Appendix E

Supplemental Traffic Memo & Traffic Operations Analysis Memo

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: January 19, 2017

To: Mr. Blake Peters, Bay Area Property Developers

From: Brian Jackson

Subject: Supplemental Traffic Memo for the 750 W. San Carlos Street Residential Project in San Jose, CA

Hexagon Transportation Consultants, Inc. prepared a combined Transportation Impact Analysis (TIA) for two separate residential mixed-use developments on W. San Carlos Street in San Jose, California: 740/750 W. San Carlos Street and 777/815 W. San Carlos Street. The original TIA report was prepared in December 2015, with an update completed in April 2016. As originally proposed, the 740/750 W. San Carlos Street site, located on the south side of W. San Carlos Street with access via Dupont Street, included replacing the current uses on the site with 95 residential units (single family attached) and 2,885 square feet (s.f.) of ground floor retail space. The 777/815 W. San Carlos Street site, located on the northeast corner of the Sunol Street and W. San Carlos Street intersection, included replacing the current uses with 149 residential units (single family attached) and 3,150 s.f. of ground floor retail space. Figure 1 shows the project site locations.

The combined effects of the two W. San Carlos Street developments were analyzed together, since both sites were planned to be developed at approximately the same time by the same developer. The results of the traffic analysis showed that development of both sites simultaneously would not result in any significant traffic impacts. Therefore, it was concluded that should development of one site move forward and not the other, neither development individually would result in any significant impacts.

Since completion of the TIA and approval of both originally proposed developments, the 740/750 W. San Carlos Street development has changed. The project has been reduced in size and development would occur on the 750 W. San Carlos Street property only (refer to Figure 1). As proposed, the new smaller project would include 56 residential units and no retail. To address the changes, the City has requested that Hexagon prepare a short traffic memo to verify the results of the April 2016 TIA are still representative of the current project. This traffic memo includes a trip generation comparison between the original project and the current project, and discusses the potential future San Carlos Street bridge alignment and its effect on the long-term site access.

Trip Generation Comparison

Based on the trip generation estimates contained in the TIA, the originally proposed 740/750 W. San Carlos Street project would generate 59 net trips (20 inbound and 39 outbound) during the AM peak hour and 66 net trips (44 inbound and 22 outbound) during the PM peak hour. The revised trip generation estimates show the new smaller 750 W. San Carlos Street project would generate 29 net trips (9 inbound and 20 outbound) during the AM peak hour and 33 net trips (23 inbound and 10 outbound) during the PM peak hour. Thus, the new project would generate 30 fewer trips during the AM peak hour and 33 fewer trips during the PM peak hour compared to the originally proposed project (see Table 1).

