HEXAGON TRANSPORTATION CONSULTANTS, INC.

1953-1965 Concourse Drive Industrial Development

Transportation Analysis

Prepared for:

1953 Concourse Drive, LLC

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Executive Summary

This report presents the results of the transportation analysis (TA) conducted for the proposed mixed-use development at 1953-1965 Concourse Drive in San Jose, California. The project site is located within the Berryessa International Business Park boundary. The site is currently occupied by a research and development (R&D)/office building totaling 110,148 square feet (s.f.). The project would demolish the existing building and construct a 126,700 s.f. industrial building with 8,000 s.f. of office space and 118,700 s.f. of warehouse space. Vehicle access to the surface parking lot would be provided via a driveway on Concourse Drive.

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 (Council Policy 5-1) and the Transportation Analysis Handbook 2018, the transportation analysis report for the project includes a CEQA transportation analysis and a local transportation analysis (LTA). The CEQA transportation analysis comprises of an evaluation of Vehicle Miles Traveled (VMT). The LTA includes an evaluation of site access, on-site circulation, parking, and effects to transit, bicycle, and pedestrian access.

CEQA Transportation Analysis

The project would build 126,700 s.f. of warehouse space, which does not meet the screening criteria for industrial developments.

The VMT generated by the project (15.00 VMT per employee) would exceed the threshold of 14.37 VMT per employee for industrial developments. Therefore, the project would result in a significant transportation impact on VMT. The following mitigation measures are required to reduce the significant VMT impact.

- Provide a rideshare program. The project would be required to implement a rideshare/carpool program to coordinate carpools amongst employees to reduce SOV trips and VMT generated by the project. The tool estimates that 5 percent of employees would participate.
- Provide commute trip reduction marketing and education for 100% of eligible employees. This would educate and encourage employees to use transit, shared rides, and active modes, therefore lowering the number of single occupancy vehicle trips (TDM).

The project would be required to implement a TDM plan with the TDM measure to reduce the project VMT. The TDM measure should be offered to 100% of employees. According to the San Jose VMT Evaluation Tool, the TDM mitigation measure would reduce the project VMT to 14.01 per employee, which would make the project impact less than significant.

The project is consistent with the General Plan's long-range transportation goals and would result in a less-than-significant cumulative VMT impact.

Local Transportation Analysis

Project Trip Generation

Based on the ITE trip generation rates and applicable reductions, it is estimated that the proposed project would not generate any new trips.

Other Transportation Issues

Hexagon conducted a site plan review, queuing analysis, pedestrian, bicycle and transit facility analysis and parking analysis for the proposed project. Generally, the project would not have an adverse effect on the existing transit services, pedestrian facilities, or bicycle facilities in the study area. Hexagon provides the following recommendations for the project:

Recommendations

- A sidewalk should be provided along the project frontage to improve pedestrian safety and circulation.
- The project should provide 8 clean air vehicle parking spaces, given that a total of 81 standard parking spaces will be provided.
- The project should provide 5 electric vehicle parking spaces, given that a total of 81 standard parking spaces will be provided.
- Based on the assumption of 1 employee per 1,000 s.f of warehouse space, the project should provide 12 long term bicycle parking spaces for warehouse use
- To encourage alternative modes of transportation, the project should provide one shower for the warehouse use.
- The project should provide 2 motorcycle parking spaces on site.

1. Introduction

This report presents the results of the transportation analysis (TA) conducted for the industrial development at 1953-1965 Concourse Drive in San Jose, California (see Figure 1). The project site is located within the Berryessa International Business Park boundary. This study was conducted for the purpose of identifying the potential transportation impacts related to the project.

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 (Council Policy 5-1) and the *Transportation Analysis Handbook,* the TA report for the project includes a California Environmental Quality Act (CEQA) transportation analysis and a local transportation analysis (LTA).

Project Description

The site is currently occupied by a research and development (R&D)/office building totaling 110,148 square feet (s.f.). The project would demolish the existing building and construct a 126,700 s.f. industrial building with 8,000 s.f. of office space and 118,700 s.f. of warehouse space. Vehicle access to the surface parking lot would be provided via the existing driveway on Concourse Drive (see Figure 2).

Council Policy 5-1

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, 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. All new projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1.

The Council Policy 5-1 aligns with the Envision San Jose 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.

