HEXAGON TRANSPORTATION CONSULTANTS, INC.

Guadalupe Gardens

Transportation Analysis

Prepared for:

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Executive Summary

This report presents the results of a Transportation Analysis (TA) for the proposed rezoning and General Plan Amendment (GPA) of seven vacant parcels within the Guadalupe Gardens in the City of San Jose. Five of the subject sites are located along the east side of Coleman Avenue between Taylor Street and Hedding Street while two additional sites are located along the north side of Hedding Street between Spring Street and Ruff Drive. The combined approximately 10.26 acres for the seven sites are proposed to be developed with 258,720 square feet (s.f.) of commercial/retail space. The project proposes to change the land use designation on each of the sites from Open Space, Parklands, and Habitat to Combined Industrial Commercial. The land use designation change would allow for the development of the sites to include various commercial and industrial uses with certain Federal Aviation Administration (FAA) regulations.

Scope of Work

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), the City of San Jose Transportation Analysis Handbook 2020, and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San Jose's Transportation Policy and Transportation Analysis Handbook 2020, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis. Subsequent supplemental Local Transportation Analysis (LTAs) may be required when site-specific development plans are submitted to the City.

The CEQA transportation analysis for the project consists of a project-level VMT impact analysis using the City's travel demand forecasting (TDF) model and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan.

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The screening criteria for local-serving retail was established based on the premise that local-serving retail uses primarily reduce and shorten existing retail trips in an area that may be underserved. However, the 258,720 square feet of commercial/retail space proposed by the project will exceed the City's screening threshold of 100,000 square feet for local-serving retail. Therefore, the proposed project is required to conduct a VMT analysis.

Project-Level VMT Impact Analysis

The results of the VMT analysis using the City's TDF model indicate that the existing VMT for retail uses of the selected TAZs in the area surrounding the project site is 444,815. The proposed project is projected to generate a total VMT of 448,023 for the selected TAZs in the project area, which is an increase of 3,208 VMT in the area surrounding the project. Therefore, the proposed project would result in an impact on the transportation system based on the City's VMT impact criteria. The increase in VMT is due to the project sites' location within an area that is primarily industrial/commercial. There are limited residential uses, which are the primary generator of retail customers/patrons. Therefore, the commercial/ retail uses of the project would generate additional trips and result in increases in VMT.

Mitigation Measures

As directed by City staff, the City's VMT tool was utilized to evaluate the effectiveness of potential VMT reduction measures to mitigate the project impact since the TDF model is limited in its capabilities to reflect all VMT reduction measures. The use of the VMT tool required that the proposed retail space be converted to an equivalent amount of office space since the VMT tool is not directly applicable to retail uses. The conversion of retail to office space provides for a quantitative estimation of VMT reduction for potential measures that were identified by City staff.

Based on trips daily trip estimates using trip rates provided by the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition (2021), the proposed 258,720 square feet of retail space is estimated to generate 9,575 daily trips, which are equivalent to that which would be generated by approximately 884,000 square feet of office space.

The City's Transportation Policy sets an impact threshold to be 12.21 VMT per employee for office land uses. The results of the VMT analysis, conducted using the VMT Evaluation Tool, indicate that the office equivalent of the proposed project is projected to generate VMT per employee of 12.89, which exceeds the established threshold of 12.21 VMT per employee.

City staff identified physical multi-modal (bike lanes) improvements, traffic calming improvements (reducing travel lanes on Hedding Street) and Transportation Demand Management (TDM) measures that the project will be required to implement for the purpose of reducing its VMT. Each of the identified measures is described below along with the correlating mitigation strategy tier used in the VMT Evaluation Tool.

Expand the Reach of Bike Access with Investment in Infrastructure (Tier 2):

The project shall implement the following multi-modal infrastructure improvement to incentivize alternative modes of travel and reduce VMT generation:

- Prior to the issuance of the first Building Occupancy Permit, the project shall provide Class IV protected bike lanes using raised vertical delineators on Hedding Street eastbound between Coleman Avenue and Ruff Drive as well as on Hedding Street westbound between Walnut Street and Ruff Drive.

The multi-modal infrastructure improvement shall be part of a Public Improvement Plan that describes how those above-described bike lanes will be implemented. The Public Improvement Plan shall be reviewed and approved by the City's Director of Public Works or designee. The implementation of the Public Improvement Plan shall be verified by the Director of Public Works or designee.

Provide Traffic Calming Measures (Tier 2):

Implementing pedestrian/bicycle safety measures and traffic calming measures, both on-site and in the surrounding neighborhood, is an effective way to promote walking and biking as alternatives to driving. These measures contribute to creating a safer and more pedestrian-friendly environment.

- As part of the implementation of the Class IV protected bike lanes described above, the removal of an eastbound travel lane on Hedding Street between Walnut Street and Ruff Drive will be required. The lane reduction along Hedding Street will create a more bicycle-friendly environment and enhance cyclist safety.

In determining the feasibility of reducing the roadway to two travel lanes, it is important to consider the maximum capacity of the road. The City has identified a maximum capacity of 16,000 daily trips for a two-lane roadway. Given that the existing ADT on this specific segment is 11,946 vehicles per day, which is below the maximum capacity, it can be concluded that a two-lane roadway is sufficient to accommodate the current traffic volume.

Commute Trip Reduction Marketing/Education (Tier 4):

TDM Plan(s) will be prepared for development on the seven project sites. The number of Plans will depend on the number, scope, and timing of development applications received by the City. The intent is to allow for such flexibility, while at the same time creating programs that are both practical and monitorable. Prior to the issuance of the first Building Occupancy Permit, the TDM Plan(s) shall be approved by the City's Director of Public Works or designee and the Director of Planning, Building and Code Enforcement (PBCE) or designee. The TDM Plan(s) shall consist of implementation of the following measure to reduce the project's VMT:

- Commute Trip Reduction Marketing/Education: Implement marketing/educational campaigns that promote the use of transit, shared rides, and travel through active modes. Strategies may include the incorporation of alternative commute options into new employee orientations, event promotions, and publications.

The TDM Plan(s) shall include a trip cap for VMT monitoring purposes. The trip cap shall be determined by a traffic engineer using the methodology employed in this EIR, such that the number of trips will not translate into an increase in VMT over No Project conditions. Annual monitoring will occur to determine if vehicle trips generated by the project are within 10 percent of the trip cap determined by the traffic engineer. The annual trip monitoring reports shall be submitted to the City's Director of Public Works. If the annual trip monitoring report finds that the project is exceeding the established trip cap, a follow-up report shall be prepared and submitted to the City's Director of Public Works that demonstrates compliance with the trip cap requirements within a period not to exceed six months.

By implementing the three mitigation measures described above, which include the improvement of bicycle facilities and the implementation of marketing/educational campaigns promoting alternative modes of transportation, the projected VMT generated by the project would be reduced to 12.10 per employee. This reduction in VMT per employee would be below the established impact threshold of 12.21 VMT per employee. As a result, with the implementation of these mitigation measures, the transportation impact of the project would be considered less than significant, as it falls below the threshold set by the City's Transportation Policy.

1. Introduction

This report presents the results of a Transportation Analysis (TA) for the proposed rezoning and General Plan Amendment (GPA) of seven vacant parcels within the Guadalupe Gardens in the City of San Jose. Five of the subject sites are located along the east side of Coleman Avenue between Taylor Street and Hedding Street while two additional sites are located along the north side of Hedding Street between Spring Street and Ruff Drive. The combined approximately 10.26 acres for the seven sites are proposed to be developed with 258,720 square feet (s.f.) of commercial/retail space. Table 1 provides potential building sizes for each of the seven sites.

