



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: June 23, 2020
To: Jason Yan, City of San Jose
From: Robert Del Rio, T.E.
Subject: Fountain Alley Mixed-Use Development Local Transportation Analysis

Hexagon Transportation Consultants, Inc. has completed a Local Transportation Analysis (LTA) for the proposed mixed-use development located at 26-36 South First Street in Downtown San Jose. The site is bounded by South First Street to the west, Fountain Alley to the north, the Fountain Alley surface parking lot to the east, and commercial uses to the south. The project, as proposed, will consist of the replacement of an existing surface parking lot and demolition of the Lido Nightclub building in order to develop an approximately 95,448-square foot, six-story commercial building with office and retail uses. The proposed building would contain 12,227 square feet of leasable retail and restaurant uses on the ground and rooftop levels, and 51,255 square feet of leasable office space. Additionally, the project would preserve and renovate the three-story Knox Goodrich building, located along the southern perimeter of the proposed new commercial building. The 6,620-square foot Knox Goodrich building would include approximately 2,966 square feet of leasable retail space on levels two and three of the building. The project does not propose vehicle parking on-site or off-site. An existing 10-foot wide easement area along the eastern project frontage would remain for pedestrian access, trash enclosure access, fire department access, and deliveries. 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.

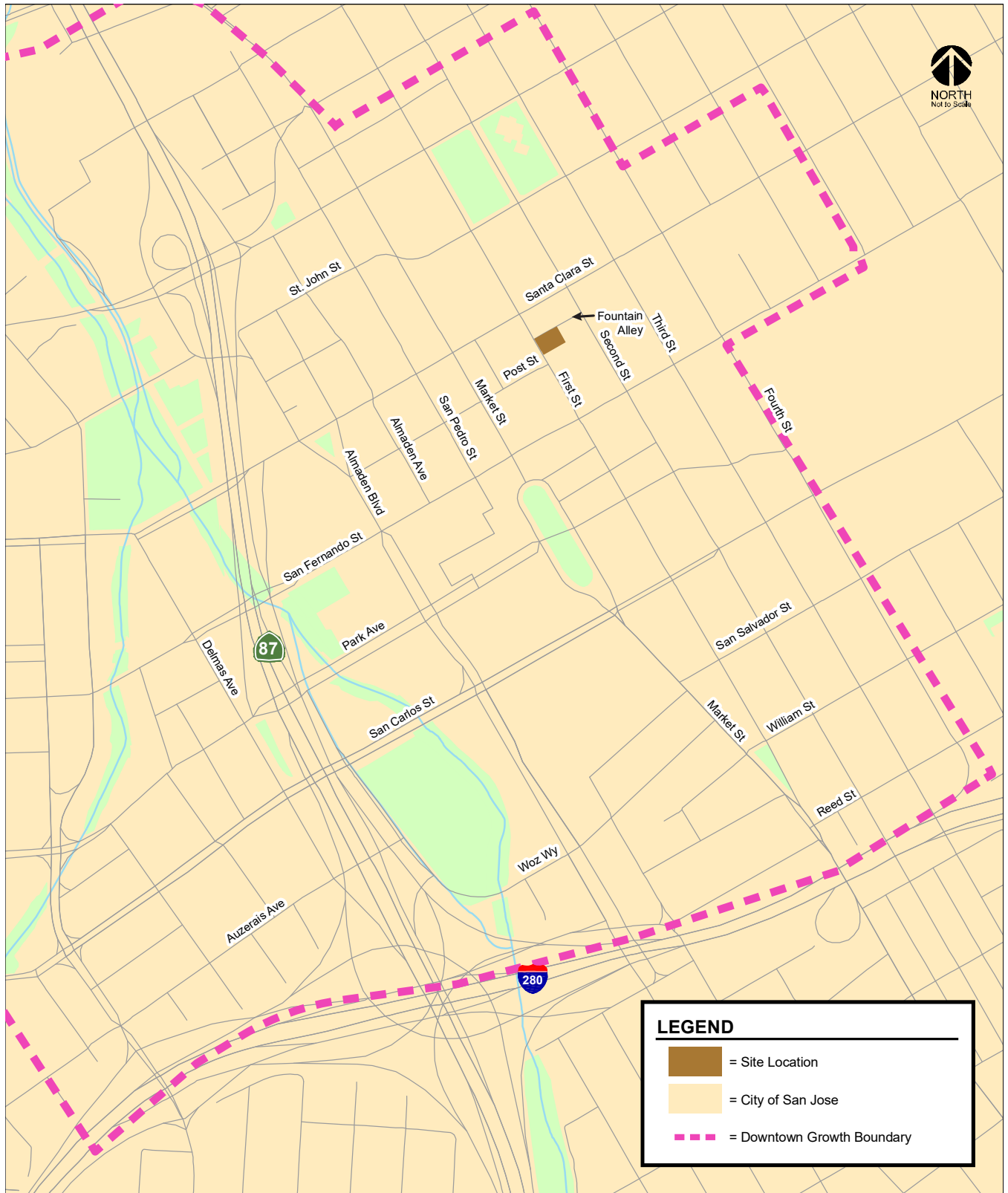
Scope of Study

As described above, the project does not propose on-site parking or site driveways. Therefore, the LTA includes only an evaluation of the proposed site plan to ensure adequate access for loading activities and a review of the project's effect on surrounding transit, pedestrian, and bicycle facilities. The LTA does not include an evaluation of project site access/on-site circulation, required parking, potential off-site parking, and intersection operations. However, a trip generation estimate is provided for informational purposes.

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



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 Santa Clara Street, First Street, Second Street, and San Fernando 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 Santa Clara Street (ramps from the south only), Park Avenue (ramps to and from north), Auzerais Avenue (ramps to south only), and Woz Way (ramp from south only). A full interchange also is provided at Julian Street. 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).

Santa Clara Street is an east-west four-lane Grand Boulevard located 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.