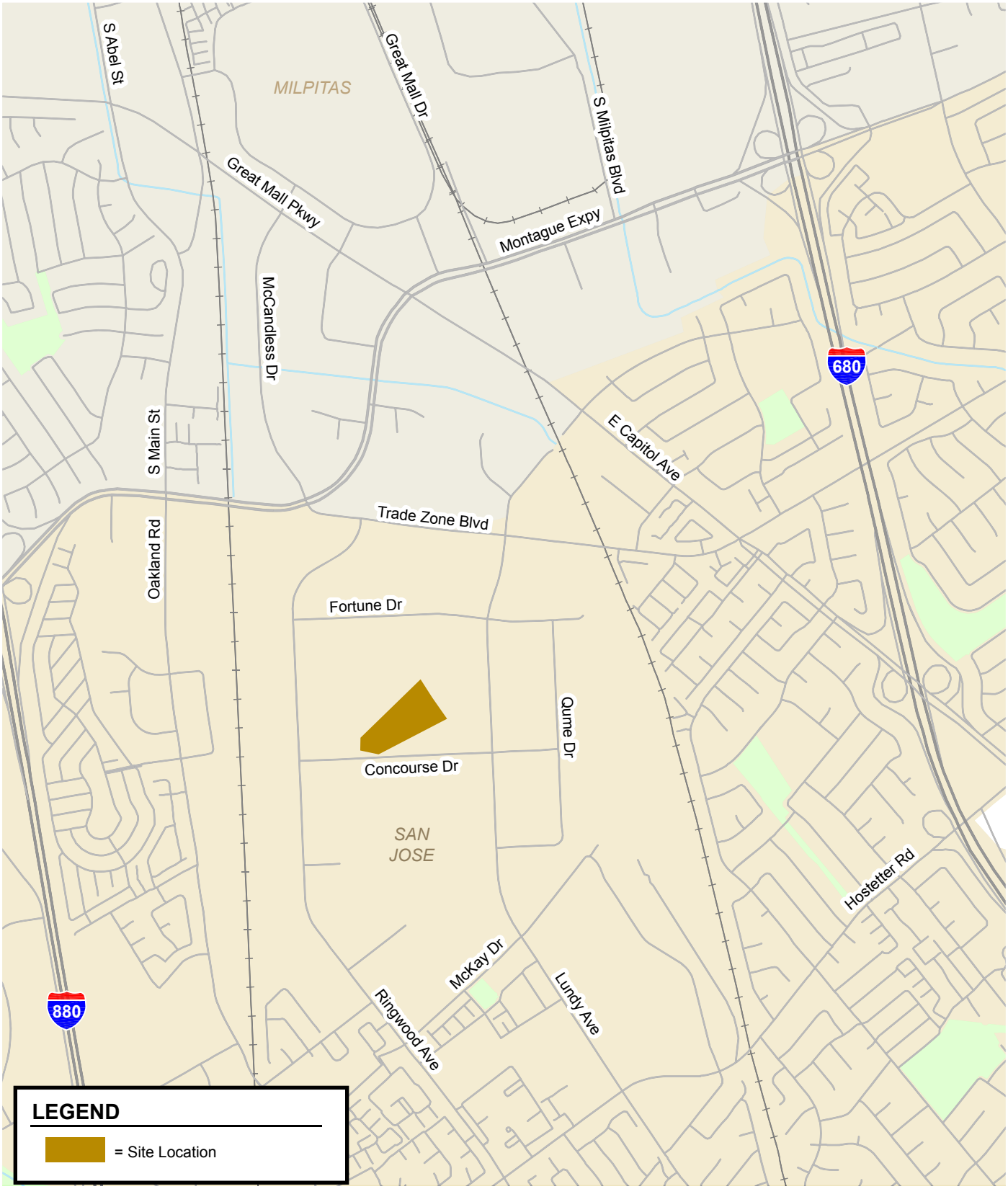


Figure 1
Site Location

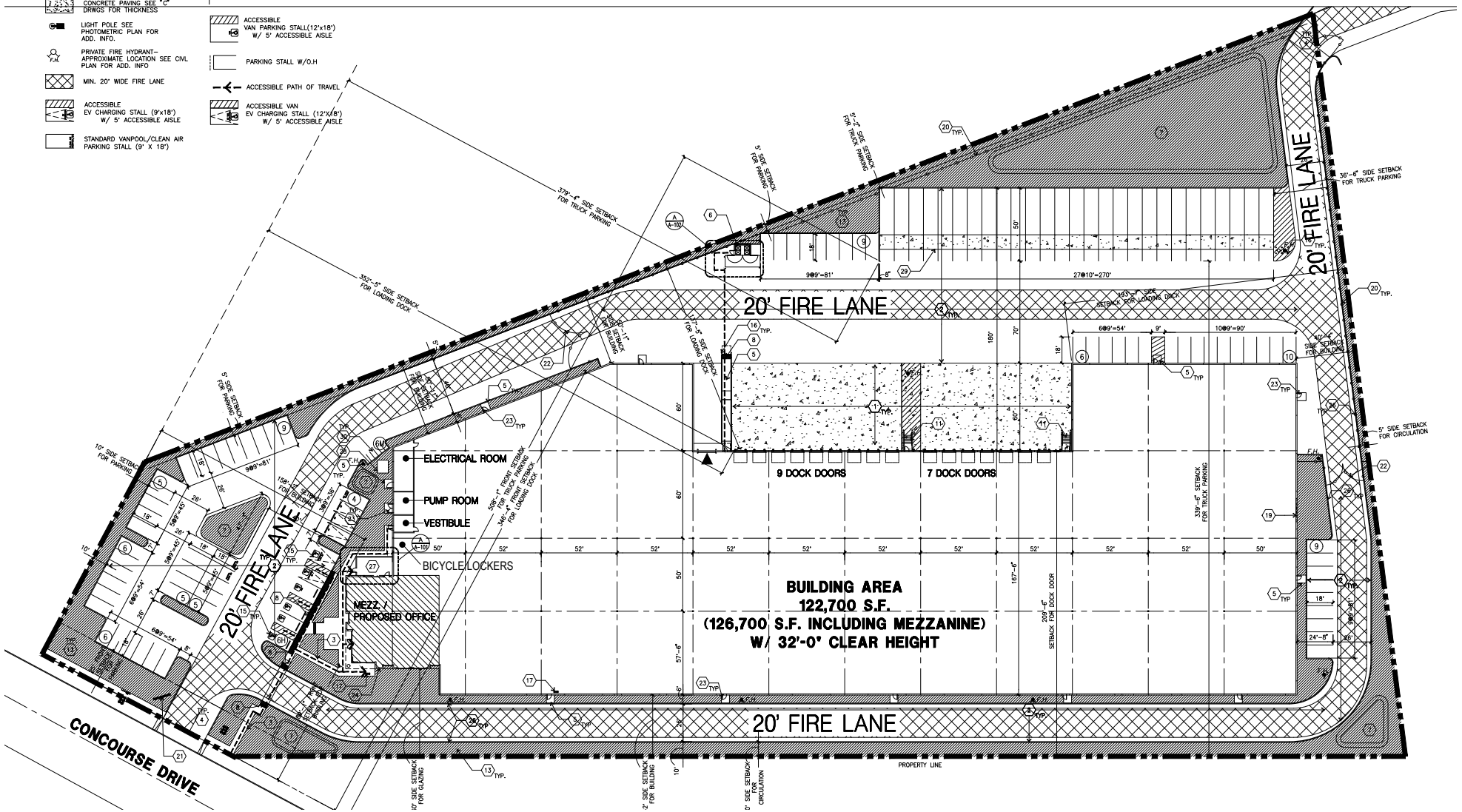


Figure 2
Site Plan

NORTH
Not to Scale

The Envision San Jose 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);
- 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);
- 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);
- 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);
- 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);
- 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 Industrial areas (LU-9.1).

CEQA Transportation Analysis Scope and Methodology

The CEQA transportation analysis for the project consists of a project-level VMT impact analysis and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan.

The City of San Jose's Council Policy 5-1 establishes procedures for determining project impacts on 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 an office or industrial project, the project's VMT is divided by the number of employees to determine the VMT per employee. The VMT thresholds of significance are established based on the average area VMT.

To identify whether a project would result in VMT impacts and whether the impacts can be mitigated, the City has created heat maps for residential and employment developments that show the current VMT per capita and per worker, respectively based on the locations of residences and jobs. Figure 3 shows the VMT heat map for workers in the City. Areas are color-coded based on the level of existing VMT:

- Green-filled areas are parcels with existing VMT below the thresholds of significance.
- Yellow-filled areas are parcels with existing VMT close to the average VMT level.
- Orange-filled areas are parcels with existing VMT greater than the thresholds of significance. However, a project's VMT impact may be mitigated by implementing VMT-reducing measures.
- Red-filled areas are parcels with existing VMT greater than the industrial employee threshold. Implementing VMT-reducing measures will not be sufficient to reduce a project's VMT to less than the threshold of significance.

As shown in Figure 3, the project site is in an orange area, which means that the current VMT per worker in the project area exceeds the threshold of significant for employment uses. However, the project's VMT impact may be mitigated by implementing the VMT reducing measures described in Chapter 3.

Cumulative Evaluation

Projects that require a CEQA transportation analysis must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is consistent with General Plan, it will be considered as part of the cumulative solution to meet the General Plan's long-range transportation goals, and therefore, will result in a less-than-significant cumulative impact. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required as part of the as part of the General Plan amendment to determine the project's cumulative effects.