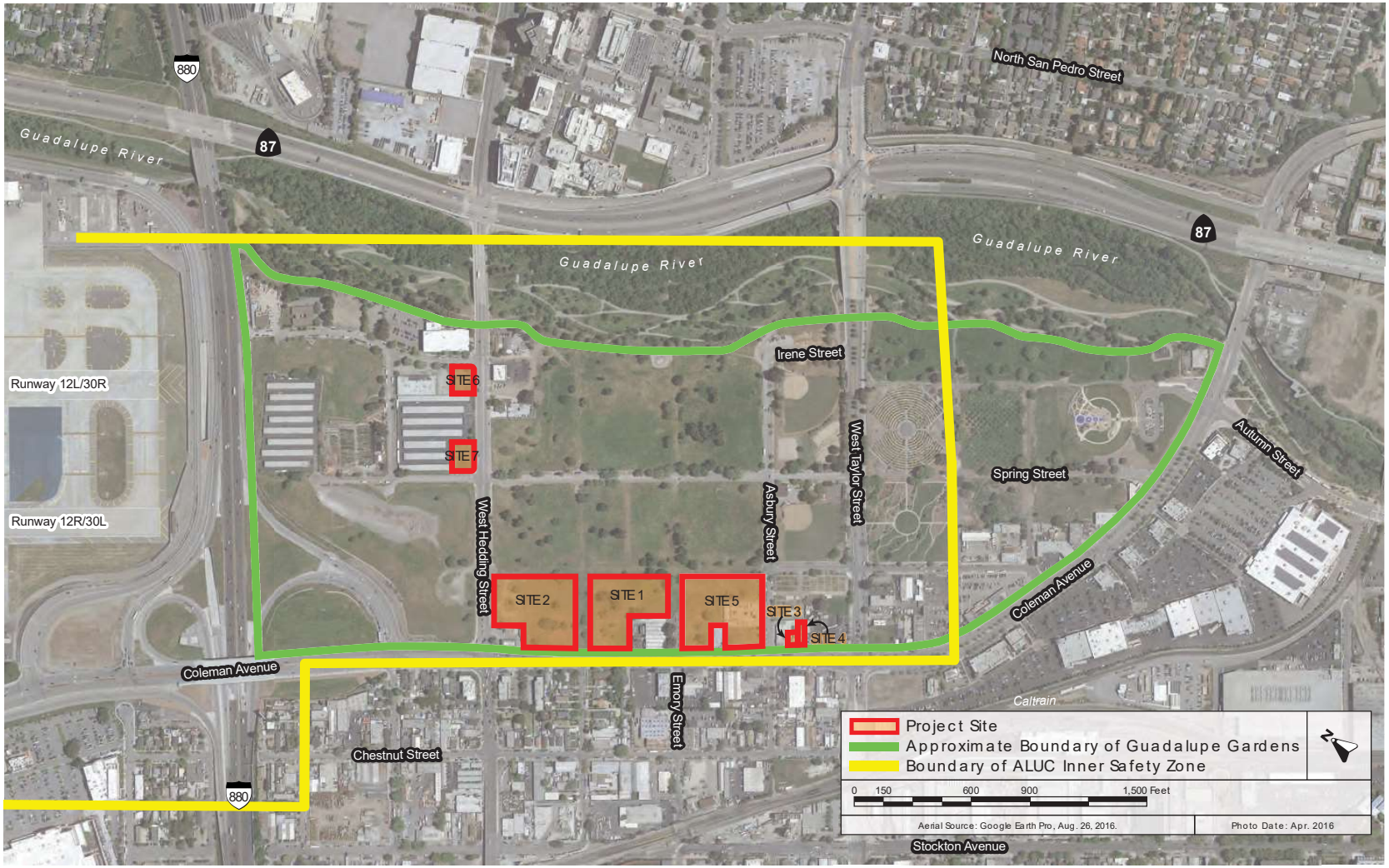
Table 1
Proposed Site Densities

Site #	Assessor's Parcel Number	Parcel Size (acres)	Approximate Maximum Size of Buildings [b]	Maximum Height of Structures [a]	
				Above Mean Sea Level (MSL)	Above Ground Level (AGL)
1	259-02-130	2.90	75,750 ft^2	101 feet to 109 feet	31 feet to 39 feet
2	259-02-131	3.19	83,250 ft^2	91 feet to 100 feet	21 feet to 30 feet
3	259-08-072	0.07	1,860 ft^2	121 feet to 122 feet	50 feet to 51 feet
4	259-08-101 (westerly portion only)	0.18	4,800 ft^2	122 feet to 123 feet	51 feet to 52 feet
5	259-08-102	3.19	83,400 ft^2	111 feet to 119 feet	41 feet to 49 feet
6	230-38-076	0.36	n/a	87 feet to 90 feet	22 feet to 25 feet
7	230-38-092	0.37	9,660 ft^2	87 feet to 89 feet	22 feet to 24 feet
	Total:	**10.26**	**258,720 ft^2**		

[a] Calculated per Federal Aviation Regulations Part 77.
[b] Assumes a floor area ratio of 0.60, which complies with the CLUP's 30% open area requirement.

The project proposes to change the land use designation on each of the sites from Open Space, Parklands, and Habitat to Combined Industrial Commercial. The land use designation change would allow for the development of the sites to include various commercial and industrial uses with certain Federal Aviation Administration (FAA) regulations. The project site location and the surrounding study area are shown on Figure 1. Additional details regarding allowable site uses, proposed parcel development densities, and the FAA regulations is provided in the project description included in Appendix A.

Figure 1
Project Site Location



Scope of Work

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), the City of San Jose Transportation Analysis Handbook 2020, and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San Jose's Transportation Policy and Transportation Analysis Handbook 2020, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis. Subsequent supplemental Local Transportation Analysis (LTAs) may be required when site-specific development plans are submitted to the City.

Transportation Policies

Council Policy 5-1

Historically, transportation analysis has utilized delay and congestion on the roadway system as the primary metric for the identification of traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, the State of California has recognized the limitations of measuring and mitigating only vehicle delay at intersections and in 2013 passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. With the adoption of SB 743 legislation, public agencies are now required to base the determination of transportation impacts on Vehicle Miles Traveled (VMT) rather than level of service.

In adherence to SB 743, the City of San Jose in March 2018 adopted a new Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Policy 5-3) and establishes the thresholds for transportation impacts under the CEQA based on vehicle miles traveled (VMT) instead of levels of service (LOS). The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. The new transportation policy aligns with the currently adopted General Plan which seeks to focus on new development growth within Planned Growth Areas, bringing together office, residential, and supporting service land uses to internalize trips and reduce VMT. All new development projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1.

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of a project-level VMT impact analysis using the City's travel demand forecasting (TDF) model. To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for development projects. For non-residential or non-office projects, very large projects, or projects that can potentially shift travel patterns, the City's Travel Demand Forecasting (TDF) model can be used to determine project VMT. The City's TDF model was used to estimate VMT for the proposed project since it consists of commercial/retail uses for which the VMT tool is not capable of evaluating VMT. The City of San Jose's Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on the project description, characteristics, and/or location. The City's VMT methodology also includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not exceed the CEQA thresholds of significance. If a project or a component of a mixed-use project meets the screening criteria, it is then presumed that the project or the component would result in a less-than-significant VMT impact, and a VMT analysis is not required.

The proposed project will not meet the applicable VMT screening criteria for local-serving retail developments as described in further detail in Chapter 3. Therefore, a VMT evaluation for the project was completed using the City's TDF model and is presented in Chapter 3

Report Organization

The remainder of this report is divided into three chapters. Chapter 2 describes the existing transportation system including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including VMT analysis methodology, baseline and potential project VMT impacts, and potential cumulative transportation impacts. Chapter 4 presents the conclusions of the transportation analysis.

2. Existing Transportation Setting

This chapter describes the existing conditions of the transportation system within the study area of the project. It describes transportation facilities in the vicinity of the project site, including the roadway network, transit services, and pedestrian and bicycle facilities.

Existing Roadway Network

Regional access to the project area is provided via I-880 and SR-87. These facilities are described below.

