HEXAGON TRANSPORTATION CONSULTANTS, INC.

1000 S. De Anza Boulevard Residential Development

Transportation Analysis

Prepared for:

David J. Powers & Associates, Inc.

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Hexagon Transportation Consultants, Inc.
Hexagon Office: 8070 Santa Teresa Boulevard, Suite 230
Gilroy, CA 95020
Hexagon Job Number: 23LD08
Phone: 408.846.7410

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Executive Summary

This report presents the results of a Transportation Analysis (TA) for the proposed residential development at 1000 S. De Anza Boulevard (APN 372-26-018) in the City of San Jose.

The project site is currently occupied by a vacant restaurant building and surface parking lot. The site is adjacent to a restaurant to the north, a preschool to the south and a two-story apartment to the east. As proposed, the project would demolish the existing commercial building, and construct a seven-story 120-unit residential building of which 16 units are proposed to be below market rate affordable residential units. Access to a ground-floor parking level would be provided via one right-in and right-out access only driveway along De Anza Boulevard.

Transportation Analysis Scope

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 2023*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2023*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

CEQA Transportation Analysis Scope

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

Local Transportation Analysis Scope

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determines 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 proposed residential use will exceed the 25-unit threshold for small infill multi-family residential projects. Additionally, the project site is not located within ½-mile of High-Quality Transit. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT was completed.

Project-Level VMT Impact Analysis

The results of the VMT evaluation, using the City's VMT Evaluation Tool, indicate that the proposed project is projected to generate VMT per capita (12.65) that exceeds the established threshold. Therefore, the proposed project would result in an impact on the transportation system based on the City's VMT impact criteria.

Project Impacts and Mitigation Measures

Project Impact: Since the VMT generated by the project (12.65 per resident) would exceed the impact threshold of 11.39 VMT per capita, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact. Per the *Transportation Analysis Handbook*, projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas", and projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible.

Mitigation Measures: Based on preliminary direction from City staff, the project may be required to implement multi-modal facility improvements as mitigation for its VMT impact. In addition to multi-modal improvements, an additional programmatic TDM measure would be required to fully mitigate the VMT impact. Per the four strategy tiers included in the VMT Evaluation Tool, each of the identified measures are classified as Tier 2 or Tier 4 measures.

- Provide Pedestrian Network Improvements for Active Transportation (Tier 2): Implement pedestrian improvements both on-site and in the surrounding area at the intersections of Bollinger Road/Avodale Street and Bollinger Road/Windsor Street. Improving the pedestrian connections encourages people to walk instead of drive and reduces VMT. The project will be required to construct pedestrian facility improvements including, but not limited to, raised median islands. **AND**
- Implement Traffic Calming Measures (Tier 2): Implement pedestrian/bicycle safety and traffic calming measures both on-site and in the surrounding neighborhood at the intersections of Bollinger Road/Avodale Street and Bollinger Road/Windsor Street. Providing traffic calming measures promotes walking and biking as an alternative to driving and reduces VMT. The project will be required to construct traffic calming elements including, but not limited to, smaller curb radii. The City will identify specific improvements during the project approval process. **AND**
- Unbundle On-Site Parking Costs (Tier 4): Project unbundles the cost of parking space from the rental price of the property. Residents must rent parking spaces separately from their residential spaces. This increases the cost of auto ownership, thereby discouraging auto ownership and use, which reduces VMT. Surrounding streets must have parking restrictions in place, such as metered parking, time limits restricting overnight parking, and residential parking permits (RPP) for which Project residents are not eligible. On-street parking is currently prohibited along both sides of De Anza Boulevard in the vicinity of the project site. Based on the VMT Evaluation Tool, the project would need to charge a minimum monthly parking cost of $140 per parking space.

The implementation of all of the above mitigation measures would reduce the VMT generated by the project by enhancing pedestrian/bicycle safety and the pedestrian facility network within the local area.

The implementation of all of the above mitigation measures would reduce the project VMT to below the threshold of 11.39 VMT per capita, which would reduce the project impact to less than significant.

It also should be noted that the project may reduce the project VMT through implementation of Programmatic TDM measures alone (Tier 4). Based on the VMT Evaluation Tool, the project may reduce the project impact to less than significant (11.37 VMT per capita) by offering unbundled on-site parking at a minimum monthly parking cost of $220 per parking space.

The TDM measures must be incorporated within a TDM plan for the project and submitted to the City for approval. Ultimately, the City of San Jose will determine the measure(s) necessary to mitigate the identified project VMT impact.

TDM Monitoring: As part of the TDM plan, the project will be required to include an annual monitoring requirement and establish an average daily trip (ADT) cap generated by the project of 38 gross AM peak-hour trips and 40 gross PM peak-hour trips. The annual monitoring report must demonstrate the project is within 10% of the ADT cap and must be prepared by a traffic engineer.

Cumulative (GP Consistency) Evaluation

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

Chapter 4 includes an evaluation of the project's effects on the surrounding multi-modal transportation facilities including transit, bicycle, and pedestrian facilities. The evaluation includes a review of the project to ensure that it does not prohibit the completion of planned improvement of multi-modal facilities and recommends potential project contributions towards the future improvement of the facilities. Therefore, based on the project description, the proposed project would be consistent with the Envision San José 2040 General Plan's long-range multi-modal goals and policies, and would result in a less-than-significant cumulative impact.

Urban Village Guidelines

The project site is located within the South De Anza Boulevard Urban Village, which generally encompasses properties along South De Anza Boulevard between Bollinger Road and Rainbow Drive (see Figure 1). Urban villages were developed as one of the major strategies of the *Envision San José 2040 General Plan*. Urban villages are defined as walkable, bicycle-friendly, transit-oriented, mixed-use settings that provide both housing and jobs, thus supporting the policies and goals of the General Plan.

The South De Anza Boulevard Urban Village is currently without an adopted Urban Village Plan. However, the project as proposed would be consistent with the goals and policies of typical adopted Urban Village Plans.

Local Transportation Analysis

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric.

The LTA includes the analysis of AM and PM peak-hour traffic conditions for one signalized intersection within the City of Cupertino and one unsignalized intersection within the City of San Jose.

Trip Generation

After applying the ITE trip rates and appropriate trip reductions, it is estimated that the project would generate an additional 459 daily vehicle trips, with 38 trips (9 inbound and 29 outbound) occurring during the AM peak hour and 40 trips (24 inbound and 16 outbound) occurring during the PM peak hour.

Future Intersection Operation Conditions

The operations analysis shows that the signalized study intersection of De Anza Boulevard/Bollinger Road is projected to operate at acceptable levels of service, based on the City of Cupertino and CMP level of service standards, under background conditions and background plus project conditions during both the AM and PM peak hours. The addition of project traffic will not have an adverse effect on intersection operations.

Intersection Queueing Analysis

De Anza Boulevard/Bollinger Road

The queuing analysis shows that projected queues at the northbound left-turn movement will be adequately served by the existing queue storage space under existing, background conditions, and background plus project conditions.

De Anza Boulevard/Fountain Park Apartments Driveway

The queuing analysis shows that projected queues at the southbound left-turn movement will be adequately served by the existing queue storage space within the median under existing, background conditions, and background plus project conditions. Although the project would contribute to U-turning traffic, queue lengths are not anticipated to lengthen with the addition of project traffic.

Site Access and On-Site Circulation

Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Recommended Site Access and On-Site Circulation Improvements

- The proposed landscaping along De Anza Boulevard should be maintained so that drivers exiting the project driveway will have adequate view of pedestrians along the sidewalk and bicycle-users within the bike lane.
- The north-south drive aisles would serve mechanical parking systems on both sides. The project should coordinate with the City to determine requirements for stacked parking spaces.
- All stacked parking spaces should be restricted to residents only and should be pre-assigned to residents.
- Per City direction, the project will be required to reconstruct the existing left-turn median island pocket within the median of De Anza Boulevard per SJDOT standards.

Parking Supply

Vehicular Parking

Per the site plan, 148 vehicle parking stalls (including 3 ADA parking spaces) are proposed within the on-site parking level. There are no minimum parking requirements in the City of San Jose. However,

the City has adopted a Transportation Demand Management (TDM) ordinance that requires the implementation of TDM plans for all development unless the project meets TDM screening criteria.

Evaluation of TDM Screening Criteria

Per the TDM screening criteria, the project as proposed would not meet screening criteria for small infill residential projects. Therefore, the project will be required to submit and have approved a TDM Plan per City policy.

Proposed TDM Measures

The City's TDM policy requires home-end uses such as the proposed project to achieve a minimum of 25 TDM points. The project proposes the following TDM measures to meet this requirement:

- PK01: Off-Street Vehicle Parking Spaces (20 points)
- PK02: Provide Bike Parking Facilities (1 point)
- TP02: Provide Bike Share Stations (1 point)
- TP04: Provide Education, Marketing & Outreach (2 points)
- TP16: Unbundle Parking Costs from Property Cost (1 point)

The proposed TDM measures are subject to change following input from the City and will be documented in the project's TDM plan.

Annual Compliance and Monitoring Requirements

The project would be classified as a smaller (Level 1) project. Due to the project proposing at least one programmatic TDM measure, the project must submit a completed TDM Compliance Form and associated administrative fees to the City Department of Transportation annually. As noted previously, however, the project also is subject to annual monitoring due to proposing a programmatic measure to address its CEQA transportation impacts.

Bicycle Parking

Per the site plan, a bicycle storage room would be located within the ground-floor level with access provided via the parking area and lobby. The bike storage room is within 75 feet walking distance of sidewalks and bike lanes along the De Anza Boulevard frontage.

- The project should provide a minimum of 18 long-term bicycle parking spaces and a maximum of 12 short-term bicycle parking spaces to conform with bicycle parking requirements.

Pedestrian, Bicycle, and Transit Analysis

Pedestrian Facilities

Pedestrian generators in the project vicinity include De Anza College (approximately 1 mile northwest of the project site), Eaton Elementary School (approximately ¾-mile northeast), and many commercial/retail services to the north and south along De Anza Boulevard. Additionally, the project site is within walking distance of bus stops at De Anza Boulevard/Bollinger Road, approximately 700 feet north of the project site. There is a continuous pedestrian route along local roadways between the project site and pedestrian generators. Overall, the existing network of sidewalks and crosswalks provides good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area.

The project proposes to widen the existing 7.5-foot wide sidewalk along De Anza Boulevard to 12 feet. The *San Jose Complete Streets Design Standards and Guidelines* recommends a minimum 10-foot sidewalk width along designated Main Street roadways, such as De Anza Boulevard.

Bicycle Facilities

The project would be directly served by an existing bike lane along its frontage along De Anza Boulevard.

As previously described, the City's General Plan identifies a bicycle commute mode split target of 15 percent or more by the year 2040. This calculates to approximately 5 new bicycle trips generated by the project during the AM and PM peak hours. This level of bicycle mode share is a reasonable goal for the project.

The San Jose Better Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class III bike boulevards are planned for:

- Blaney Avenue, between Bollinger Road and Prospect Road

Class IV protected bike lanes are planned for:

- De Anza Boulevard, between Bollinger Road and Rainbow Drive
- Bollinger Road, between De Anza Boulevard and Lawrence Expressway

Project Pedestrian and Bicycle Facility Improvements

- The project will be subject to a monetary contribution ($144 per linear-foot) to implement a planned Class IV protected bike lane along the project's De Anza Boulevard frontage per the City of San Jose Better Bike Plan 2025. A protected bike lane along De Anza Boulevard would improve bicycle connectivity in the project vicinity and to other existing bicycle facilities. Additionally, installing a protected bike lane may encourage future residents to ride bikes rather than drive.

Transit Services

The project site is primarily served by two VTA bus routes (Local Routes 25 and 51). The nearest northbound bus stop is located approximately 700 feet north of the project site at the northeast corner of the De Anza Boulevard/Bollinger Road, which is served by Local Routes 25 and 51. The nearest southbound bus stop serving Route 51 is located along De Anza Boulevard, 500 feet south of Bollinger Road. The nearest eastbound stop serving Route 25 is located along Bollinger Road, 400 feet east of De Anza Boulevard.

Freeway Segment Evaluation

Per CMP technical guidelines, freeway segment level of service analysis shall be conducted on all segments to which the project is projected to add one percent or more to the segment capacity. Since the project is not projected to add one percent to any freeway segments in the area, freeway analysis for the CMP was not required.

Construction Activities

The project would be required to submit a construction management plan for City approval that addresses schedule, closures/detours, staging, parking, and truck routes.

1. Introduction

This report presents the results of a Transportation Analysis (TA) for the proposed residential development at 1000 S. De Anza Boulevard (APN 372-26-018) in the City of San Jose. The project site location and the surrounding study area are shown on Figure 1.

The project site is currently occupied by a vacant restaurant building and surface parking lot. The site is adjacent to a restaurant to the north, a preschool to the south and a two-story apartment to the east. As proposed, the project would demolish the existing commercial building, and construct a seven-story 120-unit residential building of which 16 units are proposed to be below market rate affordable residential units. Access to a ground-floor parking level would be provided via one right-in and right-out access only driveway along De Anza Boulevard. The project site plan is shown on Figure 2.

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 2023*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2023*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