General Plan Policies Addressing VMT

The Circulation Element of the *Envision San José 2040 General Plan* includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. The *Envision San José 2040 General Plan* contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

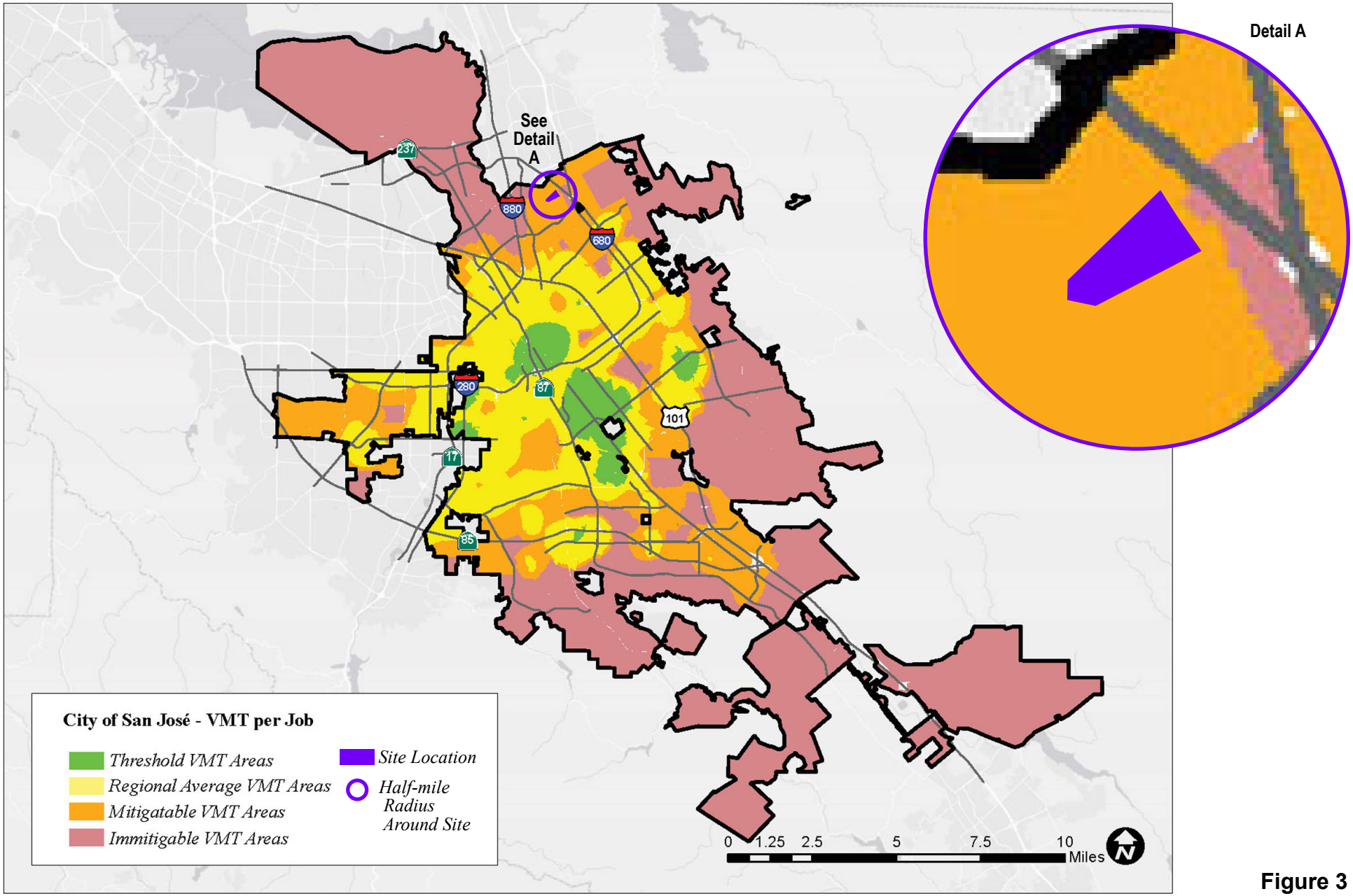


Figure 3
VMT Heat Map for Workers in San Jose

- 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);
- 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);
- 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);
- 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);
- Require large employers to develop and maintain TDM programs to reduce the vehicle trips generated by their employees (TR-7.1);
- 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).

Screening Criteria for VMT Analysis

The City of San Jose's *Transportation Analysis Handbook* includes screening criteria for projects that are expected to result in less-than-significant VMT impacts based on the project description,

characteristics and/or location. Projects that meet the screening criteria do not require a CEQA transportation analysis but may be required to provide an LTA. The type of development projects that may meet screening criteria include small infill projects, local-serving retail, or local-serving public facilities.

The proposed project, which is a 126,700 s.f. industrial development, does not meet the screening criteria set forth the *Transportation Analysis Handbook* for industrial uses.

Thresholds of Significance

For a project that does not meet the screening criteria, a project's VMT impact is determined by comparing the project VMT to the appropriate thresholds of significance (see Table 1) based on the type of development. The VMT thresholds of significance are established based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses.

The project does not meet the screening criteria for the proposed industrial use, and a VMT analysis is required to evaluate the project's VMT against the thresholds of significance, which is the regional average VMT per capita.

If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance applicable to the project) and/or mitigating the impact through multimodal transportation improvements or establishing a trip cap.

Projects that trigger a VMT impact can assess a variety of the four strategies described below under VMT Evaluation Tool to reduce impacts. 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

Project Types	Significance Criteria	Current Level	Threshold
Residential Uses	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent, or existing regional average VMT per capita minus 15 percent, whichever is lower.	11.91 VMT per capita (Citywide Average)	10.12 VMT per capita
General Employment Uses	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
Industrial Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee.	14.37 VMT per employee (Regional Average)	14.37 VMT per employee
Retail / Hotel / School Uses	Net increase in existing regional total VMT.	Regional Total VMT	Net Increase
Public / Quasi-Public Uses	In accordance with most appropriate type(s) as determined by Public Works Director.	Appropriate levels listed above	Appropriate thresholds listed above
Mixed-Uses	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
Change of Use / Additions to Existing Development	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
Area Plans	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.

VMT Evaluation Tool

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, and industrial projects with local traffic. For non-residential or non-office projects, very large projects, or projects that can potentially shift travel patterns, the City's Travel Demand Model (model) can be used to determine project VMT.

Based on the assessor's parcel number (APN) of a project, the VMT evaluation tool identifies the existing average VMT per capita and the existing average VMT per employee for the area. Based on the 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.

Local Transportation Analysis Scope

The 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 these criteria, as outlined in the City's *Transportation Analysis Handbook,* no intersections were studied.

The LTA includes a review of site access and on-site circulation and an evaluation of potential effects to transit, bicycle, and pedestrian facilities.

Report Organization

This report has a total of five chapters. Chapter 2 describes existing transportation conditions including the existing roadway network, transit service, and bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including the project VMT impact analysis, mitigation measures to reduce the VMT impact, and cumulative transportation impact assessment . Chapter 4 describes the local transportation analysis including the methods used to estimate project-generated traffic and an analysis of other transportation issues including site access and circulation, parking, and potential project effects on transit services, and bicycle and pedestrian 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 describes transportation facilities in the vicinity of the project site, including the roadway network, transit service, and pedestrian and bicycle facilities. The analysis of existing intersection operations is included as part of the local transportation analysis (see Chapter 4).

Existing Roadway Network

Regional access to the project site is provided via I-880. Local access to the site is provided Montague Expressway, Trade Zone Boulevard, Lundy Avenue, Ringwood Avenue, and Concourse Drive. These facilities are described below.

I-880 is an eight-lane freeway (three mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction) in the vicinity of the site. I-880 extends northward through Oakland and southward to I-280 in San Jose. South of I-280, it makes a transition into SR 17 to Santa Cruz. Access to and from the site is provided via a full interchange at Montague Expressway.

Montague Expressway is an east-west expressway that extends from I-680 in the east to San Tomas Expressway in the west. Near the project site, Montague Expressway has six lanes with left-turn pockets provided at intersections. It has a posted speed limit of 45 mph near the project vicinity. Sidewalks are provided on both sides of the street. On-street parking is prohibited on both sides of the street in the project vicinity. Montague Expressway provides access to the project site via its intersection with Trade Zone Boulevard.