First Street is a two- to four-lane Grand Boulevard that extends from Alma Avenue (where it transitions from Monterey Road) north to Alviso, where it terminates. Within the Downtown area, First Street is a two-lane northbound-only roadway that consists of one bus-only lane and one shared vehicular/bicycle lane. Northbound VTA light rail tracks run along the east side of the roadway between San Carlos Street and St. James Street. First Street runs along the west project frontage, however no vehicular access is provided.

Second Street is a two- to four-lane roadway that extends from Burton Avenue south to Keyes Street, where it terminates and transitions to First Street. Within the Downtown area, Second Street is a two-lane southbound-only roadway that consists of one bus-only lane and one shared vehicular/bicycle lane. Southbound VTA light rail tracks run along the west side of the roadway between San Carlos Street and St. James Street.

San Fernando Street is an east-west two-lane Primary Bicycle facility roadway that 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 with protected or 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.

Existing Bicycle Facilities

Class II bicycle facilities (striped bike lanes) are provided along the following roadways within the project area:

- Almaden Boulevard, between Woz Way and Carlisle Street
- Park Avenue, west of Market Street
- Woz Way, between San Carlos Street and Almaden Avenue

- Santa Clara Street, west of Almaden Boulevard
- San Salvador Street, between Market Street and Fourth Street
- Second Street, between Taylor Street and San Carlos Street
- Third Street, between Jackson Street and St. James Street
- Fourth Street, between Jackson Street and Santa Clara Street; between San Salvador 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 Eleventh Street
- Second Street, between San Carlos Street and Julian Street
- First Street, between San Salvador Street and St. John Street (along the west project frontage)
- San Salvador Street, between Fourth Street and Tenth Street (eastbound); east of Tenth Street (both directions)
- William Street, between First Street and McLaughlin Avenue

Class IV bicycle facilities (protected bike lanes) are currently being installed throughout the Downtown Area as part of the Better Bikeways project. Protected bike lanes have been implemented along the following roadways:

- San Fernando Street, between Cahill Street and Tenth Street
- Second Street, between San Carlos Street and William Street
- Third Street, between St. James Street and Reed Street
- Fourth Street, between Santa Clara Street and San Salvador Street
- San Salvador Street, between Fourth Street and Tenth Street (westbound)
- Autumn Street, between Santa Clara Street and St. John Street
- Cahill Street, between San Fernando Street and Santa Clara 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 via a trailhead along Santa Clara Street, located approximately ½-mile west of the project site.

