Hexagon Transportation Consultants, Inc.

Memorandum

Date: September 26, 2019

To: Jason Yan, City of San Jose

From: Robert Del Rio, T.E.

Subject: 200 Park Avenue Office Development Local Transportation Analysis

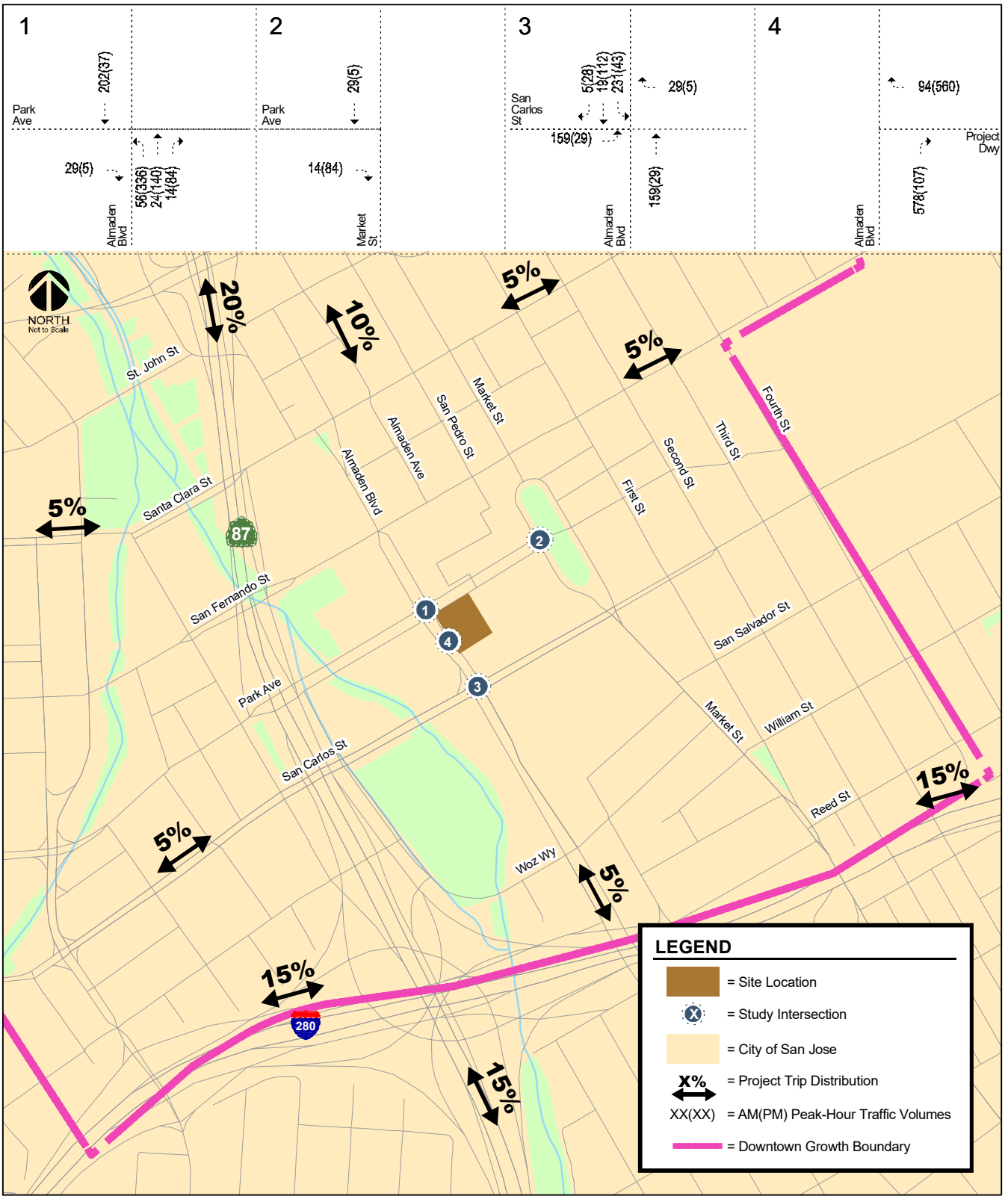
Hexagon Transportation Consultants, Inc. has completed a Local Transportation Analysis (LTA) for the proposed 200 Park Avenue office development in Downtown San Jose. The proposed office project is located on two parcels (APN 259-43-076, 259-43-077) that total 1.68 acres located at the southeast corner of the Almaden Boulevard and Park Avenue intersection. The project, as proposed, will consist of 840,000 square-feet (s.f.) of leasable commercial office space. The proposed office building will replace a parking structure currently in use by the Hyatt Place Hotel located south of the project site. Parking for the proposed office project will be provided within three above-ground parking levels and four below-ground parking levels. Project traffic will have access to all parking levels via a garage entrance on Almaden Boulevard. The proposed project will also provide replacement parking spaces for the Hyatt Place Hotel. Designated hotel parking spaces within the first below-ground parking level (B1) will be accessible via a garage entrance along the existing one-way drive aisle located on the adjacent site occupied by the Hyatt Place Hotel. Figure 1 shows the project site location.

The project site is located within the Downtown Growth Area Boundary, for which an Environmental Impact Report (EIR), *Downtown San Jose Strategy Plan 2040 (DTS 2040)*, has been completed and approved. With adoption of DTS 2040, this project is covered under DTS 2040 and no CEQA transportation analysis is required. The project, however, must perform an LTA to identify operational issues.

Scope of Study

The purpose of the LTA was to identify any potential operational issues that could occur as a result of the project and to recommend necessary improvements to ensure adequate access to the site is provided. Based on the proposed project size, site-generated traffic was estimated. Vehicular site access was evaluated based on the proposed driveway locations. Truck access, including trash pickup and loading activities, was evaluated. Parking and on-site vehicular circulation also was analyzed. Lastly, bicycle and pedestrian access and safety were evaluated.

Figure 1
Site Location, Study Intersections, Project Trip Distribution, and Project Trip Assignment



Existing Conditions

This section describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project site is provided by State Route 87 and the Interstate 280/680 freeway. Local site access is provided by Park Avenue, Almaden Boulevard, San Fernando Street, Market Street, and San Carlos Street. The freeways and local roadways are described below.

State Route 87 is primarily a six-lane freeway (four mixed-flow lanes and two HOV lanes) that is aligned in a north-south orientation within the project vicinity. SR 87 begins at its interchange with SR 85 and extends northward, terminating at its junction with US 101. Connections from SR-87 to the project site are provided via partial interchanges at Park Avenue (ramps to and from north), Auzerais Avenue (ramps to south only), and Woz Way (ramp from south only). SR 87 provides access to I-280/I-680 and US-101.

Interstate 280 connects from US-101 in San Jose to I-80 in San Francisco. It is generally an eight-lane freeway in the vicinity of downtown San Jose. It also has auxiliary lanes between some interchanges. The section of I-280 just north of the Bascom Avenue overcrossing has six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes. Connections from I-280 to the project site are provided via partial interchanges at First Street (ramps to east only), Almaden Boulevard (ramps to west only), Vine Street (ramps from west), and Seventh Street (ramps from east).

Park Avenue is two- to four-lane roadway that extends from Market Street (Plaza de Cesar Chavez) westward to Meridian Avenue then northwestward to The Alameda, just south of Santa Clara University, where it terminates. Park Avenue runs along the project's north frontage and consists of one travel lane in the eastbound direction and two travel lanes in the westbound direction plus a bicycle lane in each direction of travel.

Almaden Boulevard is a north-south four-lane divided arterial that runs along the project's west frontage. It extends between St. John Street and Grant Street, just south of I-280, and includes bicycle lanes along both sides of the street. Direct access to the project site's above-ground parking levels would be provided via one right-in/right-out driveway along Almaden Boulevard. Access to below-ground parking levels would be provided via a one-way drive aisle located on the adjacent Hyatt Place Hotel property, along the south project frontage. Inbound right-in only access to the drive aisle is provided via Almaden Boulevard, approximately 200 feet north of the Almaden Boulevard/San Carlos Street intersection.

San Carlos Street is an east-west four-lane street located south of the project site. It extends as West San Carlos Street from 1st Street westward to Bascom Avenue where it transitions into Stevens Creek Boulevard. East of 1st Street, it extends eastward as East San Carlos Street with a break between 4th and 10th Streets (at San Jose State University) and terminating at 17th Street. In the vicinity of the project site, the VTA light rail tracks run along the middle of the street, separating the eastbound and westbound travel lanes. Outbound right-out only access from the below-grade parking levels will be provided on San Carlos Street, approximately 250 feet west of the Almaden Boulevard/San Carlos Street intersection.

San Fernando Street is an east-west two-lane street and extends through the heart of downtown between Autumn Street to the west and 17th Street to the east. San Fernando Street has sidewalks on

both sides and buffered bike lanes in both directions. A center median provides space for left-turn pockets and two-way left-turn lanes east of Almaden Boulevard. Access to the project site is provided via Almaden Boulevard.

Market Street is a north-south four-lane street located west of the project site. In the vicinity of the project site, the northbound and southbound lanes of Market Street are divided by Plaza de Cesar Chavez, between San Fernando Street and San Carlos Street. Market Street transitions into First Street at its intersection with Reed Street. Market Street provides access to and from the project site via San Carlos Street to Almaden Boulevard.

Existing Bicycle Facilities

Class II bicycle facilities (striped bike lanes) are provided along Almaden Boulevard (along the west project site frontage) and Park Avenue (along the north project frontage). Additional Class II bicycle facilities are provided along the following roadways within the project area:

- Almaden Boulevard, between Woz Way and Carlysle Street
- San Fernando Street, between 10th Street and Cahill Street
- Woz Way, between San Carlos Street and Almaden Avenue
- Park Avenue, west of Market Street
- Santa Clara Street, west of Almaden Boulevard
- Second Street, between San Carlos Street and Keyes Street, and between Julian Street and Taylor Street
- Third Street, between Jackson Street and Humboldt Street
- Fourth Street, between Jackson Street and Reed Street

Designated Class III bike routes with “sharrow” or shared-lane pavement markings and signage are provided along the following roadways:

- San Carlos Street, between Woz Way and Fourth Street
- San Fernando Street, east of 10th Street
- San Salvador Street, east of Market Street
- Second Street, between San Carlos Street and Julian Street
- First Street, between San Salvador Street and St. John Street

The existing bicycle facilities are shown on Figure 2.

