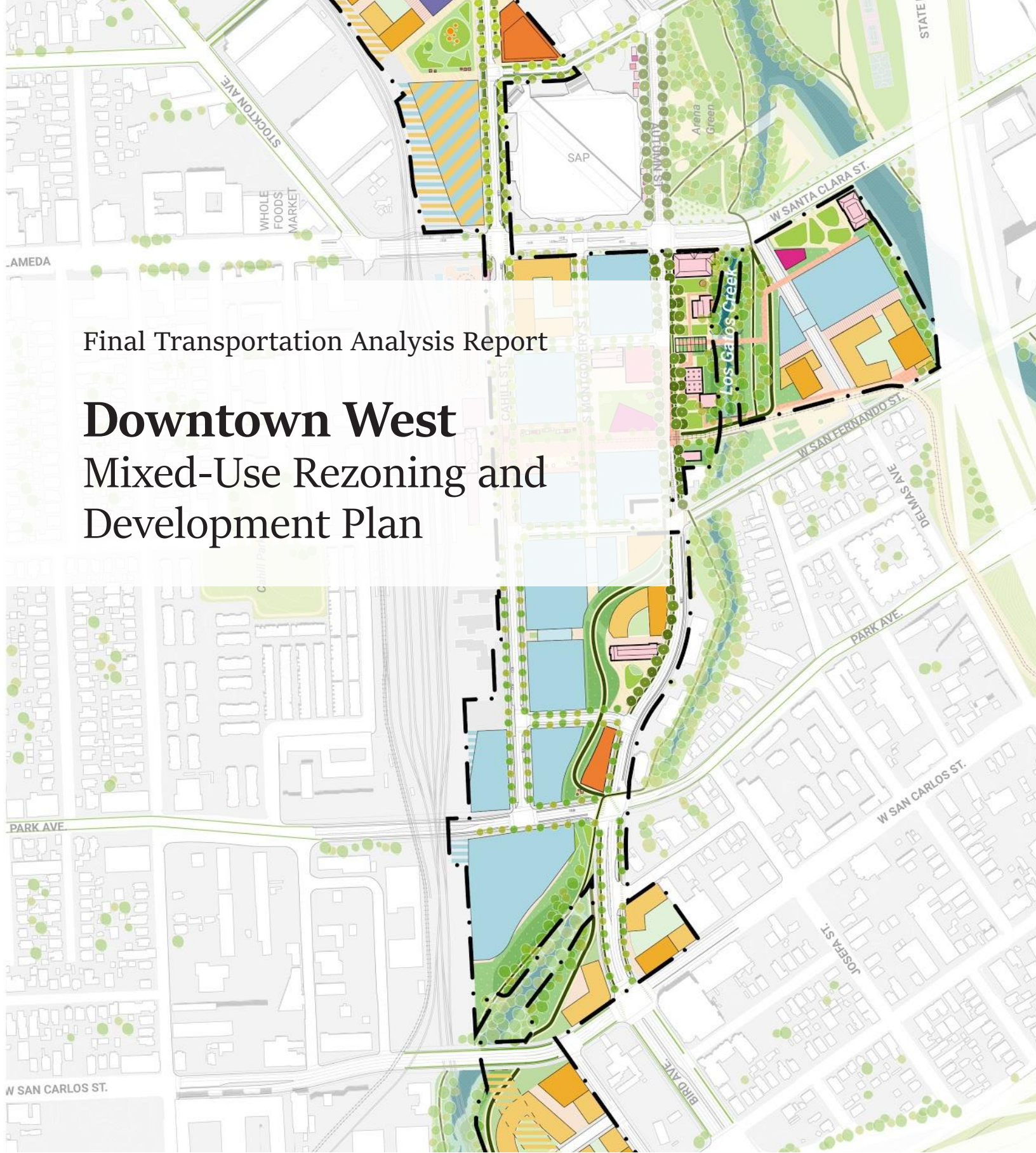


Appendix J1
Transportation Analysis
[Revised]



Final Transportation Analysis Report

Downtown West Mixed-Use Rezoning and Development Plan

Prepared by:

FEHR & PEERS

June 2021

Prepared for:

ESA
City of San Jose

Downtown West Mixed-Use Rezoning and Development Plan Final Transportation Assessment Report

Prepared for:
ESA
City of San José

June 2021

SJ19-1951

FEHR  PEERS

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1. Introduction

This report presents the results of a transportation analysis (TA) conducted for the proposed Downtown West Mixed-Use Rezoning and Development Plan (the “Project” or “Plan”) located in the western half of downtown San José, California. The purpose of the TA is to identify potentially significant impacts of the proposed Project on the surrounding transportation system per the California Environmental Quality Act (CEQA) and to recommend measures to mitigate significant impacts. It also includes a transportation assessment for the Project’s requested General Plan Amendment (GPA). Project impacts and the GPA analysis are conducted following City of San José guidelines.

Project Description

The West Downtown Mixed-Use Project area encompasses approximately 81 acres in downtown San José, west of State Route (SR) 87, north of Interstate (I)-280 in the vicinity of the Diridon Station, future Bay Area Rapid Transit District (BART) station, and future High-Speed Rail (HSR) facility.

Proposed Land Uses

The Project includes the construction of the following uses in multiple new structures distributed throughout the Project area:

- 7.3 million gross square feet of commercial office uses
- 5,900 dwelling units
- 500,000 gross square feet of commercial retail space
- 300 hotel rooms
- 800 limited-term corporate accommodations
- 100,000-gross square foot event space
- 130,000 gross square feet of on-site centralized utility plants
- 100,000 gross square feet on-site logistics centers to serve the commercial on-site uses

The Project also includes the provision of up to 4,800 publicly accessible and/or commercial parking spaces to meet the demand of site-specific users and the public, and up to 2,360 parking spaces for the Project’s residential uses.

An illustrative framework/site plan from the universal planning application is included as **Figure 1** for reference.

Proposed Transportation Changes

The section summarizes the transportation network changes proposed as part of the Project. Within the Project area, changes are proposed to the roadway, bicycle, and pedestrian network.

Roadway Network Changes

The Project proposes to extend portions of certain streets across the Project area and remove sections of other streets as shown on **Figure 2**. The most notable roadway network change is the extension of Cahill Street from its current terminus at West Santa Clara Street to Julian Street in the north, and to Park Avenue in the south, to enhance north-south connectivity throughout the length of the Project area. The Project would also extend North Autumn Street to the site's northern edge. A summary of proposed street network changes is listed below:

- Public Roadway Extensions and Additions:
 - Cahill Street between West Santa Clara Street and North Montgomery Street in the north and between San Fernando Street and Park Street in the south to provide continuous north-south connectivity throughout the length of the Project area
 - West St. John Street between Montgomery Street and the new Cahill Street extension toward the north of the site
 - Block-long east-west extension of Post Street between South Montgomery Street and Autumn Street
 - A new street between Cinnabar Street and Lenzen Avenue along the eastern border of northern parcel (A1)
 - Emergency vehicle access into the Project area north of Union Pacific railroad tracks
- Public Roadway Removal:
 - Cinnabar Street west of North Montgomery Street
 - Delmas Avenue between West Santa Clara Street and West San Fernando Street
 - North Montgomery Street between West St. John and Cahill Street
 - South Montgomery Street between West San Fernando Street and Park Avenue
 - Otterson Street west of South Montgomery Street
- New Private Roadways (generally publicly accessible)
 - "Ring Road" extending west from the intersection of North Montgomery and Cinnabar Street around the rear (west) of Block A1, connecting to the former Lenzen Avenue right-of-way north of Block A1 and to a new public street along the east side of Block A1
 - "L-shaped" street linking Royal Avenue and Auzeais Street (between Blocks H3 and H4
 - West from North Montgomery Street within Parcel C 1
 - North from West San Fernando Street along the alignment of Delmas Street between Blocks E2 and E3 and turning east to the Guadalupe River
 - Limited-access private streets providing primarily service and loading access would include a street that would run north of West San Fernando Street and parallel to Delmas Avenue at the



eastern border of the project site and a connection between Cahill Street and South Autumn Street north of Park Avenue (through Block F1)

The City will require the Project applicant to prepare future focused LTAs, which will evaluate circulation internal to the Project area to ensure the proposed roadway design meets City requirements and standards.

It should be noted the Project area is adjacent to two rail crossings (the Montgomery Street corridor (Union Pacific Rail Road (UPRR)) and Auzerais Avenue corridor (Caltrain)) and that any changes to the roadway approaches to the crossings (including striping, sidewalk, driveways, etc.) within approximately 200 feet of the crossing would require the City to apply for California Public Utility Commission (CPUC) approval.

Mid-Block Passages

The Project applicant proposes to construct publicly accessible mid-block passages at several locations throughout the Project area to facilitate pedestrian and bicycle access. Mid-block passages are a small-scale pedestrian network of paseos that provide mid-block shortcuts for people walking and increases accessibility between different areas

Additional Emergency Vehicle Access

The Project applicant is evaluating access for emergency vehicles at the northern edge of the Project boundary and may develop one or two additional at-grade crossings of the Union Pacific Railroad tracks between the Project area and the San José Market Center, to the Project's northeast, or extend Lenzen Avenue underneath the railroad tracks along the Project's western edge into the Project area. The City is applying to the Federal Rail Administration (FRA) for a quiet zone on the Warm Springs corridor from Montgomery Street to Horning Street. Any new at-grade or grade-separated crossing proposed by the development within the proposed quiet zone limits would require coordination with the City's quiet zone application and respective approving agencies (CPUC, FRA, etc.).

Transit Network Changes

The Project does not propose any specific transit network changes; however, changes to bus stops may be needed in the future as part of roadway modifications and will be reviewed under future focused LTAs to ensure they meet City and Santa Clara Valley Transportation Authority (VTA) standards.

Bicycle Network Changes

The Project includes several proposed bike network changes to provide bicycle connectivity within the Project area and to the surrounding neighborhoods and regional destinations. Within the Project boundaries, proposed improvements include:

- A multi-use path parallel to the light rail tracks between South Montgomery Street and West San Fernando Street.

- Off-street path connections along Los Gatos Creek within the Project boundary will fill in gaps in the existing trail, with an off-street path connection (Class I) running along the western edge of the Los Gatos Creek between Auzerais Avenue and Park Avenue, as well as along the eastern edge of the creek from San Fernando to Santa Clara. These trail segments will be connected by on-street protected bikeways (Class IV) along Autumn Street between Park Avenue and the VTA tracks.
- On-street bicycle facilities (Class IV or Class II) along Park Avenue, West San Fernando Street, West St. John Street, West Julian Street, South Autumn Street, North Montgomery Street, and Cahill Street
- Shared public streets that would have traffic calming, low speeds, and potential restrictions to auto travel along South Montgomery Street between West San Fernando Street and West Santa Clara Street and Post Street between Cahill Street and South Autumn Street.
- An additional network of private streets, most of which would be generally accessible to the public and some of which would predominantly provide service and loading access. Generally accessible private streets would include a new street extending west and north from North Montgomery Street to the rear (west) of the northern most parcel (Block A1) connecting to Lenzen Avenue; a dead-end street extending west from North Montgomery Street between West Julian and West St. John Streets (within Block C1); an L-shaped street along the alignment of Delmas Avenue north of the light rail tracks and turning east to reach the Guadalupe River; and an L shaped street linking Royal Avenue and Auzerais Street (between Blocks H3 and H4). Limited-access private streets would include a service street that would run north of West San Fernando Street and parallel to Delmas Avenue at the eastern border of the project site and a service connection between Cahill Street and South Autumn Street north of Park Avenue (through Block F1).

Figure 3 illustrates the proposed bike network changes.

Pedestrian Network Changes

The Project would provide various improvements to public areas such as sidewalk widenings, plazas, and new street trees to improve pedestrian spaces and enhance connectivity to regional transit that would be available in the immediate vicinity. The improvements will also enhance local pedestrian circulation to Downtown San José, adjacent neighborhoods, and regional trails for residents and visitors. **Figure 4** illustrates the proposed pedestrian network changes.

Much of the Project area is currently developed with low density one- and two-story buildings that cover only portions of their lots, with the remaining unbuilt lot space used as surface parking. The area in the core of the site, especially around Diridon Station and the SAP Center, is surrounded by surface parking lots that would be redeveloped by the Project. The total floor area of buildings currently on the Project area accounts for approximately 618,000 square feet; many of the existing buildings are vacant. Thus, with the Project, the area would transform from being car-centric to a downtown with a mix of land uses and multimodal access.



Downtown West Design Standards and Guidelines

As part of the proposed Project, the project applicant is proposing the adoption of detailed design standards and guidelines that would apply to development on the Project area. These enforceable *Downtown West Design Standards and Guidelines* would be approved as part of the Planned Development Permit. In addition to the project-specific *Downtown West Design Standards and Guidelines*, the *Downtown Design Guidelines* and the *Complete Streets Standards and Guidelines* would continue to apply to development of the project unless a standard or guideline under the *Downtown Design Guidelines* or the *Complete Streets Standards and Guidelines* is expressly superseded by the *Downtown West Design Standards and Guidelines*. The *Downtown West Design Standards and Guidelines* would impose mandatory standards—enforceable by the City—on the Project’s design and implementation with respect to land use, open space, building design, public rights-of-way, sustainability, and lighting and signage. In this way, the *Downtown West Design Standards and Guidelines* would ensure compliance with the City-adopted program for the project site.

AB 900

On December 30, 2019, Governor Newsom certified the Project under Assembly Bill (AB) 900, the Jobs and Economic Improvement through Environmental Leadership Act of 2011 (Assembly Bill 900 or AB 900, as amended by Senate Bill 734 and AB 246). AB 900, as amended, provides judicial streamlining benefits under CEQA for environmental leadership development projects and defines an environmental leadership development project as the following:¹

- The project is residential, retail, commercial, sports, cultural, entertainment, or recreational in nature;
- The project, upon completion, will qualify for Leadership in Energy and Environmental Design (LEED) gold certification or better;
- The project will achieve at least 15 percent greater transportation efficiency than comparable projects;²
- The project is located on an infill site³ and in an urbanized area;

¹ California Public Resources Code 21178 et seq. and Governor’s Office of Planning and Research, California Jobs (AB 900), *Governor’s Guidelines for Streamlining Judicial Review Under the California Environmental Quality Act Pursuant to AB 900*. Available online at <http://opr.ca.gov/ceqa/california-jobs.html>, accessed November 2, 2019.

² “Transportation efficiency” is defined as the number of vehicle trips by employees, visitors, or customers to the Project divided by the total number of employees, visitors, and customers. The applicant shall provide information setting forth its basis for determining and evaluating comparable projects and their transportation efficiency, and how the Project will achieve at least 15 percent greater transportation efficiency. For the purpose of this provision, comparable means a project of the same size, capacity, and location.

³ An infill site is defined in Public Resources Code Section 21061.3 as a site that “has been previously developed for qualified urban uses.” A “qualified urban use” is defined in Public Resources Code Section 21072 as “any residential, commercial, public institutional, transit or transportation passenger facility, or retail use, or any combination of those uses.”

- In the Bay Area, the Project is consistent with the general use designation, density, building intensity, and applicable policies specified for the Project area in *Plan Bay Area 2040*, the region's sustainable communities strategy;⁴ and
- Private vehicle parking spaces for multi-family residential projects are priced and rented or purchased separately from dwelling units; or dwelling units are subject to affordability restrictions that prescribe rent or sale prices, and the cost of parking spaces cannot be unbundled from the cost of dwelling units.⁵

As part of the AB 900 application prepared for the proposed Project, trip reduction measures were quantified to demonstrate the Project could achieve a 15 percent improvement in transportation efficiency compared to a similar project, as required by the law. The application demonstrated that through a combination of high-quality walkable urbanism and investment in a comprehensive transportation demand management (TDM) program, the proposed Project would reduce vehicle trips between 17.7 and 24.4 percent compared to a project with the same size, mix of land uses, and location, but without the proposed Project's trip reduction features.

While AB 900 requires the City to ensure achievement of the 15 percent transportation efficiency improvement by the proposed Project, the analysis provided in this TA does not re-evaluate whether the goal would be met or include the trip reduction measures quantified in the AB 900 analysis. The purpose of applying a separate analysis using the City's transportation model, which is not sensitive to TDM measures without adjustments, is to provide a conservative analysis consistent with those prepared for other environmental impact reports (EIRs) in the City and allow for better comparison of results.

Project Context

The City of San José adopted the Diridon Station Area Plan (DSAP) in 2014 in anticipation of future High-Speed Rail and BART services and a Major League Baseball ballpark. The Plan included policies to guide future land use development that support transit ridership and improve pedestrian, bicycle, vehicle, and transit connectivity between Diridon Station and adjacent land uses. The City initiated amendments to the DSAP in 2019 to address several changes in planning assumptions (including removal of the ballpark), and the City's participation, along with Caltrain, the California High-Speed Rail Authority, and the VTA, in the Diridon Integrated Station Concept (DISC) Plan process.

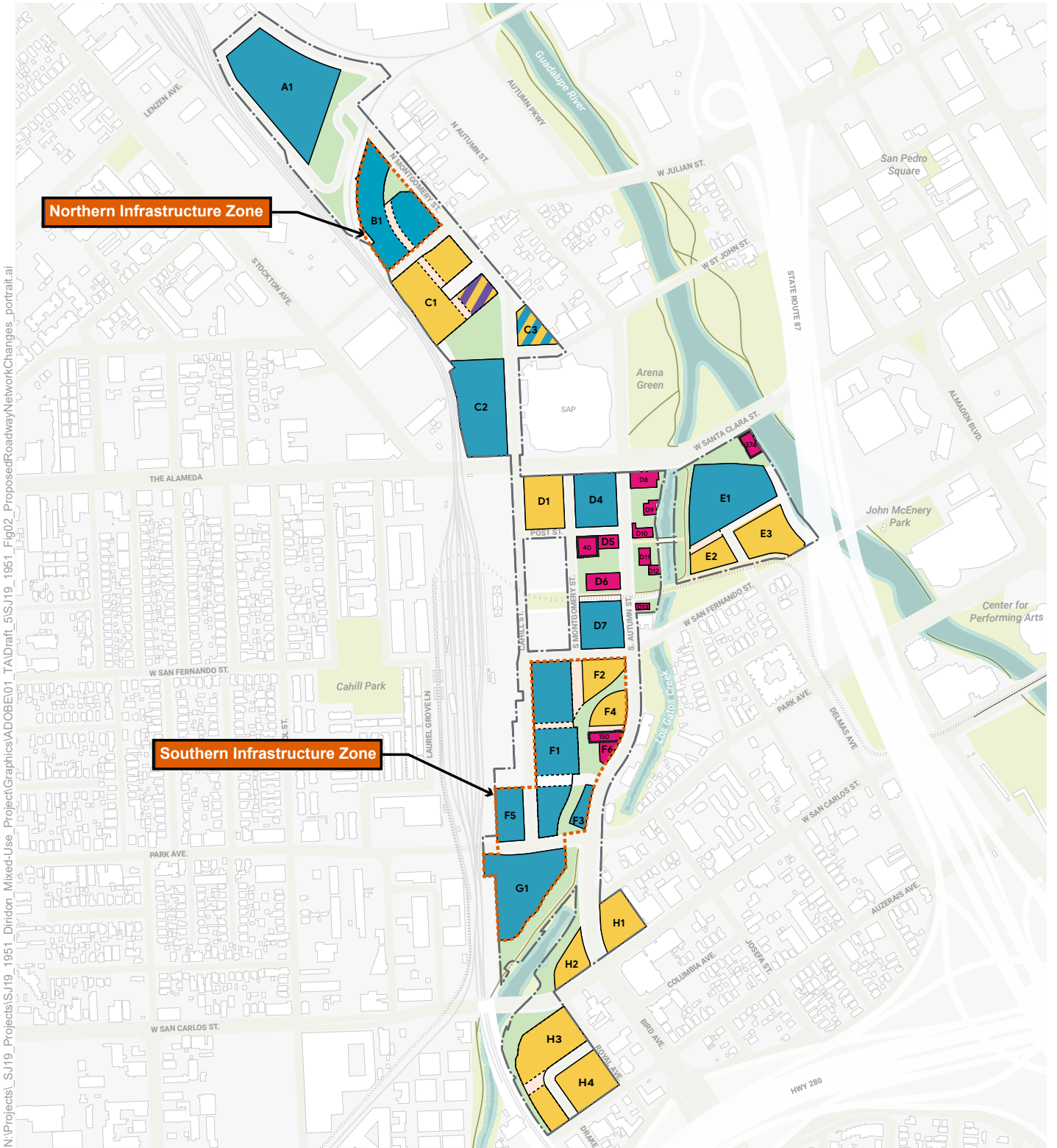
The DISC Plan will evaluate how to expand and redesign Diridon Station as a world-class transit center that provides for intermodal connections and integration with the surrounding neighborhoods. The DISC Plan does not propose any land use changes, but focuses on station design, including the spatial configuration that shows how the various track and station elements will fit together and relate to the surrounding neighborhood.

⁴ California Public Resources Code Section 21180(b).

⁵ California Public Resources Code Section 21184(a), added by SB 734 (2016).



In December 2018, Google LLC, entered into a Memorandum of Understanding (MOU) with the City of San José with an intention to “collaborate on development in and around the Diridon Station Area to aid implementation of the planned expansion of San José’s Downtown, the Diridon Station Area Plan, and the General Plan.” The MOU set forth goals for new development to transform the current area through new construction and adaptive reuse of existing facilities to a vibrant, fully functional transit-oriented neighborhood. To further the goals of the MOU and consistent with Council Policy 5-1, the analysis presented in this document evaluates the transportation impacts of the Project for CEQA purposes.



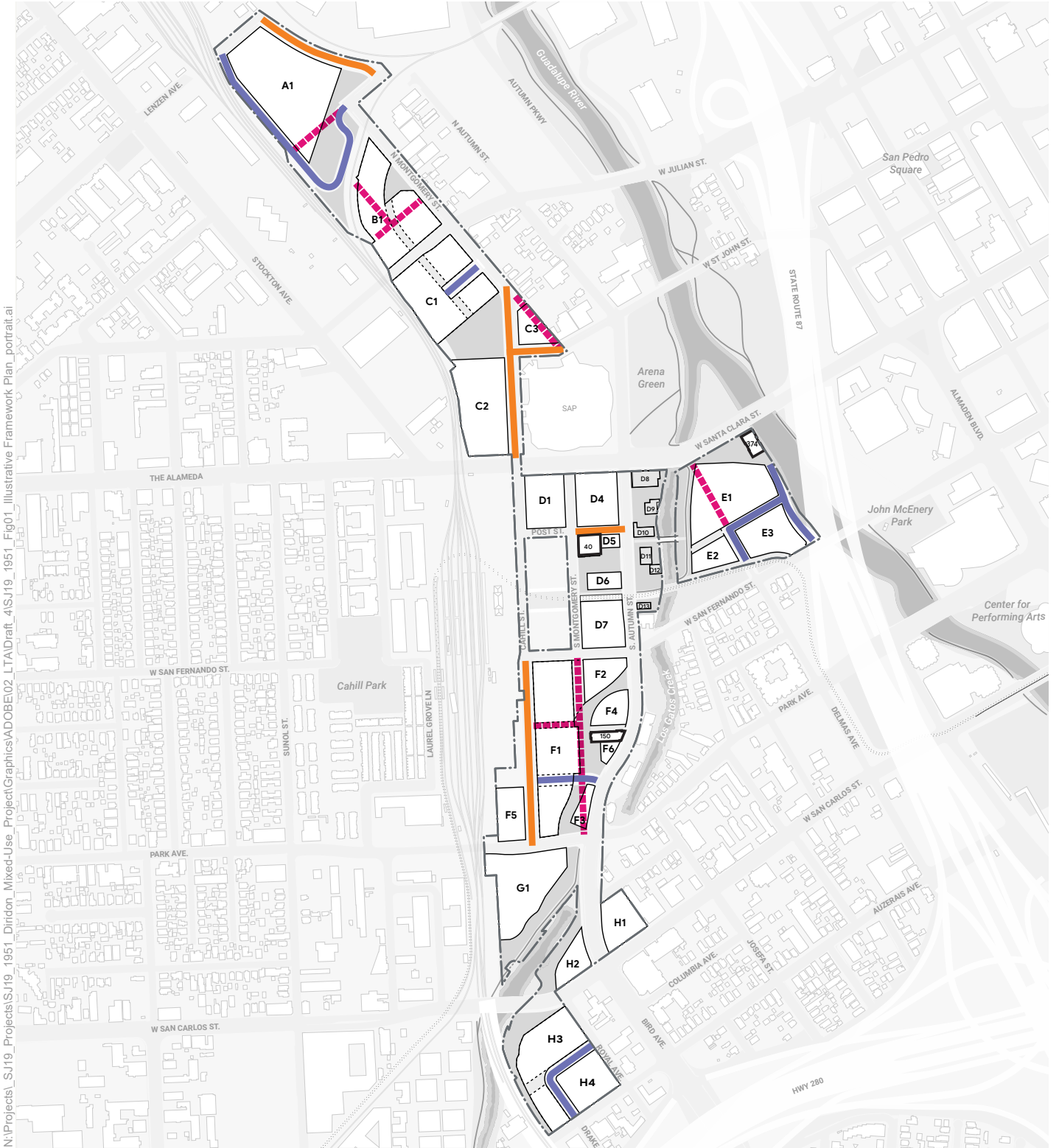
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Legend

- Project boundary
- Approximate location of pedestrian mid-block passageways
- Office
- Residential
- Hotel
- Active uses (including commercial retail/restaurant, arts, cultural, institutional, child care and education, maker spaces, non-profit, small-format office space)
- Historic resources to remain
- Centralized utility plant and logistics hub areas



Figure 1
Illustrative Framework Plan



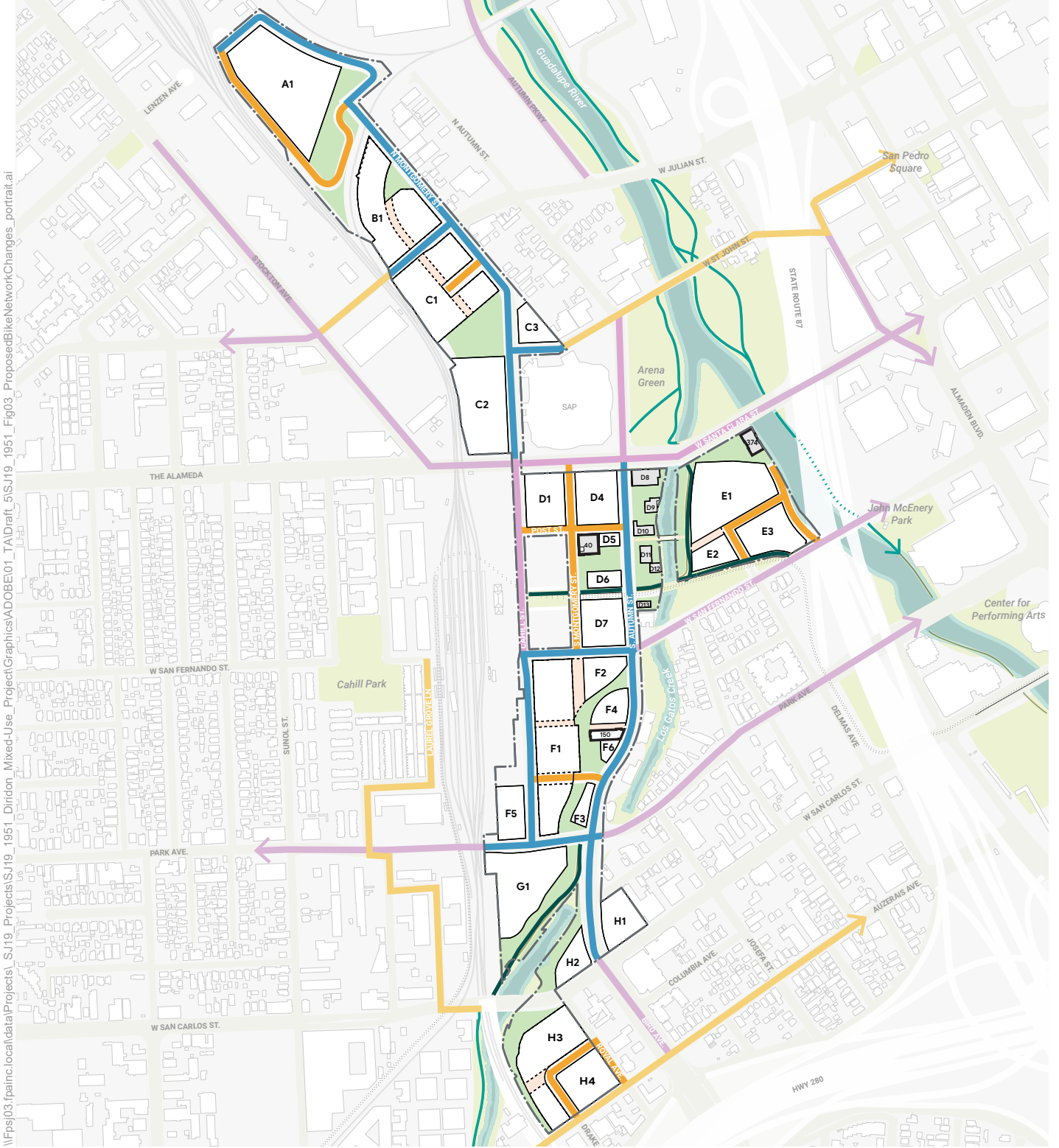
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Legend

- Project boundary
- New public streets
- New private streets
- Removed / relocated public streets
- ▭ Historic resources to remain



Figure 2
Proposed Roadway Network Changes



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Legend

- Multi-use Trails and Shared Use Paths (Class I)
- On-street bike facilities (Class IV and II)
- Shared Lanes (Class III)
- Existing Trails
- Existing Bicycle Lanes (Class IV and II)
- Existing Shared Lanes



Figure 3
Proposed Bike Network
 Downtown West

Relevant Plans and Regulatory Agencies

This section describes relevant transportation regulatory agencies for the purposes of this TA. This includes regional and local agencies, and their programs and plans relevant to the Project.

