



HEXAGON TRANSPORTATION CONSULTANTS, INC.

# 3315 Almaden Expressway Assisted Living Facility

## Transportation Analysis

Prepared for:

**David J. Powers & Associates**

**November 4, 2020**

### Hexagon Transportation Consultants, Inc.

Hexagon Office: 4 North Second Street, Suite 400

San Jose, CA 95113

Hexagon Job Number: 20RR03

Phone: 408.971.6100

Client Name: David J. Powers & Associates, Inc.

**San Jose • Gilroy • Pleasanton**

[www.hextrans.com](http://www.hextrans.com)

Areawide Circulation Plans Corridor Studies Pavement Delineation Plans Traffic Handling Plans Impact Fees Interchange Analysis Parking  
Transportation Planning Traffic Calming Traffic Control Plans Traffic Simulation Traffic Impact Analysis Traffic Signal Design Travel Demand Forecasting



## Table of Contents

---

Executive Summary .....	iii
1. Introduction .....	1
2. Existing Transportation Conditions .....	12
3. CEQA Transportation Analysis .....	17
4. Local Transportation Analysis.....	25
5. Conclusions.....	33

## Appendices

Appendix A	Transportation Demand Management (TDM) Plan
Appendix B	Draft Improvements Newberry Drive and Almaden Expressway
Appendix C	County ROW Exhibit

## List of Tables

Table 1	VMT Thresholds of Significance for Development Projects (March 2018).....	10
Table 2	Existing Bus Routes .....	14
Table 3	Equivalent Office Space .....	17
Table 4	Project Trip Generation Summary .....	26

## List of Figures

Figure 1	Project Site Location.....	2
Figure 2	Proposed Project Site Plan.....	3
Figure 3	VMT Heat Map for Residents in San Jose .....	7
Figure 4	VMT Heat Map for Workers in San Jose.....	8
Figure 5	Existing Bicycle Facilities.....	15
Figure 6	Existing Transit Services .....	16
Figure 7	San Jose VMT Evaluation Tool Summary Report - No Mitigation .....	19
Figure 8	San Jose VMT Evaluation Tool Summary Report - With Mitigation.....	21
Figure 9	Inbound Garbage Truck Turning Template .....	29
Figure 10	Outbound Garage Truck Turning Template.....	30

## Executive Summary

---

This report presents the results of the transportation analysis conducted for the proposed senior assisted living facility at 3315 Almaden Expressway in San Jose, California. This study was conducted for the purpose of identifying the potential transportation impacts and potential adverse operational effects related to the proposed development.

The project site is located at the northwest corner of the Almaden Expressway and Newberry Drive intersection within a designated Urban Village (Almaden Expressway/Hillsdale Avenue). The project proposes to replace an existing 47,124 square foot (s.f.) office building with a 195-unit senior assisted living facility. Access to the site is provided via Newberry Drive, Hillsdale Avenue, and Almaden Expressway.

The potential impacts of the project were evaluated in accordance with the standards and methodologies set forth by the City of San Jose. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook*, the transportation analysis report for the project includes a California Environmental Quality Act (CEQA) transportation analysis (TA) and a local transportation analysis (LTA). The CEQA transportation analysis comprises an evaluation of vehicle miles traveled (VMT). VMT is defined in Chapter 1 of this report. The LTA supplements the CEQA transportation analysis by identifying potential transportation operational effects via an analysis of site access, on-site circulation, parking, and effects to pedestrian, bicycle, and transit facilities. The LTA does not include an evaluation of intersection operations because the project is not expected to increase the number of peak-hour trips. As such, the project is not expected to cause an adverse effect on the operations of the surrounding intersections.

### CEQA Transportation Analysis

The VMT generated by the project, 14.14 VMT per employee, would exceed the threshold of 12.21 VMT per employee; therefore, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact. The mitigation measures described below would lower the project VMT to an acceptable level.

**Mitigation:** Implement on- and off-site pedestrian improvements and pedestrian/bicycle safety and traffic calming measures. In addition to the planned sidewalk improvements within the project site, the project would install off-site pedestrian/bicycle improvements and traffic calming measures. The project would install new sidewalk along the project frontage and the project will work with the City and County to improve the pedestrian/bicycle connections at the intersections of Newberry Drive/Hillsdale Avenue and Almaden Expressway/Newberry Drive. At the intersection of Newberry Drive/Hillsdale Avenue, the project will work with the City to construct accessible ramps with truncated domes, provide new

signage, refresh striping, install truncated domes at the existing median, and convert the Newberry Drive approach to stop-control. At the intersection of Almaden Expressway/Newberry Drive, the project will work with the City and County to construct accessible ramps with truncated domes, tighten the northwest corner, and refresh striping. A draft of the civil improvement plan at the intersection of Almaden Expressway/Newberry Expressway is provided in Appendix B.

Also, implement the transportation demand management (TDM) programs recommended in Appendix A.

Based on the City's VMT Evaluation Tool, implementing these mitigation measures would lower the project VMT to 12.03 per employee, which is below the threshold of 12.21 VMT per employee. Note that the improvements would require coordination with City of San Jose staff.

## Local Transportation Analysis

### Project Trip Generation

After applying the ITE trip rates and the applicable trip reductions, it is estimated that the proposed project would generate 392 daily vehicle trips, with 29 trips occurring during the AM peak hour and 39 trips occurring during the PM peak hour. However, once trip credits are applied based on the existing office building on-site, it is estimated that the project would generate fewer trips during the AM and PM peak hours compared to the existing office building.

### Intersection Traffic Operations

The LTA does not include an evaluation of intersection operations because the project is not expected to increase the number of peak-hour trips. As such, the project is not expected to cause an adverse effect on the operations of the surrounding intersections.

### Other Transportation Issues

The proposed site plan shows adequate site access and on-site circulation. The project would not have an adverse effect on the existing pedestrian or bicycle facilities in the study area. The project is not expected to add a significant number of transit trips to the project area. The existing transit services are sufficient to accommodate the new transit riders generated by the project. Therefore, the project would have a minimal effect on the existing transit services.

## Recommendations

Hexagon has the following recommendations.

- It is recommended that the project work with the City and County to improve the pedestrian/bicycle connections at the intersections of Newberry Drive/Hillsdale Avenue and Almaden Expressway/Newberry Drive.
- It is recommended that the proposed project implement the TDM measures described in Appendix A.
- It is recommended that the project provide at least 4 long-term bicycle spaces. Long-term bicycle parking spaces are secure bicycle facilities that fully enclose and protect bicycles.



# 1. Introduction

---

This report presents the results of the transportation analysis conducted for the proposed senior assisted living facility at 3315 Almaden Expressway in San Jose, California (see Figure 1). This study was conducted for the purpose of identifying the potential transportation impacts and potential adverse operational effects related to the proposed development.

The transportation impacts of the project were evaluated following the standards and methodologies established in the City of San Jose's *Transportation Analysis Handbook*, adopted in April 2018. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook*, the transportation analysis report for this project includes a California Environmental Quality Act (CEQA) transportation analysis (TA) and a local transportation analysis (LTA).

## Project Description

The project site is located at the northwest corner of the Almaden Expressway and Newberry Drive intersection within a designated Urban Village (Almaden Expressway/Hillsdale Avenue). The project proposes to replace an existing 47,124 square foot (s.f.) office building with a 195-unit senior assisted living facility (see Figure 2). Access to the site is provided via Newberry Drive, Hillsdale Avenue, and Almaden Expressway.

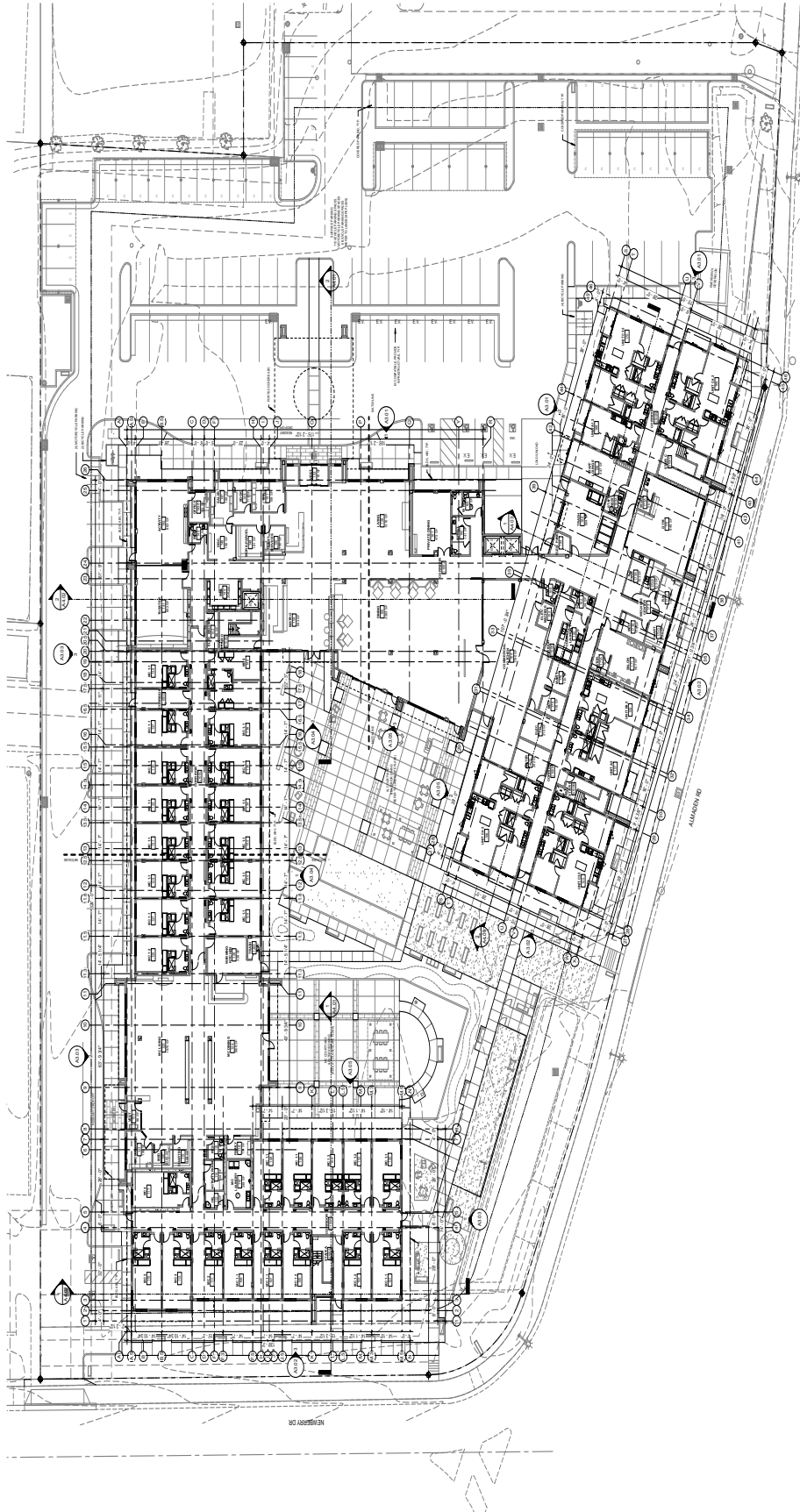
## Transportation Policies

In adherence with State of California Senate Bill 743 (SB 743) and the City's goals as set forth in the *Envision San Jose 2040 General Plan* (2040 General Plan), the City of San Jose has adopted a new Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Council Policy 5-3) and establishes the thresholds for transportation impacts under CEQA based on vehicle miles traveled (VMT) instead of intersection level of service (LOS). The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions and the creation of robust multimodal networks that support integrated land uses. New projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1. The new Transportation Analysis Policy took effect on March 29, 2018.



**Figure 1**  
**Project Site Location**





**Figure 2**  
**Proposed Project Site Plan**

The new Transportation Analysis Policy 5-1 aligns with the 2040 General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and service land uses to internalize trips and reduce VMT. VMT-based policies support dense, mixed-use, infill projects as established in the General Plan's Planned Growth Areas.

The 2040 General Plan contains policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT, including the following:

- Accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and VMT (TR-1.1);
- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle in order to meet the City's mode split targets for San Jose residents and workers (TR-1.3);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of bicycling, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Actively coordinate with regional transportation, land use planning, and transit agencies to develop a transportation network with complementary land uses that encourage travel by bicycling, walking and transit, and ensure that regional greenhouse gas emissions standards are met (TR-1.8);
- Give priority to the funding of multimodal projects that provide the most benefit to all users. Evaluate new transportation projects to make the most efficient use of transportation resources and capacity (TR-1.9);
- Coordinate the planning and implementation of citywide bicycle and pedestrian facilities and supporting infrastructure. Give priority to bicycle and pedestrian safety and access improvements at street crossings and near areas with higher pedestrian concentrations (school, transit, shopping, hospital, and mixed-use areas) (TR-2.1);
- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments. Eliminate or minimize physical obstacles and barriers that impede pedestrian and bicycle movement on City streets. Include consideration of grade-separated crossings at railroad tracks and freeways. Provide safe bicycle and pedestrian connections to all facilities regularly accessed by the public, including the Mineta San Jose International Airport (TR-2.2);
- Integrate the financing, design and construction of pedestrian and bicycle facilities with street projects. Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation (TR-2.5);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- Coordinate and collaborate with local School Districts to provide enhanced, safer bicycle and pedestrian connections to school facilities throughout San Jose (TR-2.10);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership, and require that new development is designed to accommodate and provide direct access to transit facilities (TR-3.3);

- Support the development of amenities and land use and development types and intensities that increase daily ridership on the VTA, BART, Caltrain, ACE and Amtrak California systems and provide positive fiscal, economic, and environmental benefits to the community (TR-4.1);
- Require large employers to develop and maintain TDM programs to reduce the vehicle trips generated by their employees (TR-7.1);
- Promote transit-oriented development with reduced parking requirements and promote amenities around appropriate transit hubs and stations to facilitate the use of available transit services (TR-8.1);
- Balance business viability and land resources by maintaining an adequate supply of parking to serve demand while avoiding excessive parking supply that encourages automobile use (TR-8.2);
- Support using parking supply limitations and pricing as strategies to encourage the use of non-automobile modes (TR-8.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Urban Villages and other Growth Areas (TR-8.6);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);
- Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community (LU-10.5);
- Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location. Use the City's Parkland Dedication Ordinance and Park Impact Ordinance to have residential developers build trails when new residential development occurs adjacent to a designated trail location, consistent with other parkland priorities. Encourage developers or property owners to enter into formal agreements with the City to maintain trails adjacent to their properties (PR-8.5).