Trade Zone Boulevard is a four-lane east-west city-connector street extending from Montague Avenue in the west to Capitol Avenue in the east, where it transitions into Cropley Avenue. There are left-turn pockets provided at intersections and a center turn lane provided between intersections in the study area between Ringwood Avenue and Lundy Avenue. It has a raised, landscaped median with left-turn pockets provided at intersections from Lundy Avenue to Capitol Avenue and from Montague Expressway to Ringwood Avenue. Trade Zone Boulevard has sidewalks on both sides of the street along the project frontage between Ringwood Avenue and Lundy Avenue and has a posted speed limit of 40 mph. On-street parking is prohibited on both sides of the street. Trade Zone Boulevard provides access to the project site via its intersections with Ringwood Avenue and Lundy Avenue.

Lundy Avenue is a four-lane divided city-connector street that runs in the north-south direction in the vicinity of the site. Lundy Avenue extends northward to Tarob Court and southward to Commodore Drive, where it transitions into King Road. Lundy Avenue provides sidewalks on both sides of the street to approximately 450 feet north of Concourse Drive. The sidewalk ends along the west side of the street but continues along the east side of the street. Lundy Avenue has a posted speed limit of 40

mph. Bike lanes exist along Lundy Avenue from Trade Zone Boulevard to Berryessa Road. On-street parking is prohibited on both sides of the street. Access to the project site is provided via its intersection with Concourse Drive.

Ringwood Avenue is a two-lane local street that runs in the north-south direction in the vicinity of the site. There are left-turn pockets provided at intersections and a center turn lane provided between intersections in the study area. Ringwood Avenue extends northward to Trade Zone Boulevard and southward to Sajak Avenue. Ringwood Avenue includes a sidewalk on the east side of the street from approximately 300 feet south of Trade Zone Boulevard to Trade Zone Boulevard. Ringwood Avenue has a posted speed limit of 40 mph. Bike lanes exist along Ringwood Avenue from Trade Zone Boulevard to Murphy Avenue. On-street parking is prohibited on both sides of the street. Access to the project site is provided via its intersection with Concourse Drive.

Concourse Drive is a two-lane local street that runs in an east-west direction in the vicinity of the site. There are left-turn pockets provided at intersections and a center turn lane provided between intersections in the study area. Concourse Drive extends westward to Ringwood Avenue and eastward to Qume Drive. Sidewalk connections are missing along most of Concourse Drive. Concourse Drive has a posted speed limit of 35 mph. There are no striped bike lanes or marked bike routes on the street. On-street parking is prohibited on both sides of the street. Access to the project site is provided via one existing project driveway.

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 bicyclists, pedestrians, and public transit riders with those of cars and trucks. The existing bicycle, pedestrian and transit facilities in the study area are described below.

Existing Pedestrian Facilities

The overall network of sidewalks and crosswalks in the study area provides limited connectivity. There are gaps in the pedestrian routes between the project site and the nearest bus stops and LRT stations on Lundy Avenue, Montague Expressway, and Capitol Avenue. Furthermore, there are no commercial services (restaurants, banks, shops, etc) within walking distance (a half mile) of the project site.

Sidewalks are missing along the following street sections between the project site and the nearest bus stops and LRT stations (see Figure 4):

- Both sides of Concourse Drive, between the project site and Lundy Avenue on the north side and the entire street on the south side.
- West side of Lundy Avenue, between Trade Zone Boulevard and 320 feet south of Trade Zone Boulevard.
- West side of Lundy Avenue, 125 feet south of Concourse Drive
- East side of Lundy Avenue, 200 feet south of Concourse Drive
- Both sides of Trade Zone Boulevard, between Lundy Avenue to 900 feet east of Lundy Avenue
- Both sides of Ringwood Avenue, between Fortune Drive and 900 feet north of Fortune Drive on the east side, between Fortune Drive and 750 feet south of Fortune Drive on the east side, south of Concourse Drive on the east side, and the entire street on the west side

Crosswalks with pedestrian signal heads and push buttons are located at all signalized intersections within the vicinity of the project. However, there are no crosswalks on the west leg of the Ringwood Avenue/Trade Zone Boulevard intersection and on the west and south legs of the Trade Zone Boulevard/Montague Expressway intersection.

Figure 4
Street Sections Without Sidewalks

Existing Bicycle Facilities

The existing bicycle facilities in the project vicinity include Class II bike lanes and Class III bike routes (see Figure 5). Bike lanes are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes are existing streets that accommodate bicycles but are not separate from the existing travel lanes. Bike routes are typically designated only with signage or with painted shared lane markings (Sharrows) on a road that indicate to motorists that bicyclists may use the full travel lane.

Class II striped bike lanes are present in the following street segments in the project vicinity:

- Trade Zone Boulevard between Montague Expressway and Capitol Avenue, with sharrows on westbound Trade Zone Boulevard between Montague Expressway and Ringwood Avenue
- Ringwood Avenue between Trade Zone Boulevard and Murphy Avenue
- Lundy Avenue between Trade Zone Boulevard and Berryessa Road
- McKay Drive, east of Ringwood Avenue
- Murphy Avenue, for the entire street
- Hostetter Road, for the entire street

There are no designated striped bike lanes or shared bike routes on Concourse Drive. However, because Concourse Drive carries relatively low traffic volumes, it is conducive to bicycle travel and connects bicyclists to the existing bicycle facilities.

Existing Transit Services

Existing transit services in the project vicinity are provided by the VTA (see Figure 6 and Table 2). In the project proximity, the VTA operates two local bus routes (Routes 60 and 77) and one shuttle route (Route 831). The project site is 1,345 feet from the closest bus stop for the local bus routes 60, 77, and ACE violet shuttle 831.

VTA Bus Service

The closest bus stop to the project site is located on Lundy Avenue at Concourse Drive, approximately 1,345 feet walking distance from the project site, and is served by the local bus routes 60 and 77 traveling southbound and northbound. Local routes 20 and 44 are also located within 1 mile of the project site (see Table 2).

Altamont Commuter Express (ACE) Violet Shuttle

The Altamont Cummuter Express (ACE) Voilet Shuttle operates from Santa Clara/Great America Station to East Milpitas during weekday peak hours. Eastbound sevice is provided during weekday mornings and westbound service is provided during weekday afternoons. The closest shuttle stop to the project site is located on Lundy Avenue at Concourse Drive, approximately 1,345 feet walking distance from the project site.