Relevant Regional Plans

There are two main plans that provide policy guidelines affecting land use and transportation planning decisions within the Bay Area that are relevant to the City of San José. These are discussed below.

Plan Bay Area 2040

Plan Bay Area is overseen by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). It serves as the region's Sustainable Communities Strategy (SCS) pursuant to SB 375 and the 2040 RTP (preceded by *Transportation 2035*), integrating transportation and land use strategies to manage greenhouse gas emissions and plan for future population growth. The RTP and SCS include policies that call for shifting more travel demand to transit and accommodating growth along transit corridors in "Priority Development Areas (PDAs)". In July 2013, Plan Bay Area was adopted by ABAG and the MTC. The update to Plan Bay Area, known as Plan Bay Area 2040,⁶ was subsequently developed by MTC and adopted in July 2017.

Major transit projects included in Plan Bay Area 2040 include a BART extension to San José /Santa Clara, Caltrain Electrification, enhanced service along the Amtrak Capitol Corridor, and improvements to local and express bus services.

Valley Transportation Plan (VTP) 2040

As the congestion management agency (CMA) for Santa Clara County, VTA is responsible for the development of a long-range countywide transportation plan, called Valley Transportation Plan (VTP) 2040.⁷ VTP 2040 provides programs, projects, and policies for roadways, transit, Intelligent Transportation Systems (ITS) and Systems Operations Management, bicycle facilities, pedestrian facilities, and the integration of land use and transportation. VTP 2040 projects serve as VTA's recommendations for the RTP known as Plan Bay Area. VTP 2040 was adopted by the VTA Board of Directors in September of 2014.

Relevant City Plans

The City of San José has jurisdiction over the local transportation network including City streets and City-operated traffic signals, as well as over land use and zoning policies. The City of San José has also adopted

⁶ Metropolitan Transportation Commission, 2017. Plan Bay Area 2040. Available online at http://2040.planbayarea.org/cdn/ff/buje2Q801oUV3Vpib-FoJ6mkOfWC9S9sgrSgJrwFBgo/1510696833/public/2017-11/Final_Plan_Bay_Area_2040.pdf. Accessed on September 22, 2019.

⁷ Santa Clara Valley Transportation Authority. VTP 2040. Available online at http://vtaorgcontent.s3-us-west-1.amazonaws.com/Site_Content/VTP2040_final_hires_030315.pdf. Accessed on September 23, 2019.



several plans providing guidance for managing the City's transportation system, land use policies, and zoning.

Envision San José 2040 General Plan

The City's General Plan (*Envision San José 2040 General Plan*)⁸ includes goals, policies, and strategies regarding land use and community design, transportation, housing, environmental resources, and municipal services to 2040. The Land Use and Transportation Element of the General Plan establishes the link between land use and transportation with an emphasis on encouraging growth in compact mixed-use developments and a balanced transportation system. Other key themes in the General Plan are (1) construction of a comprehensive, safe, direct, and well-maintained citywide bikeway network, (2) supporting the development of amenities and land uses that contribute to increased transit ridership, and (3) reducing the number of vehicle miles traveled. It also recognizes that under SB 743 automobile level of service (LOS) will be replaced with vehicle miles traveled (VMT) as the City's metric for CEQA transportation analysis.

Downtown Strategy 2040

*The Downtown Strategy 2040*⁹ (DTS 2040) is an integrated strategic design plan focused on the revitalization of Downtown San José through the development of underutilized land and increasing the density of infill developments within the Downtown boundary. The DTS 2040 is an update to the 2000 Downtown Strategy and increases the number of residential units in Downtown by 4,000 units compared to what is planned in the *Envision San José 2040 General Plan*, as well as shifting 3,000,000 square feet of office development from Coyote Valley to Downtown.

Diridon Station Area Plan

The *Diridon Station Area Plan*¹⁰ (DSAP) was approved by the San José City Council on June 17, 2014 and incorporated into the General Plan. The DSAP establishes a vision for Diridon Station and the surrounding area in response to the planned extension of BART and High-Speed Rail service to San José. The City-initiated amendments to the DSAP in 2019 in light of several changes in planning assumptions, including:

- New uses contemplated for a site (located within the boundary of the Project area analyzed in this report) previously identified for a proposed Major League Baseball ballpark
- The City policy, adopted in March 2019, to allow greater building height limits in the station area
- The City's focus on environmental sustainability through Climate Smart San José, adopted in 2018
- The adopted Downtown Design Guidelines and proposed Downtown Transportation Plan

⁸ City of San José, amended 2018. *Envision San José 2040 General Plan*. Available online at <https://www.sanjoséca.gov/home/showdocument?id=22359>. Accessed on September 23, 2019.

⁹ City of San José, 2018. *Downtown Strategy Plan*.

¹⁰ City of San José, 2014. *Diridon Station Area Plan*. Available online at <https://www.sanjoséca.gov/Home/ShowDocument?id=15739>. Accessed on September 23, 2019.

- The City's participation, along with Caltrain, the California High-Speed Rail Authority, and VTA, in the DISC Plan process that will evaluate how to expand and redesign Diridon Station as a world-class center of transit and public life that provides intermodal connections and integration with surrounding neighborhoods¹¹

The DSAP amendments are intended to adapt the DSAP to updated circumstances; align with and complement other adopted and ongoing plans, including the DISC Plan; and support and facilitate DSAP implementation relative to both private development and public investment. The City does not expect to make major changes to the primary objectives of the DSAP. Anticipated changes include reallocating development capacity from elsewhere in the City's development capacity and updating the Plan's existing sections pertaining to land use, design, transportation, and public spaces. The City will also prepare area-wide implementation plans for shared parking, infrastructure financing, and affordable housing.

San José Bike Plan 2020

The City of *San José Bike Plan 2020*¹² was adopted in November 2009 and recommends policies, projects, and programs to achieve a vision where bicycling is an integral part of life in San José. The bike plan defines 500 miles of bikeways and emphasizes connections between the on-street and off-street bikeway network. It should be noted the San José Better Bike Plan 2025 will update the existing Bike Plan and is expected to be finalized in the Fall of 2020. Projects listed in the current bike plan that are near the Project area include the implementation of a Class II bicycle facility (bike lanes) on Park Avenue between Sunol Street and Market Street as well as the implementation of a Class II bicycle facility on Santa Clara Street between Montgomery Street and Almaden Boulevard. Both of these projects have been completed.

San José Complete Streets Design Standards & Guidelines

The *San José Complete Streets Design Standards & Guidelines*¹³ were developed as a comprehensive set of street design standards and guidelines to inform how the City of San José builds and retrofits streets. The guidelines in the document presents standards for the design and implementation of streets that are comfortable and welcoming for all modes of travel in accordance with the City's Vision Zero initiative.

The complete street design standards and guidelines vary depending on roadway typology and context of the built environment. For example, Downtown areas are characterized by intensive office, retail, service, residential, and entertainment land uses. Transit usage and pedestrian activity are given primary emphasis over automobile activity in this context. The designs standards and guidelines refer to the 2003 *Downtown*

¹¹ The DISC Plan is not a land use plan. Instead, the plan will include a physical layout showing how the various track and station elements will fit together and relate to the surrounding neighborhood and a governing structure to implement the vision for the station and operate the station in the long term.

¹² City of San José, 2009. San José Bike Plan 2020. Available online at http://www3.sanJoseca.gov/clerk/Agenda/20091117/20091117_0602att.pdf. Accessed on September 23, 2019.

¹³ City of San José, 2018. San José Complete Streets Design Standards and Guidelines. Available online at <https://www.sanJoseca.gov/home/showdocument?id=33113>. Access on March 10, 2020



Streetscape Master Plan (DSMP) for identified pedestrian networks in the Downtown area for public streets lacking a typology designation in the 2040 General Plan.

Downtown Transportation Plan

The City of San José recently initiated The Downtown Transportation Plan (DTP) that will identify and advance the big transportation moves that will help shape the future of downtown. Building from past and ongoing work, it will identify ways to improve safety, equity, access and mobility throughout the Downtown area to meet future travel needs. A comprehensive community engagement process will be used to identify and establish network-level transportation plans designed to complement adjacent land uses and accommodate all travel modes. In addition, the Downtown Transportation Plan will develop prioritization methods to rank transportation projects and programs and produce concept level designs and implementation strategies for high priority improvements. The Downtown Transportation Plan began in early 2020 and is expected to be completed in 2021.

Scope of Study and Report Overview

This report was prepared for California Environmental Quality Act (CEQA) clearance purposes and to meet the City of San José Transportation Analysis Policy (Council Policy 5-1), which adopts vehicle miles traveled (VMT) as the primary metric for transportation studies under CEQA. The City of San José developed a *Transportation Analysis Handbook*¹⁴ to implement Council Policy 5-1 and provide guidance on the need, scope, and content of transportation analysis.

Consistent with Council Policy 5-1, the City outlines several CEQA Transportation Performance Metrics including:

- Total VMT
- VMT per capita (residential projects)
- VMT per employee (office or industrial projects)
- Net change in total VMT (retail, hotel, or school projects)

According to CEQA a project could have a significant transportation impact on the environment if it:

1. Conflicts with a plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths;
2. Conflicts or is inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1);
3. Substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);
4. Results in inadequate emergency access.

¹⁴ City of San José, 2018. Transportation Analysis Handbook. Available online at <https://www.sanJoseca.gov/home/showdocument?id=28461>. Accessed July 15, 2019.

Council Policy 5-1 includes guidance for screening projects that are low VMT generators or located in low VMT areas, and for which a detailed CEQA analysis would not be required. While most of the Project area is located within a low VMT area, given the unique nature of the Project a VMT analysis was performed for CEQA analyses and conformance to Council Policy 5-1.

A local transportation analysis (LTA) report will be prepared as a standalone document to provide additional information regarding vehicle, transit, bicycle, and pedestrian network operations and constraints.

Analysis Scenarios

Potential transportation impacts were evaluated for the following scenarios:

- Scenario 1:** *Year 2015 Existing Conditions* – Existing year 2015 conditions developed using the City’s Travel Demand Forecasting model to determine baseline VMT and traffic volumes. The year 2015 is the base year for the City’ Travel Demand Forecasting model and currently the best tool available for identifying Project VMT impacts.
- Scenario 2:** *Year 2015 Existing Plus Project Conditions* – Project impacts were evaluated using the City model to develop VMT projections with development of the Project. The use of the City model represents a conservative estimate, as the model does not account for Project specific features, such as TDM elements, that would reduce the trips and associated VMT generated by the Project. The scenario assumes the base year 2015 land uses and transportation network and does not account for any anticipated enhancements to transit service, such as BART Phase II and Caltrain Electrification, that would also reduce trips and associated VMT generated by the Project.
- Scenario 3:** *Year 2040 Cumulative No Project Conditions* – The City model was used to develop VMT projections and forecast traffic volumes per the land use and transportation assumptions consistent with *Envision San José 2040 General Plan* and proposed land use reallocations currently contemplated as part of the City-initiated amendments to the DSAP, except for those included as part of the Project. This scenario assumes future transit service enhancements associated with BART Phase II and Caltrain Electrification. This scenario assumes future transit service enhancements associated with BART Phase II and Caltrain Electrification.
- Scenario 4:** *Year 2040 Cumulative Plus Project Conditions* – Scenario 3 volumes plus traffic generated by buildout of the Project, associated roadway modifications, plus land use changes associated with the General Plan Amendment.

City of San José Travel Demand Forecasting Model

The City of San José’s travel demand forecasting model (City model) was used to develop near-term and Year 2040 VMT and traffic growth estimates. The City model is a refinement of the San Mateo City and County Association of Governments (C/CAG) and VTA Bi-County transportation model (VTA Model) and provides more analytical detail and enhanced local accuracy of travel in the City of San José. It was



developed by Hexagon Transportations Consultants in collaboration with the City of San José and VTA. The City of San José provided the most recent copies of their Year 2015 and Year 2040 models for use in this analysis. The Year 2015 model is the most recently updated model available from the City and the best tool currently available. The Year 2040 model represents land use and transportation buildout consistent with the City's 2040 scenario from the 2018 Downtown Strategy Plan. The Year 2015 model was used in the VMT analysis, and the Year 2040 model was used for the General Plan Amendment analysis. Traffic growth estimates were developed for the CEQA air and noise analyses but are not directly referenced in this report.

2015 Land Uses and Network Assumptions

The base year model was developed using year 2015 land use data from the City¹⁵ and validated against 2015 morning and evening peak hour traffic counts. Collector roads and residential streets were coded into the City model transportation network to provide additional analytical detail to the transportation system compared to the VTA model. For the purposes of this analysis the 2015 model was used without changes to develop baseline VMT and traffic projections.

2040 Land Uses and Network Assumptions

The future year 2040 model is the same model used for the 2018 Downtown Strategy Plan. For the Downtown Strategy Plan, the City's Department of Planning, Building, and Code Enforcement prepared 2040 land use forecasts for the City of San José that represent the City's General Plan. These forecasts are different from the ABAG projections used in the VTA Model. The San José General Plan assumes slightly fewer housing units but significantly more jobs in San José. In order to maintain consistency with the 2040 ABAG projections, the number of housing units and jobs for the transportation analysis zones (TAZs) outside Santa Clara County were adjusted (housing units were increased, and jobs were reduced) to match ABAG's regional control totals.

The City model includes all major transportation infrastructure identified in the *Envision San José 2040 Land Use/Transportation Diagram and the Valley Transportation Plan 2040 (VTP 2040)*, adopted by VTA in October 2013. The improvements include several new roadways that will provide enhanced connectivity and circulation to and within the Downtown area and throughout the City of San José.

For the purposes of this analysis the 2040 model was used to develop Cumulative No Project volumes. Specifically, the volume differences between the City's current 2040 model and the 2015 base year model were added to the existing counts to develop Cumulative No Project volumes. The 2040 model was modified to include changes in Project land uses — including the growth reallocation as part of the DASP and Project proposed GPA — and roadway network to develop initial trip generation estimates for the

¹⁵ The 2015 VTA model land use data set is generally consistent with the 2013 ABAG Projections for the year 2015. The 2015 city land use data set is different from ABAG/VTA in terms of the number of housing units and jobs. However, the City land use data set was determined to more accurately reflect the 2015 land use activity in San José.

Goal-Based Project Buildout scenario. The DSAP and proposed Project land reallocation included in the 2040 model are discussed below.

City Model and Ridehail Services

The City model was developed based on 2015 travel data and land use inputs. Since that time, the prevalence of for-hire vehicles has increased in the Bay Area, including San José, mostly due to growth in the number of and demand for ridehail vehicles, such as Lyft and Uber. The City model estimates the probability of driving based on auto ownership, household income, and other variables; however, available travel data do not directly account for the increased availability of TNCs. To the extent that people previously would have traveled in another personal or for-hire vehicles (e.g., taxi) but now travel using a ridehail service, this is accounted for in previous travel data. However, available travel data does not directly account for the increased availability of ridehail vehicles.

While, ridehail trips are not specifically included in the CSJ model due to a lack of available travel survey data during development of the model itself, ridehail trips are likely shorter than average vehicle trips that currently occur in the area, have higher average vehicle occupancy, and are generally not associated with travel for work purposes.

Study Area

The City model evaluates VMT for trips that have an origin or destination within the Project area across the nine-county Bay Area. For the pedestrian, bicycle, and transit access discussions, the study area is focused within a half-mile of the Project area.

Report Organization

The following chapters are included in this report to meet City scope requirements for evaluating transportation impacts of the Project:

Chapter 1. Introduction includes the study purpose, the Project description, the regulatory agencies and relevant plans, the study scope, and an overview of the report.

Chapter 2. Existing Conditions provides descriptions of the transportation system near the site including the vehicle miles traveled (VMT), the primary roadway network, transit service, pedestrian facilities, and bicycle facilities, and the existing vehicle miles traveled (VMT) for the City of San José.

Chapter 3. Project Travel Demand describes the travel demand for the proposed Project, which was estimated using the City of San José's travel demand model.

Chapter 4. CEQA VMT Analysis describes the process used to estimate the existing and Project VMT, presents the results of the VMT analysis, and provides a discussion on the Project's consistency with *Envision San José 2040 General Plan*.



Chapter 5. Additional CEQA Transportation Analysis includes CEQA transportation impacts related to non-VMT significance criteria including conflicts with plans, ordinances, or policies, hazardous design features, and emergency vehicle access.

Chapter 6. General Plan Amendment Transportation Analysis provides an evaluation of the potential impacts on the citywide transportation system including citywide metrics related to VMT, journey-to-work mode share, average vehicle speeds in transit priority corridors, and adjacent jurisdictions roadway segment capacities, all evaluated using the 2040 City model.

Chapter 7. Conclusions summarizes the transportation analysis results.

2. Existing Conditions

The transportation system near and within the Project area is off-site and includes freeways, other major roadways, bus and light rail transit services, bicycle facilities, and pedestrian facilities.

Roadway Facilities

State Route (SR) 87, Interstate (I)-880, and I-280 provide regional access to the Project area. Local access is provided by The Alameda, Auzerais Avenue, Autumn Street, Cahill Street, Delmas Avenue, Julian Street, Park Avenue, St. John Street, San Carlos Street, San Fernando Street, Santa Clara Street, and Stockton Avenue. The City of San José organizes streets according to “typologies” that considers street context and travel mode priorities in addition to functional classifications. Further information about these street “typologies” can be found in Chapter 5 of the *Envision San José 2040 General Plan*. The existing roadway network and typologies in the vicinity of the Project area are shown in **Figure 5**.

Roadway Descriptions

SR 87 is a north–south State Highway extending from the U.S. Highway (U.S.) 101 interchange north of Norman Y. Mineta San José International Airport south to the SR 85 interchange. It is located directly east of the Project area. This state highway has two general-purpose lanes and one high-occupancy vehicle (HOV) lane in each direction. HOV lanes are restricted to vehicles with two or more people, motorcycles, and clean-air vehicles during the morning and evening peak periods. Access to SR 87 from the Project area is via West Julian Street, Park Avenue, or Delmas Avenue.

I-280 is a north-south interstate highway extending north from the I-680/US 101 interchange in San José to San Francisco. It is located directly south of the Project area. This interstate highway has four general purpose lanes and one HOV lane in each direction. Access to I-280 from the Project area is via SR 87 or Bird Avenue.

I-880 is a north-south interstate highway extending north from the I-280/I-880/SR 17 interchange in San José to Oakland. The interstate has three general purpose lanes and one HOV lane in each direction. Access to I-880 from the Project area is via Coleman Avenue or The Alameda.

The Alameda is an east-west Grand Boulevard that is a continuation of Santa Clara Street. It is a four-lane roadway and extends northwest from Stockton Avenue to Santa Clara University.

Auzerais Avenue is a north-south Local Connector Street that runs along the southern border of the Project area. It is a two-lane roadway that extends from SR 87 to Meridian Avenue.

Autumn Street is a north-south City Connector Street that runs through the entire Project area. It operates as a one-way couplet with Montgomery Street between Park Avenue and Santa Clara Street. It operates as a two-way street north of Santa Clara Street.



Cahill Street is a north-south local street (not classified in the General Plan). It is a two-lane roadway that extends from West Santa Clara Street to San Fernando Street and provides access to Diridon Station.

Cinnabar Street is an east-west local street (not classified in the General Plan). It is an approximately 500-foot two-lane roadway. To the west it terminates at the railroad tracks and to the east at a cul-de-sac. The section of Cinnabar Street within the Project area is only accessible via Montgomery Street.

Crandall Street is a one-lane, one-way eastbound Local Street that extends between Cahill Street and South Montgomery Street and provides access from Diridon Station. It's part of the Stover Street-Crandall Street one-way couplet.

Delmas Avenue is a north-south Local Connector Street south of San Carlos Street and a Main Street north of San Carlos Street. It is a two-lane roadway that extends from Santa Clara Street to Auzerais Avenue and runs through the western edge of the Project area.

Julian Street is an east-west Local Connector Street that runs through the northern portion of the Project area. It is a four-lane roadway from the SR 87 interchange to Montgomery Street, where it becomes a two-lane roadway. It extends east toward Downtown San José and west toward The Alameda.

Montgomery Street is a disconnected north-south roadway that travels between Cinnabar Street and St. John Street (North Montgomery Street) and between Santa Clara Street and San Carlos Street (South Montgomery Street). North Montgomery Street is defined as a two-lane, two-way Local Connector street between Julian Street and St. John Street, while South Montgomery Street is defined as a two-lane, one-way Grand Boulevard between Santa Clara Street and Park Avenue; and a two-way City Connector street between Park Avenue and San Carlos Avenue. South of San Carlos Avenue, the roadway continues as Bird Avenue, which is defined as a City Connector street.

Otterson Street is a short (approximately 300 feet) east-west two-lane Local Street that travels east of South Montgomery Street and provides access to light industrial uses along its frontage.

Park Avenue is an east-west On-Street Primary Bike Facility that runs through the center of the Project area. It is a two-lane roadway extending west from Market Street in Downtown San José past Diridon Station.

Royal Avenue is north-south local street (not classified in the General Plan). It is a two-lane roadway that provides a connection between San Carlos Street and Auzerais Avenue.

St. John Street is an east-west, two-lane roadway that extends from Montgomery Street through Downtown San José to Roosevelt Park. It is a Local Connector Street between North Montgomery Street and North Autumn Street and a local street (not classified in the General Plan) east of North Autumn Street. It can be accessed from the Project area via Montgomery Street.

San Carlos Street is an east-west Grand Boulevard that runs through the southern portion of the Project area. It is a four-lane roadway that extends west from San José State University to become Stevens Creek Boulevard.

San Fernando Street is an east-west On-Street Primary Bike Facility that turns into Cahill Street near Diridon Station. It is a two-lane roadway that extends from Diridon Station east through Downtown San José.

Santa Clara Street is an east-west Grand Boulevard that is a continuation of The Alameda running through the middle of the Project area. It is a four-lane roadway that extends east from Stockton Avenue through Downtown San José and toward Alum Rock Avenue.

Stockton Avenue is a north-south local street (not classified in the General Plan) that runs along the western border of the Project area. It is a two-lane roadway that extends from Santa Clara Street to Taylor Street. It can be accessed from the Project area via Julian Street.

Stover Street is a one-lane, one-way westbound local street (not classified in the General Plan) that traverses between Montgomery Street and Cahill Street and provides direct access to Diridon Station. It's part of the Stover Street-Crandall Street one-way couplet.

Existing Truck Routes

To provide for the safe and efficient movement of goods to support commerce and industry in the City of San José, primary truck routes were established. Further information about policies pertaining to goods movement can be found in Chapter 6 of the *Envision San José 2040 General Plan*. The existing primary truck routes in the vicinity of the Project area are shown in **Figure 6** and are described below:

Coleman Avenue is a north-south primary truck route that extends from the US 101 interchange to the I-880 interchange. This truck route provides access to the vicinity of the Project area from US 101 and I-880.

East Hedding Street is east-west primary truck route that extends from the I-680 interchange to North First Street. This truck route provides access to the vicinity of the Project area from I-680 and East San José.