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

Figure 1
Site Location

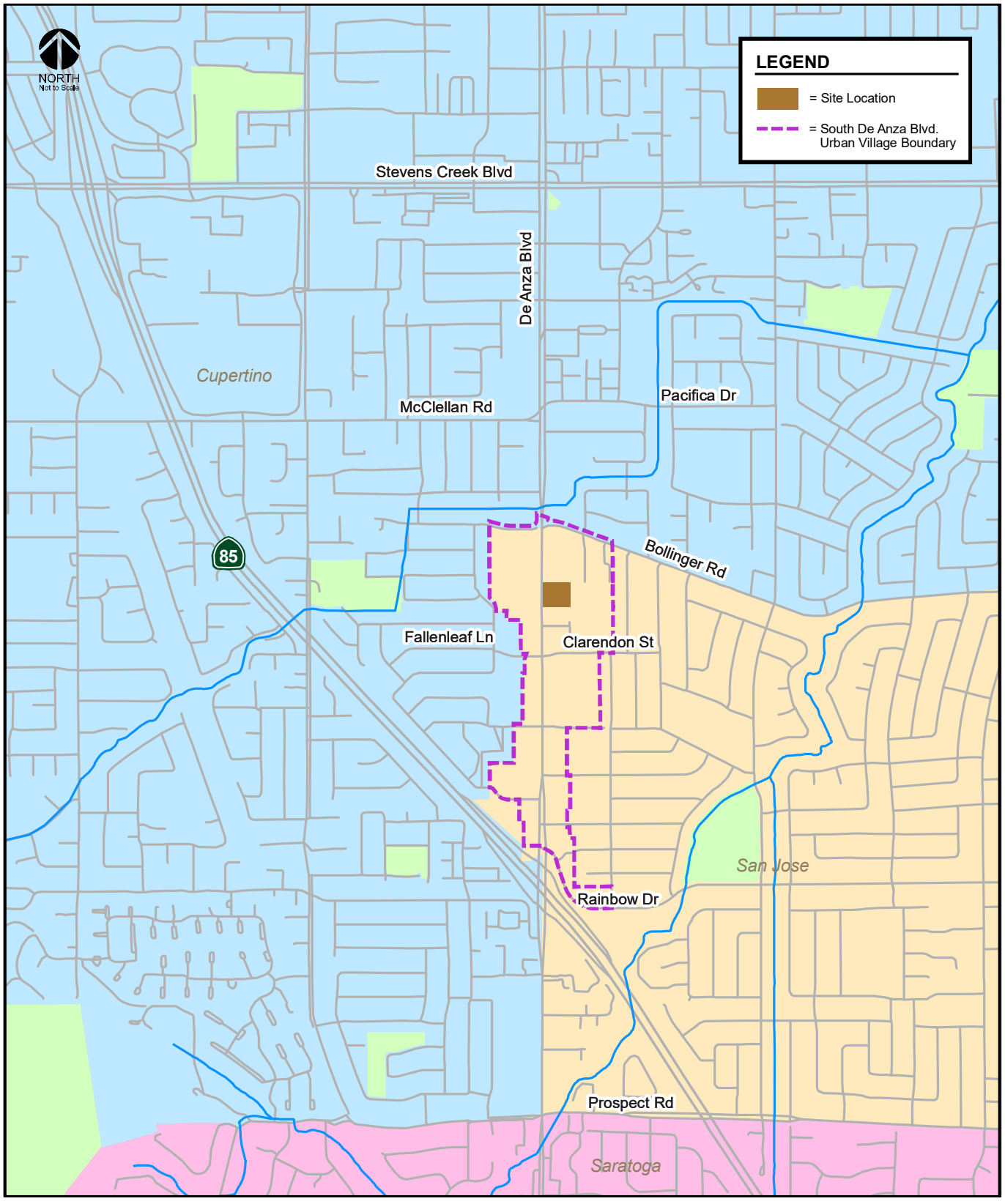
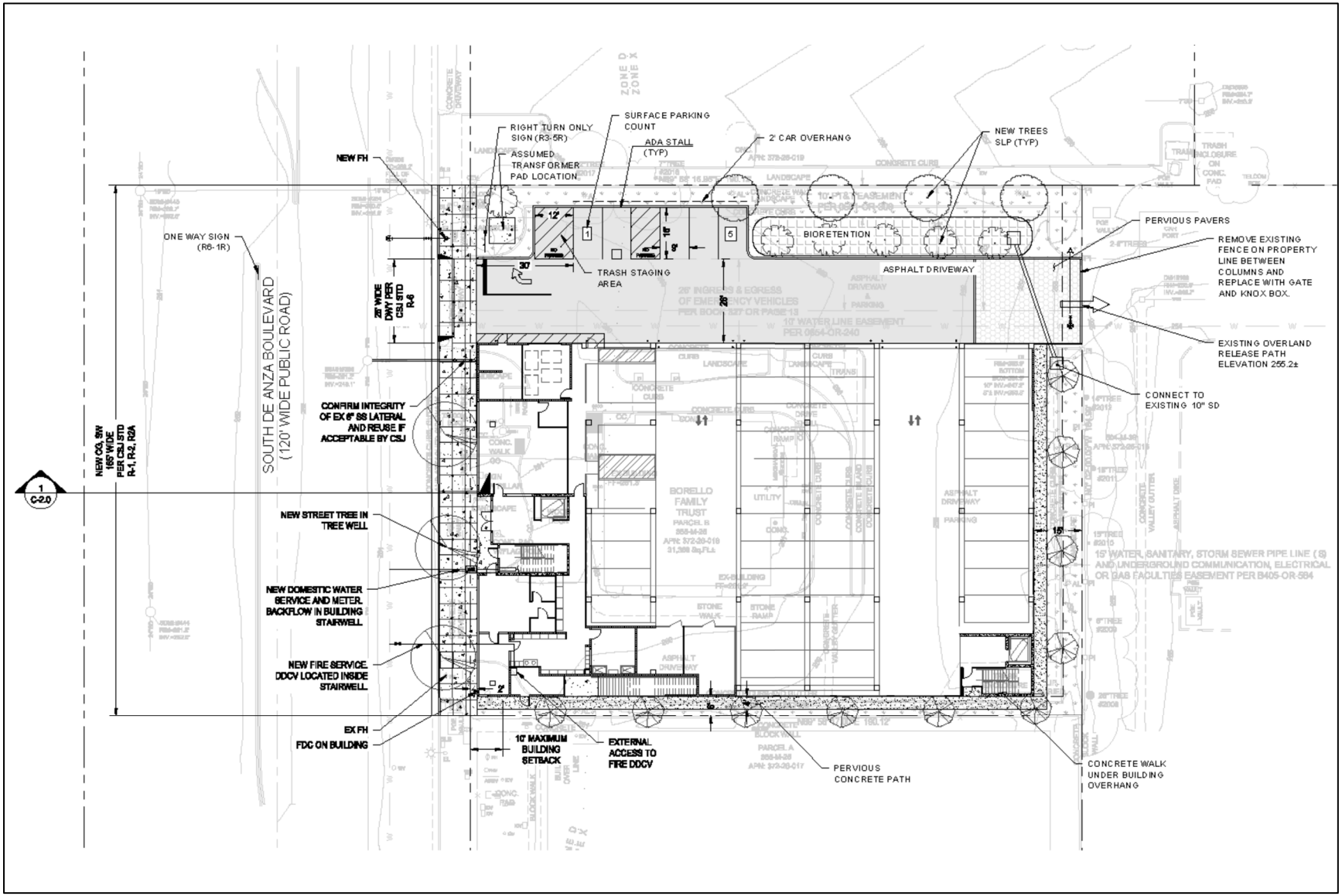


Figure 2
Proposed Site Plan



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 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.

General Plan Goals and Policies

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

- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of biking, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development be designed to accommodate and to provide direct access to transit facilities (TR-3.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Villages and Corridors and other growth areas (TR-8.6);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);

CEQA Transportation Analysis Scope

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

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 of San Jose's Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on 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 residential use will exceed the 25-unit threshold for small infill multi-family residential projects. Additionally, the project site is not located within ½-mile of High-Quality Transit. Therefore, a VMT evaluation for the project was completed using the *San José VMT Evaluation Tool* and is presented in Chapter 3.

Local Transportation Analysis Scope

A local transportation analysis (LTA) supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. The LTA includes an evaluation of the effects of the project on transportation, access, circulation, and related safety elements in the proximate area of the project.

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. The LTA is required per the City of San Jose Transportation Policy, however, the operational deficiencies identified as part of the LTA are not considered impacts per CEQA guidelines.

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most weekday traffic congestion occurs on the roadways in the study area.

Intersection operations conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing AM and PM peak hour traffic volumes were obtained from new peak-hour intersection counts collected in October 2023.
- ***Background Conditions*.** Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The added traffic from approved but not yet constructed developments are typically obtained from the City of San Jose's Approved Trips Inventory (ATI) database. However, no approved trips from the City of San Jose are available for the study intersections. It was also determined that no trips from approved developments within the City of Cupertino would contribute to background traffic volumes. Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project.

- ***Background Plus Project Conditions***. Background plus project conditions reflect projected traffic volumes on the planned roadway network with completion of the project and approved developments. Background traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project.

The LTA also includes a vehicle queuing analysis, an evaluation of potential project impacts on bicycle, pedestrian, and transit facilities, and a review of site access, on-site circulation, and parking demand.

Report Organization

The remainder of this report is divided into four 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 describes the LTA including the method by which project traffic is estimated, intersection operations analysis methodology, any adverse intersection traffic effects caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking. Chapter 5 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 site is provided via SR-85.

SR-85 is a six-lane freeway (two mixed-flow lanes and one high occupancy vehicle (HOV) lane in each direction) in the vicinity of the site. It extends from its starting point at US-101 in South San Jose westward and northward to Mountain View, where it ends as it again merges with US-101. Access to the project site is provided via its interchange with De Anza Boulevard.

Local access to the site is provided by De Anza Boulevard, Bollinger Road, and Clarendon Street/Fallenleaf Lane. These roadways are described below.

De Anza Boulevard is a north-south six-lane arterial that extends from I-280 southward and ultimately becomes Saratoga Sunnyvale Road south of Prospect Road. It is designated as a Main Street in the General Plan between Bollinger Road and Prospect Road, including along the project frontage. Land uses located along De Anza Boulevard are generally commercial, with on-street parking prohibited along both sides of the roadway. De Anza Boulevard has a raised median island and left-turn pockets at signalized intersections. De Anza Boulevard has a posted speed limit of 40 mph within the study area. Sidewalks and bike lanes are located on both sides of the roadway in the study area. Project site access is proposed to be provided via one right-in, right-out only driveway.

Bollinger Road is an east-west two- to four-lane arterial that extends from De Anza Boulevard eastward and ultimately becomes Moorpark Avenue east of Lawrence Expressway. It is designated as an On-Street Primary Bicycle Facility in the General Plan east of De Anza Boulevard. Bike lanes are provided on both sides of the roadway. Access to the project site is provided via its intersection with De Anza Boulevard.

Clarendon Street/Fallenleaf Lane is an east-west two-lane residential roadway that extends ⅓-mile eastward and westward from De Anza Boulevard. Access to the project site is provided via its intersection with De Anza Boulevard.

Existing Pedestrian, Bicycle 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 generators in the project vicinity include De Anza College (approximately 1 mile northwest of the project site), Eaton Elementary School (approximately ¾-mile northeast), and many commercial/retail services to the north and south along De Anza Boulevard. Additionally, the project site is within walking distance of bus stops at De Anza Boulevard/Bollinger Road, approximately 700 feet north of the project site.

Pedestrian facilities in the study area consist mostly of sidewalks along all of the surrounding streets, including the project frontage on De Anza Boulevard. North of the project site, the nearest east-west crossing across De Anza Boulevard is located at its intersection with Bollinger Road, approximately 700 feet north. Crosswalks and ADA-compliant ramps are provided along all approaches at the intersection of De Anza Boulevard/Bollinger Road. South of the project site, the nearest crosswalk across De Anza Boulevard is located at its intersection with Clarendon Street/Fallenleaf Lane, approximately 700 feet south. Crosswalks and ADA-compliant ramps are provided along the south, west, and east approaches at the intersection of De Anza Boulevard/Clarendon Steet.

Existing Bicycle Facilities

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.

- De Anza Boulevard, along its entire length (including along the west project frontage)
- Bollinger Road, along its entire length
- Rainbow Drive, along its entire length
- Blaney Avenue, north of Bollinger Road
- Stelling Road, along its entire length

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.

- Blaney Avenue, between Bollinger Road and Prospect Road
- Pacifica Drive, east of Torre Avenue
- Clifford Drive, along its entire length
- Estates Drive, between Clifford Drive and La Mar Drive
- La Mar Drive, along its entire length

Class IV Bikeway (Protected Bike Lane). Class IV bicycle facilities are bike lanes on roadways that include a vertical separation between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. Protected bike lanes are currently being constructed or have been implemented along the following roadways:

- McClellan Road, between De Anza Boulevard and Imperial Avenue
- Pacifica Drive, between De Anza Boulevard and Torre Avenue

The existing bicycle facilities are shown in Figure 3.

Existing Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority (VTA). The VTA transit services are described below and shown in Figure 4.

VTA Bus Service

The bus lines that operate within ¼-mile walking distance of the project site are listed in Table 1, including their route descriptions and commute hour headways. The nearest northbound bus stop is located approximately 700 feet north of the project site at the northeast corner of the De Anza Boulevard/Bollinger Road, which is served by Local Routes 25 and 51. The nearest southbound bus stop serving Route 51 is located along De Anza Boulevard, 500 feet south of Bollinger Road. The nearest eastbound stop serving Route 25 is located along Bollinger Road, 400 feet east of De Anza Boulevard.

Figure 3
Existing Bicycle Facilities

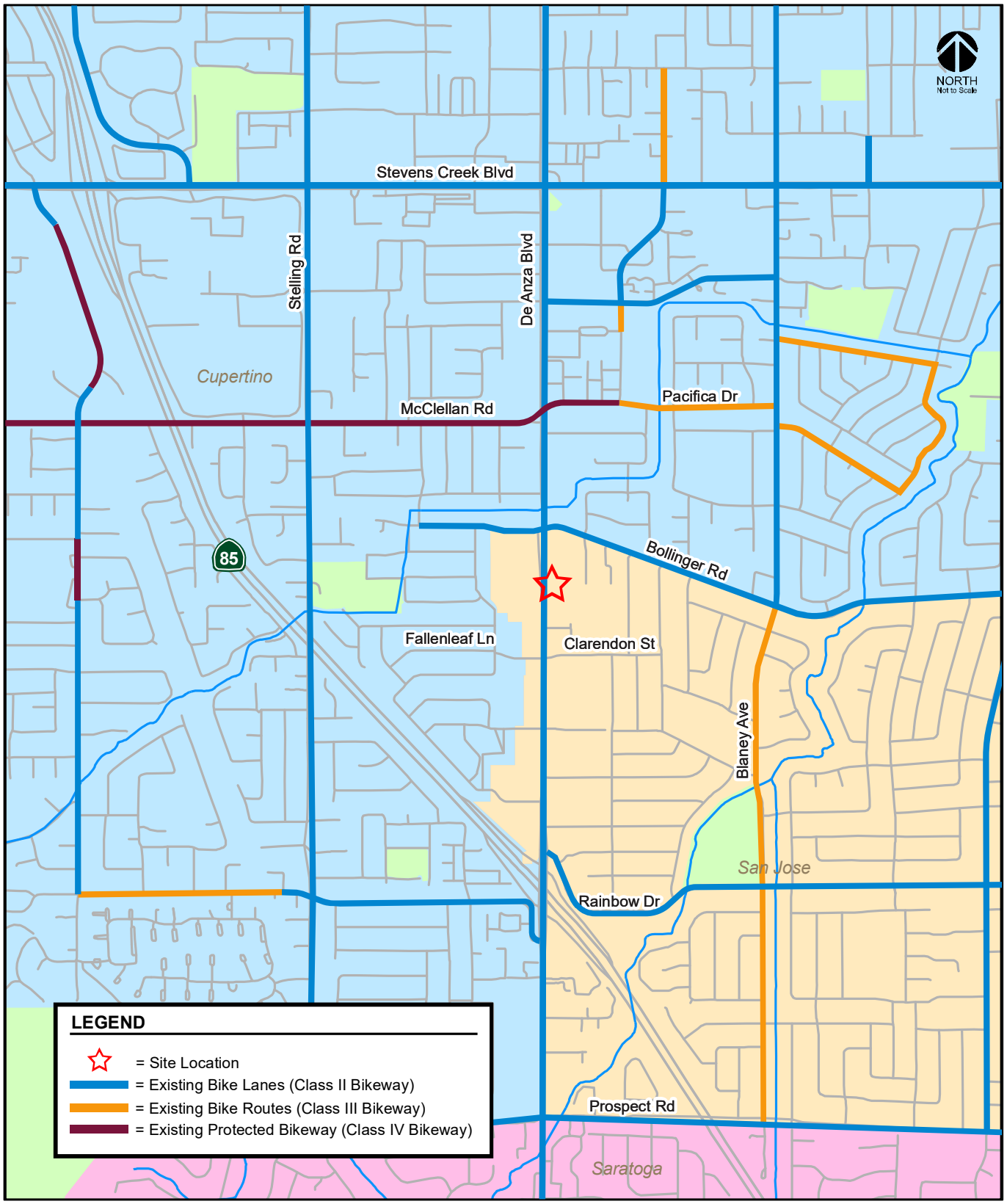


Figure 4
Existing Transit Services

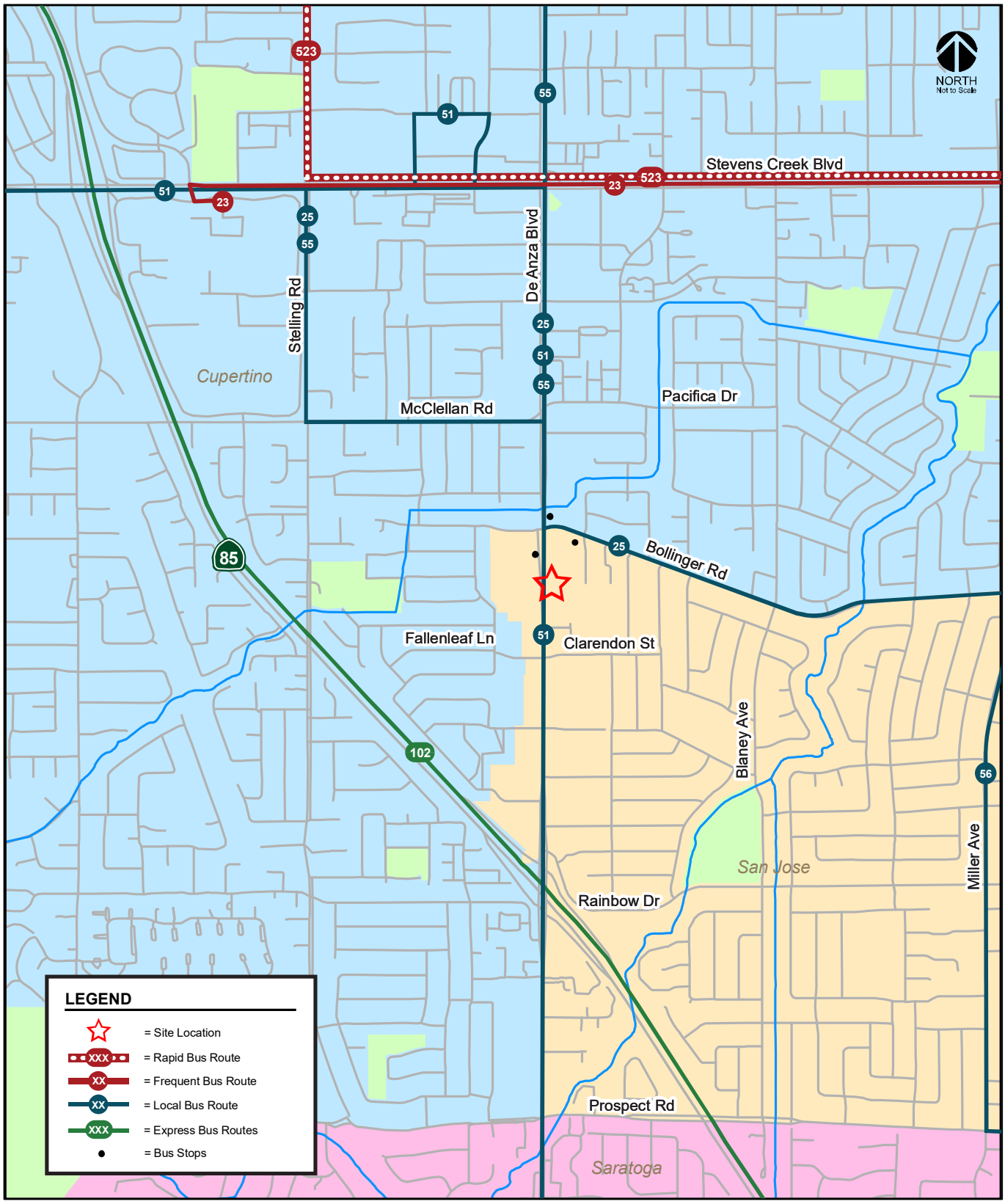


Table 1
Existing Transit Services

Bus Route	Route Description	Nearest Stop	Headway [1]
Local Route 25	De Anza College to Alum Rock via Valley Medical Center	De Anza/Bollinger	30 min[2]
Local Route 51	Moffett Field to West Valley College	De Anza/Bollinger	60 min[3]

Notes:
[1] Approximate headways during peak commute periods.
[2] Route 25 provides frequent service between Valley Medical Center and Alum Rock (10-15 minute headways) and less frequent service between Valley Medical Center and De Anza College (30 minute headways).
[2] Route 51 provides local service between Moffett Field and Stevens Creek/Stelling (30 minute headways) and less frequent service between Stevens Creek/Stelling and West Valley College (60 minute headways).

3. CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, potential project impacts on VMT, mitigation measures recommended to reduce significant impacts, and an evaluation of consistency with the City of San Jose's General Plan.

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 or a 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 not required. The type of development projects that may meet the screening criteria include the following:

(1) small infill projects
(2) local-serving retail
(3) local-serving public facilities
(4) residential projects located in *Planned Growth Areas* near *High-Quality Transit* and with *Project-Supportive Transit Density*
(5) office projects located in *Planned Growth Areas* with *Low VMT*, near *High-Quality Transit* and with *Project-Supportive Transit Density*
(6) deed-restricted affordable housing located in with *High-Quality Transit* and with *Project-Supportive Transit Density*

Table 2 summarizes the screening criteria for each type of development project as identified in the City of San Jose Transportation Analysis Handbook. Figure 5 identifies areas within the City where proposed residential developments located within a planned growth area would be screened out of the evaluation of VMT.

Evaluation of VMT Screening Criteria

The proposed residential use will exceed the 25-unit threshold for small infill multi-family residential projects.

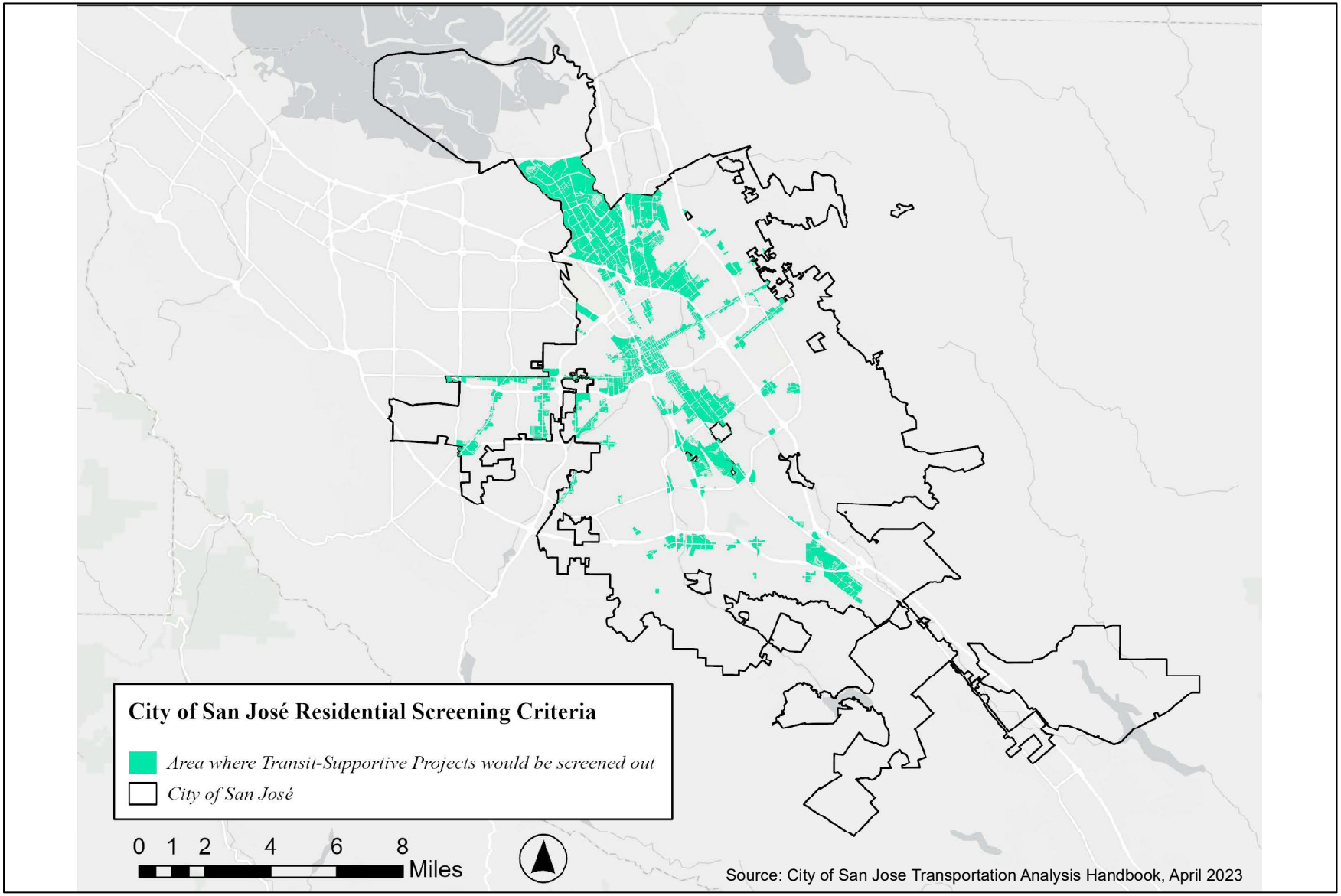
Additionally, the project site is not located within ½-mile of High-Quality Transit, as described below. Therefore, the project will not meet the screening criteria for residential developments and a VMT evaluation for the project was completed and presented below.

Table 2
CEQA VMT Analysis Screening Criteria for Development Projects

Type	Screening Criteria
Small Infill Projects	• Single-family detached housing of 15 units or less; OR • Single-family attached or multi-family housing of 25 units or less; OR • Office of 10,000 square feet of gross floor area or less; OR • Industrial of 30,000 square feet of gross floor area or less; OR • Hotel or motel of 100 or fewer rooms
Local-Serving Retail	• 100,000 square feet of total gross floor area or less without drive-through operations
Local-Serving Public Facilities	• Local-serving public facilities (branch library, community center, fire station, pumping station, park, police station, or public school projects)
Residential/Office Projects or Components	• **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High-Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; AND • **Low VMT (Office Projects or Components only):** Located in an area in which the per capita VMT is less than or equal to the CEQA significance threshold for the land use; AND • **Transit-Supporting Project Density**: o Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; o Minimum of 35 units per acre for residential projects or components; o If located in a General Plan Land Use Designation that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; AND • **Active Transportation:** Not negatively impact transit, bike or pedestrian infrastructure.
Restricted Affordable Residential Projects or Components	• **Affordability:** 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND • **High Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; AND • **Transit-Supportive Project Density**: o Minimum of 35 units per acre for residential projects or components; o If located in a General Plan Land Use Designation that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; AND • **Active Transportation:** Not negatively impact transit, bike or pedestrian infrastructure.

Source: City of San José Transportation Analysis Handbook, April 2023.

Figure 5
Low VMT per Capita Areas in San Jose



Planned Growth Areas

Requirement: *Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan.*

The project site is located within a Planned Growth Area (S. De Anza Boulevard Urban Village).

High-Quality Transit

Requirement: *Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor.*

The project site is located approximately 700 feet (0.13-mile) south of bus stops at De Anza Boulevard/Bollinger Road. The bus stops are not considered an existing major transit stop due to being served by VTA Bus Routes 25 and 61 with headways of greater than 15 minutes during peak commute periods.

Transit-Supporting Project Density

Requirement: *Minimum of 35 units per acre for residential projects or components; if located in a Planned Growth Area that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met.*

The project proposes to construct 120 units on a 0.72-acre site. proposed density is 167 units per acre, which would exceed the minimum density requirement.

Active Transportation

Requirement: *Not negatively impact transit, bike or pedestrian infrastructure*

No negative impacts to transit, bike or pedestrian infrastructure are anticipated with the proposed development. Potential impacts to transit services, bike and pedestrian facilities within the project study area are discussed in Chapter 3.

VMT Evaluation Methodology and 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.

When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing an office or industrial project, the project's VMT is divided by the number of employees.

VMT Evaluation Tool

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for development projects. Based on the assessor's parcel number (APN) of a project, the VMT evaluation tool identifies the existing average VMT per capita and employee for the project area. Based on the project location, type of development, project description, and proposed trip reduction measures, the VMT evaluation tool calculates the project VMT.

Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible. The VMT evaluation tool evaluates a list of selected VMT reduction measures that can be applied to a project to reduce the project VMT. There are four strategy tiers whose effects on VMT can be calculated with the VMT evaluation tool:

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

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

Baseline VMT Estimates

The thresholds of significance for residential and employment development projects, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses. Figure 6 and Figure 7 show the current VMT levels estimated by the City's travel demand forecasting model for residents and workers, respectively. Areas are color-coded based on the level of existing VMT:

- Green-filled areas are parcels with existing VMT less than the City's residential and employee thresholds of 11.39 VMT per capita and 14.05 per employee. The thresholds are calculated by subtracting 15 percent from the citywide average of 13.40 VMT per capita and regional average of 16.53 per employee.
- Yellow-filled areas are parcels with existing VMT between the residential and employee thresholds and the city-wide average of 13.40 VMT per capita and regional average of 16.53 per employee.
- Orange-filled areas are parcels with existing VMT greater than the residential and employee thresholds. However, a project's VMT impact may be mitigated by implementing VMT-reducing measures.
- Red-filled areas are parcels with existing VMT greater than the residential and employee threshold. Implementing VMT-reducing measures will not be sufficient to reduce a project's VMT to less than the threshold of significance.

Figure 6
VMT per Capita Heat Map in San Jose

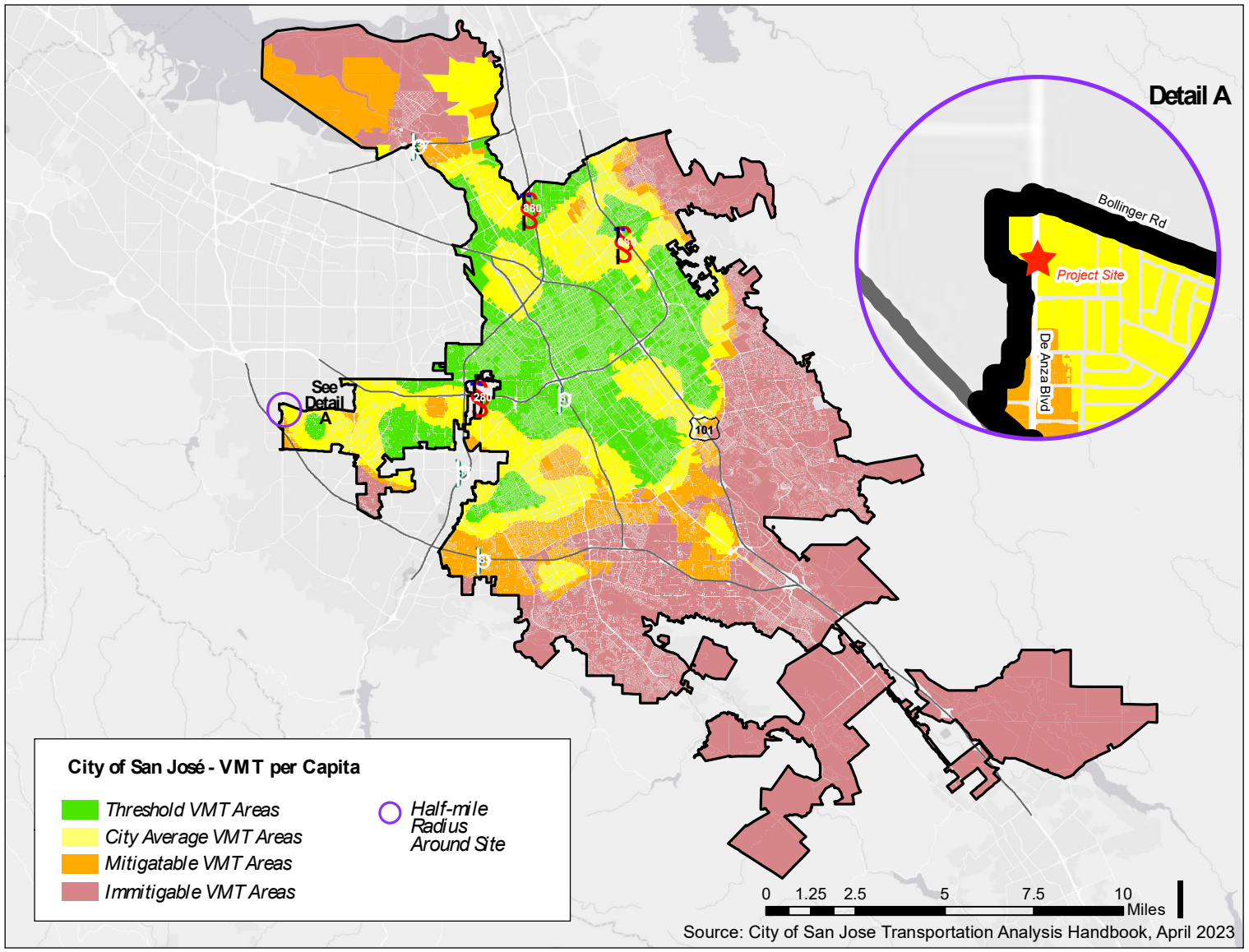
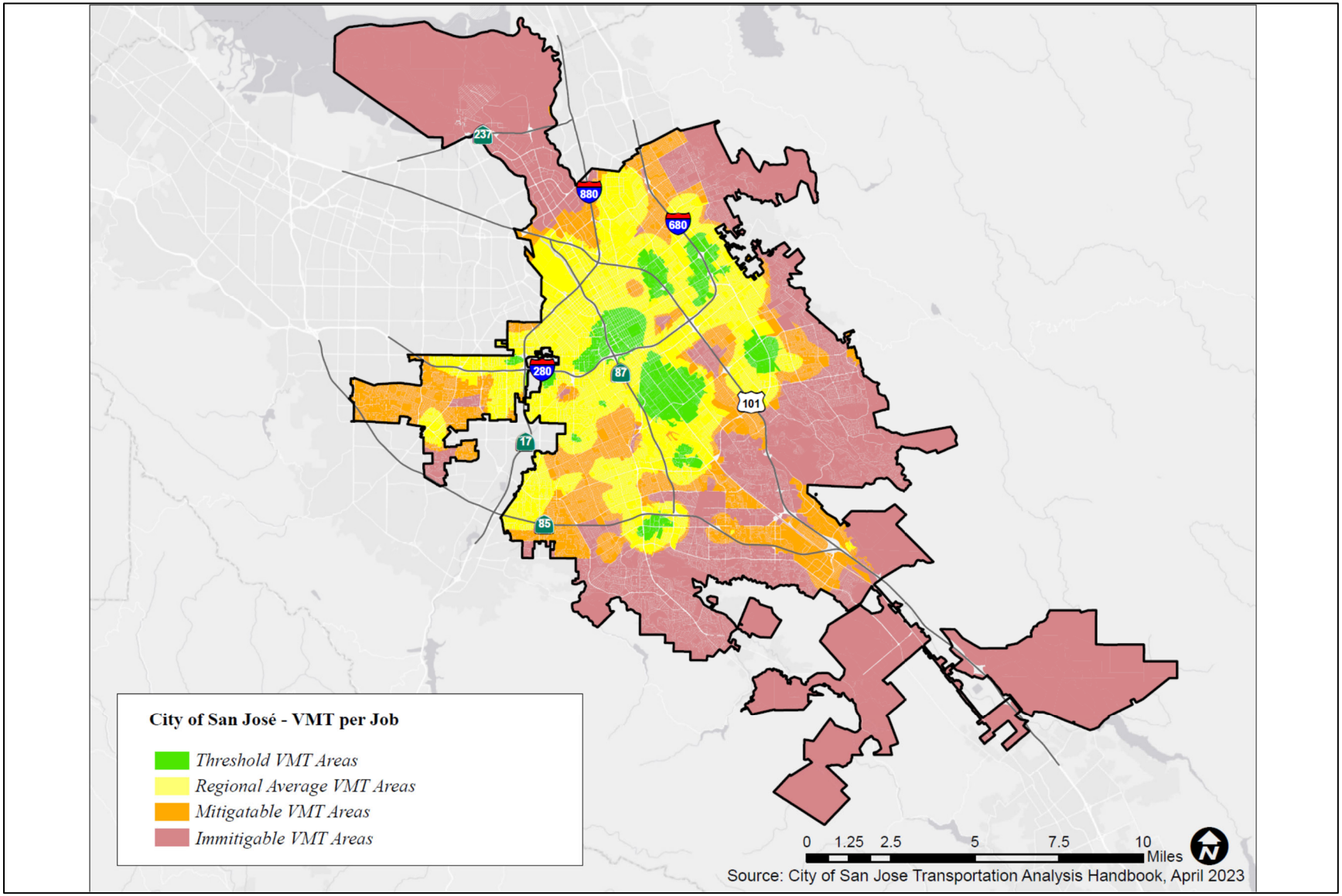


Figure 7
VMT per Job Heat Map in San Jose



Average per-capita and per-employee VMT for all the existing developments within ½ mile buffer of each parcel in the City serves as the baseline from which a project is evaluated. Figure 6 shows the current VMT levels estimated by the City for each resident in the immediate project area.

