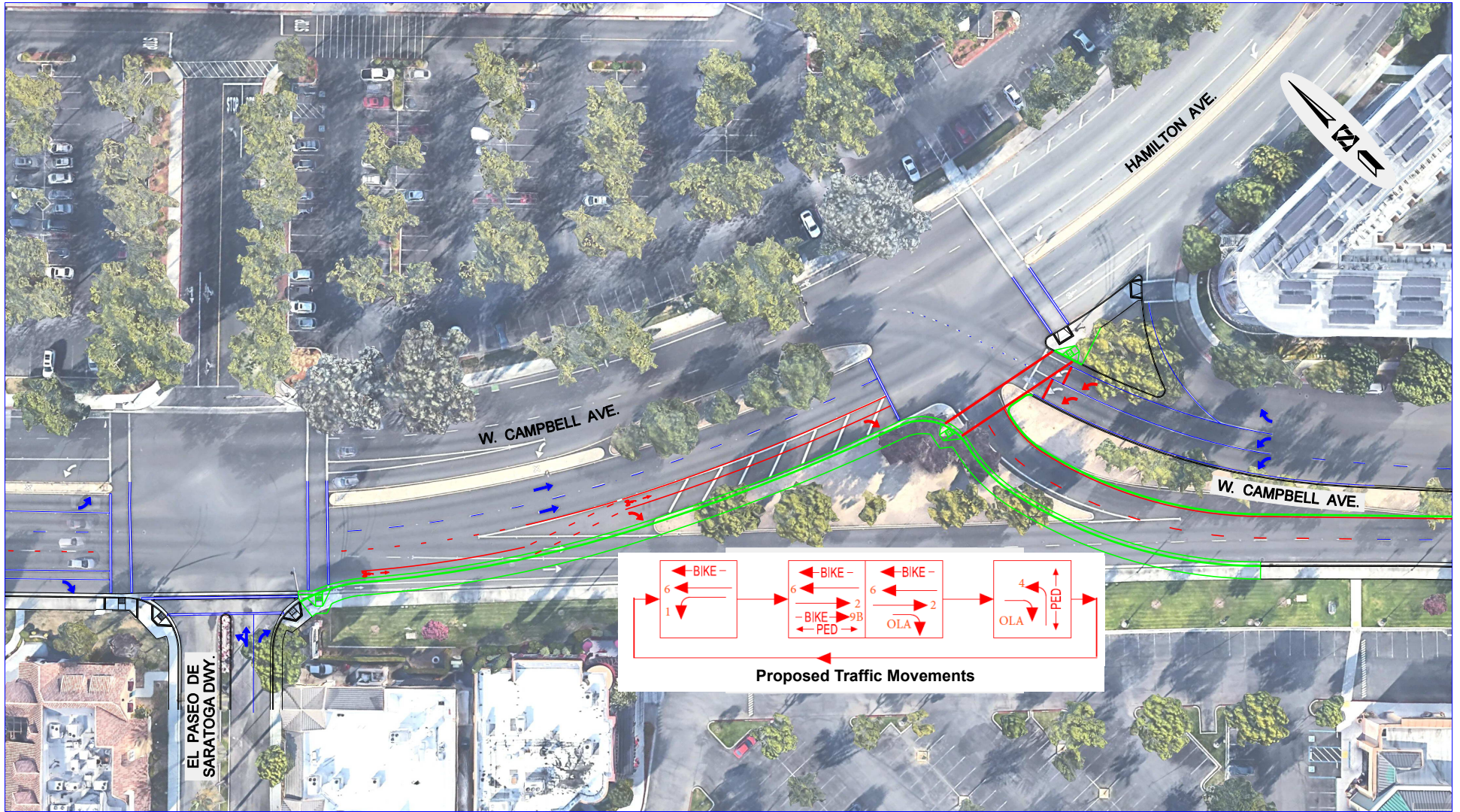


Figure 4
 Conceptual Improvement Plan at Campbell Avenue/Hamilton Avenue Intersection

Assisted Living Facility

The City VMT policy does not address assisted living facilities. However, assisted living facilities can be considered equivalent to office development since the employees of the assisted living facility would produce the majority of site-generated traffic. The proposed assisted living facility was converted to equivalent office space to provide an estimate of VMT. Based on the land use conversion (applying standard daily trip generation rates published in the Institute of Transportation Engineers' [ITE] *Trip Generation Manual*, 10th Edition), an assisted living facility with 279 beds is estimated to generate the same number of daily trips as 74,435 s.f. of office space (see Table 2). The VMT evaluation tool (see Appendix A) shows that the project VMT estimated by the evaluation tool is 13.44 per worker, which is above the office threshold of 12.21 VMT per worker. Therefore, the assisted living development would result in a significant transportation impact on VMT.

Table 2
Equivalent Office Space for Assisted Living Facility

Land Use	ITE Land Use	Size	Daily Trips		
			Trip Rate	Trips	
Proposed Land Use					
Assisted Living	Assisted Living (Land Use 254)	279 beds	2.60	per bed	725
Equivalent Land Use					
Office	General Office (Land Use 710)	74,435 s.f.	9.74	per 1000 s.f.	725
All trip rates are from ITE <i>Trip Generation Manual</i> , 10th Edition.					

Mitigation Measures

The mitigation measures identified in the 2022 EIR include constructing the Hamilton Avenue/Campbell Avenue multi-modal improvements and implementing TDM measures for office employees. Because the employees of the assisted living facility typically need to work on-site, the telecommuting and alternative work schedule program recommended for the office use in the 2022 EIR project cannot be implemented. Therefore, the following TDM measures are recommended for the proposed assisted living facility in addition to the Hamilton Avenue/Campbell Avenue multi-modal improvements.

TDM Measures

- Construct off-site multimodal network improvements at the Campbell Avenue and Hamilton Avenue intersection
- Provide commute trip reduction marketing and education (identified in the 2022 EIR)
- Implement ride-sharing programs

The VMT mitigation measures would reduce the project VMT to a less than significant level (12.19 VMT per worker). Appendix A presents the VMT evaluation tool summary report for the project with the mitigation measures.

TDM Checklist

All projects requiring a development permit that are not exempt per Section 20.90.900.B of the San Jose Municipal Code are required to adhere to the new Parking and TDM Ordinance (Ordinance No. 30857), which includes mandatory TDM requirements. To be consistent with the goals of the *Envision 2040 General Plan* and the *Climate Smart San Jose Plan*, most projects are required to provide a TDM plan that meets the “TDM Points Target” as detailed in the City’s new Ordinance.

The City of San Jose *Transportation Analysis Handbook, 2023*, provides TDM screening criteria for development projects. The proposed retail would meet the City’s local serving retail screening criteria for TDM exemption because it would be less than 100,000 s.f. of total gross floor area. Therefore, the retail use would be exempt from the City’s TDM requirements.

The proposed residential and assisted living uses would not be exempt from the TDM requirements, so they are required to prepare a TDM Checklist to meet the TDM Points Target. The proposed residential use is categorized as a Level 2 Home-End Use per the San Jose Municipal Code (residential projects of 300 dwelling units or more) with a target of 25 TDM points. The proposed assisted living facility is categorized as a Level 1 Commute-End Use (office projects of 10,001 to 149,999 s.f.) with a target of 25 TDM points.

The project will be responsible for implementing measures identified in the TDM Checklist and the TDM plan to reduce the number of vehicle trips generated by the project. Annual TDM plan compliance documentation and annual monitoring reports are required for the proposed residential use (Level 2 project), while only annual TDM plan compliance documentation is required for the assisted living facility (Level 1 project).