Bike and Scooter Share Services

Bike share bikes can be rented and returned at designated docking stations throughout the Downtown area. In addition, dockless bike and scooter rentals are available throughout the Downtown area. These services provide electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere. The nearest bike share station is located at the east end of the Fountain Alley paseo (near its intersection with Second Street), approximately 150 feet walking distance from the project site (shown in Figure 3).

Existing Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks along all the surrounding streets, including all project frontages. Crosswalks and pedestrian signal heads are located at all signalized intersections within the project area. The majority of the crosswalks at signalized intersections in the vicinity of the project site consist of high visibility crosswalks 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 28-foot wide pedestrian walkway (Fountain Alley paseo) extends between First Street and Second Street, along the north project frontage (shown in Figure 3). The paseo serves as a direct connection for pedestrians and bicyclists between the northbound and southbound platforms of the Santa Clara LRT Station. A 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. A mid-block crossing of San Fernando Street and the Guadalupe River Trail, just east of SR 87, provides 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, 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 fronts the Downtown Transit Mall and is located directly adjacent to the northbound platform of the Santa Clara Light Rail Station and bus stops. The site is approximately 0.85-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 VTA bus routes with high-frequency service. Rapid Bus services provide limited-stop service at frequent intervals (less than 15 minutes) during daytime. Within the Downtown area, Rapid Routes 500, 522 and 523 run along Santa Clara Street. Additionally, Frequent Bus services provide local service with average headways of 12 to 15 minutes during peak commute hours. Express Bus services provide direct service to and from major employment centers during peak commute hours only.

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 adjacent to the Santa Clara LRT Station platforms and along Santa Clara Street at its intersection with First Street, less than 350 feet from the project site.

Figure 3
Existing Multi-Modal Facilities



Table 1
Existing Bus Service Near the Project Site

Bus Route	Route Description	Nearest Stop	Headway ¹
Frequent Route 22	Palo Alto Transit Center to Eastridge Transit Center	Santa Clara/First	15 min
Frequent Route 23	DeAnza College to Alum Rock Transit Center via Stevens Creek	Santa Clara/First	12 - 15 min
Local Route 64A	McKee & White to Ohlone-Chynoweth Station	Santa Clara/First	30 min ²
Local Route 64B	McKee & White to Almaden Expressway & Camden	Santa Clara/First	30 min ²
Frequent Route 66	North Milpitas to Kaiser San Jose	First/Santa Clara	12 - 15 min
Frequent Route 68	San Jose Diridon Station to Gilroy Transit Center	First/Santa Clara	15 - 20 min
Frequent Route 72	Downtown San Jose to Senter & Monterey via McLaughlin	First/Santa Clara	5 - 20 min
Frequent Route 73	Downtown San Jose to Senter & Monterey via Senter	First/Santa Clara	10 - 15 min
Express Route 168	Gilroy/Morgan Hill to San Jose Diridon Station	First/Santa Clara	15 - 40 min
Express Route 181	San Jose Diridon Station to Warm Springs BART	First/Santa Clara	15 - 20 min
Rapid Route 500	San Jose Diridon Station to Downtown San Jose	Santa Clara/First	15 - 20 min
Rapid Route 522	Palo Alto Transit Center to Eastridge Transit Center	Santa Clara/First	10 - 15 min
Rapid Route 523	Berryessa BART to Lockheed Martin via De Anza College	Santa Clara/First	15 - 20 min
Hwy 17 Express (Route 970)	Downtown Santa Cruz / Scotts Valley to Downtown San Jose	Santa Clara/First	20 - 35 min

Notes:
¹ Approximate headways during peak commute periods.
² Local Routes 64A and 64B provide frequent service between San Jose Diridon Station and McKee/White, with approximately 15-minute headways during peak commute periods.