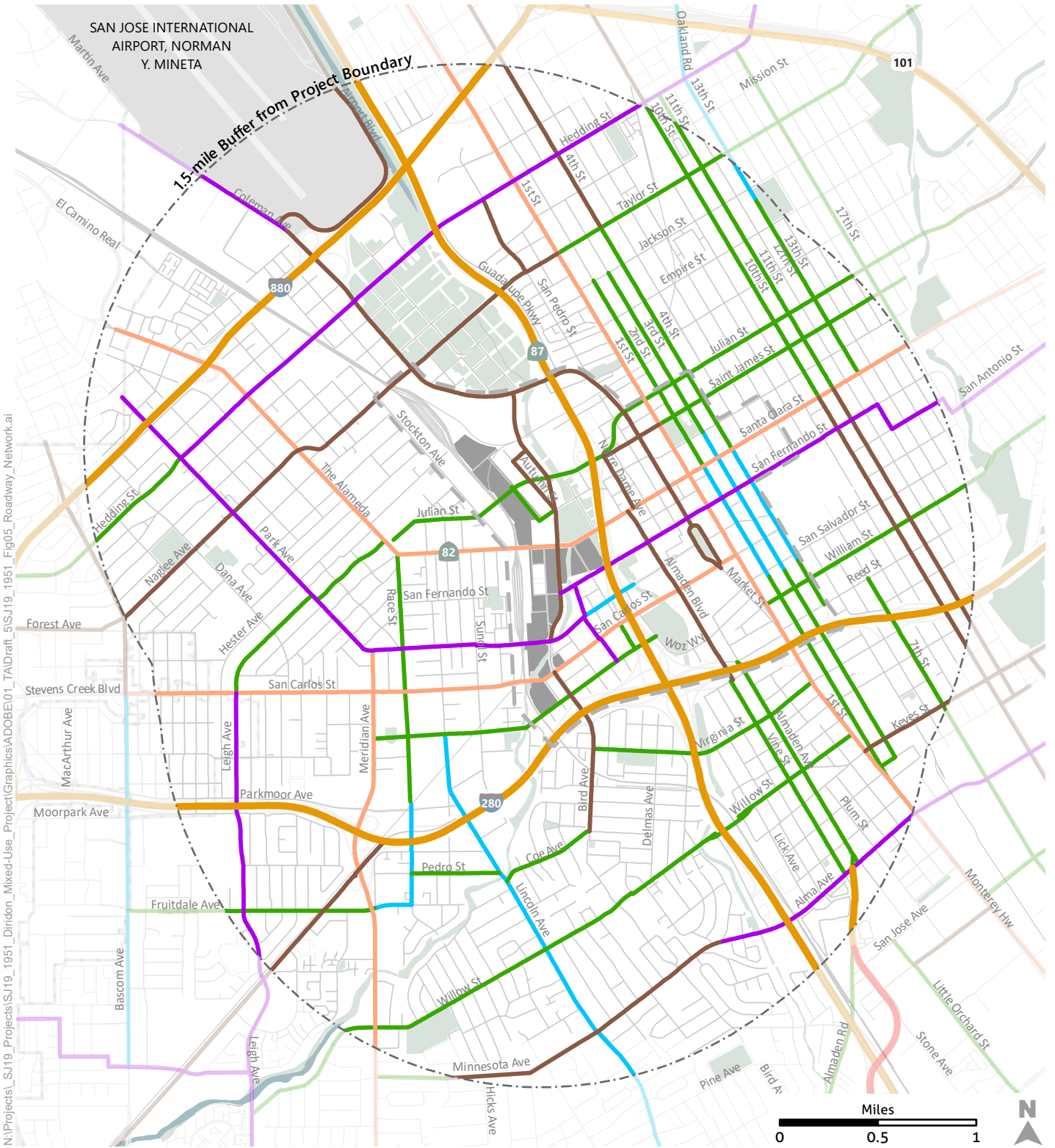
First Street is a north-south primary truck route that extends from the I-880 interchange to East Hedding Street. This truck route provides access to the vicinity of the Project area from I-880.

Monterey Road/First Street is a north-south primary truck route that extends from Goodyear Street/Keyes Street to the southern border of the City. This truck route provides access to the vicinity of the Project area from I-280 and from South San José.

Seventh Street is a north-south primary truck route that extends from Tully Road to the I-280 interchange. This truck route provides access to the vicinity of the Project area from light industrial land uses located south of Downtown.



Tenth Street is a north-south primary truck route that extends from Tully Road to the I-280 interchange. This truck route provides access to the vicinity of the Project area from light industrial land uses located south of Downtown.



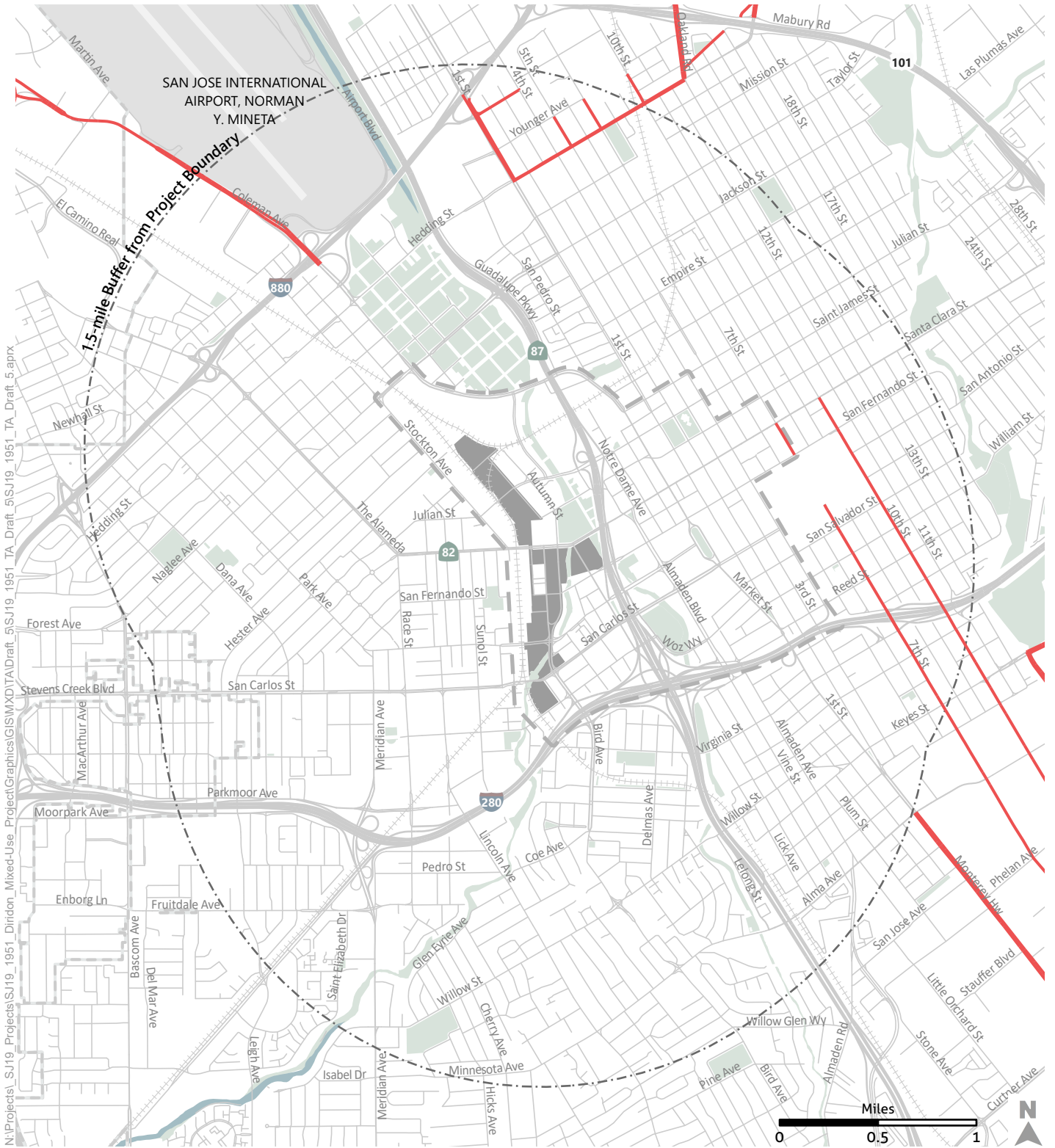
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- Site Location
- Downtown Core Boundary
- Grand Boulevard
- On-Street Primary Bicycle
- Main Street
- City Connector Street
- Local Connector Street
- Expressway
- Freeway
- Residential

Source: Envision San Jose 2040 General Plan

Figure 5
 Roadway Network
 Downtown West





Site Location
 Downtown Core Boundary
 Primary Truck Routes

Source: Envision San Jose 2040 General Plan



Figure 6
Primary Truck Routes

Existing Transit Services

The Project area is well served by a variety of transit services. These services include local bus and light rail transit services, commuter rail services, and inter-city rail services. The existing transit services (pre-COVID 19 pandemic) in the vicinity of the Project area are shown in **Figure 7**.

Bus and Light Rail Transit (LRT) Services

Bus and light rail transit (LRT) service in Santa Clara County is operated by VTA. In December 2019 VTA implemented their New Transit Plan, which aims to maximize ridership and enhance geographical coverage. The 2019 New Transit Service Plan is an enhanced version of the Next Network Plan that targets design changes to the existing transit network.

With the New Transit Plan, the Project area is served by VTA local bus route 64B; VTA frequent bus routes 22, 23, 64A, 66, 68, 500 (Rapid), 522, and 523; VTA express bus routes 168 and 181; and by VTA light rail line 902. In addition, the Project area is also served by Santa Cruz Metro Highway 17 Express and Monterey-Salinas Transit (MST) route 55. Diridon Station acts as the central hub for bus and light rail service within the Project area. The 13 VTA transit routes and two inter-county transit routes are summarized in **Table 1**.

Table 1: Existing Transit Service¹

Route	From	To	Weekday		Weekends	
			Operating Hours	Peak Headway (minutes)	Operating Hours	Peak Headway (minutes)
VTA Local Bus Routes						
64B	Almaden & Camden	McKee & White	6:00 am – 9:00 pm	15	9:00 am – 6:00 pm	60
VTA Frequent Bus Routes						
22	Palo Alto Transit Center	Eastridge Transit Center	24 Hours a Day	15	24 Hours a Day	15
23	De Anza College	Alum Rock Station	5:05 am – 1:30 am	15	6:00 am – 1:30 am	15
64A	Ohlone / Chynoweth	McKee & White	5:30 am – 12:00 am	15	7:00 am – 11:00 pm	30
66	North Milpitas	Kaiser San José	5:00 am – 12:00 am	15	5:30 am – 12:00 am	20
68	Gilroy Transit Center	Diridon Station	4:00 am – 1:30 am	15	5:15 am – 11:45 pm	15
72 / 73	Senter & Monterey	Bassett Terminal	5:30 am – 12:30 am	11	6:30 am – 12:30 am	20
500 (Rapid)	Diridon Station	Santa Clara & 5th / 6th	6:40 am – 9:30 pm	15	No Weekend Service	



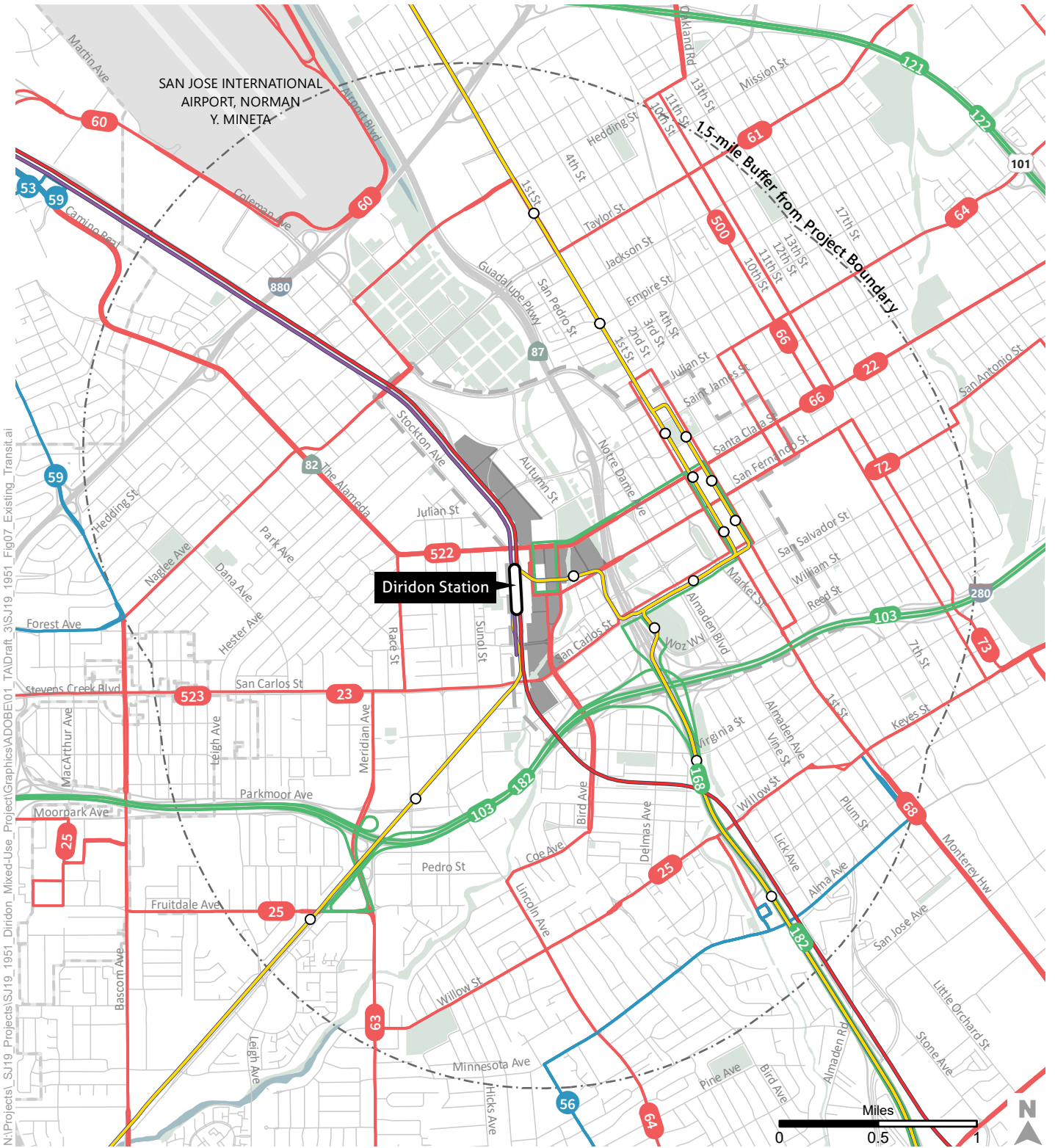
Table 1: Existing Transit Service¹

Route	From	To	Weekday		Weekends	
			Operating Hours	Peak Headway (minutes)	Operating Hours	Peak Headway (minutes)
522	Palo Alto Transit Center	Eastridge Transit Center	5:00 am – 11:45 pm	12	6:00 am – 11:45 pm	15
VTA Express Bus Routes						
103	Hansen & Page Mill	Eastridge Transit Center	4 am westbound trips and 4 pm eastbound trips	40	No Weekend Service	
182	Bailey Avenue & Santa Teresa	Page Mill & El Camino	1 pm trip northbound, 1 am trip southbound	N/A	No Weekend Service	
181	Diridon Station	Warm Springs BART	5:30 am – 12:30 am	15	7:00 am – 12:30 am	40
168	Gilroy Transit Center	Diridon Station	5:30 am – 9:00 am & 3:45 pm – 7:00 pm	15	No Weekend Service	
VTA Light Rail Routes						
Green Line	Old Ironsides Station	Winchester Station	5:00 am – 12:45 am	15	6:00 am – 12:30 am	20
Blue Line	Santa Teresa Station	Baypointe Station	4:10 am – 2:00 am	15	5:00 am – 2:00 am	15
Outside-County Agency Routes						
MST 55	Monterey Transit Plaza	Diridon Station	1 am and 1 pm trips in each direction		1 am and 2 pm trips in each direction	
MST 86	King City Mee Memorial Hospital	Diridon Station	2 am and 2 pm trips in each direction (1 am and 1 pm trips are express)		4 am and 4 pm trips in each direction (2 am and 2 pm trips are express)	
Highway 17 Express	Santa Cruz Metro Center	San Fernando & 5th	4:40 am – 11:40 pm	25	7:00 am – 11:00 pm	30

Note:

1. Existing service levels pre-COVID 19 pandemic.

Source: Valley Transportation Authority, Santa Cruz Metropolitan Transit District, Monterey Salinas Transit. Fehr & Peers, February 2020.



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Source: Valley Transportation Authority (VTA)

- Site Location
- Downtown Core Boundary
- Local/Community Bus
- Express
- Light Rail
- Caltrain
- ACE Train
- Frequent/Rapid
- Light Rail Station



Figure 7
Existing Transit Routes/Facilities

Commuter and Inter-City Rail Service

Diridon Station serves as the central passenger rail station for Santa Clara County, and Silicon Valley. commuter and freight rail facilities (Caltrain corridor and UPRR traverse the western border of the Project area, and one UPRR rail line passes through the northern end of the site. Currently, Caltrain, Altamont Corridor Express (ACE), Amtrak (Amtrak Capitol Corridor and Amtrak Coast Starlight) have trains stopping at and departing from Diridon Station.

Caltrain

The Peninsula Corridor Joint Powers Board (PCJPB) is a government entity which manages the Caltrain commuter rail line operating on the San Francisco Peninsula and into Santa Clara Valley. The Caltrain right-of-way is located between the San Francisco 4th & King Station and the San José Tamien Station. Caltrain service extends south of the Tamien Station to Gilroy on right-of-way owned by Union Pacific Railroad. The PCJPB consists of three member agencies from the three counties the Caltrain line serves; each member agency sends three representatives to make up the nine-member Board of Directors. The member agencies are:

- The City and County of San Francisco
- San Mateo County – San Mateo County Transit District (SamTrans)
- Santa Clara County – VTA

Caltrain operates commuter rail service between San Francisco and Gilroy seven days a week with 92 trains on weekdays and 68 trains on weekends. The average mid-weekday ridership at the Diridon Station (AMWR) in 2019 was nearly 4,800, with systemwide ridership at roughly 64,000. Local, limited-stop, and Baby Bullet Caltrain service all stop at Diridon Station. Trains depart frequently during the weekday AM and PM peak hours with hourly service during non-peak hours and weekends.

Altamont Corridor Express

The San Joaquin Regional Rail Commission operates the Altamont Corridor Express (ACE) to provide commuter rail service between Stockton, Tracy, Pleasanton, and San José during commute hours on weekdays. Four westbound trains arrive at Diridon Station between 6:32 AM and 9:17 AM and four eastbound trains depart Diridon Station between 3:35 PM and 6:38 PM on weekdays.

Amtrak

The Amtrak Capitol Corridor and Amtrak Coast Starlight stop at Diridon Station. The Capitol Corridor provides service between San José and the Sacramento region with multiple trains departing from Diridon Station each day. The Coast Starlight provides service along the West Coast with stops in Seattle, Portland, San José, the California Central Coast, and Los Angeles with one northbound train and one southbound train departing from the station each day. Connecting bus service to the Amtrak San Joaquin service is also provided at Diridon Station.

Future Rail and Bus Service and Improvements¹⁶

Planned rail service to Diridon Station includes the VTA BART Silicon Valley Phase II extension and the proposed California High-Speed Rail (HSR). Furthermore, the planned electrification of the Caltrain corridor will enable faster and more frequent service.

VTA Bart Silicon Valley Extension

The VTA BART Silicon Valley Phase II project will extend BART service from its current terminus at Berryessa Station through Downtown San José with a stop at Diridon Station and terminate at the Santa Clara Caltrain Station. As of spring 2020, service is expected to begin in 2030 and is projected to serve ~~9,600~~ 11,500 daily passengers at Diridon Station by 2035.

Caltrain Electrification

The Caltrain Electrification project, which will electrify the corridor between 4th and King and Tamien stations, is currently underway with electric train passenger service to begin in 2022 between Fourth and King Station in San Francisco to Tamien Station. The Caltrain Electrification project improves train performance, as electric trains can accelerate and decelerate more quickly than diesel-powered trains currently used. This will enable more frequent and faster train service for riders. The number of peak hour trains in each direction will increase from five to six and will increase combined seating and standing capacity by about 30 percent¹⁷. Furthermore, Caltrain Electrification will lay the groundwork to provide additional capacity improvements in the new Caltrain Business Plan.

Caltrain Business Plan

Caltrain is currently in the process of creating a business plan to shape the future of the agency. The Caltrain Business Plan addresses four major focus areas: service, business case, community interface, and organization. The Long-Range Service Vision part of the Business Plan will provide the following peak hour capacity improvements:

- Eight trains per hour per direction between Tamien Station in San José and San Francisco, extended to the Salesforce Transit Center when the Downtown Extension is completed
- Four trains per hour per direction between the Blossom Hill and Tamien Stations, subject to the securing of necessary operating rights from UPRR
- Two trains per hour per direction between the Gilroy and Blossom Hill Stations, subject to the securing of necessary operating rights from UPRR

¹⁶ Temporarily reduced public agency revenues because of the COVID-19 pandemic may affect the funding and/or timelines of the planned future rail and bus service improvements identified in this report.

¹⁷ Caltrain Modernization. CalMod: Project Benefits, Rider Benefits. Available online at <https://calmod.org/project-benefits/rider-benefits/>. Accessed February 22, 2020.



Diridon Integrated Station Concept (DISC)

The Diridon Integrated Station Concept (DISC) Plan is being prepared in a joint effort by the City of San José, Caltrain, VTA, the California High-Speed Rail Authority, and MTC. The DISC Plan will evaluate how to expand and redesign Diridon Station as a world-class transit center that provides intermodal connections and integration with the surrounding neighborhoods. The DISC Plan will not propose any land use changes, but will focus on station design, including a spatial configuration determining how the various track and station elements will fit together and relate to the surrounding neighborhood. In Spring 2020, the City Council, Caltrain Board, VTA Board, and the California High-Speed Rail Authority each endorsed a Concept Layout for the DISC Plan.¹⁸

Bus Rapid Transit

A Bus Rapid Transit (BRT) line currently operates between the Eastridge Transit Center and Downtown San José. The BRT line includes limited-stop, frequent service in exclusive center-running bus lanes with boarding platforms on Alum Rock Avenue between the Eastridge Transit Center and U.S. 101. VTA and the City of San José plan to implement enhancements to the BRT line along Santa Clara Street from 17th Street to I-880. The implementation timeline for the BRT enhancements in this corridor is unknown at this time.

California High-Speed Rail

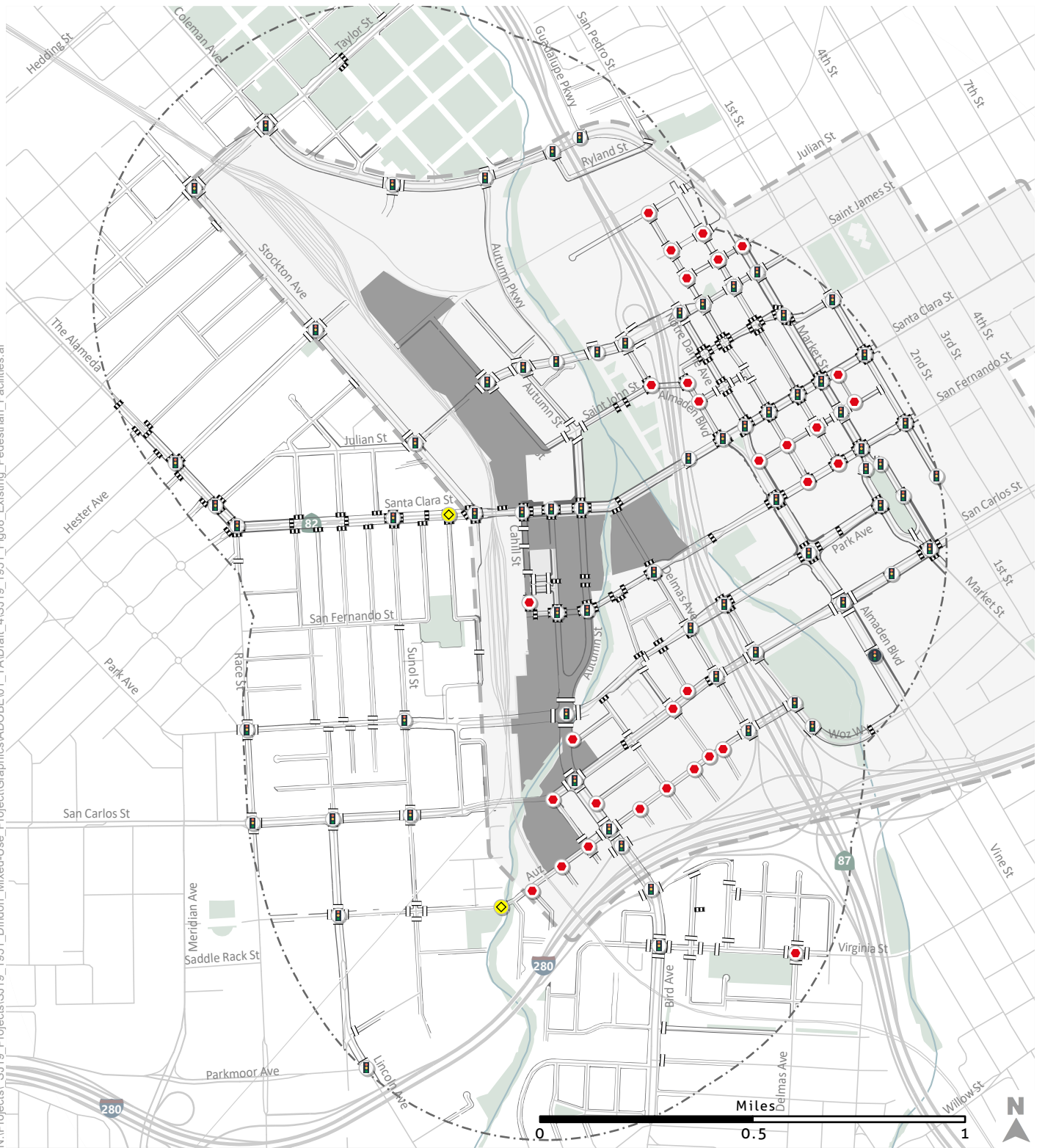
The California HSR project will connect the Los Angeles metropolitan area, the Central Valley, and the San Francisco Bay area and is currently under construction in the Central Valley between Merced and Bakersfield. California HSR plans to serve Diridon Station before continuing north to San Francisco. Service on the Central Valley segment is planned for 2028-2029, with no service date currently identified for operations at Diridon Station.

Pedestrian Facilities

Pedestrian facilities including sidewalks, crosswalks, curb ramps, and pedestrian signals are provided throughout the study area. Sidewalks are generally provided along all surface roadways in the Project area. A notable gap in the sidewalk network occurs along the south side of West Julian Street between Stockton Avenue and North Montgomery Street. Pedestrian signals and crosswalks are provided at all signalized intersections within the Project area. Curb ramps are also generally provided at all intersections within the Project area. Existing pedestrian facilities in the vicinity of the Project area are shown in **Figure 8**.

¹⁸City of San José, City Council Meeting Minutes, February 4, 2020. Available at <https://sanjose.legistar.com/MeetingDetail.aspx?ID=712175&GUID=42B7D295-2384-4896-AA46-B400D3F914C6&Options=info&Search=>. Accessed March 20, 2020.