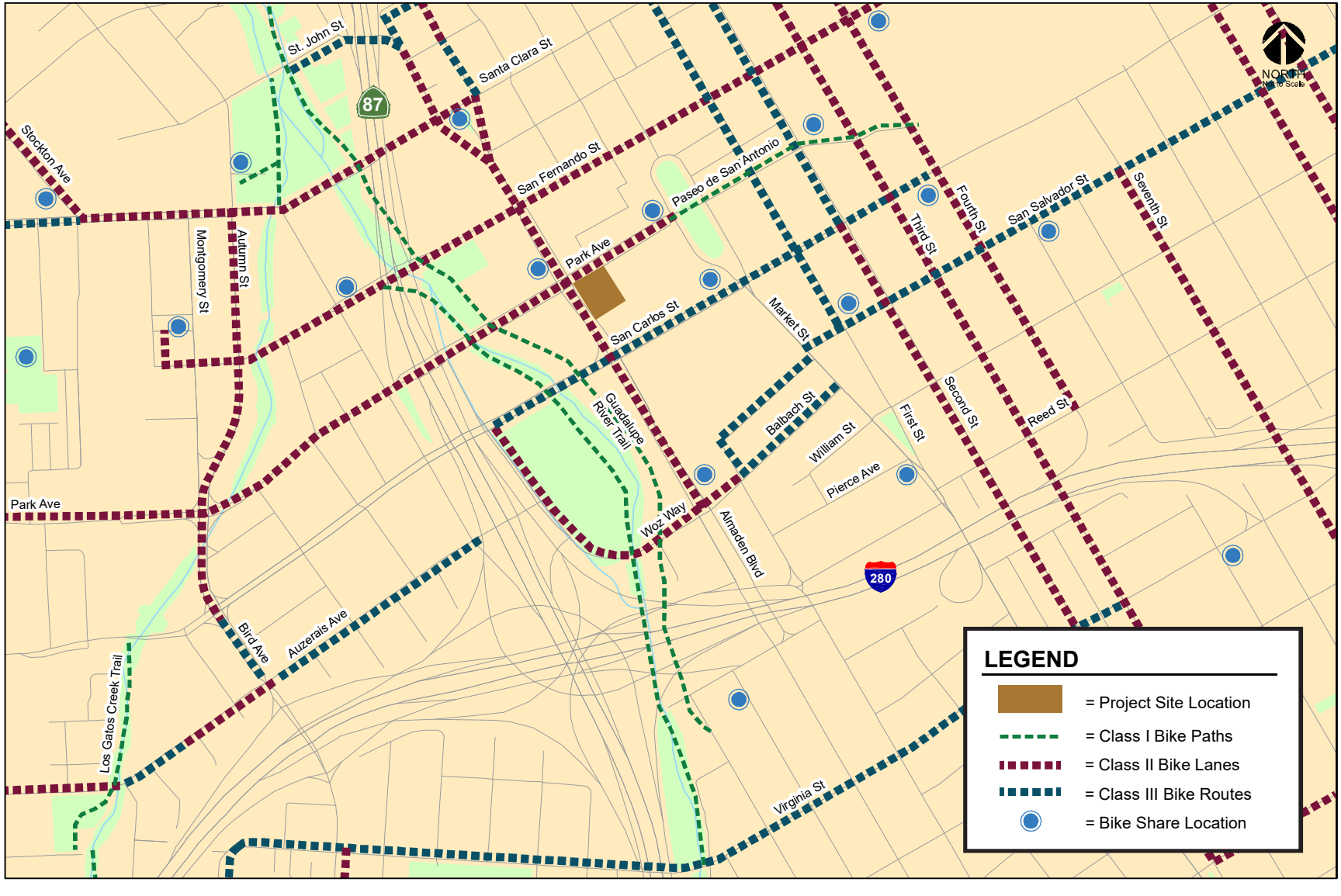
Guadalupe River Park Trail

The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. This trail system can be accessed just east of the intersection of Woz Way and Park Avenue, approximately 800 feet west of the project site.

Ford GoBike Bike Share

The City of San Jose participates in the Ford GoBike bike share program that allows users to rent and return bicycles at various locations. Bike share bikes can only be rented and returned at designated stations throughout the downtown area. A bike share station is located approximately 500 feet north of the project site, at the west side of Almaden Boulevard between San Fernando Street and Park Avenue.

Figure 2
Existing Bicycle Facilities



In addition, LimeBike has recently begun to provide dockless bike rental throughout the Downtown area. This service provides electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere.

Existing Pedestrian Facilities

Pedestrian facilities in the study area (shown in Figure 3) consist of sidewalks along all the surrounding streets, including the project frontages along Almaden Boulevard and Park Avenue. Crosswalks and pedestrian signal heads are located at all signalized intersections within the project area, including the intersections of Almaden Boulevard/ Park Avenue, Market Street/ Park Avenue and Almaden Boulevard/San Carlos Street. The majority of the crosswalks at signalized intersections in the vicinity of the project site consist of high visibility crosswalks and countdown signal heads that enhance pedestrian visibility and safety while crossing the intersections. Sidewalks in the project area are wide and provide an attractive and continuous pedestrian network.

An approximately 50 feet wide pedestrian walkway (paseo) that extends between San Carlos Street and Park Avenue is located along the east project frontage. The paseo serves as a cut-through for pedestrians and bicyclists between the Park Center Plaza, the Tech Museum and Civic Center, San Jose Convention Center, and Convention Center LRT Station. A high-visibility mid-block crosswalk, which includes a pedestrian refuge in the center median, is located along Park Avenue connecting the paseo to the north side of Park Avenue.

The paseo terminates at San Carlos Street at its southern end. Access to the Convention Center LRT Station is provided via a signalized crosswalk along San Carlos Street that is located approximately 250 feet east of the paseo. Mid-block crossings also exist across the northbound side of Market Street, providing access from the Plaza de Cesar Chavez Park to the Paseo de San Antonio Walk. This paseo provides pedestrian-only access to shops and business along the Paseo de San Antonio Walk between Market Street and San Jose State University. The mid-block crossing of San Fernando Street and Guadalupe River Trail, just east of SR 87, provide a bicycle and pedestrian route between Park Avenue and San Fernando Street.

Overall, the existing sidewalks and paseos provide good pedestrian connectivity and safe routes to the surrounding pedestrian destinations, including the nearby Convention Center and Plaza de Cesar Chavez Park, as well as various businesses and restaurants surrounding the project site.

Existing Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA, Caltrain, Altamont Commuter Express (ACE), and Amtrak. The project site is located approximately 500 feet north of the Convention Center Light Rail Station and approximately 0.7-mile from the Diridon Transit Center located on Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center. Figure 4 shows the existing transit facilities.

Bus Service

The downtown area is served by many local bus lines. The bus lines that operate within ¼-mile walking distance of the project site are listed in Table 1, including their route descriptions and commute hour headways. The nearest bus stops are located along Almaden Boulevard and along San Carlos Street, 250 feet north and south of the project, respectively.

The VTA also provides a shuttle service within the downtown area. The downtown area shuttle (DASH) provides shuttle service from the San Jose Diridon Caltrain station to San Jose State University, and the Paseo De San Antonio and Convention Center LRT stations via E. San Fernando and E. San