As shown in the TDM Checklist (see Table 3), the project would achieve the 25-point TDM requirement by providing the following multimodal network improvements, parking attribute, and programmatic TDM measures for the proposed residential and assisted living uses:

Residential Use

- MI05: Provide Pedestrian Network Improvements – 3 TDM Points
- PK01: Right-Size Off-Site Vehicle Parking Supply – 18 TDM Points
- TP04: Provide Education, Marketing and Outreach – 2 TDM Points
- TP16: Unbundle Parking Costs from Property Costs – 2 TDM Points

Assisted Living Facility

- MI05: Provide Pedestrian Network Improvements – 3 TDM Points
- PK01: Right-Size Off-Site Vehicle Parking Supply – 18 TDM Points
- TP04: Provide Education, Marketing and Outreach – 2 TDM Points
- TP13: Provide Ride-Share Programs – 1 TDM Point
- TP18: Provide Voluntary Travel Behavior Change Programs – 1 TDM Point

**Table 3
TDM Checklist**

ID	TDM Measure Description	Points Values	Residential (Home-End Use)	Assisted Living (Commute-End Use)
A. PROJECT CHARACTERISTICS				
PC03	Provide Affordable Housing	1 - 4	0	n/a
B. MULTIMODAL NETWORK IMPROVEMENTS				
MI01	Provide Bike Network Improvements	1 - 4	0	0
	<i>Cost of measure</i>		\$ -	\$ -
MI03	Provide Transit Network Improvements	1 - 4	0	0
	<i>Cost of measure</i>		\$ -	\$ -
MI04	Provide Residential Street Improvements	1 - 4	0	0
	<i>Cost of measure</i>		\$ -	\$ -
MI05	Provide Pedestrian Network Improvements	1 - 4	3	3
	<i>Cost of measure</i>		\$ 2,325,000	\$ 223,305
C. PARKING				
PK01	Off-Street Vehicle Parking Spaces (please enter):		1,005	118
	Project Size:		775	74,435
	Vehicle Parking Ratio:		1.30	1.59
	Right-size Vehicle Parking Supply	1 - 20	18	18
PK02	Provide Bike Parking Facilities	1 - 2	0	0
PK03	Provide Shared Parking	1 - 2	0	0
D. PROGRAMMATIC TDM				
TP01	Provide School Pool Programs	1	0	n/a
TP02	Provide Bike Share Stations	1 - 2	0	0
TP03	Provide Car Share Station	1 - 4	0	0
TP04	Provide Education, Marketing & Outreach	1 - 2	2	2
TP05	Join Transportation Mgmt. Association (TMA)	See Note	See Note	See Note
TP06	Provide Parking Cash-out	2	n/a	0
TP07	Provide Transit Subsidies	1 - 8	0	0
TP08	Provide Flexible Work Schedules	1 - 4	n/a	0
TP09	Provide Private Shuttle/ Transit Service	4 - 8	0	0
TP10	Price Workplace Parking	1 - 2	n/a	0
TP11	Provide Alternative Transportation Benefits	1 - 8	0	0
TP12	Provide a Neighborhood School	2	0	n/a
TP13	Provide Ride-Share Programs	1	0	1
TP14	Subsidize Transit Service Upgrade/Expansion	1 - 4	0	0
TP15	Provide Targeted Behavioral Interventions	1 - 2	0	0
TP16	Unbundle Parking Costs from Property Cost	1 - 2	2	n/a
TP17	Provide Vanpool Incentives	1 - 4	0	0
TP18	Provide Voluntary Travel Behavior Change Prg.	1 - 2	0	1
<i>Note: Points will be awarded for the TDM programs provided by the TMA. HOAs/Property owners must subscribe to the TMA with payment of annual membership fees.</i>				
TOTAL TDM POINTS NEEDED:			25	25
TOTAL TDM POINTS ACHIEVED:			25	25
			Complete	Complete

Project Trip Estimates

Vehicle trips that would be generated by the modified project were estimated using the same method described in the Transportation Analysis of the 2022 EIR. Based on the ITE trip generation rates and applicable reductions, it is estimated that the modified project would generate a total of 3,251 new daily trips, with 219 net new trips (55 inbound and 164 outbound) occurring during the AM peak hour and 262 new trips (159 inbound and 103 outbound) occurring during the PM peak hour (see Table 4).

Table 5 shows that the modified project would generate fewer vehicle trips than the 2022 EIR project.

Intersection Operations

The modified project would generate fewer vehicle trips than the 2022 EIR project (see Table 5). Therefore, the modified project would not worsen the traffic operations conditions identified in the 2022 EIR nor would it cause additional adverse effects on intersection operations.

Site Plan Review

The site access and circulation evaluations are based on the site plan prepared by Solomon Cordwell Buenz, dated April 12, 2024, for the El Paseo site (see Figures 4 to 7) and by Lantz Boggio Architects, dated April 12, 2024, for the Saratoga site (see Figures 3 and 8). Because Building 3 has been reviewed as part of EIR Addendum 1, the review of site access and on-site circulation was performed for the remaining parts of the development, which include Buildings 1 and 2 on the El Paseo site and the assisted facility on the Saratoga site.

Site Access

There would be no change to the site access and the proposed driveway locations with the exception that the modified project no longer proposes vehicle access to Quito Road. Vehicular access to the project sites would be provided via the existing driveways and one new right-turn only driveway on Saratoga Avenue to the El Paseo site, same as the 2022 EIR project. Vehicle access to the El Paseo site via these driveways on Saratoga Avenue and Campbell Avenue and to the Saratoga site via Saratoga Avenue would be the same as those driveways evaluated for the 2022 EIR.

Because the modified project would generate fewer vehicle trips than the trips evaluated for the 2022 EIR, the modified project would not worsen the traffic operations or cause additional sight distance issues at the project driveways.

**Table 4
Project Trip Generation Estimates – Modified Project**

Land Use	Size	Daily		AM Peak Hour			PM Peak Hour				
		Trip Rate	Trips	Trip Rate	In	Out	Total	Trip Rate	In	Out	Total
Proposed Land Uses											
Residential¹	775 du	5.44	4,216	0.36	73	206	279	0.44	208	133	341
Residential/Retail Internal Capture (15%) ⁵			-544		-5	-8	-13		-31	-20	-51
Residential/Assisted Living Internal Capture (3%) ⁵			-22		-1	-1	-2		-1	-1	-2
Location-Based Non-Vehicle Mode Share (6%) ⁶			-219		-4	-12	-16		-11	-6	-17
Project-Specific Trip Reduction (18%) ⁷			-618		-11	-34	-45		-30	-19	-49
Sub-Total Residential (El Paseo Site)			2,813		52	151	203		135	87	222
El Paseo Shopping Mall with Project²	335,550 s.f.	40.81	13,694	0.95	198	122	320	3.97	639	692	1,331
Commercial/Retail on Project Site²	88,790 s.f.	40.81	3,624	0.95	52	32	84	3.97	169	183	352
Retail/Residential Internal Capture (15%) ⁵			-544		-8	-5	-13		-20	-31	-51
Retail/Assisted Living Internal Capture (3%) ⁵			-22		-1	-1	-2		-1	-1	-2
Location-Based Non-Vehicle Mode Share (9%) ⁶			-275		-4	-2	-6		-13	-14	-27
Pass-By Reduction (17% Daily/0% AM/34% PM) ⁸			-473		0	0	0		-46	-46	-92
Sub-Total Commercial/Retail (El Paseo Site)			2,310		39	24	63		89	91	180
Assisted Living³	279 beds	2.60	725	0.19	33	20	53	0.26	28	45	73
Assisted Living/Retail Internal Capture (3%) ⁵			-22		-1	-1	-2		-1	-1	-2
Assisted Living/Residential Internal Capture (3%) ⁵			-22		-1	-1	-2		-1	-1	-2
Location-Based Non-Vehicle Mode Share (5%) ⁶			-34		-2	0	-2		-1	-2	-3
Project-Specific Trip Reduction (10%) ⁷			-65		-3	-2	-5		-3	-4	-7
Sub-Total Office (1777 Saratoga Site)			582		26	16	42		22	37	59
Total Gross Project Trips			5,705		117	191	308		246	215	461
1777 Saratoga Site Gross Trips			582		26	16	42		22	37	59
El Paseo Site Gross Trips			5,123		91	175	266		224	178	402
Existing Trip Credit											
1777 Saratoga Site Office⁴	25,184 s.f.	9.74	245	1.16	25	4	29	1.15	5	24	29
Office/Retail Internal Capture (3%) ⁵			-7		-1	0	-1		0	-1	-1
Location-Based Non-Vehicle Mode Share (5%) ⁶			-12		-1	0	-1		0	-1	-1
Sub-Total 1777 Saratoga Site			226		23	4	27		5	22	27
El Paseo Shopping Mall²	343,200 s.f.	40.52	13,906	0.94	200	123	323	3.94	649	704	1,353
El Paseo Site Commercial/Retail²	72,940 s.f. ⁹	40.52	2,956	0.94	43	26	69	3.94	138	149	287
Retail/Office Internal Capture (3%) ⁵			-7		0	-1	-1		-1	0	-1
Location-Based Non-Vehicle Mode Share (9%) ⁶			-265		-4	-2	-6		-12	-14	-26
Pass-By Reduction (17% Daily/0% AM/34% PM) ⁸			-456		0	0	0		-43	-45	-88
Sub-Total El Paseo Site			2,228		39	23	62		82	90	172
Net Project Trips			3,251		55	164	219		159	103	262
1777 Saratoga Site Net Trips			356		3	12	15		17	15	32
El Paseo Site Net Trips			2,895		52	152	204		142	88	230

Notes:

All trip rates are from ITE Trip Generation Manual, 10th Edition, 2017.

1. Mid-Rise Multifamily Housing (ITE Land Use 221): average trip rates in trips per dwelling unit (du) were used.

2. Shopping Center (Land Use 820): fitted curve equation was used to calculate the trips for the entire shopping mall and to derive the average trip rates in trips per 1,000 s.f. The average trip rates were then used to calculate the commercial/retail trips of the project site.