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 Green (Winchester-Old Ironsides) and Blue (Baypointe-Santa Teresa) LRT lines operate along San Carlos Street and along First and Second Streets, north of San Carlos Street. The Santa Clara LRT station has a northbound platform along First Street (adjacent to the west project frontage) and a southbound platform along Second Street. As described above, access between the platforms is provided via the Fountain Alley pedestrian paseo. The San Jose Diridon station is located along the Green 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 Bay Wheels 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 project does not propose to provide vehicular on-site or off-site parking spaces. Therefore, vehicle trips generated by the project will not enter or exit the project site. Any vehicular trips generated by the project site will utilize existing off-site parking facilities located within the Downtown area, in the vicinity of the site. Therefore, the project trip generation is provided for informational purposes only.

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 proposed office and shopping center land uses. The gross trip generation estimates for the proposed project are shown in Table 2. The 15,193 s.f. of retail land use shown on the table consists of 12,227 square feet of leasable retail and restaurant uses within the proposed new building plus approximately 2,966 square feet of leasable retail space within the Knox Goodrich building.

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 VMT Tool, the project site is located within a designated central city urban area. Therefore, the baseline project trips were adjusted to reflect a central city urban mode share. Central city urban is characterized as an area with very high density, excellent accessibility, high public transit access, low single-family homes, and older high-value housing stock. Office and commercial/retail uses within central city urban areas have a vehicle mode share of 69 percent and 84 percent, respectively. Thus, a 31 percent and 16 percent reduction were applied to the baseline trips estimated to be generated by the office and commercial/retail uses of the proposed project, respectively.

**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								
						Rate	Trip	Pk-Hr Rate	Split In	Split Out	Trip In	Trip Out	Trip Total	Pk-Hr Rate	Split In	Split Out	Trip In	Trip Out	Trip Total
Proposed Land Uses																			
General Office Building ¹	710				51,225 Square Feet	9.740	499	1.160	86%	14%	51	8	59	1.150	16%	84%	9	50	59
- Employment - Retail Internal Reduction ²				3%			-15				-2	0	-2				0	-2	-2
- Location Based Reduction ³		Central City-Urban	69%	31%			-150				-15	-3	-18				-3	-15	-18
Shopping Center ¹	820				15,193 Square Feet	37.750	574	0.940	62%	38%	9	5	14	3.810	48%	52%	28	30	58
- Employment - Retail Internal Reduction ²							-15				0	-2	-2				-2	0	-2
- Location Based Reduction ³		Central City-Urban	84%	16%			-89				-1	0	-1				-4	-5	-9
Baseline Vehicle Trips (Before Reductions)							1,073				60	13	73				37	80	117
Project Trips After Reductions							804				42	8	50				28	58	86
Notes:																			
¹ Source: ITE <i>Trip Generation Manual</i> , 10th Edition 2017, average trip generation rates.																			
² As prescribed by the Transportation Impact Analysis Guidelines from VTA (October 2014), the maximum trip reduction for a mixed-use development project with office and retail is equal to 3% off the office component.																			
³ The project site is located within a central city-urban area based on the City of San Jose VMT Evaluation Tool (February 29, 2019). 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.																			

Internal Trip Reduction Adjustment

A mixed-use development with complementary land uses such as office and commercial, will result in a reduction of external site trips. Thus, the number of vehicle trips generated for each use may be reduced. Based on VTA's recommended mixed-use reduction, a maximum three percent trip reduction may be applied for the office and commercial uses, based on the office component.

Project Trip Generation

Based on the trip generation rates and reductions, it is estimated that the proposed mixed-use project would generate 804 daily trips, with 50 trips (42 inbound and 8 outbound) occurring during the AM peak hour and 86 trips (28 inbound and 58 outbound) occurring during the PM peak hour. The trip generation estimates for the proposed project are shown in Table 2.