The proposed project is located within the Almaden Expressway/Hillsdale Avenue Neighborhood Urban Village. As part of the *Envision San Jose 2040 General Plan*, the City has identified historically underutilized locations within San Jose that will be developed as "Urban Villages." These urban villages will promote the development of active, walkable, bicycle friendly, transit-oriented, mixed-use urban settings for new housing and job growth. The General Plan provides a policy framework to direct new housing and employment projects into these urban villages.

To support the 2040 General Plan goal of providing broad access to mixed-use Urban Villages for all areas of the City, the 2040 General Plan establishes Neighborhood Urban Villages as one of the identified Growth Areas. In keeping with the 2040 General Plan's goal to support job growth, Neighborhood Urban Villages are planned to accommodate job growth along with a small amount of new housing. Job growth within Urban Village Areas is planned to focus on neighborhood-serving office, retail, and other commercial uses while providing opportunities for a wide variety of employment

activity. Because the project would provide employment to the neighborhood, the project is consistent with the Neighborhood Urban Village designation.

## CEQA Transportation Analysis Scope

The City of San Jose's Transportation Analysis Policy (Policy 5-1) establishes procedures for determining project impacts on vehicle miles traveled (VMT) based on project description, characteristics, and/or location. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

A project's VMT is compared to the appropriate thresholds of significance based on the project location and type of development. When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing an office or industrial project, the project's VMT is divided by the number of employees to determine the VMT per employee. The project's VMT is then compared to the VMT thresholds of significance established based on the average area VMT. A project located in a downtown area is expected to have the project VMT lower than the average area VMT, while a project located in a suburban area is expected to generate project VMT higher than the average area VMT.

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, office, industrial, and retail projects with local traffic. The tool estimates a project's VMT and compares it to the appropriate thresholds of significance based on the project location and type of development. However, the VMT Evaluation Tool is limited to the evaluation of the general land use categories of residential, office, industrial, and retail. Therefore, the use of the VMT Evaluation tool for land uses that are not reflective of one of the four general land uses, such as the proposed senior assisted living facility, requires the conversion of the proposed land use to an equivalent amount of one of the following: residential units, office space, industrial space, or retail space. For the purpose of VMT evaluation, the proposed senior assisted living facility was converted to equivalent office space to provide an estimate of VMT. This is a reasonable approach to VMT analysis for the project since the employees of the senior assisted living facility would produce the majority of site-generated traffic.

The thresholds of significance for development projects, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses. Figures 3 and 4 show the current VMT levels estimated by the City for residents and workers, respectively, based on the locations of residences and jobs. Developments in the green-colored areas are estimated to have VMT levels that are below the thresholds of significance, while the orange- and pink-colored areas are estimated to have VMT levels that are above the thresholds of significance.

The CEQA transportation analysis of the project includes a project-level VMT impact analysis using the City's VMT Evaluation Tool and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan.



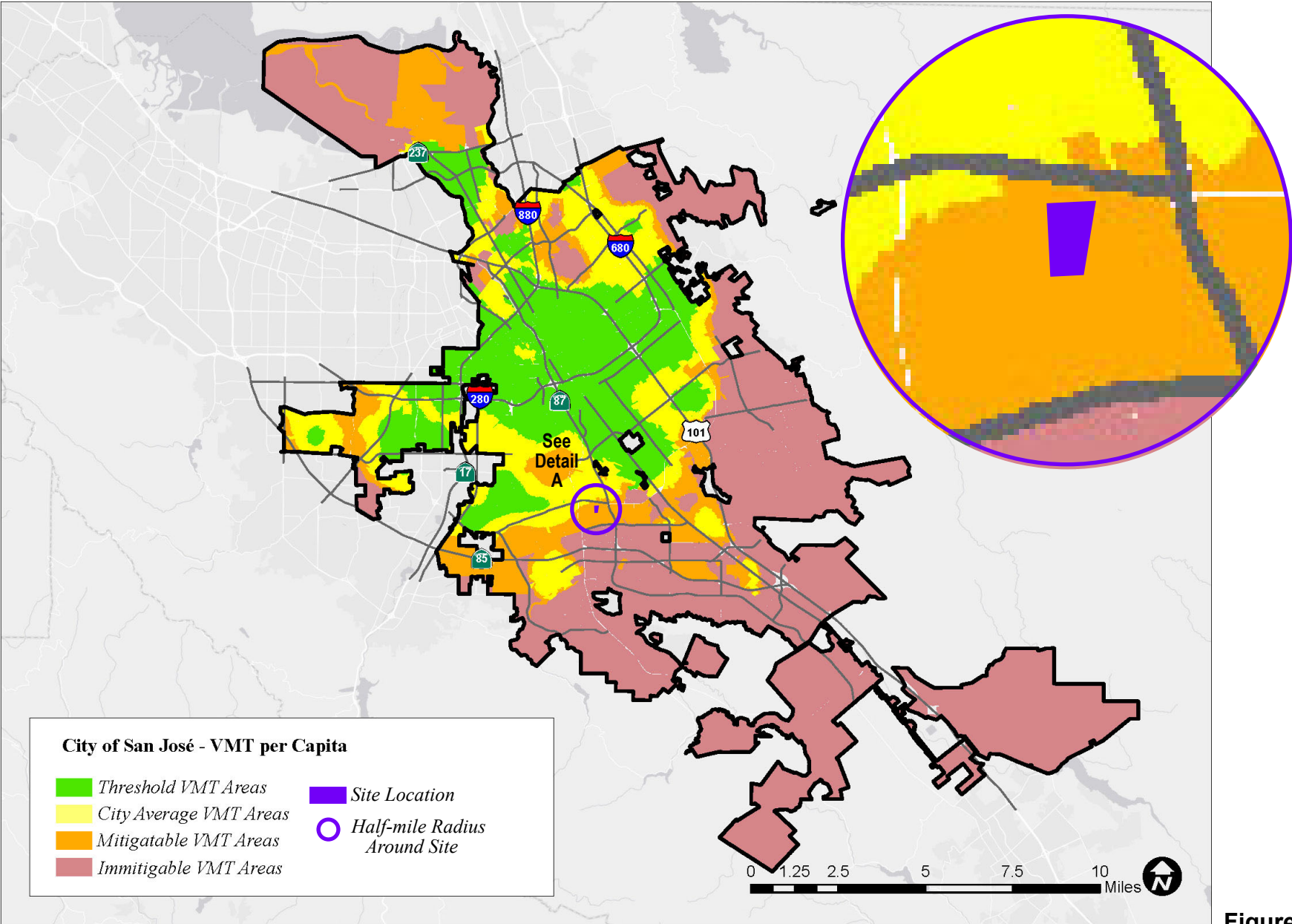


Figure 3  
VMT Heat Map for Residents in San Jose



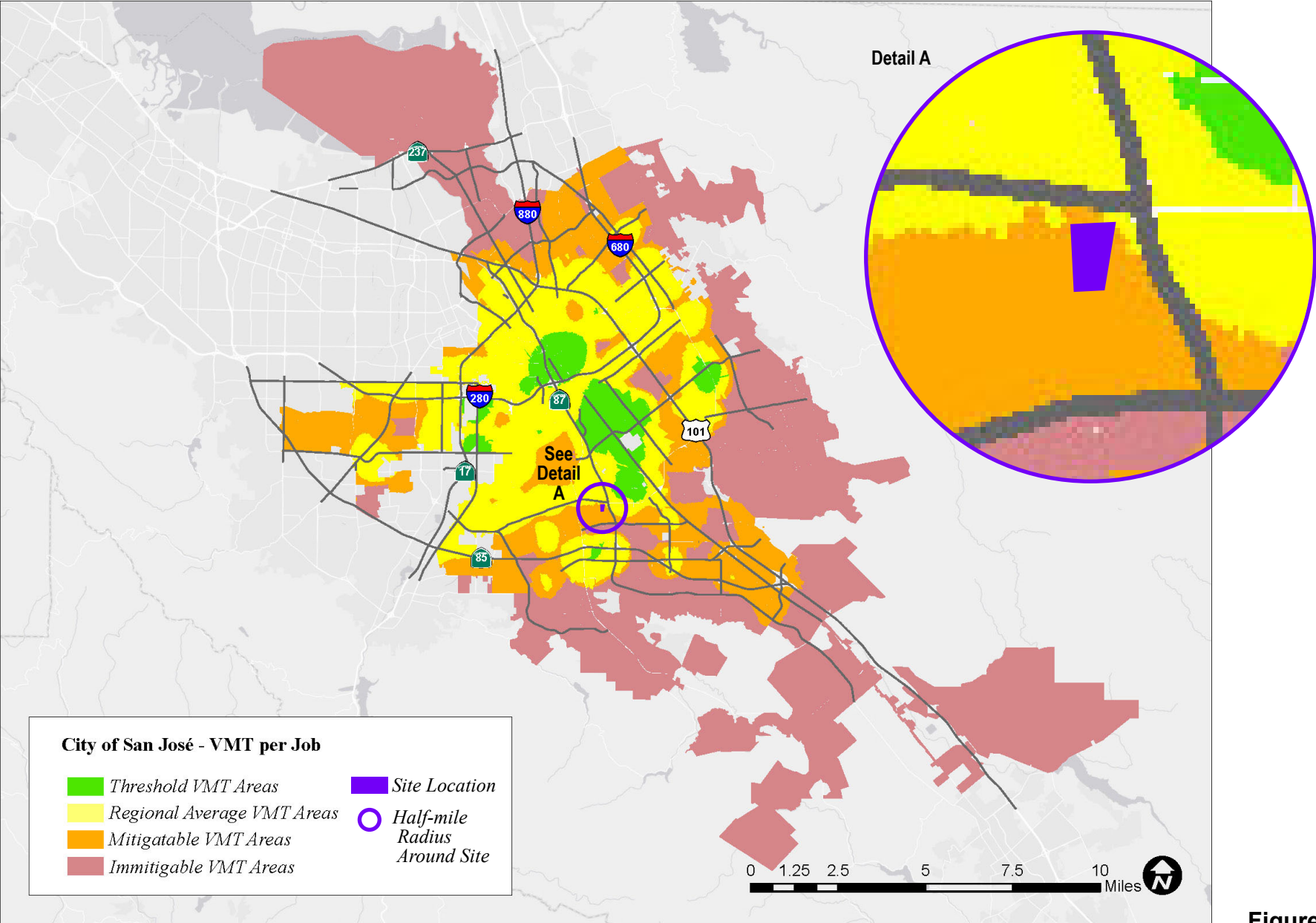


Figure 4  
VMT Heat Map for Workers in San Jose

## VMT Analysis Methodology

### Methodology

Based on the assessor's parcel number (APN) of a project, the VMT Evaluation Tool was used to identify the existing average VMT per employee for the area. Based on the project location, type of development, project description, and proposed trip reduction measures, the VMT Evaluation Tool calculates the project VMT. Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the extent possible.

The VMT Evaluation Tool evaluates a list of selected VMT reduction measures that can be applied to a project to reduce the project VMT. There are four strategy tiers whose effects on VMT can be calculated with the VMT Evaluation Tool:

1. Project characteristics (e.g. density, diversity of uses, design, and affordability of housing) that encourage walking, biking, and transit uses;
2. Multimodal network improvements that increase accessibility for transit users, bicyclists, and pedestrians;
3. Parking measures that discourage personal motorized vehicle-trips; and
4. Transportation demand management (TDM) measures that provide incentives and services to encourage alternatives to personal motorized vehicle-trips.

The first three strategies – land use characteristics, multimodal network improvements, and parking – are physical design strategies that can be incorporated into the project design. TDM includes programmatic measures that aim to reduce VMT by decreasing personal motorized vehicle mode share and by encouraging more walking, biking, and riding transit. TDM measures should be enforced through annual trip monitoring to assess the project's status in meeting the VMT reduction goals.

### Thresholds of Significance

The VMT thresholds of significance for development projects, as established in the Transportation Analysis Policy, is 15 percent below the citywide average for general employment use. Thus, projects that include general employment uses are said to create a significant adverse impact when the estimated project-generated VMT exceeds the existing citywide average VMT per employee minus 15 percent. Currently, the reported citywide average is 14.37 VMT per employee. This equates to a significant impact threshold of 12.21 VMT per employee (see Table 1).

Projects that trigger a significant VMT impact can assess a variety of the four strategies described above to reduce the impact. A significant impact is said to be satisfactorily mitigated when the strategies and VMT reductions implemented render the VMT impact less than significant.

**Table 1**  
**VMT Thresholds of Significance for Development Projects (March 2018)**

Project Types	Significance Criteria	Current Level	Threshold
<b>Residential Uses</b>	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent, <u>or</u> existing regional average VMT per capita minus 15 percent, whichever is lower.	11.91 VMT per capita (Citywide Average)	10.12 VMT per capita
<b>General Employment Uses</b>	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent.	14.37 VMT per employee (Regional Average)	12.21 VMT per employee
<b>Industrial Employment Uses</b>	Project VMT per employee exceeds existing regional average VMT per employee.	14.37 VMT per employee (Regional Average)	14.37 VMT per employee
<b>Retail / Hotel / School Uses</b>	Net increase in existing regional total VMT.	Regional Total VMT	Net Increase
<b>Public / Quasi-Public Uses</b>	In accordance with most appropriate type(s) as determined by Public Works Director.	Appropriate levels listed above	Appropriate thresholds listed above
<b>Mixed-Uses</b>	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appropriate thresholds listed above
<b>Change of Use / Additions to Existing Development</b>	Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included.	Appropriate levels listed above	Appropriate thresholds listed above
<b>Area Plans</b>	Evaluate each land use component of the Area Plan independently, and apply the threshold of significance for each land use type included.	Appropriate levels listed above	Appropriate thresholds listed above

Source: City of San Jose, 2018 *Transportation Analysis Handbook*, Table 2.

## Local Transportation Analysis Scope

The Local Transportation Analysis (LTA) supplements the VMT analysis by identifying potential adverse operational effects that may arise due to a new development, as well as evaluating the effects of a new development on site access, circulation, and other safety-related elements in the proximate area of the project.

As part of the LTA, a project is required to conduct an intersection operations analysis if the project is expected to add 10 or more vehicle trips per hour per lane to any signalized intersection that is located within a half-mile of the project site and is currently operating at LOS D or worse. Based on the City's criteria, if a project is not expected to add a measurable number of vehicle-trips to a study intersection, the project does not need to include the intersection in the operations analysis. This LTA does not include an evaluation of intersection operations because the project is not expected to increase the number of peak-hour trips. As such, the project is not expected to cause an adverse effect on the operations of the surrounding intersections. Instead, the LTA focuses on an analysis of site access, on-site circulation, parking, and effects to pedestrian, bicycle, and transit facilities.