3. Assisted Living (ITE Land Use 254): average trip rates in trips per bed were used.

4. General Office (ITE Land Use 710): average trip rates in trips per 1,000 s.f. were used.

5. Residential/retail, office/retail, and residential/office internal trip reductions were applied to the project per the 2014 Santa Clara VTA TIA Guidelines.

6. A reduction was applied to the project based on the location-based vehicle mode share percentage outputs (Table 6 of TA Handbook, 2020) produced from the San Jose Travel Demand Model for the Sub-Urban with Single Family Home area.

7. A reduction was applied because the proposed residential and office uses will be required to reduce VMT through implementing TDM measures. The reduction percentage is obtained from the City's VMT Evaluation Tool.

8. An average 34% pass-by trip reduction was applied to the retail PM inbound and outbound peak-hour trips based the ITE Trip Generation Handbook, 3rd Edition, for Shopping Center.

9. There is a total of 96,440 s.f. of existing commercial square footage on site. However, only 72,856 s.f. have operated within 2 years of the 2022 EIR was initiated and credited.

**Table 5
Trip Comparison**

Scenario	Daily	AM Peak Hour			PM Peak Hour		
	Trips	Trips			Trips		
		In	Out	Total	In	Out	Total
Modified Project	3,251	55	164	219	159	103	262
<i>El Paseo Site</i>	2,895	52	152	204	142	88	230
<i>Saratoga Site</i>	356	3	12	15	17	15	32
2022 EIR Project	5,159	147	238	386	231	207	434
<i>El Paseo Site</i>	4,277	148	185	334	177	191	364
<i>Saratoga Site</i>	882	-1	53	52	54	16	70

On-Site Circulation

El Paseo Site

The El Paseo site would provide an internal drive that connects from the Saratoga Avenue driveways through buildings within the site to the existing surface lots, east of the proposed Building 3. The site would have two separate garages: one below-grade garage under Building 3 and one garage under Buildings 1 and 2 (see Figures 5 to 8). There would be no connection between the two garages. The parking garage for Buildings 1 and 2 would include two above ground levels under Building 2 and two below-grade levels under Buildings 1 and 2. The parking garage would be accessed via a garage entrance on the internal drive on the east side of Building 1 and a garage entrance on the east side of Building 2. It is expected that the Buildings 1 and 2 garage would be used by the residential development while the Building 3 garage would be used by the retail building.

Buildings 1 and 2 Parking Garage

There would be 203 AM peak hour trips (52 inbound and 151 inbound) and 222 PM peak hour trips (135 inbound and 87 inbound) that would access the residential parking garage between two entrances. Both entrances would be gated for residential access only. It is expected that more traffic would access the Building 2 garage entrance because there are 4 levels of parking within the building. It is estimated that 45 inbound trips would access the Building 1 entrance while 90 trips would access the Building 2 entrance during the PM peak hour. Because both entrances are set back with the site, vehicle queuing at the garage gates would not spillback to the upstream traffic circles or cause queuing to Saratoga Avenue.

The Buildings 1 and 2 parking garage would provide 90-degree parking throughout the garage. Parking stalls would be accessed via a 24-foot two-way drive aisle, which meets the City’s standard minimum width for two-way drive aisles where 90-degree parking is provided.

There would be dead-end aisles in the L2 and B2 levels of the parking garage. Dead-end aisles are undesirable because drivers can enter the aisle, and upon discovering that there is no available parking, must back out or conduct three-point turns.

Recommendation: The project should provide a turnaround space at all dead-end aisles to provide adequate circulation for drivers or assign specific parking spaces for residents.

