Hexagon Transportation Consultants, Inc.

Memorandum

Date: April 10, 2019

To: Genevive Yambao, City of San Jose

From: Robert Del Rio, T.E.

Subject: Hotel Clariana Addition Local Transportation Analysis

Hexagon Transportation Consultants, Inc. has completed a local transportation analysis (LTA) for the proposed Hotel Clariana Addition at 10 South Third Street in Downtown San Jose. The project site is located at the southeast corner of the Third Street and Santa Clara Street intersection. The site is bounded by Third Street to the west, Fourth Street to the east, and commercial buildings to the north and south. The project, as proposed, will consist of an additional 63 rooms, three of which are penthouse suites, and a 1,525 square foot (s.f.) restaurant to the existing 44-room hotel. A total of 38 on-site parking spaces are proposed on-site at street level. Access to the project site will be provided by one ingress driveway located on Third Street and one two-way driveway located on Fourth Street. 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. This traffic analysis is intended to satisfy the City's request.

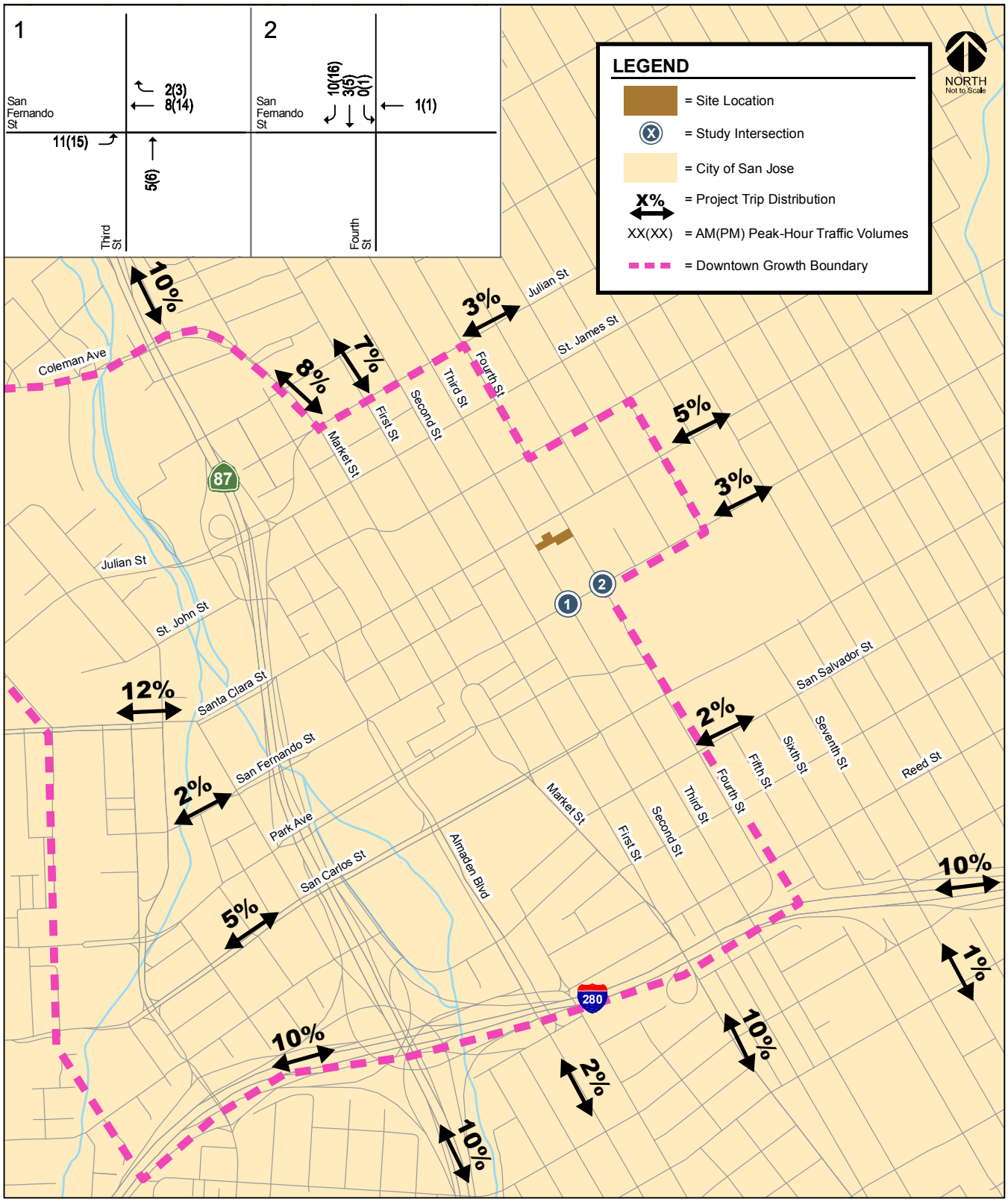
Scope of Study

The purpose of the traffic operations study is to identify any potential traffic 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.

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.

Figure 1
Site Location, Study Intersections, Project Trip Distributions, and Project Trip Assignments



Existing Roadway Network

Regional access to the project site is provided by the Interstate 280/680 freeway and State Route 87. Local site access is provided by Santa Clara Street, San Fernando Street, Third Street, and Fourth Street. The freeways and local roadways are described below.

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), Fourth Street (ramps to west only), Sixth Street (ramps from west), and Seventh Street (ramps from east). I-280/I-680 provides access to SR 87 and US-101.

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 Santa Clara Street (ramp from south only), Julian Street, Park Avenue (ramps to and from north), Auzerais Avenue (ramps to south only), and Woz Way (ramp from south only).

Santa Clara Street is an east-west four-lane street that runs north of the project site. It extends as West Santa Clara Street from First Street westward to Stockton Avenue where it transitions into The Alameda. East of First Street, it extends eastward as East Santa Clara Street to US-101 where it transitions into Alum Rock Avenue.

San Fernando Street is an east-west two-lane street that runs south of the project site. It extends from the Diridon Transit Center at Cahill Street east to 17th Street. Access to the project site from San Fernando Street is provided via its intersection with Third Street.

Third Street is a north-south two-lane street providing northbound-only travel between Humboldt Street and its intersection with Julian Street. Third Street forms a couplet with southbound-only Fourth Street, located one block east. Third Street runs along the project's west frontage and provides inbound access from the project site via one driveway.