Figure 3
Existing Pedestrian Facilities

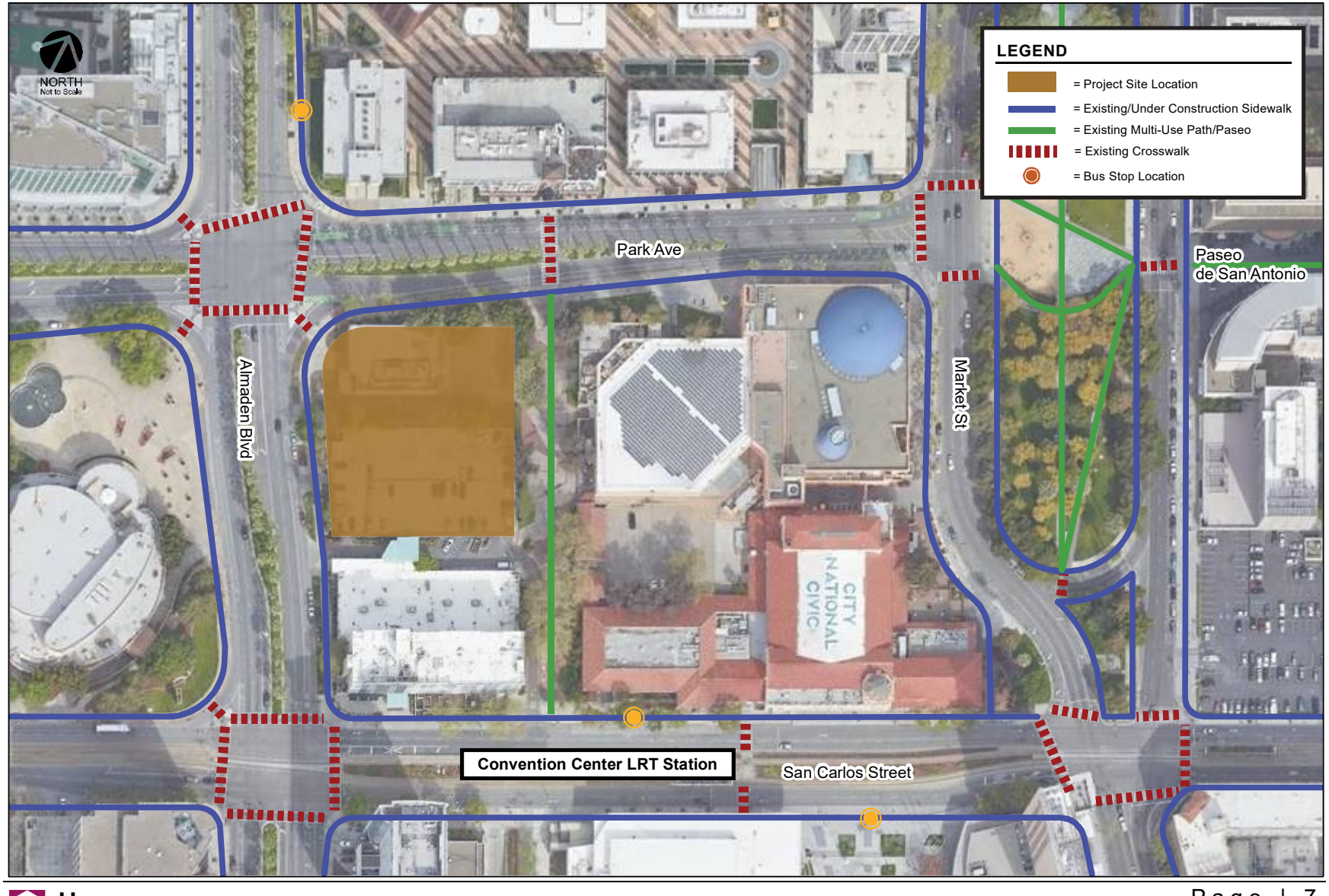


Figure 4
Existing Transit Facilities

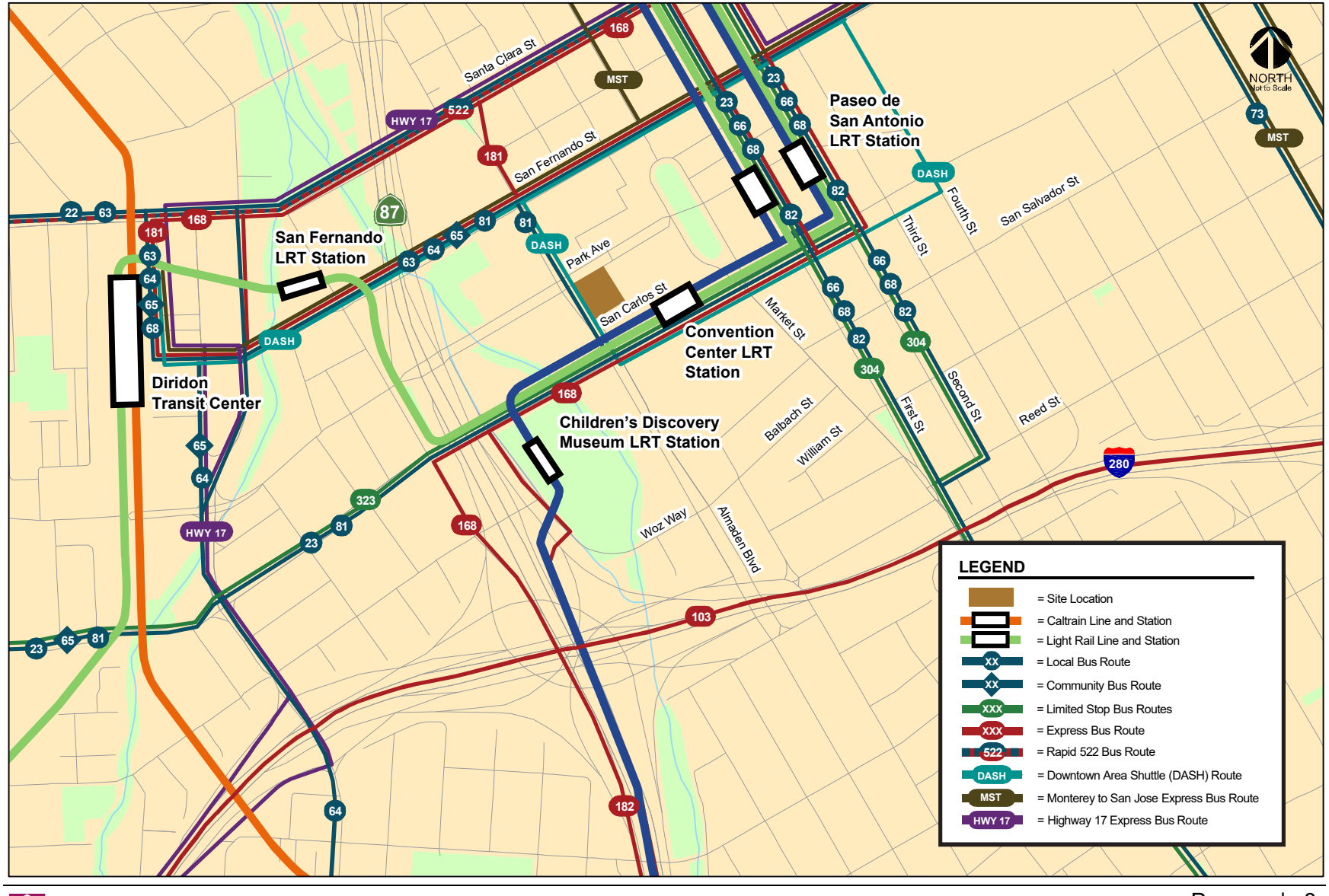


Table 1
Existing Bus Service Near the Project Site

Bus Route	Route Description	Nearest Stop	Headway [1]
Local Route 22	Palo Alto Transit Center to Eastridge Transit Center via El Camino	Santa Clara/Almaden	12 - 15 min
Local Route 23	DeAnza College to Alum Rock Transit Center via Stevens Creek	San Carlos/Market	10 - 15 min
Local Route 63	Almaden Expwy. & Camden to San Jose State University	San Fernando/Almaden	30 min
Local Route 64	Almaden LRT Station to McKee & White via Downtown San Jose	San Fernando/Almaden	15 - 17 min
Community Route 65	Kooser & Blossom Hill to 13th & Hedding	San Fernando/Almaden	45 - 50 min
Local Route 66	Kaiser San Jose Medical Center to Dixon Landing Road (Milpitas)	First/Paseo de San Antonio	15 min
Local Route 68	Gilroy Transit Center to San Jose Diridon Station	First/Paseo de San Antonio	15 - 20 min
Local Route 72	Senter & Monterey to Downtown San Jose	First/Santa Clara	12 - 15 min
Local Route 73	Snell/Capitol to Downtown San Jose	First/Santa Clara	15 min
Local Route 81	San Jose State University-Moffett Field/Ames Center	Almaden/Park	25 - 30 min
Local Route 82	Westgate to Downtown San Jose	First/Paseo de San Antonio	30 min
Express Route 168	Gilroy Transit Center to San Jose Diridon Station	San Carlos/Market	15 - 30 min
Express Route 181	Fremont BART Station to San Jose Diridon Station	San Fernando/Almaden	15 min
Limited Stop Route 304	Santa Teresa LRT Station to Sunnyvale Transit Center	First/Paseo de San Antonio	30 - 50 min
Limited Stop Route 323	Downtown San Jose to De Anza College	San Carlos/Market	15 min
Rapid Route 522	Palo Alto Transit Center to Eastridge Transit Center	Santa Clara/Almaden	10 - 12 min
Hwy 17 Express (Route 970)	Downtown Santa Cruz / Scotts Valley to Downtown San Jose	Santa Clara/Almaden	20 - 35 min
DASH (201)	Downtown Area Shuttle	Almaden/Park	5 - 10 min

Notes:
[1] Approximate headways during peak commute periods.

Carlos Streets. The nearest DASH bus stop is located at the intersection of Second Street and San Carlos Street.

Limited, Express, and Rapid bus lines operated by VTA and regional bus services operated by other transit agencies are accessible from bus stops within walking distance from the project. The Rapid 522 Bus Line runs along Santa Clara Street in the project vicinity and provides limited-stop rapid transit service between Palo Alto and King Road in San Jose. The Express Route 168 provides limited-stop transit service between Gilroy and Downtown San Jose and is accessible from bus stops on San Carlos Street.

VTA Light Rail Transit (LRT) Service

The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View and Sunnyvale. The service operates nearly 24-hours a day with 15-minute headways during much of the day.

The Mountain View–Winchester and Alum Rock–Santa Teresa LRT lines operate along First and Second Streets, north of San Carlos Street. The Convention Center LRT station on San Carlos Street is located less than 500 feet walking distance of the project site. The San Jose Diridon station is located along the Mountain View–Winchester LRT line and serves as a transfer point to Caltrain, ACE, and Amtrak services.

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain, which currently operates 92 weekday trains that carry approximately 47,000 riders on an average weekday. The project site is located about 3/4-mile from the San Jose Diridon station. The Diridon station provides 581 parking spaces, as well as 16 bike racks, 48 bike lockers, and 27 Ford GoBike bike share docks. Trains stop frequently at the Diridon station between 4:28 AM and 10:30 PM in the northbound direction, and between 6:31 AM and 1:38 AM in the southbound direction. Caltrain provides passenger train service seven days a week and provides extended service to Morgan Hill and Gilroy during commute hours.

Altamont Commuter Express Service (ACE)

ACE provides commuter rail service between Stockton, Tracy, Pleasanton, and San Jose during commute hours, Monday through Friday. Service is limited to four westbound trips in the morning and four eastbound trips in the afternoon and evening with headways averaging 60 minutes. ACE trains stop at the Diridon Station between 6:32 AM and 9:17 AM in the westbound direction, and between 3:35 PM and 6:38 PM in the eastbound direction.

Amtrak Service

Amtrak provides daily commuter passenger train service along the 170-mile Capitol Corridor between the Sacramento region and the Bay Area, with stops in San Jose, Santa Clara, Fremont, Hayward, Oakland, Emeryville, Berkeley, Richmond, Martinez, Suisun City, Davis, Sacramento, Roseville, Rocklin, and Auburn. The Capitol Corridor trains stop at the San Jose Diridon Station eight times during the weekdays between approximately 7:38 AM and 11:55 PM in the westbound direction. In the eastbound direction, Amtrak stops at the Diridon Station seven times during the weekdays between 6:40 AM and 7:15 PM.

Project Trip Generation

The trip generation analysis estimates the number of external vehicle-trips that will be generated by the proposed project. Baseline (or gross) vehicle-trips were estimated by using average vehicle-trip rates from the *ITE Trip Generation Manual, 10th Edition* for the office land use. The baseline trip estimates were reduced to account for the predicted vehicle mode share of the project based on its location and surrounding transportation system and land uses.

Location-Based Adjustment

The location-based adjustment reflects the project's vehicle mode share based on the place type in which the project is located per the San Jose Travel Demand Model. The project's place type was obtained from the *San Jose VMT Evaluation Tool.* Based on the Tool, the project site is located within a designated urban high-transit area. Therefore, the baseline project trips were adjusted to reflect an urban high-transit mode share. Urban high-transit is characterized as an area with high density, good accessibility, high public transit access, low single-family homes, middle-aged and older housing stock. Office uses within urban high-transit areas have a vehicle mode share of 69 percent. Thus, a 31 percent reduction was applied to the baseline trips estimated to be generated by the proposed project.

Net Project Trip Generation

Based on the trip generation rates and reduction, it is estimated that the proposed office project would generate an additional 5,356 daily trips, with 672 trips (578 inbound and 94 outbound) occurring during the AM peak hour and 667 trips (107 inbound and 560 outbound) occurring during the PM peak hour. The trip generation estimates for the proposed project are shown in Table 2.

Table 2
Project Trip Generation Estimates

Land Use	ITE Land Use Code	Location	% of Vehicle Mode Share	% Reduction	Size	Daily		AM Peak Hour						PM Peak Hour					
								Pk-Hr	Split		Trip			Pk-Hr	Split		Trip		
						Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Proposed Land Uses																			
General Office Building[1]	710				840,000 Square Feet	9.74	8,182	1.160	86%	14%	838	136	974	1.15	16%	84%	155	811	966
- Location Based Reduction[2]		*Urban High-Transit*	*69%*	*31%*			*-2,536*				*-260*	*-42*	*-302*				*-48*	*-251*	*-299*
Net Project Trips							**5,356**				**578**	**94**	**672**				**107**	**560**	**667**

Notes:

[1] Source: ITE *Trip Generation Manual*, 10th Edition 2017, average trip generation rates.