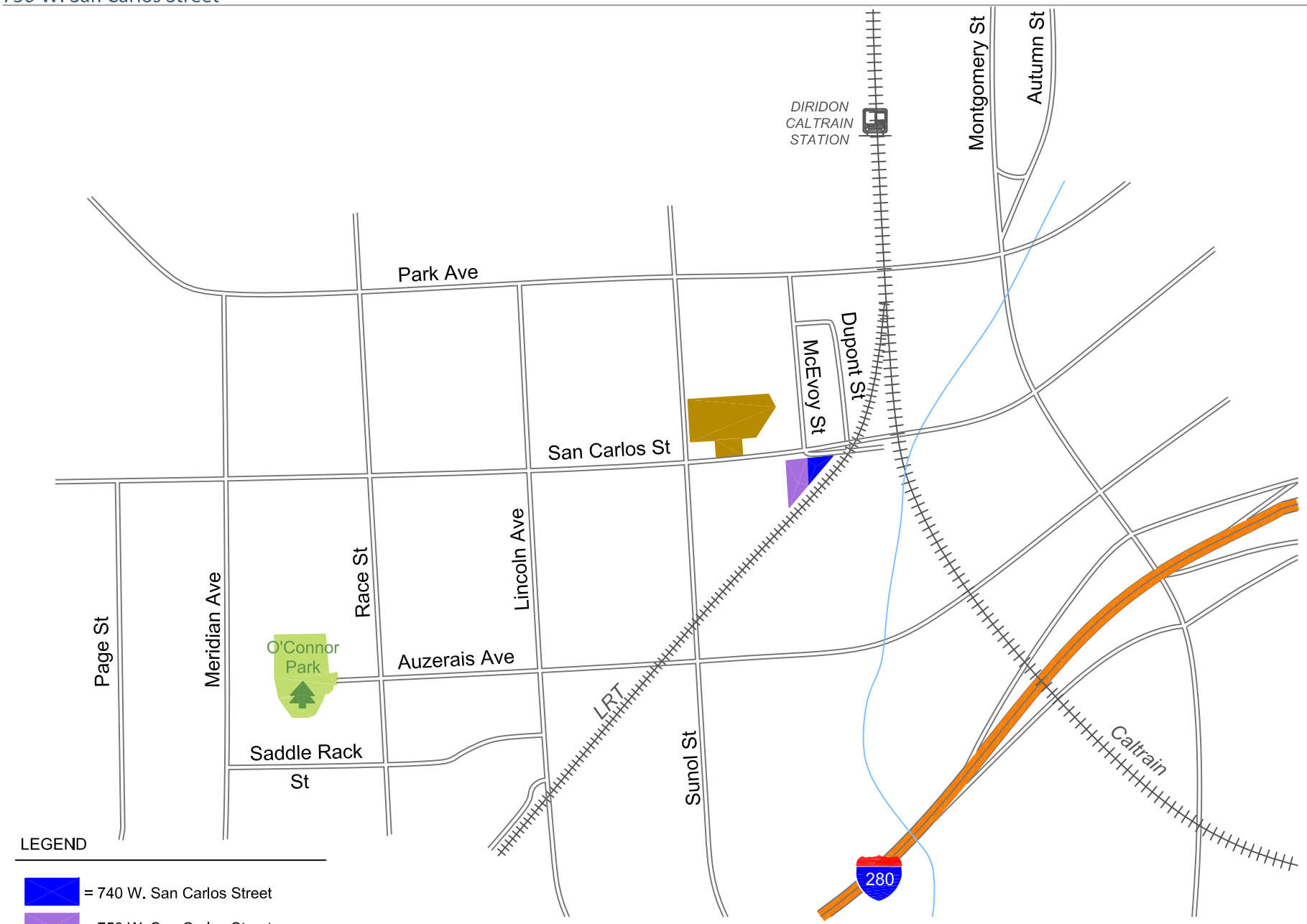

Figure 1
Site Location

HEXAGON

NORTH
Not to Scale

Table 1
Project Trip Generation Comparison

Land Use	Size		Daily Rate	Daily Trips	AM Peak Hour Pk-Hr Rate	AM In	AM Out	AM Total	PM Peak Hour Pk-Hr Rate	PM In	PM Out	PM Total
740/750 W. San Carlos Street - Old Project												
Residential [1]	95	units	7.5	713	0.8	25	46	71	0.8	46	25	71
Commercial [2]	2,885	s.f.	40.0	115	1.2	2	1	3	3.6	5	5	10
Gross Project Trips:				*828*		*27*	*47*	*74*		*51*	*30*	*81*
Trip Reductions												
Mixed-use Reduction [3]				(35)		(0)	(0)	(0)		(1)	(1)	(2)
Transit Reduction [4]				(64)		(2)	(4)	(6)		(4)	(2)	(6)
Pass-by Reduction [5]				(20)		(0)	(0)	(0)		(1)	(1)	(2)
Subtotal:				**709**		**25**	**43**	**68**		**45**	**26**	**71**
Existing Use Credits												
Existing Site Trips [6]				(70)		(5)	(4)	(9)		(1)	(4)	(5)
740/750 W. San Carlos Net Trips:				***639***		***20***	***39***	***59***		***44***	***22***	***66***
750 W. San Carlos Street - New Project												
Residential [1]	56	units	7.5	420	0.8	15	27	42	0.8	27	15	42
Trip Reductions												
Transit Reduction [4]				(38)		(1)	(3)	(4)		(3)	(1)	(4)
Existing Use Credits												
Existing Site Trips [6]				(70)		(5)	(4)	(9)		(1)	(4)	(5)
750 W. San Carlos Net Trips:				***312***		***9***	***20***	***29***		***23***	***10***	***33***
Difference in Trips (Original Project - New Project):				**-327**		**-11**	**-19**	**-30**		**-21**	**-12**	**-33**

Notes:
[1] Based on "Single Family Attached" rates contained in the *San Jose TIA Handbook* , November 2009.
[2] Based on "Specialty Retail/Strip Commercial" rates contained in the *San Jose TIA Handbook* , November 2009.
[3] A 15% residential/retail mixed-use trip reduction was applied to the project per the Santa Clara VTA TIA Guidelines. The 15% trip reduction was first applied to the smaller trip generator (retail). The same number of trips were then subtracted from the larger trip generator (residential) to account for both trip ends.
[4] A 9% transit reduction was applied to the residential component of the project, since the project site is located within 2,000 feet of an LRT station. (Santa Clara VTA TIA Guidelines)
[5] A pass-by trip reduction of 25% was applied to the retail component of the project. The reduction was applied to the net retail trips after applying the mixed-use reduction.
[6] Existing AM and PM peak hour trip credits based on 3/12/2015 driveway counts. Existing daily trips were estimated.