Fourth Street is a north-south two-lane street providing southbound-only travel between its intersection with St. James Street and its intersection with Reed Street. Fourth Street forms a couplet with northbound-only Third Street, located one block west. Fourth Street runs along the project's east frontage and provides outbound access from the project site via one driveway.

Existing Bicycle Facilities

Class II bicycle facilities (striped bike lanes) are provided on Fourth Street between Jackson Street and Reed Street (including the east project frontage), Seventh Street north of San Fernando Street, and San Fernando Street between Cahill Street and Almaden Boulevard. Several bike lane corridors within the Downtown area have been improved to Class IV bicycle facilities (protected bike lanes) as part of the Better Bikeways Network, including bike lanes on Third Street along the west project frontage, and are discussed within the bicycle circulation analysis below.

First Street north of San Salvador Street and Second Street north of San Carlos Street, are designated Class III bike routes and provide "sharrow" or shared-lane markings. San Salvador Street, San Carlos

Street west of Fourth Street, and St. John Street are also designated Class III bikeways and provide "sharrow" or shared lane markings.

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 along Santa Clara Street west of SR-87, approximately 0.6-mile west of the project site.

Bike Share Services

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. The nearest bike share station is located directly across from the east project frontage along Fourth Street, at the San Jose City Hall.

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 consist mostly of sidewalks along all of the surrounding streets, including the project frontages along Third Street and Fourth Street. Crosswalks and pedestrian signal heads are available on all four approaches at the intersections of Santa Clara Street and San Fernando Street with Third Street and Fourth Street. ADA ramps are available at all crosswalks. A pedestrian-only walkway (Fountain Alley) connects the northbound and southbound platforms of the Santa Clara LRT station between First Street and Second Street, south of Santa Clara Street. Overall, the existing sidewalks and pedestrian facilities have good connectivity and provide pedestrians with safe routes to the surrounding pedestrian destinations in the area.

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 within a 1,000 foot walking distance of two VTA light rail stations and approximately one mile from the Diridon Transit Center located at West Santa Clara Street and Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center. Figure 3 shows the existing transit facilities.

Bus Service

The downtown area is served by many local bus lines. The bus lines that run along First Street, Santa Clara Street, and Second Street are listed in Table 1, including their route descriptions and commute hour headways. The nearest bus stops are located along Santa Clara Street, between Third Street and Fourth Street, and along First Street and Second Street, adjacent to the LRT platforms.