[2] The project site is located within an urban high-transit area based on the City of San Jose VMT Evaluation Tool (March 14, 2018). The location-based vehicle mode shares are obtained from Table 6 of the City of San Jose *Transportation Analysis Handbook* (April 2018). The trip reductions are based on the percent of mode share for all of the other modes of travel beside vehicle.

It should be noted that the proposed project is located within the Downtown Growth Area. The Downtown Growth Area land use designation is characterized by mixed land uses and high-rise buildings that create opportunities for multi-modal travel and strong transit demand. In addition, the availability of bicycle lanes and sidewalks throughout downtown and the project's close proximity to major transit services will provide for and encourage the use of multi-modal travel options (bicycling and walking) and reduce the use of single-occupant automobile travel. Therefore, the estimates of trips to be generated by the proposed project as presented and evaluated within this study may represent an over-estimation of traffic and impacts associated with the proposed project. It is expected that the auto trips ultimately generated by the project would be less and any identified operational issues reduced with the use of the multi-modal transportation system within the Downtown area.

Existing Hotel Driveway Counts

The project proposes to demolish an existing parking structure on-site that is currently utilized by the adjacent Hyatt Place Hotel. The proposed project parking garage will provide 125 designated parking spaces for hotel guests. For the purpose of estimating trips associated with the hotel, peak-hour counts at each of the three parking garage access points were conducted on October 2018. The counts indicate that the hotel generates approximately 59 trips (31 inbound and 28 outbound) during the AM peak-hour and 48 trips (20 inbound and 28 outbound) during the PM peak-hour.

Project Trip Distribution and Trip Assignment

The trip distribution pattern for the project was based on previous traffic studies prepared for similar projects in downtown San Jose. The project trips were assigned to the roadway network based on the proposed project driveway locations, existing travel patterns in the area, freeway access, and the relative locations of complementary land uses. The project trip distribution patterns and trip assignments for the proposed hotel is shown on Figure 1.

Vehicular Site Access and Circulation

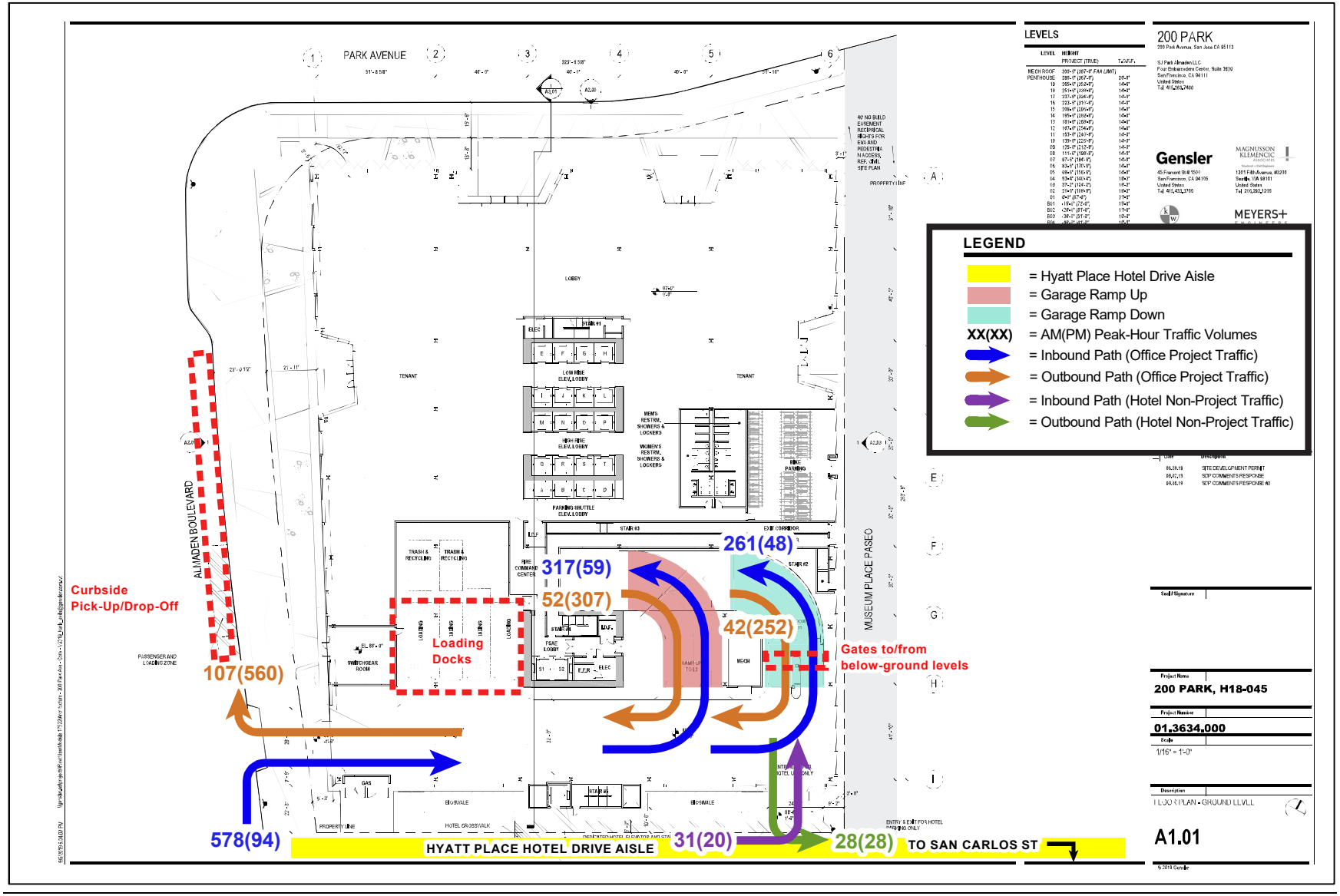
A review of the project site plan was performed to determine if adequate site access and on-site circulation is provided and to identify any access issues that should be improved. This review is based on site plans dated September 6, 2019 prepared by Gensler, and in accordance with generally accepted traffic engineering standards and City of San Jose requirements. The street level site plan is shown on Figure 5.

Project Driveway/Site Access Design

One two-way driveway along Almaden Boulevard will provide ingress and egress for the proposed on-site parking garage. Based on information provided by the applicant, the Almaden Boulevard garage entrance will be restricted to project traffic (office uses) only. Turn-movements at the driveway will be restricted to right-in/right-out only operations due to a raised center median along Almaden Boulevard. The proposed 26-foot wide driveway curb-cut will not meet the City's minimum width of 32 feet for two-way commercial driveways. The proposed driveway cut should be widened to meet the City's 32-foot width requirement.

Access to the designated hotel parking located within the first below-ground parking level (B1) will be provided via one two-way access point along the south project frontage. The access point will be accessible via an existing one-way drive aisle (located within the Hyatt Place Hotel property) that runs along the project site's southern boundary. Based on information provided by the applicant, only non-project traffic consisting of guests of the Hyatt Place Hotel will have access to the south access point.

Figure 5
Ground-Level Site Plan and Trips at Project Driveway



Inbound traffic will access the drive aisle via an existing driveway along northbound Almaden Boulevard; egress from the drive aisle is provided out to westbound San Carlos Street. The proposed 24-foot drive aisle width at the south parking garage access point also will need to meet the City's minimum width of 26 feet for two-way drive aisles.

Sight Distance at the Driveway Serving the Project

There are no existing trees or visual obstructions along the project frontage that would obscure sight distance at the project driveway. The project access points should be designed to be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on Almaden Boulevard. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site.

Adequate sight distance (sight distance triangles) should be provided at the project driveway in accordance with the *American Association of State Highway Transportation Officials* (AASHTO) standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway and locate sufficient gaps in traffic. The minimum acceptable sight distance is often considered the AASHTO stopping sight distance. Sight distance requirements vary depending on the roadway speeds. Almaden Boulevard has a posted speed limit of 30 miles per hour (mph). The AASHTO stopping sight distance for a facility with a posted speed limit of 30 mph is 200 feet. Thus, a driver exiting the proposed project driveway must be able to see 200 feet to the south along Almaden Boulevard in order to stop and avoid a collision.

Based on the project site plan and observations in the field, vehicles exiting the project site driveway would be able to see approaching traffic on northbound Almaden Boulevard as far away as 250 feet to the south and the intersection of Almaden Boulevard and San Carlos Street. Therefore, it can be concluded that the project driveway would meet the AASHTO minimum stopping sight distance standards.

Project Driveway Operations

The project trip assignment at the proposed project driveways is shown in Figure 5. As mentioned previously, all project traffic (generated by the office use) would utilize the right-in/right-out Almaden Boulevard parking garage. Based on the estimated project trips, it is projected that a maximum of 578 inbound trips (during the AM peak-hour) would enter the parking garage. During the PM peak-hour, a maximum of 560 trips would exit the site onto Almaden Boulevard.

A total of 895 parking spaces will be provided within the upper parking levels, accounting for approximately 55% of all on-site office parking spaces. The remaining 735 parking spaces for the office space will be located within the lower parking-levels, in addition to 125 spaces reserved for hotel guests within the first below-ground parking level (B1). Based on the estimated trip generation and location of parking spaces, approximately 317 inbound project trips would arrive at the upper parking levels during the AM peak hour (approximately 59 trips during the PM peak-hour). Approximately 261 inbound office project trips and 31 inbound hotel trips would enter the lower parking levels during the AM peak hour (approximately 48 office trips and 20 hotel trips during the PM peak-hour). Therefore, inbound trips would arrive at a rate of approximately 5.3 vehicles per minute and 4.9 vehicles per minute at the upper and lower parking levels, respectively, during the AM peak-hour.

The flow rate at which vehicles enter the upper parking levels will depend primarily on the processing ability, or service rate, of an entry gate and valet service located at the second-floor level of the garage. Per the project's parking design consultant, the gates will use transponder style devices for improved service rather than card readers or ticket machines and have service rates between 600 to 800 vehicles

per hour. Therefore, the estimated maximum of 317 inbound peak-hour trips bound for the upper parking levels and 292 inbound peak-hour trips bound for the lower parking levels would be adequately served and no queues are expected to form during the AM peak hour due to the gates.

It should be noted that queues could still form on-site at each of the parking gates since it is unlikely that inbound project traffic would be spread out evenly throughout the peak-hour. There would likely be instances where more than one inbound vehicle (two to three vehicles for example) would arrive at the same time. If a large number of vehicles arrives within a short period of time, the demand could temporarily exceed the inbound gates' service rates and a short queue could form. Storage for approximately six vehicles will be provided between the upper level inbound gate/valet station and the ground-floor level. While, storage space for approximately three vehicles will be provided at the lower parking level gate before reaching the ramp leading to the upper parking levels, in addition to space for three inbound vehicles from the hotel access point. Therefore, adequate storage space for queued vehicles at the gates will be provided within the garage.