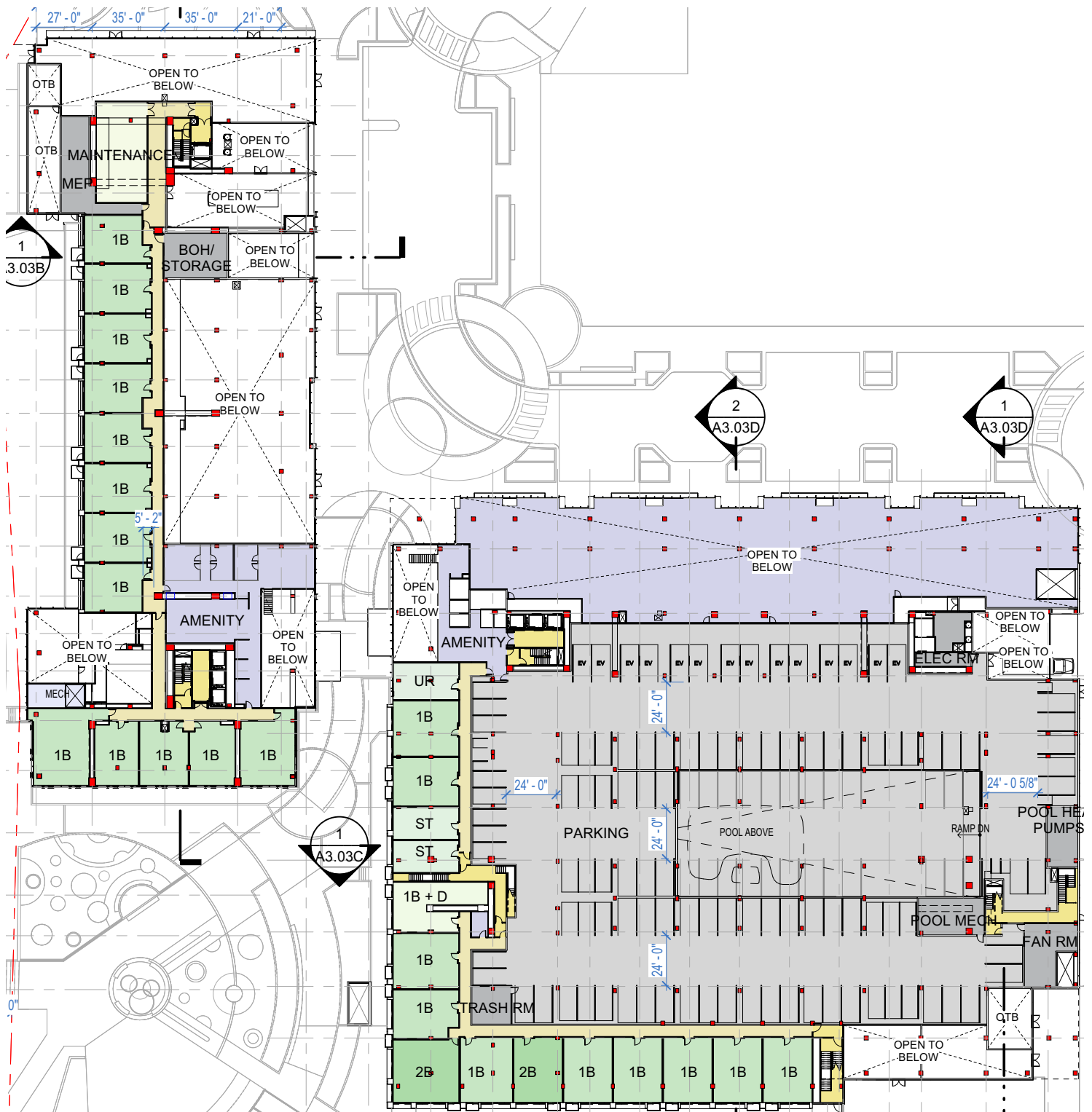


Figure 6
El Paseo Site Buildings 1 & 2 Parking Garage L2

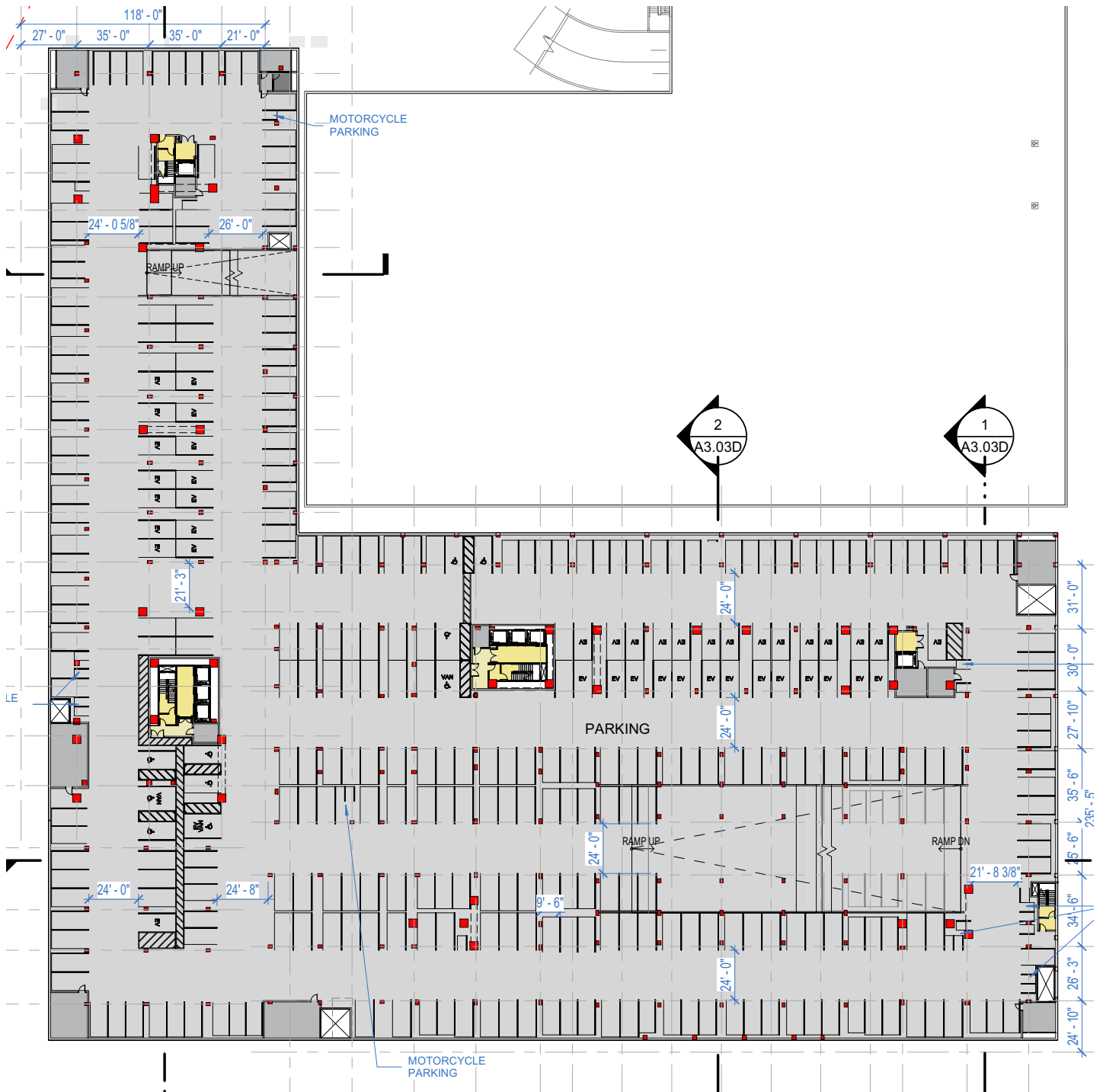


Figure 7
El Paseo Site Buildings 1 & 2 Parking Garage B1

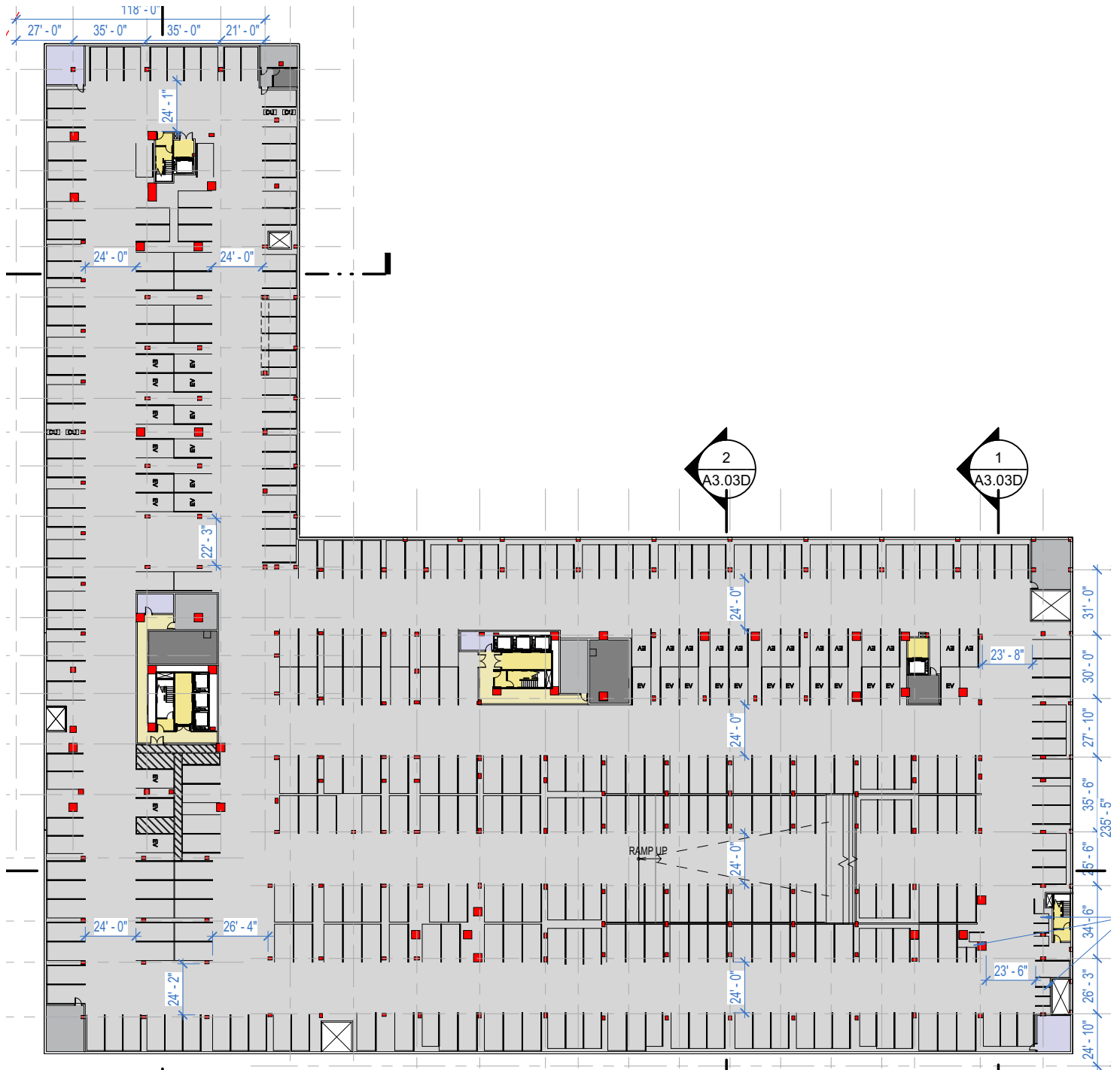


Figure 8
El Paseo Site Buildings 1 & 2 Parking Garage B2

The garage entrances to Buildings 1 and 2 are shown to be 21.5 and 25.5 feet wide, respectively. According to the City of San Jose Department of Transportation (DOT) Geometric Design Guidelines (Addendum Drawing No. R-6), the typical width for a two-way driveway that serves a residential or commercial development is 16 to 32 feet wide. This provides adequate width for vehicular ingress and egress and provides a reasonably short crossing distance for pedestrians. Therefore, the garage entrances meet the City guidelines.

Saratoga Site

Access to the Saratoga site would be provided by one full access driveway at the signalized intersection of the Mall Entrance and Saratoga Avenue. The driveway would provide access to the surface loading area in front of the building (see Figure 3) and the below-grade parking garage (see Figure 9). The parking garage would provide 90-degree parking. Parking stalls would be accessed via a 24-foot two-way drive aisle, which meets the City's standard minimum width for two-way drive aisles where 90-degree parking is provided. There would be no dead-end aisles within the Saratoga site garage.

Parking Stall Dimensions

The City's off-street parking design standard is 8.5 feet wide by 17 feet long for 90-degree uniform parking stalls, 9 feet wide by 18 feet long for standard-size parking stalls, and 8 feet wide by 16 feet long for compact parking stalls. The site plan shows all standard size parking stalls to be 9 feet wide by 18 feet long. Compact stalls measure 8 feet wide by 16 feet long in the Buildings 1 and 2 garage and 8.5 feet wide by 18 feet long in the Saratoga site garage. The handicap stalls are shown to be 9 feet wide by 18 feet long and include access aisles for van accessibility, which meets the City's ADA standards.

Passenger Loading

At the El Paseo site, the site plan shows a loading area would be provided on the north side of Building 2 (see Figure 2) in the internal drive. At the Saratoga site, the site plan shows a loading area (see figure 3) would be provided in front of the building entrance.

Truck On-Site Circulation

The project site plan was reviewed for truck access using the truck turning-movement template for a SU-30 truck type (single unit trucks), which represents small emergency vehicles, garbage trucks, and small to medium delivery/moving trucks.