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

Figure 2
Existing Bicycle Facilities

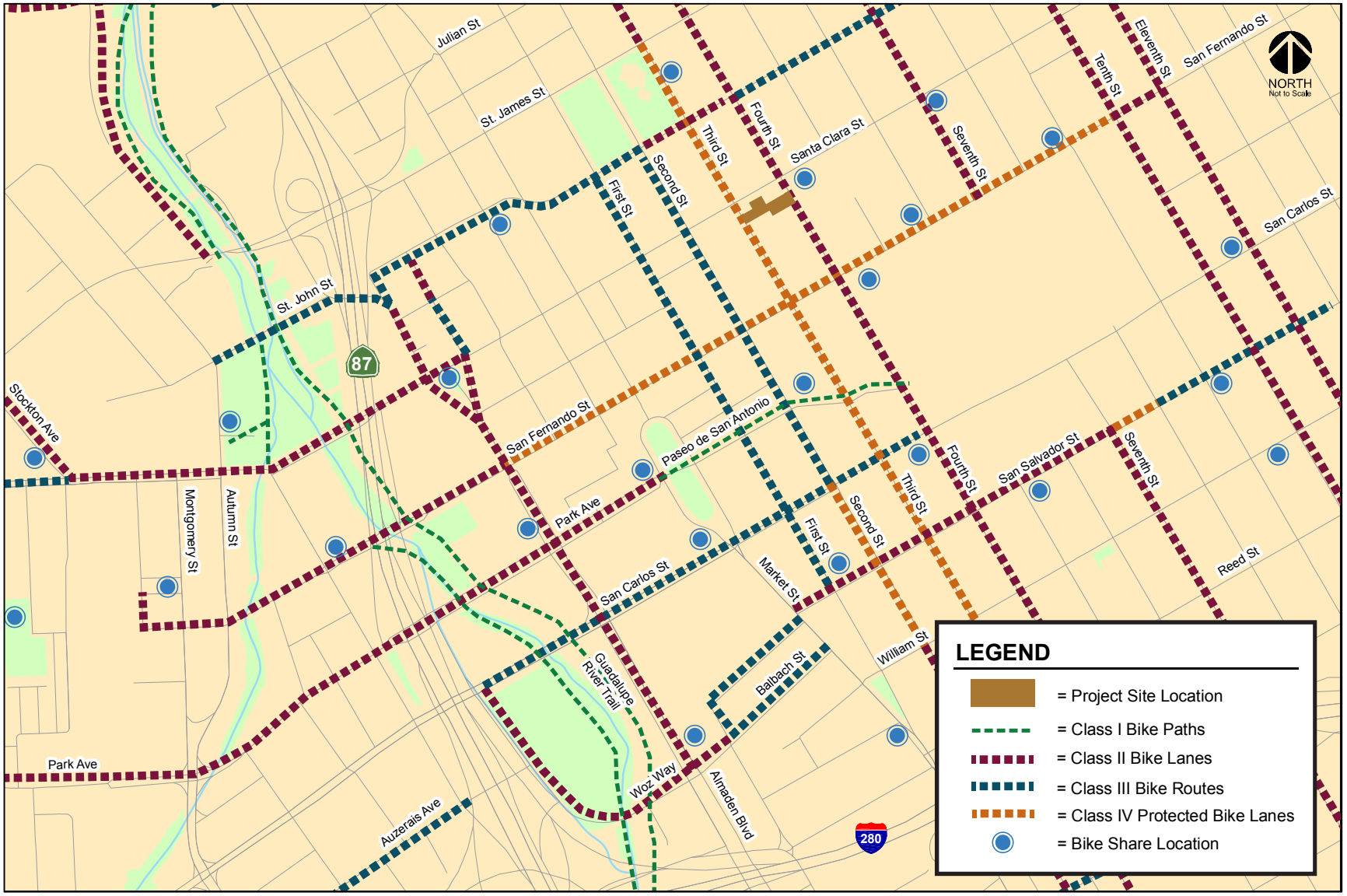


Figure 3
Existing Transit Facilities

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/First	12 - 15 min
Local Route 23	DeAnza College to Alum Rock Transit Center via Stevens Creek	Santa Clara/First	10 - 15 min
Local Route 63	Almaden Expwy. & Camden to San Jose State University	San Fernando/Fifth	30 min
Local Route 64	Almaden LRT Station to McKee & White via Downtown San Jose	San Fernando/Fifth	15 - 17 min
Community Route 65	Kooser & Blossom Hill to 13th & Hedding	San Fernando/Fifth	45 - 50 min
Local Route 66	Kaiser San Jose Medical Center to Dixon Landing Road (Milpitas)	First and Second/Santa Clara	15 min
Local Route 68	Gilroy Transit Center to San Jose Diridon Station	First and Second/Santa Clara	15 - 20 min
Local Route 72	Senter & Monterey to Downtown San Jose	San Fernando/Fifth	12 - 15 min
Local Route 73	Snell/Capitol to Downtown San Jose	San Fernando/Fifth	15 min
Local Route 81	San Jose State University-Moffett Field/Ames Center	San Fernando/Fifth	25 - 30 min
Local Route 82	Westgate to Downtown San Jose	First and Second/Santa Clara	30 min
Express Route 168	Gilroy Transit Center to San Jose Diridon Station	First and Second/Santa Clara	15 - 30 min
Limited Stop Route 323	Downtown San Jose to De Anza College	First and Second/Santa Clara	15 min
Rapid Route 522	Palo Alto Transit Center to Eastridge Transit Center	Santa Clara/First	10 - 12 min
Hwy 17 Express	Downtown Santa Cruz / Scotts Valley to Downtown San Jose	Santa Clara/First	20 - 35 min
DASH (201)	Downtown Area Shuttle	Fourth/San Fernando	5 - 10 min

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

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 which provides limited-stop rapid transit service between Palo Alto and King Road in San Jose runs along Santa Clara Street and serves the bus stops located at the First Street/Santa Clara Street intersection. The bus stops are also served by the Highway 17 Express, a weekday commuter service that runs between San Jose and Santa Cruz via SR-17.

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 Santa Clara LRT station platforms on both First and Second Streets are located within walking distance, less than 1000 feet, 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 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 Hotel and Quality Restaurant land use. The baseline trip estimates were reduced to account for the predicted vehicle mode share of the project.

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 central city urban area. Therefore, the baseline project trips were adjusted to reflect an central city urban mode share. Central city urban areas are characterized as areas with high density, excellent accessibility, high public transit access, low single-family homes, and older housing stock. Hotel uses within central city urban areas have a vehicle mode share of 84 percent. Thus, a 16 percent reduction was applied to trips generated by the proposed hotel.

Net Project Trip Generation

Based on the trip generation rates and reductions, it is estimated that the proposed project would generate an additional 755 daily trips, with 33 trips (20 inbound and 13 outbound) occurring during the AM peak hour and 48 trips (26 inbound and 22 outbound) occurring during the PM peak hour. The trip generation estimates for the proposed project are shown in Table 2.

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.

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																			
Hotel[1]	310				63 Occupied Rooms	12.23	770	0.620	58%	42%	23	16	39	0.73	49%	51%	23	23	46
- Location Based Reduction[2]		*Central City Urban*	*84%*	*16%*			*-123*				*-4*	*-3*	*-7*				*-4*	*-4*	*-8*
Quality Restuarant[1]	931				1,525 Square Feet	83.84	128	0.730	N/A	N/A	1	0	1	7.80	67%	33%	8	4	12
- Location Based Reduction[2]		*Central City Urban*	*84%*	*16%*			*-20*				*0*	*0*	*0*				*-1*	*-1*	*-2*
Project Trips							**755**				**20**	**13**	**33**				**26**	**22**	**48**

Notes:
[1] Source: ITE *Trip Generation Manual*, 10th Edition 2017, average trip generation rates.
[2] The project site is located within a Central City Urban 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 besides vehicle.

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 plans 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 the site plans dated March 1, 2019 prepared by TCA Architects, and in accordance with generally accepted traffic engineering standards and City of San Jose requirements. The street-level site plan is shown on Figure 4. One ingress driveway on Third Street and one two-way driveway on Fourth Street will provide access to and from all on-site parking spaces. Access to the project site is constrained due to the one-way operations of Third Street and Fourth Street. All outbound traffic will exit onto southbound-only Fourth Street. Outbound traffic headed for areas north of the project must proceed south on Fourth Street and use San Fernando Street to access northbound Third Street.