Thresholds of Significance

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. Table 3 shows the VMT thresholds of significance for development projects, as established in the Transportation Analysis Policy.

Projects that include residential uses are said to create a significant adverse impact when the estimated project-generated VMT exceeds the existing citywide average VMT per capita minus 15 percent or existing regional average VMT per capita minus 15 percent, whichever is lower. Currently, the reported citywide average is 13.40 VMT per capita, which is less than the regional average. This equates to a significant impact threshold of 11.39 VMT per capita.

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

VMT Analysis

Figure 8 presents a summary of the VMT evaluation generated by the City of San Jose's VMT Evaluation Tool without any mitigation measures for the proposed development.

Existing VMT

The results of the VMT analysis using the VMT Evaluation tool indicate that the existing VMT for residential uses in the project vicinity is 13.05 per capita. As shown in Table 3, the current citywide average VMT for residential uses is 13.40 per capita. Therefore, the VMT levels of existing residential uses in the project vicinity are currently greater than the established VMT threshold of 11.39 per capita. Appendix A presents the VMT Evaluation tool summary report for the project.

Project-Level VMT Impact Analysis

The City's Transportation Policy identifies an impact threshold of 15% below the citywide average per-capita VMT of 13.40. Thus, the proposed project would result in a significant impact if it results in VMT that exceeds per capita VMT of 11.39.

The results of the VMT evaluation, using the City's VMT Evaluation Tool, indicate that the proposed project is projected to generate VMT per capita (12.65) that exceeds the established threshold. Therefore, the proposed project would result in an impact on the transportation system based on the City's VMT impact criteria.

Project Impacts and Mitigation Measures

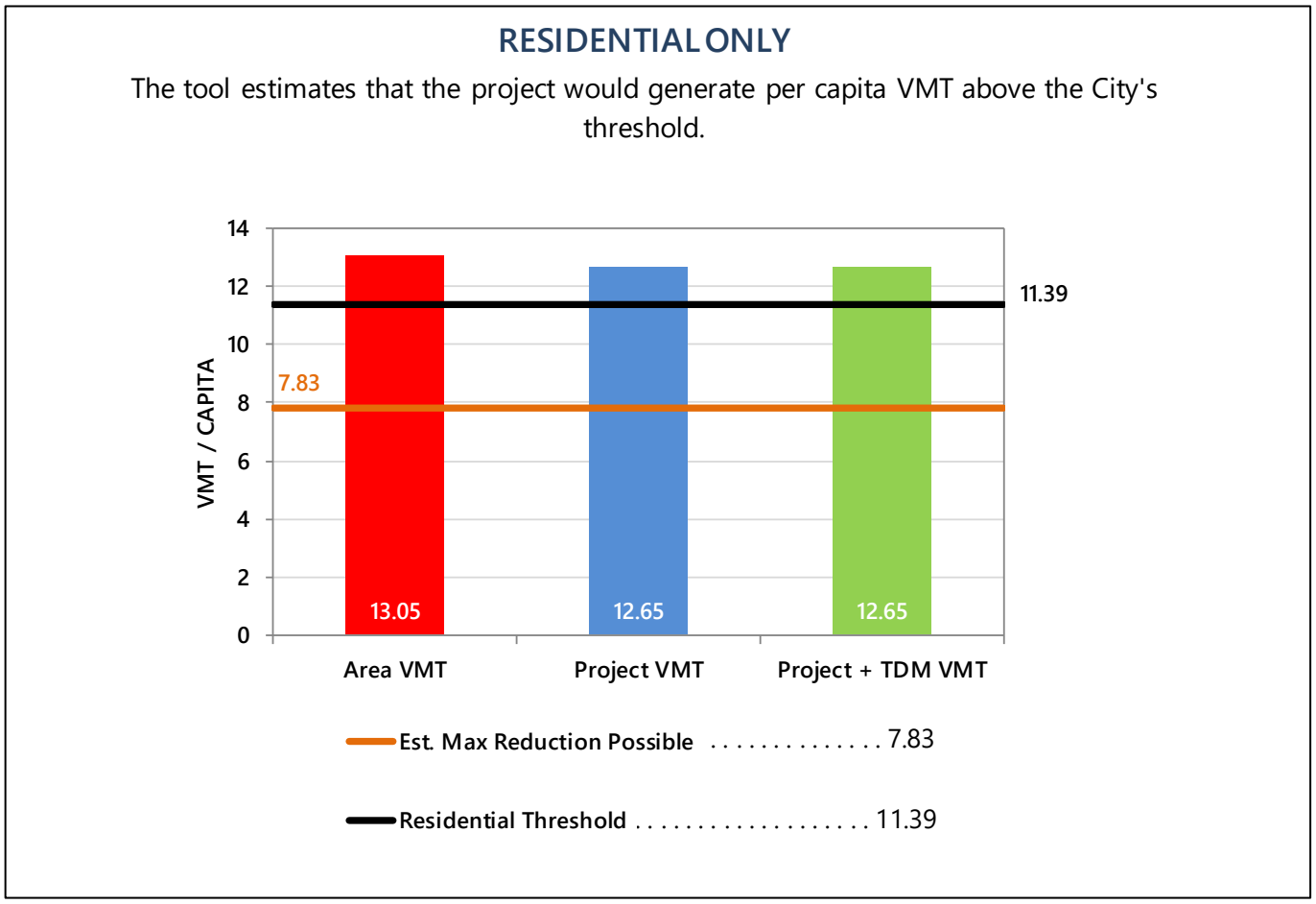
Project Impact: Since the VMT generated by the project (12.65 per resident) would exceed the impact threshold of 11.39 VMT per capita, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact. Per the *Transportation Analysis Handbook*, projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas", and projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible.

Table 3
CEQA VMT Analysis Significant Impact Criteria for Development Projects

Type	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.	13.40 VMT per capita (Citywide Average)	11.39 VMT per capita
Office, Research & Development, Assisted Living	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent	16.53 VMT per employee (Regional Average)	14.05 VMT per employee
Industrial, Mini Storage	Project VMT per employee exceeds existing regional average VMT per employee	16.53 VMT per employee (Regional Average)	16.53 VMT per employee
Retail, Lodging, Education	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 or 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
Urban Village Plans, Station Area Plans, Specific Plans, Development Policies, Other 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, April 2023.

Figure 8
VMT Tool Summary – Without Mitigation Measures



Mitigation Measures: Based on preliminary direction from City staff, the project may be required to implement multi-modal facility improvements as mitigation for its VMT impact. In addition to multi-modal improvements, an additional programmatic TDM measure would be required to fully mitigate the VMT impact. Per the four strategy tiers included in the VMT Evaluation Tool, each of the identified measures are classified as Tier 2 or Tier 4 measures. These mitigation measures and the resulting VMT are summarized in Table 4. A summary of the VMT evaluation generated by the City of San Jose's VMT Evaluation Tool with the proposed mitigation measures is shown on Figure 9.

- Provide Pedestrian Network Improvements for Active Transportation (Tier 2): Implement pedestrian improvements both on-site and in the surrounding area at the intersections of Bollinger Road/Avodale Street and Bollinger Road/Windsor Street. Improving the pedestrian connections encourages people to walk instead of drive and reduces VMT. The project will be required to construct pedestrian facility improvements including, but not limited to, raised median islands. **AND**
- Implement Traffic Calming Measures (Tier 2): Implement pedestrian/bicycle safety and traffic calming measures both on-site and in the surrounding neighborhood at the intersections of Bollinger Road/Avodale Street and Bollinger Road/Windsor Street. Providing traffic calming measures promotes walking and biking as an alternative to driving and reduces VMT. The project will be required to construct traffic calming elements including, but not limited to, smaller curb radii. The City will identify specific improvements during the project approval process. **AND**
- Unbundle On-Site Parking Costs (Tier 4): Project unbundles the cost of parking space from the rental price of the property. Residents must rent parking spaces separately from their residential spaces. This increases the cost of auto ownership, thereby discouraging auto ownership and use, which reduces VMT. Surrounding streets must have parking restrictions in place, such as metered parking, time limits restricting overnight parking, and residential parking permits (RPP) for which Project residents are not eligible. On-street parking is currently prohibited along both sides of De Anza Boulevard in the vicinity of the project site. Based on the VMT Evaluation Tool, the project would need to charge a minimum monthly parking cost of $140 per parking space.

The implementation of all of the above mitigation measures would reduce the VMT generated by the project by enhancing pedestrian/bicycle safety and the pedestrian facility network within the local area. The implementation of all of the above mitigation measures would reduce the project VMT to below the threshold of 11.39 VMT per capita, which would reduce the project impact to less than significant.

It also should be noted that the project may reduce the project VMT through implementation of Programmatic TDM measures alone (Tier 4). Based on the VMT Evaluation Tool, the project may reduce the project impact to less than significant (11.37 VMT per capita) by offering unbundled on-site parking at a minimum monthly parking cost of $220 per parking space. A VMT evaluation generated by the City of San Jose's VMT Evaluation Tool with this proposed mitigation measure is shown on Figure 10.

The TDM measures must be incorporated within a TDM plan for the project and submitted to the City for approval. Ultimately, the City of San Jose will determine the measure(s) necessary to mitigate the identified project VMT impact. Appendix A presents the VMT Evaluation Tool summary report for the project with the mitigation measures.

TDM Monitoring: As part of the TDM plan, the project will be required to include an annual monitoring requirement and establish an average daily trip (ADT) cap generated by the project of 38 gross AM peak-hour trips and 40 gross PM peak-hour trips. The annual monitoring report must demonstrate the project is within 10% of the ADT cap and must be prepared by a traffic engineer. If the project is not in conformance with the trip cap, the project may add additional TDM measure(s) to meet the trip cap. A follow-up report will be required within six months. If the project is still out of conformance, penalties will be assessed.

Table 4
VMT Mitigation Measures and Resulting VMT

Mitigation	Mitigation Description	VMT per Capita	VMT Threshold	VMT Impact?
Project without Mitigation	None	12.65	11.39	**Yes**
Multimodal Infrastructure Improvements (Tier 2) and Programmatic TDM (Tier 4)				
Pedestrian Network Improvements	Implement pedestrian improvements both on-site and in the surrounding neighborhood. Improving the pedestrian connections encourages people to walk instead of drive and reduces VMT. Pedestrian improvements include but are not limited to: sidewalks; marked or signalized pedestrian crossings at intersections; lighting; and curb ramps. **AND**	11.37	11.39	No
Traffic Calming Measures	Implement pedestrian/bicycle safety and traffic calming measures both on-site and in the surrounding neighborhood. Providing traffic calming measures promotes walking and biking as an alternative to driving, and reduces VMT. VMT reductions are based on proposed median refuges, bulb-outs, and/or other pedestrian crossing enhancements beyond the project frontage. **AND**			
Unbundle On-Site Parking Costs	Project unbundles the cost of parking space from the rental price of the property. Residents must rent parking spaces separately from their residential spaces. This increases the cost of auto ownership, thereby discouraging auto ownership and use, which reduces VMT. Surrounding streets must have parking restrictions in place, such as metered parking, time limits restricting overnight parking, and residential parking permits (RPP) for which Project residents are not eligible. *Based on the VMT Evaluation Tool, the project would need to charge a minimum monthly parking cost of $140 per parking space.* **OR**			
Programmatic TDM (Tier 4) Only				
Unbundle On-Site Parking Costs	Project unbundles the cost of parking space from the rental price of the property. Residents must rent parking spaces separately from their residential spaces. This increases the cost of auto ownership, thereby discouraging auto ownership and use, which reduces VMT. Surrounding streets must have parking restrictions in place, such as metered parking, time limits restricting overnight parking, and residential parking permits (RPP) for which Project residents are not eligible. *Based on the VMT Evaluation Tool, the project would need to charge a minimum monthly parking cost of $220 per parking space.*	11.37	11.39	No

Figure 9
VMT Tool Summary – With Mitigation Measures (Tier 2 and Tier 4)