## Report Organization

This report has a total of five chapters. Chapter 2 describes existing transportation conditions including VMT of the existing land uses in the proximity of the project, the existing roadway network, pedestrian and bicycle facilities, and transit services. Chapter 3 describes the CEQA transportation analysis, including the project VMT impact analysis and cumulative transportation impact assessment. Chapter 4 describes the local transportation analysis including the methods used to estimate project-generated traffic, the project's effect on the transportation system, and an analysis of other transportation issues including site access and circulation, parking, and pedestrian, bicycle, and transit facilities. Chapter 5 presents the conclusions of the transportation analysis.

## 2.

# Existing Transportation Conditions

---

This chapter describes the existing conditions of the transportation system within the study area of the project. It presents the vehicle miles traveled (VMT) of the existing land uses in the proximity of the project and describes transportation facilities in the vicinity of the project site, including the roadway network, transit service, and pedestrian and bicycle facilities.

### VMT of Existing Land Uses

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for residential, general employment (office), and industrial projects. Based on the VMT Evaluation Tool and the project's APN, the existing VMT for general employment uses in the project vicinity is 14.20 per employee. The current citywide average VMT for general employment uses is 14.37 per employee (see Table 1 in Chapter 1). Thus, the VMT levels of existing general employment uses in the project vicinity are less than the citywide average VMT levels. The VMT Evaluation Tool summary report for the project is included in Chapter 3.

### Existing Roadway Network

Regional access to the project area is provided via SR 85 and SR 87. Local access to the project site is provided via Almaden Expressway, Hillsdale Avenue, Capitol Expressway, and Newberry Drive. The San Jose 2040 General Plan classifies SR 85 and SR 87 as freeways, Almaden Expressway as an expressway, Capitol Expressway and Hillsdale Avenue as Grand Boulevards, and Newberry Drive as a residential street. These facilities are described below.

**Freeway** facilities are designated solely for traffic movement of automobiles, trucks, and express transit buses. Freeways provide no access to abutting properties and are designed to separate all conflicting movements through the use of grade-separated interchanges.

**Expressway** facilities provide limited access to abutting land uses and are designated primarily for traffic movement by serving high volumes and high-speed regional traffic including automobiles, trucks, and express transit buses.

**Grand Boulevards** serve as major transportation corridors that connect city neighborhoods. These streets accommodate moderate to high volumes of through traffic within and beyond the city.

**Residential Streets** accommodate automobiles, bicycles, and trucks equally. These streets accommodate low volumes of local traffic and primarily provide access to property. Through traffic is discouraged.

**SR 85** is a predominantly north/south, six-lane freeway that is oriented in an east-west direction in the vicinity of the project. It extends from Mountain View to south San Jose, terminating at US 101. SR 85 is a six-lane freeway with four mixed-flow lanes and two HOV lanes. It connects to I-280, SR 17, SR 87, and US 101. SR 85 provides access to the project site via a full interchange at Almaden Expressway.

**SR-87** is a north/south, six-lane freeway that extends from SR 85 in the south to US 101 in the north. SR-87 has two mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction in the vicinity of the project site. Site access is provided to and from SR-87 via a partial interchange at Almaden Expressway and a full interchange at Capitol Expressway.

**Almaden Expressway** is a north/south expressway that extends from Harry Road in south San Jose to Almaden Road, just south of downtown San Jose. Near the project site, Almaden Expressway is six lanes wide and has a posted speed limit of 50 mph. The southbound direction provides direct access to and from the project site via the ramp at Newberry Drive.

**Hillsdale Avenue** is an east/west six-lane divided roadway. Hillsdale Avenue merges with Camden Avenue in the west and becomes Capitol Expressway at Almaden Expressway in the east. The eastbound direction provides direct access to and from the project site via Newberry Drive. There is no direct access to and from the westbound direction on Hillsdale Avenue to the project site.

**Capitol Expressway** is a predominantly north/south six- to eight- lane expressway that is oriented in an east-west direction in the vicinity of the project. It extends from Jackson Avenue in east San Jose to Almaden Expressway. Capitol Expressway becomes Hillsdale Avenue at Almaden Expressway. Near the project site, Capitol Expressway is six lanes wide and has a posted speed limit of 45 mph. The eastbound direction provides direct access to and from the project site via Newberry Drive.

**Newberry Drive** is a two-lane ramp (one lane in each direction) that connects Hillsdale Avenue and Almaden Expressway. Newberry Drive provides direct access to the project site.

## Existing Pedestrian, Bicycle, and Transit Facilities

San Jose desires to provide a safe, efficient, economically, and environmentally-sensitive transportation system that balances the needs of pedestrians, bicyclists, and public transit riders with those of cars and trucks. The existing pedestrian, bicycle, and transit facilities in the study area are described below.

### Existing Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks along the network of public streets. Sidewalks are present along Newberry Drive, Hillsdale Avenue, Almaden Road, and various residential streets in the surrounding neighborhood. There are limited sidewalks present along Almaden Expressway in the vicinity of the project, however, there is a pedestrian bridge along the west side of Almaden Expressway that crosses Hillsdale Avenue/Capitol Expressway. Marked crosswalks in the project vicinity include a midblock crosswalk on Newberry Drive and a crosswalk at the Newberry Drive/Hillsdale Avenue intersection. In addition, although sidewalks are present along most of Capitol Expressway in the vicinity of the project, sidewalks are missing on the bridge crossing Guadalupe River, which limits pedestrian access to the project site via Capitol Expressway. As such, pedestrian access to the project site is limited to Hillsdale Avenue and the surrounding neighborhood.



## Existing Bicycle Facilities

Existing bicycle facilities in the project vicinity consist of bicycle lanes on some nearby streets. Bicycle lanes are lanes on roadways designed for use by bicycles with special lane markings, pavement legends, and signage. Bicycle lanes currently exist on the roadway segments listed below and shown on (Figure 5).

- Capitol Expressway, from Almaden Expressway to SR 87
- Cherry Avenue, from Curtner Avenue to SR 85
- Pearl Avenue, from Capitol Expressway to Branham Lane

The bicycle lanes along Capitol Expressway ends just east of Almaden Expressway. As such, existing bicycle facilities do not provide direct bicycle access to the project site. However, for access to and from the project site, bicyclists can walk their bicycles between the project site and Capitol Expressway via the existing sidewalk network.

The neighborhood streets that surround the project area have low speeds and low vehicular volume, which make them conducive to bicycle traffic.

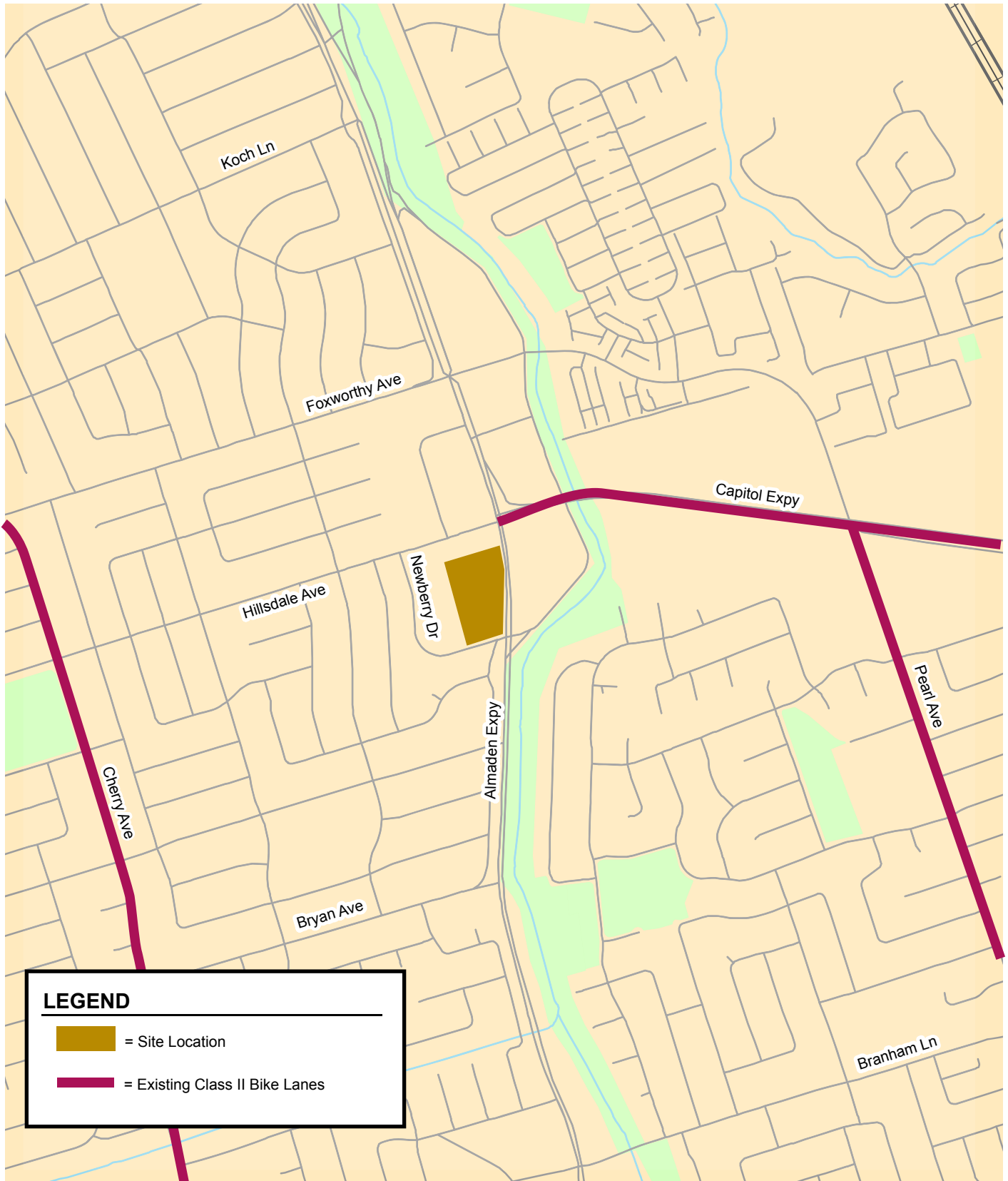
## Existing Transit Services

Existing transit service near the project site is provided by the Santa Clara Valley Transportation Authority (VTA) (see Figure 6). Within the project vicinity, there are VTA bus stops located on Hillsdale Avenue and on Almaden Expressway. The VTA bus routes within the project vicinity and their headways are summarized in Table 2. In addition to the VTA bus stops located near the project site, there is a VTA Light Rail Station less than 2 miles from the project site. The Capitol Light Rail Station is located on Capitol Expressway at SR 87. Local Bus Route 37 includes stops near the project site and at the Capitol Light Rail Station.

**Table 2**  
**Existing Bus Routes**

Bus Route	Route Description	Headway <sup>1</sup>
Less Frequent Bus Route 64A	McKee & White to Ohlone-Chynoweth Light Rail Station	30
Local Bus Route 37	West Valley College to Capitol Light Rail Station	60
<b>Notes</b> <sup>1</sup> Approximate headway, in minutes, during the peak weekday commute periods. <sup>2</sup> The route information provided is based on pre-COVID-19 conditions.		





**Figure 5**  
**Existing Bicycle Facilities**



**Figure 6**  
**Existing Transit Services**

### 3.

## CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the VMT threshold of significance, the VMT impact analysis screening criteria, the project-level VMT impact analysis results, and the cumulative transportation impact analysis used to determine consistency with the 2040 General Plan.

### Project-Level VMT Impact Analysis

For the purpose of VMT evaluation, the proposed senior assisted living facility was converted to equivalent office space to provide an estimate of VMT. This is a reasonable approach to VMT analysis for the project since the employees of the senior assisted living facility would produce the majority of site-generated traffic. Based on the land use conversion (applying standard ITE daily trip generation rates), an assisted living facility with 195 beds is estimated to generate the same number of daily trips as 52,100 square feet of office space (see Table 3).

**Table 3**  
**Equivalent Office Space**

Land Use	ITE Land Use Code <sup>1</sup>	Size	Daily Rate <sup>1</sup>	Trip
Assisted Living	254	195 Beds	2.60	507
General Office Building	710	<b>Equivalent Office Space<sup>2</sup> = 52,100 Square Feet</b>	9.74	507
<b>Notes:</b> <sup>1</sup> Source: ITE Trip Generation Manual, 10 <sup>th</sup> Edition 2017 <sup>2</sup> The VMT Evaluation Tool does not provide for the evaluation of VMT for an assisted living facility. Therefore, the proposed project trips were converted to equivalent office space using ITE daily trip generation rates and evaluated as office land use in the VMT Evaluation Tool.				

## Project-Level VMT Impact Analysis Results

The project VMT estimated by the VMT evaluation tool is 14.14 per employee. The project VMT, therefore, exceeds the threshold of 12.21 VMT per employee (see Figure 7), thus, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact.

**Mitigation:** Implement on- and off-site pedestrian improvements and pedestrian/bicycle safety and traffic calming measures. Improving pedestrian connections and implementing pedestrian/bicycle safety and traffic calming measures promotes walking and biking as an alternative to driving and reduces VMT. In addition to the planned sidewalk improvements within the project site, the project would install off-site pedestrian/bicycle improvements and traffic calming measures. The project would install new sidewalk along the project frontage and the project will work with the City and County to improve the pedestrian/bicycle connections at the intersections of Newberry Drive/Hillsdale Avenue and Almaden Expressway/Newberry Drive. At the intersection of Newberry Drive/Hillsdale Avenue, the project will work with the City to construct accessible ramps with truncated domes, provide new signage, refresh striping, install truncated domes at the existing median, and convert the Newberry Drive approach to stop-control. At the intersection of Almaden Expressway/Newberry Drive, the project will work with the City and County to construct accessible ramps with truncated domes, tighten the northwest corner, and refresh striping. A draft of the civil improvement plan at the intersection of Almaden Expressway/Newberry Expressway is provided in Appendix B. An exhibit that depicts the County right-of-way (ROW) in relation to the project site plan is provided in Appendix C.

Also, implement the transportation demand management (TDM) programs recommended in Appendix A. The recommended TDM measures include bicycle parking/end-of-trip facilities, a subsidized transit program, and commute trip reduction marketing and education. Refer to Appendix A for more information regarding the TDM recommendations.

Based on the City's VMT Evaluation Tool, implementing these mitigation measures would lower the project VMT to 12.03 per employee (see Figure 8), which is below the threshold of 12.21 VMT per employee. Note that the improvements would require coordination with City of San Jose staff.