All designated parking spaces for the Hyatt Place Hotel will be located within the first below-ground parking level. All hotel traffic would be directed to utilize the south access point along the Hyatt Place drive aisle to access the parking garage. Vehicles associated with the office component of the project will not enter the Hyatt Place Hotel drive aisle. Based on counts of existing traffic at the Hyatt Place Hotel, it is estimated that approximately 31 inbound trips during the AM peak-hour (approximately 20 trips during the PM peak-hour) would enter the parking garage from the Hyatt Place drive aisle. Approximately 28 trips would exit the garage during both AM and PM peak-hours, making a left turn out of the south access point onto the Hyatt Place drive aisle, then proceed to westbound San Carlos Street.

The City requires a 10-foot separation between driveways to minimize turn-conflicts into and out of driveways. The Hyatt Place drive aisle driveway will be located approximately 20 feet south of the parking garage entrance gates on Almaden Boulevard. Therefore, the proposed driveway spacing will exceed the City's minimum spacing requirement. In addition, there will be no turn-movement conflicts at the driveways since turn-movements at the Hyatt Place driveway are restricted to right-turns in only due to the one-way inbound drive aisle. As discussed above, inbound queues are not projected to extend out to Almaden Boulevard nor block the hotel driveway.

Alternative Below-Ground Parking Level Access

The City requested the evaluation of a scenario in which access to/from the below-ground parking levels be provided along the Hyatt Place hotel aisle rather than Almaden Boulevard. As discussed previously, approximately 261 inbound project trips would access the lower parking levels during the AM peak hour (approximately 48 trips during the PM peak-hour). Additionally, approximately 31 inbound non-project (hotel) trips would utilize the same access point during the AM peak hour (approximately 20 trips during the PM peak-hour). Therefore, a total of 292 inbound trips would be expected to use the Hyatt Place hotel drive aisle during the AM peak-hour (approximately 68 trips during the PM peak-hour) under this scenario.

Restricting access to the below-ground parking levels via only the Hyatt Place Hotel drive aisle will likely create conflicts between project (office) traffic and hotel traffic. A hotel will typically have some type of drop-off/pick-up activity, guests checking-in/checking-out, Uber, Lyft, taxis, near the hotel entrance. Any activity during the AM peak-hour would likely block the drive aisle and all inbound vehicles from accessing the below-ground parking levels. Therefore, the drive aisle would need to be widened to create a second inbound lane to allow office traffic to by-pass a designated hotel drop-off/pick-up zone.

Recommended Site Access Adjustments: The following adjustments are recommended to reduce the site access issues identified above.

- The Hyatt Place drive aisle should be widened to provide an exclusive lane directly into the parking garage and a separated drop-off/pick up lane for the hotel.

On-Street Passenger Loading Zone

The site plan indicates a proposed passenger loading zone located along the west project frontage on Almaden Boulevard, starting approximately 60 feet south of Park Avenue. The loading zone includes a 60-foot long duc-out with space for three vehicles to park. Protected bike lanes are planned along Almaden Boulevard as part of the Better Bikeways Improvements. The improvements will switch the position of the bike lane with on-street parking to create a barrier and increase the separation between the bike lane and travel lanes. The proposed on-street loading zone may not be accessible with the implementation of a protected bike lane on Almaden Boulevard. In lieu of the proposed duc-out, loading zones may be accommodated within the width designated for on-street parking and can be coordinated at the implementation phase.

Vehicular On-Site Circulation

Continuous drive aisles run throughout the four below-ground and three above-ground parking levels. In general, the layout provides opportunities for circulating vehicles to loop around without requiring U-turns. The layout of Basement Level 1 is shown on Figure 6 and Level 2 is shown on Figure 7.

Based on information provided by the project's parking design consultant, the parking operations will consist of the following:

- Hotel parking spaces will be self-parking spaces at all times.
- Upon the opening of the garage, office parking spaces will be self-parking until all tandem and stacker spaces are occupied by one vehicle.
- Once all 90-degree tandem and stacker spaces are occupied by one vehicle, valets will guide incoming drivers to parallel parking spaces, located along drive aisles. Valets will collect drivers' keys so that the aisle-parked vehicle can be moved as needed.
- Valets will assist with retrieval of stall-parked vehicles by moving tandem or aisle-parked vehicles as needed.

Overall, the effectiveness of on-site circulation operations will be highly dependent on the availability and responsiveness of valet staff. The project proposes to provide at least two attendants at each parking level. It is recommended that additional attendants be provided during the peak-hour of vehicle retrieval to assist stall-parked drivers.

The project would provide 90-degree parking stalls throughout each parking level. Drive aisles providing two-way access will be required to meet the City's minimum width of 26 feet. Many of the drive aisles adjacent to parking stalls will be one-way only and will be required to be at least 20 feet wide. The site plan indicates that one-way drive aisles will be 22 to 26 feet wide. However, 8.5-foot wide valet parallel parking spaces are planned to occupy one side of most one-way drive aisles. Therefore, the effective of the 22-foot wide drive aisles would be 13.5 feet if the parallel parking space is occupied by a vehicle. Most drivers will have difficulty backing out of a 90-degree parking space along a 13.5-wide drive aisle. It is therefore critical that valets be available to remove the parallel-parked vehicles upon request, especially along narrow drive aisles.

Figure 6
Below-Ground Parking Levels (B1) Circulation

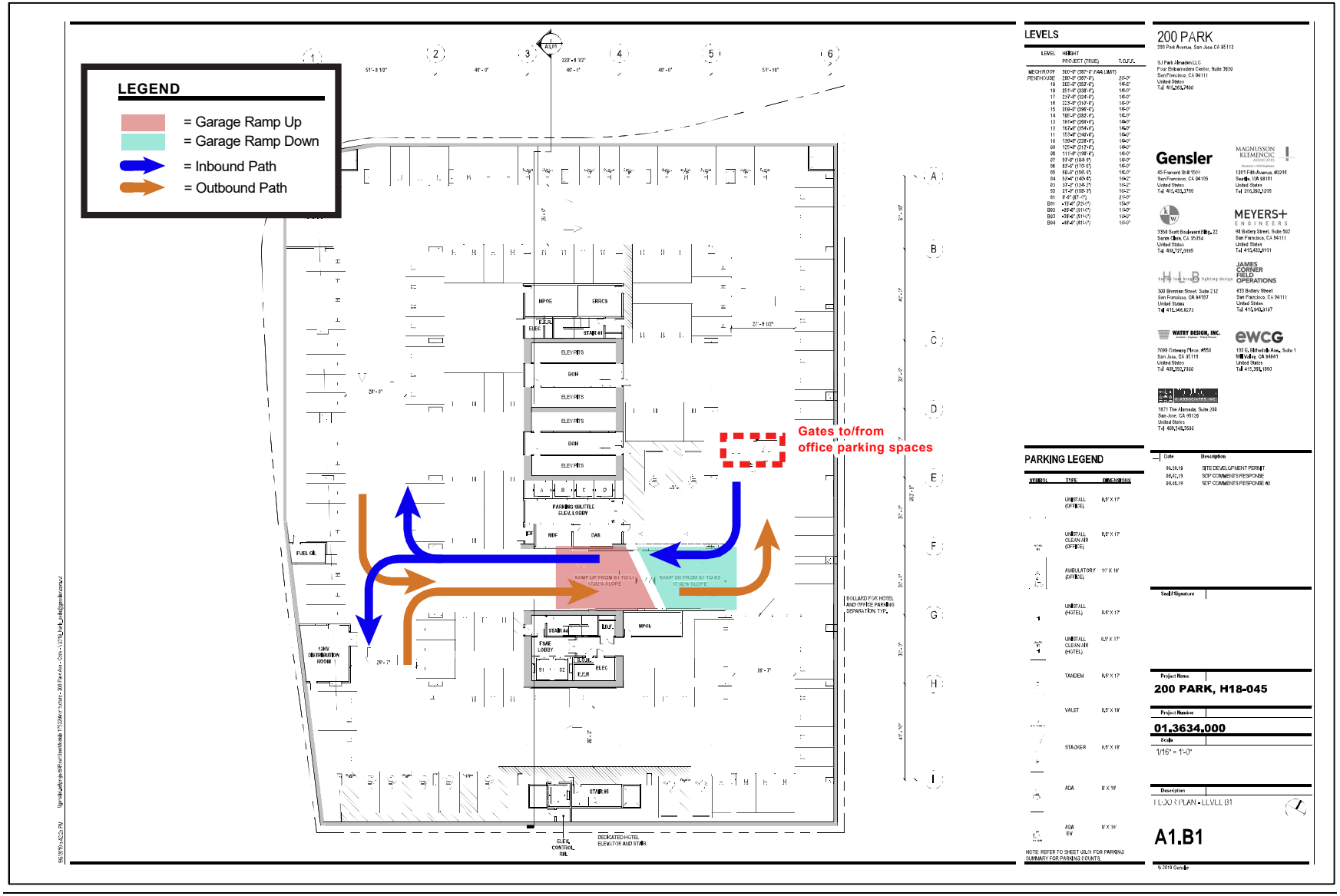
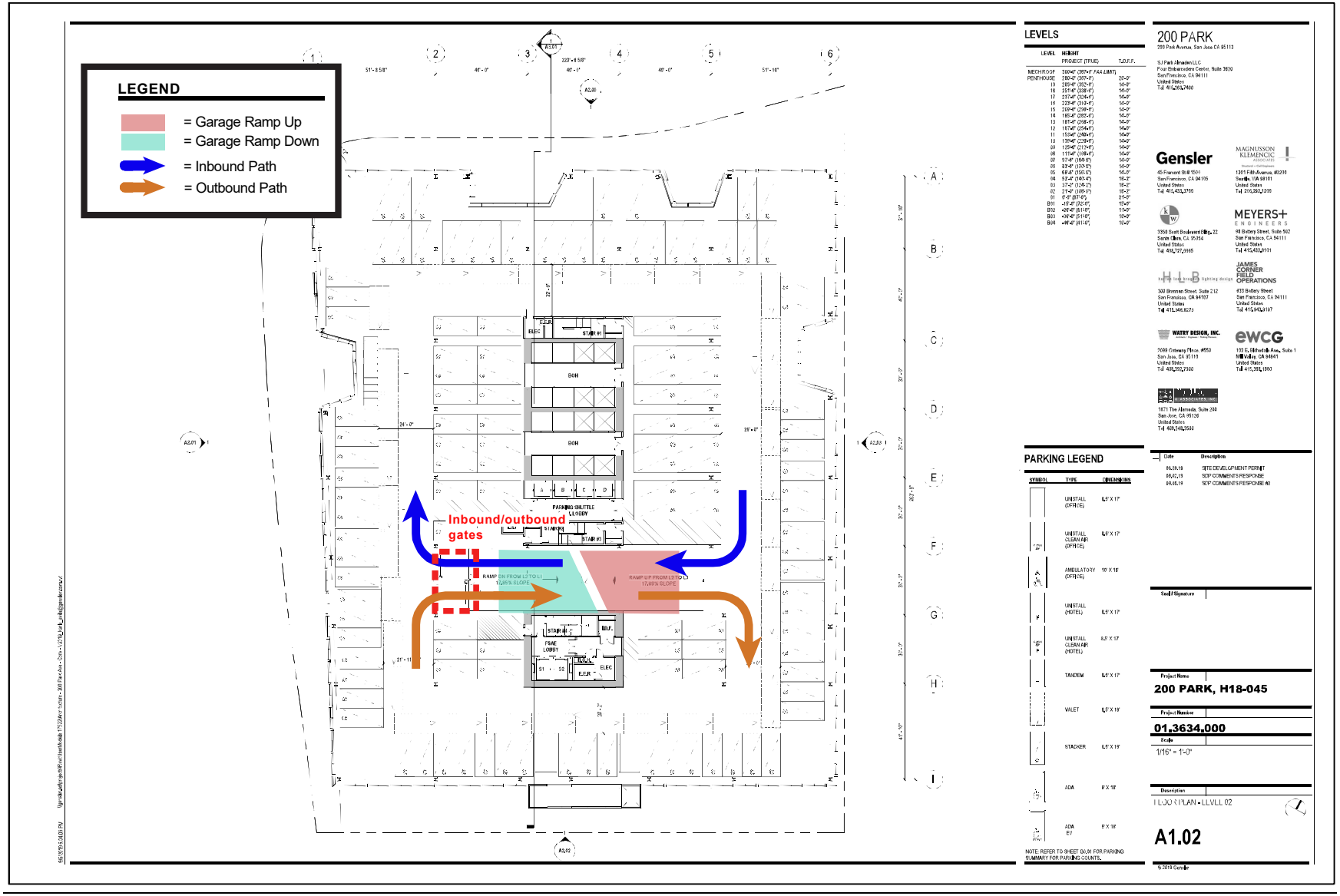