Based on the trip generation comparison, the new smaller project would not change the overall results of the April 2016 TIA, and no further traffic impact analysis is needed.

Site Access

As proposed, site access would be provided by one driveway on Dupont Street (see Figure 2). The driveway would be 26 feet wide, measured at the throat. W. San Carlos Street provides access to and from the project site via its intersections with Dupont Street and McEvoy Street. The project applicant has indicated that the current configuration of W. San Carlos Street/Dupont Street/ McEvoy Street would remain intact with development of the project. Thus, the residential project would have convenient direct access to and from W. San Carlos Street.

Potential Future Roadway Changes

Based on data obtained from the traffic study prepared for the previously proposed 740/750 W. San Carlos Street project, the City has plans to close off access between W. San Carlos Street and Dupont Street, just east of the project driveway (see Figure 3). With implementation of this potential City improvement, most vehicles accessing the project site directly via W. San Carlos Street would need to instead do so via Dupont Street under the W. San Carlos Street bridge (refer to Figure 1). On the north side of the bridge, Dupont Street curves to the west and intersects McEvoy Street. McEvoy Street currently provides full access to both W. San Carlos Street and Park Avenue. Thus, most project-generated trips would end up using McEvoy Street north of W. San Carlos Street to access the site in the future (with the exception of inbound vehicles accessing the site from eastbound W. San Carlos Street). Note that this potential future roadway change would have no effect on the project driveway.

West San Carlos Street Bridge Reconstruction Project

The City of San Jose has indicated that the West San Carlos Street bridge may be reconstructed in the future. However, a funding strategy and project commencement timeline have not been identified by the City for this long-range plan. The conceptual bridge design (see Figure 4) was prepared by the City of San Jose Department of Transportation, and is intended to accommodate the currently unfunded California High-Speed Railway. If built, the new W. San Carlos Street bridge would cut off access to the streets that currently provide site access. Based on the proposed site plan design, the project driveway would no longer provide feasible access to and from the 750 W. San Carlos Street site, and there would be no feasible options to provide alternative site access. Thus, reconstruction of the W. San Carlos Street bridge may result in a taking of this property.