Loading and Truck Site Access

A review of the project site plan was performed to determine if adequate truck loading access is provided and to identify any access issues that should be improved. This review is based on site plans dated September 19, 2019 prepared by Studio Current, and in accordance with generally accepted traffic engineering standards and City of San Jose design standards. The street level site plan is shown on Figure 5.

The site plan does not indicate access points to the project site from Second Street. It is presumed that access would continue to be provided via the existing access point to the Fountain Alley parking lot along Second Street that is located north of San Fernando Street. The continued use of the Second Street access point should be verified by the applicant.

Trash Pick-Up

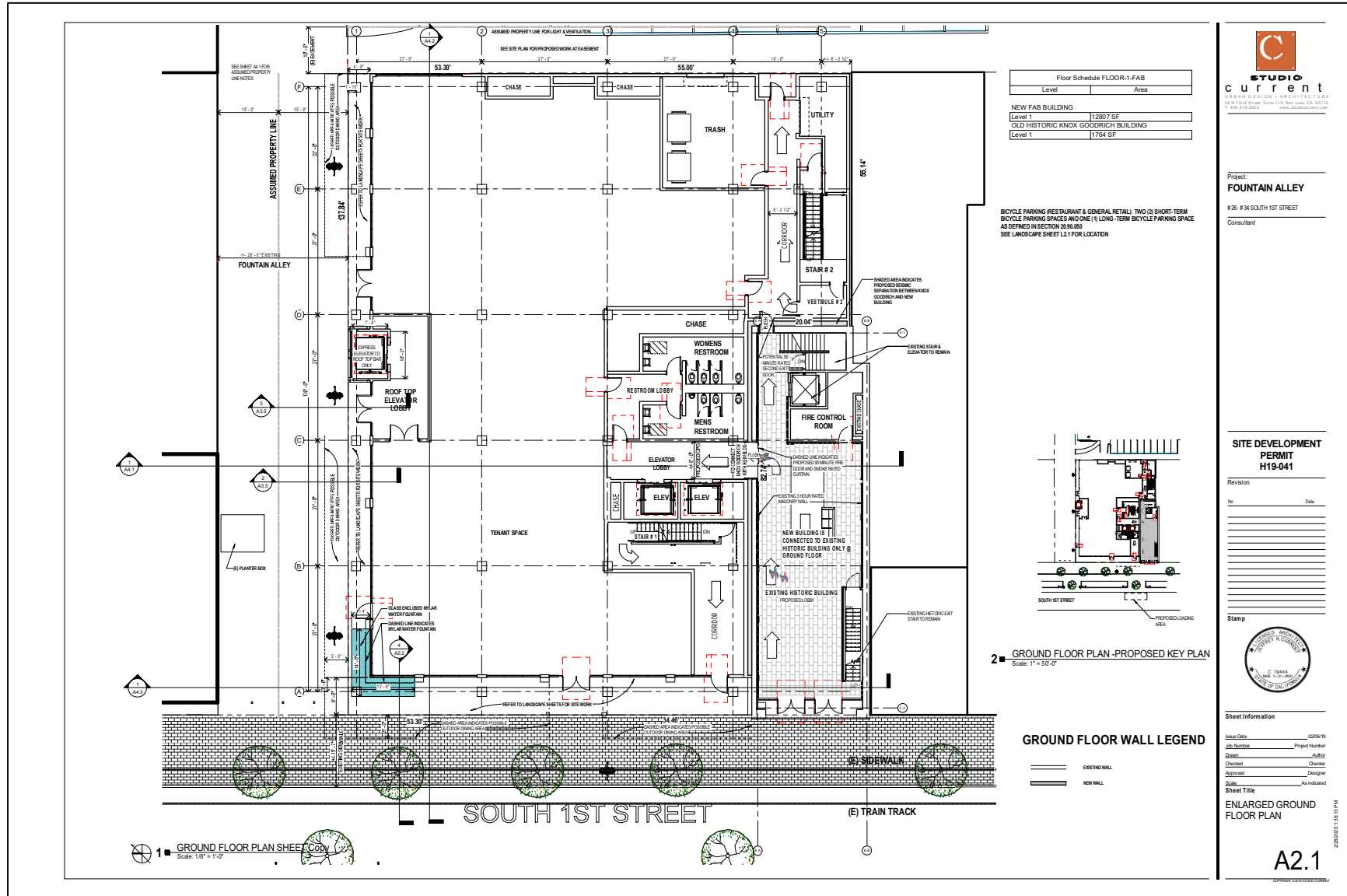
An existing 10-foot wide easement area along the eastern project frontage (and along the west side of the Fountain Alley parking lot) would be utilized for pedestrian access, trash enclosure access, fire department access, and deliveries. The easement would provide access to a trash enclosure located on the southeast corner of the proposed new commercial building. However, the project easement is bounded to the east by parking spaces and will not be accessible to trucks. Therefore, trash bins will be wheeled out to a designated location within the Fountain Alley parking lot for trash pick-up, such as an existing trash enclosure located at the southwest corner of the parking lot.