**Figure 7****San Jose VMT Evaluation Tool Summary Report - No Mitigation****CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT****PROJECT:**

Name:	3315 Almaden Expressway	Tool Version:	2/29/2019
Location:	3315 Almaden Expressway	Date:	5/21/2020
Parcel:	45109067	Parcel Type:	Urban Low Transit
Proposed Parking Spaces	Vehicles: 126	Bicycles:	0

**LAND USE:**

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income ( $\leq$ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income ( $>$ 30% MFI, $\leq$ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income ( $>$ 50% MFI, $\leq$ 80% MFI)	0 % Affordable
Office:	52.1 KSF		
Retail:	0 KSF		
Industrial:	0 KSF		

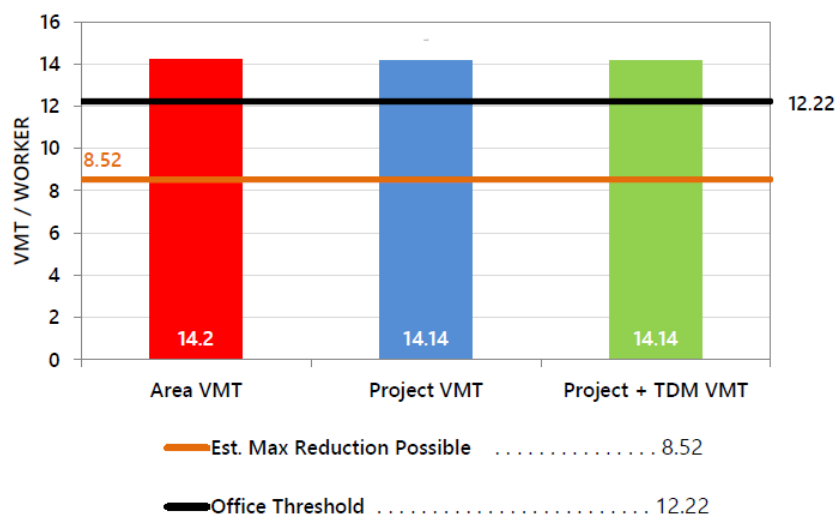
**VMT REDUCTION STRATEGIES****Tier 1 - Project Characteristics**

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer) . . . . .	4
With Project Density (DU/Residential Acres in half-mile buffer) . . . . .	4
Increase Development Diversity	
Existing Activity Mix Index . . . . .	0.45
With Project Activity Mix Index . . . . .	0.48
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) . . . . .	17
With Project Density (Jobs/Commercial Acres in half-mile buffer) . . . . .	20

**Tier 2 - Multimodal Infrastructure****Tier 3 - Parking****Tier 4 - TDM Programs**

**Figure 7 (Continued)****San Jose VMT Evaluation Tool Summary Report - No Mitigation****CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT****EMPLOYMENT ONLY**

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



**Figure 8**  
**San Jose VMT Evaluation Tool Summary Report - With Mitigation**

### CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

#### PROJECT:

Name:	3315 Almaden Expressway	Tool Version:	2/29/2019
Location:	3315 Almaden Expressway	Date:	5/21/2020
Parcel:	45109067	Parcel Type:	Urban Low Transit
Proposed Parking Spaces	Vehicles: 126	Bicycles:	4

#### LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income ( $\leq 30\%$ MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income ( $> 30\%$ MFI, $\leq 50\%$ MFI)	0 % Affordable
Subtotal	0 DU	Low Income ( $> 50\%$ MFI, $\leq 80\%$ MFI)	0 % Affordable
Office:	52.1 KSF		
Retail:	0 KSF		
Industrial:	0 KSF		

#### VMT REDUCTION STRATEGIES

##### Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer) . . . . .	4
With Project Density (DU/Residential Acres in half-mile buffer) . . . . .	4
Increase Development Diversity	
Existing Activity Mix Index . . . . .	0.45
With Project Activity Mix Index . . . . .	0.48
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) . . . . .	17
With Project Density (Jobs/Commercial Acres in half-mile buffer) . . . . .	20

##### Tier 2 - Multimodal Infrastructure

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

##### Tier 3 - Parking

End of Trip Bike Facilities	
Bicycle Parking Spaces Provided by Project . . . . .	4 spaces
Project Provides Additional End-of-Trip Facilities Beyond Parking? . . . . .	Yes



**Figure 8 (Continued)**  
**San Jose VMT Evaluation Tool Summary Report - With Mitigation**

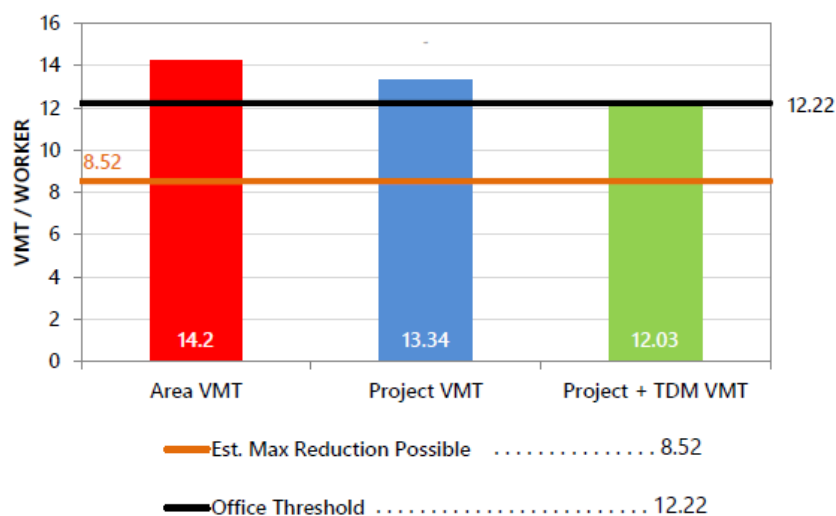
**CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT**

**Tier 4 - TDM Programs**

Commute Trip Reduction Marketing/ Education	
Percent of Eligible Employees .....	100 %
Subsidized or Discounted Transit Program	
Percent of Transit Subsidy .....	100 %
Ride-Sharing Programs	
Percent of Eligible Employees .....	10 %

**EMPLOYMENT ONLY**

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



## Cumulative Impact Analysis

Projects must demonstrate consistency with the *Envision San Jose 2040 General Plan* (2040 General Plan) to address cumulative impacts. Consistency with the City's 2040 General Plan is based on the project's density, design, and conformance to the 2040 General Plan goals and policies. If a project is determined to be inconsistent with the 2040 General Plan, a cumulative impact analysis is required as part of the City's *Transportation Analysis Handbook*.

According to the 2040 General Plan, the project site is designated as a *Neighborhood/Community Commercial* zone. This designation supports a very broad range of commercial activity, including commercial uses that serve the communities in neighboring areas, such as neighborhood serving retail and services and commercial/professional office development. Neighborhood/Community Commercial uses typically have a strong connection to and provide services and amenities for the nearby community and should be designed to promote that connection with an appropriate urban form that supports walking, transit use and public interaction. General office uses, hospitals and private community gathering facilities are also allowed in this designation.

The proposed project is also located within the Almaden Expressway/Hillsdale Avenue Neighborhood Urban Village. As part of the *Envision San Jose 2040 General Plan*, the City has identified historically underutilized locations within San Jose that will be developed as "Urban Villages." These urban villages will promote the development of active, walkable, bicycle friendly, transit-oriented, mixed-use urban settings for new housing and job growth. The 2040 General Plan provides a policy framework to direct new housing and employment projects into these urban villages.

To support the 2040 General Plan goal of providing broad access to mixed-use Urban Villages for all areas of the City, the 2040 General Plan establishes Neighborhood Urban Villages as one of the identified Growth Areas. In keeping with the 2040 General Plan's goal to support job growth, Neighborhood Urban Villages are planned to accommodate job growth along with a small amount of new housing. Job growth within Urban Village Areas is planned to focus on neighborhood-serving office, retail, and other commercial uses while providing opportunities for a wide variety of employment activity.

The project as proposed would consist of a senior assisted living facility with 195 units. The project is consistent with the 2040 General Plan goals and policies for the following reasons:

- The project would be located in a Planned Growth Area as defined in the General Plan.
- Because the project would provide employment to the neighborhood, the project is consistent with the Neighborhood Urban Village designation.
- The project would provide services for seniors in the community.
- The project would create a pedestrian-friendly environment internal to the site, as well as provide convenient and accessible external connections between the project site the adjoining neighborhood and pedestrian facilities.
- The project would be integrated with the City's transportation system, including transit, roads, and pedestrian facilities.
- The project would make off-site improvements to pedestrian/bicycle facilities.
- The project would not negatively impact existing transit, bicycle, or pedestrian infrastructure, nor would it conflict with any adopted plans or policies for new transit, bicycle, or pedestrian facilities.

- The project would implement transportation demand management (TDM) measures that provide incentives and services to encourage alternatives to the single-occupant vehicle (see Appendix A).

Therefore, based on the project description, the proposed senior assisted living facility project would be consistent with the *Envision San Jose 2040 General Plan*. The project would be considered part of the cumulative solution to meet the 2040 General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

## 4.

# Local Transportation Analysis

---

This chapter describes the local transportation analysis (LTA) including the method by which project traffic is estimated, site access and on-site circulation review, effects on pedestrian, bicycle, and transit facilities, and parking. The LTA does not include an evaluation of intersection operations because the project is not expected to increase the number of peak-hour trips. As such, the project is not expected to cause an adverse effect on the operations of the surrounding intersections.

### Project Trip Generation

Through empirical research, data have been collected that quantify the amount of traffic produced by many types of land uses. The research is compiled in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition* (2017). The standard trip generation rates can be applied to help predict the future traffic increases that would result from a new development.

The rates published for "Assisted Living" (ITE Land Use 254) were used to estimate the trips generated by the senior assisted living facility.

### Trip Adjustments and Reductions

In accordance with San Jose's *Transportation Analysis Handbook* (April 2018, Section 4.8, "Intersection Operations Analysis"), the project is eligible for adjustments and reductions to the baseline trip generation. Based on the 2018 San Jose guidelines, the project qualifies for a 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 Evaluation Tool, the project site is located within a designated Urban Low-Transit place type. Therefore, the baseline project trips were adjusted to reflect an Urban Low-Transit mode share.

Office developments within Urban Low-Transit areas have a vehicle mode share of 91 percent (according to Table 6 of the City's *Transportation Analysis Handbook*). Thus, a 9 percent reduction was applied to the project trip generation estimates based on the location-based vehicle mode share outputs produced from the San Jose Travel Demand Model.

As discussed in the Chapter 3, the project would implement a TDM plan. The VMT reduction resulting from implementing the TDM plan should be included as part of the trip generation estimates. Therefore, a 15 percent reduction was applied based on the external trip adjustment obtained from the VMT Evaluation Tool. The reduction was applied to the adjusted project trips (with location-based adjustment).

In addition, trip credits were given for the existing office building to be removed. The rates published for “General Office Building” (ITE Land Use 710) were used to estimate the trips generated by the existing office building. A 9 percent reduction was applied to the existing trip generation estimates based on the location-based vehicle mode share outputs produced from the San Jose Travel Demand Model.

### Net Project Trips

After applying the ITE trip rates to the proposed project and applying the appropriate trip adjustments, it is estimated that the project would generate fewer trips during the AM and PM peak hours compared to the existing office building (see Table 4).

**Table 4**  
**Project Trip Generation Summary**

Land Use	Size	Units	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trip	Rate	Trip			Rate	Trip		
						In	Out	Total		In	Out	Total
<b>Proposed</b>												
Assisted Living <sup>1</sup>	195	Beds	2.60	507	0.19	23	14	37	0.26	19	32	51
Location Based Reduction (9%) <sup>2</sup>				(46)		(2)	(1)	(3)		(2)	(3)	(5)
<b>Subtotal Project Trips</b>				<b>461</b>		<b>21</b>	<b>13</b>	<b>34</b>		<b>17</b>	<b>29</b>	<b>46</b>
Project-Specific Trip Reduction (15%) <sup>3</sup>				(69)		(3)	(2)	(5)		(3)	(4)	(7)
<b>Project Trips</b>				<b>392</b>		<b>18</b>	<b>11</b>	<b>29</b>		<b>14</b>	<b>25</b>	<b>39</b>
<b>Existing</b>												
Office Building <sup>4</sup>	47.124	ksf	9.74	459	1.16	47	8	55	1.15	9	45	54
Location Based Reduction (9%) <sup>2</sup>				(41)		(4)	(1)	(5)		(1)	(4)	(5)
<b>Existing Trips</b>				<b>418</b>		<b>43</b>	<b>7</b>	<b>50</b>		<b>8</b>	<b>41</b>	<b>49</b>
<b>Net Project Trips</b>				<b>(26)</b>		<b>(25)</b>	<b>4</b>	<b>(21)</b>		<b>6</b>	<b>(16)</b>	<b>(10)</b>
<b>Notes:</b>												
<sup>1</sup> Assisted living trip generation based on the rates published in the <i>ITE Trip Generation Manual, 10th Edition</i> (2017) for Assisted Living (Land Use Code 254). Rates expressed in trips per bed.												
<sup>2</sup> The project site is located within an urban low-transit area based on the City of San Jose VMT Evaluation Tool (February 28, 2019). A 9% reduction was applied based on the location-based vehicle mode share percentage outputs from Table 6 of the City of San Jose <i>Transportation Analysis Handbook 2018</i> (TA Handbook).												
<sup>3</sup> A 15% reduction was applied based on the external trip adjustment obtained from the City of San Jose VMT Evaluation Tool.												
<sup>4</sup> Existing office building trip generation based on the rates published in the <i>ITE Trip Generation Manual, 10th Edition</i> (2017) for General Office Building (Land Use Code 710). Rates expressed in trips per 1000 square foot.												

## Vehicular Site Access and On-site Circulation

The site access and circulation evaluations are based on the site plan prepared by Urbal Architecture (see Figure 2 in Chapter 1), dated September 15, 2020. Site access was evaluated to determine the adequacy of the site's driveways with regard to geometric design and stopping sight distance. On-site vehicular circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

### Project Driveways

As proposed, vehicular access to the project site would primarily be provided via an existing driveway on Newberry Drive. The parking lot for the project site would also be connected to the adjacent Denny's parking lot. Access to the existing Denny's site is provided via two existing driveways – one on Hillsdale

Avenue and one on Almaden Expressway on-ramp. In addition, the project would remove the existing driveway on Almaden Expressway.

According to the City of San Jose Department of Transportation (DOT) Geometric Design Guidelines, the typical width for a two-way driveway that serves a multi-family residential development is 26 feet wide. This provides adequate width for vehicular ingress and egress and provides a reasonably short crossing distance for pedestrians. The Newberry Drive project driveway is 26 feet wide, which meets the City's standard.

It is anticipated that the majority of project traffic would travel to and from the site via Hillsdale Avenue and Almaden Expressway. The project is not expected to generate cut-through traffic on the adjacent residential streets.