Figure 7
Above-Ground Parking Levels (Level 2) Circulation



Stacked mechanical parking lifts will be provided within Levels 2 to 4 (L2 to L4). The parking lifts would extend outward onto the drive aisle while parking or retrieving a vehicle from the upper level of the lift. Parking and retrieving vehicles from the mechanical parking lifts would momentarily interfere with vehicular circulation as most of the drive aisle would be blocked by the extended lift. However, all parking operations will be operated by valets who will be familiar with the operations of stacker parking lifts. The project should work with City staff to ensure that specific requirements for the valet operations and mechanical lifts are met.

Truck Site Access

The project proposes to locate on-site truck loading docks within the parking garage along the north side of the entry drive aisle, east of the project driveway along Almaden Boulevard. Trucks maneuvering into and out of the loading docks from/onto the drive aisle will cause delays to all project traffic entering and exiting the garage. Therefore, it is recommended that truck access to the loading docks be restricted to off-peak hours. The site plan indicates that trash compactors with roll-off containers will be located within a central trash collection area behind the loading docks. The site plan shows that 34-foot roll-off trucks will be provided sufficient space to back-into the loading docks and collect the roll-off containers. The site plan also indicates that some waste bins will be wheeled out to Almaden Boulevard, north of the project driveway, for pick-up by City waste collection trucks.

Based on the City of San Jose off-street loading standards within the Downtown Area (20.70.420), office offices with 100,000 to 175,000 square feet of total gross floor area shall provide one loading space. One additional loading space shall be included for each one hundred thousand square feet of total gross floor area in excess of 175,000 square feet. The proposed development will have office uses totaling 840,000 square feet. Therefore, the project is required to provide a total of eight off-street loading spaces. The site plan indicates that four loading spaces will be provided on-site within the loading area. Per section 20.70.450 of the Downtown Zoning Regulations, the Planning Director may authorize the reduction of two on-site loading spaces to one on-site loading space in connection with the issuance of a development permit if the Director finds that sufficient on-street loading space exists to accommodate circulation and manipulation of freight. All loading spaces should be designed to be no less than 10 feet wide, 30 feet long, and 15 feet high per the City code (20.90.420).

Truck turning paths for a single-unit truck (SU-30) and intermediate semitrailer (WB-40) will require both the inbound and outbound drive aisle lanes. Therefore, vehicle access into and out of the parking garage will be blocked when trucks are maneuvering into and out of the loading spaces.

Alternative Truck Loading Access

The Museum Place development is proposing to replace the existing southbound drive aisle and paseo located east of the Hyatt Place Hotel with a new paseo that will accommodate pedestrians, truck traffic, and emergency vehicles. The paseo is proposed to have no curbs and a minimum 26-foot width to accommodate two-way truck and emergency vehicle traffic accessing the Museum Place site. The paseo will allow truck traffic to enter and exit via a driveway on San Carlos Street.

The project may consider relocating the docks to face the re-constructed paseo. This option would allow trucks to access loading docks during peak hours and could simplify the maneuvers needed to enter and exit the loading docks. However, this option would also re-direct the project's truck activities onto the paseo, which may conflict with the goal of creating a pedestrian-oriented paseo.

Pedestrian and Bicycle Access and Circulation

Pedestrian Circulation

The Downtown Streetscape Master Plan (DSMP) provides design guidelines for existing and future development for the purpose of enhancing the pedestrian experience in the Greater Downtown Area. Per the DSMP and shown in Figure 8, Park Avenue is a designated Downtown Pedestrian Network Street (DPNS), which are intended to support a high level of pedestrian activity as well as retail and transit connections. The DPNS streets provide a seamless network throughout the downtown that is safe and comfortable for pedestrians and connects all major downtown destinations. Design features of a DPNS create an attractive and safe pedestrian environment to promote walking as the primary travel mode.

Existing pedestrian and bicycle facilities throughout downtown, and in particular along the project's Park Avenue frontage, provide connections to surrounding downtown destinations. Sidewalks are provided on the project frontages along Park Avenue and Almaden Boulevard. Crosswalks are available at the all signalized intersections.

As mentioned previously, the paseo located along the eastern edge of the project site is proposed to be upgraded by the adjacent Museum Place development. The paseo provides a direct connection between San Carlos Street and Park Avenue and serves as a cut-through for pedestrians and bicyclists between the Park Center Plaza, the Tech Museum and Civic Center, San Jose Convention Center, and Convention Center LRT Station. Additionally, a high-visibility mid-block crosswalk, which includes a pedestrian refuge in the center median, is located along Park Avenue connecting the paseo to the north side of Park Avenue and all pedestrian destinations north of the project site. A second mid-block crossing exists across the northbound side of Market Street, providing access from the Plaza de Cesar Chavez Park to the Paseo de San Antonio Walk. This paseo provides pedestrian only access to shops and business along the Paseo de San Antonio Walk, between Market Street and San Jose State University. Field observations revealed that these pedestrian crossings along Park Avenue are well respected by motorists and bicyclists travelling east and west along Park Avenue and provide good pedestrian visibility and enhanced safety.

Overall, the existing pedestrian facilities provide good connectivity and provide adequate pedestrian access to surrounding areas and services and would be further enhanced with the implementation of the proposed project and planned Park Avenue improvements.

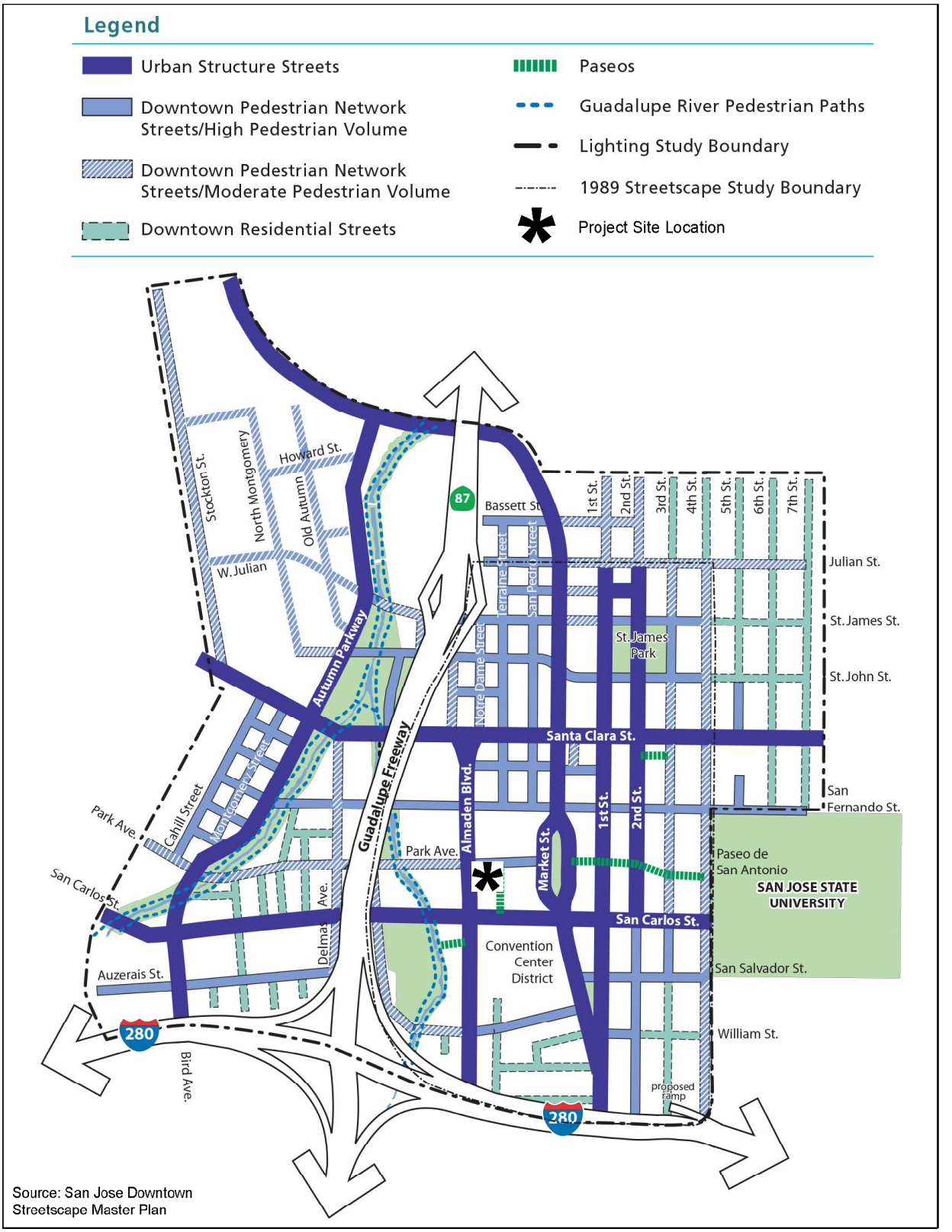
Bicycle Circulation

Class II bicycle facilities (striped bike lanes) are provided along Almaden Boulevard (along the west project site frontage) and Park Avenue (along the north project frontage). Additional Class II bicycle facilities are provided along several roadways within the project area and are listed in Existing Bicycle Facilities section.