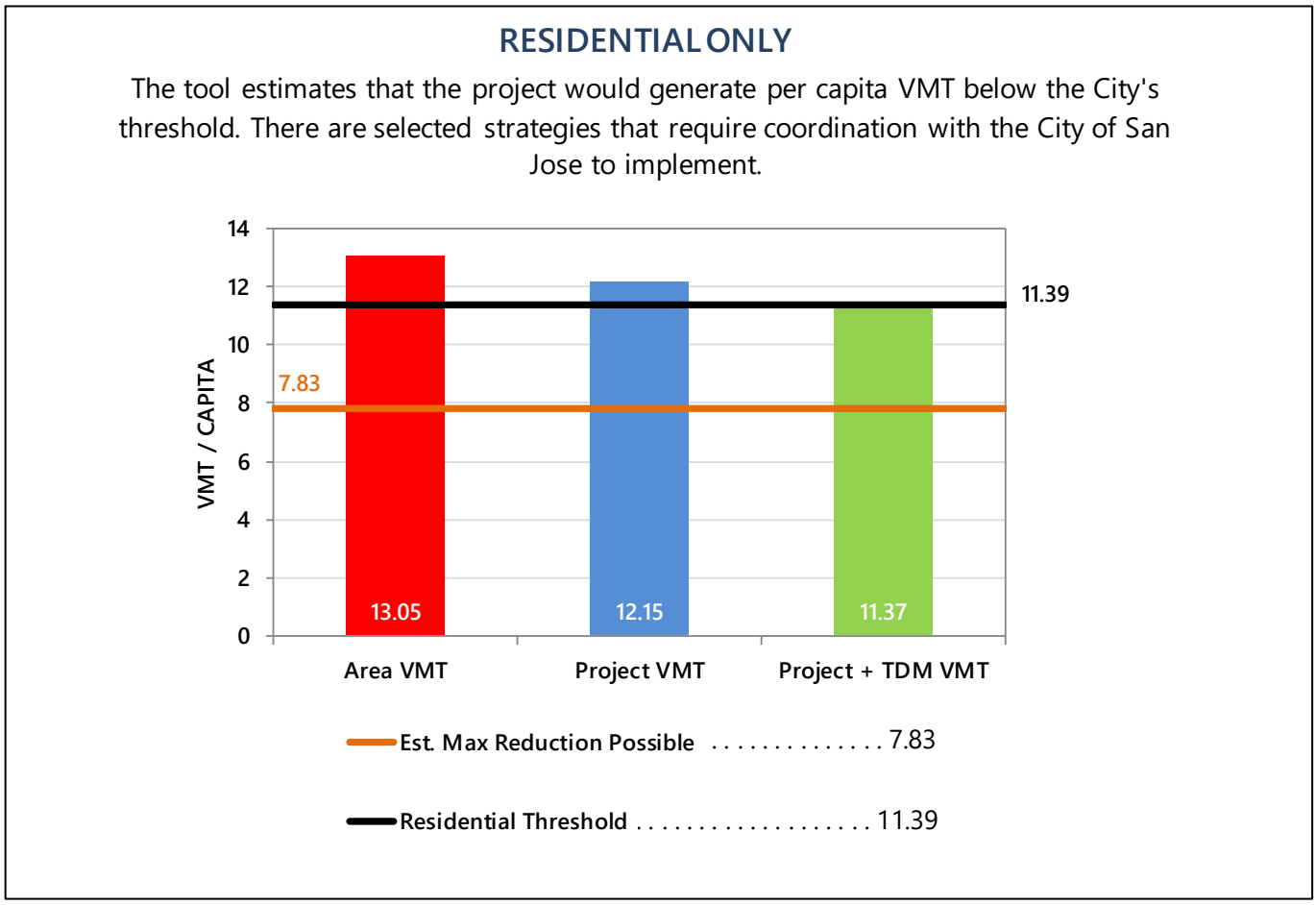
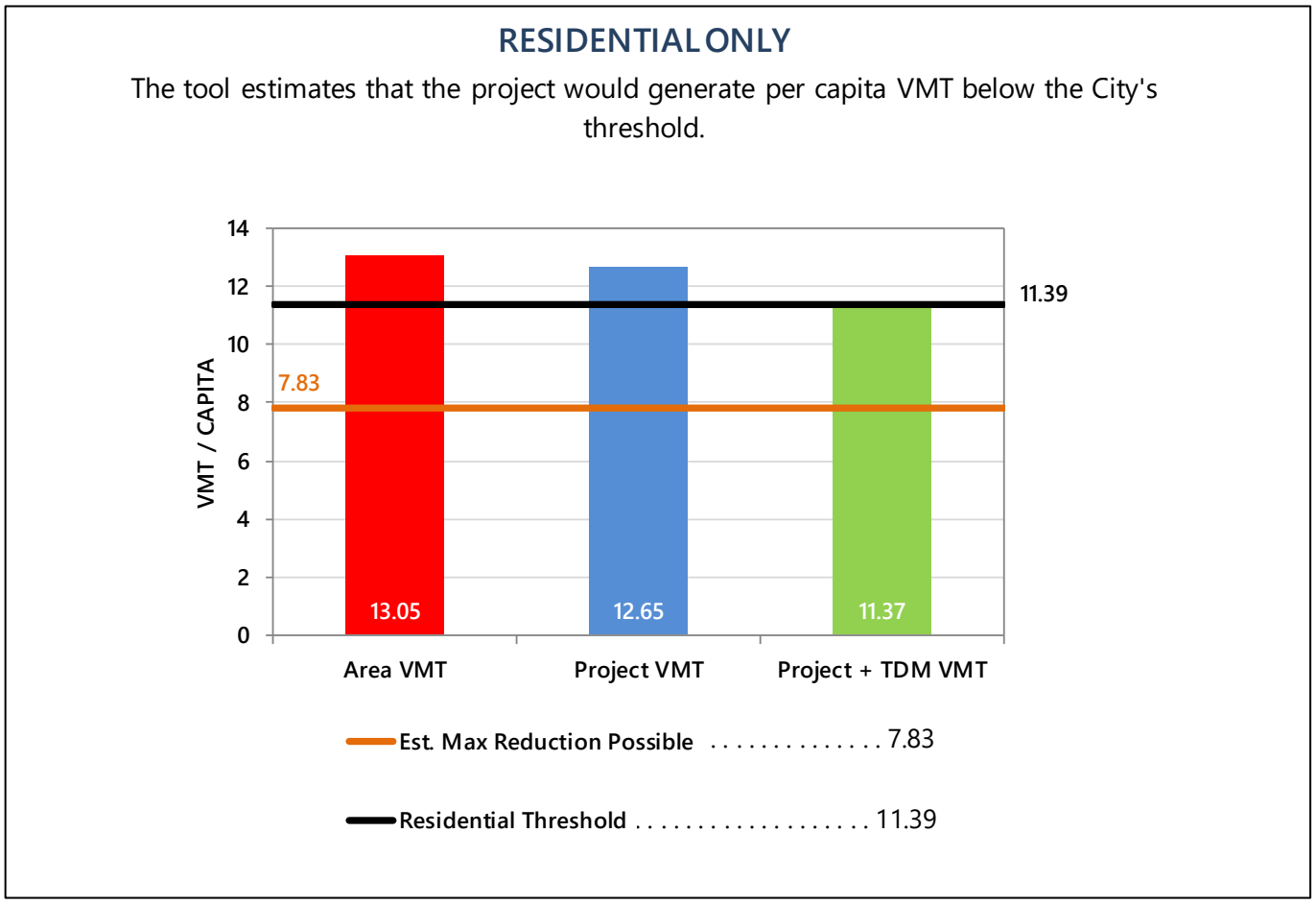


Figure 10
VMT Tool Summary – With Mitigation Measures (Tier 4 only)



Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan's goals and policies.

General Plan Goals & Policies

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

- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to the improvement of biking, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- Require new development where feasible to provide on-site facilities such as bicycle storage and showers, provide connections to existing and planned facilities, dedicate land to expand existing facilities or provide new facilities such as sidewalks and/or bicycle lanes/paths, or share in the cost of improvements (TR-2.8);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development be designed to accommodate and to provide direct access to transit facilities (TR-3.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Villages and Corridors and other growth areas (TR-8.6);

The following chapter includes an evaluation of the project's effects on the surrounding multi-modal transportation facilities including transit, bicycle, and pedestrian facilities. The evaluation includes a review of the project to ensure that it does not prohibit the completion of planned improvement of multi-modal facilities and recommends potential project contributions towards the future improvement of the facilities. Therefore, based on the project description, the proposed project would be consistent with the Envision San José 2040 General Plan's long-range multi-modal goals and policies, and would result in a less-than-significant cumulative impact.

Urban Village Guidelines

The project site is located within the South De Anza Boulevard Urban Village, which generally encompasses properties along South De Anza Boulevard between Bollinger Road and Rainbow Drive (see Figure 1). Urban villages were developed as one of the major strategies of the *Envision San José*

2040 General Plan. Urban villages are defined as walkable, bicycle-friendly, transit-oriented, mixed-use settings that provide both housing and jobs, thus supporting the policies and goals of the General Plan.

An Urban Village Plan that identifies goals to improve traffic flow, alternative transportation options, and reduce neighborhood cut-through traffic is developed and adopted by the City for each of the designated Urban Village areas. The plans typically identify policies and goals that may include the following:

- Improve traffic flow through multimodal data collection and application and signal coordination and timing improvements.
- Reduce congestion from the road by encouraging off-peak travel as well as more travel through sustainable modes, including walking, biking, transit, and ridesharing.
- Support robust technology improvements, and appropriately accommodate new technologies, such as autonomous vehicles, in ways that provide a net benefit.
- Improve transit options and connections to regional transit facilities by prioritizing transit and by upgrading existing bus stop facilities.
- Improve walkability and bikeability with better connections, wider walkways, improved over/undercrossings, shared bikeway in residential neighborhoods, protected or buffered bike lanes on major streets, and better bike parking.
- Limit cut-through traffic, speeding, and parking overflow in residential neighborhoods by slowing speeds and increasing cut-through travel times in residential neighborhoods, and by providing enough parking to meet the needs of businesses and residents.
- Improve wayfinding in ways that reinforce and enhance the identity of the Urban Village and its surrounding neighborhood.

The South De Anza Boulevard Urban Village is currently without an adopted Urban Village Plan. However, the project as proposed would be consistent with the goals and policies of typical adopted Urban Village Plans.

4. Local Transportation Analysis

This chapter describes the local transportation analysis including the method by which project traffic is estimated, intersection operations analysis for existing, background, and background plus project scenarios, any adverse effects on study intersections caused by the project, intersection vehicle queuing analysis, freeway segment capacity, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking.

The LTA supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. The LTA is required per the City of San Jose Transportation Policy, however, the determination of project impacts per CEQA requirements is based solely on the VMT analysis presented in the previous chapter. The LTA provides supplemental analysis for use by the City of San Jose in identifying potential improvement of the transportation system with a focus on improving multi-modal travel.

Project Description

The project site is currently by a vacant restaurant building and surface parking lot. The site is adjacent to a restaurant to the north, a preschool to the south and a two-story apartment to the east. As proposed, the project would demolish the existing commercial building, and construct a seven-story 120-unit residential building of which 16 units are proposed to be below market rate affordable residential units. Access to a ground-floor parking level would be provided via one right-in and right-out access only driveway along De Anza Boulevard.

Project Trip Estimates

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

Trip Generation

Proposed Project Trips

Through empirical research, data have been collected that indicate the amount of traffic that can be expected to be generated by common land uses. Project trip generation was estimated by applying to the size and use of the development the appropriate trip generation rates. The average trip generation rates for

Multi-Family Housing – Mid Rise (Land Use 221) as published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* (2021) were applied to the proposed number of residential units. Based on the trip generation rates and the project size, it is estimated that, prior to any trip reductions, the proposed development would generate 44 trips (10 inbound and 34 outbound) during the AM peak-hour and 47 trips (29 inbound and 18 outbound) during the PM peak-hour.

Trip Reductions

In accordance with San Jose's *Transportation Analysis Handbook* (Section 4.8, "Intersection Operations Analysis"), the project is eligible for adjustments and reductions from the baseline (gross) trip generation described above.

Based on the San Jose guidelines, the project qualifies for a location-based adjustment. The location-based adjustment reflects the project's vehicle mode share based on the place type in which the project is located per the San Jose Travel Demand Model. The project's place type was obtained from the *San Jose VMT Evaluation Tool.* Based on the Tool, the project site is located within a designated urban area with low access to transit. Therefore, the baseline project trips were adjusted to reflect an urban low-transit mode share. Urban low-transit is characterized as an area with good accessibility, low vacancy, middle-aged housing stock. Residential developments within urban low-transit areas have a vehicle mode share of 87%. Thus, a 13% reduction was applied to the trips generated by the proposed project.

Additionally, based on the San Jose VMT Evaluation Tool, the project is anticipated to generate 12.65 VMT per capita in an area that currently generates approximately 13.05 VMT per capita. It is assumed that every percent reduction from the existing per capita VMT is equivalent to one percent reduction in peak-hour vehicle trips. Thus, the project trip estimates were reduced by 3.07 percent to reflect the reduction in peak hour trips.

Net Project Trips

After applying the ITE trip rates and appropriate trip reductions, it is estimated that the project would generate an additional 459 daily vehicle trips, with 38 trips (9 inbound and 29 outbound) occurring during the AM peak hour and 40 trips (24 inbound and 16 outbound) occurring during the PM peak hour. The project trip generation estimates are presented in Table 5.

Trip Distribution and Trip Assignment

The trip distribution pattern for the project was developed based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The peak-hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern, with an emphasis on freeway access and project driveway locations. Figure 11 shows the trip distribution pattern and Figure 12 shows the net trip assignment of project traffic on the existing transportation network.

Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at the study intersections. It includes descriptions of the data requirements, the analysis methodologies, the applicable level of service standards, and the criteria defining adverse effects at the study intersections.

Table 5
Project Trip Generation Estimates

	Reduction		VMT			Daily		AM Peak Hour						PM Peak Hour					
									Split		Trip				Split		Trip		
Land Use	%	Place Type	Existing	Project	Size	Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
#221 - Multifamily Housing (Mid-Rise)					**120** Dwelling Units	4.540	545	0.370	23%	77%	10	34	44	0.390	61%	39%	29	18	47
Location-Based Reduction[1]	*13%*	Urban Low-Transit					*-71*				*-1*	*-4*	*-5*				*-4*	*-2*	*-6*
VMT-Based Reduction[2]	*3.07%*		13.05	12.65			*-15*				*0*	*-1*	*-1*				*-1*	*0*	*-1*
Project Trips After Reductions							**459**				**9**	**29**	**38**				**24**	**16**	**40**

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

[1] The place type for the project site is obtained from the City of San Jose VMT Evaluation Tool (April 2023). The location-based vehicle mode shares are obtained from Table 6 of the City of San Jose Transportation Analysis Handbook (April 2023). The trip reductions are based on the percent of mode share for all of the other modes of travel beside vehicle.

[2] Existing and project VMTs were estimated using the City of San Jose VMT Evaluation Tool. It is assumed that every percent reduction in VMT per-capita is equivalent to one percent reduction in peak-hour vehicle trips.

Figure 11
Project Trip Distribution

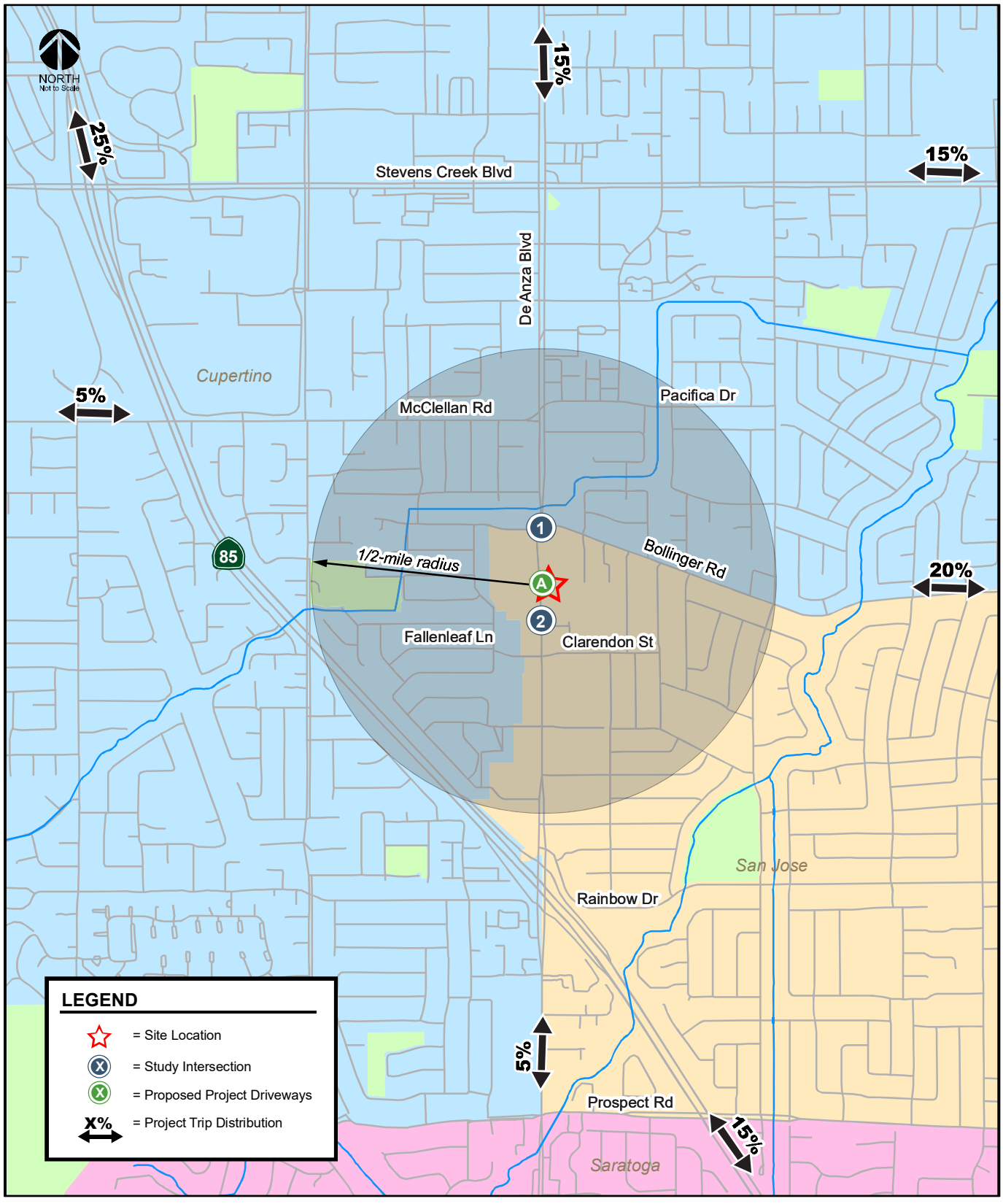
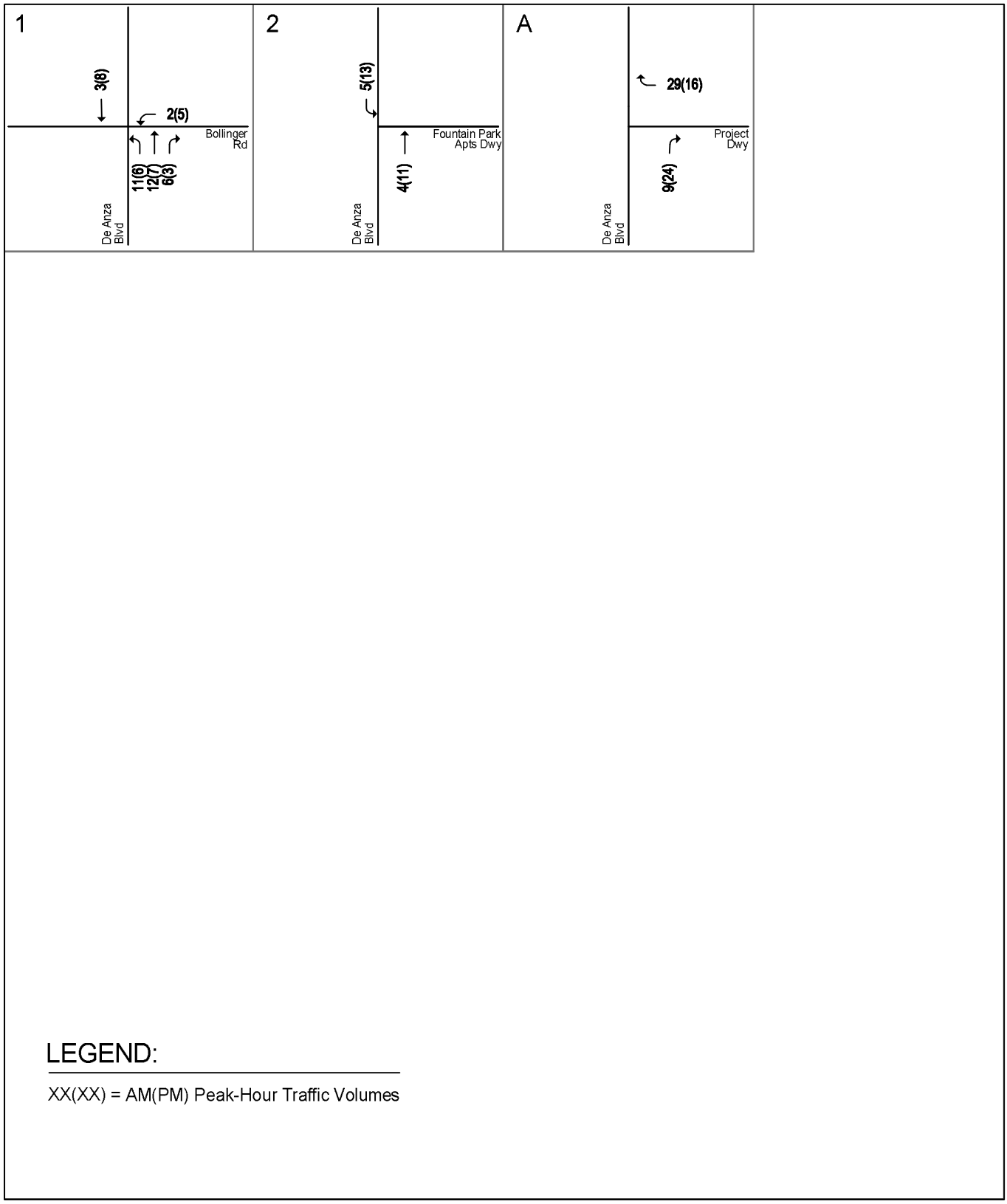