Loading Operations

El Paseo Site

The site plan shows one loading space would be provided for each Building 1 and Building 2. According to the City of San Jose Zoning Regulations, the off-street loading space must be no less than 10 feet wide by 30 feet long by 15 feet high, exclusive of driveways for ingress and egress and maneuvering areas. According to the site plan, the loading spaces are shown to meet the requirement. The doors to the loading spaces are 20 feet high, which also meets the height requirement.

Figure 10 shows that delivery trucks (SU-30) would be able to access the loading spaces without any maneuvering issues. The analysis assumes that the traffic circles along the internal drive aisles would be mountable by large vehicles.

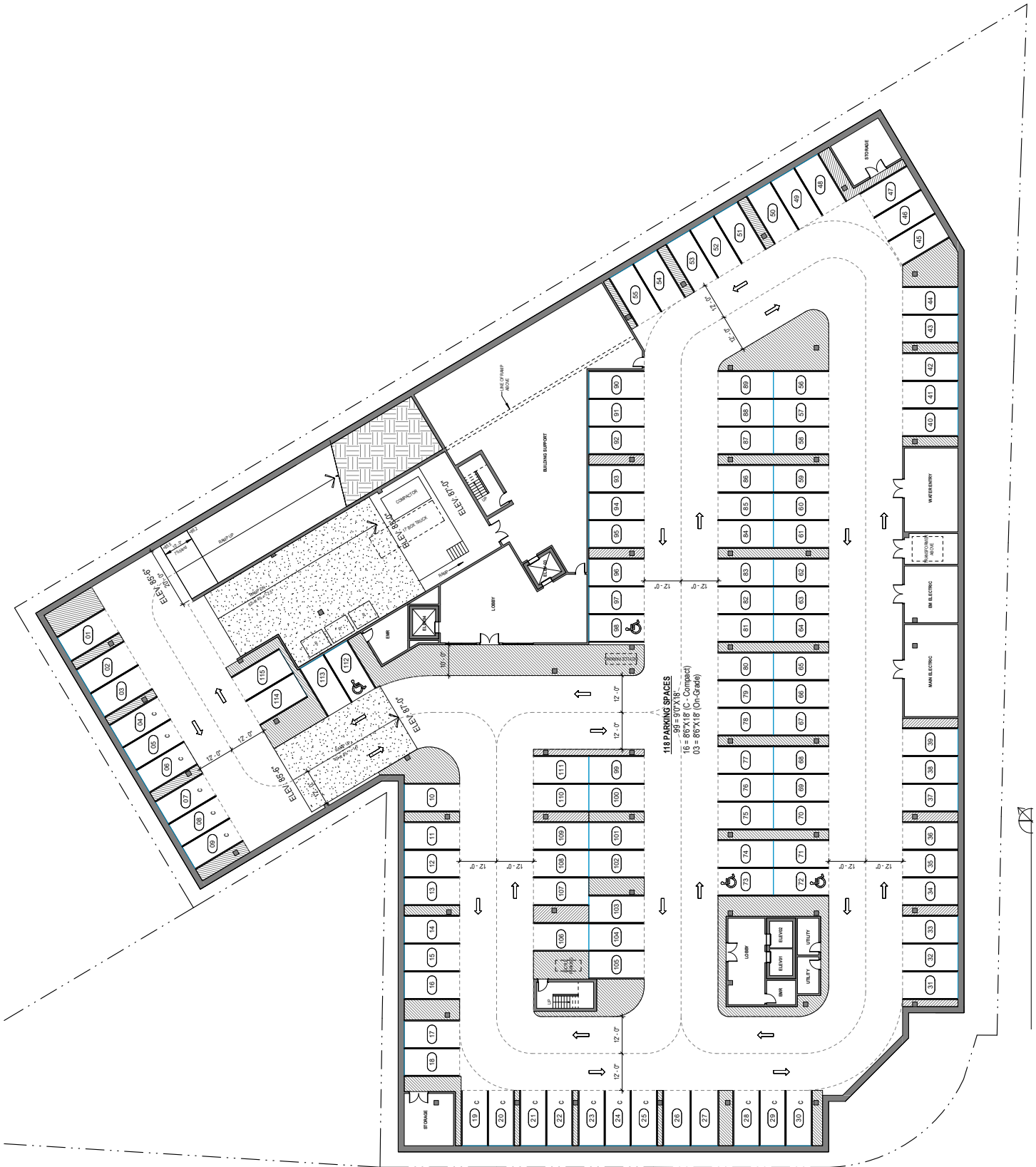


Figure 9
Saratoga Site Parking Garage B1

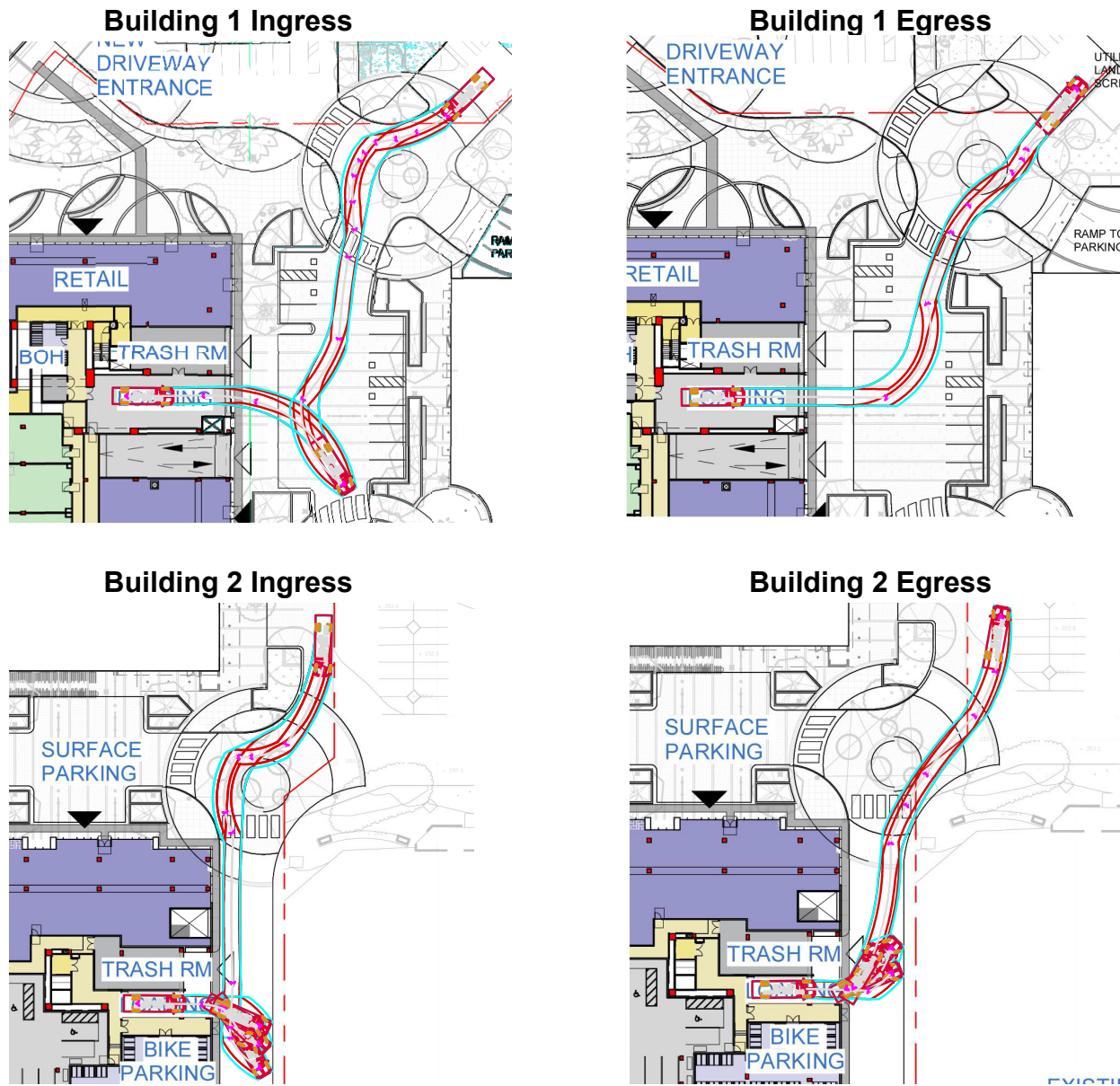


Figure 10
Truck Turning Template for Loading Spaces of Buildings 1 and 2

Freight trucks currently access the loading docks of the retail buildings along the south edge of the El Paseo shopping center through the W. Campbell Avenue driveways and travel westbound to the loading areas located along the southern edge of the El Paseo site. Currently, trucks exit through the Quito Road driveway. With the project, trucks would still access the loading docks through W. Campbell Avenue, but they would exit via the new drive aisle between Building 2 and the existing REI building, which then connects to the surface lot, Saratoga Avenue, and W. Campbell Avenue (see Figure 11). As shown in Figure 11, heavy freight trucks would be able to access the existing REI loading dock without any maneuvering issues.

