

# Appendix G

## **Local Transportation Analysis**



# Memorandum

Date: May 12, 2022  
To: Meryka Dirks and Justin Klaparda, ESA  
From: Franziska Church, AICP  
Subject: **Local Transportation Analysis for Municipal Water Administrative Building, San José, CA**

SJ22-2160

This memorandum presents the Local Transportation Analysis (LTA) for the Municipal Water Administrative Building ("Project") at 3025 Tuers Road in San José, California. The proposed Project will upgrade the existing facilities at the site to better serve staff needs. The improvements would not increase the number of employees (currently 65 employees) or type of use of the site. Access to the Project site would be provided by two existing driveways that are located along Tuers Road. No new access driveways are proposed as part of this Project. Since the use, intensity of use, and access to the site is not changing, no trip generation estimates, or level of service analysis was conducted for the Project. This LTA addresses the following transportation elements:

- CEQA VMT Screening
- Multimodal Site Access and Circulation
- Parking

The analysis was conducted consistent with the *San José Transportation Analysis Handbook (2018)*.

## Project Description

The majority of the existing buildings would be demolished and replaced with:

- Two-story administrative building totaling 22,280 square feet (s.f.)
- One-story storage building totaling 6,000 s.f.
- 99 surface parking spaces, including 79 standard spaces, four American with Disabilities Act (ADA) spaces, eight electric spaces, and eight clean air vehicle stalls.
- Bicycle parking, including two bicycle lockers and six bike racks



As noted earlier, the improvements would not increase the number of employees or type of use of the site.

## **CEQA Screening**

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.

### **VMT 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. 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

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 is exempted from performing a CEQA-level VMT analysis. The screening criteria are described in detail in the City's *Transportation Analysis Handbook*.

Since the Project entails on a City administrative building, which is considered a local-serving public facility, it does not require any further VMT analysis.

## **Site Access and Circulation**

This section discusses vehicle, bicycle, and pedestrian access to the site.

### **Vehicle Access and Circulation**

Tuers Road is a two-lane local road with a posted speed limit of 30 miles per hour that traverses the eastern border of the site. Primary vehicle access to the site is provided via the right-in/right-out intersection of Tuers Road/Capitol Expressway to the south of the site. Secondary access is provided via the all-way stop-controlled intersection at Tuers Road/Loupe Avenue at the north-east corner of the site. Loupe Avenue connects to McLaughlin Avenue to the east, which is a City Connector Street. Loupe Avenue connects to the Los Lagos Golf Course immediately to the west of the Project site.



The site will maintain the two existing driveways, both of which are gated and have an approximately 18-foot driveway between the gate and the street to allow for one vehicle to queue while the gate opens.

### **Bicycle Access and Circulation**

Currently, Tuers Road is not a designated bicycle facility and is identified as a future Class III Bike Boulevard in the San José *Better Bike Plan 2025* (April 2021).

The proposed site includes six bike racks and two bike lockers, which are located near the new administrative building and directly accessible from the northern driveway. Three of the six bike racks are located just south of the main entrance of the building, while the remaining three bike racks are located near the southern end of the building. The bike lockers are also located near the southern end of the new administrative building. It is recommended that all six of the bike racks be provided near the main entrance of the building, since those are less secure bicycle parking spaces (even if the site is gated) and the front entrance provides more visibility.

### **Pedestrian Access and Circulation**

Currently no crosswalks are provided near the project site. Sidewalks are provided on:

- East side of Tuers Road
- North side Loupe Avenue west of Tuers Road
- North and south sides east of Loupe Avenue east of Tuers Road

No sidewalks are provided along the Project frontage on Tuers Road or Loupe Avenue and the Project site has no designated pedestrian access.

At minimum, pedestrian access should be provided via new crosswalks at the Tuers Road/Loupe Avenue intersection. The eastbound approach on Loupe Road has a slip lane with a “pork chop” island that separates the shared left-turn/through lane and right-turn lane. The “pork chop” island makes the provision of a crosswalk on the south leg across Tuers less ideal, as a cross walk would need to be provided through the “pork chop” island and would not connect to any sidewalk on the Project site.

It is recommended that new crosswalks, with updated ADA ramps, be installed on the east and north leg of the Tuers Road/Loupe Avenue intersection.



## Parking

The City of San José's Municipal Code §20.90 ("Parking and Loading") defines the vehicle and bicycle parking supply requirements for developments in San José, as summarized in **Table 1**.

**Table 1: City of San José Parking Supply Requirements and Parking Assessment**

Parking Metric	Vehicle	Bicycle
Required Rate for Office, general business <sup>1</sup>	2.5 per 1,000 sf	1 per 4,000 sf <sup>2</sup>
Total Parking Required <sup>3</sup>	56 spaces	6 spaces (5 short-term, 1 long-term)
Total Parking Provided	99 spaces	8 spaces (6 short-term, 2 long-term)
Difference (Provided minus Required)	+43 spaces	+ 2 spaces (+1 short-term, +1 long-term)

Notes:

1. Per Municipal Code §20.90.060
2. At least 80 percent of the bicycle parking spaces shall be provided in short-term bicycle parking facilities and at most 20 percent shall be provided in long-term bicycle facilities.
3. Parking requirement was calculated based on the 22,800 s.f. administrative building and not the storage facility, which is an auxiliary use to the new administrative building.

Source: City of San José Municipal Code, 2022.

Based on the parking data summarized in **Table 1**, the Project is proposing to provide 43 parking spaces in excess of what is required, in addition to two additional bicycle parking spaces. The reason the site has more vehicle parking than required, is because City vehicles are stored at the site.