I-880 is a six-lane freeway in the vicinity of the site. North of US 101, I-880 widens to an eight-lane freeway (three mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction). It extends north to Oakland and south to I-280 in San Jose, at which point it makes a transition into SR 17 to Santa Cruz. Access to the project area from I-880 is provided via a full interchange with Coleman Avenue.

SR 87 is a north-south six-lane freeway (two mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction) that resides entirely within San Jose. It begins at its interchange with SR 85 and extends northward, terminating at its junction with US 101. Access to the project area from SR 87 is provided via a full interchange with Taylor Street.

Local access to the project area is provided by Coleman Avenue, Hedding Street, and Taylor Street. These roadways are described below.

Coleman Avenue is a north/south roadway that extends from Julian Street to De La Cruz Boulevard/Reed Street in Santa Clara. Coleman Avenue is considered a “City Connector Street” based on the City’s General Plan 2040 Street Typologies. Coleman Avenue becomes De La Cruz Boulevard north of Reed Street. Coleman Avenue is six lanes wide and has a posted speed limit of 40 mph. Coleman Avenue has bicycle lanes from Santa Teresa Street to Taylor Street and from I-880 to Champions Way. Coleman Avenue has sidewalks along both sides of the street. However, there are discontinuous sidewalks on the east side of the street between the Coleman Avenue/I-880 NB off-Ramp intersection and the Coleman Avenue/I-880 SB off-Ramp intersection. Coleman Avenue provides access to the project area via its interchange with I-880 as well as intersections with Taylor Street and Hedding Street.

Hedding Street is generally an east-west roadway that extends from Winchester Boulevard to US 101. Hedding Street is considered a “On-Street Primary Bicycle Facility” based on the City’s General Plan 2040 Street Typologies. In the project vicinity, Hedding Street has a posted speed limit of 35 mph, sidewalks on both sides of the street, and one lane in each direction with striped bike lanes along the entire roadway. Buffered bike lanes are provided on segments of Hedding Street including segments

east of Ruff Drive and west of Chestnut Street. Access to the project area is provided via its intersection with Coleman Avenue.

Taylor Street is an east-west roadway that begins at US 101 and extends to The Alameda, where it transitions to Naglee Avenue. Taylor Street is considered a "City Connector Street" based on the City's General Plan 2040 Street Typologies In the project vicinity, Taylor Street has a posted speed limit of 35 mph, sidewalks on both sides of the street, and bike lanes on both sides of the street between Walnut Street and First Street. Access to the project area is provided via its interchange with SR 87as well as its intersection with Coleman Avenue.

Existing Bicycle, Pedestrian, and Transit Facilities

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

Existing Pedestrian Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the vicinity of the project site, sidewalks are provided on both sides of Taylor Street between North First Street and The Alameda. Sidewalks are provided on both sides of Hedding Street with the exception of its overpass of the rail tracks between Chestnut Street and Elm Street. Sidewalks are provided on Coleman Avenue between Julian Street and Brokaw Road with the exception of the east side of the street between the Coleman Avenue/I-880 NB Off-Ramp intersection and the Coleman Avenue/I-880 SB Off-Ramp intersection as well as the east side of the street between Julian Street and Santa Teresa Street. In the vicinity of the project area, crosswalks are provided at the following locations:

- All approaches of the SR 87/Taylor Street interchange
- All approaches of the Coleman Avenue/Hedding Street intersection
- All approaches of the Coleman Avenue/Taylor Street intersection
- All approaches of the Ruff Drive and Hedding Street intersection
- East approach of the Spring Street and Taylor Street intersection

All of the crosswalks at the signalized intersections include pedestrian signal heads and push buttons. Sidewalks in the project vicinity provide adequate access to the local pedestrian network and the nearby transit facilities. Crosswalks are provided along only the west side of Coleman Avenue at its ramp intersections with I-880.

Existing Bicycle Facilities

There are numerous bicycle facilities in the vicinity of the project site including Class II bike lanes, and Class III bike routes. The existing bicycle facilities are described below.

Class I Bikeway (Bike Path). Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. A bike path runs along the Guadalupe River as part of a multi-use trail system shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile continuous bike path from Curtner Avenue in the south to Alviso in the north. This trail system can be accessed via Hedding Street and Taylor Street, west of SR 87.

Class II Bikeway (Bike Lane). Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Within the vicinity of the project site, striped bike lanes are present on the following roadway segments.

- Coleman Avenue – between Santa Teresa Street and Taylor Street; between I-880 and Champions Drive
- Hedding Street – along its entire length
- Taylor Street – between First Street and Walnut Street
- Stockton Avenue – between The Alameda and Emory Street
- Autumn Parkway – between Julian Street and Coleman Avenue

Class III Bikeway (Bike Route). Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations. In the vicinity of the project site, the following roadway segments are designated as bike routes.

- San Pedro Street – between Hedding Street and Coleman Avenue

The existing bicycle facilities within the study area are shown on Figure 2.

Existing Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA and Caltrain. The project is located approximately 3/4-mile walking distance from Light Rail Transit (LRT) stations along First Street and a 1/2-mile walking distance of the College Park Caltrain Station located along Stockton Street north of Taylor Street. The transit services in the project area are described below and shown on Figure 3.

VTA Bus Services

The bus lines that operate within a ¼-mile walking distance of the project site are described below, including their route descriptions and commute hour headways. There are bus stops located along the project frontages along Hedding Street and Coleman Avenue.

Frequent Route 60 runs between Good Samaritan Hospital and the Piedmont Hills area of east San Jose and operates from 5:00 AM to 11:00 PM with approximately 15-minute headways during the weekday commute periods. The closest bus stop to the project site is located along the project's frontages on Hedding Street and Coleman Avenue.

Frequent Route 22 runs between the Palo Alto and Eastridge Transit Centers and operates from 3:00 AM to 3:00 AM with approximately 15-minute headways during the weekday commute periods. The closest bus stop to the project site is located near the intersection of The Alameda and Taylor Street, which is approximately ¾ miles west of the project site.

Rapid Route 522 runs between the Palo Alto and Eastridge Transit Centers and operates from 5:40 AM to 11:00 PM with approximately 15-minute headways during the weekday commute periods. The closest bus stop to the project site is located near the intersection of The Alameda and Taylor Street, which is approximately ¾ miles west of the project site.

Frequent Route 61 runs between the Milpitas BART Station and Winchester LRT Station via SJC Airport and operates from 5:30 AM to 12:30 AM with approximately 15-minute headways during the weekday commute periods. The closest bus stop to the project site is located near the Coleman Avenue and Newhall Drive intersection, which is approximately ¾ miles northwest of the project site.

Figure 2
Existing Bicycle Facilities

Figure 3
Existing Transit Services

VTA Light Rail Services

The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View, and Sunnyvale. The service operates nearly 24 hours a day with 15-minute headways during much of the day.

Blue LRT Line runs between the Baypointe and Santa Teresa LRT Stations and operates from 4:30 AM to 1:00 AM with approximately 15-minute headways during the weekday commute periods. The closest LRT stop to the project site is located near the intersection of First Street and Mission Street, which is approximately ¾ miles east of the project site.

Green LRT Line runs between the Old Ironsides and Winchester LRT Stations and operates from 5:00 AM to 12:30 AM with approximately 15-minute headways during the weekday commute periods. The closest LRT stop to the project site is located near the intersection of First Street and Mission Street, which is approximately ¾ miles east of the project site.

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain, which currently operates 92-weekday trains that carry approximately 47,000 riders on an average weekday. The project site is located approximately 1.5 miles from the San Jose Diridon and Santa Clara Caltrain Stations. There is limited service provided at the College Park Station and no station amenities such as designated parking or bike share are provided. Caltrain provides passenger train service seven days a week and provides extended service to Morgan Hill and Gilroy during commute hours.