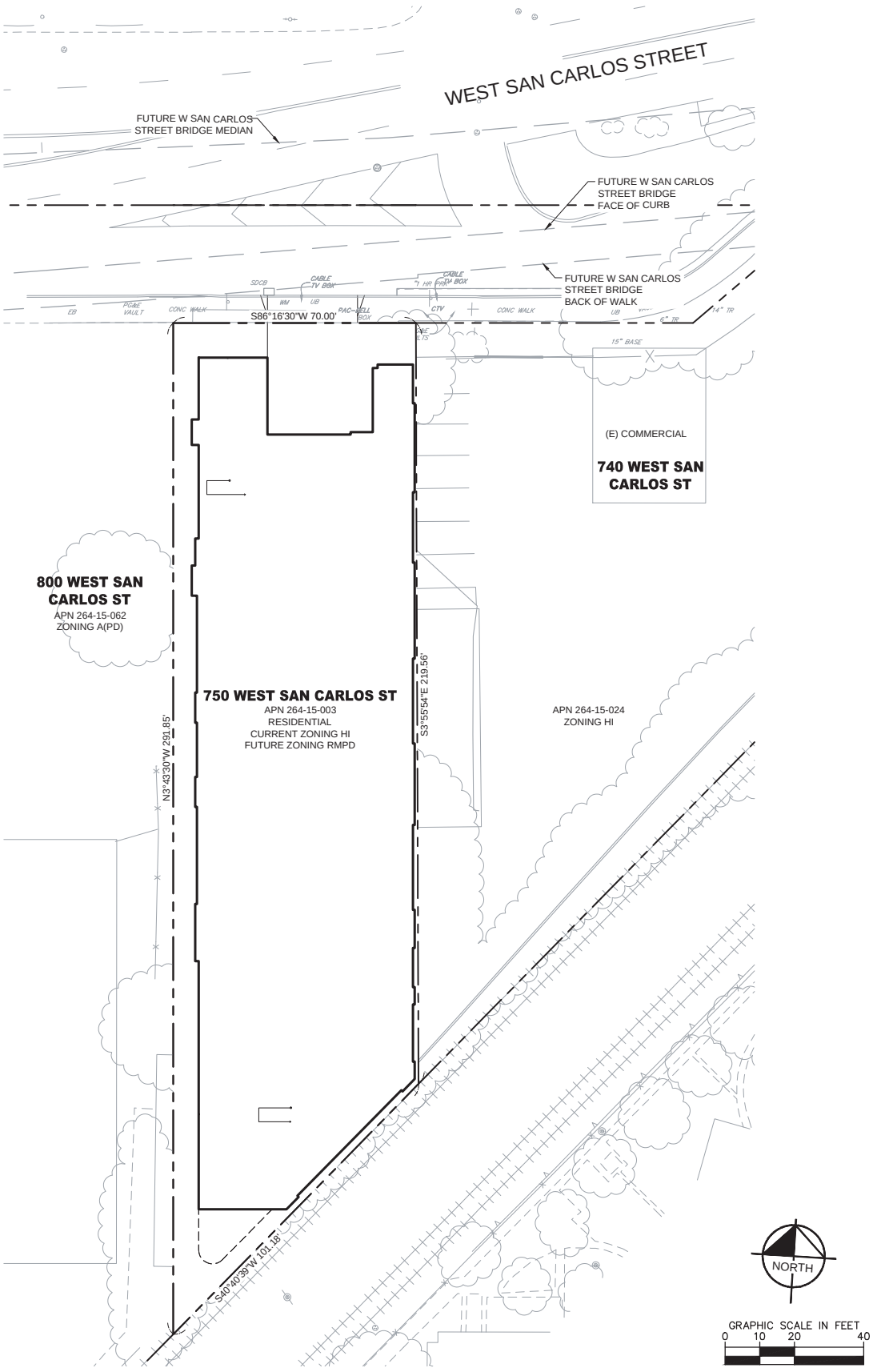

Figure 2
General Development Plan

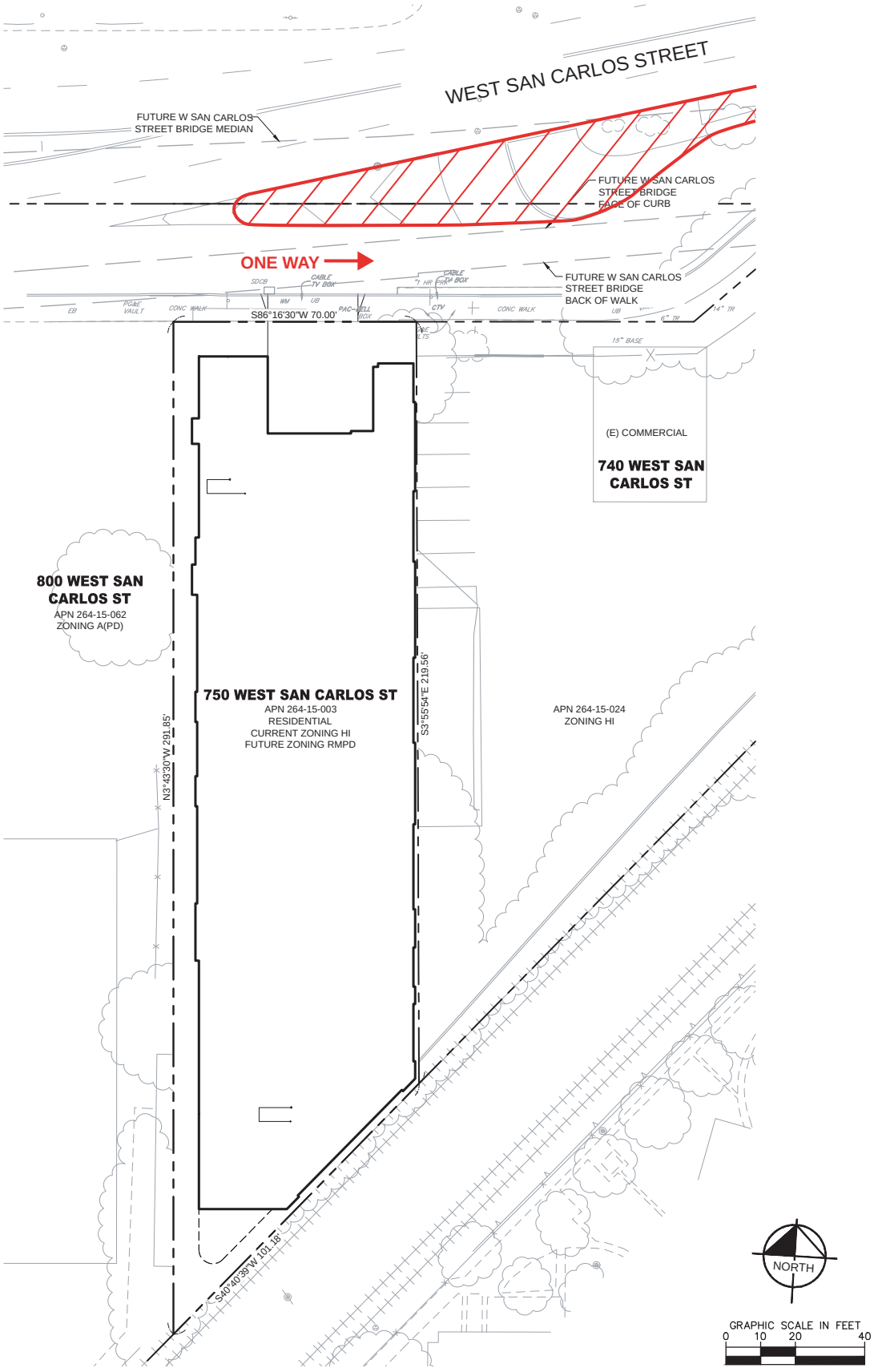

Figure 3
Planned City Improvement

SAN CARLOS STREET BRIDGE
CONCEPTUAL LAYOUT

LEGEND
- PROPOSED BACK OF WALK
- EXISTING DRIVEWAY
- PROPOSED FACE OF CURB
- PROPOSED MEDIAN
- EXISTING RIGHT OF WAY

	REVISIONS	DATE
6		
5		
4		
3		
2		
1		

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

DEPARTMENT OF TRANSPORTATION
SAN JOSE, CALIFORNIA

DESIGNED BY: N. CAM
CHECKED BY: Z. KHATTAB
PROJ MGR:
DATE: JUNE 2009
SCALE: 1" = 100' (HALF)
SHEET NO. ____ OF ____

HANS F. LARSEN
DIRECTOR

FILE NO.

Figure 4
West San Carlos Street Bridge Conceptual Layout

NORTH
Not to Scale

CITY OF SAN JOSE
CAPITAL OF SILICON VALLEY

Memorandum

TO: Tracy Tam

FROM: Michelle Kimball
Public Works

SUBJECT: **SEE BELOW**

DATE: 02/28/17

Approved

Date 2-28-17

SUBJECT: 750 West San Carlos Street - Traffic Operational Analysis (TOA)
PW NO. 3-24001 (PD16-031 & PDC16-045)

We have completed the review of the traffic operational analysis for the subject project. The project proposes construction of 56 residential units and no retail building. The proposed development is located at South side of West San Carlos Street, approximately 500 feet east of Sunol Street. The proposed development is projected to add 29 AM peak hour trips and 33 PM peak hour trips.

ACCESS

Proposed vehicular access to the site will be provided by a standard 26 foot wide right-in/right-out driveway along the West San Carlos Street frontage. However, future access will be provided via only Dupont Street, due to the proposed bridge reconstruction which eliminates access along West San Carlos Street frontage.

ANALYSIS