#### **Sight Distance at the Newberry Drive Driveway**

The Newberry Drive 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 vehicles traveling on Newberry Drive. It is estimated there is approximately 220 feet of sight distance from the project driveway looking towards both eastbound and westbound traffic. Based on the stopping sight distances outlined in the California Department of Transportation's (Caltrans) *Highway Design Manual* (HDM), a sight distance of 220 feet is sufficient for a design speed up to 30 miles per hour (mph). On Newberry Drive, the eastbound direction has a warning sign with an advisory speed of 25 mph and the westbound direction has a warning sign with an advisory speed of 20 mph.

#### **Sight Distance at the Existing Shared Driveways**

The existing shared driveways on Hillsdale Avenue and on the Almaden Expressway on-ramp are restricted to right-in/right-out movements only. It is estimated that there is approximately 450 feet of sight distance from the Hillsdale Avenue driveway looking towards eastbound Hillsdale traffic. Based on the stopping sight distances outlined in the HDM, a sight distance of 450 feet is sufficient for a design speed up to 50 mph. On Hillsdale Avenue, the eastbound direction has a posted speed limit of 40 mph. It is estimated that there is approximately 140 feet of sight distance from the Almaden Expressway on-ramp driveway looking towards oncoming traffic. Based on the stopping sight distances outlined in the HDM, a sight distance of 140 feet is sufficient for a design speed up to 20 mph. On the Almaden Expressway on-ramp there is a warning sign with an advisory speed of 15 mph.

#### **Driveway Operations**

Access to the project would be via shared driveways. The Newberry Drive, Hillsdale Avenue, and Almaden Expressway on-ramp driveways provide access to the project site and the adjacent Denny's and commercial uses. Driveway operations were observed before shelter-in-place, and no deficiencies were noted. Since the proposed project would produce less peak-hour trips than the existing office building, the proposed project is not expected to have an adverse effect on driveway operations.

It is expected that the project trips would have a minimal effect on queuing at the project driveway and the shared driveways. Outbound trips would be highest during the PM peak hour. During the PM peak hour, it is estimated that there would be 25 outbound trips, which equates to approximately one vehicle every two minutes. Any outbound queues would remain on-site while the vehicles wait for a gap in traffic to exit the driveway. The majority of inbound traffic would be right-turn traffic, and thus, would not have an adverse effect on queuing. The project driveway on Newberry Drive would allow left-turn movements for inbound traffic, however, the project trips making this movement would be minimal and therefore are not expected to have an adverse effect on Newberry Drive operations.

### **Project Alternative**

The City is considering closing the Denny's driveway located on Almaden Expressway. Thus, per City recommendations, a scenario was analyzed with the shared Almaden Expressway driveway removed. Project traffic that would use this driveway would be outbound vehicles that are heading towards southbound Almaden Expressway. Without the Almaden Expressway driveway, the outbound vehicles that are heading towards southbound Almaden Expressway would be able to use either the Newberry driveway or the Hillsdale Avenue driveway. The vehicles that are rerouted to the other driveways would not have an adverse effect on driveway operations.

### **On-Site Circulation**

The Newberry Drive project driveway would provide direct access to the project's surface parking lot. The parking lot is shown to have 90-degree parking spaces and drive aisle widths that range from 22 feet to 26 feet. The drive aisle widths should provide adequate maneuvering area for vehicles to navigate in and out of each space and would be adequate to allow two-way traffic. The proposed parking lot would include a one-way loop on the north side of the project site. There is one dead end in the parking lot with a 24-foot two-way drive aisle. The project's surface parking lot would also be accessible from the north side of the project site via the adjacent Denny's parking lot.

### **Truck Access and Circulation**

The project site plan was reviewed for truck access using truck turning-movement templates for a SU-30 truck type (single unit truck), which represents small emergency vehicles, garbage trucks, and small to medium delivery trucks. Based on the site plan configuration, adequate access would be provided for an SU-30 truck to access the site from Newberry Drive, maneuver through the parking lot, and exit the site from Newberry Drive.

### **Garbage Collection**

Garbage collection activities for the project would occur at the loading zone in the northeast corner of the building. Garbage trucks would have enough space to enter the site through the project driveway, navigate through the parking lot, and exit the site through the same project driveway. In addition, garbage trucks would be able to exit via the existing shared driveway on the Almaden Expressway on-ramp. The garbage truck turning templates for inbound and outbound movements are shown on Figure 9 and Figure 10, respectively. Since garbage collection would occur on-site, traffic operations along Newberry Drive, Hillsdale Avenue, and Almaden Expressway would not be affected during garbage collection activities.

### **Emergency Vehicle Access**

The project driveway on Newberry drive would provide emergency vehicle access to the parking lot and building. The City of San Jose Fire Department requires that all portions of the buildings be within 150 feet of a fire department access road and requires a minimum of 6 feet clearance from the property line along all sides of the buildings. According to the project site plan, the project would meet the 6-foot clearance requirement and the 150-foot fire access requirement. It is expected that ambulances and fire trucks would travel to the site via Hillsdale Avenue and Almaden Expressway, similar to other project generated traffic.



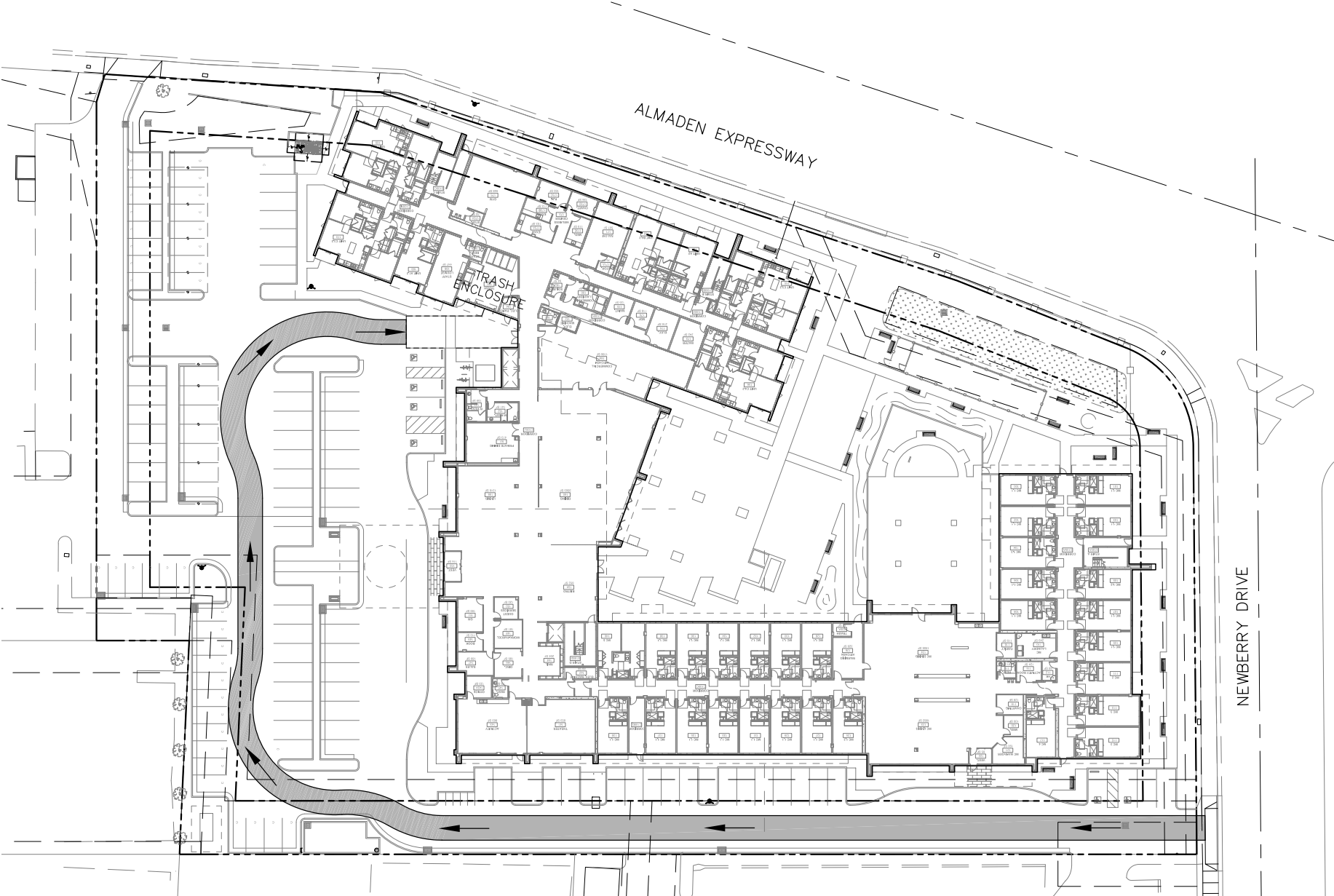


Figure 9  
Inbound Garbage Truck Turning Template



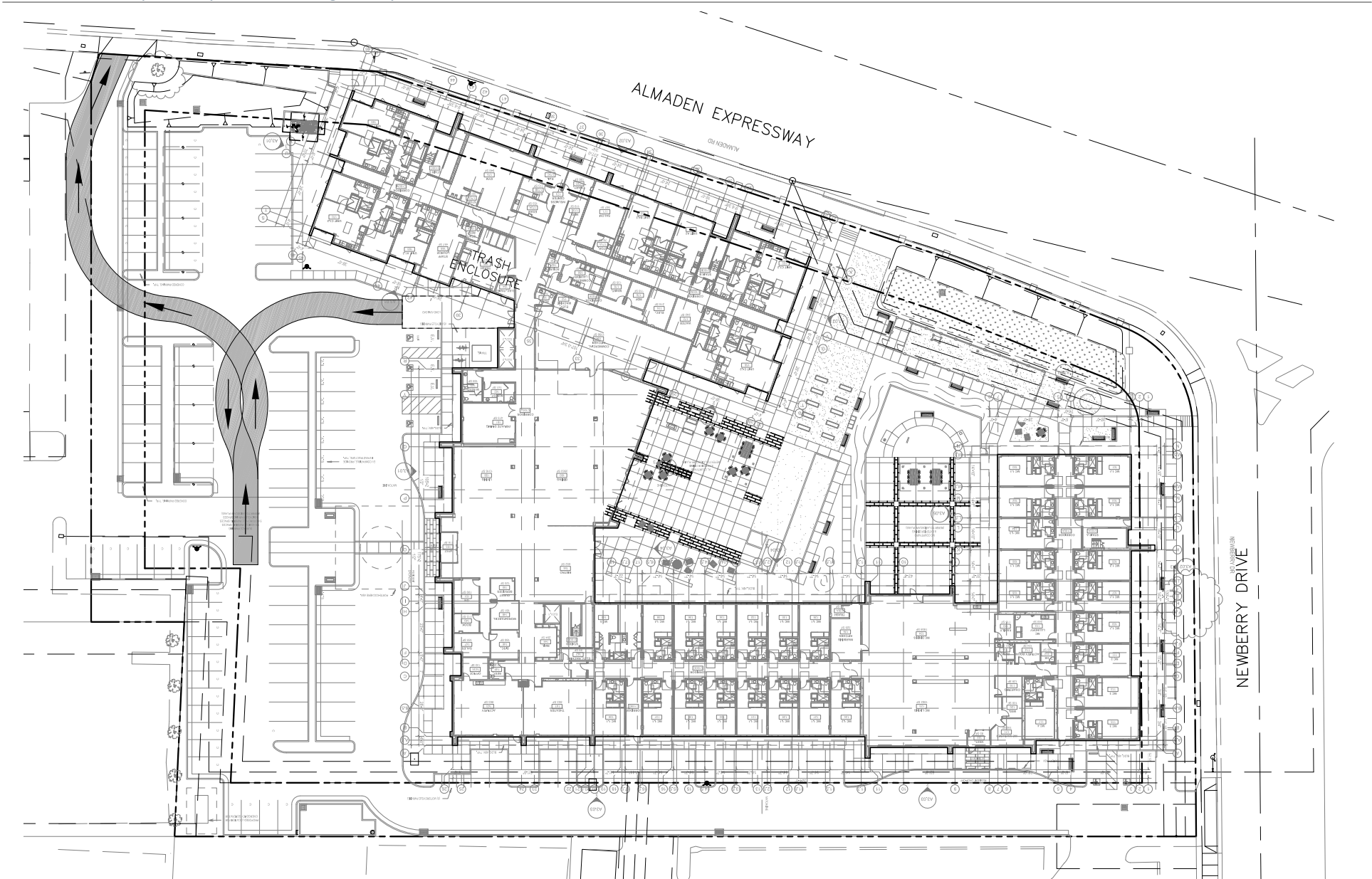


Figure 10  
Outbound Garbage Truck Turning Template

## Newberry Drive and Hillsdale Avenue Intersection

The City is considering converting the Newberry Drive approach at the Newberry Drive/Hillsdale Avenue from yield-control to stop-control. This intersection was analyzed using the Traffix software which utilizes the *Highway Capacity Manual (HCM)* 2000 level of service methodology. At the time of this traffic study, traffic volumes are substantially reduced due to COVID restrictions. Therefore, the traffic volumes at the Newberry Drive/Hillsdale Avenue intersection were estimated using CMP counts from the adjacent signalized intersections and volumes from a similar square loop expressway ramp. Based on the Traffix analysis, the intersection of Newberry Drive/Hillsdale Avenue would operate at a LOS C or better if the Newberry Drive approach were converted to stop-controlled.

## Construction Activities

It is likely that all construction related activity for the project would occur on-site. If any construction activities occur with the public right-of-way, clear signage (e.g., closure and detour signs) must be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely. Per City standard practice, the project would be required to submit a construction management plan for City approval that addresses the construction schedule, street closures and/or detours, construction staging areas and parking, and the planned truck routes.

## Pedestrian, Bicycle, and Transit Facilities

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals and policies of the City's 2040 General Plan. It is the goal of the 2040 General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies, and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along many City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

### Pedestrian and Bicycle Access and On-Site Circulation

Pedestrian facilities in the study area consist of sidewalks along the network of public streets. Sidewalks are present along Newberry Drive, Hillsdale Avenue, Almaden Road, and various residential streets in the surrounding neighborhood. There are limited sidewalks present along Almaden Expressway in the vicinity of the project, however, there is a pedestrian bridge along the west side of Almaden Expressway that crosses Hillsdale Avenue/Capitol Expressway. The project would construct a continuous sidewalk network within the site. In addition to the planned sidewalk improvements within the project site, the project would install off-site pedestrian/bicycle improvements and traffic calming measures. The project would install new sidewalk along the project frontage, and the project will work with the City to improve the pedestrian/bicycle connections at the intersections of Newberry Drive/Hillsdale Avenue and Almaden Expressway/Newberry Drive.