Existing Average Daily Traffic Volumes

Existing Average Daily Traffic (ADT) volumes were collected at two locations along Hedding Street, both west and east of Coleman Avenue. The ADT counts provide information on daily traffic volumes along Hedding Street which also is a primary east-west bicycle route in the project area. The ADT volumes for Hedding Street, west and east of Coleman Avenue, were recorded as 15,356 and 11,946 vehicles per day, respectively. The ADT counts are included in Appendix B.

3.
CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, potential project impacts on VMT, and mitigation measures recommended to reduce significant impacts.

CEQA Transportation Analysis Screening Criteria

The City of San Jose Transportation Analysis Handbook identifies screening criteria that determine whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts, and a detailed CEQA VMT analysis is not required. The type of development projects that may meet the screening criteria include the following:

(1) small infill projects
(2) local-serving retail (less than 100,000 s.f.)
(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

The screening criteria for local-serving retail was established based on the premise that local-serving retail uses primarily reduce and shorten existing retail trips in an area that may be underserved. However, the 258,720 square feet of commercial/retail space proposed by the project will exceed the City's screening threshold of 100,000 square feet for local-serving retail. Therefore, the proposed project is required to conduct a VMT analysis.

VMT Evaluation Methodology and Impact Criteria

Per Council Policy 5-1, the effects of the proposed project on VMT were evaluated using the methodology outlined in the City's Transportation Analysis Handbook. The City of San Jose defines VMT as the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle trips with one end within the project. A project's VMT is compared to established thresholds of significance based on the project location and type of development.

Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

VMT Evaluation Methodology

Hexagon utilized the City of San Jose Travel Demand Forecasting (TDF) Model, hereafter referred to as the CSJ TDF model to estimate VMT for the proposed commercial/retail uses of the project. The CSJ TDF model was used since it can estimate the diversion of traffic and change in traffic patterns due to land use changes/additions like those proposed by the project.

The proposed commercial/retail uses are not intended to be typical regional retail development, such as large shopping centers, that would attract new trips from outside the general project area. Rather, the proposed commercial/retail uses are intended to serve the project area which is currently underserved by the potential services and amenities that could be provided by the project. As a result, the proposed project will result in a redistribution of trips that are currently made to other similar uses in the surrounding area of the project. Therefore, the estimation of VMT for the proposed commercial/retail uses consisted of a reallocation of retail and service employment from surrounding areas to the project sites. The premise of the trip redistribution is the assumption that some employees and customers would choose to work and shop at the project sites rather than continue to make trips to other sites for similar services. The model also projects new trips that would be generated by the introduction of commercial/retail uses on the project sites.

Hexagon, in coordination with City staff, identified 35 small retail centers within a three-mile radius that are similar to those proposed by the project from which existing trips may be redistributed (see Table 2). A three-mile radius from the project sites was used because it is unlikely that the proposed project would attract existing retail employees and customers from outside of the three-mile radius. The list of similar sites was then reduced to 10 total sites that are equally balanced in terms of distance from the project area (see Figure 4). Retail and service jobs were then reallocated from the City's TDF model.

The project's 258,720 s.f. of commercial/retail space was converted to retail jobs, using the typical ratio of one job per 400 s.f. for a total of 647 jobs. The 647 new jobs were then removed from Traffic Analysis Zones (TAZs) that reflect each of the 10 selected existing similar sites within the model. The jobs were redistributed proportionally based on the number of existing jobs at each site and then added to the project's TAZs. The proposed project's TAZs 755 and 757 in the City's TDF model already include 139 jobs in total. These job changes were made in the 2015 model land use file. The TDF model was then used to obtain projections of daily VMT for work and customer trips, with and without the redistribution adjustments, for the affected TAZs.

Impact Criteria

The thresholds of significance for retail development projects, as established in the City's Transportation Policy 5-1, are based on the existing regional average total VMT. However, the proposed commercial/retail uses are not reflective of larger regional retail development, such as large shopping centers, that would attract new trips from outside the general project area. Rather, the proposed commercial/retail uses of the project will redistribute trips that are currently made to other surrounding similar retail uses. The introduction of new retail, restaurants, and other services will attract trips from the areas immediately surrounding the project area, resulting in shorter and fewer vehicular trips. Therefore, the total VMT for all existing development within the 10 selected TAZs, from which trips

Table 2
List of Similar Retail Locations

#	Similar Retail Locations
1	Coleman/Taylor
2	Coleman/Newhall
3	Julian/Alameda
4	Morrison/Alameda
5	Bush/Alameda
6	Almaden/Julian
7	San Pedro Square
8	Market/Paseo De San Antonio
9	2nd/Santa Clara
10	6th/Santa Clara
11	Japan Town
12	1st/Rosemary
13	Technology/Skyport
14	1st/Matrix
15	Brokaw/Coleman
16	Palm/El Camino
17	Lafayette/El Camino
18	Franklin Mall
19	Alameda/El Camino
20	Bascom/Newhall
21	Bascom/Stevens Creek
22	Shasta/San Carlos
23	Meridian/San Carlos
24	Lincoln/San Carlos
25	Lincoln/Willow
26	Bascom/Fruitdale
27	Winchester/Stevens Creek
28	Scott/El Camino
29	De La Cruz/Trimble
30	Oakland/Brokaw
31	Lundy/Berryessa
32	26th/Santa Clara
33	McLaughlin/Williams
34	10th/Williams
35	1st/Keyes

= Sites selected for analysis

would be redistributed to the project sites, serves as the baseline from which the commercial/retail uses of the project are evaluated. Based on the City's Transportation Analysis Handbook, projects that include retail uses are said to create a significant adverse impact on the transportation system when the project results in an increase in total VMT.

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

VMT Analysis

The results of the VMT analysis using the City's TDF model indicate that the existing VMT for retail uses of the selected TAZs in the area surrounding the project site is 444,815. The proposed project is projected to generate a total VMT of 448,023 for the selected TAZs in the project area, which is an increase of 3,208 VMT in the area surrounding the project (see Table 3). Therefore, the proposed project would result in an impact on the transportation system based on the City's VMT impact criteria. The increase in VMT is due to the project sites' location within an area that is primarily industrial/commercial. There are limited residential uses, which are the primary generator of retail customers/patrons. Therefore, the commercial/ retail uses of the project would generate additional trips and result in increases in VMT.

For informational purposes, Table 3 also presents home-based work and shop daily VMT. In the model, home-based work and shop trips refer to the specific trips made by employees and customers, respectively, between their homes and their places of work or shopping destinations.