Trip Generation Comparison: The trip generation estimates from the previously proposed 740/750 West San Carlos Street project proposed to generate 59 net trips (20 inbound, 39 outbound) during the AM peak hour and 66 net trips (44 inbound, 22 outbound) during the PM peak hour. The newly revised project would generate 29 net trips (9 inbound, 20 outbound) during the AM peak hour and 33 net trips (23 inbound, 10 outbound) during the PM peak hour. Thus, the new project would generate 30 fewer trips during the AM peak hour and 33 fewer trips during the PM peak hour compared to the originally proposed project.

POTENTIAL FUTURE ROADWAY CHANGES

West San Carlos street Bridge Reconstruction Project: The City has a plan to reconstruct the existing West San Carlos Street Bridge in the future. However, the project is currently unfunded. If built, the alignment would no longer allow access to the project site or the adjacent parcel to the east of the project via West San Carlos Street.

Project conditions: Close vehicular access on to West San Carlos Street (across from McEvoy Street) and construct street improvements to allow only one way access from West San Carlos Street to Dupont Street.

RECCOMENDATION
Acquire reciprocal ingress/egress easement through adjacent parcel to the east of the project in order to secure access to public street.

CONCLUSION
With the inclusion of the above conditions, the subject project will be in conformance with the City of San Jose Transportation Level of Service Policy (council Policy 5-3). Therefore, a determination for a negative declaration can be made with respect to traffic impacts.

If you have any questions, please contact Jose Uribe at jose.b.uribe@sanjoseca.gov or 408-535-6897. You may also contact Karen Mack, Traffic Management, at karen.mack@sanjoseca.gov or 408-535-6816 or me at michelle.kimball@sanjoseca.gov or 408-535-6830.

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