Project Driveway Design and Operations

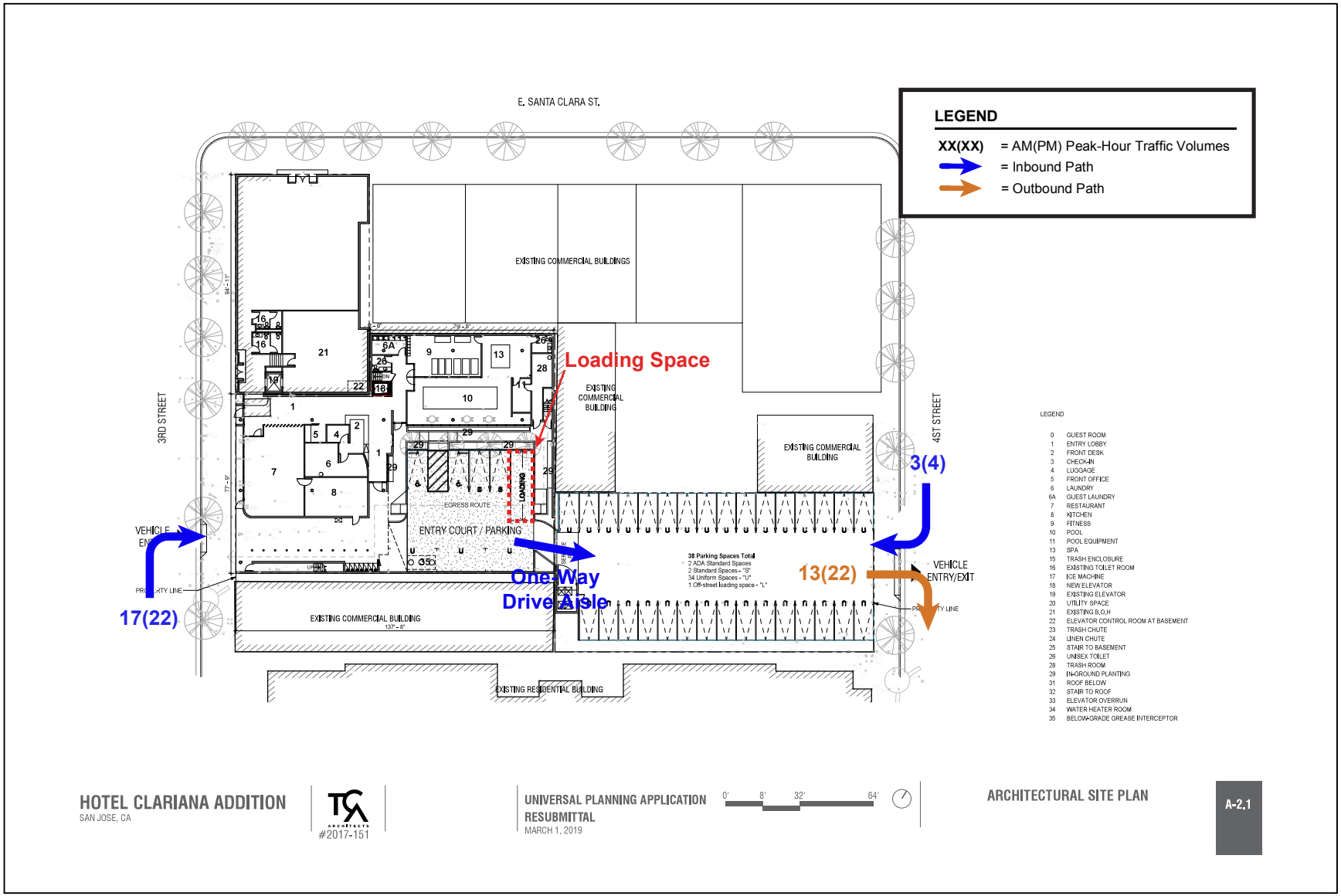
The site plan does not indicate the proposed width of project driveways along Third Street and Fourth Street. However, the Third Street and Fourth Street driveways will need to meet the City's minimum width of 16 feet for one-way commercial driveways and 32 feet for two-way commercial driveways, respectively. The City typically requires building entrances to be located at least 50 feet from the face of the curb in order to provide adequate stacking space for at least two inbound vehicles. However, inbound gates are not proposed at the project driveways. Additionally, the inbound drive aisle provides queueing space for at least two vehicles between the entry court parking lot and Third Street driveway. The parking lot adjacent to the Fourth Street driveway has queuing space for at least four vehicles. Therefore, queuing onto Third Street and Fourth Street should be minimal with the provided on-site storage. The project trip assignment at the proposed project driveways are shown in Figure 4.

Sight Distance at the Driveway Serving the Project

There are no existing trees or visual obstructions along the east project frontage that would obscure sight distance at the egress project driveway. The project driveway should 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 Fourth Street. 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 egress 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. Fourth Street 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 north along Fourth Street in order to stop and avoid a collision.

Figure 4
Site Circulation Plan and Trips at Project Driveways



The project driveway will be located 150 feet south of the Fourth Street/Santa Clara Street intersection; however, an additional 100 feet north beyond the intersection on Fourth Street is visible from the project driveway. In addition, turn movements from the project driveway will be restricted to right-turns only due to the one-way operations of Fourth Street. Thus, the sight distance from the proposed driveway location to the Fourth Street/Santa Clara Street intersection should be adequate.

Vehicular On-Site Circulation

The site circulation plan is shown on Figure 4. Vehicles entering the Third Street project driveway will proceed to a one-way drive aisle to the entry court parking lot. The entry court parking lot provides parking spaces for guests checking-in to the hotel; the site plan does not indicate a passenger drop-off/pick-up zone at any of the on-site drive aisles. East of the entry court, a drive aisle will provide access to a parking lot along the east project frontage. All vehicles will exit the site via the Fourth Street driveway. The Fourth Street driveway also will provide direct access to the on-site parking lot; however, the proposed 8-foot wide drive aisle between the east parking lot and entry court will not support two-way operations. Additionally, vehicles accessing the entry court from the east parking lot will not be able to turn around within the entry court if all parking spaces and loading zone are occupied. Therefore, no inbound access to the entry court should be provided from the Fourth Street driveway. It is recommended that the project install signage prohibiting vehicular entry into the entry court from the east parking lot.

All one-way drive aisles with no parking spaces (such as the drive aisle between the entry court and the parking lot) will be required to meet the City's minimum width of 12 feet. One-way drive aisles providing access to 90-degree parking spaces (such as within the entry court and east parking lot) will be required to be at least 20 feet wide.

Truck Site Access

Based on the City of San Jose off-street loading standards within the Downtown Area (20.70.440), hotel developments of less than 100,000 s.f. gross floor area are not required to provide an off-street loading space. The proposed hotel addition will increase the existing 28,425 s.f. hotel by a proposed building area of 46,290 s.f. to create a total size of 74,715 square feet. Therefore, the hotel is not required to provide an off-street loading space. The site plan indicates that one loading space will be provided on-site within the entry court parking lot. Additionally, trucks may utilize a 75-foot on-street freight loading zone located along the west side of Third Street, across from the west project frontage. Installation of new freight loading zones along the project frontages will not be feasible due to passenger loading spaces installed as part of the Better Bikeways Improvements along the Third Street frontage and planned protected bike lanes along Fourth Street, as discussed below.