The nearby streets are primarily residential streets with low vehicular volumes, which is conducive to bicycle riding. The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities. According to the *San Jose Bike Plan 2020*, planned bicycle facility improvements in the project area include the Guadalupe River Trail extension that would be parallel to Almaden Expressway.

## **Transit Services**

Bus route 64A operates along Almaden Expressway with bus stops within walking distance of the project site. Local bus route 37 operates along Hillsdale Avenue with bus stops within walking distance of the project site.

The project is also located within 2 miles of the Capitol Light Rail Station. Local Bus Route 37 includes stops near the project site and at the Capitol Light Rail Station.

Due to the project site's proximity to bus stops and light rail transit, it is reasonable to assume that some project trips would utilize the transit services provided. It is estimated that the increased transit demand generated by the proposed project could be accommodated by the current available ridership capacities of the transit services in the study area.

It is recommended that the project work with the City and County to improve the pedestrian/bicycle connections at the intersections of Almaden Expressway/Newberry Drive. At the intersection of Almaden Expressway/Newberry Drive, the project will work with the City and County to construct accessible ramps with truncated domes, tighten the northwest corner, and refresh striping. These improvements would help improve pedestrian/bicycle connectivity to the bus stop shelter at the Almaden Expressway/Newberry Drive pork chop island that serves bus route 64A. A draft of the civil improvement plan at the intersection of Almaden Expressway/Newberry Expressway is provided in Appendix B.

## **Parking**

The vehicle parking requirements and supply for the project are described below.

### **Vehicle Parking Requirements**

The City of San Jose's off-street vehicle parking requirements as described in the City's Zoning Code (Chapter 20.90, Table 20-190) are 1 parking space per 6 client beds, plus 1 additional space for up to 4 client beds (or portion thereof) above the first 6, plus 1 space for each employee or staff member for residential care or service facilities. The project would include 195 beds and a maximum of 35 employees during peak times and full capacity. Therefore, the project would be required to provide 49 parking spaces for residents/visitors and 35 parking spaces for employees, for a total of 84 parking spaces.

### **Vehicle Parking Supply**

The site plan shows 120 total vehicle parking spaces. Thus, the proposed project would meet the City's parking requirements.

### **Bicycle Parking Requirements**

The City of San Jose's off-street bicycle parking requirements as described in the City's Zoning Code (Chapter 20.90, Table 20-190) are 1 long-term parking space per 10 full-time employees. Therefore, the project would be required to provide 4 long-term bicycle parking spaces.

### **Bicycle Parking Supply**

The site plan shows 6 short-term bicycle parking spaces. It is recommended that the project provide at least 4 long-term bicycle parking spaces. Long-term bicycle parking spaces are secure bicycle facilities that fully enclose and protect bicycles.

## 5. Conclusions

---

This report presents the results of transportation analysis conducted for the proposed senior assisted living facility at 3315 Almaden Expressway in San Jose, California. The project site is located at the northwest corner of the Almaden Expressway and Newberry Drive intersection within a designated Urban Village (Almaden Expressway/Hillsdale Avenue). The project proposes to replace an existing 47,124 s.f. office building with a 195-unit senior assisted living facility. Access to the site is provided via Newberry Drive, Hillsdale Avenue, and Almaden Expressway. This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed assisted living development,

The potential impacts of the project were evaluated in accordance with the standards and methodologies set forth by the City of San Jose. Based on the City of San Jose's Transportation Analysis Policy (Policy 5-1) and the *Transportation Analysis Handbook*, the transportation analysis report for the project includes a CEQA transportation analysis (TA) and a local transportation analysis (LTA). The CEQA transportation analysis comprises an evaluation of vehicle miles traveled (VMT). The LTA supplements the CEQA transportation analysis by identifying potential transportation operational issues via an evaluation of site access, on-site circulation, parking, and effects to pedestrian, bicycle, and transit facilities. The LTA does not include an evaluation of intersection operations because the project is not expected to increase the number of peak-hour trips. As such, the project is not expected to cause an adverse effect on the operations of the surrounding intersections.

### CEQA Transportation Analysis

The VMT generated by the project (14.14 VMT per employee) would exceed the threshold of 12.21 VMT per employee; therefore, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact. The mitigation measures described below would lower the project VMT to an acceptable level.

**Mitigation:** Implement on- and off-site pedestrian improvements and pedestrian/bicycle safety and traffic calming measures. In addition to the planned sidewalk improvements within the project site, the project would install off-site pedestrian/bicycle improvements and traffic calming measures. The project would install new sidewalk along the project frontage and the project will work with the City and County to improve the pedestrian/bicycle connections at the intersections of Newberry Drive/Hillsdale Avenue and Almaden Expressway/Newberry Drive. At the intersection of Newberry Drive/Hillsdale Avenue, the project will work with the City to construct accessible ramps with truncated domes, provide new signage, refresh striping, install truncated domes at the existing median, and convert the Newberry Drive approach to stop control. At the intersection of Almaden Expressway/Newberry Drive, the project will work with the City and County to construct accessible ramps with truncated domes, tighten the

northwest corner, and refresh striping. A draft of the civil improvement plan at the intersection of Almaden Expressway/Newberry Expressway is provided in Appendix B.

Also, implement the transportation demand management (TDM) programs recommended in Appendix A.

Based on the City's VMT Evaluation Tool, implementing these mitigation measures would lower the project VMT to 12.03 per employee, which is below the threshold of 12.21 VMT per employee. Note that the improvements would require coordination with City of San Jose staff.

## Local Transportation Analysis

### Project Trip Generation

After applying the ITE trip rates and the applicable trip reductions, it is estimated that the proposed project would generate 392 daily vehicle trips, with 29 trips occurring during the AM peak hour and 39 trips occurring during the PM peak hour. However, once trip credits are applied based on the existing office building on-site, it is estimated that the project would generate fewer trips during the AM and PM peak hours compared to the existing office building.

### Other Transportation Issues

The proposed site plan shows adequate site access and on-site circulation. The project would not have an adverse effect on the existing pedestrian or bicycle facilities in the study area. The project is not expected to add a significant number of transit trips to the project area. The existing transit services are sufficient to accommodate the new transit riders generated by the project. Therefore, the project would have a minimal effect on the existing transit services.

## Recommendations

Hexagon has the following recommendations.

- It is recommended that the project work with the City and County to improve the pedestrian/bicycle connections at the intersections of Newberry Drive/Hillsdale Avenue and Almaden Expressway/Newberry Drive.
- It is recommended that the proposed project implement the TDM measures described in Appendix A.
- It is recommended that the project provide at least 4 long-term bicycle spaces. Long-term bicycle parking spaces are secure bicycle facilities that fully enclose and protect bicycles.

**3315 Almaden Expressway Assisted  
Living Facility TA  
Technical Appendices**

November 4, 2020

## **Appendix A**

### **Transportation Demand Management (TDM) Plan**





HEXAGON TRANSPORTATION CONSULTANTS, INC.



# 3315 Almaden Expressway Assisted Living Facility

Transportation Demand Management (TDM) Plan

Prepared for:

**David J. Powers & Associates, Inc.**

**May 26, 2020**



**Hexagon Transportation Consultants, Inc.**

Hexagon Office: 4 North Second Street, Suite 400

San Jose, CA 95113

Hexagon Job Number: 20RR03

Phone: 408.971.6100

Client Name: David J. Powers & Associates, Inc.

**San Jose • Gilroy • Pleasanton**

[www.hextrans.com](http://www.hextrans.com)

Areawide Circulation Plans Corridor Studies Pavement Delineation Plans Traffic Handling Plans Impact Fees Interchange Analysis Parking  
Transportation Planning Traffic Calming Traffic Control Plans Traffic Simulation Traffic Impact Analysis Traffic Signal Design Travel Demand Forecasting

## Table of Contents

---

1.	Introduction .....	1
2.	Transportation Facilities and Services .....	5
3.	Recommended TDM Measures .....	9
4.	TDM Implementation and Monitoring .....	14

## List of Tables

Table 1	Existing Bus Routes .....	6
---------	---------------------------	---

## List of Figures

Figure 1	Project Site Location.....	2
Figure 2	Proposed Project Site Plan.....	3
Figure 3	Existing Bicycle Facilities.....	7
Figure 4	Existing Transit Services .....	8

# 1.

## Introduction

---

This transportation demand management (TDM) plan has been prepared for the proposed senior assisted living facility at 3315 Almaden Expressway in San Jose, California. TDM is a combination of services, incentives, facilities, and actions that reduce single-occupant vehicle (SOV) trips to help relieve traffic congestion, parking demand, and air pollution problems. The purposes of TDM programs are to (1) reduce the amount of traffic generated by new development; (2) promote more efficient utilization of existing transportation facilities and ensure that new developments are designed to maximize the potential for alternative transportation usage; (3) reduce the parking demand generated by new development and allow for a reduction in parking supply; (4) establish an ongoing monitoring and enforcement program to guarantee the desired trip and parking reductions are achieved; and (5) mitigate a significant project impact on vehicle miles traveled (VMT).

This TDM plan describes the recommended TDM measures and implementation and monitoring of the TDM plan. Implementation of the recommended TDM measures would encourage future employees to use alternative transportation modes (transit, bicycle, and car-share) and reduce the project's SOV trips and vehicle miles traveled (VMT). Monitoring would ensure that the TDM measures are effective and continue to be successfully implemented.

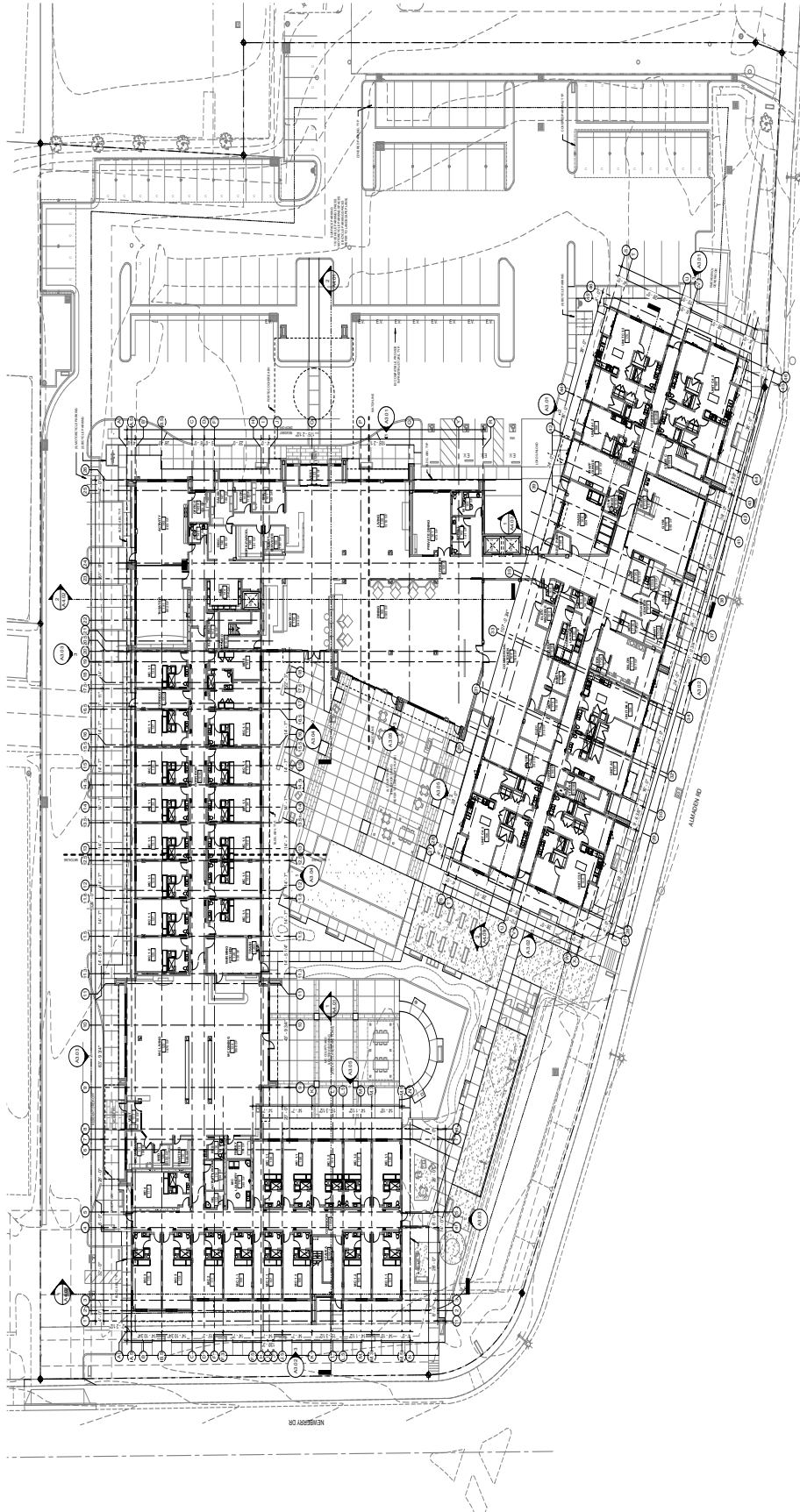
## Project Description

The project site is located at the northwest corner of the Almaden Expressway and Newberry Drive (see Figure 1). The project proposes to replace an existing 47,124 square foot (s.f.) office building with a 195-unit senior assisted living facility (see Figure 2). Access to the site is provided via Newberry Drive, Hillsdale Avenue, and Almaden Expressway.





**Figure 1**  
**Project Site Location**



**Figure 2**  
**Proposed Project Site Plan**



## TDM Requirement

The project is required to implement effective and appropriate TDM measures to address the significant project-generated impact, as identified in the Transportation Analysis (TA) prepared for the project. Specifically, since the VMT generated by the project (14.14 per employee) would exceed the threshold of 12.21 VMT per employee, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the project VMT impact to a less-than-significant level.

The recommended TDM plan will serve to mitigate the significant project impact on VMT and complies with the City of San Jose's current expectations for TDM plans. The recommended TDM measures are described in Chapter 3. Since the project is proposing to provide adequate off-street parking, the TDM plan is not geared toward achieving a parking reduction.

## 2. Transportation Facilities and Services

---

Transportation facilities and services that support sustainable modes of transportation near the project site include pedestrian facilities, bicycle facilities, buses, and light rail transit. This chapter describes the existing pedestrian and bicycle facilities and transit services in the vicinity of the project site.

### Existing Pedestrian and Bicycle Facilities

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the *Envision San Jose 2040 General Plan* (2040 General Plan). It is the goal of the 2040 General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT). In addition, the adopted San Jose *Bike Plan 2020* (Bike Plan 2020) establishes goals, policies, and actions to make bicycling a daily part of life in San Jose. The *Bike Plan 2020* includes designated bike lanes along many City streets, including designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects. While providing new bicycle facilities can help to achieve a high level of bicycle mode share, one goal of the City's 2040 General Plan, a greater level of bicycle mode share can be attained if transit services are utilized in combination with bicycle commuting.