The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. This trail system can be accessed just east of the intersection of Woz Way and Park Avenue, approximately 800 feet west of the project site.

The City of San Jose participates in the Ford GoBike bike share program that allows users to rent and return bicycles at various locations. Bike share bikes can only be rented and returned at designated stations throughout the downtown area. A bike share station is located approximately 500 feet north of the project site, at the west side of Almaden Boulevard between San Fernando Street and Park Avenue.

Figure 8
Downtown Pedestrian Street Network



Source: San Jose Downtown Streetscape Master Plan

Proposed Park Avenue Paseo

In addition, the project will be required to complete pedestrian facility improvements at the southeast corner of the Almaden Boulevard and Park Avenue intersection and along its Park Avenue frontage that are part of a plan line for the reduction in width of Park Avenue between Market Street and Almaden Boulevard. The proposed improvements (shown in Figure 9) include narrowing Park Avenue to one travel lane in each direction, removal of the existing median island, and signal modifications at the Almaden Boulevard/Park Avenue and Market Street/Park Avenue intersections. As shown on the plan, narrowing Park Avenue would allow sidewalks to be widened (including along the north project frontage), providing additional space for pedestrians and bicyclists. Crossing distances at crosswalks across Park Avenue also would be shortened, including a mid-block crosswalk that provides access between the north side of Park Avenue and the paseo along the project's east frontage.

At the intersection of Almaden Boulevard/Park Avenue, slip lanes and right-turn islands located at the southeast, southwest, and northeast corners of the intersection would be removed and sidewalks extended into the intersection to provide shorter crossing distances across Almaden Boulevard. Additionally, curb radii at all corners of the intersection would be reduced. To accommodate the proposed changes, the following vehicle lanes will be removed:

- one northbound left-turn lane on Almaden Boulevard
- one eastbound left-turn lane on Park Avenue
- one westbound right-turn lane on Park Avenue
- one westbound travel lane on Park Avenue (east and west of Almaden Boulevard)

It should be noted, however, that funding has not been secured for the proposed improvements west of Almaden Boulevard. Therefore, the existing two northbound left-turn lanes on Almaden Boulevard and two eastbound left-turn lanes on Park Avenue will be maintained.

The proposed intersection improvements typically increase visibility of pedestrians at crosswalks and encourage drivers to slow down before making a right-turn. Similar improvements would be made at the northwest and southwest corners of the Market Street/Park Avenue intersection. The proposed improvements will improve safety and connectivity of pedestrian and bicycle networks within the vicinity of the proposed office development.

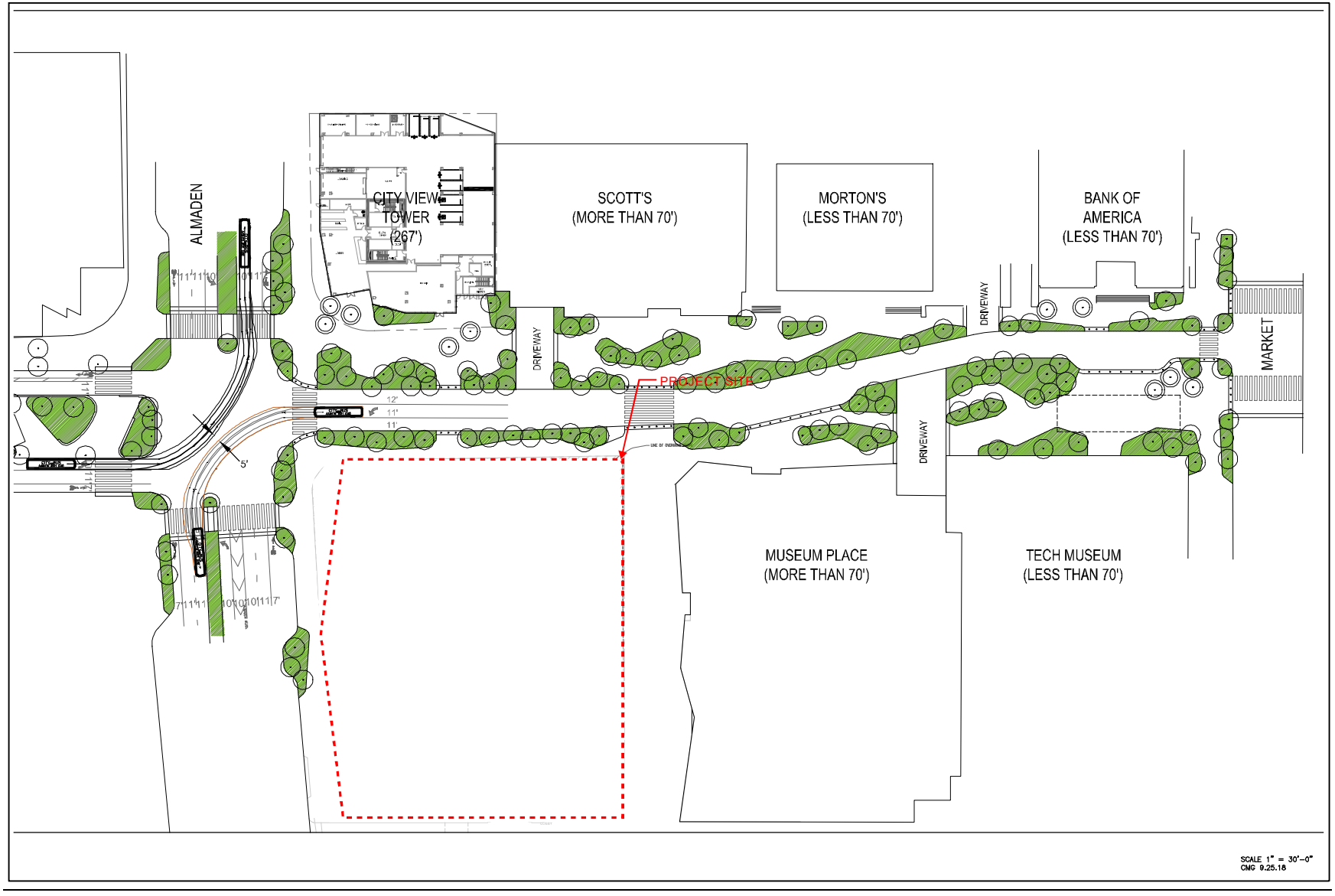
Transit Facilities

The project is in close proximity to major transit services that will provide the opportunity for multi-modal travel to and from the project site. The Convention Center LRT station is located within a 500-foot walking distance south of the project site on San Carlos Street and is directly accessible via the Almaden Paseo located along the project's eastern boundary. In addition, the San Jose Diridon Station is located along the Mountain View–Winchester LRT line and is served by Caltrain, ACE, and Amtrak. The pedestrian and bicycle facilities located adjacent to the project site provide access to major transit stations and provide for a balanced transportation system as outline in the Envision 2040 General Plan goals and policies.

Parking

Projects in the downtown area are located in close proximity to residences, recreation, and retail services, allowing individuals to live and satisfy their daily needs near their place of employment. The availability of bicycle lanes and sidewalks throughout downtown and the project's close proximity to major transit services will provide for and encourage the use of multi-modal travel options (bicycling and

Figure 9
Park Avenue Improvements Plan Line



walking) and reduce the use of single-occupant automobile travel and demand for on-site parking described below.

Vehicle Parking

According to the City of San Jose Downtown Zoning Regulations (Table 20-140), the project is required to provide 2.5 off-street vehicle parking spaces per 1,000 square feet of office use. The project consists of 840,000 square feet of office space. Using a floor area ratio of 0.85, the office use is calculated to contain 714,000 square feet of floor area. Based on the City's off-street parking requirements, the office use would be required to provide a total of 1,785 off-street parking spaces. The project proposes to provide a total of 1,630 on-site parking spaces for the office use. This represents a 9% percent reduction from the required 1,785 off-street parking spaces for the office use.

Additionally, the project proposes replacement parking for the Hyatt Place Hotel per the City's off-street parking requirements. Per City code, hotels are required to provide 0.35 parking space per room. Therefore, the project is required to provide 82 parking spaces for the 234-room hotel. The proposed 125 parking spaces reserved for the hotel use within Level B1 will meet the minimum off-street parking requirements for the hotel.

Reduction in Required Off-Street Parking Spaces

Based on City Code 20.90.220.A.1, the project may receive up to a 50 percent reduction in the required off-street parking spaces with a development permit or a development exception if no development permit is required. For an off-street parking reduction of up to 20 percent, the following provisions must be met:

1. The structure or use is located within two thousand feet of a proposed or an existing rail station or bus rapid transit station, or an area designated as a neighborhood business district, or as an urban village, or as an area subject to an area development policy in the city's general plan or the use is listed in Section 20.90.220.G; and
2. The structure or use provides bicycle parking spaces in conformance with the requirements of Table 20-90.

The project site is located within the Downtown Core and is within 500 feet of the Convention Center LRT Station along the Santa Teresa-Alum Rock and Mountain View-Winchester lines. Additionally, as described in the Bicycle Parking section, bicycle parking as proposed by the project will meet City Bicycle Parking requirements per Table 20-90. The project will conform to Code 20.90.220.A.1 Subsections A and B and may be granted up to a 20 percent reduction in off-street parking spaces. Therefore, the proposed 1,630 on-site parking spaces for the office use and 125 parking spaces for the hotel use (a combined total of 1,755 parking spaces) will meet the City's requirements for off-street parking.

Bicycle Parking

Based on the project's downtown location, it is likely that employees of the proposed office use will be able to live in close proximity to the site or will be able to quickly access transit to reach their place of residence. Therefore, the project is required to meet the City's Bicycle Parking requirements. The City Municipal Code (Table 20-190) requires one bicycle parking space per 4,000 square feet of office use. Bicycle parking spaces shall consist of at least eighty percent short-term and at most twenty percent long-term spaces. Thus, the proposed office project is required to provide a total of 179 bicycle parking spaces: 144 short-term bicycle parking spaces and 35 long-term bicycle parking spaces to meet the City standards. The City's definition of short-term and long-term bicycle parking is described below.

City of San Jose Long-Term and Short-Term Bicycle Parking

Long-term bicycle parking facilities are secure bicycle storage facilities for tenants/employees of a building that fully enclose and protect bicycles and may include:

- A covered, access-controlled enclosure such as a fenced and gated area with short-term bicycle parking facilities,
- An access-controlled room with short-term bicycle parking facilities, and
- Individual bicycle lockers that securely enclose one bicycle per locker.