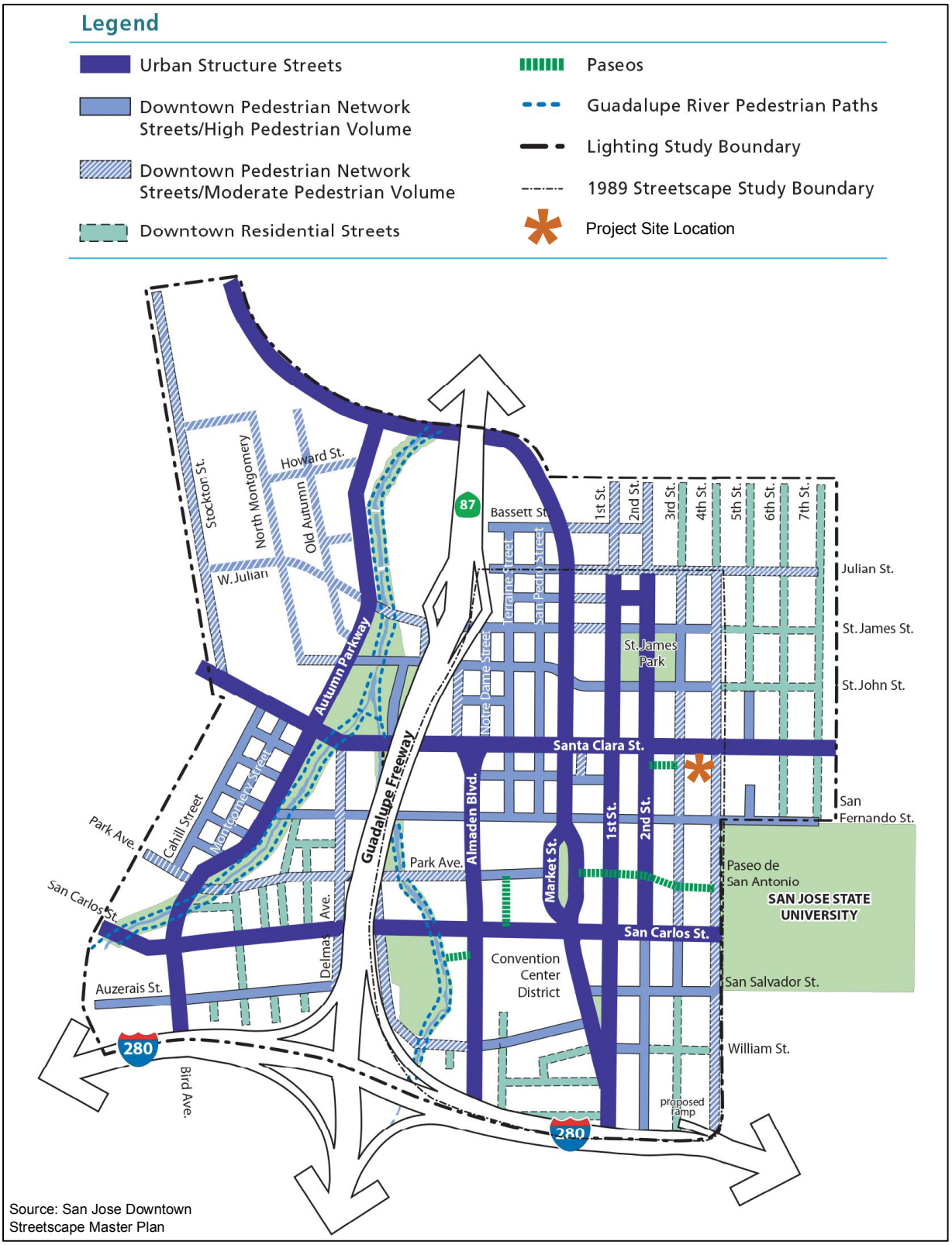
The site plan indicates a trash enclosure will be located along the south side of the drive aisle connecting the two on-site parking lots. Due to the vertical clearance limitations at the site driveway on Third Street and one-way drive aisle operations on-site, garbage trucks may be unable to enter the site. Therefore, waste bins will need to be wheeled out to Fourth Street for garbage truck pickup.

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 5, Third Street, Fourth Street, and San Fernando Street are

Figure 5
Downtown Pedestrian Street Network



Source: San Jose Downtown Streetscape Master Plan

designated Downtown Pedestrian Network Streets (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. The DSMP policies state that vehicles crossing the sidewalk are often a safety hazard for pedestrians and measures should be taken within the design for any new project to minimize the number of curb cuts and driveways. As stated previously, the project driveways will be required to comply with the City's minimum requirement of 16 feet in width. To minimize the curb cut, it is recommended that the driveway not exceed 16 feet in width.

Pedestrian facilities in the study area consist mostly of sidewalks along all of the surrounding streets, including the project frontages along Third Street and Fourth Street. Crosswalks and pedestrian signal heads are available on all four approaches at the intersections of Santa Clara Street and San Fernando Street with Third Street and Fourth Street. ADA ramps are available at all crosswalks. A pedestrian-only walkway (Fountain Alley) connects the northbound and southbound platforms of the Santa Clara LRT station between First Street and Second Street, south of Santa Clara Street.

Bicycle Circulation

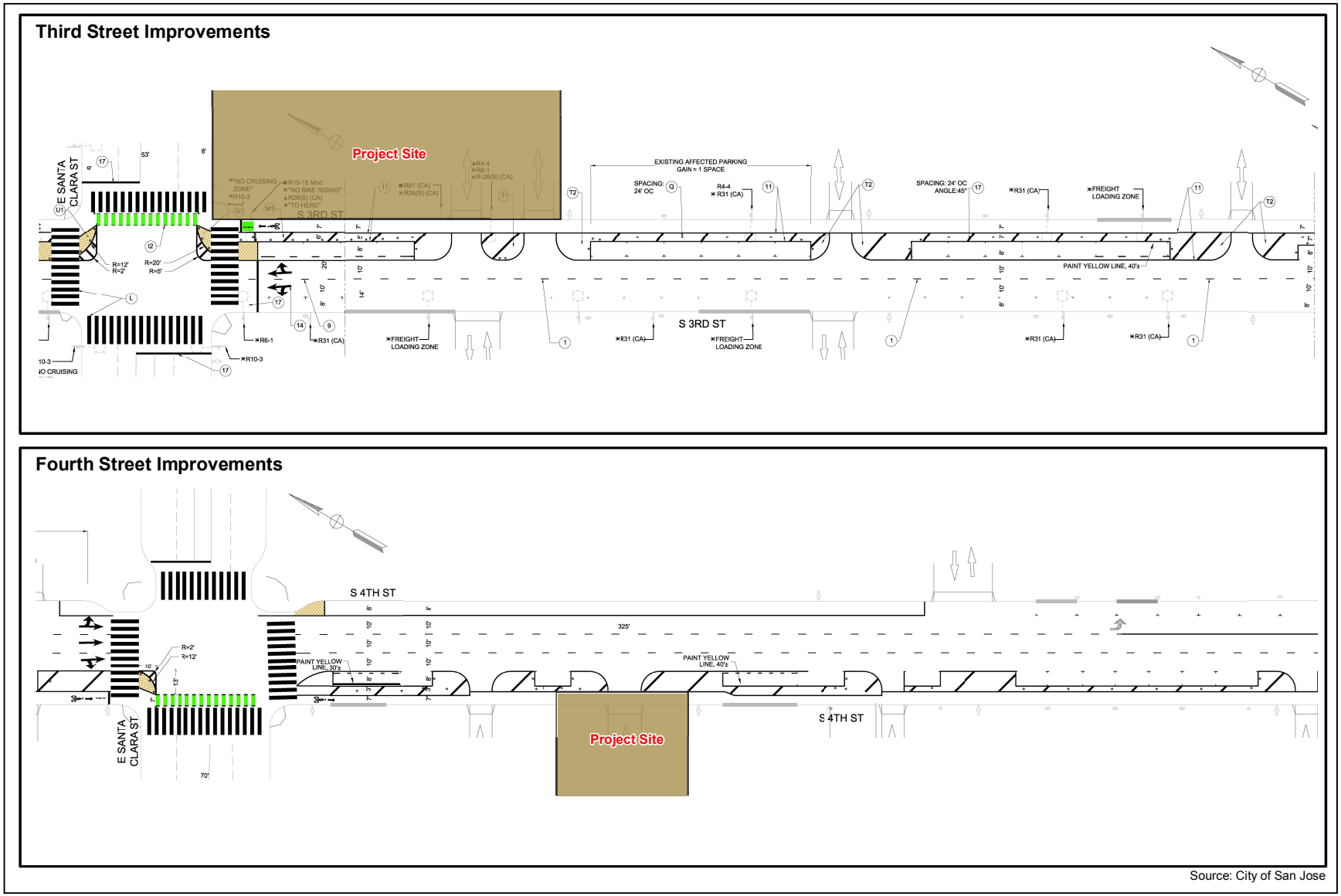
Class II bicycle facilities (striped bike lanes) are provided on Second Street south of San Carlos Street (including the east project frontage), Third Street south of Jackson Street, Fourth Street north of Reed Street, Seventh Street north of San Fernando Street, and San Fernando Street between Cahill Street and Eleventh Street. First Street north of San Salvador Street and Second Street north of San Carlos Street, are designated Class III bike paths and provide "sharrow" or shared-lane markings. San Salvador Street, San Carlos Street west of Fourth Street, and St. John Street are also designated Class III bikeways and provide "sharrow" or shared lane markings. The Guadalupe River Park Trail, a Class I pedestrian and bicycle trail, is accessible west of Almaden Boulevard and Woz Way, approximately ½-mile west of the project site. Ford GoBike bike share stations are provided throughout the Downtown area. A bike share station is located directly across from the east project frontage along Fourth Street, at the San Jose City Hall.