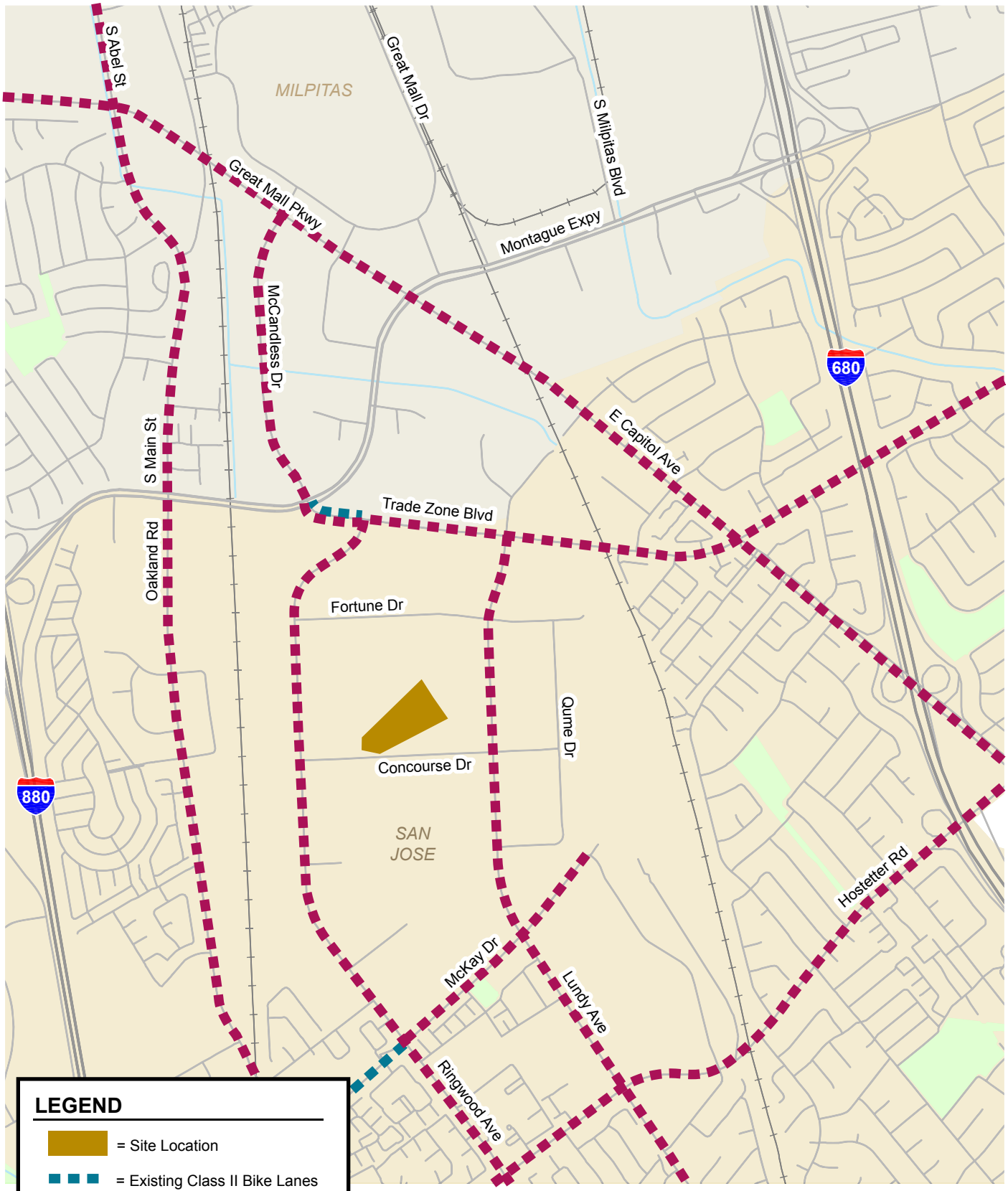


Figure 5
Existing Bicycle Facilities

Figure 6
Existing Transit Services

Table 2
VTA Transit Service

Bus Route	Route Description	Closest Stop and Distance to Project Site	Weekday Hours of Operation[1]	Headway[1]
Local Bus 20	Milpitas BART - Sunnyvale Transit Center	Montague Expy at Trade Zone Blvd, 4,165 feet	6:30 AM - 7:30 PM	30 min
Local Bus 44	Milpitas Transit Center - McCarthy Ranch Marketplace	Montague Expy at Trade Zone Blvd, 4,165 feet	6:00 AM - 9:00 PM	30 min
Frequent Bus 60	Winchester Transit Center - Milpitas Transit Center	Lundy Ave at Concourse Dr, 1,345 feet	5:00 AM - 11:30 PM	15 min
Frequent Bus 77	Milpitas Transit Center - Eastridge Transit Center	Lundy Ave at Concourse Dr, 1,345 feet	5:30 AM - 11:00 PM	15 min
ACE Shuttle 831	Great America ACE Amtrak Station - East Milpitas	Lundy Ave at Concourse Dr, 1,345 feet	6:15 AM - 8:15 AM (eastbound), 3:05 PM - 5:40 PM (westbound)	75 min in AM, 2 EB buses in AM, 115-120 min in PM 2 WB buses in PM

1. Approximate weekday operation hours and headways during peak commute periods in the project area, as of September 2020.

3. CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the project-level VMT impact analysis results, mitigation measures to reduce a VMT impact, and the cumulative transportation impact analysis used to determine consistency with the City's General Plan.

Project-Level VMT Impact Analysis

The project-level impact analysis under CEQA uses the VMT metric to evaluate a project's transportation impacts by comparing against the VMT thresholds of significance as established in the Council Policy 5-1 (see Table 1 in Chapter 1). The VMT threshold for industrial developments is the existing regional average VMT level (14.37 per employee).

Existing Area VMT

The San Jose VMT Evaluation Tool (Evaluation Tool) is used to estimate the project VMT based on the project location (APN), type of development, project description, and proposed trip reduction measures. Appendix A shows the VMT evaluation summary report generated by the City of San Jose's VMT Evaluation Tool for the project. Based on the evaluation tool and the project site's APN, the existing area VMT for employment uses in the project vicinity is 15.01 per employee, which is higher than the regional average VMT level of 14.37 per employee.

Project VMT

Appendix A shows that the VMT generated by the project would be 15.00 per employee, slightly lower than the area VMT. This is because the project would result in an increase in employment density on the site. However, the project VMT would still exceed the threshold of 14.37 per employee.

Project Impacts and Mitigation Measures

Impact: The VMT generated by the project (15.00 VMT per employee) would exceed the threshold of 14.37 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.

Mitigation Measures: Based on the list of selected VMT reduction measures included in the evaluation tool, it is recommended the project implement the following mitigation measures to reduce the significant VMT impact.

- Provide a rideshare program. The project would be required to implement a rideshare/carpool program to coordinate carpools amongst employees to reduce SOV trips and VMT generated by the project. The tool estimates that 5 percent of employees would participate.
- Provide commute trip reduction marketing and education for 100% of employees. This would educate and encourage employees to use transit, shared rides, and active modes, therefore lowering the number of single occupancy vehicle trips (TDM).

According to the evaluation tool, the mitigation measures would reduce the project VMT to 14.01 per employee, which would make the project impact less than significant. The VMT estimate assumes that 100% of the employees would participate in the commute trip reduction/education program and 5% of employees would participate in the rideshare program.

The project would be required to implement a TDM plan with the TDM measure to reduce the project VMT. The TDM measures should be offered to 100% of employees. Additionally, as required by the San Jose Zoning Code Section 20.90.066, the project should provide at least one shower and changing room based on the requirement for a warehouse building. Providing showers and lockers in the building in addition to the bicycle parking spaces would encourage employees to commute by bicycle.

The TDM plan is required to have annual monitoring and reporting to ensure the mitigation measure is implemented and effective in reducing the project VMT. It is recommended that the property manager consult with City staff to ensure the monitoring and reporting meets the City's expectations. Monitoring should include annual rideshare surveys, or similar surveys, to ensure rideshare is being utilized by employees.