Saratoga Site

The site plan shows one truck loading area in the below-grade parking garage. The loading area is shown to meet the City's minimum requirements for loading space dimensions. However, the site plan does not show whether there would be a 15-foot vertical clearance for trucks to access the loading area.

Recommendation: The project should ensure a 15-foot vertical clearance for trucks to access the loading area in the Saratoga site garage.

Figure 12 shows that delivery/garbage trucks (SU-30) would be able to access the loading area in the parking garage. However, it would take 3 to 4 turns for the trucks to enter the loading area. It would take 2 to 3 turns for the trucks to exit the loading area and circle through the garage to exit.

Recommendation: The entire parking garage level should be designed to provide sufficient vertical clearance to accommodate most delivery and garbage trucks.

Garbage Collection

El Paseo Site

The site plan shows a trash room for each Building 1 and Building 2. It is presumed that garbage pick-up operations would occur on site via the internal drives in front of the trash room.

Saratoga Site

The site plan does not show a trash enclosure for the Saratoga site. It is presumed that the loading area in the garage would also be the staging area for garbage collections. Figure 12 shows that garbage trucks would be able to access the loading area.

Emergency Vehicle Access

Quito Road and the emergency vehicle access easement (EVAE) along the edge of the site would provide emergency vehicle access to all sides of the project buildings. The City of San Jose Fire Department requires that all portions of the buildings be within 150 feet of a fire department access road and requires a minimum of 6 feet clearance from the property line to all sides of the buildings. According to the project site plan, the project would meet the 6-foot clearance requirement and the 150-foot fire access requirement.