Figure 4
Similar Retail Sites in the Project Vicinity

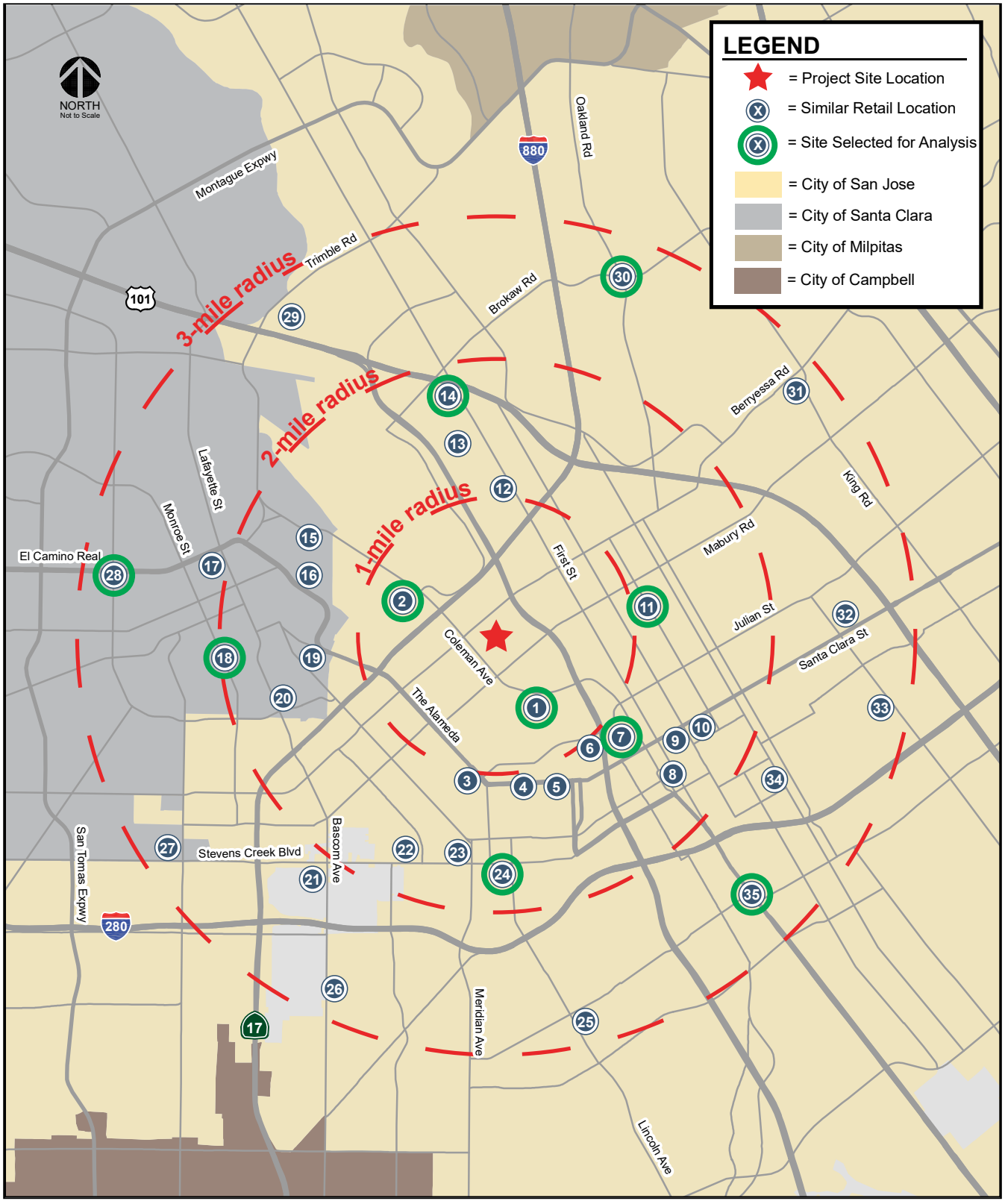


Table 3
VMT Analysis Summary

VMT Analysis	No Project	Project	Project - No Project
Home-Based Work VMT	263,634	264,117	483
Home-Based Shop/Other VMT	181,181	183,906	2,725
Total VMT	444,815	448,023	**3,208**

Mitigation Measures

As directed by City staff, the City's VMT tool was utilized to evaluate the effectiveness of potential VMT reduction measures to mitigate the project impact since the TDF model is limited in its capabilities to reflect all VMT reduction measures. The use of the VMT tool required that the proposed retail space be converted to an equivalent amount of office space since the VMT tool is not directly applicable to retail uses. The conversion of retail to office space provides for a quantitative estimation of VMT reduction for potential measures that were identified by City staff.

Based on trips daily trip estimates using trip rates provided by the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition (2021), the proposed 258,720 square feet of retail space is estimated to generate 9,575 daily trips, which are equivalent to that which would be generated by approximately 884,000 square feet of office space. Table 4 provides the calculation for the office equivalency.

Table 4
Equivalent Office Space

ITE Land Use		Size	Daily Rate	Daily Trips
#820 - Shopping Center (>150k)		258,720 Square Feet	37.01	9,575
#710 - General Office Building	**Equivalent Office Space =**	**884,000 Square Feet**	10.84	9,575

Source: ITE Trip Generation Manual, 11th Edition 2021.

The City's Transportation Policy sets an impact threshold to be 12.21 VMT per employee for office land uses. The results of the VMT analysis, conducted using the VMT Evaluation Tool, indicate that the office equivalent of the proposed project is projected to generate VMT per employee of 12.89 (see Figure 5), which exceeds the established threshold of 12.21 VMT per employee.

City staff identified physical multi-modal (bike lanes) improvements, traffic calming improvements (reducing travel lanes on Hedding Street) and Transportation Demand Management (TDM) measures that the project will be required to implement for the purpose of reducing its VMT. Each of the identified measures is described below along with the correlating mitigation strategy tier used in the VMT Evaluation Tool.

Expand the Reach of Bike Access with Investment in Infrastructure (Tier 2):

The project shall implement the following multi-modal infrastructure improvement to incentivize alternative modes of travel and reduce VMT generation:

- Prior to the issuance of the first Building Occupancy Permit, the project shall provide Class IV protected bike lanes using raised vertical delineators on Hedding Street eastbound between Coleman Avenue and Ruff Drive as well as on Hedding Street westbound between Walnut Street and Ruff Drive.

The multi-modal infrastructure improvement shall be part of a Public Improvement Plan that describes how those above-described bike lanes will be implemented. The Public Improvement Plan shall be reviewed and approved by the City's Director of Public Works or designee. The implementation of the Public Improvement Plan shall be verified by the Director of Public Works or designee.

Provide Traffic Calming Measures (Tier 2):

Implementing pedestrian/bicycle safety measures and traffic calming measures, both on-site and in the surrounding neighborhood, is an effective way to promote walking and biking as alternatives to driving. These measures contribute to creating a safer and more pedestrian-friendly environment.

- As part of the implementation of the Class IV protected bike lanes described above, the removal of an eastbound travel lane on Hedding Street between Walnut Street and Ruff Drive will be required. The lane reduction along Hedding Street will create a more bicycle-friendly environment and enhance cyclist safety.

In determining the feasibility of reducing the roadway to two travel lanes, it is important to consider the maximum capacity of the road. The City has identified a maximum capacity of 16,000 daily trips for a two-lane roadway. Given that the existing ADT on this specific segment is 11,946 vehicles per day, which is below the maximum capacity, it can be concluded that a two-lane roadway is sufficient to accommodate the current traffic volume.

Commute Trip Reduction Marketing/Education (Tier 4):

TDM Plan(s) will be prepared for development on the seven project sites. The number of Plans will depend on the number, scope, and timing of development applications received by the City. The intent is to allow for such flexibility, while at the same time creating programs that are both practical and monitorable. Prior to the issuance of the first Building Occupancy Permit, the TDM Plan(s) shall be approved by the City's Director of Public Works or designee and the Director of Planning, Building and Code Enforcement (PBCE) or designee. The TDM Plan(s) shall consist of implementation of the following measure to reduce the project's VMT:

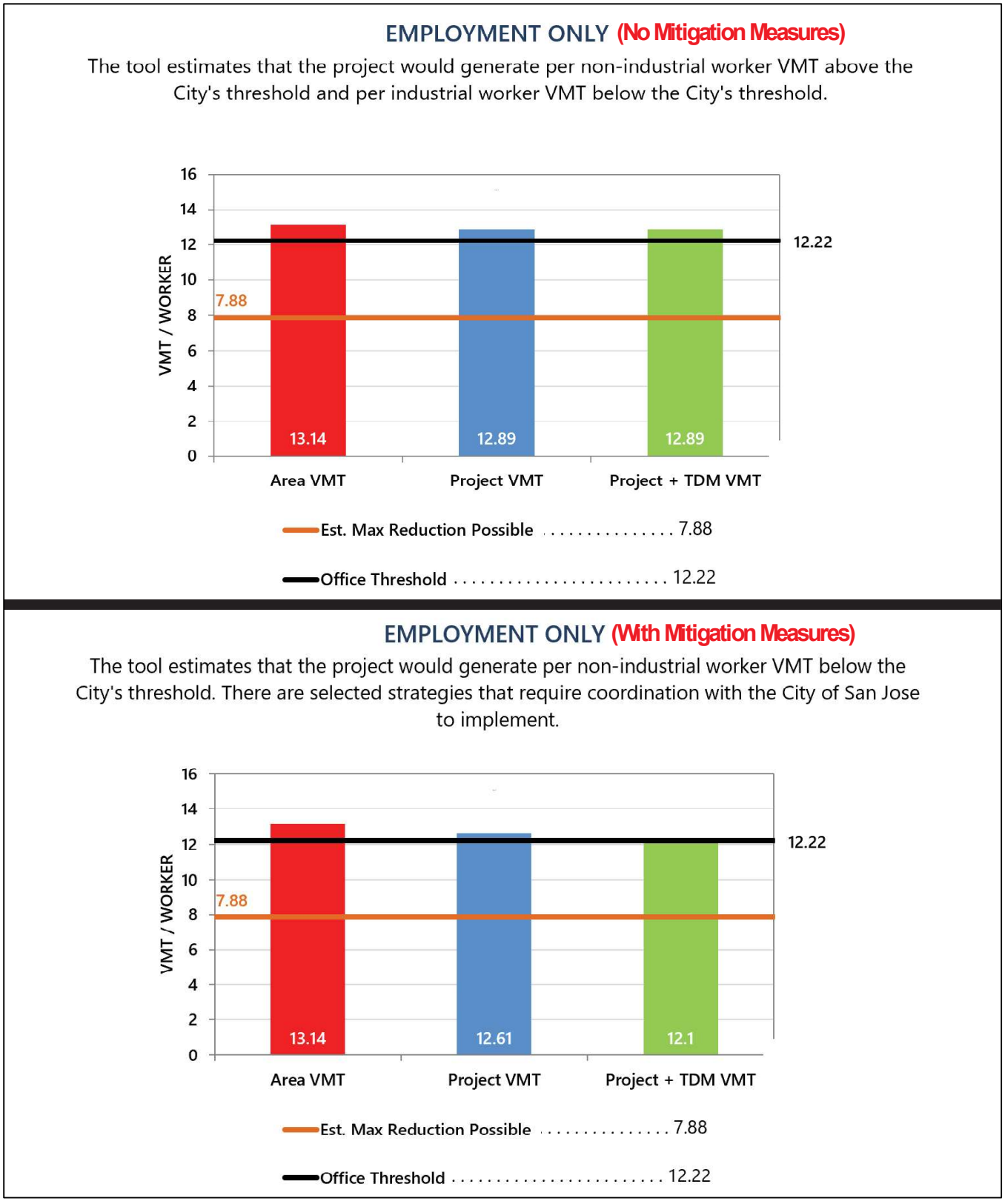
- Commute Trip Reduction Marketing/Education: Implement marketing/educational campaigns that promote the use of transit, shared rides, and travel through active modes. Strategies may include the incorporation of alternative commute options into new employee orientations, event promotions, and publications.

The TDM Plan(s) shall include a trip cap for VMT monitoring purposes. The trip cap shall be determined by a traffic engineer using the methodology employed in this EIR, such that the number of trips will not translate into an increase in VMT over No Project conditions. Annual monitoring will occur to determine if vehicle trips generated by the project are within 10 percent of the trip cap determined by the traffic engineer. The annual trip monitoring reports shall be submitted to the City's Director of Public Works. If the annual trip monitoring report finds that the project is exceeding the established trip cap, a follow-up report shall be prepared and submitted to the City's Director of Public Works that demonstrates compliance with the trip cap requirements within a period not to exceed six months.

By implementing the three mitigation measures described above, which include the improvement of bicycle facilities and the implementation of marketing/educational campaigns promoting alternative

modes of transportation, the projected VMT generated by the project would be reduced to 12.10 per employee. This reduction in VMT per employee would be below the established impact threshold of 12.21 VMT per employee. As a result, with the implementation of these mitigation measures, the transportation impact of the project would be considered less than significant, as it falls below the threshold set by the City's Transportation Policy. Appendix C presents the VMT Evaluation Tool summary report for the project.

Figure 5
Office Equivalent VMT Analysis without and with Mitigation Measures



5. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of San Jose and the California Environmental Quality Act (CEQA). The TA only included a VMT analysis.

CEQA VMT Analysis

The results of the VMT analysis using the City's TDF model indicate that the existing VMT for retail uses of the selected TAZs in the area surrounding the project site is 444,815. The proposed project is projected to generate a total VMT of 448,023 for the selected TAZs in the project area, which is an increase of 3,208 VMT in the area surrounding the project. Therefore, the proposed project would result in an impact on the transportation system based on the City's VMT impact criteria. The increase in VMT is due to the project sites' location within an area that is primarily industrial/commercial. There are limited residential uses, which are the primary generator of retail customers/patrons. Therefore, the commercial/ retail uses of the project would generate additional trips and result in increases in VMT.

Mitigation Measures

City staff identified physical multi-modal (bike lanes) improvements, traffic calming improvements (reducing travel lanes on Hedding Street) and Transportation Demand Management (TDM) measures that the project will be required to implement for the purpose of reducing its VMT. Each of the identified measures is described below along with the correlating mitigation strategy tier used in the VMT Evaluation Tool.

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In determining the feasibility of reducing the roadway to two travel lanes, it is important to consider the maximum capacity of the road. The City has identified a maximum capacity of 16,000 daily trips for a two-lane roadway. Given that the existing ADT on this specific segment is 11,946 vehicles per day, which is below the maximum capacity, it can be concluded that a two-lane roadway is sufficient to accommodate the current traffic volume.

Commute Trip Reduction Marketing/Education (Tier 4):

TDM Plan(s) will be prepared for development on the seven project sites. The number of Plans will depend on the number, scope, and timing of development applications received by the City. The intent is to allow for such flexibility, while at the same time creating programs that are both practical and monitorable. Prior to the issuance of the first Building Occupancy Permit, the TDM Plan(s) shall be approved by the City's Director of Public Works or designee and the Director of Planning, Building and Code Enforcement (PBCE) or designee. The TDM Plan(s) shall consist of implementation of the following measure to reduce the project's VMT:

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The TDM Plan(s) shall include a trip cap for VMT monitoring purposes. The trip cap shall be determined by a traffic engineer using the methodology employed in this EIR, such that the number of trips will not translate into an increase in VMT over No Project conditions. Annual monitoring will occur to determine if vehicle trips generated by the project are within 10 percent of the trip cap determined by the traffic engineer. The annual trip monitoring reports shall be submitted to the City's Director of Public Works. If the annual trip monitoring report finds that the project is exceeding the established trip cap, a follow-up report shall be prepared and submitted to the City's Director of Public Works that demonstrates compliance with the trip cap requirements within a period not to exceed six months.

By implementing the three mitigation measures described above, which include the improvement of bicycle facilities and the implementation of marketing/educational campaigns promoting alternative modes of transportation, the projected VMT generated by the project would be reduced to 12.10 per employee. This reduction in VMT per employee would be below the established impact threshold of 12.21 VMT per employee. As a result, with the implementation of these mitigation measures, the transportation impact of the project would be considered less than significant, as it falls below the threshold set by the City's Transportation Policy.

Guadalupe Gardens TA
Technical Appendices

July 28, 2023

Appendix A
Project Description

PROJECT DESCRIPTION

1.1 PROJECT LOCATION

As shown on Figures 1-3, the proposed project is located within the Guadalupe Gardens, a 120-acre area located immediately south of the Norman Y. Mineta San José International Airport (SJC). Bounded by I-880, the Guadalupe River, and Coleman Avenue, and once known as the "Coleman Loop" neighborhood, the Guadalupe Gardens is under the primary flight path for SJC.