Cumulative Impact Analysis

Projects must demonstrate consistency with the Envision San Jose 2040 General Plan to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. The project is consistent with the General Plan goals and policies for the following reasons:

- The project site is near bicycle lanes on Lundy Avenue, Trade Zone Boulevard, and Ringwood Avenue.
- The project would provide bicycle parking and end of trip bike facilities to encourage employees to commute with bicycles.
- The project is located within walking distance to the bus stops of two bus routes.
- The project would implement TDM measures to reduce VMT.
- 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.

Therefore, the project would be considered part of the cumulative solution to meet the 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 bicycle, pedestrian and transit facilities, and parking supply.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel are estimated. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Trips generated by new development proposed within the City of San Jose typically are estimated using trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition. Trips that would be generated by the proposed development were estimated using the ITE trip rates for "Warehousing" (Land use 150). Although the project contains 8,000 s.f. of office use, the office use is directly related to the warehouse use. Thus, the total square footage of the industrial project was evaluated as warehousing.

Trip Adjustments and Reductions

In accordance with the *Transportation Analysis Handbook* (Section 4.8, "Intersection Operations Analysis"), the project qualifies for a location-based trip adjustment from the baseline trip generation. 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 Suburban with Multi Family Homes area. Therefore, the baseline project trips were adjusted to reflect a Suburban with Multi Family Homes mode share. Office/Industrial developments within Suburban with Multi-Family Homes areas have a vehicle mode share of 92 percent. Thus, an 8 percent location-based vehicle mode share reduction was applied to the warehouse uses in the trip generation estimates.

Existing Trip Credits

The project site is currently occupied by an existing research and development building that would be demolished as part of the proposed project. Trips that are generated by the existing building can be subtracted from the gross project trip generation estimates. Trips generated by the existing building were estimated based on the ITE trip rates for "Research and Development Center" (Land use 760).

Net Project Trips

Based on the ITE trip generation rates and applicable reductions, it is estimated that the proposed project would not generate any new trips. (see Table 3).

Table 3
Project Trip Generation Estimates

		Daily		AM Peak Hour				PM Peak Hour			
					Trip				Trip		
Land Use	Size	Rate	Trip	Rate	In	Out	Total	Rate	In	Out	Total
Proposed Land Uses											
Warehousing[1]	126,700 s.f.	1.740	220	0.170	17	5	22	0.190	6	18	24
Location-Based Mode Share Adjustment (8%)[2]			*-18*		*-2*	*0*	*-2*		*0*	*-2*	*-2*
Gross Project Trips			**202**		**15**	**5**	**20**		**6**	**16**	**22**
Existing Land Uses											
Research and Development Center[3]	110,148 s.f.	11.260	1,240	0.420	35	11	46	0.490	8	46	54
Location-Based Mode Share Adjustment (8%)[2]			*-99*		*-3*	*-1*	*-4*		*-1*	*-4*	*-5*
Existing Trips Trips			**1,141**		**32**	**10**	**42**		**7**	**42**	**49**
Net Project Trips			**0**		**0**	**0**	**0**		**0**	**0**	**0**

Source: ITE Trip Generation Manual, 10th Edition 2017
Notes:
1. Average rates for Land Use 150 used.
2. An 8% reduction for the industrail use was applied to the project based on the location-based vehicle mode share percentage outputs (Table 6 of TA Handbook) produced from the San Jose Travel Demand Model for the Suburban with Multi Family Homes area.
3. Average rates for Land Use 760 used.

Vehicular Site Access and On-Site Circulation

The site access and circulation evaluations are based on the site plan prepared by HPA Architecture, dated October 23, 2020 (see Figure 2 in Chapter 1). Site access was evaluated to determine the adequacy of the site's driveways with regard to the following: traffic volume, vehicle queues, 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.

Site Access

Vehicular access to the project site would be provided via the existing driveway along Concourse Drive. The driveway is and would continue to be used for deliveries and employees/visitors to access the site.

According to the City of San Jose Department of Transportation (DOT) Geometric Design Guidelines, the typical width for a two-way driveway that serves an industrial development is 32 feet wide. This provides adequate width for vehicular ingress and egress and provides a reasonably short crossing distance for pedestrians. The driveway on Concourse Drive would be 32 feet wide, which meets the City standards.

Traffic Operations at Project Driveways

As shown in Table 3, with the new office and warehouse building, the gross site trips would be 17 inbound trips and 5 outbound trips during the AM peak hour, and 6 inbound trips and 18 outbound trips during the PM peak hour. Employees and visitors would enter and exit the project site using the driveway on Concourse Drive.

Due to the relatively low number of project-generated trips at the driveway, operational issues related to vehicle queueing/stacking and/or vehicle delay are not expected to occur at the driveway.

Sight Distance at Project Driveway

The project driveways 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 and bicycles traveling on Concourse Drive. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway and provides drivers with the ability to locate sufficient gaps in traffic and exit a driveway. The minimum acceptable sight distance is considered the Caltrans stopping sight distance. Sight distance requirements vary depending on roadway speeds. For the driveway on Concourse Drive, which has a posted speed limit of 35 mph, the Caltrans stopping sight distance is 300 feet (based on a design speed of 40 mph). Thus, a driver must be able to see 300 feet on both directions of Concourse Drive to locate a sufficient gap to turn out of the driveways. There is no roadway curve on Concourse Drive that would obstruct the vision of exiting drivers. Therefore, it can be concluded that the project driveway would meet the Caltrans stopping sight distance standard, and sight distance would be adequate at the project driveway.

On-Site Circulation

Parking Lot

On-site vehicular circulation was reviewed for the parking lot in accordance with generally accepted traffic engineering standards. The project would provide 81 parking spaces located in the west, north, and south sections of the proposed building. Parking stalls would be accessed via 26-foot drive aisles, which meets the City Ordinance, Section 20.90.100, that the minimum width for two-way drive aisles is 26 feet wide where 90-degree parking is provided.

Parking Stall Dimensions

The City's off-street parking design standard for 90-degree uniform parking stalls is 8.5 feet wide by 17 feet long. The 90-degree parking stalls measure to be 9 feet wide by 18 feet long. The handicap stalls all measure 9 feet wide by 18 feet long and include access aisles of 5 feet, which meets the City's standards.

Truck Access and Circulation

The project site plan was reviewed for truck access using truck turning-movement templates for WB-30 and WB-50 truck types, which represent semitrailer trucks (see Appendix B). The semitrailer trucks would encroach into the opposing lane at the driveway. However, passenger vehicle outbound trips are expected to be low at the driveway. Thus, outbound passenger vehicles and inbound trucks are not expected to use the driveway at the same time often. Based on the site plan configuration and the truck turning template, adequate access would be provided for trucks to access the site from Concourse Drive and maneuver through the site via the drive aisles provided.

Loading Operations

According to the City of San Jose Zoning Regulations, any building having a floor area of 10,000 square feet or more should provide at least one off-street loading space. One additional loading space is required for every 20,000 square feet of floor area. The site plan shows 16 on-site loading spaces located on the western edge of the building with access via the 32-foot-wide driveway. The project would exceed the City's requirement of 7 loading spaces for 126,700 square feet of industrial use.

Each off-street loading space is required to be at least 10 feet wide, 30 feet long, and 15 feet high, per Section 20.90.420 of the San Jose Zoning Code. The site plan shows that each loading space is 13 feet wide by 60 feet long.

Garbage Collection

The site plan does not show trash enclosures for the project site. Garbage collection operations are assumed to occur on site via the existing driveway on Concourse Drive.