Short-term bicycle parking facilities are accessible and usable by visitors, guests, or business patrons and may include:

- Permanently anchored bicycle racks,
- Covered, lockable enclosures with permanently anchored racks for bicycles,
- Lockable bicycle rooms with permanently anchored racks, and
- Lockable, permanently anchored bicycle lockers.

The project is proposing space for the storage of 180 bicycles, which exceeds the total minimum number of bicycle parking spaces required. The site plan indicates that a bicycle parking room will be located at ground level and will be easily accessible from the paseo along the east project frontage. Additionally, the project proposes locker rooms and showers adjacent to the bike parking areas.

Vehicular Queuing Analysis

A vehicle queuing analysis was completed for high-demand movements at the study intersections. The study locations were selected based on the number of projected project trips at utilizing left-turning lanes at surrounding intersections. The vehicle queuing analysis was estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = average number of vehicles in the queue per lane (vehicles per hour per lane/signal cycles per hour)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. The results of the queue analysis are summarized in Table 3.

The queuing analysis shows that the northbound left-turn movement at the Almaden Boulevard and Park Avenue intersection currently experiences vehicular queue lengths that exceed the existing storage capacity during the AM peak hour. Under background conditions, the projected queue lengths will continue to exceed the existing storage capacity during the AM peak hour. The addition of project

Table 3
Intersection Queueing Analysis Summary

Measurement	Almaden/Park		Almaden/San Carlos			
	NBL AM	NBL PM	SBL AM	SBL PM	EBL AM	EBL PM
Existing Conditions						
Cycle/Delay[1] (sec)	140	140	140	140	140	140
Lanes	2	2	1	1	1	1
Volume (vph)	274	58	100	137	92	116
Volume (vphpl)	137	29	100	137	92	116
Avg. Queue (veh/ln.)	5	1	4	5	4	5
Avg. Queue[2] (ft./ln)	133	28	97	133	89	113
95th %. Queue (veh/ln.)	9	3	7	9	7	8
95th %. Queue (ft./ln)	225	75	175	225	175	200
Storage (ft./ ln.)	200	200	125	125	150	150
Adequate (Y/N)	**NO**	YES	**NO**	**NO**	**NO**	**NO**
Background Conditions						
Cycle/Delay[1] (sec)	140	140	140	140	140	140
Lanes	2	2	1	1	1	1
Volume (vph)	300	68	104	161	102	128
Volume (vphpl)	150	34	104	161	102	128
Avg. Queue (veh/ln.)	6	1	4	6	4	5
Avg. Queue[2] (ft./ln)	146	33	101	157	99	124
95th %. Queue (veh/ln.)	10	3	8	11	7	9
95th %. Queue (ft./ln)	250	75	200	275	175	225
Storage (ft./ ln.)	200	200	125	125	150	150
Adequate (Y/N)	**NO**	YES	**NO**	**NO**	**NO**	**NO**
Background Plus Project Conditions						
Cycle/Delay[1] (sec)	140	140	140	140	140	140
Lanes	2	2	1	1	1	1
Volume (vph)	356	404	335	204	261	157
Volume (vphpl)	178	202	335	204	261	157
Avg. Queue (veh/ln.)	7	8	13	8	10	6
Avg. Queue[2] (ft./ln)	173	196	326	198	254	153
95th %. Queue (veh/ln.)	11	13	19	13	16	10
95th %. Queue (ft./ln)	275	325	475	325	400	250
Storage (ft./ ln.)	200	200	125	125	150	150
Adequate (Y/N)	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 feet per vehicle in the queue.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.

traffic is projected to lengthen the queue by one vehicle during the AM peak hour and 10 vehicles during the PM peak hour. The projected storage deficiency could only be improved by lengthening the left-turn lanes. However, this would require narrowing the existing central median along Almaden Boulevard and shortening the southbound left-turn pocket at the Almaden Boulevard/San Carlos intersection. As discussed below, queues at the left-turn pocket of the Almaden Boulevard/San Carlos intersection already exceed the storage space under existing conditions. Therefore, it is not recommended that the northbound left-turn lanes at the Almaden Boulevard and Park Avenue intersection be extended.

The queuing analysis also shows that the southbound and eastbound left-turn movements at the Almaden Boulevard and San Carlos Street intersection currently experience vehicular queue lengths that exceed the existing storage capacity during both AM and PM peak hours and would continue to do so under background conditions. The addition of project traffic is projected to lengthen the queues during both peak hours. The projected storage deficiencies could only be improved by lengthening the identified left-turn pockets. However, this would require narrowing the existing central median along Almaden Boulevard and shortening the northbound left-turn pocket at the Almaden Boulevard/Park Avenue intersection. Therefore, it is not recommended that the southbound left-turn pocket at the Almaden Boulevard and San Carlos Street intersection be extended. Due to the presence of light rail tracks within the center median of San Carlos Street, no improvements are feasible for the eastbound left-turn pocket.

It is also important to note that the project's close proximity to major transit services and bicycle facilities will provide for and encourage the use of multi-modal travel options and reduce the use of single-occupant automobile travel. It is expected that the auto trips ultimately generated by the project would be less than those estimated within this study and the identified operational deficiencies (queues at intersections) reduced as development and the planned enhancement of the multi-modal transportation system progresses within the downtown area.

Transportation Demand Management

The proposed project would meet the required number of off-street parking spaces. However, the City of San Jose typically requires development projects within the Downtown area to establish single-occupant auto trip reduction measures, via a travel demand management (TDM) program. Implementation of a TDM Program has the potential to greatly reduce project generated traffic and the identified operational issues. The TDM program should encourage multimodal travel and use of the extensive transit system and pedestrian/bicycle facilities in the downtown area to the maximum extent possible. The applicant/property owner should manage the TDM program to ensure tenant participation. An effective TDM program that includes several of the measures identified below can achieve a 9% reduction in vehicle. However, the analysis contained in this report does not include reductions based on TDM measures.

The project TDM program may include, but would not be limited to, the following elements to reduce vehicle trips:

- *Smart Pass or Clipper Card* for all employees, providing free rides on Santa Clara County's local transit agency, the Santa Clara Valley Transportation Authority (VTA)
- *25% Transit Subsidy* for transit agencies other than the VTA, including Caltrain, ACE, Capitol Corridor, BART, MUNI, and other
- *Monthly Vanpool Subsidy*
- *Commuter Tax Benefits* through WageWorks offering pre-tax deduction per month for transit and pre-tax deduction per month for parking
- *Free "Last Mile" Shuttles* to local train systems (e.g. Caltrain, Amtrak, ACE)

- *Free WiFi Commuter Buses* direct from areas like San Francisco and the TriValley area
- *Internal Carpool Matching Program* utilizing zip code matching
- *Regional Carpool Matching Program* through 511
- *Personalized Commute Assistance* offered by a Commute Coordinator
- *Preferred parking for Carpools and Vanpools* located near entrances to every building
- *Bicycle Lockers and/or Bicycle Racks* near entrances to every building
- *Showers* for cyclists and pedestrians, offering clean towel service, complimentary toiletries, hair dryers, and ironing boards
- *Intranet Site* featuring transit, bike, ridesharing and telework information
- *New Hire Orientation* presentations focusing on commute alternatives from Day 1
- *Centrally-Located Kiosks* with transit schedules, bike and transit maps, and other commute alternative information
- *Periodic Events* which connect employees with local transit agencies and transportation organizations (e.g. Spare the Air Fair, Bike to Work Day)
- *Onsite amenities* which allow employees to complete errands without a car, such as bicycle repair, dry cleaning, oil changes, carwash, haircuts, dental services, cafeteria, coffee bars, fitness center, massage services, mail and shipping services, convenience store, ATM, gift store.

Conclusions

The proposed office building will provide 840,000 square feet of leasable office space and ground floor amenity space. The proposed office building will replace a parking structure currently in use by the Hyatt Place Hotel located south of the project site. Parking for the proposed project will be provided at ground-floor level and within three above-ground parking levels and four below-ground parking levels. Access to all parking levels is proposed to be provided via a parking garage entrance on Almaden Boulevard. The proposed project will also provide replacement parking spaces for the Hyatt Place Hotel. Designated hotel parking spaces within the first below-ground parking level (B1) will be accessible via a garage entrance along the existing one-way drive aisle located on the adjacent site occupied by the Hyatt Place Hotel.

The project site is located within the Downtown Growth Area Boundary, for which an Environmental Impact Report (EIR), *Downtown San Jose Strategy Plan 2040 (DTS 2040)*, has been completed and approved. With adoption of DTS 2040, this project is covered under DTS 2040 and no CEQA transportation analysis is required.

The availability of bicycle lanes and sidewalks throughout downtown and the project's proximity to major transit services will provide for and encourage the use of multi-modal travel options (bicycling and walking) and reduce the use of single-occupant automobile travel. Therefore, the estimates of trips to be generated by the proposed project as presented and evaluated within this study may represent an over-estimation of traffic and impacts associated with the proposed project. It is expected that the auto trips ultimately generated by the project would be less and the identified operational issues reduced with the use of the multi-modal transportation system within the Downtown area.

A summary of the site access and circulation review along with recommended adjustments is provided below.

Recommendations

- The proposed 27-foot wide driveway curb-cut on Almaden Boulevard will not meet the City's minimum width of 32 feet for two-way commercial driveways. The proposed driveway cut should be widened to meet the City's 32-foot width requirement.
- The proposed 24-foot drive aisle width at the south parking garage access point also will need to meet the City's minimum width of 26 feet for two-way drive aisles.
- The Hyatt Place drive aisle should be widened to provide an exclusive lane directly into the parking garage and a separated drop-off/pick up lane for the hotel.
- The project proposes to provide at least two attendants at each parking level. It is recommended that additional attendants be provided during the peak-hour of vehicle retrieval to assist stall-parked drivers.
- The proposed on-street loading zone may not be accessible with the implementation of a protected bike lane on Almaden Boulevard. In lieu of the proposed duc-out, loading zones may be accommodated within the width designated for on-street parking and can be coordinated at the implementation phase.
- The project should work with City staff to ensure that specific requirements for the valet operations and mechanical lifts are met.
- Waste bins will be wheeled out to Almaden Boulevard, north of the project driveway, for trash pick-up.
- The project may consider relocating the loading docks to face the re-constructed paseo. This option would allow trucks to access loading docks during peak hours and could simplify the maneuvers needed to enter and exit the loading docks.
- The project will be required to complete pedestrian facility improvements at the southeast corner of the Almaden Boulevard and Park Avenue intersection and along its Park Avenue frontage that are part of a plan line for the reduction in width of Park Avenue between Market Street and Almaden Boulevard.
- The proposed project would meet the required number of off-street parking spaces. However, the City requests that the project establish single-occupant auto trip reduction measures, via a travel demand management (TDM) program.