Figure 12
Net Project Trip Assignment



The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

Study Intersections

The study includes an analysis of AM and PM peak-hour traffic conditions for one signalized intersection within the City of Cupertino and one unsignalized intersection within the City of San Jose. Intersections were selected for study if the project is expected to add 10 vehicle trips per hour per lane to a signalized intersection that meets one of the following criteria as outlined in the *Transportation Analysis Handbook.*

- Within a ½-mile buffer from the project's property line;
- Designated Congestion Management Program (CMP) facility outside of the City's Infill Opportunity Zones;
- With the potential to be affected by the project, per engineering judgement of Public Works.

Based on the above criteria, the following study intersections were selected and approved by City staff and are shown in Figure 11.

1. S. De Anza Boulevard and Bollinger Road* (*City of Cupertino*)
2. S. De Anza Boulevard and Fountain Park Apartments/Southbound Left-turn Pocket

*Denotes CMP intersection

Data Requirements

The data required for the analysis were obtained from new traffic counts, the City of San Jose, and field observations. The following data were collected from these sources:

- existing traffic volumes
- existing lane configurations
- signal timing and phasing

Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 13. It is assumed in this analysis that the transportation network under background and background plus project conditions would be the same as the existing transportation network.

Traffic Volumes

Existing Conditions

Peak hour traffic volumes at the study intersections were obtained from new peak-hour turning movement counts conducted October 10, 2023. No growth factor was applied to the newly collected counts.

The existing peak-hour intersection volumes are shown on Figure 14. Intersection turning-movement counts conducted for this analysis are presented in Appendix B. Peak hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix C.

Figure 13
Existing Lane Configurations

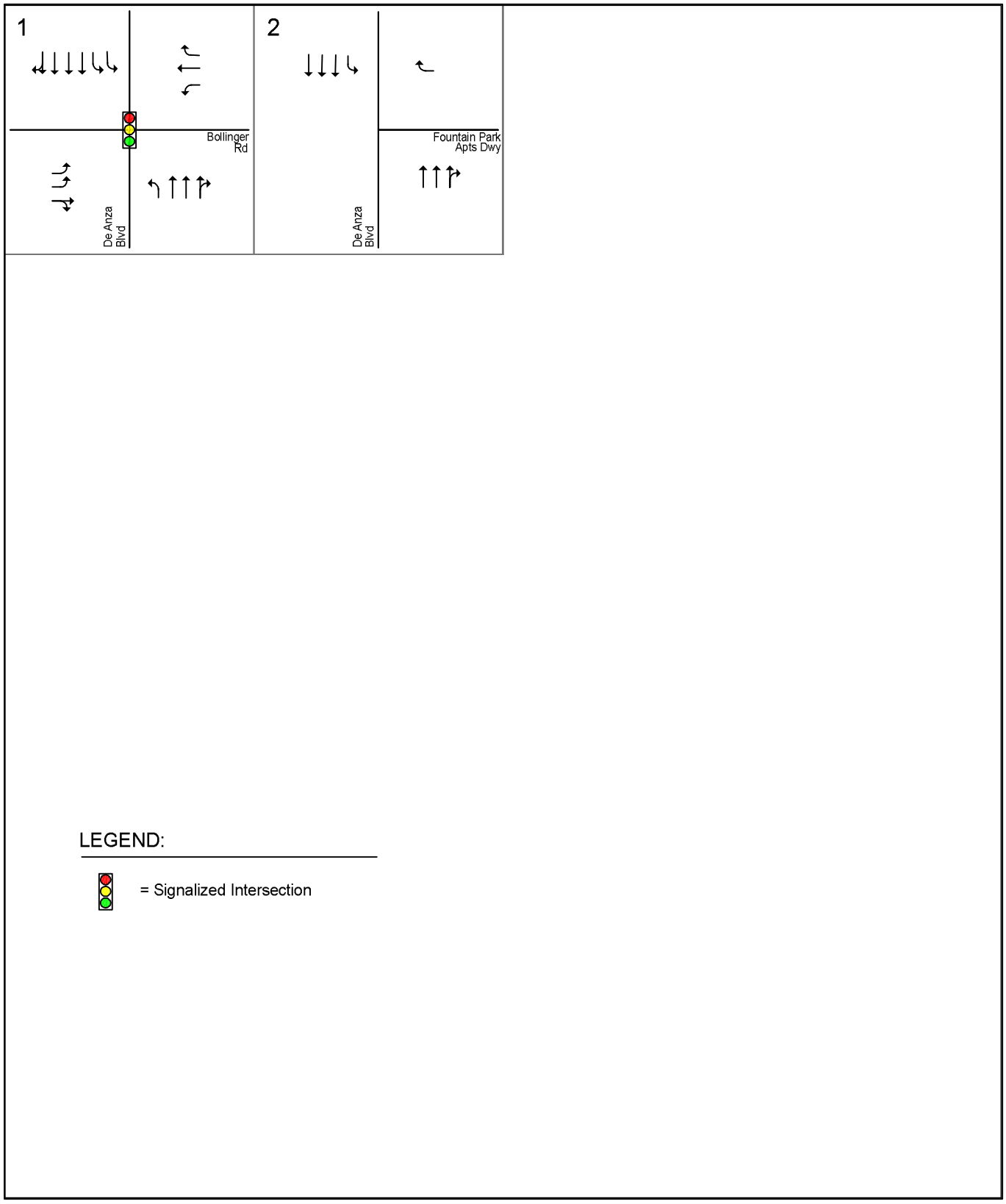
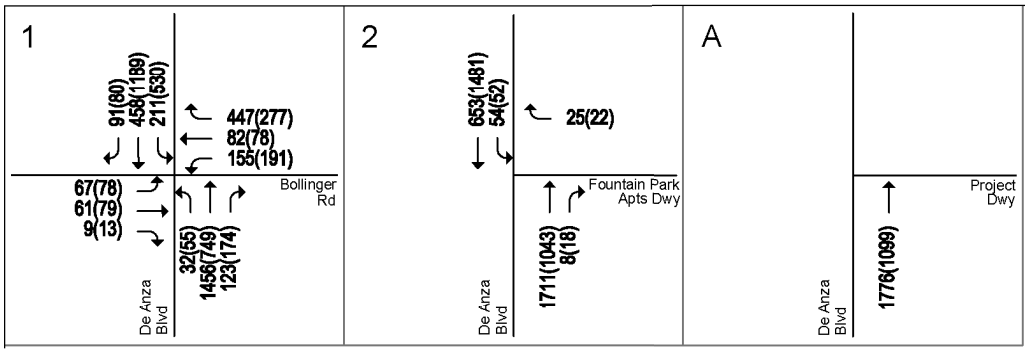
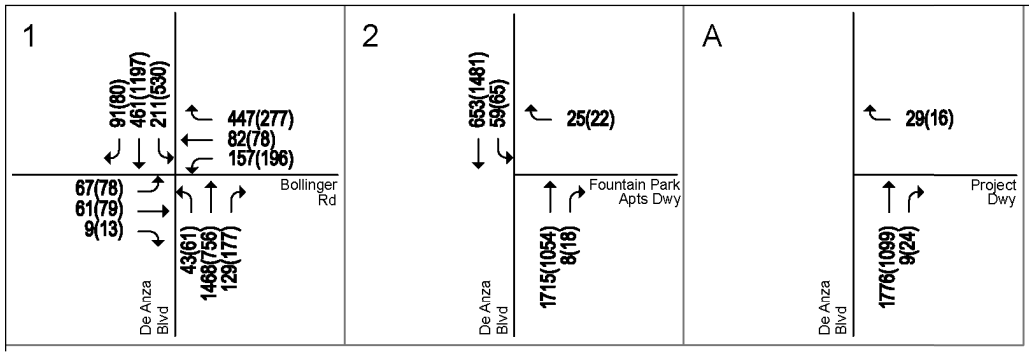


Figure 14
Existing, Background, and Background Plus Project Traffic Volumes

Existing and Background Conditions



Background Plus Project Conditions



Future Conditions

Background peak hour traffic volumes are typically estimated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments are typically obtained from the City of San Jose's Approved Trips Inventory (ATI) database. However, no approved trips from the City of San Jose are available for the study intersections. It was also determined that no trips from approved developments within the City of Cupertino would contribute to background traffic volumes. Therefore, background traffic volumes shown in Figure 14 are the same as existing traffic volumes. Project trips were added to background traffic volumes to obtain background plus project traffic volumes (Figure 14).

The proposed project trips and traffic volumes for all components of traffic are tabulated in Appendix C.

Level of Service Standards and Analysis Methodologies

Traffic conditions at the study intersection were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

Signalized Intersections

The signalized study intersection was evaluated based on the *2000 Highway Capacity Manual* (HCM) level of service methodology using the TRAFFIX software. This method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. TRAFFIX is also the CMP-designated intersection level of service methodology. The correlation between average control delay and level of service at signalized intersections is shown in Table 6.

Signalized study intersections located within the City of Cupertino are subject to the City of Cupertino level of service standards. Per Policy M-1.2 of the *Cupertino General Plan: Community Vision 2015-2040*, the study intersection of De Anza Boulevard and Bollinger Road is subject to a minimum operational standard of LOS E+. It also should be noted that the CMP has established LOS E as the minimum acceptable intersection operations standard.

City of Cupertino Mobility Deficiency Criteria

According to the *City of Cupertino Transportation Study Guidelines* (May 2021), a deficiency occurs if the addition of project traffic:

1. Causes an intersection to fail to maintain LOS Standards as specified in General Plan Policy M-1.2:
    - LOS D or better at most major intersections
    - LOS E+ or better at the intersections of Stevens Creek Boulevard/De Anza Boulevard; Stevens Creek Boulevard/Stelling Road; and De Anza Boulevard/Bollinger Road; **or**
2. Exacerbates unacceptable operations by increasing the average critical delay by four seconds or more and increasing the critical volume-to-capacity (V/C) ratio by 0.01 or more; **or**
3. Increases the V/C ratio by 0.01 or more at an intersection with unacceptable operations when the change in critical delay is negative (i.e., decreases). This can occur if the critical movements change.

In order to address a mobility deficiency, the City of Cupertino recommends prioritizing improvements related to alternative transportation modes, parking measures, and/or TDM measures. Improvements that increase vehicle capacity are secondary and must not have unacceptable effects on existing or planned transportation facilities. In addition, the secondary effects of a transportation improvement on VMT needs to be evaluated.

Table 6
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Sources: Transportation Research Board, *2000 Highway Capacity Manual*. *Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority Congestion Management Program, June 2003.

Intersection Operations Analysis Results

The intersection level of service analysis is summarized in Table 7.

Existing Intersection Operation Conditions

The results of the level of service analysis show that the signalized study intersection of De Anza Boulevard/Bollinger Road currently operates at acceptable levels during both the AM and PM peak hours of traffic when measured against the applicable City of Cupertino and CMP level of service standards. The level of service calculation sheets are included in Appendix D.

Future Intersection Operation Conditions

The operations analysis shows that the signalized study intersection of De Anza Boulevard/Bollinger Road is projected to operate at acceptable levels of service, based on the City of Cupertino and CMP level of service standards, under background conditions and background plus project conditions during both the AM and PM peak hours. The addition of project traffic will not have an adverse effect on intersection operations. The intersection level of service calculation sheets are included in Appendix D.

Table 7
Intersection Level of Service Results

Int. #	Intersection	LOS Standard	Peak Hour	Count Date	Existing Avg. Delay	Existing LOS	Background Avg. Delay	Background LOS	Background Plus Project Avg. Delay	Background Plus Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	De Anza Boulevard and Bollinger Road*	E+	AM	10/10/23	27.5	C	27.5	C	27.5	C	-0.1	0.004
			PM	10/10/23	28.1	C	28.1	C	28.1	C	-0.1	0.002

* Denotes CMP Intersection

Intersection Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at intersections where the project would add a substantial number of trips to the left-turn movements. The queuing analysis is presented for informational purposes only, since the City of San Jose has not defined a policy related to queuing. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = average # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles for a particular left-turn movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the left-turn movement. This analysis thus provides a basis for estimating future turn pocket storage requirements at intersections.

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement. Vehicle queuing at unsignalized intersections are evaluated based on the delay experienced at the specific study turn movement. The operations analysis is based on vehicle queuing for high-demand movements at intersections (see Table 8).

De Anza Boulevard/Bollinger Road

The queuing analysis shows that projected queues at the northbound left-turn movement will be adequately served by the existing queue storage space under existing, background conditions, and background plus project conditions.

De Anza Boulevard/Fountain Park Apartments Driveway

The queuing analysis shows that projected queues at the southbound left-turn movement will be adequately served by the existing queue storage space within the median under existing, background conditions, and background plus project conditions. Although the project would contribute to U-turning traffic, queue lengths are not anticipated to lengthen with the addition of project traffic.

The queues at other high-demand movements will be served by the existing queue storage space under existing, background conditions, and background plus project conditions. The intersection queueing analysis calculations are included in Appendix E.

Table 8
Queuing Analysis Summary

Measurement	De Anza/ Bollinger		De Anza/ Fountain Park Apts. Driveway	
	NBL AM	NBL PM	SBL AM	SBL PM
Existing Conditions				
Cycle/Delay[1] (sec)	120	140	16.3	10.9
Lanes	1	1	1	1
Volume (vph)	32	55	54	52
Volume (vphpl)	32	55	54	52
Avg. Queue (veh/ln.)	1	2	0	0
Avg. Queue[2] (ft./ln)	27	53	6	4
95th %. Queue (veh/ln.)	3	5	1	1
95th %. Queue (ft./ln)	75	125	25	25
Storage (ft./ ln.)	200	200	150	150
Adequate (Y/N)	YES	YES	YES	YES
Background Conditions				
Cycle/Delay[1] (sec)	120	140	16.3	10.9
Lanes	1	1	1	1
Volume (vph)	32	55	54	52
Volume (vphpl)	32	55	54	52
Avg. Queue (veh/ln.)	1	2	0	0
Avg. Queue[2] (ft./ln)	27	53	6	4
95th %. Queue (veh/ln.)	3	5	1	1
95th %. Queue (ft./ln)	75	125	25	25
Storage (ft./ ln.)	200	200	150	150
Adequate (Y/N)	YES	YES	YES	YES
Background Plus Project Conditions				
Cycle/Delay[1] (sec)	120	140	16.5	11.1
Lanes	1	1	1	1
Volume (vph)	43	61	59	65
Volume (vphpl)	43	61	59	65
Avg. Queue (veh/ln.)	1	2	0	0
Avg. Queue[2] (ft./ln)	36	59	7	5
95th %. Queue (veh/ln.)	4	5	1	1
95th %. Queue (ft./ln)	100	125	25	25
Storage (ft./ ln.)	200	200	150	150
Adequate (Y/N)	YES	YES	YES	YES

[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.