### Existing Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks along the network of public streets. Sidewalks are present along Newberry Drive, Hillsdale Avenue, Almaden Road, and various residential streets in the surrounding neighborhood. There are limited sidewalks present along Almaden Expressway in the vicinity of the project, however, there is a pedestrian bridge along the west side of Almaden Expressway that crosses Hillsdale Avenue/Capitol Expressway. Marked crosswalks in the project vicinity include a midblock crosswalk on Newberry Drive and a crosswalk at the Newberry Drive/Hillsdale Avenue intersection.



### Bicycle Facilities

Existing bicycle facilities in the project vicinity consist of bicycle lanes on some nearby streets. Bicycle lanes are lanes on roadways designed for use by bicycles with special lane markings, pavement



legends, and signage. Bicycle lanes currently exist on the roadway segments listed below and shown on (Figure 3).

- Capitol Expressway, from Almaden Expressway to SR 87
- Cherry Avenue, from Curtner Avenue to SR 85
- Pearl Avenue, from Capitol Expressway to Branham Lane

The bicycle lanes along Capitol Expressway ends just east of Almaden Expressway. As such, existing bicycle facilities do not provide direct bicycle access to the project site. However, for access to and from the project site, bicyclists can walk their bicycles between the project site and Capitol Expressway via the existing sidewalk network.

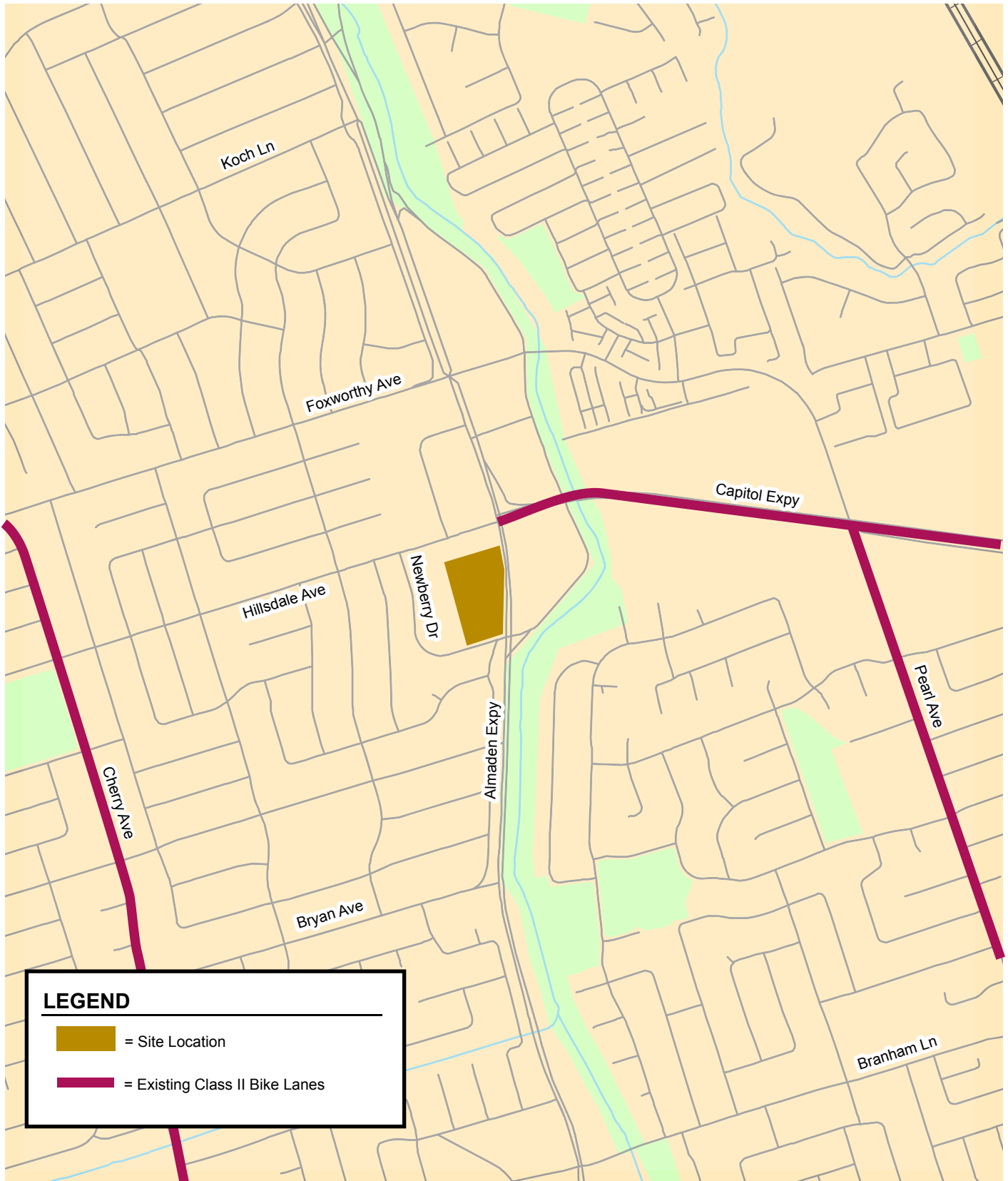
The neighborhood streets that surround the project area have low speeds and low vehicular volume, which make them conducive to bicycle traffic.

### Existing Transit Services

Existing transit service near the project site is provided by the Santa Clara Valley Transportation Authority (VTA) (see Figure 4). Within the project vicinity, there are VTA bus stops located on Hillsdale Avenue and on Almaden Expressway. The VTA bus routes within the project vicinity and their headways are summarized in Table 1. In addition to the VTA bus stops located near the project site, there is a VTA Light Rail Station less than 2 miles from the project site. The Capitol Light Rail Station is located on Capitol Expressway at SR 87. Local Bus Route 37 includes stops near the project site and at the Capitol Light Rail Station.

**Table 1**  
**Existing Bus Routes**

Bus Route	Route Description	Headway <sup>1</sup>
Less Frequent Bus Route 64A	McKee & White to Ohlone-Chynoweth Light Rail Station	30
Local Bus Route 37	West Valley College to Capitol Light Rail Station	60
<b>Notes</b> <sup>1</sup> Approximate headway, in minutes, during the peak weekday commute periods. <sup>2</sup> The route information provided is based on pre-COVID-19 conditions.		



**Figure 3**  
**Existing Bicycle Facilities**



**Figure 4**  
**Existing Transit Services**

### 3.

## Recommended TDM Measures

---

This chapter describes TDM measures recommended for the project, which include services that promote sustainable modes of transportation. The TDM measures for the project were developed using Section 20.90.220 of the San Jose Code of Ordinances and TDM strategies identified in the City of San Jose's *Transportation Analysis Handbook*, April 2018.

Since the VMT generated by the project (14.14 per employee) would exceed the threshold of 12.21 VMT per employee, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the project VMT impact to a less-than-significant level. The recommended TDM measures will serve to mitigate the significant project impact on VMT and will comply with the City of San Jose's current expectations for TDM plans.

### Recommended TDM Measures

The recommended TDM measures are intended to encourage employees of the proposed project to utilize alternative transportation modes in order to reduce SOV trips and VMT.

#### **Pedestrian Network Improvements and Traffic Calming Measures**

Improving pedestrian connections and implementing pedestrian/bicycle safety and traffic calming measures promotes walking and biking as an alternative to driving and reduces VMT. In addition to the planned sidewalk improvements within the project site, the project would install off-site pedestrian/bicycle improvements and traffic calming measures. The project would install new sidewalk along the project frontage and the project will work with the City to improve the pedestrian/bicycle connections at the intersections of Newberry Drive/Hillsdale Avenue and Almaden Expressway/Newberry Drive.

#### **Bike Parking/End-of-Trip Bike Facilities**

It is recommended that the project provide and maintain end-of-trip bicycle facilities for employees, including bicycle parking/lockers and employee locker rooms.

The bicycle parking requirement for the project (per the City of San Jose Parking Code) is 1 long-term parking space per 10 full-time employees. Since the project is expected to have a maximum of 35 employees that will be on site at any one time, it is recommended that the project provide 4 long-term bicycle parking spaces. Long-term bicycle parking spaces are secure bicycle facilities that fully enclose and protect bicycles.

By offering accessible and safe bicycle storage on site, some employees will choose to commute by bicycle knowing they will be able to safely store their bicycle.



In addition, the proposed project site plan shows a staff locker room and restroom area. Providing these facilities enables active commuters to arrive early and prepare for the day without hygienic concerns. It is also recommended that the project provide shower facilities for employees, to further encourage active commuting. These facilities encourage employees to utilize multi-modal travel in order to incorporate fitness into their daily routine. This approach is consistent with the goals of the City's 2040 General Plan, which aim to encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled.

### On-Site TDM Administration and Services



It is recommended that the project designate a Transportation Coordinator who is responsible for implementing and managing the TDM programs. The TDM coordinator will be a point of contact and will be responsible for ensuring that the employees are aware of all available transportation options. The TDM Coordinator's name and contact information should be provided to all the employees as well as to City of San Jose staff.

The TDM Coordinator should provide the following services and functions to ensure the TDM plan runs smoothly:

- Provide their contact information and be a point of contact for all employees, both full-time and part-time;
- Address all TDM-related questions and/or issues that arise and be responsible for ensuring that employees are aware of all the transportation options available to them and how to fully utilize the TDM plan;
- Provide information about public transit services, transit passes, bicycle maps, and rideshare/carpool matching services;
- Create employee origin location maps to share with all employees interested in carpooling and ridesharing; and
- Monitor the TDM plan and make necessary changes as circumstances require.



## Subsidized Transit Program

It is recommended that the project provide fully (100%) subsidized transit passes for all employees, both full-time and part-time. Subsidized transit passes are an effective means of encouraging people to use transit rather than drive to and from work. Transit passes allow employees to save money, avoid the stress and hassle of driving during the weekday commute periods of traffic, and reduce their overall environmental impact. Some employees of the project will choose to ride VTA buses and/or VTA light rail transit to and from work if provided with a subsidized transit pass.



It is recommended that the project provide all employees with VTA SmartPasses. The SmartPass will allow individuals to enjoy unlimited rides on VTA buses, as well as light rail trains via connecting bus routes, seven days a week. SmartPass is deeply discounted below the standard fares, making it an attractive low-cost benefit to many organizations. According to the VTA website, depending on an organization's category, geographic location, and size, annual SmartPasses can be purchased from \$20.75 to \$180.00 per year per participant for unlimited rides on VTA buses and light rail trains (2020 rates). This presents a substantial savings to companies, considering it costs \$990 for a standard adult annual SmartPass.

Bus route 64A operates along Almaden Expressway with bus stops within walking distance of the project site. Local bus route 37 operates along Hillsdale Avenue with bus stops within walking distance of the project site. The project is also located within 2 miles of the Capitol Light Rail Station. Local Bus Route 37 includes stops near the project site and at the Capitol Light Rail Station.

The nearby bus stops and light rail station will encourage employees to utilize the SmartPasses provided. SmartPass is loaded on a Clipper Card, which can be used for transit agencies across the Bay Area.

The Clipper Card is an all-in-one transit card that can be used to pay for rides on all major Bay Area transit providers, including VTA. Anyone can obtain a Clipper Card and use it to hold transit passes, including SmartPasses. Additional cash value can be loaded onto the card online or at certain retail locations as a convenient way of paying for transit fares. Clipper offers discount cards for youth, seniors, and people with disabilities.



## Commute Trip Reduction Marketing and Education

It is recommended that the TDM Coordinator be responsible for ensuring that employees are aware of alternative transportation options. The TDM Coordinator should provide transportation information packets to all employees. The packets should include information about VTA transit maps/schedules for bus routes in the project vicinity, locations of bus stops, bike maps, on-site bicycle parking, and ridesharing options. It is recommended that the TDM Coordinator distribute the transportation information packet to employees and ensure employees are aware of alternative transportation options.

## Ridesharing and Carpooling

As part of the TDM program, employees should be encouraged to participate in ridesharing and carpooling to reduce SOV trips and project VMT.

### Rideshare Resources

Employees should be provided with information on 511.org's RideMatching service and other peer-to-peer rideshare programs. For example, Scoop and Waze Carpool utilize mobile apps to match commuters. The project should inform employees about the different rideshare services, encourage employees to carpool, and make effort to arrange a similar work schedule for employees that can carpool if possible.

- **511 Ridematch.** The 511 RideMatch service provides an interactive, on-demand system that helps commuters find carpools, vanpools, or bicycle partners. This free car and vanpool ride matching service helps commuters find others with similar routes and travel patterns with whom they may share a ride. Registered users are provided with a list of other commuters near their employment or residential ZIP code along with the closest cross street, email, phone number, and hours they are available to commute to and from work. Participants are then able to select and contact others with whom they wish to commute. The service also provides a list of existing carpools and vanpools in their employment or residential area that may have vacancies.
- **Scoop.** Scoop is an app that tries to increase carpooling by connecting riders with drivers. Scoop is aimed at filling empty seats on existing commutes. The night before going to work, a user tells the app that they are looking to either drive or ride and what time they plan on leaving. They are then automatically matched with someone on a similar route. The rider pays the driver a distance-based fee for the ride through the app. In the early afternoon the process repeats for evening commutes. In order to deal with the uncertainty of rides that are only scheduled one-way, Scoop includes a featured called Guaranteed Ride Home. If a rider cannot be matched with a driver for their return trip, Scoop will reimburse them up to \$50 per month to take public transportation or a taxi home.
- **Waze Carpool.** Waze is an app that allows users to drive or ride in a carpool. Users get matched with riders on their route by requesting a ride from a driver going in the same direction. Drivers and riders split the cost of gas and drivers are reimbursed for other ride-related costs. Waze carpool allows 5 people to share a ride (1 driver and 4 riders).



### Ride-Matching Assistance

One of the greatest impediments to carpool and vanpool formation can be finding suitable riders with similar work schedules, origins, and destinations. Facilitated ride-matching can overcome this obstacle by enabling commuters who are interested in ridesharing to enter their travel preferences into a database and receive a list of potential rideshare partners. The success of these programs is largely determined by the number of participants and, in turn, the number of potential matches that can be made.

It is recommended that the TDM Coordinator provide employees with information on ridesharing resources and create an employee origin location maps to share with all employees interested in carpooling and ridesharing.