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- Signalized Intersection
- Stop Sign
- Rectangular Rapid Flashing Beacon (RRFB)
- High Visibility Crosswalk
- Standard Crosswalk
- Existing Sidewalk
- Project Area
- Downtown Core Boundary



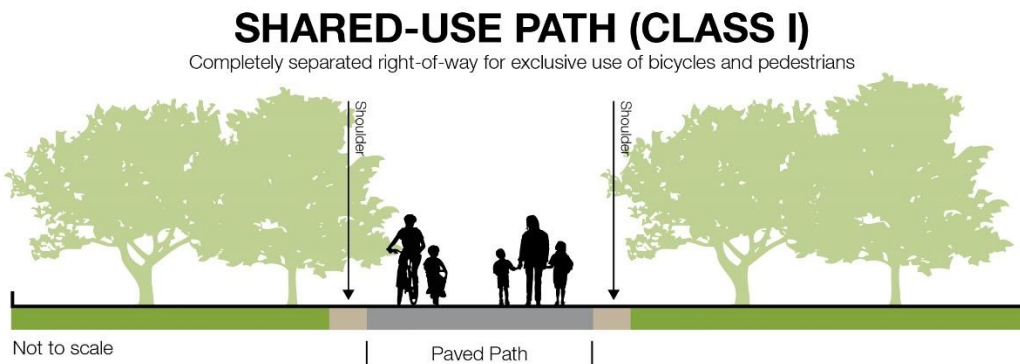
Figure 8

Existing Pedestrian Facilities

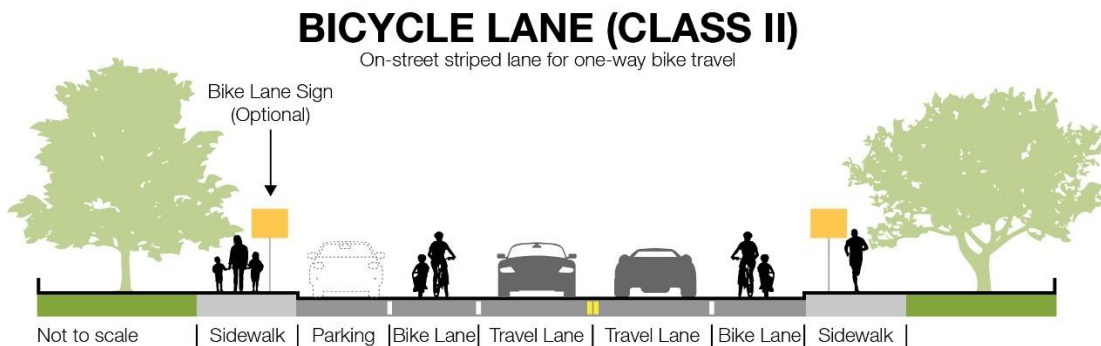
Bicycle Facilities

Bikeway planning and design in California typically rely on guidelines and design standards established by the California Department of Transportation (Caltrans) in the *Highway Design Manual* (Chapter 1000: Bikeway Planning and Design). Caltrans distinguishes four distinct types of bikeway facilities, as described below and shown in the accompanying figures.

Class I Bikeways (Shared-Use Paths) provides separate right-of-way and are designated for the exclusive use of bicycles and pedestrians, with vehicle and pedestrian crossflow minimized. In general, bike paths serve corridors when on-street facilities are not feasible or where sufficient right-of-way exists to allow them to be constructed.



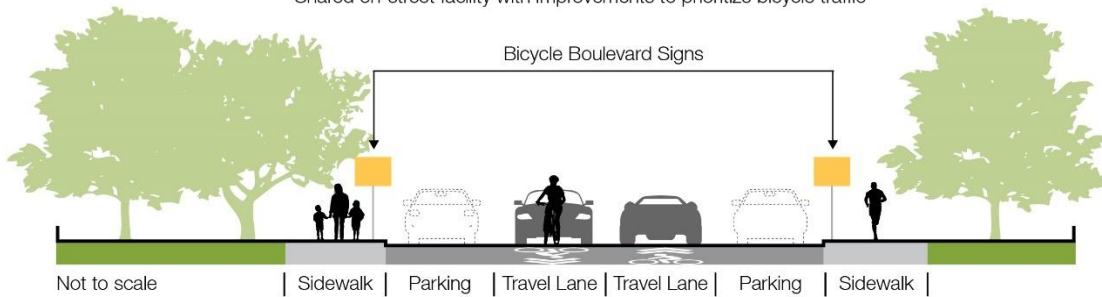
Class II Bikeways (Bicycle Lanes) are dedicated lanes for bicyclists generally adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bicycle lanes are typically five feet wide. Adjacent vehicle parking and vehicle/pedestrian crossflow are permitted.



Class III Bikeways (Bicycle Routes) are designated by signs or pavement markings for shared use with pedestrians or motor vehicles but have no separated bike right-of-way or lane striping. Bike routes serve either to a) provide a connection to other bicycle facilities where dedicated facilities are infeasible, or b) designate preferred routes through high-demand corridors.

BICYCLE BOULEVARD (CLASS III)

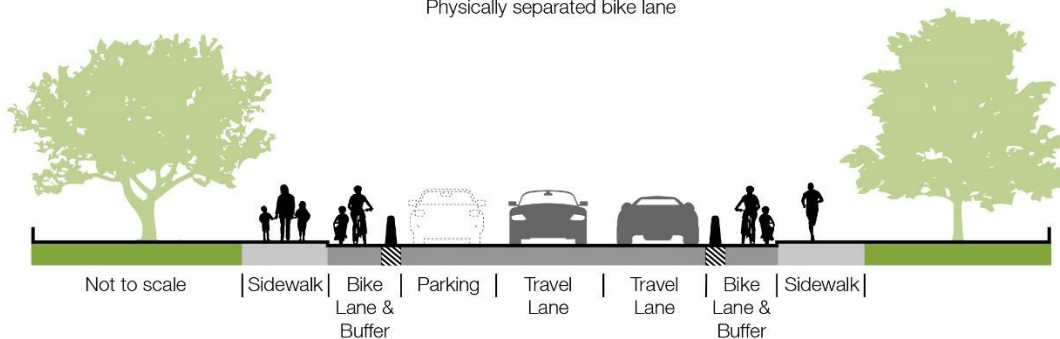
Shared on-street facility with improvements to prioritize bicycle traffic



Class IV Bikeways (cycle tracks or "separated" bikeways) provide a right-of-way designated exclusively for bicycle travel within a roadway and are protected from other vehicle traffic by physical barriers including, but not limited to, grade separation, flexible posts, and inflexible vertical barriers such as raised curbs or parked cars.

CYCLE TRACK/SEPARATED BIKEWAY (CLASS IV)

Physically separated bike lane



Existing Bicycle Facilities

The City's existing bicycle facilities are illustrated on **Figure 9** and summarized below.

Shared-Use Paths (Class I)

The Guadalupe River Trail is located directly east of the Project area, and the Los Gatos Creek Trail is located directly south of the Project area. The Guadalupe Creek Trail is a nine-mile north-south trail that stretches from Virginia Street south of Downtown San José to Gold Street in Alviso. This trail can be accessed from the Project area via Class II bike facilities (bike lanes) on Julian Street, Santa Clara Street or San Fernando Street. The Los Gatos Creek Trail is a 1.9 mile north-south trail that stretches from San Carlos Street to Lonus Street on the south side of I-280. The trail can be accessed by following McEnvoy Street south onto Dupont Street where the trail entrance is located under San Carlos Street. Both trails are part of the major trail system along creeks and rivers in San José that supports recreational and commuting trips by bike or foot.

Bicycle Lanes (Class II)

Class II Bikeways (bike lanes) can be found on Julian Street, Santa Clara Street, and San Fernando Street between Gifford Avenue and Almaden Boulevard, Park Avenue, Autumn Street, and Stockton Avenue. The network of Class II bikeways in the vicinity of the Project area provides north-south as well as east-west bicycle access to the surrounding areas. It should be noted that the Better Bike Plan project has recently implemented safety improvements to Class IV bikeways on San Fernando Street, which includes swapping the location of on-street parking and bike lanes as well as the installation of bollards along the bike lanes where appropriate.

Bicycle Routes (Class III)

Class III bikeways (bike routes) can be found on Cahill Street to connect the bike lanes on San Fernando Street to Diridon Station, West San Carlos Street, and West Saint John Street. Class III bikeways, along with Class I and Class II bikeway facilities, complete the bikeway network in the vicinity of the Project area.

Cycle Track/Separated Bikeway (Class IV)

Within the vicinity of the Project area, there are currently Class IV bikeways on Cahill Street between Santa Clara Street and San Fernando Street, and on San Fernando Street between Cahill Street and 10th Street.

Future Bike Network

The San José Better Bike Plan 2025 will update the existing Bike Plan and is expected to be finalized in the Fall of 2020. An initial draft of the proposed bike network is shown in **Figure 10**. Projects currently identified in the bike plan that are near the Project area include the implementation of a Class II bicycle facility (bike lanes) on Park Avenue between Sunol Street and Market Street as well as the implementation of a Class II bicycle facility (bike lanes) on Santa Clara Street between Montgomery Street and Almaden Boulevard.

Shared Micro Mobility

There are several shared micro mobility options within the Project area vicinity that provide first mile-last mile transportation solutions including bikes, e-bikes, and e-scooters.

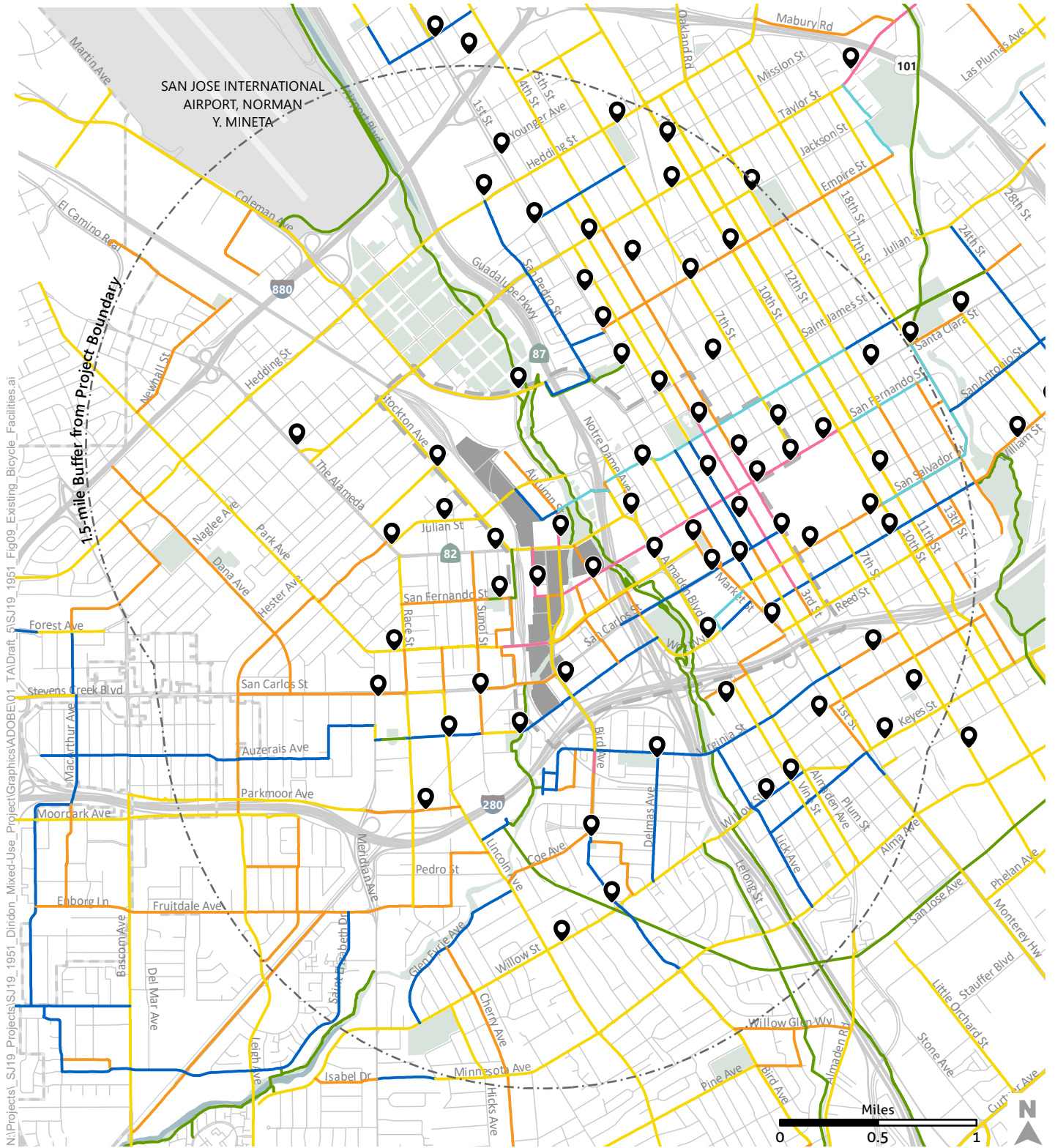
Bike Share and E-Bikes

Bike share services are provided by Bay Wheels. Bay Wheels is a regional bike sharing system that operates in the San Francisco Bay Area and is managed by MTC. Bay Wheels operates a system of fixed stations where users can rent and return Bay Wheels bicycles. The locations of Bay Wheels stations are shown on **Figure 9**. There are several bikeshare stations in the vicinity of the Project area such as one station on Auzerais Avenue at Los Gatos Creek Trail, one on Bird Avenue south of San Carlos Street, one on Autumn Street north of West Santa Clara Street, one on West Santa Clara Street west of Stockton Avenue, one on San Fernando Street west of the Project area, and one within the Project area north of San Fernando street on Cahill Street.

E-scooters

E-scooters began appearing in San José in March of 2018 with multiple companies – including Lyft, Bird, and Lime – now operating e-scooter sharing programs on City streets. A permit program went into effect in February 2019 that required e-scooter vendors to register with the City prior to operating. Unlike Bay Wheels, scooter rental services are free floating, which grants increased flexibility to rent and park e-scooters in appropriate locations on public right-of-way. The City of San José has developed regulations to promote the safe and responsible operation of e-scooters. Basic elements of the regulations state that e-scooters should be operated on streets (not sidewalks), that you need to have a valid driver's license or instruction permit, and only one person at a time may ride an e-scooter.





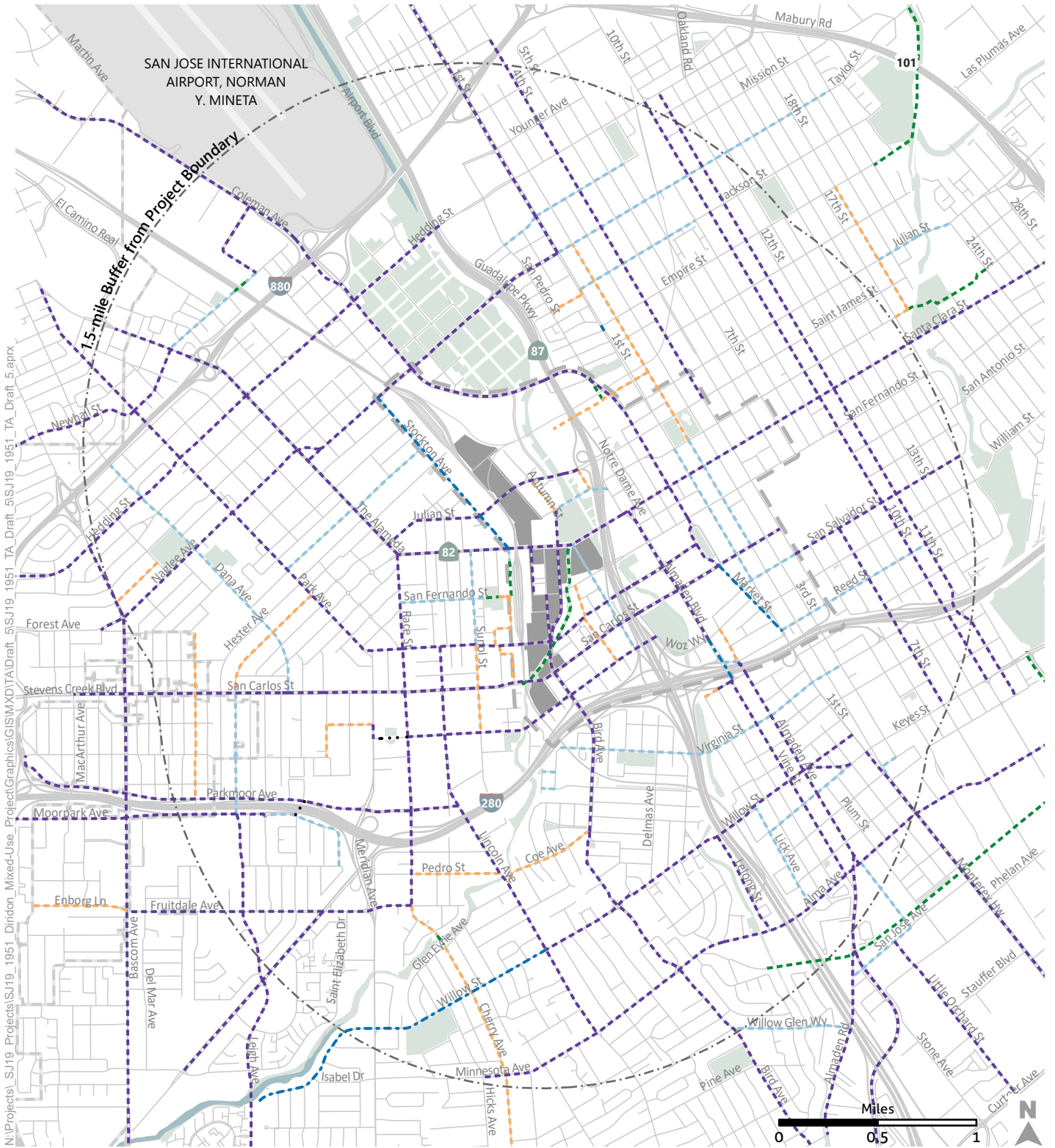
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- Project Area
- Downtown Core Boundary
- Class 1
- Class 2 (Basic)
- Class 2 (Buffered)
- Class 3 (Bike Blvd)
- Class 3 (Sharrows)
- Class 4
- Bay Wheels Stations

Source: VTA and Bay Wheels



Figure 8
Existing Bicycle and Shared Mobility Facilities



- Site Location
- Downtown Core Boundary
- Proposed Bike Facilities
 - Class 1 Path or Overcrossing
 - Class 2 Bike Lane
 - Class 3 Bike Boulevard
 - Class 4 Separated Bike Lane
 - Bike Lane or Separated Bike Lane
 - Spot Improvement

Source: San Jose Better Bike Plan 2025



Figure 10
Planned Bicycle Network (Better Bike Plan 2025)

3. Project Travel Demand

This chapter discusses the travel demand for the proposed Project, which was estimated using the City of San José’s travel demand model (“City model”). The City model produces estimates of both vehicle trips and person trips by mode for the AM and PM peak periods and distributes those trips and assigns them to various roadways (for vehicle trips) or transit lines (for transit trips).

Daily Trip Generation

Trip generation refers to the amount of travel activity associated with a change in land use at a given location. The City model uses City-specific trip generation characteristics of different land uses to estimate vehicle trips and person trips by mode including drive-alone, shared-ride, walking, bicycling, transit, and other.

The Project’s land uses were allocated to the appropriate Transportation Analysis Zones (TAZs) based on their location. The City model adjusts the trip generation to account for internalization, or the trips among uses within the Project that are not expected to leave the Project area. Therefore, the trip generation is reported for the entire Project and is not broken down by specific land use. Because existing conditions in the Project area include active land uses, the Project’s trip generation is assessed by taking the change in total trips between the 2015 no Project and plus Project conditions. **Table 2** shows the land use assumptions included in the model for each scenario.

The use of the 2015 City model represents a conservative estimate of trip generation estimates. The scenario assumes base year 2015 land uses and transportation network but does not account for anticipated enhancements to transit service, such as Caltrain Electrification and BART Phase II, which would also reduce trips and associated VMT generated by the Project. In addition, the model does not account for Project-specific features, such as TDM elements or AB 900¹⁹, that would reduce trips and associated VMT generated by the Project.

¹⁹ While AB 900 requires the City to ensure achievement of the 15 percent transportation efficiency improvement by the proposed Project, the analysis provided in this TA does not re-evaluate whether the goal would be met or include the trip reduction measures quantified in the AB 900 analysis

Table 2: Land Use Program Used in City Model, Existing and Existing + Project

Land Use	Existing	Project	Existing + Project
Residential	852 dwelling units (2,436 residents)	5,900 dwelling units (12,980 residents)	6,752 dwelling units (15,416 residents)
Office	337,400 gsf ¹ (1,350 employees)	7,300,000 gsf (29,200 employees)	7,637,400 gsf (30,550 employees)
Retail and Services	433,500 gsf ¹ (1,084 employees)	500,000 gsf (1,250 employees)	933,517 gsf (2,334 employees)
All other Employment Uses ²	657,700 gsf ¹ (1,644 employees)	None	657,700 gsf (1,644 employees)
Hotel	None	300 rooms	300 rooms
Limited-term Corporate Accommodations ³	None	800 rooms (1,760 residents)	800 rooms (1,760 residents)
Total Residents	2,436	14,740	17,176
Total Jobs	4,078	30,450	34,528

Source: City of San José Travel Demand Model; Fehr & Peers, 2019.

1. Gross square footage estimates assume 250 sq. ft. per office employee, 400 sq. ft. per retail employee, and 300 sq. ft. per other employees.
2. Other employment uses include manufacturing, wholesale retail, agricultural, and all other employers.
3. Limited-term corporate accommodations were analyzed as residential dwelling units.

Table 3 shows the total number of person trips during the AM peak hour, PM peak hour, and average weekday, along with the number of person trips made by each mode for 2015, 2015 plus Project, and the resulting Project's net new trips (i.e., the Project's trip generation). The trip generation produced by the model includes trips made to and from the Project area by residents, employees, visitors, and service vehicles. The Project would generate approximately 201,200 total daily person trips, including both inbound and outbound trips by all modes, with 16,600 person trips in the AM peak hour and 19,200 person trips in the PM peak hour.

It should be noted that the Project also includes on-site centralized utility plants totally up to 130,000 square feet in addition of up to 100,000 square feet of on-site logistics centers. Utility plants generate a negligible number of daily trips; and the logistics center would allow for better management and distribution of daily deliveries within the site; thus not generating any new external trips to the site and not separately accounted for in the Project's travel demand estimates.



Table 3: Project Person Trip Generation by Mode

Time Period	Total Person Trips	Person Trips by Mode ¹				
		Drive-alone	Drive with Others	Transit	Bicycle	Walk
2015 No Project						
Mode Share²	100%	58%	28%	5%	2%	6%
AM Peak Hour	1,200	1,010	490	90	30	110
PM Peak Hour	1,450	1,220	590	110	40	130
Total Daily Person Trips	19,200	11,200	5,400	1,000	400	1,200
2015 Plus Project						
Mode Share²	100%	51%	25%	11%	2%	10%
AM Peak Hour	18,350	9,450	4,650	2,050	350	1,850
PM Peak Hour	21,250	10,900	5,400	2,350	450	2,150
Weekday Total	224,900	113,200	55,900	24,400	4,400	22,500
Net New Project Trips						
Mode Share²	100%	51%	25%	12%	2%	11%
AM Peak Hour	16,600	8,450	4,150	1,950	300	1,750
PM Peak Hour	19,150	9,700	4,800	2,250	400	2,000
Total Daily Person Trips	201,200	102,000	50,500	23,400	4,000	21,300

Notes:

1. Peak hour trip generation estimates are rounded to nearest 50 and daily trip estimates are rounded to nearest 100.
2. Daily mode split was estimated using the combined AM and PM peak periods, and as such is the same for all time periods.

Source: City of San José Travel Demand Model; Fehr & Peers, 2019.

Of the new Project trips, approximately half would be single-occupant vehicle trips, 25 percent would be made in vehicles with more than one occupant, 12 percent would be made by transit, and thirteen percent would be made by walking and bicycling. Total vehicle trips are derived based on model results for average vehicle occupancy and are shown in **Table 4**. These values were then compared to the model's direct estimations of vehicle trips for each period. The model derived average vehicle occupancy rates to develop the total vehicle trips range between 2.2 and 2.4 depending on the scenario evaluated.

Table 4: Project Vehicle Trips

	Existing Conditions			Existing + Project			Net New Project Trips		
	Inbound	Outbound	Total	Inbound	Outbound	Total	Inbound	Outbound	Total
AM Peak Hour	1,150	600	1,750	7,850	3,950	11,850	6,700	3,350	10,100
PM Peak Hour	900	1,200	2,100	5,150	8,550	13,700	4,250	7,350	11,600
Daily	9,700	9,500	19,200	68,900	67,800	136,600	59,200	58,300	117,400

Notes:

Peak hour trip generation estimates are rounded to nearest 50 and daily trip estimates are rounded to nearest 100.

Source: City of San José Travel Demand Model; Fehr & Peers, 2020.

The Project would result in 10,100 new vehicle trips in the AM peak hour, 11,600 new vehicle trips in the PM peak hour, and a total of 117,400 new vehicle trips on a typical weekday. During the peak periods, around two-thirds of trips would occur in the peak direction (inbound toward the site in the AM peak hour, and outbound away from the site in the PM peak hour).



4. CEQA VMT Analysis

This chapter provides a description of the process used to estimate the existing and Project VMT, presents the results of the VMT analysis, and discusses the Project's consistency with *Envision San José 2040 General Plan*. VMT estimates are prepared using the City's base year 2015 model, which is the most current version of the model available. Model assumptions and calibration are summarized in **Chapter 1**.

VMT Evaluation

Vehicle miles traveled (VMT) can be a useful metric in understanding the overall effects of a project on the roadway system. It is the sum of each generated vehicle multiplied by the length of their trip to and from the site on an average weekday. For example, a vehicle driven one mile is one VMT. Therefore, a project with high VMT would have a greater effect on the roadway system than a project with low VMT.

SB 743 is California's law to replace Level of Service (LOS) with VMT in environmental review. This shift toward VMT aligns with San José's long-term goal of reducing drive-alone trips and increasing the use of walking, bicycling, and transit modes. The benefits of reducing drive-alone trips and increasing the use of other modes include reduced energy consumption, reduced greenhouse gas emissions, and support of healthier communities. Strategies from the *Envision San José 2040 General Plan* to address VMT include:

- TR-9.1: Enhancing and expanding walking and bicycle facilities to facilitate non-automobile trips
- TR-8.3 through TR-8.10: Supporting parking strategies such as parking supply limits, pricing, car share programs, and unbundled private off-street parking to encourage the use of non-automobile modes
- TR-7.1: Requiring large employers to develop and maintain Transportation Demand Management (TDM) programs to reduce vehicle trips
- TR-3.5 Increasing transit frequency and service along major corridors and to major destinations

The City of San José adopted Council Policy 5-1 and developed the *San José Transportation Analysis Handbook (2018)* to provide guidance on project screening criteria, thresholds of significance for environmental clearance for development projects, and methods for VMT analysis.

Screening Criteria

The City's VMT procedure includes screening criteria used to identify types, characteristics, and/or locations of projects that would not exceed CEQA thresholds of significance. If a project or component of a mixed-use project meets the screening criteria, it is presumed the project or component would result in a less-than-significant VMT impact, and a VMT analysis is therefore not required. The screening criteria categorize development projects as follows:

1. Small infill projects
2. Local-serving retail
3. Local-serving public facilities
4. Projects located in Planned Growth Areas with low VMT and High-Quality Transit
5. Deed-restricted affordable housing located in Planned Growth Areas with High-Quality Transit

A project or component of a mixed-use project that meets the associated screening criteria is exempted from performing a CEQA-level VMT analysis. The screening criteria are described in detail in the City's *Transportation Analysis Handbook*.