Site Access and On-Site Circulation

The evaluation of site access and circulation is based on the January 1, 2025 site plan prepared by FCG Civil. Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles. The site plan is shown on Figure 15.

Project Driveway Design

Vehicular access to the on-site parking level would be provided via one right-in, right-out access driveway along the De Anza Boulevard project frontage. The proposed driveway is each shown to be 26 feet wide. The proposed site access driveway would meet the minimum 26-foot width requirement for a driveway serving a multifamily residential development, per Department of Transportation (DOT) *Geometric Design Guidelines*.

An existing driveway located at the southwest corner of the project site is proposed to be removed and replaced with City standard curb and sidewalk.

Sight Distance

Adequate sight distance will be required at the project driveways along De Anza Boulevard. The project access point should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on De Anza Boulevard. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site.

Adequate sight distance (sight distance triangles) should be provided at the project driveway in accordance with the *American Association of State Highway Transportation Officials* (AASHTO) standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway and locate sufficient gaps in traffic.

The minimum acceptable sight distance is often considered the AASHTO stopping sight distance. Sight distance requirements vary depending on the roadway speeds. De Anza Boulevard has a posted speed limit of 40 mph. The AASHTO stopping sight distance is 360 feet (based on a design speed of 45 mph). Thus, a driver must be able to see 360 feet to the south to locate a sufficient gap to turn out of the driveway. The site plan shows new street trees added along the De Anza Boulevard frontage.

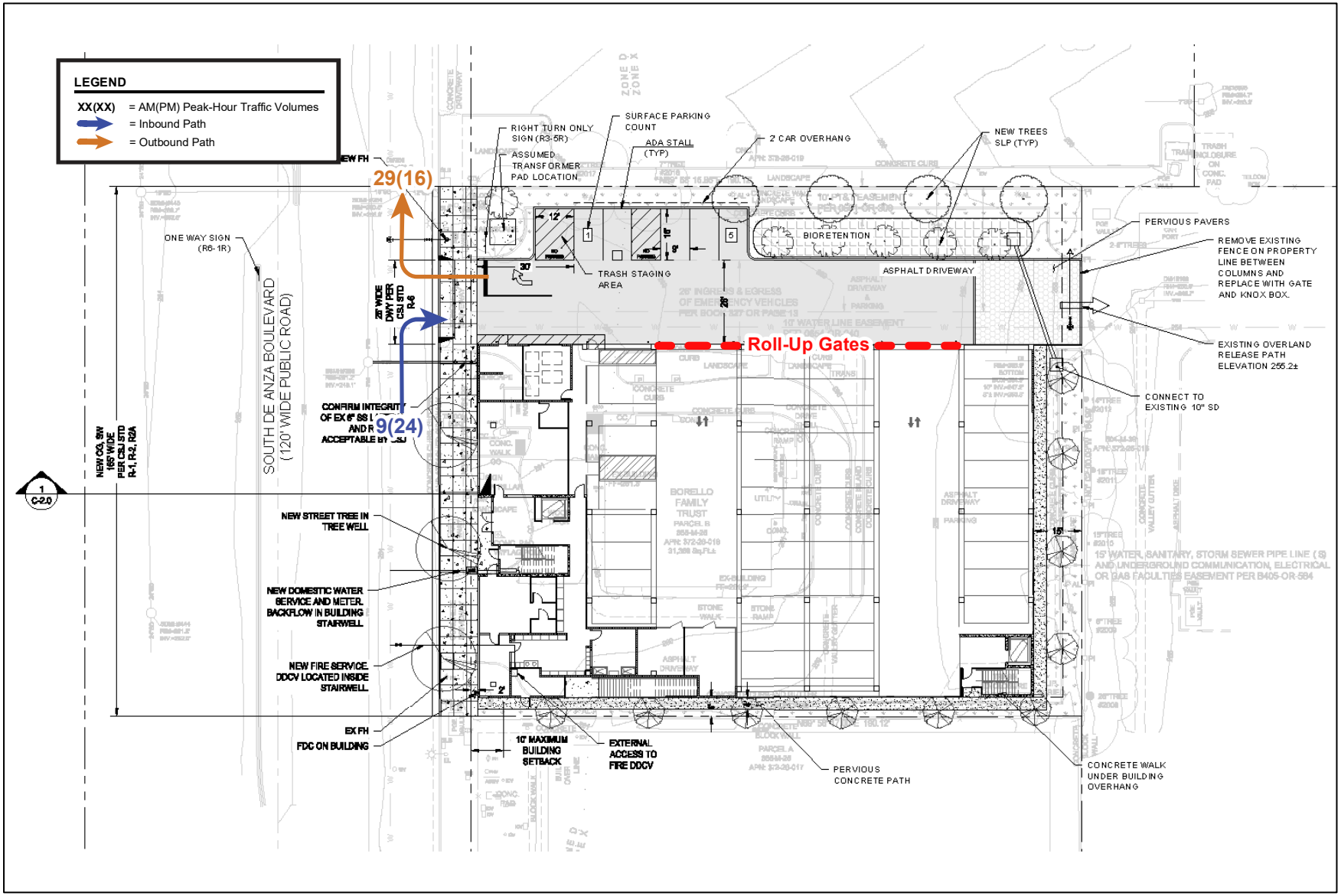
Recommendation: The proposed landscaping along De Anza Boulevard should be maintained so that drivers exiting the project driveway will have adequate view of pedestrians along the sidewalk and bicycle-users within the bike lane.

Project Driveway Operations

Based on the project trip generation and trip assignment, it is estimated that the project driveway will serve a total of 9 inbound trips and 29 outbound trips during the AM peak hour and 24 inbound trips and 16 outbound trips during the PM peak hour. The estimated project trips at the project site driveway are shown on Figure 15.

Inbound access to the project driveway would be right-turn movements only and no entrance gates are proposed at the driveway. Therefore, no inbound queues would form at the project driveway.

Figure 15
Project Trips at Site Driveways and On-Site Circulation



On-Site Circulation

On-site vehicular circulation was reviewed in accordance with the City of San Jose Zoning Code and generally accepted traffic engineering standards. In general, the proposed site plan would provide vehicle traffic with adequate connectivity throughout the parking garage.

As shown in Figure 15, the parking garage consists of a ground-floor parking level consisting of a two-way east-west drive aisle providing access to two north-south drive aisles. The drive aisles measure between 25 feet wide (north-south drive aisles) and 26 feet wide (east-west drive aisle).

Recommendation: The north-south drive aisles would serve mechanical parking systems on both sides. The project should coordinate with the City to determine requirements for stacked parking spaces.

The north-south drive aisles terminate as dead-ends approximately 100 feet south of the east-west drive aisle. Dead-ends are not desirable since vehicles would need adequate space to turn around should all parking spaces be occupied. However, this issue can be avoided if all parking spaces are restricted to residents only and are pre-assigned to residents.

Recommendation: All stacked parking spaces should be restricted to residents only and should be pre-assigned to residents.

Gate Operations

Entry into the north-south drive aisles would be provided via gates. With 24 inbound vehicles during the PM peak-hour, each gate will need to process vehicles at a minimum rate of one vehicle every 5 minutes to avoid queueing. The flow rate at which vehicles enter the garage will depend primarily on the processing ability, or service rate, of the entry gates. Based on previous parking design information, parking garage entry gates that utilize a transponder style device are capable of servicing between 600 to 800 vehicles per hour or up to 13 vehicles per minute. Standard card readers or ticket machines have service rates of much less at approximately 4 to 6 vehicles per minute. Although either of the gate operations options would adequately serve the projected demand, the transponder-style devices would expedite access and minimize any inbound queues.

The projected flow rate at the project entries presumes an evenly distributed arrival rate. However, it is unlikely that inbound project traffic would be spread out evenly throughout the peak-hour. There would likely be instances where multiple vehicles (two to three vehicles for example) would arrive at the same time. A short queue could form if a large number of vehicles arrives within a short period of time. Storage space for at least two inbound vehicles (50 feet) between gates and the sidewalk on De Anza Boulevard should be provided. The site plan indicates adequate storage space would be provided on-site for at least 2 inbound vehicles.

Truck and Emergency Vehicle Access

According to the City of San Jose Zoning Regulations (20.90.410), the proposed residential development is not required to provide an off-street loading space. The project does not propose to provide an on-site loading space.

Trucks will not have access to the interior of the parking level. Most other large vehicles (including emergency vehicles), such as delivery trucks and fire trucks, would also not have access to the interior of the parking level. Only passenger vehicles would utilize the project driveway.

Per the site plan, trash bins will be wheeled out from a trash room within the ground-floor level to an on-site (off-street) staging area located approximately 20 feet east of the proposed project driveway. The staging area would measure approximately 12 feet by 16 feet. Upon arrival at the site, site management will haul out bins from the trash staging area onto the project frontage for front-loading pick-up. Trash bins will be returned to the on-site (off-street) staging area once collection is complete. The proposed

trash pick-up operations would minimize disruption to users of the sidewalk and bicycle lane along the project frontage.

Median Improvement

There is an existing left-turn pocket within the median of De Anza Boulevard located across from the project frontage. Currently, the median opening is not consistent with the recommended median opening configuration, as described in the SJDOT *Geometric Design Guidelines.* It should be noted that the existing configuration of the median pocket could potentially allow project traffic to make a non-legal left-turn onto southbound De Anza Boulevard. Extending the median overlap (shown on Figure 16) would prevent vehicles from performing a non-legal turning maneuver.

Recommendation: Per City direction, the project will be required to reconstruct the existing left-turn median island pocket within the median of De Anza Boulevard per SJDOT standards.

Parking Supply

Transportation Demand Management (TDM)

Per the site plan, 148 vehicle parking stalls (including 3 ADA parking spaces) are proposed within the on-site parking level. There are no minimum parking requirements in the City of San Jose. However, the City has adopted a Transportation Demand Management (TDM) ordinance that requires the implementation of TDM plans for all development unless the project meets TDM screening criteria.

The proposed project, consistent with the goals of the Envision 2040 General Plan and the targets of Climate Smart San Jose Plan, is required to comply with the City's TDM policy. The TDM Program requires the project to coordinate with the City to develop a TDM Plan that meets its TDM Point Targets. The project will be responsible for implementing measures identified in the TDM Plan to reduce the number of vehicle trips generated by the project. However, if a project component passes the TDM screening criteria (Table 9), it is not required to develop a TDM Plan as part of San Jose Municipal Code requirements.

Evaluation of TDM Screening Criteria

Per the TDM screening criteria, the project as proposed would not meet screening criteria for small infill residential projects. Therefore, the project will be required to submit and have approved a TDM Plan per City policy.

Proposed TDM Measures

The City's TDM policy requires home-end uses such as the proposed project to achieve a minimum of 25 TDM points. The project proposes the following TDM measures to meet this requirement:

- PK01: Off-Street Vehicle Parking Spaces (20 points)
- PK02: Provide Bike Parking Facilities (1 point)
- TP02: Provide Bike Share Stations (1 point)
- TP04: Provide Education, Marketing & Outreach (2 points)
- TP16: Unbundle Parking Costs from Property Cost (1 point)

The proposed TDM measures are subject to change following input from the City and will be documented in the project's TDM plan.

Figure 16
DOT Standard Median Opening and Proposed Median Reconstruction

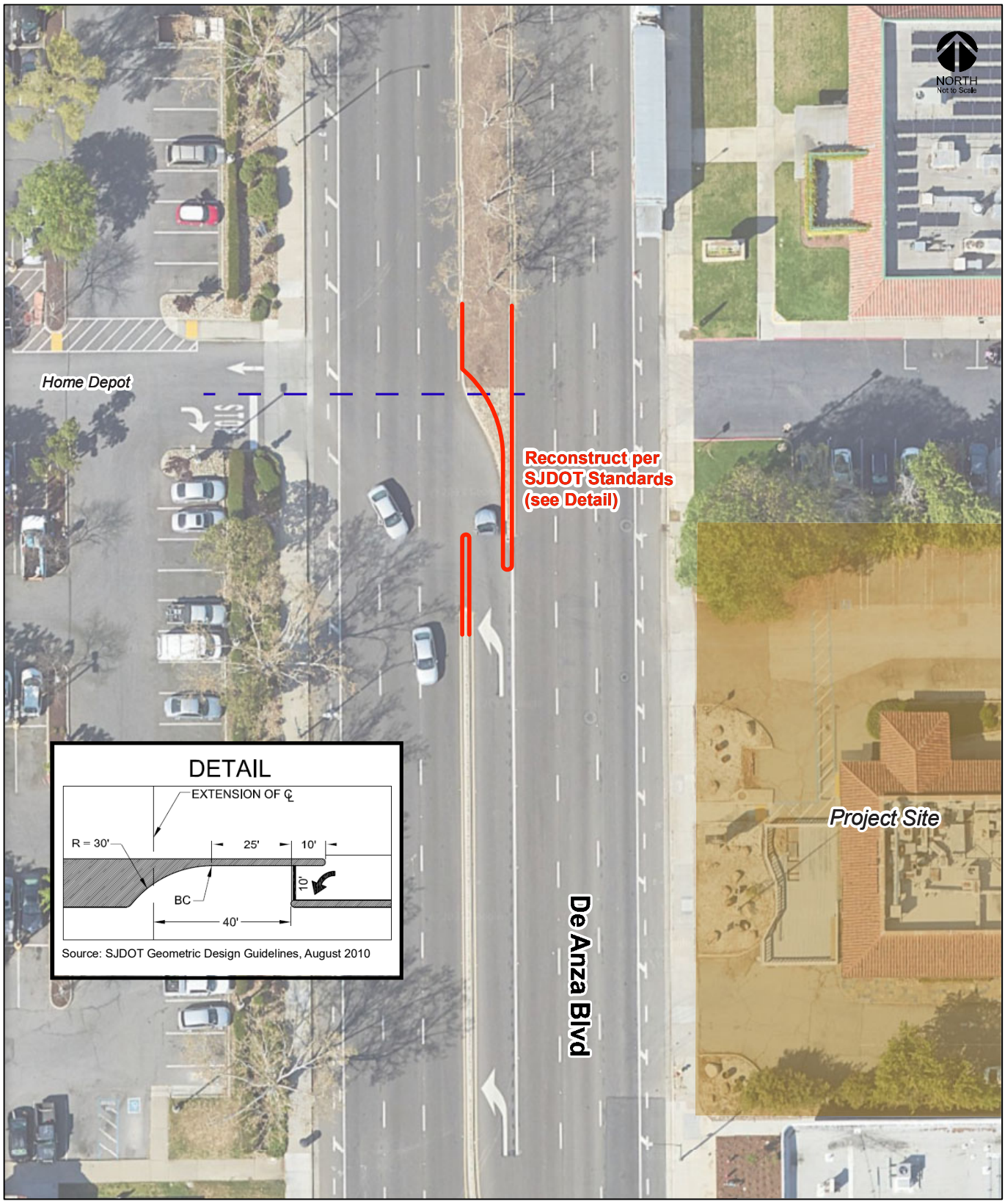


Table 9
TDM Screening Criteria

Type	Screening Criteria
Small Infill Projects	• Single-family detached housing of 15 units or less; OR • Single-family attached or multi-family housing of 25 units or less; OR • Office of 10,000 square feet of gross floor area or less; OR • Industrial of 30,000 square feet of gross floor area or less; OR • Hotel or motel of 100 or fewer rooms
Local-Serving Retail	• 100,000 square feet of total gross floor area or less without drive-through operations
Education	• Charter or private school projects of fewer than 250 students
Local-Serving Public Facilities	• Local-serving public facilities (branch library, community center, fire station, pumping station, park, police station, or public school projects)
Restricted Affordable Residential Projects or Components	• **Affordability:** 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND • **High Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; AND • **Transit-Supportive Project Density**: o Minimum of 35 units per acre for residential projects or components; o If located in a General Plan Land Use Designation that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met

Source: City of San José Transportation Analysis Handbook, April 2023.

Annual Compliance and Monitoring Requirements

The project would be classified as a smaller (Level 1) project. Due to the project proposing at least one programmatic TDM measure, the project must submit a completed TDM Compliance Form and associated administrative fees to the City Department of Transportation annually. As noted previously, however, the project also is subject to annual monitoring due to proposing a programmatic measure to address its CEQA transportation impacts.