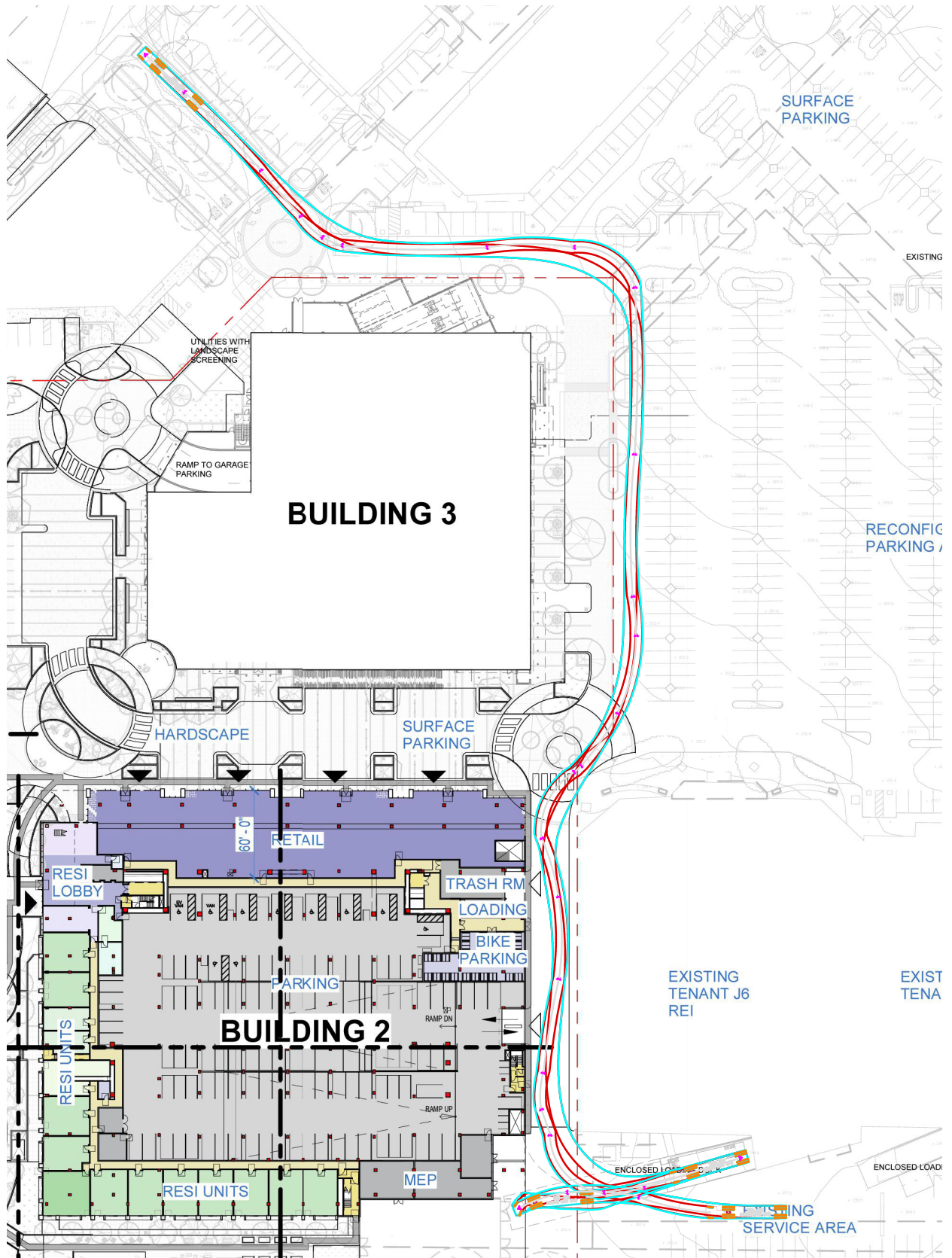


Figure 11
Freight Truck Turning Template for Loading Dock Access

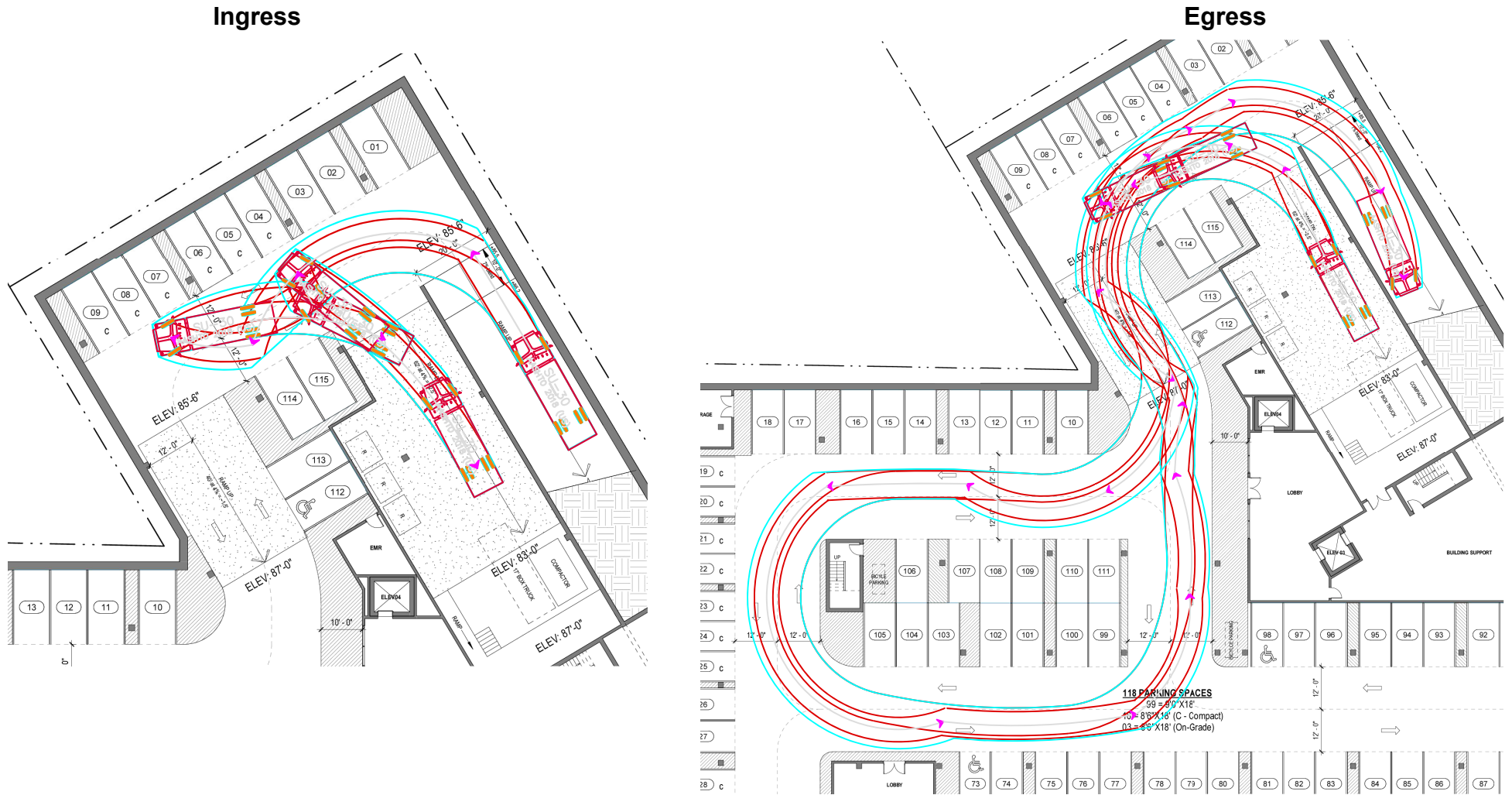


Figure 12
Truck Turning Template for Loading Area at Saratoga Site

Parking

The City of San Jose recently amended Title 20 of the Municipal Code to remove citywide minimum off-street vehicle parking requirements for developments, with the exception of single-family properties and areas where the City has defined contractual agreements regarding parking supply. The changes are intended to encourage the use of alternative modes of transportation, thereby reducing VMT and greenhouse gas emissions. All projects requiring a development permit that are not exempt per Section 20.90.900.B of the San Jose Municipal Code are required to adhere to the new parking ordinance, which includes new mandatory TDM requirements.

The removal of vehicle parking requirements and addition of TDM requirements are intended to improve consistency with Climate Smart San Jose and the Envision San Jose 2040 General Plan transportation and land use goals. Developers have the flexibility to determine the appropriate number of vehicle parking spaces based on a project's specific needs and market conditions, rather than based on a minimum number of spaces determined by the City.

Bicycle Parking

Though minimum vehicle parking requirements have been removed, Chapter 20.90 of the City's new Municipal Code continues to maintain existing minimum bicycle parking requirements for most land uses. Per Section 20.90.060, the project should meet the following bicycle parking requirements:

- Multifamily residential use: one bicycle parking space per 4 dwelling units
- Retail use: one bicycle parking space per 3,000 s.f. of floor area
- Residential care or service facility: one bicycle parking space per 10 full-time employees

Table 6 shows that the project would provide 300 long-term parking spaces in the Buildings 1 and 2 parking garage and 40 short-term spaces in various locations within the El Paseo site, which meet the bicycle parking requirements.

For the Saratoga site, the site plan shows that two areas within the parking garage are designated for bicycle parking. However, the number of long-term bicycle parking spaces is unknown. It was assumed that the assisted living facility would have up to 75 employees during peak times/full capacity and would require at least 8 parking spaces. The project should provide adequate long-term bicycle parking spaces to meet the parking requirement.

Recommendation: The project should provide adequate long-term bicycle parking in the Saratoga site garage to meet the bicycle parking requirement of one bicycle parking space per 10 full-time employees.

**Table 6
Bicycle Parking**

Land Use	Required Parking Rate ¹	Size	Required Spaces ⁵			Proposed Spaces		
			Long-Term	Short-Term	Total	Long-Term	Short-Term	Total
El Paseo Site								
Buildings 1 & 2 Residential	1 per 4 units	775 d.u.	194	0	194	300	0	300
Retail	1 per 3 ksf of floor area ²	88,790 s.f. ³	0	26	26	0	40	40
El Paseo Site Total Spaces			194	26	220	300	40	340
Saratoga Site								
Assisted Living	1 per 10 full-time employees	279 beds ⁴	8	0	8	Unknown		
Saratoga Site Total Spaces			8	0	8	Unknown		
<u>Notes:</u>								
s.f. = square feet								
1. Bicycle parking requirements per Table 20-190 of the San Jose Zoning Code								
2. Floor area = 0.85 of gross floor area								
3. Gross floor area								
4. Based on the studies prepared for assisted living facilities, it was assumed that the facility would have up to 75 employees during peak times and full capacity.								
5. According to the Zoning Code, when the bicycle parking required for a land use is based solely on square footage, at least 80% of the required bicycle parking spaces should be provided in short-term bicycle parking facilities and at most 20% should be provided in long-term bicycle facilities.								

Two-Wheeled Motorized Vehicle Parking

Also included in the Municipal Code are new minimum parking requirements for “two-wheeled motorized vehicles”, as opposed to “motorcycles”, since not all licensed two-wheeled vehicles are considered motorcycles. The update requires most developments to provide two-wheeled motorized vehicle parking equal to 2.5% of the total vehicle parking provided.

Table 7 shows that the project would provide 42 parking spaces for two-wheeled motorized vehicles in the Buildings 1 and 2 parking garage, which meet the parking requirement for two-wheeled motorized vehicles, based on the number of proposed vehicle parking spaces.

For the Saratoga site, the project would be required to provide 3 motorcycle parking spaces. The site plan does not show any motorcycle parking spaces.

Recommendation: The project should provide adequate parking for two-wheeled motorized vehicles in the Saratoga site garage to meet the parking requirement of 2.5% of the total vehicle parking provided.

**Table 7
Two-Wheeled Motorized Vehicle Parking**

Land Use	Proposed Vehicle Parking Spaces	Two-Wheeled Motorized Vehicle Parking	
		Required Spaces ¹	Proposed Spaces
El Paseo Site			
Buildings 1 & 2 Residential Garage	1,005	26	42
Building 3 Garage and Surface Parking ²	281	8	
El Paseo Site Total Spaces	1,286	34	42
Saratoga Site			
Assisted Living	118	3	Unknown
Saratoga Site Total Spaces	118	3	Unknown
1. According to the Zoning Code Section 20.90.350, two-wheeled motorized vehicle parking should be provided at a rate of 2.5% of standard vehicle parking provided. 2. Including 42 surface parking spaces.			

Conclusions

CEQA VMT Analysis

The modified project would not result in an additional CEQA VMT impact. Similar to the findings for the 2022 EIR, the modified project would also result in a significant VMT impact for the residential development and the assisted living facility (which was evaluated as office use), and would have a less than significant impact for the retail use.

The mitigation measures to reduce the VMT impact include constructing off-site multimodal network improvements at the Campbell Avenue and Hamilton Avenue intersection and providing the following TDM measures to residents and office employees.

Residential TDM Measure:

- Unbundle parking costs from rental cost

Assisted Living Facility TDM Measures:

- Provide commute trip reduction marketing and education (identified in the 2022 EIR)
- Implement ride-sharing programs

Intersection Traffic Operations

The modified project would generate fewer vehicle trips than the 2022 EIR project. Therefore, the modified project would not worsen the traffic operations conditions identified in the 2022 EIR nor would it cause additional adverse effects on intersection operations.

Other Transportation Issues

Hexagon has the following recommendations resulting from the site plan review and parking evaluations.

- The project should provide a turnaround space at all dead-end aisles in the Buildings 1 and 2 garage in the El Paseo site to provide adequate circulation for drivers or assign specific parking spaces for residents.

- The project should ensure a 15-foot vertical clearance for trucks to access the loading area in the Saratoga site garage.
- The entire parking garage level in the Saratoga site should be designed to provide sufficient vertical clearance to accommodate delivery and garbage trucks.
- The project should provide adequate long-term bicycle parking in the Saratoga site garage to meet the bicycle parking requirement of one bicycle parking space per 10 full-time employees.
- The project should provide adequate parking for two-wheeled motorized vehicles in the Saratoga site garage to meet the parking requirement of 2.5% of the total vehicle parking provided.