Most of the potential residential and office development parcels included within the Project area would meet the City's VMT analysis screening criteria based on (1) their location within a planned Growth Area (Downtown), (2) proximity to High-Quality Transit, (3) their location within a low VMT area per the established thresholds, (4) their transit-supporting density, and (5) the limited amount of parking provided. If a project or component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact, and a detailed VMT analysis is therefore not required.

Generally, only the Project's development parcels north of Julian Street are located outside of low-VMT areas; thus, would not meet the screening criteria and a detailed VMT analysis would be required for those parcels. However, given the Project's size and unique characteristics, a VMT analysis using the City model was conducted for the entire Project in lieu of applying the City's VMT Evaluation Tool. The results of the VMT analysis are presented below.

Significance Criteria

The VMT analysis is conducted to evaluate the Project's VMT against the appropriate thresholds of significance. The City designates VMT threshold by land use as summarized in **Table 5**.



Table 5: Threshold 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)	11.21 VMT per employee
Industrial Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent	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 the 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 José *Transportation Analysis Handbook*, 2018.

If a project is found to have a significant impact on VMT, the EIR must identify potentially feasible mitigation impacts such as modifying the project to reduce its VMT to an acceptable level (i.e., below the established thresholds of significance) and/or mitigating the impact through multimodal transportation improvements, or establishing a TDM program and associated monitoring requirements.

Project Land Use VMT

The City developed a spreadsheet-based tool to estimate VMT-related impacts and mitigations for new land use development projects known as the City’s VMT Evaluation Tool. The tool is used to determine the Existing VMT and the Project VMT for the area around the parcel where the Project is located. Due to the Project’s size and complex nature, the Project VMT analysis was evaluated using the City model directly, instead of the City’s VMT Evaluation Tool. The Project’s land uses and transportation system changes were incorporated into the City’s 2015 baseline model. The model was run and used to estimate the VMT for all vehicle trips with an origin or destination within the Project area on an average weekday.

Residential and Office VMT

The VMT estimate for all residential vehicle trips due to the Project with an origin or destination within the Project area were divided by the number of residents to obtain VMT per capita. The results were compared to the City’s VMT threshold for residential projects. Similarly, the VMT estimate for all Project-related office-generated vehicle trips with an origin or destination within the Project area were divided by the number of employees to obtain VMT per employee. The results were compared to the City’s VMT threshold for office projects. The results for the residential and office components of the Project are summarized in **Table 6**.

Table 6: Residential and Office VMT Analysis Results

Scenario	VMT	VMT Threshold	Exceed VMT Threshold?
Residential Project Components			
Existing	7.04	10.12 VMT per capita	n/a
Existing Plus Project	7.93		No
Office (General Employment) Project Component			
Existing	12.25	12.21 VMT per employee	n/a
Existing Plus Project	9.72		No

Notes:

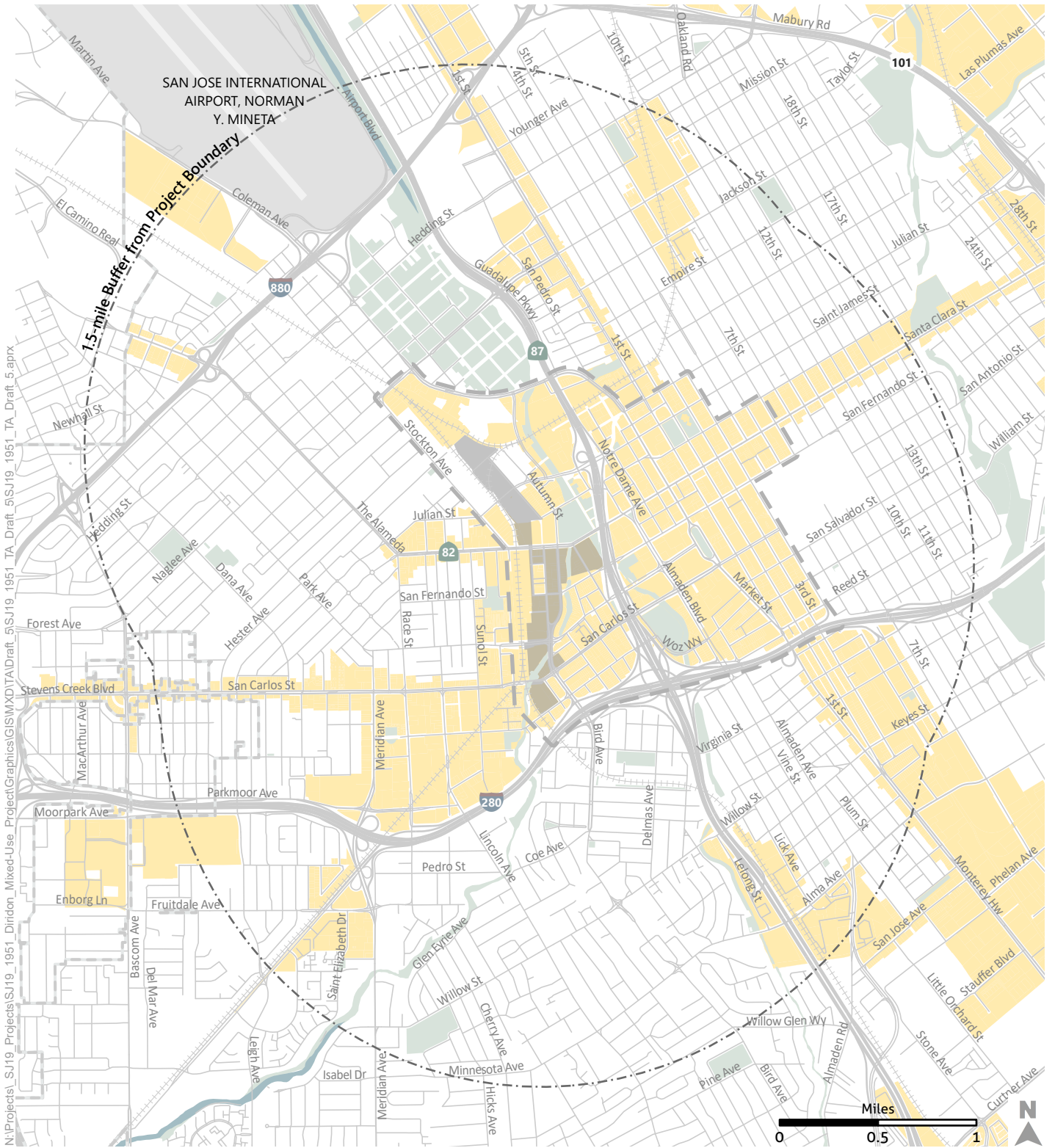
n/a = Existing VMT is not evaluated against threshold.

Source: City of San José Travel Demand Model; Fehr & Peers, 2020.

The existing residential VMT in the Project area is below the City’s residential threshold, while the existing office VMT is above the City’s threshold. However, with implementation of the Project, both the residential and office VMT are below the City’s VMT thresholds, and the Project is considered to have a **less-than-significant VMT impact**, and no VMT mitigation measures are required. It should be noted that the Project’s residential component includes an affordable housing program in support of the MOU’s articulated goal of 25 percent affordable housing throughout the DSAP. The City model does not distinguish between affordable and market-rate housing. Affordable housing would likely result in lower-VMT than market-rate housing, since residents of affordable housing generally have lower vehicle ownership.

For reference purposes, the City’s residential and employment screening maps are illustrated on **Figure 11** and **Figure 12**, and on the VMT heat maps for residents (**Figure 13**) and workers (**Figure 14**). As seen on these figures, VMT is lowest in denser urban areas of the City with good transit and multimodal connectivity. Denser areas with a mix of land uses provide opportunities for residents and workers to walk to their destinations, along with good multimodal access to Diridon Station as well as light rail and bus transit infrastructure provides for a broader range of travel options.





Source: City of San Jose




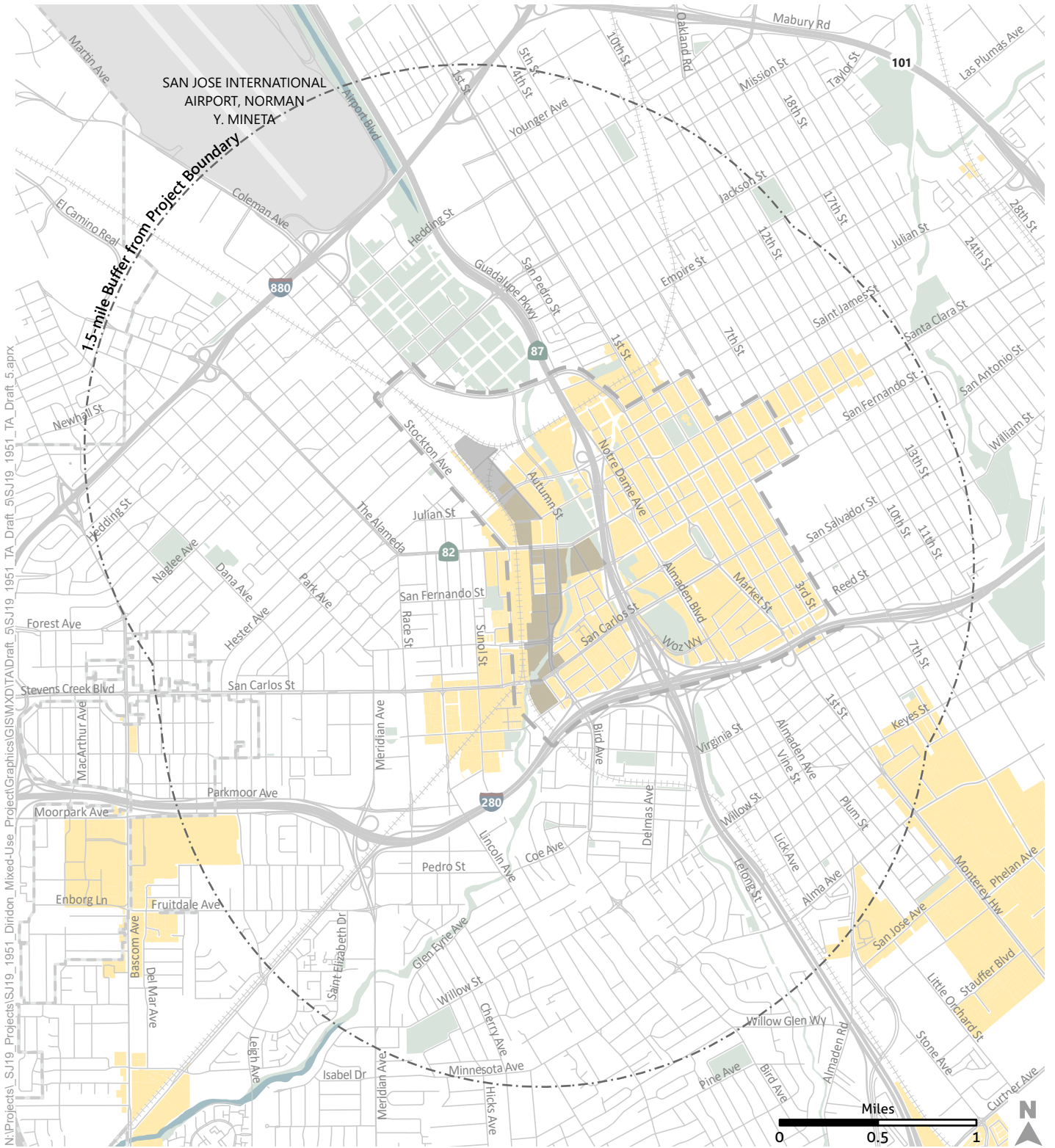
-  Site Location
 -  Downtown Core Boundary
 -  Area where Transit-Supportive Projects would be screened out
- City of San José - Low VMT per Capita Screening Criteria



Figure 11
 City of San Jose Low VMT per Capita Residential Screening Map



- Site Location
- Downtown Core Boundary
- City of San José - Low VMT per Job Screening Criteria
- Area where Transit-Supportive Projects would be screened out



Figure 12
 City of San Jose Low VMT per Job Screening Map

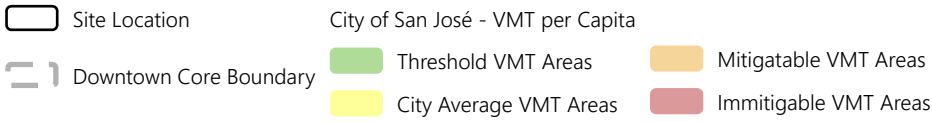
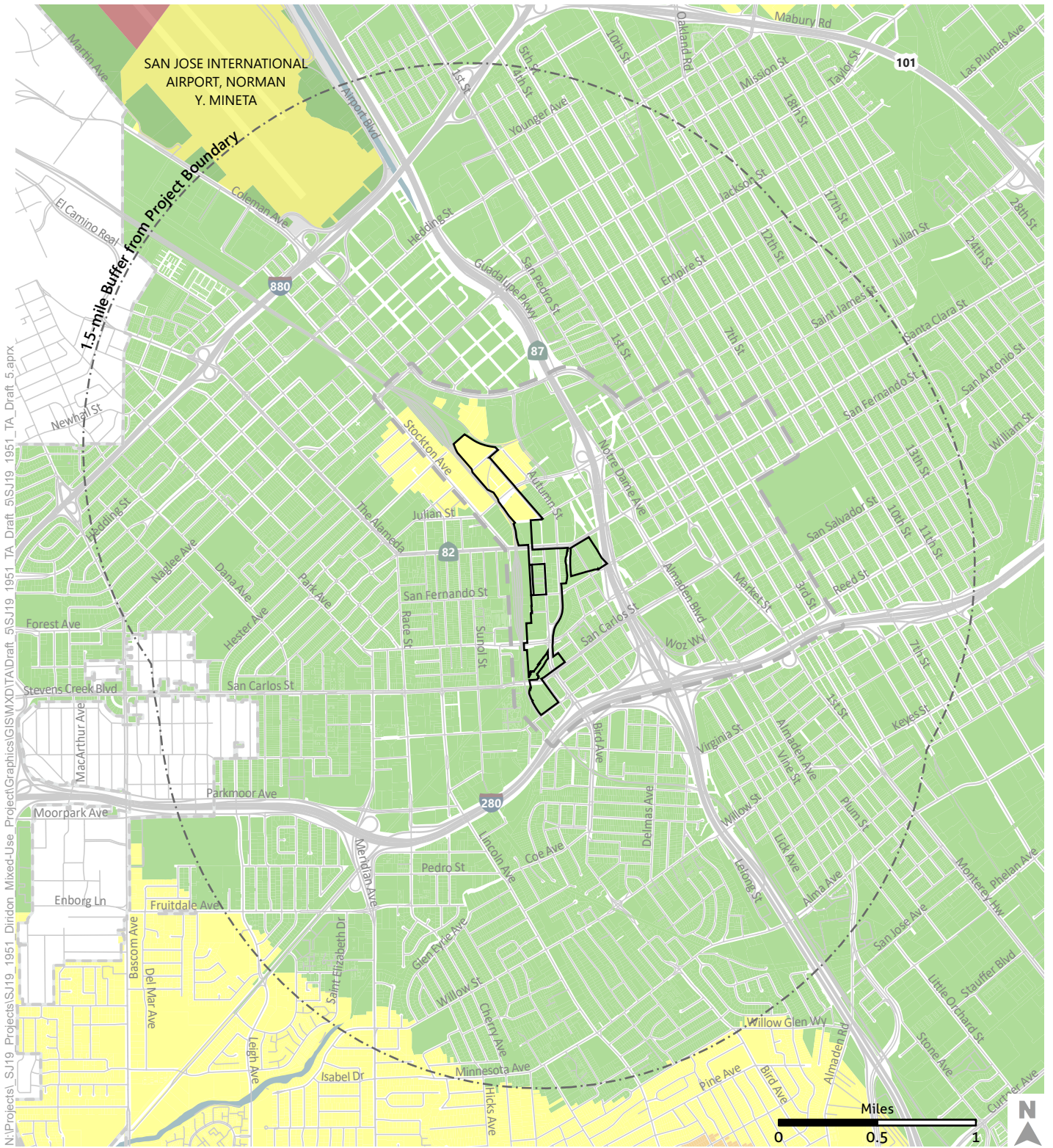
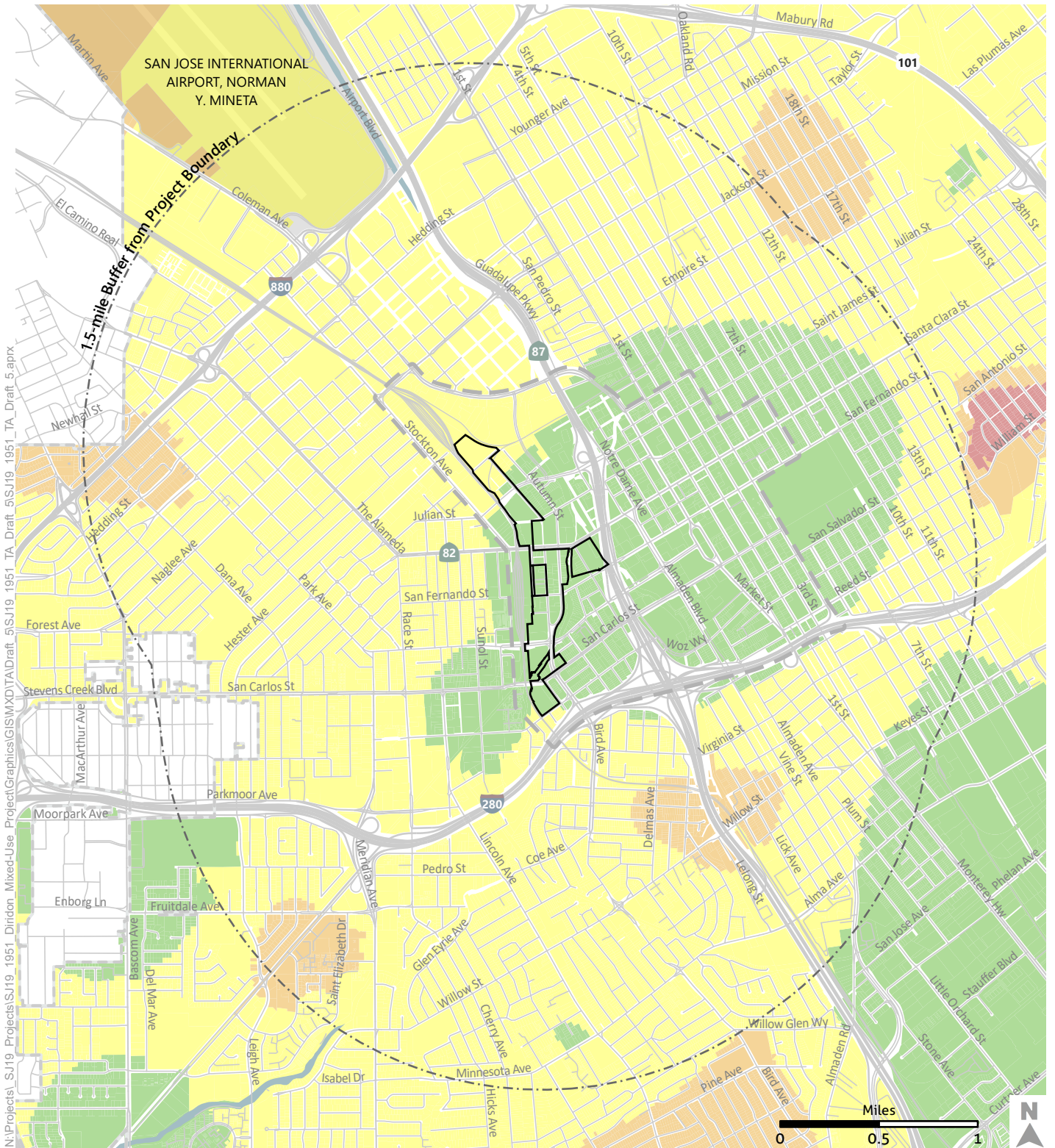


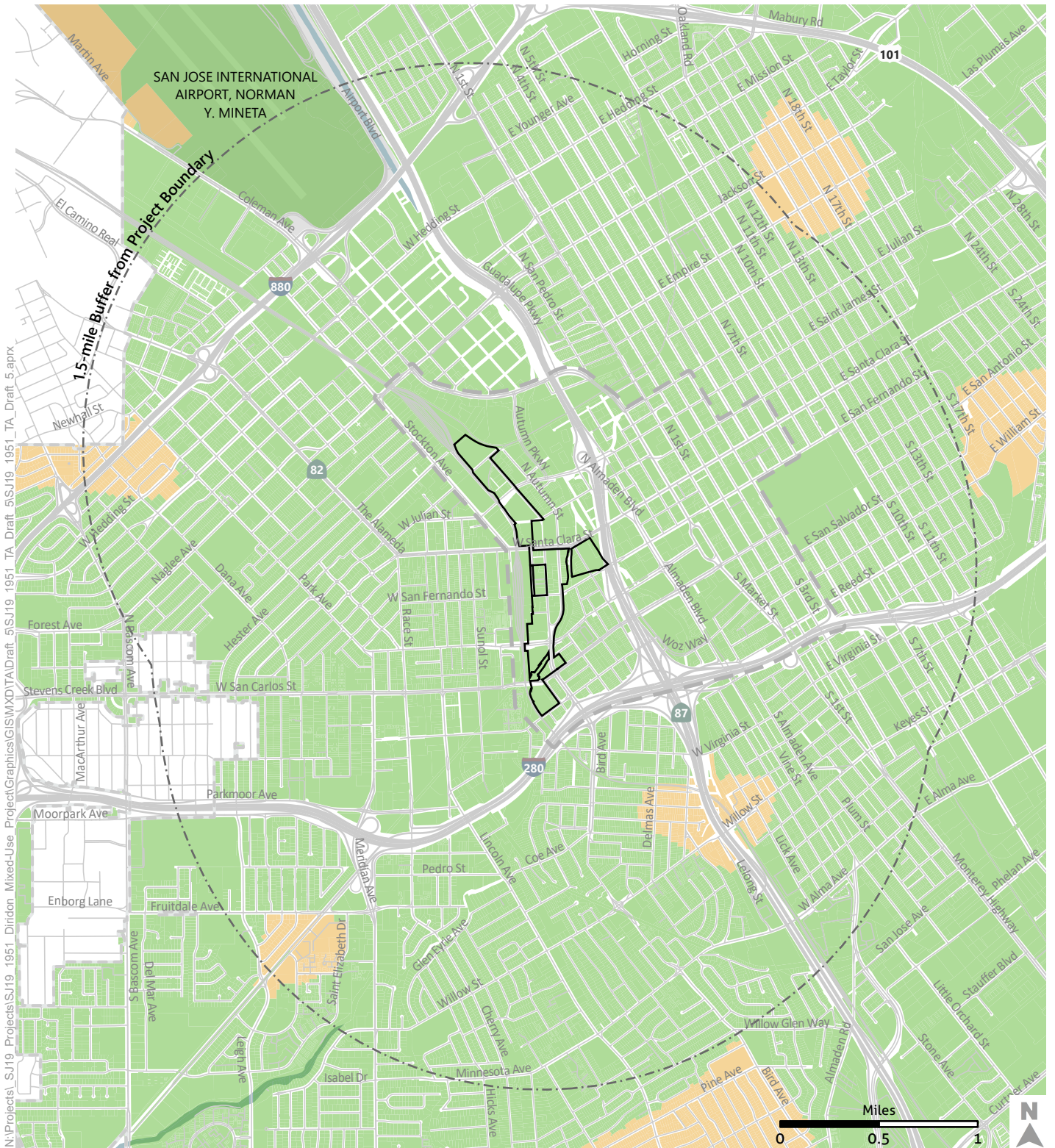
Figure 13
 City of San José Heat Map for Residents in San Jose



- Site Location
- Downtown Core Boundary
- City of San José - VMT per Job
 - Threshold VMT Areas
 - Regional Average VMT Areas
 - Mitigatable VMT Areas
 - Immittigable VMT Areas



Figure 14
City of San José Heat Map for Workers in San Jose



Site Location

City of San José - VMT per Capita

Downtown Core Boundary

Threshold VMT Areas

Mitigatable VMT Areas



Figure 15

City of San José Heat Map for Industrial Workers in San José

Logistics Center VMT

As noted earlier, the Project includes 100,000 square feet of on-site logistics center uses to serve the commercial uses on-site. The 100,000 square feet would include two 50,000 square foot buildings; one in the Northern Infrastructure Zone of the Project site and the other in the Southern Infrastructure Zone. The logistics centers would allow for better management and distribution of daily deliveries within the site; thus generating a negligible amount of external trips to the site and not separately accounted for in the Project’s travel demand and VMT estimates.

However, to be conservative, a separate VMT analysis was conducted applying the City of San Jose’s VMT Evaluation Tool (City VMT Tool) to evaluate the Project generated VMT for the two logistics centers. The exact location of the two logistic centers is not known at this time, though based on the Illustrative Framework Plan shown in **Figure 1**, the logistics center would be located in the area north west of the Julian Street/Montgomery Street intersection in the Northern Infrastructure Zone and the area south west of the San Fernando Street/Autumn Street intersection in the Southern Infrastructure Zone. Parcels within these areas were selected for use of the City’s VMT Tool. The results from the City’s VMT Tool are compared to the threshold for industrial projects as shown in **Table 7**. Outputs from the City’s VMT Tool for the two logistics centers are included in **Attachment A**.

Table 7: Existing Plus Project Logistics Center VMT Analysis Results

Location	VMT	VMT Threshold	Exceed VMT Threshold?
Norther Infrastructure Zone	10.17	14.37	No
Southern Infrastructure Zone	9.25	VMT per Employee	No

Notes:

Source: City of San José Vehicle Miles Travels Evaluation Tool; Fehr & Peers, 2020.

With implementation of the Project, both the northern and southern logistics centers are below the City’s VMT thresholds, and the Project is considered to have a **less-than-significant VMT impact**, and no VMT mitigation measures are required.

For reference purposes, the City’s industrial worker VMT heat maps for residents are shown in **Figure 15**.

Hotel and Retail VMT

To evaluate the impacts of the hotel and retail components of the Project, the retail components were evaluated separately from the remaining Project land uses. Specifically, we compared the total existing regional VMT to a model run with just the retail/hotel uses and shifted the equivalent amount of retail as proposed by the Project from other locations within San José. The premise of the analysis is if retail is located at the Project area, then the Project’s retail uses would shift retail demand from other similar locations. This is a typical analysis to evaluate the Project’s effect on retail VMT, and the Project is not proposing to physically shift retail from other areas. For the purposes of this analysis, the region is defined



as Santa Clara County, since it would primarily attract retail trips within the county. **Figure 16** shows the model areas where retail uses were shifted.