Better Bikeways Improvements

Class IV bikeways (protected bike lanes) are located along the Third Street project frontage and will be installed along the Fourth Street frontage upon completion of the SJSC Towers development. Existing buffered bike lanes along Fourth Street are currently separated from travel lanes by striped pavement markings. The planned improvements, shown in Figure 6, will switch the position of the cycle track with on-street parking spaces along Fourth Street between Julian Street and San Fernando Street. The planned bikeways will use parked vehicles to create a barrier and increase the separation between the cycle track and travel lanes. Additionally, vehicles will not need to cross bike lanes to enter and leave on-street parking spaces, thus reducing conflicts between vehicles and bicycle-users. Green bike lane pavement markings and corner safety islands also will be installed adjacent to crosswalks at signalized intersections in the vicinity of the project site, including Third Street/Santa Clara Street, Fourth Street/Santa Clara Street, Third Street/San Fernando Street, and Fourth Street/San Fernando Street intersections. Overall, the planned improvements will improve the safety of the bicycle network along roadway corridors and intersections within the Downtown and immediate project area. The project may be required to contribute toward signal improvements at the Third Street and Fourth Street intersections and along its frontages.

As part of the Better Bikeways Improvements on Third Street, the northbound right-turn lane was removed at the intersection of Third Street/Santa Clara Street and replaced with two new passenger loading spaces along the west hotel frontage.

Figure 6
Third Street and Fourth Street Protected Bike Lane Improvements



Source: City of San Jose

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 Santa Clara LRT station is a major transit transfer point between VTA bus and light rail services. Northbound and southbound platforms located on S. First Street and S. Second Street, respectively, are connected by a pedestrian- and bike-only path (Fountain Alley) and are located within walking distance, less than 1000 feet, of the project site. In addition, 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. The pedestrian and bicycle facilities located along streets adjacent to the project site provide access to major transit stations and provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies.

Additionally, the Envision San Jose 2040 General Plan identifies several roadway categories that are intended to complement land use to accomplish General Plan growth, protect neighborhood character, and reduce automobile dependency. A Grand Boulevard is a major transportation corridor that accommodates moderate to high volumes of traffic within and beyond the City. Transit is a primary mode and has priority over other modes; transit lanes and signal priority may be implemented where appropriate. Enhanced landscaping and wide sidewalks are encouraged to accommodate pedestrian traffic. In the vicinity of the project site, First Street is a Grand Boulevard.

Parking

Projects in the downtown area are located in close proximity to offices, recreation, and retail services, allowing individuals to satisfy their daily needs for work or shop near the hotel. 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 and demand for on-site parking described below.

Vehicle Parking

According to the City of San Jose Downtown Zoning Regulations (20.70.100), the project is required to provide 0.35 off-street vehicle parking space per hotel room. No off-street parking spaces are required for the proposed restaurant. Based on the City's off-street parking requirements, the 107-room hotel would be required to provide a total of 38 off-street parking spaces. The project proposes to provide a total of 38 on-site parking spaces. Therefore, the project will meet the City requirements for off-street parking.

Bicycle Parking

Based on the project's downtown location, it is likely that guests of the proposed hotel will be visiting locations in close proximity to the site or will be able to quickly access transit to reach their destination. 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 plus one parking space per ten guest rooms. Bicycle parking spaces shall consist of at least eighty percent short-term and at most twenty percent long-term spaces. Public eating establishments are required to provide one bicycle parking space per 800 s.f. of dining area, with a minimum of two short-term bicycle parking spaces and one long-term bicycle parking space.

Thus, the proposed project consisting of 63 additional hotel rooms (for a total of 107 rooms on-site) and a 1,525 s.f. restaurant is required to provide a total of 14 bicycle parking spaces: 11 short-term bicycle parking spaces and three long-term bicycle parking spaces to meet the City standards for bicycle parking spaces.

The project site plan indicates that space for the storage of seven bicycles will be provided along the entry drive aisle. Presumably, the proposed seven bicycle spaces is based on only the 63 additional hotel rooms proposed. Therefore, seven additional bicycle parking spaces, whether existing or new, should be provided to meet the City's bicycle requirement. The site plan should be revised to include the proposed location, types, and quantity of bicycle parking spaces on-site.