Freight Loading

Based on the City of San Jose off-street loading standards within the Downtown Area (20.70.420), office uses with less than 100,000 square feet of total gross floor area are not required to provide an on-site loading space. Additionally, on-site loading spaces are not required for retail or restaurant uses in the Downtown Area. Therefore, the project would not be required to provide any off-street loading spaces.

Freight loading activities will occur within the Fountain Alley parking lot or at existing on-street freight loading zones in the vicinity of the project site. It should be noted that loading activities are prohibited along the First Street project frontage. However, a timed freight loading zone is provided along Post Street, approximately 120 feet southwest of the site, and along First Street, approximately 150 feet south of the project site.

Figure 5
Ground-Level Site Plan



Pedestrian and Bicycle Access and Circulation

Pedestrian Circulation

Existing pedestrian and bicycle facilities throughout downtown provide connections to surrounding downtown destinations. Crosswalks and pedestrian signal heads are located at all signalized intersections within the project area. 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.

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 6, there are many designated Downtown Pedestrian Network Street (DPNS) in the vicinity of the project site, 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.

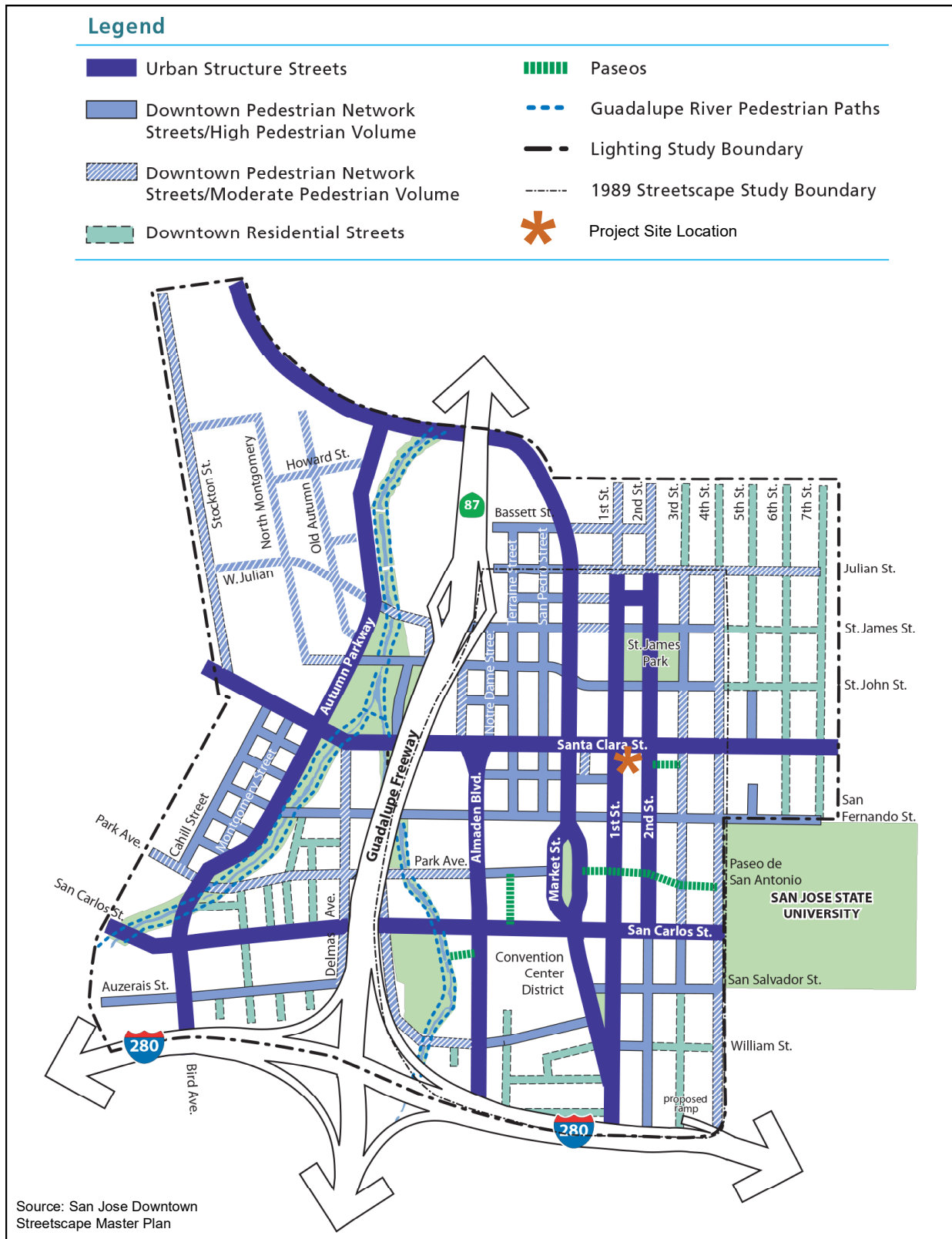
Pedestrian access to the project site and buildings would be provided by an existing sidewalk on the project frontage on First Street, Fountain Alley, and an existing 10-foot easement area along the eastern building frontage.