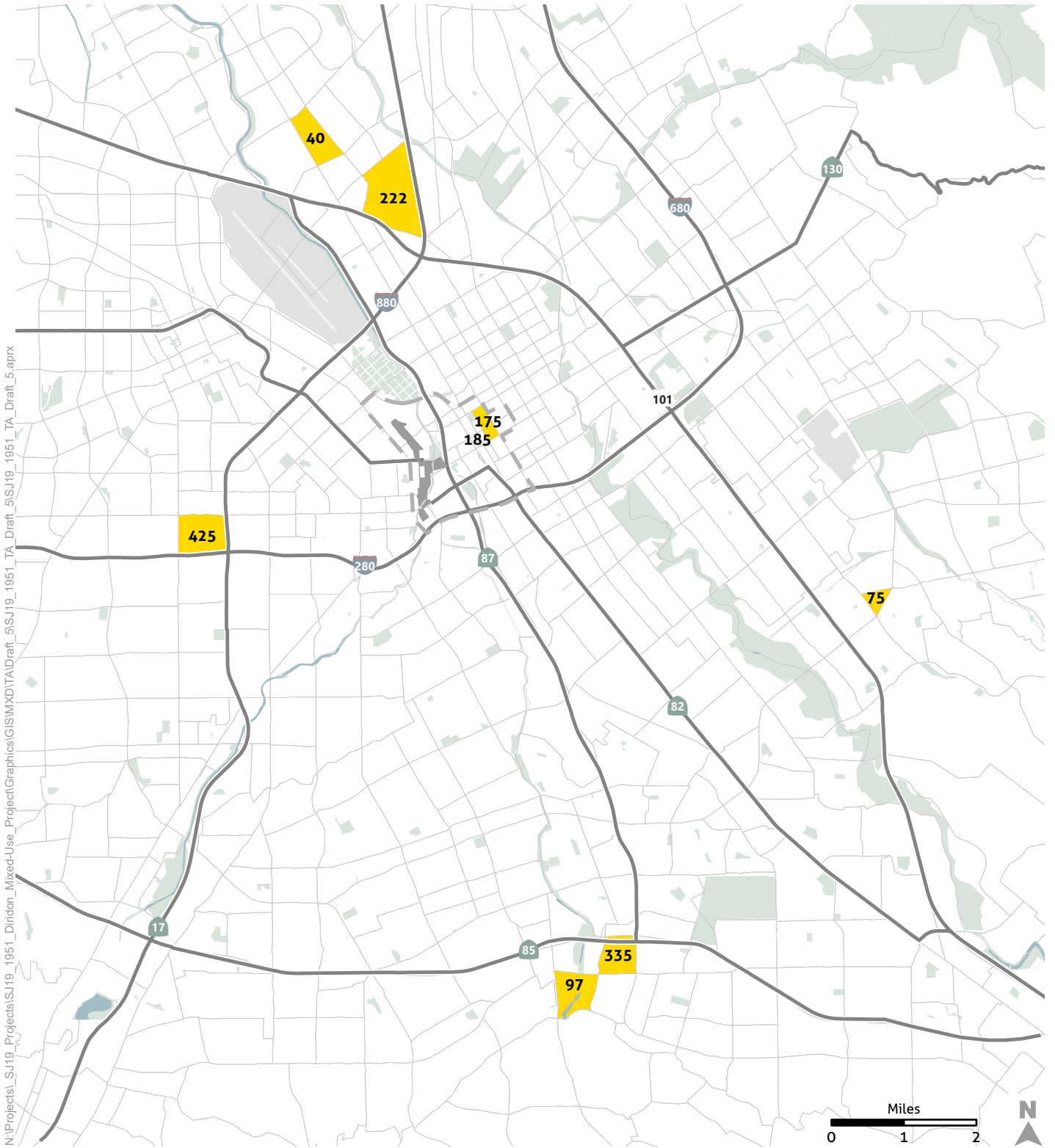
Table 8 presents the total regional VMT comparison between Existing no Project conditions and Existing plus Project conditions with the Project’s retail/hotel, including the shifted demand from other locations within Santa Clara County.

Table 8: Hotel and Retail VMT Analysis Results

Metric	Existing No Project	Existing Plus Retail/Hotel	Difference	VMT Threshold	Exceed VMT Threshold?
Total Regional VMT	74,303,439	74,261,308	-42,131	Net Increase from regional total VMT	No

Source: City of San José Model, July 2020.

Based on the City’s impact threshold of no net increase from regional total VMT, the Project would have **a less-than-significant retail/hotel VMT impact**, since the total regional VMT is lower with the proposed Project.



- Site Location
- Total Employment Shifted
- Downtown Core Boundary
- TAZ Boundary



Figure 16
Retail Land Use Shift (for analysis purpose only)

Event Space

The Project also includes up to 100,000 square feet of event center uses located in the center of the site. The event center uses could accommodate up to 2,000 people and will function as a flexible space to accommodate a variety of event functions that support Google businesses. Typical events could include product launches/announcements, corporate meetings, conferences, seminars, small conventions, and screenings.

External trips to the site would vary based on the type of event; though most events would be targeted toward on-site employees, and as a result most attendees (generally 70 percent) would already be in the Project area and would not generate a substantial number of additional trips. For most functions at the event space, the VMT effects would be smaller than typical standalone event spaces such as a convention center, since the number of trips that would travel longer distances (>five miles) would be low compared to those trips that would already be in or near the Project area, and the **VMT impact for the daily use of the event space is considered less-than-significant**. The convention-type events that would attract a larger proportion of attendees from further distances would occur an estimated four to five times a year and would not be considered part of the normal day-to-day operations of the event center.

VMT and Ridehail Services

As noted under the discussion about City model in **Chapter 1**, the City model does not directly account for the use of ridehail services, such as Uber and Lyft. However, ridehail trips are likely shorter than average vehicle trips that currently occur in the area, have higher average vehicle occupancy, and are generally not associated with travel for work purposes. In the event that use of ridehail vehicles would increase the VMT per capita in the study area, this effect is anticipated to be well below the VMT per capita threshold for a significant impact due to the low baseline level of VMT per capita in the study area and their typical use purpose, vehicle occupancy, and trip length

Project Roadway Modification VMT

The Project includes several roadway network changes, as well as the proposed use of “dynamic” lanes. The VMT effects of these roadway modifications are discussed below.

Roadway Network Changes

The roadway network changes, as illustrated in **Figure 2**, include new streets or the removal of select streets, which in general provide for a small grid network that allows for efficient circulation within the Project area. The streets that would be removed are generally short (less than 250 feet), with the exception of the segment of South Montgomery Street between West San Fernando Street and Park Avenue, which is approximately 950 feet long; and the segment of Delmas Avenue between West Santa Clara Street and West San Fernando Street, which is approximately 750 feet long. The removal of the one-way segment of South Montgomery is partially offset by the extension of a two-way Cahill Street to the west. With the extension of Cahill Street and the parallel Autumn Street, the Project area has continuous north-south connection through the Project area. Similarly, north-south connections through the Project

area with the closure of Delmas Avenue between West Santa Clara Street and West San Fernando Street would be maintained via parallel routes on Autumn Street and Almaden Boulevard. The southern portion of the segment of Delmas Avenue to be removed as a through street would be reconfigured as a private street/driveway from West San Fernando Street. This new private street would connect with two new private streets between West San Fernando Street and West Santa Clara Street, an east-west street within the block and a north-south street between the development and the west edge of the Guadalupe River (the western half of the east-west street would be considered a mid-block passage). These new streets would provide parking access and egress to and from the proposed development on the portion of the Project area between Los Gatos Creek and the Guadalupe River.

These roadway network modifications will result in a decrease of overall VMT by improving multimodal connections to and from the Project area. Furthermore, the improved multimodal connections provide additional ways to access Diridon Station serviced by commuter rail, light rail, and bus transit services.

As stated in the City's *Handbook*, most other roadway projects, including building new roadways, may or may not induce additional vehicle travel and associated VMT. Adding a link that greatly improves connectivity by providing drivers a shorter route in exchange for a longer one may in select cases reduce total VMT. Since the proposed Project area generally has a small grid network, there are easily accessible alternate routes for vehicle travel; in some cases the new route may be slightly longer and in other cases the alternate route shorter; though on balance, the network changes (including new streets and removal of streets) are small and will not substantially increase VMT in the area, and the Project is considered to have a **less-than-significant roadway network change impact**.

Dynamic Lanes

Several roadways within the Project area are proposed to have "dynamic" lanes. Dynamic lanes are lanes adjacent to the curb that are flexible spaces that provide uses depending on need, whether that is vehicular or bicycle parking, pick-up/drop-off for goods or people, stormwater management and landscaping, or additional travel lanes to support SAP Center event traffic. Because these dynamic lanes are not to be used for additional travel throughput – except for short periods to support event traffic from the SAP Center (not the Project) – the dynamic lanes are not considered travel or VMT inducing and are considered to have a **less-than-significant transportation project impact**.

Cumulative Analysis

According to *San José Transportation Analysis Handbook (2018)*, projects must demonstrate consistency with the *Envision San José 2040 General Plan*, referred to as the General Plan, to address cumulative impacts. The determination of consistency with the General Plan includes a project's density, design, and conformance to the goals and policies set forth in the General Plan. This section describes the land use and transportation goals in the General Plan and the Project's consistency with those goals.

The goals for residential, commercial and mixed-use projects outlined in the General Plan include providing a high quality living environment for San José residents; strengthening Downtown as a regional



job, entertainment, and cultural destination; maximizing housing opportunities in locations within a half-mile of transit with good access to employment areas; and leveraging neighborhood-serving commercial uses to reduce vehicle miles traveled. The proposed Project is consistent with the General Plan land use goals by developing on underutilized land in the Downtown area in close proximity to major transit facilities including Diridon Station; integrating housing, retail, and office land uses; encouraging walking through attractive and accessible pedestrian connections both within the development and with the surrounding area; and supporting cultural events.

The transportation goals in the General Plan aim to complete and maintain a multimodal transportation system with the emphasis on improvements to pedestrian and bicycle facilities, to maximize efficiency of the existing street system, and to reduce the number of vehicle miles traveled. As described in the Existing Conditions chapter, the Project is located within a half-mile radius of major bus stops, Diridon Station (with future California High-Speed Rail, BART, and mixed-flow BRT service along Santa Clara Street), and both the Guadalupe River and Los Gatos Creek trails. The Project aims to capitalize on transit synergy as a result of being near Diridon Station through pedestrian and bicycling improvements as well as through the implementation of a districtwide parking program. The pedestrian and bicycle improvements for the Project include enhancing local pedestrian circulation, improving bicycling linkages to downtown for residents and visitors, and enhancing access to the nearby trail network. Furthermore, a new districtwide parking program will accommodate site-specific parking demands while also managing event parking needs for the SAP Center.

The Project is consistent with the General Plan land use and transportation policies in **Table 9**.

Table 9: Envision San José 2040 General Plan Land Use and Transportation Policies

Land Use	
Goal LU-1	<i>Establish a land use pattern that fosters a more fiscally and environmentally sustainable, safe, and livable City.</i>
LU-1.1	Foster development patterns that will achieve a complete community in San José, particularly with respect to increasing jobs and economic development and increasing the City's jobs-to-employed resident ratio while recognizing the importance of housing and a resident workforce.
LU-1.2	Encourage Walking. Create safe, attractive, and accessible pedestrian connections between developments and to adjacent public streets to minimize vehicular miles traveled.
LU-1.3	Create safe, attractive, and accessible pedestrian connections between developments and to adjacent public streets to minimize vehicular miles traveled.
LU-1.7	Locate employee-intensive commercial and industrial uses within walking distance of transit stops. Encourage public transit providers to provide or increase services to areas with high concentrations of residents, workers, or visitors.
Goal LU-3	<i>Strengthen Downtown as a regional job, entertainment, and cultural destination and as the symbolic heart of San José.</i>

Table 9: Envision San José 2040 General Plan Land Use and Transportation Policies

LU-3.1	Provide maximum flexibility in mixing uses throughout the Downtown area. Support intensive employment, entertainment, cultural, public/quasi-public, and residential uses in compact, intensive forms to maximize social interaction; to serve as a focal point for residents, businesses, and visitors; and to further the Vision of the Envision General Plan.
LU-3.2	Support Downtown as a primary employment center in the region, especially for financial institutions, insurance companies, government offices, professional services, information and communication technology companies, and businesses related to conventions.
LU-3.3	Support the development of Downtown as an art, cultural, and entertainment center for San José and the region. Promote special events, parades, celebrations, performances, concerts, and festivals.
LU-3.4	Facilitate development of retail and service establishments in Downtown and support regional- and local-serving businesses to further primary objectives of this Plan.
LU-3.5	Balance the need for parking to support a thriving Downtown with the need to minimize the impacts of parking upon a vibrant pedestrian and transit oriented urban environment. Provide for the needs of bicyclists and pedestrians, including adequate bicycle parking areas and design measures to promote bicyclist and pedestrian safety.
LU-3.8	Leverage Downtown’s urban nature and promote projects that will help achieve economic, fiscal, environmental, cultural, transportation, social, or other objectives of this plan.
Goal LU-5	<i>Locate viable neighborhood-serving commercial uses throughout the City in order to stimulate economic development, create complete neighborhoods, and minimize vehicle miles traveled.</i>
LU-5.1	In order to create complete communities, promote new commercial uses and revitalize existing commercial areas in locations that provide safe and convenient off-site access to a full range of goods and services.
LU-5.7	Encourage retail, restaurant, and other active uses as ground-floor occupants in identified growth areas and other locations with high concentrations of development.



Table 9: Envision San José 2040 General Plan Land Use and Transportation Policies

Goal LU-9	<i>Provide high quality living environments for San José’s residents.</i>
LU-9.1	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. Consistent with Transportation Policy TR-2.11, prohibit the development of new cul-de-sacs, unless it is the only feasible means of providing access to a property or properties, or gated communities, that do not provide through- and publicly accessible bicycle and pedestrian connections.
LU-9.2	Facilitate the development of complete neighborhoods by allowing appropriate commercial uses within or adjacent to residential and mixed-use neighborhoods.
LU-9.3	Integrate housing development with our City’s transportation system, including transit, roads, and bicycle and pedestrian facilities.
LU-9.6	Require residential developments to include adequate open spaces in either private or common areas to partially provide for residents’ open space and recreation needs.
Goal LU-10	<i>Meet the housing needs of existing and future residents by fully and efficiently utilizing lands planned for residential and mixed-use and by maximizing housing opportunities in locations within a half mile of transit, with good access to employment areas, neighborhood services, and public facilities.</i>
LU-10.3	Develop residentially- and mixed-use-designated lands adjacent to major transit facilities at high densities to reduce motor vehicle travel by encouraging the use of public transit.
LU-10.4	Within identified growth areas, develop residential projects at densities sufficient to support neighborhood retail in walkable, main street type development.
LU-10.5	Facilitate the development of housing close to jobs to provide residents with the opportunity to live and work in the same community.
LU-10.7	Encourage consolidation of parcels to promote mixed-use and high-density development at locations identified in the Land use / Transportation Diagram.
LU-10.8	Encourage the location of schools, private community gathering facilities, and other public/quasi-public uses within or adjacent to Urban Villages and other growth areas and encourage these uses to be developed in an urban form and in a mixed-use configuration.
Transportation	
Goal TR-1	<i>Complete and maintain a multimodal transportation system that gives priority to the mobility needs of bicyclists, pedestrians, and public transit users while also providing for the safe and efficient movement of automobiles, buses, and trucks.</i>
TR-1.1	Accommodate and encourage use of non-automobile transportation modes to achieve San José’s mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT).
TR-1.2	Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.
TR-1.3	Increase substantially the proportion of commute travel using modes other than the single-occupant vehicle. The 2040 commute mode split targets for San José residents and workers are presented in the following table.
TR-1.6	Require that public street improvements provide safe access for motorists and pedestrians along development frontages per current City design standards.

Table 9: Envision San José 2040 General Plan Land Use and Transportation Policies

Goal TR-4	<i>Provide maximum opportunities for upgrading passenger rail service for faster and more frequent trains, while making this improved service a positive asset to San José that is attractive, accessible, and safe.</i>
TR-4.1	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-4.3	Support the development of amenities and land use and development types and intensities that contribute to increased ridership on the potential high-speed rail system, and also provide positive benefits to the community.
Goal TR-8	<i>Parking Strategies</i>
TR-8.1	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-8.11	Establish a program and provide incentives for private property owners to share their underutilized parking with the general public and/or other adjacent private developments.
Goal TR-9	<i>Reduce Vehicle Miles Traveled (VMT) by 10 percent per service population, from 2009 levels, as an interim goal.</i>
TR-9.1	Enhance, expand and maintain facilities for walking and bicycling, particularly to connect with and ensure access to transit and to provide a safe and complete alternative transportation network that facilitates non-automobile trips.
Trail Network	
Goal TN-1	<i>Develop the nation’s largest urban network of trails. Become a national model for trail development and use. Remain a national leader in terms of the scale and quality of trails.</i>
TN-1.2	Minimize environmental disturbance in the design, construction and management of trails.
TN-1.3	Design trail system alignments to minimize impacts and enhance the environment within sensitive riparian and other natural areas. Follow Riparian Corridor Goals, Policies, and Actions regarding trail design and development in proximity to riparian areas.
TN-1.4	Provide gateway elements, interpretive signage, public art, and other amenities along trails to promote use and enhance the user experience.
Goal TN-2	<i>Develop a safe and accessible Trail Network to serve as a primary means of active transportation and recreation within an integrated off-site transportation system.</i>
TN-2.1	Support off-street travel by interconnecting individual trail systems to each other and to regional trail systems
TN-2.2	Provide direct, safe and convenient bicycle and pedestrian connections between the trail system and adjacent neighborhoods, schools, employment areas and shopping areas.
TN-2.7	Encourage all developers to install and maintain trails when new development occurs adjacent to a designated trail location, in accordance with Policy PR-8.5.
TN-2.8	Coordinate and connect the trail system with the on-street bikeway system, and consider policies from the Circulation and the Parks, Trails, Open Space, and Recreation Amenities/Programs sections of this Plan to create a complete BikeWeb to serve the needs of San José’s diverse community.



Table 9: Envision San José 2040 General Plan Land Use and Transportation Policies

Goal TN-3	<i>Design an accessible, safe, and well-functioning trail network that attracts diverse users of varying abilities</i>
TN-3.4	Design new and retrofit existing public and private developments to provide significant visibility of and access to existing and planned trails to promote safety and trail use.

Note:

Source: *Envision San José 2040 General Plan*, November 2011.

5. Additional CEQA Transportation Analysis

CEQA transportation analysis requires an evaluation of a project's potential impacts related to VMT and other significance criteria. This chapter addresses the transportation impacts related to the other significance criteria: a project could have a significant transportation impact on the environment if it

1. Conflicts with a plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths;
2. Substantially increases hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
3. Results in inadequate emergency access.

CEQA analysis requirements related to VMT (i.e., conflicts or is inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)) are addressed in the previous chapter.

Conflicts with a Plan, Ordinance, or Policy

This section discusses the Project's conformance with the City's transit, bikeway, and pedestrian plans.

Transit

There are several major transit plans related to the DSAP that would increase transit service in the area in the future. These include Caltrain Electrification, Caltrain Business Plan, BART Phase II extension to Diridon Station and Santa Clara, High-Speed Rail, and enhanced BRT service along Santa Clara Street and The Alameda. The design of the Diridon Station to accommodate increases in transit service are addressed in the DISC Plan process.

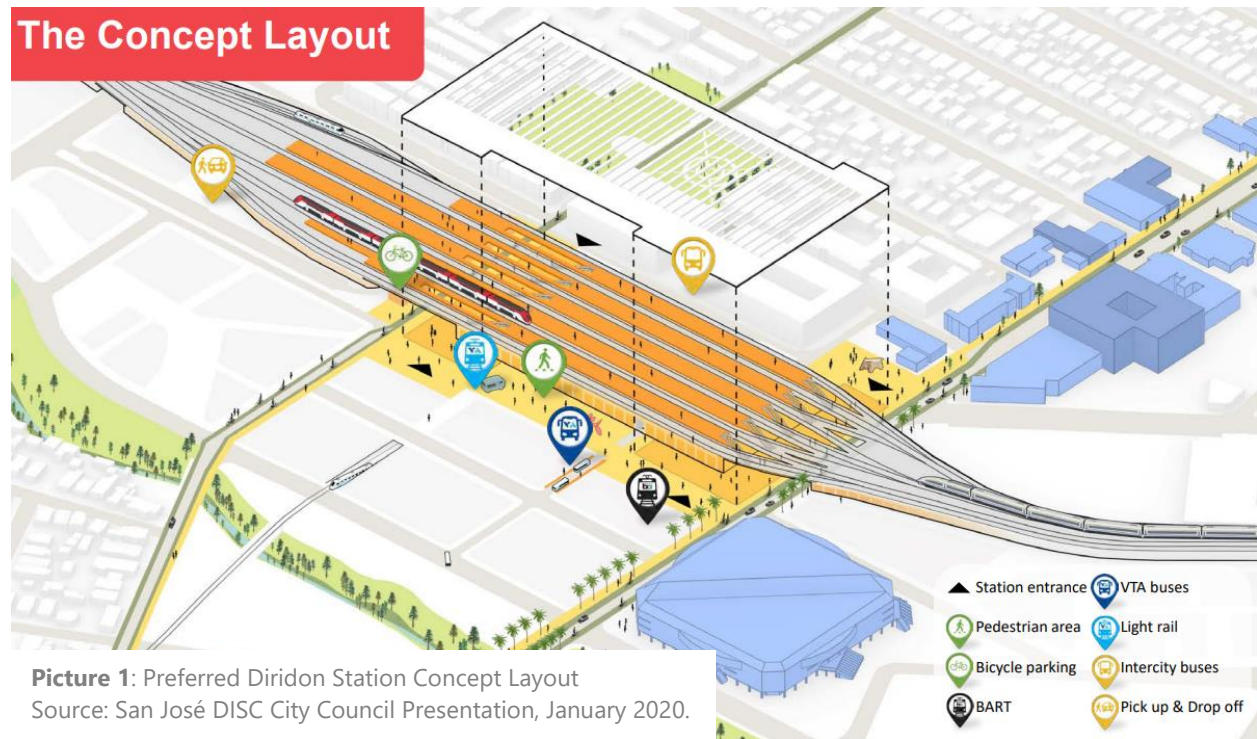
The DISC Process initially identified three conceptual layouts for the future Diridon Station including an at-grade station on West San Fernando Street, an elevated station on West Santa Clara Street, and an elevated station near West Stover Street. Through a community input process and ongoing technical work with the partner agencies, a fourth alternative was identified as the preferred concept layout (Concept Layout) and includes a preliminary alignment for elevated heavy rail tracks through Diridon Station.

Picture 1 illustrates the current Concept Layout. In February 2020, the San José City Council and the Caltrain board endorsed the Concept Layout, and the VTA board did so in June 2020.

The Concept Layout includes a primary concourse in the north, oriented toward West Santa Clara Street, and a southern concourse, oriented toward West San Fernando Street. Each concourse would have two entrances, one on the east side and one on the west side. The design also proposes public squares directly in front of three of the four station entrances to provide a transition area between the surrounding urban area and the station area. This would include the proposed conversion of Cahill Street



within the intermodal hub (between West Santa Clara and West San Fernando Streets) to a non-motorized street.



Picture 1: Preferred Diridon Station Concept Layout
Source: San José DISC City Council Presentation, January 2020.

The DISC Concept Layout would facilitate potential at-grade east-west connections beneath the elevated station and tracks, including pedestrian and bicycle access to and through Diridon Station. To accommodate the future growth of passenger rail, the Concept Layout anticipates widening the rail right-of-way north and south of Diridon Station.

The Project complements the development of the Diridon Station through the provision of high-density mixed uses that will generate future transit ridership. However, the current framework plan does not directly accommodate the Concept Plan because the DISC layouts were adopted after the release of the Project's NOP. However, the preferred Concept Layout is still preliminary and it is likely that the final reconfiguration will differ from the Concept Layout as the DISC Plan process progresses. The Project applicant will actively work with the City and the DISC partner agencies to address the final selected layout, while still meeting the objectives of the Project. The Downtown West Design Standards and Guidelines provides a framework for such coordination efforts. Any such modifications would be subject to review by the Director of Planning, Building and Code Enforcement or the Director's designee pursuant to the applicable DISC-related standards in the Downtown West Design Standards and Guidelines; thus the Project is considered to have a **less-than-significant impact to this future transit plan**.

Bicycle Facilities

The Project includes several proposed bike network changes to provide bicycle connectivity within the Project area and to the surrounding neighborhoods and regional destinations. As outlined in the Project description in **Chapter 1**, within the Project boundaries proposed improvements include

- A multi-use path parallel to the light rail tracks between Cahill Street and West San Fernando Street and on the east of Los Gatos Creek between the light rail tracks and West Santa Clara Street; and
- Class IV bikeways along Park Avenue, West San Fernando Street, West St. John Street, West Julian Street, South Autumn Street, North Autumn Street, North Montgomery Street, and Cahill Street; and
- Class I bikeways along Los Gatos Creek within the project boundary and Class IV on-street connections where the proposed project does not directly connect to the Los Gatos Creek Trail; and
- Shared streets that have traffic calming, low speeds, and potential restrictions to auto travel along South Montgomery Street between West San Fernando Street and West Santa Clara Street; Delmas Avenue north of the light rail tracks; north of West San Fernando Street and parallel to Delmas Avenue at the eastern border of the Project area; between Cahill Street and North Autumn Street north of Park Avenue; along the new Chestnut Street connection at the northern end of the Project area; and along the realigned Cinnabar Street toward the northern end of the Project area.

These changes proposed by the Project would be designed in accordance with City and state standards and complement, and in some cases implement, the City's current bike network as well as planned facilities drafted in the City's Better Bike 2025, and result in a **less-than-significant impact to existing and planned bicycle facilities**.

Pedestrian Plans

The *San José Complete Streets Design Standards & Guidelines* varies depending on the context of the built environment as well as roadway typology. The Project area falls under the Downtown context type due to the Project area and surrounding areas being characterized by intensive office, retail, service, residential, and entertainment.

The Downtown context prioritizes transit usage and pedestrian activity over automobile activity. The design standards and guidelines outline specific design features for each roadway typology as well as for the Downtown context. Examples of design standards and guidelines include minimum sidewalk widths, design vehicle length, crosswalk treatments, and recommended bikeway design variations. The proposed Project aims to provide a walkable area with good pedestrian connections between land uses, the Diridon Station, and the greater Downtown. While specific streets have not been fully designed, the typical street sections outlined in the Project are generally consistent with the concepts of the *San José Complete Streets Design Standards & Guidelines*. The applicant will be required to coordinate with Public Works for final



street designs and the Project is considered to have a **less-than-significant impact to existing and planned pedestrian facilities**.

Hazardous Design Features

While conceptual street network changes are proposed, the Project has not advanced to the stage of developing detailed street designs. As it does, any roadway extensions and new streets would need to comply with the City of San José's *Complete Streets Design & Guidelines* (May 2018) and the proposed Planned Development Permit (including the Downtown West Design Standards and Guidelines), both of which include design specifications to ensure safe and efficient travel of vehicles, bicycles, pedestrians, and transit vehicles.

In addition, final building footprints and site designs, including access and egress to individual development sites, would be subject to Council Policy 5-1 (2018). The policy states, in part, "All projects may be required to submit an LTA as determined by the Public Works Director," indicating that project LTAs must contain sufficient detail to analyze safety elements "proximate to the Project area." Under Council Policy 5-1, the project applicant must prepare and submit LTAs evaluating sight distance, on-site circulation, and building access/egress when sufficient information is available for each building or development phase to allow the City to evaluate those aspects of the project for conformance with the City's Complete Streets Design Standards and Guidelines, and any other relevant City standards before recordation of final maps. For this reason, the proposed project would not introduce any geometric design features or incompatible uses, and this impact would be less than significant.