Emergency Vehicle Access

Concourse Drive would provide emergency vehicle access to all sides of the project 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 and 150-foot requirements. The northeast EVA access road would not be open to normal vehicular site access.

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 General Plan. It is the goal of the 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.

Bike and Pedestrian Access and On-Site Circulation

The overall network of sidewalks and crosswalks in the study area provides limited connectivity. The project frontage does not have existing sidewalks from the project frontage to Lundy Avenue. The project would be required to provide a sidewalk along the project frontage. There are gaps in the pedestrian routes between the project site and the nearest bus stops on Lundy Avenue. Project employees would have to travel with caution between the project site and transit stops. Additionally, there are no sidewalks at the northeast corner of the Lundy Avenue/Concourse Drive intersection and along the east side of Lundy Avenue for 80 feet from the corner.

Bike lanes are present on Ringwood Avenue, Trade Zone Boulevard, Lundy Avenue, McKay Drive, and Murphy Avenue surrounding the project site. There are no designated striped bike lanes or shared bike routes on Concourse Drive. However, because Concourse Drive carries relatively low traffic volumes, it is conducive to bicycle travel and connects bicyclists to the existing bicycle facilities.

Transit Services

The project site is served by VTA routes 60, 77, and ACE Shuttle 831 on Lundy Avenue and VTA routes 20 and 44 on Montague Expressway. The bus stops closest to the project site are located on Lundy Avenue about 1,345 feet from the project frontage, south of the intersection of Lundy Avenue and Concourse Drive. However, there are not continuous sidewalks between the site and the bus stops.

Despite the lack of sidewalks, it is possible that some employees of the project would utilize the existing transit services. However, given the project is not expected to generate new trips during either the AM or PM peak hour, there is not expected to be an increase in transit riders. Thus, transit riders from the project would be accommodated by the currently available capacity of the bus services in the study area. The project should install bus landing spots on Lundy Avenue just north of Commerce Drive

Parking

Vehicle Parking

The City of San Jose's off-street parking requirements as described in the City's Zoning Code (Chapter 20.90, Table 20-210) for warehouses over 25,000 s.f. require one space per 5,000 s.f. of gross floor area. Thus, the project is required to provide 24 parking spaces. 4. The project proposes to provide 81 standard parking spaces and 27 trailer parking spaces for a total of 108 parking spaces. Therefore, the project exceeds the City's parking requirement. Although the project includes office use, Section 20.50.125 (B) states that no additional parking will be required for the incidental office use because it occupies less than 15 percent of the site area and would be occupied by the project.

Clean Air Vehicle Parking

According to City's zoning code, the project is required to provide 8 clean air vehicle parking spaces, given that 81 standard parking spaces would be provided.

Electric Vehicle Parking

According to the 2019 California Green Building Standards, Table 5.106.5.3.3, the project is required to provide 5 electric vehicle (EV) parking spaces, given that 81 standard parking spaces would be provided. Raceways are required to be installed at the time of construction in accordance with the *California Electric Code*.

Bicycle Parking

The City of San Jose's bicycle parking requirement as described in the City's Zoning Code (Chapter 20.90, Tables 20-190) for warehouse uses is one space per 10 full time employees. All spaces need to be long-term spaces. Hexagon assumes 1 employee per 1,000 s.f. of warehouse space. Thus, the project is required to provide 12 long term spaces inside the warehouse. The project proposes to provide these spaces next to the vestibule, which would provide access to the bicycle parking spaces.

Showers and Changing Rooms

In order to encourage the use of alternative modes of transportation and reduce single-occupancy vehicle trips, the City requires showers and changing rooms for certain land uses. The City requires one shower for warehouses between 85,000 to 425,000 square feet. Thus, the project is required to provide one shower within the facility.

Motorcycle Parking

The City requires one motorcycle parking space for every 10 code-required vehicle parking spaces for warehouse uses (per Chapter 20.90, Table 20-250 of the City's Zoning Code). Thus, the project is required to provide 2 motorcycle parking spaces for the warehouse.

Construction Activities

Typical activities related to the construction of any development could include lane narrowing and/or lane closures, sidewalk and pedestrian crosswalk closures, and bike lane closures. In the event of any type of closure, 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.

5. Conclusions

This study was conducted for the purpose of identifying the potential transportation impacts 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.* Based on the City of San Jose's Council Policy 5-1 and *Transportation Analysis Handbook*, the transportation analysis report for the project includes a CEQA transportation analysis and a local transportation analysis (LTA). The CEQA transportation analysis comprises of an evaluation of Vehicle Miles Traveled (VMT). The LTA includes an evaluation of the estimated project trip generation, site access, on-site circulation, parking, and effects to transit, bicycle, and pedestrian facilities.

CEQA Transportation Analysis

The project would build 126,700 s.f. of industrial space, which does not meet the screening criteria for industrial developments.

The VMT generated by the industrial component of the project (15.00 VMT per employee) would exceed the threshold of 14.37 VMT per employee for industrial developments. Therefore, the project would result in a significant transportation impact on VMT. The following mitigation measures are required to reduce the significant VMT impact.

- Provide a rideshare program. The project would be required to implement a rideshare/carpool program to coordinate carpools amongst employees to reduce SOV trips and VMT generated by the project. The tool estimates that 5 percent of employees would participate.
- Provide commute trip reduction marketing and education for 100% of employees. This would educate and encourage employees to use transit, shared rides, and active modes, therefore lowering the number of single occupancy vehicle trips (TDM).

The project would be required to implement a TDM plan with the TDM measure to reduce the project VMT. The TDM measure should be offered to 100% of employees. The TDM mitigation measure would reduce the project VMT to 14.01 per employee, which would make the project impact less than significant.

The project is consistent with the General Plan's long-range transportation goals and would result in a less-than-significant cumulative impact.

Local Transportation Analysis

Project Trip Generation

Based on the ITE trip generation rates and applicable reductions, it is estimated that the proposed project would not generate any new trips.

Other Transportation Issues

Hexagon conducted a site plan review, queuing analysis, pedestrian, bicycle and transit facility analysis and parking analysis for the proposed project. Generally, the project would not have an adverse effect on the existing transit services, pedestrian facilities, or bicycle facilities in the study area. Hexagon provides the following recommendations for the project:

Recommendations

- A sidewalk should be provided along the project frontage to improve pedestrian safety and circulation.
- The project should provide 8 clean air vehicle parking spaces, given that a total of 81 standard parking spaces will be provided.
- The project should provide 5 electric vehicle parking spaces, given that a total of 81 standard parking spaces will be provided.
- Based on the assumption of 1 employee per 1,000 s.f of warehouse space, the project should provide 12 long term bicycle parking spaces for warehouse use.
- To encourage the use of alternative modes of transportation, the project should provide one shower for the warehouse use.
- The project should provide 2 motorcycle parking spaces on site.