The sidewalk width along the project's First Street frontage is approximately 15 feet wide, as measured between the project boundary and the light rail right-of-way. The project proposes to maintain the existing sidewalk and provide an approximately 8-foot wide setback for a total sidewalk width of 23 feet. It should be noted that the 8-foot wide setback, along with five feet of existing sidewalk width (encroachment), could be utilized by the project for use as an outdoor dining area. Therefore, approximately 10 feet of sidewalk would remain for pedestrian activity. The provided sidewalk width would be adequate, based on the City's Complete Street Design Standards and Guidelines which recommends a minimum of eight feet of through-zone for sidewalks along Grand Boulevards, such as First Street.

Fountain Alley extends between First Street and Second Street, along the north project frontage. The paseo (pedestrian walkway) serves as a direct connection for pedestrians and bicyclists between the northbound and southbound platforms of the Santa Clara LRT Station. Direct access to the ground-floor level, as well as rooftop elevator access, would be provided along the project's Fountain Alley frontage. It should be noted that the southerly 15-foot wide portion of Fountain Alley is located on project property, per the site plan. Although the project would maintain the existing 28-foot width of Fountain Alley, an approximately 5-foot wide space adjacent to the north frontage (encroachment) also could be utilized by the project as part of an outdoor dining area. The remaining 23 feet of width would provide adequate space for pedestrian activity.

Overall, the existing sidewalks and paseos provide good pedestrian connectivity and safe routes to the surrounding pedestrian destinations, as well as various businesses and restaurants surrounding the project site.

Figure 6
Downtown Pedestrian Street Network



Bicycle Circulation

First Street (along the west project frontage) and Second Street are designated Class III bike routes. Additionally, Class IV protected bike lanes have been implemented along Third Street and San Fernando Street as part of the City's Better Bikeways program. Many additional bicycle facilities are located along surrounding roadways in the vicinity of the project site.