Emergency Access

Efficient operations of City streets help to reduce response times for emergency responders including San José Police and Fire Department personnel, as well as private ambulance services.

The emergency access assessment was conducted to determine if the Project has the potential to impact emergency vehicle access by creating conditions that would substantially affect the ability of drivers to yield the right-of-way to emergency vehicles, or preclude the ability of emergency vehicles to access streets within the Project area. An emergency response time impact is considered significant if implementation of the Project would provide inadequate access to accommodate emergency vehicles.

Roadway Modifications and Design

The Project proposes to extend portions of certain streets and remove parts of other streets within the Project area to facilitate circulation. Proposed street network changes are illustrated on **Figure 2** and include

- Public Roadway Extensions and Additions:

- Cahill Street between West Santa Clara Street and North Montgomery Street in the north and between San Fernando Street and Park Street in the south to provide continuous north-south connectivity throughout the length of the Project area
- West St. John Street between Montgomery Street and the new Cahill Street extension toward the north of the site
- Block-long east-west extension of Post Street between South Montgomery Street and Autumn Street
- A new Street between Cinnabar Street and Lenzen Avenue along the eastern border of northern parcel (A1)
- Emergency vehicle access into the Project area north of Union Pacific railroad tracks
- Public Roadway Removal:
 - Cinnabar Street west of North Montgomery Street
 - Delmas Avenue between West Santa Clara Street and West San Fernando Street, with through access provided for pedestrians and bicyclists only and private street access provided for vehicles at West San Fernando Street
 - North Montgomery Street between West St. John and Cahill Street
 - South Montgomery Street between West San Fernando Street and Park Avenue
 - Otterson Street west of South Montgomery Street
- New Private Roadways
 - "L-shaped" connection from Auzerais Avenue to Royal Avenue along existing alignments of Drake Street and Columbia Avenue (private street)
 - West and north from North Montgomery Street to the rear (west) of the northern most parcel (Parcel A1) connecting to Lenzen Avenue
 - West from North Montgomery Street between Julian Street and St. John Street (within Parcel C 1)
 - North from West San Fernando Street within Block E
 - Between Cahill Street and South Autumn Street north of Park Avenue (within Block F)

The proposed project also proposes to establish emergency vehicle access at the north end of the site before occupancy, to allow emergency vehicles to enter the site by going across or under the railroad tracks. The project applicant has evaluated a range of options for a new at-grade railroad crossing or new grade separation under the railroad. Grade separation options include an underpass at Lenzen Avenue or North Montgomery Street. A grade separation over the railroad is not being considered because the elevations required for rail clearance would not be feasible given the current roadway geometry. At-grade rail crossing options include a modification to the existing North Montgomery Street at-grade crossing or a new at-grade crossing on the north leg of the Warm Springs Way (the UPRR track that runs southeasterly from the Caltrain tracks north of the Project area) to the San José Market Center (the retail



center northeast of the site). In addition, with the introduction of new technologies, such as remotely controlled bollards/gates, integrated communications between building fire alarm systems and rail and/or mass notification systems, North Montgomery Street could potentially continue to serve as the sole access point for emergency vehicles.

The specific proposal for emergency vehicle access has not been finalized because of the need to coordinate with other efforts that affect the feasibility of certain options. The City is applying to the Federal Railroad Administration for a quiet zone on the Warm Springs corridor from North Montgomery Street to Horning Street, about a mile northeast of the Project area, which may include improvements to the North Montgomery Street at-grade railroad crossing. In addition, the DISC partner agencies have approved a Concept Layout that would elevate the railroad tracks that currently limit access to the site. Elevation of the tracks, consistent with the Concept Layout, would allow for at-grade or nearly at-grade reconnections of streets to the north end of the Project area. These streets could include North Autumn Street, Cinnabar Street, and Lenzen Avenue.

Any new emergency vehicle access proposed by the project at the north end of the Project area could be reconfigured, replaced, or supplemented by alternative access options at the time that the railroad is elevated as proposed by the DISC partner agencies. The new at-grade or grade-separated crossing ultimately proposed by the project would require coordination with the City and with the California Public Utilities Commission and/or Federal Railroad Administration and Caltrain and UPRR as applicable.

Staff members from the San José Bureau of Fire Prevention, Public Works, and Department of Planning, Building and Code Enforcement would review and approve individual building plans and related emergency access, which would be established before occupancy

Any roadway extensions and new streets would need to comply with the City of San José's *Complete Streets Design & Guidelines* (May 2018) and the proposed Planned Development Permit (including the Downtown West Design Standards and Guidelines), which include design specifications that consider emergency vehicle access requirements. Design requirements could include mountable concrete buffers, mountable curbs, and corner or sidewalk bulbs to accommodate turning of emergency vehicles. All new street segments will be designed in accordance with City policies and provide adequate emergency vehicle access and would not impede emergency vehicle access to the Project and surrounding area by emergency vehicles.

Overall, the proposed roadway extensions and new streets provide for a grid network that has adequate emergency vehicle access throughout the Project area. The streets proposed to be removed are generally short (fewer than 250 feet) and would still have emergency vehicle access to individual buildings via driveways.

The removal of South Montgomery Street between West San Fernando Street and Park Avenue is the largest through street removal (about 950 feet). Driveway access to individual buildings would still be maintained for the first 200 feet at the northern part of the South Montgomery Street removal, and the southern part would function as a park. The removal of South Montgomery is partially offset by the

extension of Cahill Street to the west. With the extension of Cahill Street, the Project area has continuous north-south connection through the site. Autumn Parkway also provide continues north-south connection along the Project area.

The closure of Delmas Avenue between Santa Clara Street and San Fernando Street would not adversely affect emergency vehicle access within the Project area. Emergency vehicles access would still be provided to individual buildings on that block. In additional, parallel routes are provided on Autumn Street and Almaden Boulevard.

The removal of Cinnabar Street west of North Montgomery Street would be replaced by a new private street connection between North Montgomery Street and Lenzen Avenue along the southern and western perimeter of the block, and a new north-south connection between Cinnabar Street and Lenzen Avenue along the eastern perimeter of the block that could be used for emergency vehicle access. Access to the block along North Montgomery Street across railroad tracks serving Union Pacific Railroad (UPRR) would be maintained.

Given the planned land use and occupancy intensification from the existing manufacturing to the proposed office at the north end, the project proposes modifying the existing North Montgomery Street at-grade railroad crossing to provide adequate emergency vehicle access. Options are currently being explored, but may include a lane dedicated to emergency vehicle access. In addition, the introduction of new technologies could be implemented such as remotely controlled bollards and/or gates and integrated communications between building fire alarm systems and rail and/or mass notification systems, that could allow the North Montgomery railroad crossing to continue to serve as the sole access point to the block for emergency vehicles. Individual building plans and related emergency access would be established before occupancy and is subject to the review and approval of the San José Bureau of Fire Prevention, Public Works, and Department of Planning, Building and Code Enforcement.

Though the project applicant proposes the existing North Montgomery Street railroad crossing continue to serve as the sole access point to the block for emergency vehicles, options for a second access point for emergency vehicles were studied for compliance with San José Fire Code. The range of options for a second access point could include a new at-grade railroad crossing or new grade separation under the railroad. Grade separation options studied include an underpass at Lenzen Avenue or North Montgomery Street. In addition to the proposed modification of the existing North Montgomery Street at-grade crossing, a new at-grade crossing on the along the eastern boundary of the block, to the San José Market Center (the retail center northeast of the site) was studied. The underpass at Lenzen Avenue would have the greatest impact to air quality of all the options and was included in the air quality analysis.

In addition, the City is applying to the Federal Railroad Administration for a quiet zone on the Warm Springs corridor from North Montgomery Street to Horning Street, about a mile northeast of the Project area, which may include improvements to the North Montgomery Street at-grade railroad crossing. Also, the DISC partner agencies are studying a Concept Layout that would elevate the railroad tracks that currently limit access to the north end of the site. Elevation of the tracks, consistent with the Concept



Layout, would allow for at-grade or nearly at-grade reconnections of streets to the north end of the Project area. These streets could include North Autumn Street, Cinnabar Street, and Lenzen Avenue.

Proposed modification of the existing at-grade crossing, and options for a new at-grade or grade-separated crossing studied by the project would require coordination with the City and with the California Public Utilities Commission and/or Federal Railroad Administration, as well as Caltrain and/or UPRR as applicable.

Congestion

The increases in vehicle, bicycle, and pedestrian demand associated with the Project would not substantially affect emergency vehicle access patterns; however, the additional vehicles would increase intersection delays, especially in the immediate vicinity of the Project area. At intersections, emergency vehicle access would not be significantly impacted for the following reasons:

- a. The City of San José has implemented a citywide emergency vehicle preemption (EVP) system operated through a central control system that preempts signal control at individual intersections based on the GPS position of emergency vehicles and their priority as they respond to an incident, and
- b. California law requires drivers to yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicle passes.

Multi-lane roadways, such as Santa Clara Street and San Carlos Street, provide for higher speed emergency vehicle access and room for traffic to more easily move out of the path of emergency vehicles.

In addition, *Envision San José 2040 General Plan* specifies policies to ensure the City maintains adequate emergency response times, and that developments of fire service facilities and delivery keep pace with development and growth in the City. Specific General Plan policies include

- **ES-3.1:** Provide rapid and timely level of service response times to all emergencies.
- **ES-3.3:** Locate police and fire service facilities so that essential services can most efficiently be provided and level of service goals met. Ensure that the development of police and fire facilities and delivery of services keeps pace with development and growth of the City.
- **ES-3.6:** Work with local, state, and federal public safety agencies to promote regional cooperation in the delivery of services. Maintain mutual aid agreements with surrounding jurisdictions for emergency response.
- **ES-3.13:** Maintain emergency traffic preemption controls for traffic signals.
- **ES-3.21:** Create long-range funding and deployment strategies for expanding and maintaining police and fire facilities and operations to address service delivery demands from new population growth.

- **ES-3.22:** Maintain the City's Fire Department Strategic Plan as a tool to achieve Envision General Plan Level of Service and other related goals and policies. Base fire station location planning on a four-minute travel radius.

Emergency Access Summary

In summary, the site plans for each building or phase of project development would be required to comply with the City's Complete Streets Design Standards and Guidelines. Compliance would be governed by Council policy 5-1, which states, in part, "All projects may be required to submit an LTA as determined by the Public Works Director," indicating that project LTAs must contain sufficient detail to analyze safety elements "proximate to the Project area." LTAs evaluating sight distance, on-site circulation, and building access/egress when sufficient information is available for each building or development phase would allow the City to evaluate those aspects of the project for conformance with the City's Complete Streets Design Standards and Guidelines, and any other relevant City standards before recordation of final maps. City review of the LTAs would ensure that all proposed roadway network changes (i.e., additions or removals of street segments) would not impede emergency vehicle access to the Project area or surrounding areas. Design requirements deemed necessary by the City would be incorporated into the final design of each roadway network change. Design requirements could include mountable concrete buffers, mountable curbs, and corner or sidewalk bulbs to accommodate the turning of emergency vehicles. For the reasons described above, the proposed project would not result in inadequate emergency access, and this impact would be **less-than-significant impact**.



6. General Plan Amendment Transportation Analysis

The Project, as currently proposed, does not comply with the General Plan and requires a General Plan Amendment (GPA). Therefore, a long-range GPA transportation analysis was conducted to evaluate the potential impacts of the Project on the citywide transportation system in the 2040 horizon year of the General Plan. The Year 2040 Cumulative No Project scenario assumes proposed land use reallocations currently contemplated as part of the City-initiated amendments to the DSAP, except for the land uses proposed by the Project (General Plan Plus DSAP GPA No Project GPA). The Year 2040 Plus Project scenario assumes all proposed DSAP amendments, including those proposed by the Project (General Plan Plus DSAP GPA and Project GPA). Guidelines and thresholds set by the *Envision San José 2040 General Plan* were used to evaluate the potential impacts of the Project.

CEQA Transportation Performance Metrics

Four transportation performance measures are evaluated for all GPAs to assess consistency with the General Plan's transportation goals.

VMT per Service Population

VMT per service population is a measure of the daily vehicle miles traveled divided by the total number of residents and employees within a Project area. VMT per service population (residents + jobs) differs from VMT per capita (residents only) and VMT per employee, previously reported in this Transportation Analysis. VMT per capita and VMT per employee are metrics used to calculate average trip lengths per resident and per job for CEQA purposes. The VMT per service population metric is typically used for air quality analysis and to evaluate proposed General Plan Amendments in the City. The VMT per Service Population includes all vehicle trips (including trips to work, school, shop, medical facilities, movie theaters, parks, etc.) that both start and end within the Project area, and only half of the trips that either start or end in the Project area.

In summary, the formula for this metric is **VMT / Service Population** = (VMTs generated by 100 percent of all daily vehicle trips made entirely within Project area + 50 percent of all daily vehicle trips with an origin or destination in Project area / (Project area Population + Project area Jobs).

Journey-to-Work Mode Share

The journey-to-work mode share measures the distribution of all daily work trips by travel mode. These travel modes include drive-alone, carpool with two persons, carpool with three or more persons, transit, bike, and walk trips. The focus of this analysis is to evaluate work trips that occur during the AM peak

(6:00 to 10:00 AM) and PM peak (3:00 to 7:00 PM) commute periods using the San José Travel Demand Model.

Transit Corridor Travel Speeds

The average travel speed for all vehicles in the City’s 14 transit corridors is calculated for the AM peak hour by dividing the segment distance by vehicle travel time. Transit corridors are identified as Grand Boulevards in the General Plan’s Land Use/Transportation. Grand Boulevards accommodate moderate to high volumes of through traffic within and beyond the City in addition to serving as primary routes for VTA transit service which includes light rail transit and BRT. Transit is prioritized over all other travel modes on Grand Boulevards.

Adjacent Jurisdiction Roadway Segments

Roadway conditions on major streets in adjacent jurisdictions are evaluated for the morning four-hour peak commute period (6:00 to 10:00 AM) based on the volume-to-capacity (V/C) ratios of the street segments and the City’s contribution to the total traffic. Freeway facilities and expressways are also considered in this analysis as they are not operated by the City. The V/C ratio represents the ability of a segment to accommodate vehicular demand and measures the proportion of roadway capacity being utilized. A V/C ratio less than 0.85 indicates sufficient capacity is available and vehicles are not expected to experience significant delays or queuing. A V/C ratio greater than 1.0 indicates roadway capacity is fully utilized and vehicles will experience excessive delay and queuing.

Thresholds of Significance

The thresholds of significance associated with these performance measures are shown in **Table 10**.

Table 10: Thresholds of Significance for General Plan Amendments (March 2018)

Performance Metrics	Significance Thresholds
VMT per Service Population	Any increase over 2040 General Plan/Cumulative No Project conditions
Journey-to-Work Mode Share	Any increase in journey-to-work drive-alone mode share over 2040 General Plan/Cumulative No Project conditions
Transit Corridor Travel Speeds	Decrease in average travel speed on a transit corridor below 2040 General Plan/Cumulative No Project conditions in the AM peak one-hour period when: <ul style="list-style-type: none"> The average speed drops below 15 mph or decreases by 25 percent or more; OR The average speed drops by one mph or more for a transit corridor with average speed below 15 mph under the 2040 General Plan/Cumulative No Project conditions



Adjacent Jurisdiction Roadway Segments	<p>When 25 percent or more of total deficient lane-miles on streets in an adjacent jurisdiction are attributable to the City during the AM four-hour peak period:</p> <ul style="list-style-type: none"> • Total deficient lane-miles are total lane-miles of street segments with V/C ratios of 1.0 or greater; • A deficient roadway segment is attributed to the City when trips from the City are 10 percent or more on the deficient segment
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Source: City of San José *Transportation Analysis Handbook*, 2018.

General Plan Amendment Transportation Analysis

In this section, citywide metrics related to VMT, journey-to-work mode share, average vehicle speeds in transit priority corridors, and adjacent jurisdictions roadway segment capacities are evaluated using the 2040 City model.

VMT Per Service Population

The daily vehicle miles traveled (VMT) per service population was calculated using the City of San José’s travel demand forecasting model. As defined previously, the service population is the sum of the number of residents and number employees in the City. VMT is calculated by multiplying the number of vehicle trips and the length of the trip. Any increase to the VMT over 2040 Cumulative No Project conditions due to the General Plan Amendment is a significant impact.

Table 11 shows the citywide daily VMT per Service Population under the Base Year, Year 2040 Cumulative No Project, and the Year 2040 Cumulative plus Project GPA.

Table 11: VMT Per Service Population

	Base Year	Year 2040 Cumulative No Project	Year 2040 Cumulative Plus Project GPA
Citywide Daily VMT (A)	17,505,088	27,000,706	27,428,691
Citywide Service Population (B)	1,392,946	2,025,534	2,069,268
Daily VMT Per Service Population (A/B)	12.57	13.33	13.26
Total Increase in VMT Per Service Population over General Plan Conditions			-0.07

Note: Service Population = Total Residents + Total Jobs
 Source: Fehr & Peers, 2020.

While the GPA will increase the daily VMT per service population as compared to the Base Year, the GPA will decrease the daily VMT per service population by 0.07 compared to the current Year 2040 Cumulative No Project buildout assumptions. This decrease in VMT is due to increased transit and multimodal access in the Downtown area compared to other parts of the City, since the GPA mainly shifts land uses to the Downtown. Therefore, the Project General Plan Amendment results in a **less-than-significant impact on citywide daily VMT per service population**.

Journey-to-Work Mode Share

The journey-to-work mode share percentages were calculated using the City of San José’s model. Because most weekday trips occur during the AM and PM peak commute hours, the journey-to-work mode is used to determine if the proposed land use amendments cause a significant impact. Any increase to the drive-alone journey-to-work mode share will be considered a significant impact.

Table 12 summarizes the journey-to-work mode share under the Base Year, Year 2040 Cumulative No Project, and the Year 2040 Cumulative plus Project GPA.

Table 12: Journey to Work Mode Share

Mode	Base Year		Year 2040 Cumulative No Project		Year 2040 Cumulative Plus Project GPA	
	Trips	Percentage	Trips	Percentage	Trips	Percentage
Drive-alone	753,264	79.7%	1,062,938	71.1%	1,065,489	69.6%
Carpool 2	85,496	9.0%	133,139	8.9%	135,567	8.9%
Carpool 3+	28,526	3.0%	51,488	3.4%	52,782	3.5%
Transit	48,181	5.1%	190,440	12.8%	215,045	14.1%
Bicycle	14,120	1.5%	26,813	1.8%	28,182	1.8%
Walk	15,666	1.7%	30,568	2.0%	32,837	2.1%
Total Increase in Drive-alone Mode Share General Plan Conditions						-1.5%

Source: Fehr & Peers, 2020.

The Project GPA will decrease the drive-alone mode share by 1.5 percentage points. Therefore, the Project GPA would result in a **less-than-significant impact on citywide journey-to-work mode share**.

Transit Corridor Travel Speeds

The average vehicle AM Peak Hour travel speeds along the City’s 14 transit corridors were calculated using the City of San José’s model. It should be noted that travel speeds are a measure of congestion and differ from VMT metrics discussed in this report that evaluate connectivity and trip lengths.

Table 13 summarizes the average vehicle speeds on the City’s 14 transit corridors under the Base Year, Year 2040 Cumulative No Project, and the Year 2040 Cumulative plus Project GPA.



Table 13: AM Peak Hour Transit Corridor Travel Speeds

Transit Corridor	Base Year	Year 2040 Cumulative No Project (A)	Year 2040 Cumulative Plus Project GPA (B)	Percent Difference (B-A)/(A+B)	Absolute Difference (B-A)
Alum Rock Avenue Capitol Avenue to US 101	21.3	15.2	14.7	-2%	-0.5
Camden Avenue SR 17 to Meridian Avenue	23.1	17.0	16.9	-1%	-0.1
Capitol Avenue S Milpitas Boulevard to Capitol Expressway	27.1	22.9	22.6	-1%	-0.3
Capitol Expressway Capitol Avenue to Meridian Avenue	33.0	26.5	26.1	-1%	-0.3
E Santa Clara Street US 101 to Delmas Avenue	20.4	14.6	13.7	-3%	-0.9
Meridian Avenue Park Avenue to Blossom Hill Road	24.9	19.8	19.5	-1%	-0.3
Monterey Road Keyes Street to Metcalf Road	27.4	21.3	21.1	-1%	-0.2
N First Street SR 237 to Keyes Street	21.3	13.1	13.3	1%	0.2
San Carlos Street Bascom Avenue to SR 87	24.8	20.5	19.4	-3%	-1.1
Second Street San Carlos Street to Saint James Street	16.6	15.2	15.5	1%	0.3
Stevens Creek Boulevard Bascom Avenue to Tantau Avenue	24.3	18.8	18.8	0%	0.0
Tasman Drive Lick Mill Boulevard to McCarthy Boulevard	22.7	12.3	12.8	2%	0.5
The Alameda Alameda Way to Delmas Avenue	20.5	14.0	13.4	-2%	-0.6
W San Carlos Street SR 87 to Second Street	20.0	18.3	17.5	-2%	-0.8

Note: **Bold** text indicates travel speeds below 15.0 mph. **Bold highlighted** text indicates significant impacts.
Source: Fehr & Peers, November 2019.

Although the drive-alone mode share would be reduced with the proposed project (see **Table 12**) in 2040, the reallocation of land uses closer to Downtown would shift more vehicle trips to transit corridors serving Downtown, resulting in more traffic congestion and lower transit speeds along some corridors.

Under the General Plan Plus GPA scenario, the following five transit corridors are projected to have travel speeds of 15.0 mph or less:

- Alum Rock Avenue (Capitol Avenue to US 101)
- East Santa Clara Street (US 101 to Delmas Avenue)
- North First Street (SR 237 to Keyes Street)
- Tasman Drive (Lick Mill Boulevard to McCarthy Boulevard)
- The Alameda (Alameda Way to Delmas Avenue)

Corridor travel speeds along Alum Rock Avenue were above 15.0 mph under the Year 2040 Cumulative No Project scenario and dropped below 15.0 mph with implementation of the Project GPA; thus, the Project is considered to have a significant impact. Travel speeds along the East Santa Clara, North First Street, Tasman Drive, and The Alameda corridors also have travel speeds below 15.0 mph without and with the Project GPA; however, implementation of the Project GPA decreases travel speeds by less than one mph and the impact on these four segments is considered less-than-significant. In summary, the Project is considered to have a **significant transit travel speed impact for the Alum Rock Avenue corridor**.

Mitigation Measure

As discussed previously, the City model was used to develop the initial trip and VMT estimates. The use of the City model represents a conservative estimate of trip and VMT estimates because it only accounts for the mix of land uses and availability of transit service; the model does not, however, account for Project-specific features, such as TDM elements, that would reduce trips and associated VMT generated by the Project.

Envision San José 2040 General Plan sets the target that no more than 40 percent of commute trips are completed by driving alone (or at least a 60 percent non-SOV mode split). The 60 percent non-SOV target represents a citywide average. The City recognizes that not all areas of the City can equally attain this target because of varying land use densities and availability of multimodal connections. Areas with good multimodal access would need to achieve higher non-SOV goals, and lower density areas with fewer multimodal access options would have lower non-SOV goals. Based on City provided data, the Project would need to achieve a 75 percent non-SOV mode split to reach citywide mode split targets.

While the City and the Project applicant share a goal of achieving a non-SOV rate of 75 percent for the Project area consistent with the citywide targets set forth in *Envision 2040*, an analysis of available transit and the likely effectiveness of TDM programs was used to develop project-specific performance measures. Thus, to mitigate Project impacts, the applicant will be required to develop and submit a TDM Program with phased non-SOV requirements as outlined below in the Mitigation Measure AQ-2h. The TDM program will be designed such that all project-related daily vehicle trips are reduced with the primary



focus on the office and residential components of the proposed project²⁰. At its full implementation, Mitigation Measure AQ-2h would achieve a non-SOV mode share of 65 percent, which is estimated to be equivalent to an average daily vehicle trips reduction of 27 percent following completion of service enhancement related to Caltrain Electrification and BART service to Diridon Station by 2040.

The Project will be required to initiate monitoring after occupancy of the first building and adhere to these performance targets once the certificate of occupancy for 50 percent of the office development has been issued.

Mitigation Measure AQ-2h: Enhanced Transportation Demand Management (TDM) Mitigation Program

The project applicant shall develop and submit a TDM Program for review and approval by the Directors of Public Works and Planning, Building, and Code Enforcement or the Directors' designees prior to or concurrent with the adoption of the Planned Development Permit. The TDM program shall be designed such that all project-related daily vehicle trips are reduced with the primary focus on the office and residential components of the proposed Project.

The TDM program shall:

- A. Be designed to meet performance standards that include exceeding the 15 percent transportation efficiency requirement of AB 900 *and* achieving additional vehicle trip reductions to mitigate transportation-related environmental impacts and reduce criteria pollutant emissions from mobile sources, as described below;
- B. Describe project features and TDM measures that shall and may be used to achieve the performance standard commitments;
- C. Describe a monitoring and reporting program, including a penalty structure for non-compliance; and

²⁰ While the TDM program is designed to reduce trips from all uses, the focus is on the office and residential uses, because TDM programs are generally more effective with employees and residents, who travel to and from the site every day, rather than with visitors, who travel to the location less frequently. The office and residential components of the project account for approximately 85 percent of the total daily Project trips. TDM measures for retail uses are generally limited to parking policies and availability of multimodal infrastructure/options. Several of the key TDM measures outlined in the program, such as reduced parking supply and market-rate pricing, directly influence travel decisions of retail patrons and employees and would increase their non-SOV mode share even if not directly monitored. In addition, the Project's TDM Program relies on regular surveys to measure its effectiveness. There are some limitations on the success of surveys for retail patrons, since employers and residential developments can more directly require or encourage survey participation than for retail patrons, who are often are not willing to participate in lengthy travel surveys.

- D. Recognizing that commute patterns, behavior and technology continue to evolve, describe a process for amending and updating the TDM program as needed over time while continuing to achieve the performance standards described below.

These elements of the TDM Program are described further below.