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 eastbound left-turn movement at the Third Street and San Fernando Street intersection already exceeds the existing storage capacity during the PM peak hour under existing conditions and would continue to do so under background conditions. The addition of project traffic is projected to lengthen the queue by one vehicle during the PM peak hour. Providing additional queue storage capacity at the Third Street/San Fernando Street eastbound left-turn pocket would require shortening of the upstream left-turn pocket at Second Street/San Fernando Street westbound left-turn that lies back-to-back with the subject left-turn pocket or street widening along with narrowing of sidewalks and/or removal of bike lanes. The removal and/or alteration of roadway designs that are intended to encourage the use of multi-modal travel to accommodate vehicular demand is not consistent with General Plan goals. Therefore, the extension of the eastbound left turn-pocket at the Third Street/San Fernando Street intersection is not recommended.

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.

Table 3
Intersection Queueing Analysis Summary

Measurement	Third/ San Fernando EBL AM	Third/ San Fernando EBL PM
Existing Conditions		
Cycle/Delay[1] (sec)	100	110
Lanes	1	1
Volume (vph)	28	71
Volume (vphpl)	28	71
Avg. Queue (veh/ln.)	1	2
Avg. Queue[2] (ft./ln)	19	54
95th %. Queue (veh/ln.)	2	5
95th %. Queue (ft./ln)	50	125
Storage (ft./ ln.)	100	100
Adequate (Y/N)	YES	**NO**
Background Conditions		
Cycle/Delay[1] (sec)	100	110
Lanes	1	1
Volume (vph)	32	75
Volume (vphpl)	32	75
Avg. Queue (veh/ln.)	1	2
Avg. Queue[2] (ft./ln)	22	57
95th %. Queue (veh/ln.)	3	5
95th %. Queue (ft./ln)	75	125
Storage (ft./ ln.)	100	100
Adequate (Y/N)	YES	**NO**
Background Plus Project Conditions		
Cycle/Delay[1] (sec)	100	110
Lanes	1	1
Volume (vph)	43	90
Volume (vphpl)	43	90
Avg. Queue (veh/ln.)	1	3
Avg. Queue[2] (ft./ln)	30	69
95th %. Queue (veh/ln.)	3	6
95th %. Queue (ft./ln)	75	150
Storage (ft./ ln.)	100	100
Adequate (Y/N)	YES	**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.

Transportation Demand Management

As described previously, the project proposes off-street parking spaces that will meet the City's requirement for off-street parking. However, the City may require the project to establish single-occupant auto trip reduction measures, via a travel demand management (TDM) program, that result in the reduction of vehicular trips to the project site and reduce the operational issues identified. 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 hotel guest participation. An effective TDM program that includes several of the measures identified below can easily achieve a 25% percent reduction in vehicle trips that will result in a significant reduction of the projected operational issues. However, the analysis contained in this report does not include reductions based on TDM measures. 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. Implementation of a TDM Program has the potential to greatly reduce project generated traffic and the identified operational issues. The project TDM program may include, but would not be limited to, the following, or alternative equivalent, elements to reduce vehicle trips:

- *Free Guest Shuttle Services* to destinations throughout Downtown San Jose and Mineta International Airport
- *Passenger loading zone* for taxis and car-sharing services
- *Shared on-site bicycles* for guest use
- *Eco 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)
- *Centrally-Located Kiosks* with transit schedules, bike and transit maps, and other commute alternative information
- On-site TDM coordinator and services

Conclusions

The project, as proposed, will consist of the addition of 63 rooms, three of which are penthouse suites, and a 1,525 square foot (s.f.) restaurant to an existing 44-room hotel. A total of 38 on-site parking spaces are proposed on-site at street level. Access to the project site will be provided by one ingress driveway located on Third Street and one two-way driveway located on Fourth Street.

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.

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 site plan does not indicate the proposed width of project driveways along Third Street and Fourth Street. However, the driveways will be required to meet the City's minimum width of 16 feet for one-way commercial driveways and 32 feet for two-way commercial driveways.
- No inbound access to the entry court should be provided from the Fourth Street driveway. It is recommended that the project install signage prohibiting vehicular entry into the entry court from the east parking lot.
- All one-way drive aisles with no parking spaces (such as the drive aisle between the entry court and the parking lot) will be required to meet the City's minimum width of 12 feet. One-way drive aisles providing access to 90-degree parking spaces (such as within the entry court and east parking lot) will be required to be at least 20 feet wide.
- The site plan indicates a trash enclosure will be located along the south side of the drive aisle connecting the two on-site parking lots. Due to the vertical clearance limitations at the site driveway on Third Street and one-way drive aisle operations on-site, garbage trucks may be unable to enter the site. Therefore, waste bins will need to be wheeled out to Fourth Street for garbage truck pickup.
- The project may be required to contribute toward Better Bikeways signal improvements at the Third Street and Fourth Street intersections and along its frontages.
- The project site plan indicates that space for the storage of seven bicycles will be provided along the entry drive aisle. Presumably, the proposed seven bicycle spaces is based on only the 63 additional hotel rooms proposed. Therefore, seven additional bicycle parking spaces, whether existing or new, should be provided to meet the City's bicycle requirement. The site plan should be revised to include the proposed location, types, and quantity of bicycle parking spaces on-site.

Hotel Clariana Addition LTA

Technical Appendices

April 10, 2019

Appendix A

Volumes Summary

Intersection Number: 1
Traffix Node Number: 3773
Intersection Name: 3rd Street and San Fernando Street
Peak Hour: AM
Count Date: 1/31/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**64**	**226**	**0**	**287**	**985**	**104**	**0**	**152**	**28**	**1846**
ATI	0	0	0	1	5	0	17	115	11	0	14	4	167
Background Conditions	**0**	**0**	**0**	**65**	**231**	**0**	**304**	**1100**	**115**	**0**	**166**	**32**	**2013**
Proposed Project Trips	0	0	0	2	8	0	0	5	0	0	0	11	26
Background Plus Project Conditions	**0**	**0**	**0**	**67**	**239**	**0**	**304**	**1105**	**115**	**0**	**166**	**43**	**2039**