Appendix A

San Jose VMT Evaluation Tool Summary Report

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 1953-1965 Concourse Drive
Tool Version: 2/29/2019
Location: 1953-1965 Concourse Drive, San Jose, CA
Date: 6/30/2021
Parcel: 24418035 Parcel Type: Suburb with Multifamily Housing

Proposed Parking Spaces Vehicles: 81 Bicycles: 12

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	0 KSF		
Retail:	0 KSF		
Industrial:	126.7 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 0.83
- With Project Activity Mix Index 0.83

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) 50
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 51

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

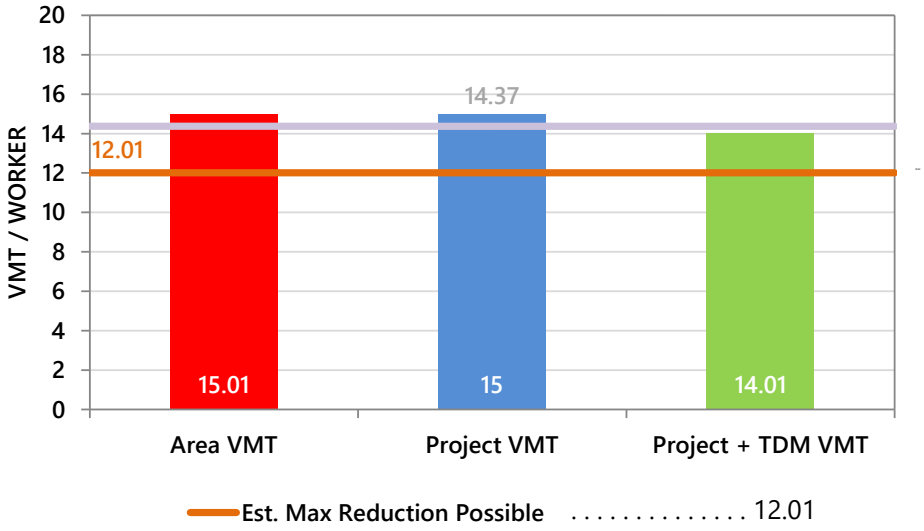
Tier 4 - TDM Programs

Commute Trip Reduction Marketing/ Education
- Percent of Eligible Employees . . . . . 100 %

Ride-Sharing Programs
- Percent of Eligible Eemployees . . . . . 5 %

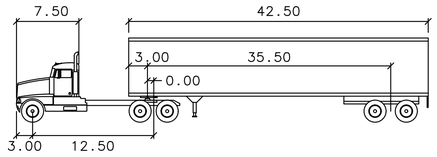
EMPLOYMENT ONLY

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



Appendix B

Truck Turning Templates



WB-50

	feet		
Tractor Width	:8.00	Lock to Lock Time	:6.0
Trailer Width	:8.50	Steering Angle	:17.7
Tractor Track	:8.00	Articulating Angle	:70.0
Trailer Track	:8.50		

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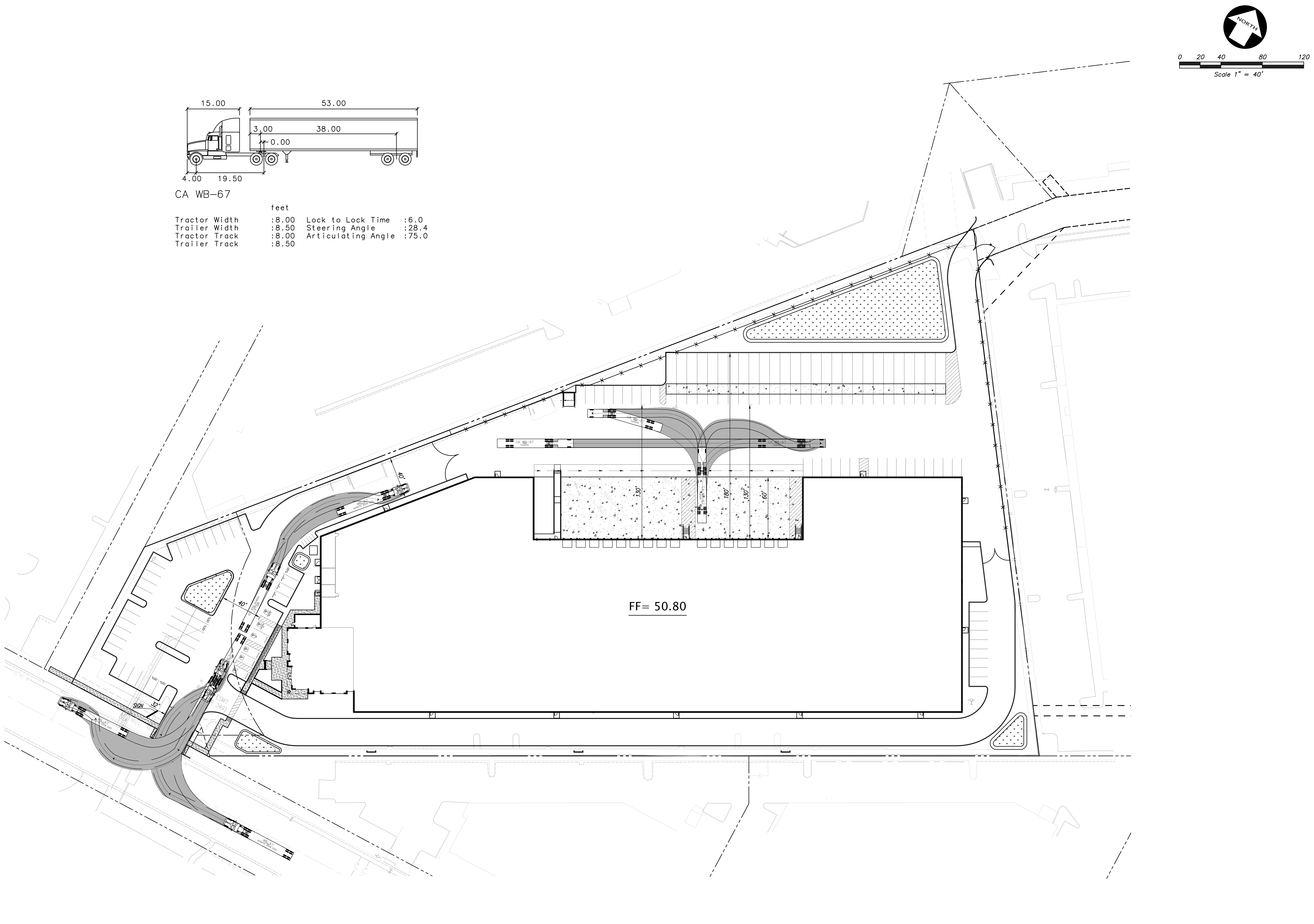
KIER+WRIGHT
163 Technology Drive, Ste. 150
Irvine, CA 92618
Phone: (949) 508-0202
www.kierwright.com

TRUCK TURN PLAN
OF
1953 CONCOURSE DRIVE, LLC
FOR
1953 CONCOURSE DRIVE
SAN JOSE, CALIFORNIA

DATE	APRIL, 2021
SCALE	AS SHOWN
DESIGNER	JDG
DRAWN BY	MRF
JOB NO.	A20648
SHEET	C602
OF	11 SHEETS



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KIER+WRIGHT
163 Technology Drive, Ste. 150
Irvine, CA 92618
Phone: (949) 508-0202
www.kierwright.com

TRUCK TURN PLAN

OF

1953 CONCOURSE DRIVE, LLC

FOR

1953 CONCOURSE DRIVE

SAN JOSE, CALIFORNIA

DATE	APRIL, 2021
SCALE	AS SHOWN
DESIGNER	JDG
DRAWN BY	MRF
JOB NO.	A20648

SHEET C603

OF 11 SHEETS