- A. **Performance Standards:** The Project's TDM program shall be designed to achieve the performance standards described below:
- Assuming currently available public transit service levels (pre-COVID 19), achieve a combined non-SOV rate of 50%, which is estimated to be equivalent to a 24% reduction in daily vehicle trips from the City model's travel demand outputs;
 - Following completion of service enhancements related to Caltrain Electrification, achieve a combined non-SOV rate of 60%, which is estimated to be equivalent to a 26% reduction in daily vehicle trips from the City model's travel demand outputs; and
 - Following completion of service enhancements related to the commencement of BART service to Diridon Station, achieve a combined non-SOV rate of 65%, which is estimated to be equivalent to a 27% reduction in daily vehicle trips from the City model's travel demand outputs.
- B. **TDM Program:** Project features and required SOV trip reduction strategies shall include the following elements:
1. Improvements to pedestrian and bicycle facilities on-site and connecting the site to surrounding areas, including the construction/contribution to Los Gatos Creek Trail improvements and on-street connectors between West San Carlos Street and West Santa Clara Street;
 2. Limited parking supplies on-site, including no more than 4,800 parking spaces for commercial uses and no more than 2,360 spaces for residential development (a portion of the residential spaces would be made available for shared use with the office employees) and enforcement of the project's parking maximums for new uses as a disincentive for employees and visitors to the site, encouraging them to carpool, take transit, bike, and walk instead of drive;
 3. Market-rate parking pricing for non-residential uses and unbundled parking for market rate residential uses;
 4. Pre-tax commuter benefits for employees allowing employees to exclude their transit or vanpooling expenses from taxable income or an alternate commuter benefit option consistent with the MTC/BAAQMD Commuter Benefits Program required for employers with 50 or more full-time employees;
 5. Marketing (encouragement and incentives) to encourage transit use, carpooling, vanpooling, and all non-SOV travel by employees and residents, including welcome packets for new employees and residents, and dissemination of information about Spare the Air Days within the San Francisco Bay Area Air Basin as recommended by the 2017 Clean Air Plan; and



7. Rideshare coordination, such as implementation of the 511 Regional Rideshare Program or equivalent, as recommended by the 2017 Clean Air Plan.

Other supplemental SOV trip reduction strategies to meet performance standards shall include some combination of the following:

Transit Fare Subsidy	Make available <u>Provide</u> transit passes or subsidies to employees and residents to make transit an attractive, affordable mode of travel.
Parking Pricing Structure	Ensure that the parking pricing structure complements on-street parking pricing and encourages “park once” behavior for all uses.
Preferential Carpool and Vanpool Parking	Provide dedicated parking for carpool and vanpool vehicles near building and garage entrances.
On-Site Bicycle Parking and Storage	Provide additional security and convenience for bike parking, such as lockers or secured bicycle rooms.
Designated Ride-Hailing Waiting Areas	Dedicate curbside areas for passenger pickup by ride-hailing services, to minimize traffic intrusion and double-parking by rideshare vehicles.
<u>Bikeshare Program</u>	<u>Contribute to or implement a bikeshare program to increase use of biking and access to transit and surrounding land uses.</u>
Traffic Calming	Implement on-site traffic calming improvements to support the increased use of walking, biking, and transit.
Express Bus or Commuter Shuttle Services	Provide express bus or other commuter shuttle services to complement existing, high-quality, high-frequency public transit; service may also be provided through public/private partnerships with transit providers.
Alternative Work Schedules and Telecommuting	Allow and encourage employees to adopt alternative work schedules and telecommute when possible, reducing the need to travel to the office component of the project.
First-/Last-Mile Subsidy	Provide subsidies for first-/last-mile travel modes to employees to reduce barriers to the use of transit as a primary commute mode by making short connecting trips to and from longer transit trips less costly and more convenient. First-/last-mile subsidies could be used to access bicycle share, scooter share, ride hailing, and local bus and shuttle services, and could subsidize bicycling and walking.

On-Site Transportation Coordinators	Provide TDM program outreach and marketing via on-site transportation coordinators who can also give individualized directions, establish ridesharing connections, and provide other alternative travel information to project employees and residents.
Technology-Based Services	Use technology-based information, encouragement, and trip coordination services to encourage carpooling, transit, walking, and biking by project employees and visitors. These can include third-party apps to distribute incentives to people who choose to use these modes.
Employer-Sponsored Vanpools	Coordinate and provide subsidized vanpools for employees who cannot easily commute via transit.
Biking Incentives and On-Site Bike Repair Facilities	Provide additional incentives that encourage bicycle usage and ability to repair bikes on site.
Carshare Program	Provide car share subsidies to residents encourage the use of carshare programs (such as ZipCar, Car2Go, and Gig) and limit parking demand.
Building-Specific TDM Plans	Develop customized TDM plans for specific buildings and tenants to better address the needs of their users.
Transportation Management Agency Membership	Join a non-profit transportation management association if formed for Downtown San José and leverage the larger pool of commuters and residents to improve TDM program marketing and coordinate TDM programs.

- C. **Monitoring and Enforcement:** Starting in the calendar year after the City issues the first certificate of occupancy for the first office ~~or residential~~ building in the first development phase, the project applicant shall retain the services of an independent City-approved transportation planning/engineering firm to conduct an annual mode-share survey of the office and residential components of the project each fall (mid-September through mid-November) to determine whether the project is achieving the combined average non-SOV mode share for office and residential uses sufficient to indicate the specified trip reductions. The applicant shall submit an annual report to the staff of the San José Department of Transportation each January 31.

The annual report shall describe: (a) implementation of the TDM program; and (b) results of the annual mode split survey, including a summary of the methodology for collecting the mode split data, statistics on response rates, a summary conclusion, and an outline of



additional TDM measures (i.e., a corrective action plan) to be implemented in subsequent years should the non-SOV mode split goal not be reached.

If timely reports are not submitted and/or reports indicate that the office and residential uses have failed to achieve the combined non-SOV mode share specified above in two consecutive years after issuance of the certificate of occupancy for 50 percent of the office development, the project will be considered in violation of this mitigation measure. The City will issue a notice of non-compliance after the first year the project fails to meet monitoring requirements (submittal of timely reports and/or achieving specified non-SOV mode share), after which the applicant has one year to comply with the monitoring requirements through the project's discretionary implementation of additional TDM measures.

After two years of not meeting the project-wide monitoring requirements, the City may initiate enforcement action against the applicant and successors, ~~including~~ In an enforcement action, the non-SOV mode share for the office and residential uses will be identified separately to determine whether the office and/or residential components are in non-compliance. Enforcement actions for owners and/or operators of the office development may include imposition of financial penalties ~~to the owners and/or operators of the office and residential development~~ that will support the funding and management of transportation improvements that would ~~bring~~ improve the project's ability to achieve the target non-SOV mode share to the targeted level. ~~Enforcement actions shall generally be consistent with City Council Policy 5-1 and include a mutually agreed-upon monetary cap. Financial penalties shall generally be consistent with City Council Policy 5-1 and include a mutually agreed-upon monetary cap for penalties applied to the office uses. Enforcement actions for the owner and/or operators of the residential development would include required implementation of additional feasible TDM measures as reasonably required by the City. If such additional TDM measures are not implemented as required, regardless of measured effectiveness, financial penalties may be imposed.~~

If timely reports are submitted and demonstrate that the applicant has implemented required features and strategies and has achieved the non-SOV mode share specified above for five consecutive years after ~~full project~~ issuance of certificates of occupancy for 50 percent of the office development, annual monitoring shall no longer be required, and shall be required every five years, or ~~upon request~~ if reasonably determined by the City of San Jose Planning, Building, and Code Enforcement Department or Department of Public Works for an annual update, as needed to ensure ongoing compliance, monitoring and reporting may be required up to once per year.

- D. **Flexibility and Amendments:** The project applicant may propose amendments to the approved TDM program as part of its annual report each year, provided that the applicant shall not be permitted to decrease the performance standards specified in subsection (A), above, and subject to review and approval by Directors of Public Works and Planning, Building, and

Code Enforcement or the Directors' designees. ~~The applicant shall not be permitted to decrease the performance standards specified in Section A, above.~~ The City and the project applicant expect that the TDM program will evolve as travel behavior changes and as new technologies become available. Any proposed changes will be considered approved unless the Department of Public Works ~~and~~ or Planning, Building, and Code Enforcement ~~object~~ objects to the proposed change within 30 days of receipt.

Full implementation of the TDM Program at 65 percent non-SOV was evaluated as part of this analysis. As summarized in **Table 14** below, with implementation of the TDM and Monitoring Program mitigation measure the travel speeds along the impacted transit corridors of Alum Rock Avenue increase to at least 15.0 mph and the Project's **transit corridor impacts would be considered less-than-significant with mitigation**. Implementation of the TDM Program is estimated to improve travel time speeds compared to Existing General Plan Conditions at all corridors except San Carlos Street.

It should be noted that the LTA for the Project includes an additional transit delay evaluation that also examines the Project's near-term adverse effects to transit delay, and the Project is required to contribute to physical transit improvements to improve transit speed and reliability.



Table 14: Mitigated AM Peak Hour Transit Corridor Travel Speeds

Transit Corridor	Year 2040 Cumulative No Project (A)	Year 2040 Cumulative Plus Project GPA (B)	Year 2040 Cumulative Plus Project GPA + TDM Mitigation (C)	Percent Difference (C-A)/(A+C)	Absolute Difference (C-A)
Alum Rock Avenue Capitol Avenue to US 101	15.2	14.7	<u>15.9</u>	2.3%	0.7
Camden Avenue SR 17 to Meridian Avenue	17.0	16.9	18.3	3.7%	1.3
Capitol Avenue S Milpitas Boulevard to Capitol Expressway	22.9	22.6	24.1	2.6%	1.2
Capitol Expressway Capitol Avenue to Meridian Avenue	26.5	26.1	27.6	2.0%	1.1
E Santa Clara Street US 101 to Delmas Avenue	14.6	13.7	14.8	0.1%	0.2
Meridian Avenue Park Avenue to Blossom Hill Road	19.8	19.5	20.6	2.0%	0.8
Monterey Road Keyes Street to Metcalf Road	21.3	21.1	22.5	2.7%	1.2
N First Street SR 237 to Keyes Street	13.1	13.3	14.2	4.0%	1.1
San Carlos Street Bascom Avenue to SR 87	20.5	19.4	21.0	1.2%	0.5
Second Street San Carlos Street to Saint James Street	15.2	15.5	15.7	1.6%	0.5
Stevens Creek Boulevard Bascom Avenue to Tantau Avenue	18.8	18.8	20.3	3.8%	1.5
Tasman Drive Lick Mill Boulevard to McCarthy Blvd	12.3	12.8	14.2	7.2%	1.9
The Alameda Alameda Way to Delmas Avenue	14.0	13.4	15.2	4.1%	1.2
W San Carlos Street SR 87 to Second Street	18.3	17.5	18.2	-0.3%	-0.1

Note: **Bold** text indicates travel speeds below 15.0 mph. **Bold highlighted** text indicates significant impacts without TDM. Underlined and italic text indicates impacts reduced to less-than-significant levels with TDM mitigation.

Source: Fehr & Peers, June 2020.

Adjacent Jurisdiction Roadway Segment

The number of lane miles with V/C ratios of 1.0 or greater during the four-hour AM peak period within adjacent jurisdictions were calculated using the City of San José's model. First, the total deficient lane miles in each jurisdiction is calculated. A deficient roadway segment in an adjacent jurisdiction is attributed to San José when trips originating from residents and jobs within San José equal 10 percent or more on the deficient segment. An impact to an adjacent jurisdiction is considered significant when 25 percent or more of total deficient lane miles are attributable to the City of San José. The 25 percent threshold represents what would be a noticeable change in traffic. For the purpose of this analysis, the Project is considered to have a significant impact if the percentage of deficient lane miles over 25 percent attributed to San José increases and the total deficient lane miles increases.

Table 15 summarizes traffic impacts to adjacent jurisdiction roadway segments under the Base Year, Year 2040 Cumulative No Project, and the Year 2040 Cumulative plus Project GPA. Twelve of the sixteen surrounding jurisdictions in Santa Clara County have deficient lane miles attributed to San José under the Year 2040 Cumulative No Project scenario. Overall, with implementation of the Project, the deficient lane miles attributed to San José increases slightly in total for all local jurisdictions from about 21.74 miles to 22.42 miles and decreases from about 4,792 miles to 4,784 miles across all of Santa Clara County.



Table 15: AM 4-Hour Peak Period Adjacent Jurisdiction Traffic Impacts

Jurisdiction	Base Year (2015)			Year 2040 Cumulative No Project			Year 2040 Plus Project GPA		
	Total Deficient Lane Miles	Total Deficient Lane Miles Attributable to San José	Percentage of Deficient Lane Miles Attributable to San José	Total Deficient Lane Miles	Total Deficient Lane Miles Attributable to San José	Percentage of Deficient Lane Miles Attributable to San José	Total Deficient Lane Miles	Total Deficient Lane Miles Attributable to San José	Percentage of Deficient Lane Miles Attributable to San José
Campbell	0.12	0.12	100%	1.15	1.15	100%	1.15	1.15	100%
Cupertino	1.67	1.19	72%	2.44	2.07	85%	2.35	1.98	84%
Gilroy	0.34	0.34	100%	0.34	0.34	100%	0.34	0.34	100%
Los Altos	0.50	0.00	0%	1.14	0.88	77%	1.14	0.88	77%
Los Altos Hills	0.38	0.13	35%	2.53	1.95	77%	2.53	1.95	77%
Los Gatos	0.22	0.22	100%	0.79	0.79	100%	0.79	0.79	100%
Milpitas	0.39	0.39	100%	8.76	8.76	100%	9.40	9.40	100%
Monte Sereno	0.00	0.00	0%	0.00	0.00	0%	0.00	0.00	0%
Morgan Hill	0.00	0.00	0%	0.00	0.00	0%	0.00	0.00	0%
Mountain View	0.39	0.28	71%	1.88	1.79	95%	1.62	1.53	94%
Palo Alto	0.88	0.31	35%	3.44	1.68	49%	3.38	1.68	50%
Santa Clara	0.00	0.00	0%	1.06	1.06	100%	1.22	1.22	100%
Saratoga	0.00	0.00	0%	0.63	0.63	100%	0.63	0.63	100%
Sunnyvale	0.81	0.81	100%	0.69	0.64	92%	0.91	0.86	94%
Caltrans Facilities	5,743.69	4,433.43	77%	5,880.47	4,792.25	81%	5,872.25	4,784.06	81%
Santa Clara County Expressway	0.62	0.51	81%	5.84	5.72	98%	5.84	5.72	98%
Total Local Jurisdictions	5.70	3.79	66%	24.85	21.74	87%	25.47	22.42	88%
Total	5,750.01	4,437.73	77%	5,911.16	4,819.71	82%	5,903.56	4,812.21	82%

Note:

1. Total deficient lane miles is the sum of the length of street segments with V/C ratios of 1.0 or greater.

Bold text indicates meets City thresholds. **Bold and highlighted** text indicates significant impacts.

Source: Fehr & Peers, 2020.

For the following jurisdictions the percent of deficient lane miles attributed to San José increases:

- Palo Alto. With the addition of the Project GPA, the deficient land miles increases by one percentage point to 50 percent attributed to San José (1.68 of 3.38 deficient lane miles attributed to San José). While the total miles attributed to San José are the same under Year 2040 No Project Conditions, the total deficient lane miles decreases from 3.44 miles to 3.38 miles.
- Sunnyvale. With the addition of the Project GPA, the deficient lane miles increase by two percentage points to 94 percent attributed to San José (0.91 total deficient miles compared to 0.86 miles attributed to San José). Compared to the current General Plan the total deficient lane miles attributed to San José increases from 0.64 miles to 0.86 miles.

The percent of deficient lane miles attributed to San José decreases in the following jurisdictions as outlined below:

- Cupertino. With the addition of the Project GPA, the deficient lane miles decrease by one percentage point to 84 percent attributed to San José (2.35 total deficient miles to 1.98 miles attributed to San José). Compared to the Year 2040 Cumulative No Project scenario the total deficient lane miles decreases from 2.07 miles to 1.98 miles.
- Mountain View. With the addition of the Project GPA, the deficient lane miles decrease by one percentage point to 94 percent attributed to San José (1.62 total deficient miles compared to 1.53 miles attributed to San José). Compared to the Year 2040 Cumulative No Project scenario the total deficient lane miles attributed to San José decreases from 1.79 miles to 1.53 miles.

Cumulatively, the Project and associated GPAs would result in **significant impacts on the roadway segments in the adjacent jurisdiction of Sunnyvale**, because the percent of deficient lane miles increases both in total value and by percent contribution attributed to San José.

Mitigation Measures

Offsetting mitigation measures to address the impacts in the adjacent jurisdictions include implementation of **Mitigation Measure AQ-2h: Enhanced Transportation Demand Management and Monitoring Program**. As discussed in the Project travel demand chapter (**Chapter 3**), the trip estimates from the City model represent a conservative estimate of trip generation, since the model does not account for Project-specific features, such as TDM elements, that would reduce trips generated by the Project. Implementation of the Project's TDM program would reduce Project trips by about 27 percent.

As summarized in **Table 16** below, with implementation of the evaluated TDM measures significant impacts to the adjacent jurisdiction of Sunnyvale would be reduced to **less-than-significant levels with mitigation**, because the total deficient lane miles decreases compared to the Year 2040 Cumulative No Project scenario.



Table 16: Mitigated AM 4-Hour Peak Period Adjacent Jurisdiction Traffic Impacts

City	Year 2040 No Project			Year 2040 Cumulative Plus GPA with Project			Year 2040 Cumulative Plus Project GPA and TDM Mitigation			Year 2040 Cumulative Plus Project GPA Total Deficient Lane Mile Delta (With TDM – Without TDM)
	Total Deficient Lane Miles	Total Deficient Lane Miles Attributable to San José	Percentage of Deficient Lane Miles Attributable to San José	Total Deficient Lane Miles	Total Deficient Lane Miles Attributable to San José	Percentage of Deficient Lane Miles Attributable to San José	Total Deficient Lane Miles	Total Deficient Lane Miles Attributable to San José	Percentage of Deficient Lane Miles Attributable to San José	
Campbell	1.15	1.15	100%	1.15	1.15	100%	1.15	1.15	100%	0.00
Cupertino	2.44	2.07	85%	2.35	1.98	84%	1.76	1.58	89%	-0.59
Gilroy	0.34	0.34	100%	0.34	0.34	100%	0.34	0.34	100%	0.00
Los Altos	1.14	0.88	77%	1.14	0.88	77%	0.50	0.50	100%	-0.64
Los Altos Hills	2.53	1.95	77%	2.53	1.95	77%	2.53	1.95	77%	0.00
Los Gatos	0.79	0.79	100%	0.79	0.79	100%	0.79	0.79	100%	0.00
Milpitas	8.76	8.76	100%	9.40	9.40	100%	8.50	8.50	100%	-0.90
Monte Sereno	0.00	0.00	0%	0.00	0.00	0%	0.00	0.00	0%	0.00
Morgan Hill	0.00	0.00	0%	0.00	0.00	0%	0.00	0.00	0%	0.00
Mountain View	1.88	1.79	95%	1.62	1.53	94%	1.39	1.37	98%	-0.23
Palo Alto	3.44	1.68	49%	3.38	1.68	50%	3.07	1.09	36%	-0.31
Santa Clara	1.06	1.06	100%	1.22	1.22	100%	0.81	0.81	100%	-0.41
Saratoga	0.63	0.63	100%	0.63	0.63	100%	0.63	0.63	100%	0.00
Sunnyvale	0.69	0.64	92%	0.91	0.86	94%	<u>0.64</u>	<u>0.63</u>	98%	<u>-0.27</u>
Caltrans Facilities	5,880.47	4,792.25	81%	5,872.25	4,784.06	81%	5,872.25	4,727.58	81%	0.00
Santa Clara County Expressway	5.84	5.72	98%	5.84	5.72	98%	5.61	5.59	100%	-0.23
Total Local Jurisdictions	24.85	21.74	87%	25.47	22.42	88%	<u>22.11</u>	<u>19.35</u>	88%	<u>-3.36</u>
Total	5,911.16	4,819.71	82%	5,903.56	4,812.21	82%	5,899.98	4,752.52	81%	-3.58

Note:

1. Total deficient lane miles is the sum of the length of street segments with V/C ratios of 1.0 or greater.
2. **Bold** text indicates deficient operations. **Bold and highlighted** text indicates significant impacts. Underlined and italic text indicates impacts reduced to less-than-significant levels with TDM mitigation.

Source: Fehr & Peers, July 2020.

7. Conclusion

The results of the transportation analysis for the proposed Downtown West Mixed-Use Rezoning and Development Plan are:

- The residential, office, and industrial VMT are below the City's VMT thresholds, and the Project is considered to have a **less-than-significant residential and office VMT impact**.
- Based on the City's impact threshold of no net increase from regional total VMT, the Project would have a **less-than-significant retail/hotel VMT impact**, since the total regional VMT is less with the proposed Project.
- The convention-type events that would attract a larger proportion of attendees from further distances would occur an estimated four to five times a year and would not be considered part of the normal day-to-day operations of the event center. A standalone VMT analysis of the Event Space was not performed.
- The Project complements the development of the Diridon Station through the provision of high-density mixed uses that will generate future transit ridership. However, the current framework plan does not directly accommodate the Concept Plan because the DISC layouts were adopted after the release of the Project's NOP. However, the preferred Concept Layout is still preliminary and it is likely that the final reconfiguration will differ from the Concept Layout as the DISC Plan process progresses. The Project applicant will actively work with the City and the DISC partner agencies to address the final selected layout, while still meeting the objectives of the Project; thus the Project is considered to have a **less-than-significant impact to this future transit plan**.
- The proposed bike network changes would be designed in accordance with City and state standards and complement, and in some cases implement, the City's current bike network as well as planned facilities drafted in the City's Better Bike 2025, and result in a **less-than-significant impact to existing and planned bicycle facilities**.
- While specific streets have not been fully designed, the typical street sections outlined in the Project are generally consistent with the concepts of the *San José Complete Streets Design Standards & Guidelines*. The applicant will be required to coordinate with Public Works for final street designs and the Project is considered to have a **less-than-significant impact to existing and planned pedestrian facilities**.
- Under Council Policy 5-1, the project applicant must prepare and submit future LTAs evaluating sight distance, on-site circulation, and building access/egress when sufficient information is available for each building or development phase to allow the City to evaluate those aspects of the project for conformance with the City's Complete Streets Design Standards and Guidelines, and any other relevant City standards before recordation of final maps. For this reason, **the proposed project would not introduce any geometric design features or incompatible uses, and this impact would be less-than-significant**.



- The Project applicant will be required to coordinate with the City of San José to ensure the design of all proposed roadway network changes (additions or street segment removal) maintain adequate emergency vehicle access. Design requirements deemed necessary by City staff shall be incorporated into the final design of each roadway network change. Design requirements could include the following: mountable concrete buffers, mountable curbs, and corner or sidewalk bulbs to accommodate turning of emergency vehicles. Emergency Access is a **less-than-significant impact**.
- The Project GPA will decrease the daily VMT per service population by 0.07 due to increased transit access in the Downtown area compared to other parts of the City. Therefore, the General Plan Amendment results in a **less-than-significant impact on citywide daily VMT per service population**.
- The Project GPA will decrease the drive-alone mode share by 1.5 percentage points. Therefore, the Project GPA would result in a **less-than-significant impact on citywide journey-to-work mode share**.
- The Project is considered to have a **significant transit travel speed impact for the Alum Rock Avenue corridor. Mitigation requires implementation of an *Enhanced TDM Mitigation Program*, which would reduce the transit travel speed impact to less-than-significant-levels**.
- Cumulatively, the Project GPA would result in **significant impacts on the roadway segments in the adjacent jurisdiction Sunnyvale**, because the percent of deficient lane miles increases both in total value and by percent contribution attributed to San José. **Mitigation requires implementation of an *Enhanced TDM Mitigation Program*, which would reduce the adjacent jurisdiction impact to less-than-significant-levels**.

Attachment A:

City VMT Tool Outputs – Logistics Center



CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Northern Infrastructure Zone Logistics Center	Tool Version: 2/29/2019
Location: 573 West Julian Street	Date: 9/28/2020
Parcel: 25927010 Parcel Type: Urban Low Transit	
Proposed Parking Spaces Vehicles: 48 Bicycles: 8	

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: 50 KSF	

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer)	9
With Project Density (DU/Residential Acres in half-mile buffer)	9
Increase Development Diversity	
Existing Activity Mix Index	0.93
With Project Activity Mix Index	0.94
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)	29
With Project Density (Jobs/Commercial Acres in half-mile buffer)	29

Tier 2 - Multimodal Infrastructure

Bike Access Improvements <i>(In Coordination with SJ)</i>	
Distance to Nearest Existing Bicycle Facility	1000 feet
Distance to Nearest Bicycle Facility With Project	200 feet
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

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

Tier 3 - Parking

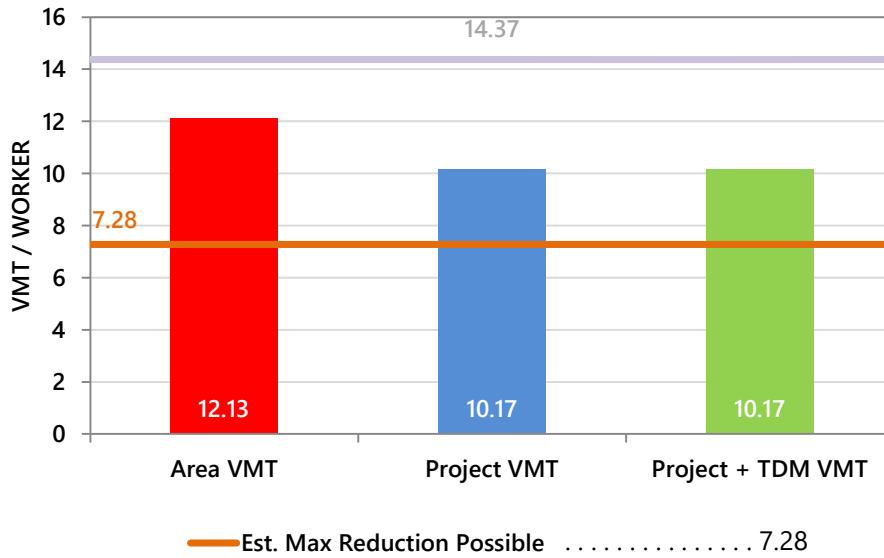
Limit Parking Supply

Minimum Parking Required by Municipal Code	77 spaces
Total Parking Spaces Available to Employees	48 spaces
Does the surrounding street parking have RPP, meters, or time limits?	Yes

Tier 4 - TDM Programs

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.



CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Southern Infrastructure Zone Logistics Center	Tool Version: 2/29/2019
Location: 645 Park Avenue	Date: 9/28/2020
Parcel: 26135014 Parcel Type: Urban Low Transit	
Proposed Parking Spaces Vehicles: 48 Bicycles: 8	

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
<u>Subtotal</u> 0 DU	Low Income (> 50% MFI, ≤ 80% MFI) 0 % Affordable
Office: 0 KSF	
Retail: 0 KSF	
Industrial: 50 KSF	

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density	
Existing Density (DU/Residential Acres in half-mile buffer)	11
With Project Density (DU/Residential Acres in half-mile buffer)	11
Increase Development Diversity	
Existing Activity Mix Index	0.87
With Project Activity Mix Index	0.87
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)	29
With Project Density (Jobs/Commercial Acres in half-mile buffer)	29

Tier 2 - Multimodal Infrastructure

Bike Access Improvements <i>(In Coordination with SJ)</i>	
Distance to Nearest Existing Bicycle Facility	1000 feet
Distance to Nearest Bicycle Facility With Project	200 feet
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

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

Tier 3 - Parking

Limit Parking Supply

Minimum Parking Required by Municipal Code	77 spaces
Total Parking Spaces Available to Employees	48 spaces
Does the surrounding street parking have RPP, meters, or time limits?	Yes

Tier 4 - TDM Programs

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.