Intersection Number: 2
Traffix Node Number: 3539
Intersection Name: 4th Street and San Fernando Street
Peak Hour: AM
Count Date: 6/5/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**78**	**390**	**35**	**0**	**205**	**80**	**0**	**0**	**0**	**145**	**254**	**0**	**1187**
ATI	1	18	2	0	4	2	0	0	0	2	8	0	37
Background Conditions	**79**	**408**	**37**	**0**	**209**	**82**	**0**	**0**	**0**	**147**	**262**	**0**	**1224**
Proposed Project Trips	10	3	0	0	1	0	0	0	0	0	0	0	14
Background Plus Project Conditions	**89**	**411**	**37**	**0**	**210**	**82**	**0**	**0**	**0**	**147**	**262**	**0**	**1238**

Intersection Number: 1
Traffix Node Number: 3773
Intersection Name: 3rd Street and San Fernando Street
Peak Hour: PM
Count Date: 1/31/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**73**	**234**	**0**	**236**	**486**	**86**	**0**	**272**	**71**	**1458**
ATI	0	0	0	8	40	0	24	44	7	0	28	4	155
Background Conditions	**0**	**0**	**0**	**81**	**274**	**0**	**260**	**530**	**93**	**0**	**300**	**75**	**1613**
Proposed Project Trips	0	0	0	3	14	0	0	6	0	0	0	15	38
Background Plus Project Conditions	**0**	**0**	**0**	**84**	**288**	**0**	**260**	**536**	**93**	**0**	**300**	**90**	**1651**

Intersection Number: 2
Traffix Node Number: 3539
Intersection Name: 4th Street and San Fernando Street
Peak Hour: PM
Count Date: 6/5/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**113**	**1047**	**121**	**0**	**161**	**158**	**0**	**0**	**0**	**189**	**252**	**0**	**2041**
ATI	10	230	12	0	25	30	0	0	0	27	48	0	382
Background Conditions	**123**	**1277**	**133**	**0**	**186**	**188**	**0**	**0**	**0**	**216**	**300**	**0**	**2423**
Proposed Project Trips	16	5	1	0	1	0	0	0	0	0	0	0	23
Background Plus Project Conditions	**139**	**1282**	**134**	**0**	**187**	**188**	**0**	**0**	**0**	**216**	**300**	**0**	**2446**

Appendix B

Intersection Vehicle Queue Analysis

Third/San Fernando
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.8
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4594	0.4594	0
0.3573	0.8168	1
0.1390	0.9557	2
0.0360	0.9917	3
0.0070	0.9988	4
0.0011	0.9998	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Third/San Fernando
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.9
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4111	0.4111	0
0.3654	0.7765	1
0.1624	0.9390	2
0.0481	0.9871	3
0.0107	0.9978	4
0.0019	0.9997	5
0.0003	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Third/San Fernando
EBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.2
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3029	0.3029	0
0.3618	0.6646	1
0.2161	0.8807	2
0.0860	0.9667	3
0.0257	0.9924	4
0.0061	0.9985	5
0.0012	0.9998	6
0.0002	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Third/San Fernando
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.2
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1142	0.1142	0
0.2478	0.3621	1
0.2688	0.6309	2
0.1944	0.8253	3
0.1054	0.9308	4
0.0457	0.9765	5
0.0165	0.9931	6
0.0051	0.9982	7
0.0014	0.9996	8
0.0003	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Third/San Fernando
EBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 2.3
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1011	0.1011	0
0.2317	0.3328	1
0.2655	0.5982	2
0.2028	0.8010	3
0.1162	0.9172	4
0.0532	0.9705	5
0.0203	0.9908	6
0.0067	0.9975	7
0.0019	0.9994	8
0.0005	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Third/San Fernando
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.8
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0639	0.0639	0
0.1758	0.2397	1
0.2417	0.4815	2
0.2216	0.7030	3
0.1523	0.8554	4
0.0838	0.9392	5
0.0384	0.9776	6
0.0151	0.9927	7
0.0052	0.9978	8
0.0016	0.9994	9
0.0004	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Appendix C

San Jose VMT Evaluation Tool Output

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Clariana Hotel Addition
Location: 10 South 3rd Street, San Jose, CA
Parcel: 46723033 Parcel Type: Central City Urban

Tool Version: 3/14/2018
Date: 4/10/2019

Proposed Parking: 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	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	0 KSF		
Retail:	14 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 28
- With Project Density (DU/Residential Acres in half-mile buffer) 28

Increase Development Diversity
- Existing Activity Mix Index 0.91
- With Project Activity Mix Index 0.91

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) 79
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 79

Tier 2 - Multimodal Infrastructure

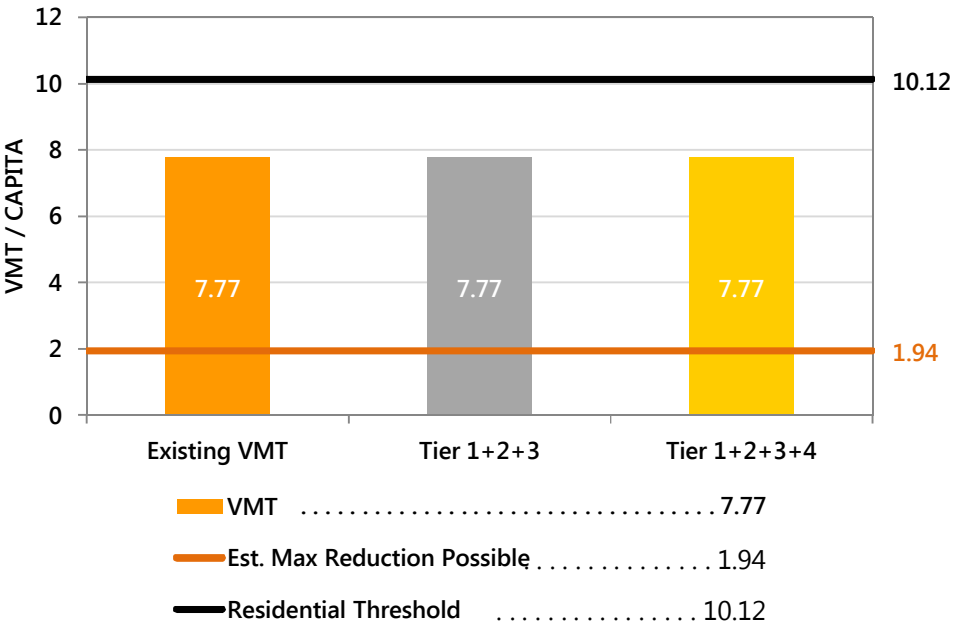
Tier 3 - Parking

Tier 4 - TDM Programs

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

RESIDENTIAL ONLY

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



EMPLOYMENT ONLY

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