Appendix A

San Jose VMT Evaluation Tool Summary Reports

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: El Paseo Village Modified Project - No Mitigation	Tool Version: 2/29/2019
Location: 1312 El Paseo de Saratoga	Date: 5/20/2024
Parcel: 40333014 Parcel Type: Suburb with Single-Family Homes	
Proposed Parking Spaces Vehicles: 0 Bicycles: 0	

LAND USE:

Residential:	Percent of All Residential Units
Single Family 0 DU	Extremely Low Income (≤ 30% MFI) 0 % Affordable
Multi Family 775 DU	Very Low Income (> 30% MFI, ≤ 50% MFI) 0 % Affordable
<u>Subtotal</u> 775 DU	Low Income (> 50% MFI, ≤ 80% MFI) 0 % Affordable
Office: 74.44 KSF	
Retail: 88.79 KSF	
Industrial: 0 KSF	

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer)	4
With Project Density (DU/Residential Acres in half-mile buffer)	7
Increase Development Diversity	
Existing Activity Mix Index	0.66
With Project Activity Mix Index	0.58
Integrate Affordable and Below Market Rate	
Extremely Low Income BMR units	0 %
Very Low Income BMR units	0 %
Low Income BMR units	0 %
Increase Employment Density	
Existing Density (Jobs/Commercial Acres in half-mile buffer)	25
With Project Density (Jobs/Commercial Acres in half-mile buffer)	29

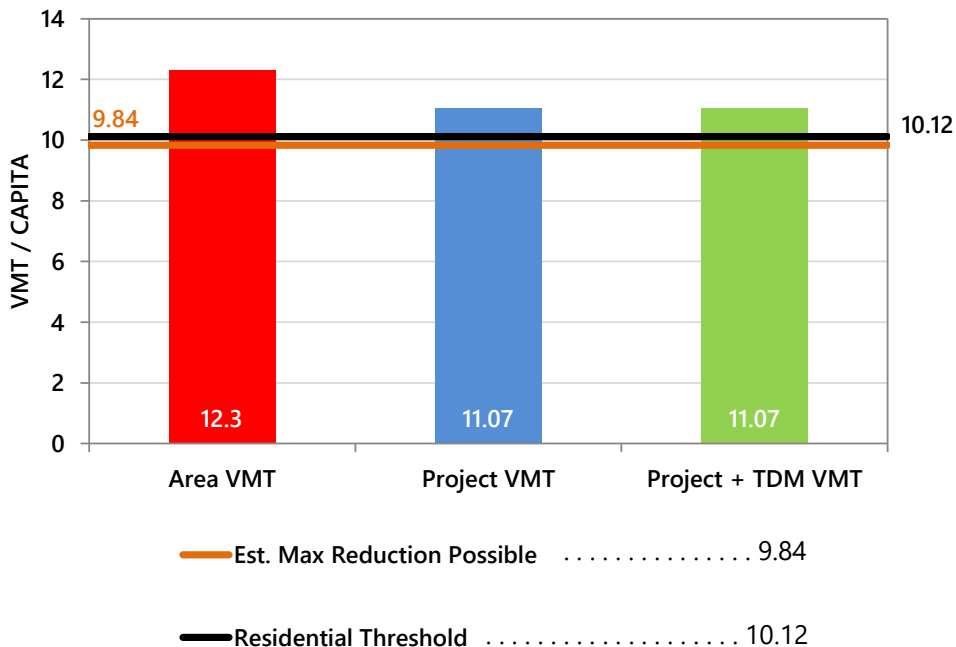
Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

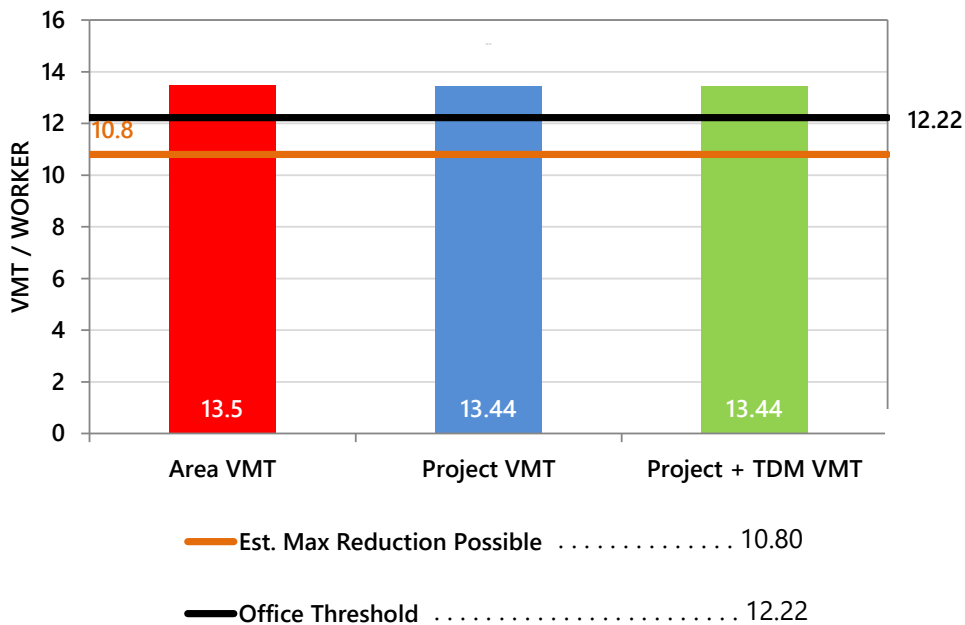
RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT above the City's threshold.



EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT above the City's threshold and per industrial worker VMT below the City's threshold.



CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: El Paseo Modified Project - All Phases w Mitigatic	Tool Version: 2/29/2019
Location: 1312 El Paseo de Saratoga	Date: 7/19/2024
Parcel: 40333014 Parcel Type: Suburb with Single-Family Homes	
Proposed Parking Spaces Vehicles: 0 Bicycles: 0	

LAND USE:

Residential:	Percent of All Residential Units
Single Family 0 DU	Extremely Low Income (≤ 30% MFI) 0 % Affordable
Multi Family 775 DU	Very Low Income (> 30% MFI, ≤ 50% MFI) 0 % Affordable
<u>Subtotal</u> 775 DU	Low Income (> 50% MFI, ≤ 80% MFI) 0 % Affordable
Office: 74.44 KSF	
Retail: 88.79 KSF	
Industrial: 0 KSF	

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer)	4
With Project Density (DU/Residential Acres in half-mile buffer)	7
Increase Development Diversity	
Existing Activity Mix Index	0.66
With Project Activity Mix Index	0.58
Integrate Affordable and Below Market Rate	
Extremely Low Income BMR units	0 %
Very Low Income BMR units	0 %
Low Income BMR units	0 %
Increase Employment Density	
Existing Density (Jobs/Commercial Acres in half-mile buffer)	25
With Project Density (Jobs/Commercial Acres in half-mile buffer)	29

Tier 2 - Multimodal Infrastructure

Traffic Calming Measures <i>(In Coordination with SJ)</i>	
Are improvements provided beyond the development frontage?	Yes
Pedestrian Network Improvements <i>(In Coordination with SJ)</i>	
Are pedestrian improvements provided beyond the development frontage?	Yes

Tier 3 - Parking

Tier 4 - TDM Programs

Commuter Trip Reduction Marketing/ Education	
Percent of Eligible Employees	100 %
Ride-Sharing Programs	
Percent of Eligible Employees	3 %

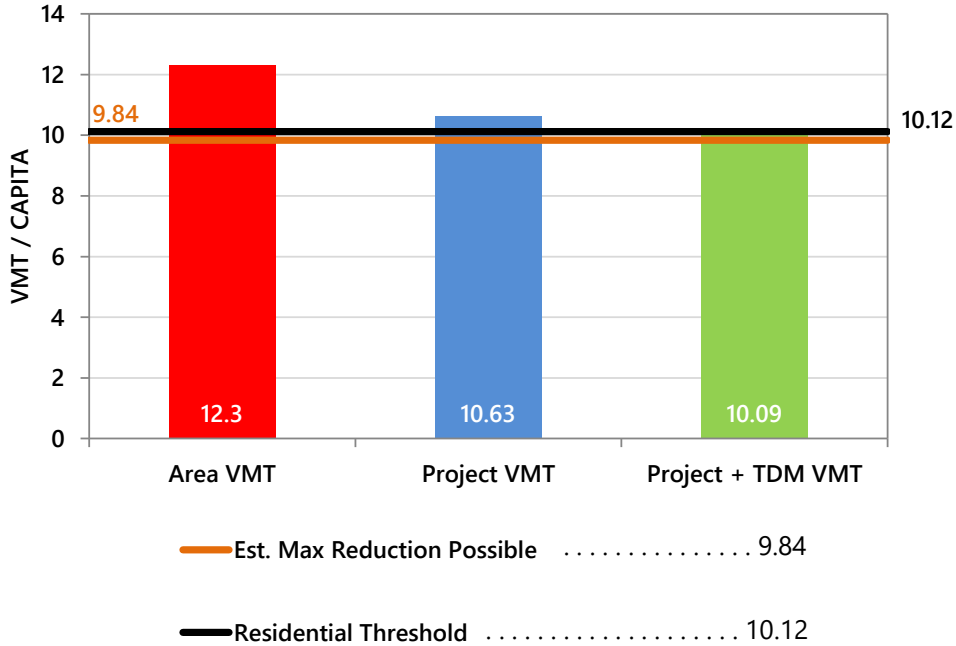
CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

Unbundle On-Site Parking Costs

Monthly Parking Cost	110
Does the Surrounding Street Parking have Rpp, Meters, or Time Limits?	0

RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT below the City's threshold. There are selected strategies that require coordination with the City of San Jose to implement.



EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT below the City's threshold. There are selected strategies that require coordination with the City of San Jose to implement.