Bicycle Parking

According to the City's Bicycle Parking Standards (Chapter 20.90.60, Table 20-190), the project is required to provide bicycle parking for the 120 residential units at a rate of one bicycle parking space per four residential units. This equates to a total requirement of 30 bicycle parking spaces. Of the required residential bicycle parking, City standards require that at least 60 percent be long-term bicycle spaces and at most 40 percent be secured short-term bicycle spaces.

The City's definition of short-term and long-term bicycle parking is described below.

City of San Jose Long-Term and Short-Term Bicycle Parking

Long-term bicycle parking facilities are secure bicycle storage facilities for tenants of a building that fully enclose and protect bicycles and may include:

- A covered, access-controlled enclosure such as a fenced and gated area with short-term bicycle parking facilities,
- An access-controlled room with long-term bicycle parking facilities, and
- Individual bicycle lockers that securely enclose one bicycle per locker.

Short-term bicycle parking facilities are accessible and usable by visitors, guests, or business patrons and may include:

- Permanently anchored bicycle racks,
- Covered, lockable enclosures with permanently anchored racks for bicycles,
- Lockable bicycle rooms with permanently anchored racks, and
- Lockable, permanently anchored bicycle lockers.

Per the site plan, a bicycle storage room would be located within the ground-floor level with access provided via the parking area and lobby. The bike storage room is within 75 feet walking distance of sidewalks and bike lanes along the De Anza Boulevard frontage.

Recommendation: The project should provide a minimum of 18 long-term bicycle parking spaces and a maximum of 12 short-term bicycle parking spaces to conform with bicycle parking requirements.

Pedestrian, Bicycle, and Transit Analysis

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

The Envision 2040 General Plan identifies goals and policies that are dedicated to the enhancement of the transportation infrastructure, including public transit and pedestrian/bike facilities. The Transportation Policies contained in the General Plan create incentives for non-auto modes of travel while reducing the use of single-occupant automobile travel as generally described below:

- Through the entitlement process for new development, fund needed transportation improvements for all transportation modes, giving first consideration to the improvement of bicycling walking, and transit facilities.
- Give priority to the funding of multimodal projects to provide the most benefit to all users of the transportation system.
- Encourage the use of non-automobile travel modes to reduce vehicle miles traveled (VMT)
- Consider the impact on the overall transportation system when evaluating the impacts of new developments.
- Increase substantially the proportion of travel modes other than single-occupant vehicles.
- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments.
- Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
- Give priority to pedestrian improvement projects that improve pedestrian safety, improve pedestrian access to and within the Urban Villages and other growth areas.

The City's General Plan identifies both walk and bicycle commute mode split targets as 15 percent or more by the year 2040. This level of pedestrian and bicycle mode share is a reasonable goal for the project, particularly if bus services (including BRT) are utilized in combination with bicycle commuting.

Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections (see Chapter 2 for details).

Pedestrian facilities in the study area consist mostly of sidewalks along all of the surrounding streets, including the project frontage on De Anza Boulevard. North of the project site, the nearest east-west crossing across De Anza Boulevard is located at its intersection with Bollinger Road, approximately 700 feet north. Crosswalks and ADA-compliant ramps are provided along all approaches at the intersection of De Anza Boulevard/Bollinger Road. South of the project site, the nearest crosswalk across De Anza Boulevard is located at its intersection with Clarendon Street/Fallenleaf Lane, approximately 700 feet south. Crosswalks and ADA-compliant ramps are provided along the south, west, and east approaches at the intersection of De Anza Boulevard/Clarendon Steet.

Pedestrian generators in the project vicinity include De Anza College (approximately 1 mile northwest of the project site), Eaton Elementary School (approximately ¾-mile northeast), and many commercial/retail services to the north and south along De Anza Boulevard. Additionally, the project site is within walking distance of bus stops at De Anza Boulevard/Bollinger Road, approximately 700 feet north of the project site. There is a continuous pedestrian route along local roadways between the project site and pedestrian generators. Overall, the existing network of sidewalks and crosswalks provides good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area.

Sidewalks, ADA Ramps, and Crosswalks

The project proposes to widen the existing 7.5-foot wide sidewalk along De Anza Boulevard to 12 feet. The *San Jose Complete Streets Design Standards and Guidelines* recommends a minimum 10-foot sidewalk width along designated Main Street roadways, such as De Anza Boulevard.

Direct access to the residential lobby would be provided via an entrance along the De Anza Boulevard frontage sidewalk. On-site walkways measuring 4 feet wide would be provided along the entire southern and eastern frontages.

Bicycle Facilities

There are several bike facilities in the immediate vicinity of the project site (see Chapter 2 for details). The project would be directly served by an existing bike lane along its frontage along De Anza Boulevard.

As previously described, the City's General Plan identifies a bicycle commute mode split target of 15 percent or more by the year 2040. This calculates to approximately 5 new bicycle trips generated by the project during the AM and PM peak hours. This level of bicycle mode share is a reasonable goal for the project.

Planned Bicycle and Pedestrian Facility Improvements

The Envision 2040 General Plan identifies the following goals in regard to bicycling and pedestrians:

- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments.

- Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
- Give priority to pedestrian improvement projects that improve pedestrian safety, improve pedestrian access to and within the Urban Villages and other growth areas.

The planned improvements discussed below are intended to provide the project site with viable connections to surrounding pedestrian/bike and transit facilities and provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. However, the full implementation of the improvements are beyond the means of the proposed project given that they may require right-of-way from adjacent properties.

The San Jose Better Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class III bike boulevards are planned for:

- Blaney Avenue, between Bollinger Road and Prospect Road

Class IV protected bike lanes are planned for:

- De Anza Boulevard, between Bollinger Road and Rainbow Drive
- Bollinger Road, between De Anza Boulevard and Lawrence Expressway

Project Pedestrian and Bicycle Facility Improvements

- The project will be subject to a monetary contribution ($144 per linear-foot) to implement a planned Class IV protected bike lane along the project's De Anza Boulevard frontage per the City of San Jose Better Bike Plan 2025. A protected bike lane along De Anza Boulevard would improve bicycle connectivity in the project vicinity and to other existing bicycle facilities. Additionally, installing a protected bike lane may encourage future residents to ride bikes rather than drive.

Transit Services

The project site is primarily served by two VTA bus routes (Local Routes 25 and 51). The nearest northbound bus stop is located approximately 700 feet north of the project site at the northeast corner of the De Anza Boulevard/Bollinger Road, which is served by Local Routes 25 and 51. The nearest southbound bus stop serving Route 51 is located along De Anza Boulevard, 500 feet south of Bollinger Road. The nearest eastbound stop serving Route 25 is located along Bollinger Road, 400 feet east of De Anza Boulevard.

Freeway Segment Evaluation

The City is still required to conform to the requirements of the Valley Transit Authority (VTA) which establishes a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP Roadway System. The VTA's Congestion Management Program (CMP) has yet to adopt and implement guidelines and standards for the evaluation of the CMP roadway system using VMT. Therefore, the effects of the proposed project on freeway segments in the vicinity of the project area following the current methodologies as outlined in the *VTA Transportation Impact Analysis Guidelines*, was completed.

Per CMP technical guidelines, freeway segment level of service analysis shall be conducted on all segments to which the project is projected to add one percent or more to the segment capacity. Since

the project is not projected to add one percent to any freeway segments in the area, freeway analysis for the CMP was not required.

Construction Activities

Typical activities related to the construction of any development could include lane narrowing and/or lane closures and sidewalk closures. In the event of any type of street closure, clear signage (e.g., closure and detour signs) must be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely. The project would be required to submit a construction management plan for City approval that addresses schedule, closures/detours, staging, parking, and truck routes.

5. Conclusions

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's *Transportation Analysis Handbook 2023*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA).

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determines 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 proposed residential use will exceed the 25-unit threshold for small infill multi-family residential projects. Additionally, the project site is not located within ½-mile of High-Quality Transit. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT was completed.

Project-Level VMT Impact Analysis

The results of the VMT evaluation, using the City's VMT Evaluation Tool, indicate that the proposed project is projected to generate VMT per capita (12.65) that exceeds the established threshold. Therefore, the proposed project would result in an impact on the transportation system based on the City's VMT impact criteria.

Project Impacts and Mitigation Measures

Project Impact: Since the VMT generated by the project (12.65 per resident) would exceed the impact threshold of 11.39 VMT per capita, the project would result in a significant transportation impact on VMT, and mitigation measures are required to reduce the VMT impact. Per the *Transportation Analysis Handbook*, projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas", and projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible.

Mitigation Measures: Based on preliminary direction from City staff, the project may be required to implement multi-modal facility improvements as mitigation for its VMT impact. In addition to multi-modal

improvements, an additional programmatic TDM measure would be required to fully mitigate the VMT impact. Per the four strategy tiers included in the VMT Evaluation Tool, each of the identified measures are classified as Tier 2 or Tier 4 measures.

- Provide Pedestrian Network Improvements for Active Transportation (Tier 2): Implement pedestrian improvements both on-site and in the surrounding area at the intersections of Bollinger Road/Avodale Street and Bollinger Road/Windsor Street. Improving the pedestrian connections encourages people to walk instead of drive and reduces VMT. The project will be required to construct pedestrian facility improvements including, but not limited to, raised median islands. **AND**
- Implement Traffic Calming Measures (Tier 2): Implement pedestrian/bicycle safety and traffic calming measures both on-site and in the surrounding neighborhood at the intersections of Bollinger Road/Avodale Street and Bollinger Road/Windsor Street. Providing traffic calming measures promotes walking and biking as an alternative to driving and reduces VMT. The project will be required to construct traffic calming elements including, but not limited to, smaller curb radii. The City will identify specific improvements during the project approval process. **AND**
- Unbundle On-Site Parking Costs (Tier 4): Project unbundles the cost of parking space from the rental price of the property. Residents must rent parking spaces separately from their residential spaces. This increases the cost of auto ownership, thereby discouraging auto ownership and use, which reduces VMT. Surrounding streets must have parking restrictions in place, such as metered parking, time limits restricting overnight parking, and residential parking permits (RPP) for which Project residents are not eligible. On-street parking is currently prohibited along both sides of De Anza Boulevard in the vicinity of the project site. Based on the VMT Evaluation Tool, the project would need to charge a minimum monthly parking cost of $140 per parking space.

The implementation of all of the above mitigation measures would reduce the VMT generated by the project by enhancing pedestrian/bicycle safety and the pedestrian facility network within the local area. The implementation of all of the above mitigation measures would reduce the project VMT to below the threshold of 11.39 VMT per capita, which would reduce the project impact to less than significant.

It also should be noted that the project may reduce the project VMT through implementation of Programmatic TDM measures alone (Tier 4). Based on the VMT Evaluation Tool, the project may reduce the project impact to less than significant (11.37 VMT per capita) by offering unbundled on-site parking at a minimum monthly parking cost of $220 per parking space.

The TDM measures must be incorporated within a TDM plan for the project and submitted to the City for approval. Ultimately, the City of San Jose will determine the measure(s) necessary to mitigate the identified project VMT impact.

TDM Monitoring: As part of the TDM plan, the project will be required to include an annual monitoring requirement and establish an average daily trip (ADT) cap generated by the project of 38 gross AM peak-hour trips and 40 gross PM peak-hour trips. The annual monitoring report must demonstrate the project is within 10% of the ADT cap and must be prepared by a traffic engineer.

Cumulative (GP Consistency) Evaluation

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

Chapter 4 includes an evaluation of the project's effects on the surrounding multi-modal transportation facilities including transit, bicycle, and pedestrian facilities. The evaluation includes a review of the

project to ensure that it does not prohibit the completion of planned improvement of multi-modal facilities and recommends potential project contributions towards the future improvement of the facilities. Therefore, based on the project description, the proposed project would be consistent with the Envision San José 2040 General Plan's long-range multi-modal goals and policies, and would result in a less-than-significant cumulative impact.

Urban Village Guidelines

The project site is located within the South De Anza Boulevard Urban Village, which generally encompasses properties along South De Anza Boulevard between Bollinger Road and Rainbow Drive (see Figure 1). Urban villages were developed as one of the major strategies of the *Envision San José 2040 General Plan*. Urban villages are defined as walkable, bicycle-friendly, transit-oriented, mixed-use settings that provide both housing and jobs, thus supporting the policies and goals of the General Plan.

The South De Anza Boulevard Urban Village is currently without an adopted Urban Village Plan. However, the project as proposed would be consistent with the goals and policies of typical adopted Urban Village Plans.

Local Transportation Analysis

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric.

The LTA includes the analysis of AM and PM peak-hour traffic conditions for one signalized intersection within the City of Cupertino and one unsignalized intersection within the City of San Jose.

Trip Generation

After applying the ITE trip rates and appropriate trip reductions, it is estimated that the project would generate an additional 459 daily vehicle trips, with 38 trips (9 inbound and 29 outbound) occurring during the AM peak hour and 40 trips (24 inbound and 16 outbound) occurring during the PM peak hour.

Future Intersection Operation Conditions

The operations analysis shows that the signalized study intersection of De Anza Boulevard/Bollinger Road is projected to operate at acceptable levels of service, based on the City of Cupertino and CMP level of service standards, under background conditions and background plus project conditions during both the AM and PM peak hours. The addition of project traffic will not have an adverse effect on intersection operations.

Intersection Queueing Analysis

De Anza Boulevard/Bollinger Road

The queuing analysis shows that projected queues at the northbound left-turn movement will be adequately served by the existing queue storage space under existing, background conditions, and background plus project conditions.

De Anza Boulevard/Fountain Park Apartments Driveway

The queuing analysis shows that projected queues at the southbound left-turn movement will be adequately served by the existing queue storage space within the median under existing, background conditions, and background plus project conditions. Although the project would contribute to U-turning traffic, queue lengths are not anticipated to lengthen with the addition of project traffic.

Site Access and On-Site Circulation

Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Recommended Site Access and On-Site Circulation Improvements

- The proposed landscaping along De Anza Boulevard should be maintained so that drivers exiting the project driveway will have adequate view of pedestrians along the sidewalk and bicycle-users within the bike lane.
- The north-south drive aisles would serve mechanical parking systems on both sides. The project should coordinate with the City to determine requirements for stacked parking spaces.
- All stacked parking spaces should be restricted to residents only and should be pre-assigned to residents.
- Per City direction, the project will be required to reconstruct the existing left-turn median island pocket within the median of De Anza Boulevard per SJDOT standards.

Parking Supply

Vehicular Parking

Per the site plan, 148 vehicle parking stalls (including 3 ADA parking spaces) are proposed within the on-site parking level. There are no minimum parking requirements in the City of San Jose. However, the City has adopted a Transportation Demand Management (TDM) ordinance that requires the implementation of TDM plans for all development unless the project meets TDM screening criteria.

Evaluation of TDM Screening Criteria

Per the TDM screening criteria, the project as proposed would not meet screening criteria for small infill residential projects. Therefore, the project will be required to submit and have approved a TDM Plan per City policy.

Proposed TDM Measures

The City's TDM policy requires home-end uses such as the proposed project to achieve a minimum of 25 TDM points. The project proposes the following TDM measures to meet this requirement:

- PK01: Off-Street Vehicle Parking Spaces (20 points)
- PK02: Provide Bike Parking Facilities (1 point)
- TP02: Provide Bike Share Stations (1 point)
- TP04: Provide Education, Marketing & Outreach (2 points)
- TP16: Unbundle Parking Costs from Property Cost (1 point)

The proposed TDM measures are documented in the project's TDM plan (Appendix F) and are subject to change following input from the City.

Annual Compliance and Monitoring Requirements

The project would be classified as a smaller (Level 1) project. Due to the project proposing at least one programmatic TDM measure, the project must submit a completed TDM Compliance Form and associated administrative fees to the City Department of Transportation annually. As noted previously, however, the project also is subject to annual monitoring due to proposing a programmatic measure to address its CEQA transportation impacts.

Bicycle Parking

Per the site plan, a bicycle storage room would be located within the ground-floor level with access provided via the parking area and lobby. The bike storage room is within 75 feet walking distance of sidewalks and bike lanes along the De Anza Boulevard frontage.

- The project should provide a minimum of 18 long-term bicycle parking spaces and a maximum of 12 short-term bicycle parking spaces to conform with bicycle parking requirements.

Pedestrian, Bicycle, and Transit Analysis

Pedestrian Facilities

Pedestrian generators in the project vicinity include De Anza College (approximately 1 mile northwest of the project site), Eaton Elementary School (approximately ¾-mile northeast), and many commercial/retail services to the north and south along De Anza Boulevard. Additionally, the project site is within walking distance of bus stops at De Anza Boulevard/Bollinger Road, approximately 700 feet north of the project site. There is a continuous pedestrian route along local roadways between the project site and pedestrian generators. Overall, the existing network of sidewalks and crosswalks provides good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area.

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