1.2 PROJECT OVERVIEW

The project proposes to change the *Envision San José 2040 General Plan* Land Use Designation on seven City-owned parcels in the Guadalupe Gardens from Open Space Parks Habitat to Combined Industrial Commercial. The Project would also rezone the seven parcels to Planned Development. With the new General Plan Land Use Designation and rezoning in place, the City intends to market the seven parcels for development that is consistent with the underlying purpose of the parcels for aviation-related objectives. The City would retain ownership of the land and would lease the sites to developers. Revenues would be used to support aviation services at SJC.

1.3 DETAILED PROJECT DESCRIPTION

1.3.1 Proposed Land Uses

The project proposes a General Plan Amendment (GPA) and rezoning on seven City-owned parcels located in the Guadalupe Gardens. The subject parcels are listed in Table 1 and are shown on Figures 2 and 3. On each of the seven parcels, the existing *Envision San José 2040 General Plan* Land Use Designation of Open Space Parks Habitat (OSPH) would be changed to Combined Industrial Commercial (CIC) and each parcel would be rezoned to Planned Development (PD).

With the new General Plan Land Use Designation and PD Zoning in place, the City intends to market the seven parcels for development. The City would retain ownership of the land and would lease the sites to developers. The City's role as landlord would help ensure compliance with restrictions related to land use, density, etc., all of which are described below. Revenues would be used to support aviation services at SJC.

Although a wide range of uses would be consistent with the CIC General Plan land use designation, the City intends to limit the land uses on the seven parcels to those listed in Table 2.

Table 1: List of Proposed Changes to General Plan Land Use Designations and Zonings

Map ID	Assessor Parcel Number	Parcel Size[1]	Parcel Location	Exist-ing Land Use	General Plan Land Use Designation		Zoning	
					Existing	Proposed	Existing	Proposed
1	259-02-130	2.90	SE corner Coleman Avenue/ University Avenue	Vacant	Open Space, Parkland & Habitat (OSPH)	Combined Industrial Commercial (CIC)	Residential (R-2)	Planned Develop-ment (PD)
2	259-02-131	3.19	NE corner Coleman Avenue/ University Avenue	Vacant	Open Space, Parkland & Habitat (OSPH)	Combined Industrial Commercial (CIC)	Residential (R-2) and Commercial Office (CO)	Planned Develop-ment (PD)
3	259-08-072	0.07	East side of Coleman Avenue, south of Asbury St.	Vacant	Open Space, Parkland & Habitat (OSPH)	Combined Industrial Commercial (CIC)	Light Industrial (LI)	Planned Develop-ment (PD)
4	259-08-101 (westerly Portion only)	0.18	East side of Coleman Avenue, south of Asbury St.	Vacant	Open Space, Parkland & Habitat (OSPH)	Combined Industrial Commercial (CIC)	Residential (R-2 and RM)	Planned Develop-ment (PD)
5	259-08-102	3.19	SE corner Emory Street/ Coleman Avenue	Vacant	Open Space, Parkland & Habitat (OSPH)	Combined Industrial Commercial (CIC)	Residential (R-2) and Light Industrial (LI)	Planned Develop-ment (PD)
6	230-38-076	0.36	NW corner Ruff Drive/ Hedding Street	Vacant	Open Space, Parkland & Habitat (OSPH)	Combined Industrial Commercial (CIC)	Light Industrial (LI)	Planned Develop-ment (PD)
7	230-38-092	0.37	NE corner Spring Street/ Hedding Street	Vacant	Open Space, Parkland & Habitat (OSPH)	Combined Industrial Commercial (CIC)	Commercial Pedestrian (CP)	Planned Develop-ment (PD)

[1]Acreage reflects the portion of the parcel that would be subject to the GPA and rezoning. For each of the five parcels located along Coleman Avenue, the acreage shown takes into account 1) the City's planned widening of Coleman Avenue to six lanes, which will require a strip of additional right-of-way along the east side of Coleman Avenue approximately 50 feet in width, and 2) the City's planned relinquishment of right-of-way from portions of University Avenue and Emory Street.

Table 2: Listing of Potential Land Uses on the Project Sites

Land Use
Animal boarding
Animal grooming
Any use without a permanent fully enclosed building on-site
Auto dealer, wholesale, no on-site storage
Business support use
Car wash, detailing
Caterer
Certified farmers' market - small
Commercial kitchen
Drive-through in conjunction with any use
Dry cleaner
Financial institution
Health club, gymnasium
Instructional art studios
Laundromat
Miniwarehouse/ministorage
Neighborhood agriculture
Nursery, plant
Office, general business
Off-street parking establishment
Outdoor dining, incidental to a public eating establishment
Outdoor vending - fresh fruits and vegetables
Personal services
Public eating establishments
Recreation, commercial/outdoor
Retail art studio
Retail bakery
Retail sales, goods, and merchandise
Veterinary clinic
Winery, brewery, and distillery

1.3.2 Restrictions on Building Sizes and Heights

All seven parcels are located within the Airport Land Use Commission's designated Inner Safety Zone for SJC, wherein multi-story buildings are not allowed and 30% of each site should remain open. Therefore, the proposed PD Zoning will specify that all new buildings

on each site will be limited to 1 story and the floor area ratio (FAR) will not exceed 0.60. This would result in buildings not exceeding the sizes listed in Table 3.

Note that Table 3 shows no buildings on APN 230-38-076 since that parcel is directly under the extended centerline of Runway 12L/30R and the Airport Land Use Commission prohibits new structures in the Inner Safety Zone within 100 feet of an extended runway centerline.

Structures for the proposed land uses located within the Inner Safety Zone will not exceed the heights calculated under Part 77 of the Federal Aviation Regulations, *Objects Affecting Navigable Airspace*. Such heights are designed to prevent structures or objects (e.g., light poles, antennas, trees, etc.) from being a hazard to air navigation, which would be considered an incompatible land use. Table 3 lists the maximum heights of structures that would be allowed on the subject parcels under the proposed PD Zoning.

Table 3: Proposed Densities and Structure Heights

Map ID	Assessor's Parcel Number	Parcel Size (acres)	Approximate Maximum Size of Buildings [b]	Maximum Height of Structures [a]	
				Above Mean Sea Level (MSL)	Above Ground Level (AGL)
1	259-02-130	2.90	75,750 ft^2	101 feet to 109 feet	31 feet to 39 feet
2	259-02-131	3.19	83,250 ft^2	91 feet to 100 feet	21 feet to 30 feet
3	259-08-072	0.07	1,860 ft^2	121 feet to 122 feet	50 feet to 51 feet
4	259-08-101 (westerly portion only)	0.18	4,800 ft^2	122 feet to 123 feet	51 feet to 52 feet
5	259-08-102	3.19	83,400 ft^2	111 feet to 119 feet	41 feet to 49 feet
6	230-38-076	0.36	n/a	87 feet to 90 feet	22 feet to 25 feet
7	230-38-092	0.37	9,660 ft^2	87 feet to 89 feet	22 feet to 24 feet
		Total:	**258,720 ft^2**		

[a] Calculated per Federal Aviation Regulations Part 77.

[b] Assumes a floor area ratio of 0.60, which complies with the CLUP's 30% open area requirement.