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 via a trailhead along Santa Clara Street, located approximately ½-mile west of the project site.

Bike share bikes can be rented and returned at designated docking stations throughout the Downtown area. In addition, dockless bike and scooter rentals are available throughout the Downtown area. These services provide electric bicycles and scooters with GPS self-locking systems that allow for rental and drop-off anywhere. The nearest bike share station is located at the east end of the Fountain Alley paseo (near its intersection with Second Street), approximately 150 feet walking distance from the project site.

Transit Services

The project site is adequately served by existing transit services. The project site fronts the Downtown Transit Mall and is located directly adjacent to the northbound platform of the Santa Clara Light Rail Station and bus stops. Pedestrian access to the southbound platform and bus stops is provided via Fountain Alley. Several VTA bus routes along Santa Clara Street, as well as the Blue LRT line, provide direct access to the Diridon Transit Center located approximately 0.85-mile from the project site on Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center. Therefore, the new transit trips generated by the project are not expected to create demand in excess of the transit service that is currently provided.

Conclusions

The project, as proposed, will consist of the replacement of an existing surface parking lot and demolition of the Lido Nightclub building to develop an approximately 95,448-square foot, six-story commercial building with office and retail uses. The proposed building would contain 12,227 square feet of leasable retail and restaurant uses on the ground and rooftop levels, and 51,255 square feet of leasable office space. Additionally, the project would preserve and renovate the three-story Knox Goodrich building, located south of the proposed new commercial building. The 6,620-square foot Knox Goodrich building would include approximately 2,966 square feet of leasable retail space on levels two and three of the building. The project does not propose vehicle parking on-site or off-site. An existing 10-foot wide easement area along the eastern project frontage would remain for pedestrian access, trash enclosure access, fire department access, and deliveries. A trash enclosure would be located on the southeast corner of the proposed new commercial building, however trucks will not enter the trash collection area.

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 for informational purposes within this study may represent an over-estimation of traffic.

A summary of the loading/emergency site access and multi-modal circulation review along with recommended adjustments is provided below.

Recommendations

- It is presumed that access would continue to be provided via the existing access point to the Fountain Alley parking lot along Second Street that is located north of San Fernando Street. The continued use of the Second Street access point should be verified by the applicant.
- Trash bins will be wheeled out to a designated location within the Fountain Alley parking lot for trash pick-up, such as an existing trash enclosure located at the southwest corner of the parking lot.
- The project would not be required to provide any off-street loading spaces. Freight loading activities will occur within the Fountain Alley parking lot or at existing on-street freight loading zones in the vicinity of the project site.
- The project proposes to maintain the existing First Street sidewalk and provide an approximately 8-foot wide setback for a total sidewalk width of 23 feet. It should be noted that the 8-foot wide setback, along with five feet of existing sidewalk width (encroachment), could be utilized by the project for use as an outdoor dining area.
- Although the project would maintain the existing 28-foot width of Fountain Alley, an approximately 5-foot wide space adjacent to the north frontage (encroachment) also could be utilized by the project as part of an outdoor dining area.

**Fountain Alley Mixed-Use
Development TA
Technical Appendices**

May 14, 2020

Appendix A
San Jose VMT Evaluation Tool Output Sheet

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Fountain Alley Mixed-Use Development	Tool Version: 2/29/2019	Date: 4/30/2020
Location: 26-36 South First Street		
Parcel: 46722002 Parcel Type: Central City Urban		
Proposed Parking Spaces	Vehicles: 0	Bicycles: 0

LAND USE:

Residential:		Percent of All Residential Units
Single Family	0 DU	Extremely Low Income (≤ 30% MFI) 0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI) 0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI) 0 % Affordable
Office:	51.23 KSF	
Retail:	15.19 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	0.90
With Project Activity Mix Index	0.90
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)	89
With Project Density (Jobs/Commercial Acres in half-mile buffer)	90

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

EMPLOYMENT ONLY

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