## Summary of TDM Measures

The TDM measures for the project were developed using Section 20.90.220 of the San Jose Code of Ordinances and the City of San Jose's *Transportation Analysis Handbook*, April 2018. Implementation of the recommended TDM measures will encourage employees to use alternative transportation modes, thereby reducing drive-alone project-generated trips and VMT. The recommended TDM plan includes the following measures:

- Implement on- and off-site pedestrian improvements
- Implement pedestrian/bicycle safety and traffic calming measures
- Bike Parking/End-of-Trip Bike Facilities (including on-site long-term bicycle parking spaces and staff lockers)
- On-site TDM Administration and Services (including employee orientation and education, TDM program implementation and monitoring, rideshare/carpool matching assistance, and trip planning resources and services)
- Subsidized Transit Program (100% fully subsidized VTA SmartPass program)
- Commute trip reduction marketing and education
- Ridematching assistance

## 4. TDM Implementation and Monitoring

---

Implementation of the recommended TDM measures would encourage future 3315 Almaden Expressway employees to utilize alternative transportation modes, thereby reducing single-occupant vehicles trips and vehicle miles traveled (VMT). Per Section 20.90.220 of the San Jose Code of Ordinances, monitoring will be necessary to ensure that the TDM measures are effective and continue to be successfully implemented for the life of the project.

### Implementation

It is recommended that the project applicant submit this TDM plan to the City of San Jose and be responsible for ensuring that the TDM strategies are incorporated into the project. After the project is constructed and occupied, the project applicant should identify a TDM Coordinator. It is recommended that the TDM Coordinator be responsible for implementing the ongoing TDM program. Having a main contact person would help ensure that transportation-related questions from employees are responded to promptly. If the TDM Coordinator changes for any reason, City staff and employees of the project should be notified of the name and contact information of the newly designated TDM Coordinator.

### Monitoring and Reporting

The TDM plan will need to be re-evaluated annually for the life of the project. It is recommended that the designated TDM Coordinator consult with City staff to ensure the monitoring and reporting meets the City's expectations. Monitoring should include annual mode share surveys (provided to all employees, both full-time and part-time) and an annual monitoring report (provided to City staff).

#### Annual Mode Share Surveys

A survey to be administered to all employees of the project would provide qualitative data regarding employee perceptions of the alternative transportation programs and perceptions of the obstacles to using an alternative mode of transportation. The survey also would provide quantitative data regarding the number of employees who utilize alternative modes of transportation (e.g., bike-to-work, carpool, or use public transit) to commute to work, including the frequency of use. The mode share survey results should measure the relative effectiveness of individual TDM program components and facilitate the design of possible program enhancements in order to reduce single-occupant vehicle trips.

## Annual Monitoring Reports

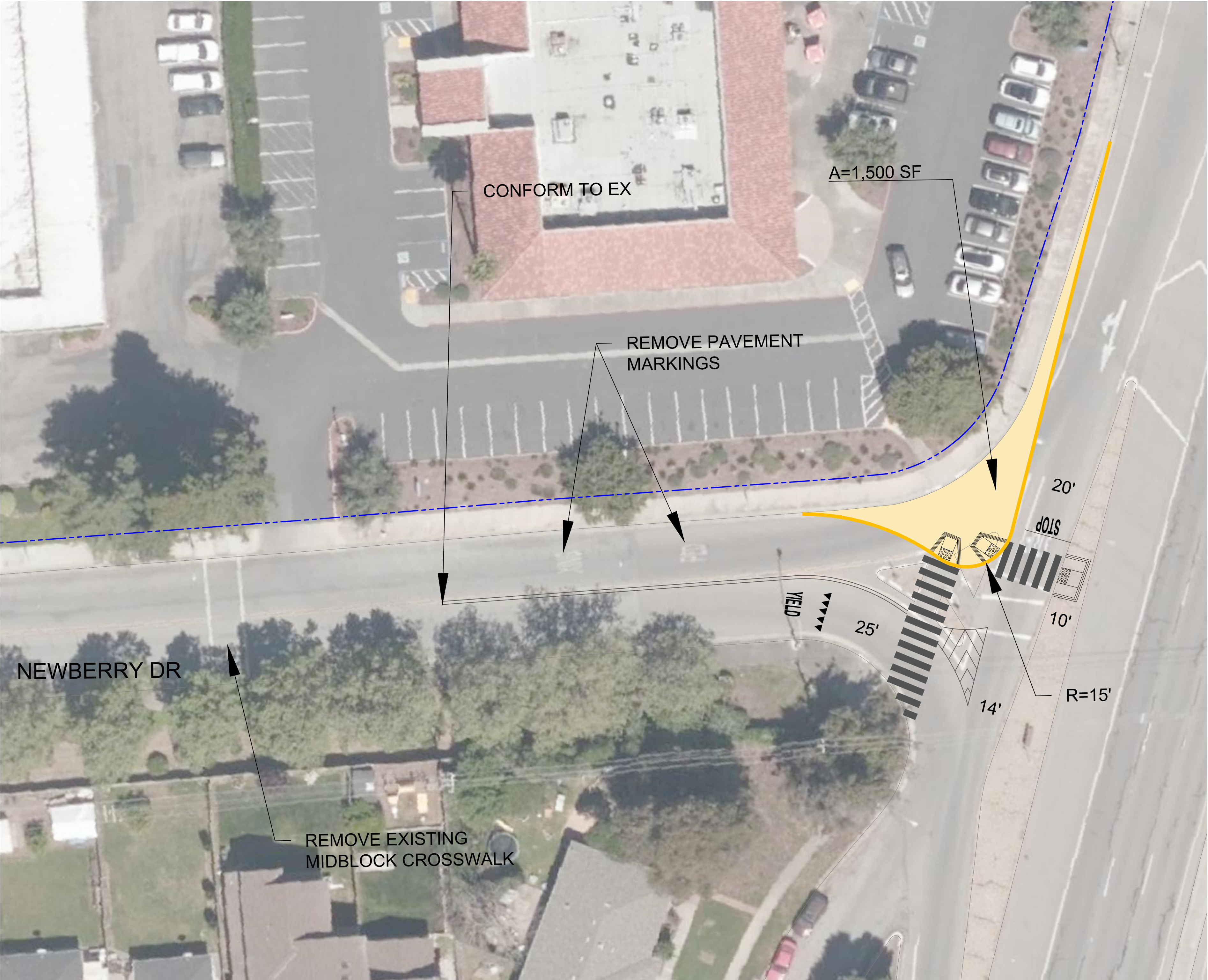
It is recommended that the TDM Coordinator be responsible for submitting the monitoring reports to the City of San Jose (Department of Building and Code Enforcement's Environmental Review) annually for three years, and then upon request of the Zoning Administrator for the life of the project with the following information:

- Effectiveness of the individual TDM program components from the annual mode share survey, and
- A description of the TDM programs and services that were offered to employees in the preceding calendar year, with an exception of any changes or new programs offered or planned for the next year.

## **Appendix B**

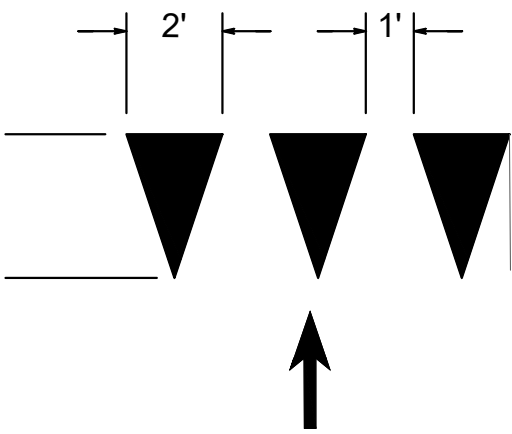
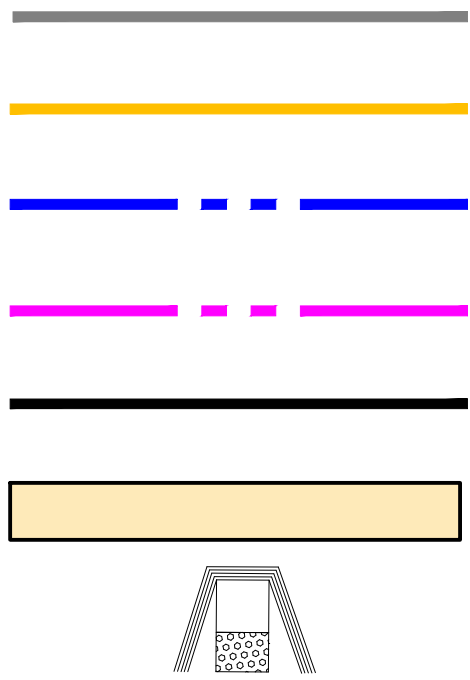
### **Draft Improvements Newberry Drive and Almaden Expressway**





LEGEND:

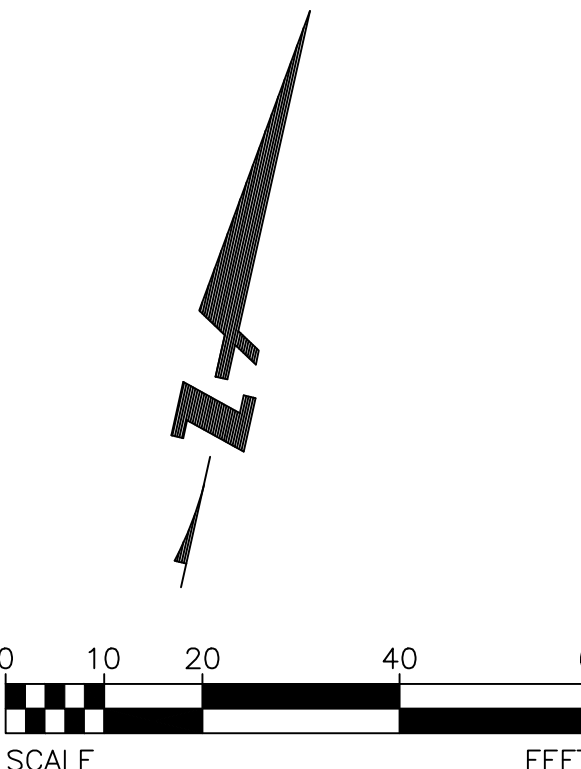
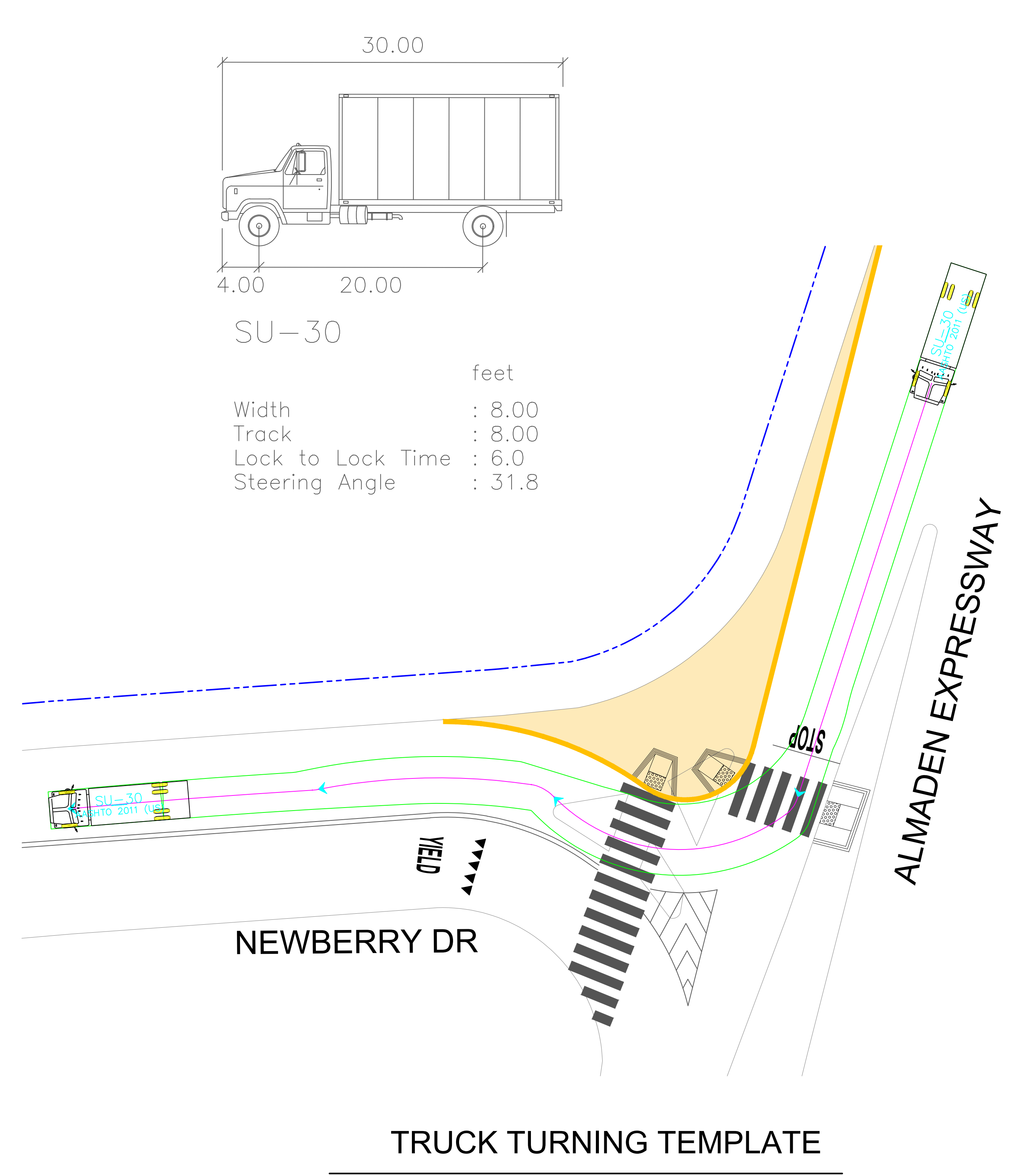
- EXISTING FACE OF CURB
- PROPOSED FACE OF CURB
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- NEW STRIPING
- PROPOSED SIDEWALK EXTENSION
- NEW ADA CURB RAMP



DIRECTION OF TRAVEL  
DETAIL A  
YIELD LINE  
N.T.S.

DRAFT

NEWBERRY DR AND ALMADEN EXPRESSWAY CIVIL IMPROVEMENTS  
PORK CHOP ISLAND REMOVAL



6		
5		
4		
3		
2		
1		
	REVISIONS	DATE



DEPARTMENT OF TRANSPORTATION SAN JOSE, CALIFORNIA		
DESIGNED BY:	A. ABARCA	JOHN RISTOW DIRECTOR
CHECKED BY:	F. LAPUSTEA	
PROJ MGR:		
DATE:	AUGUST 2020	
SCALE:	1" = 20'	
SHEET NO.	1 OF 1	FILE NO.



**Appendix C**  
**County ROW Exhibit**