Appendix B
VMT Evaluation Tool Output Sheet

No Mitigation Measures

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Guadalupe Gardens
Location: San Jose, CA
Parcel: 25908072 Parcel Type: Urban Low Transit

Tool Version: 2/29/2019
Date: 6/20/2023

Proposed Parking Spaces Vehicles: 0 Bicycles: 0

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	884 KSF		
Retail:	0 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 6
- With Project Density (DU/Residential Acres in half-mile buffer) 6

Increase Development Diversity
- Existing Activity Mix Index 0.92
- With Project Activity Mix Index 0.82

Integrate Affordable and Below Market Rate
- Extremely Low Income BMR units . . . . . 0 %
- Very Low Income BMR units . . . . . 0 %
- Low Income BMR units . . . . . 0 %

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 17
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 27

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

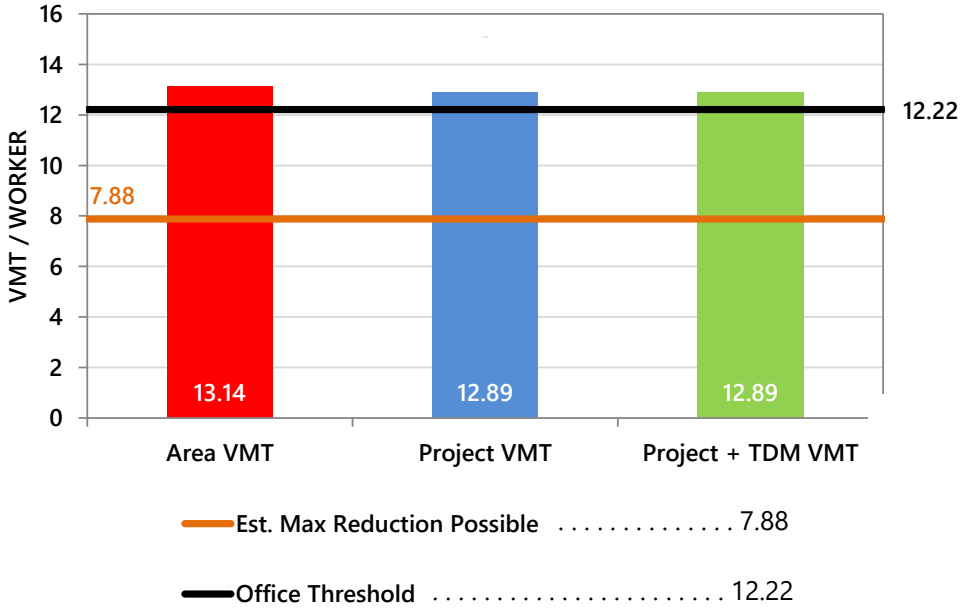
Tier 4 - TDM Programs

No Mitigation Measures

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

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



With Mitigation Measures

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Guadalupe Gardens
Location: San Jose, CA
Parcel: 25908072 Parcel Type: Urban Low Transit

Tool Version: 2/29/2019
Date: 6/20/2023

Proposed Parking Spaces Vehicles: 0 Bicycles: 0

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	0 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	0 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable
Office:	884 KSF		
Retail:	0 KSF		
Industrial:	0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density
- Existing Density (DU/Residential Acres in half-mile buffer) 6
- With Project Density (DU/Residential Acres in half-mile buffer) 6

Increase Development Diversity
- Existing Activity Mix Index 0.92
- With Project Activity Mix Index 0.82

Integrate Affordable and Below Market Rate
- Extremely Low Income BMR units . . . . . 0 %
- Very Low Income BMR units . . . . . 0 %
- Low Income BMR units . . . . . 0 %

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 17
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 27

Tier 2 - Multimodal Infrastructure

Bike Access Improvements *(In Coordination with SJ)*
- Distance to Nearest Existing Bicycle Facility . . . . . 1000 feet
- Distance to Nearest Bicycle Facility With Project . . . . . 100 feet

Traffic Calming Measures *(In Coordination with SJ)*
- Are improvements provided beyond the development frontage? . . . . . Yes

Tier 3 - Parking

Tier 4 - TDM Programs

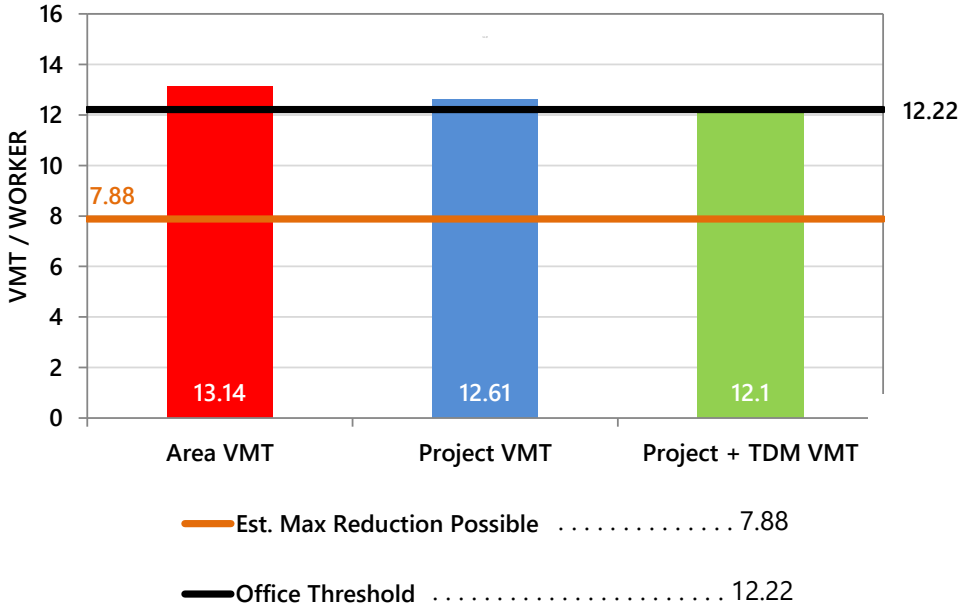
Commute Trip Reduction Marketing/ Education
- Percent of Eligible Employees . . . . . 100 %

With Mitigation Measures

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

EMPLOYMENT ONLY

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



Est. Max Reduction Possible 7.88

Office Threshold 12.22

Appendix C
ADT Counts

All Traffic Data Services, LLC
www.alltrafficdata.net

Site Code: 2
HEDDING W.O SPRING ST

Start Time	24-May-23 Wed	EB	WB							Total
12:00 AM		26	29							55
01:00		13	19							32
02:00		15	11							26
03:00		11	12							23
04:00		22	19							41
05:00		58	65							123
06:00		146	144							290
07:00		285	365							650
08:00		**345**	**582**							**927**
09:00		231	341							572
10:00		223	324							547
11:00		238	357							595
12:00 PM		312	418							730
01:00		379	313							692
02:00		354	375							729
03:00		500	359							859
04:00		637	497							1134
05:00		**803**	**644**							**1447**
06:00		492	499							991
07:00		239	349							588
08:00		194	154							348
09:00		143	132							275
10:00		84	82							166
11:00		44	62							106
Total		5794	6152							11946
Percent		48.5%	51.5%							
AM Peak	-	08:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	345	582	-	-	-	-	-	-	927
PM Peak	-	17:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	803	644	-	-	-	-	-	-	1447
Grand Total		5794	6152							11946
Percent		48.5%	51.5%							
ADT		ADT 11,946		AADT 11,946						

All Traffic Data Services, LLC
www.alltrafficdata.net

Site Code: 1
HEDDING W.O CHESTNUT ST

Start Time	24-May-23 Wed	EB	WB							Total
12:00 AM		51	25							76
01:00		34	18							52
02:00		19	9							28
03:00		28	15							43
04:00		49	26							75
05:00		122	61							183
06:00		248	119							367
07:00		465	280							745
08:00		**698**	**432**							**1130**
09:00		477	268							745
10:00		452	252							704
11:00		547	280							827
12:00 PM		553	304							857
01:00		553	287							840
02:00		574	330							904
03:00		833	452							1285
04:00		1040	**563**							1603
05:00		**1121**	552							**1673**
06:00		868	356							1224
07:00		506	230							736
08:00		312	161							473
09:00		253	151							404
10:00		169	92							261
11:00		77	44							121
Total		10049	5307							15356
Percent		65.4%	34.6%							
AM Peak	-	08:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	698	432	-	-	-	-	-	-	1130
PM Peak	-	17:00	16:00	-	-	-	-	-	-	17:00
Vol.	-	1121	563	-	-	-	-	-	-	1673
Grand Total		10049	5307							15356
Percent		65.4%	34.6%							
ADT		ADT 15,356		AADT 15,356						