HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: August 29, 2024

To: Ms. Fiona Phung, David J. Powers & Associates, Inc.

From: Kai-ling Kuo

Subject: Local Transportation Analysis for San Jose Buddhist Church Betsuin Education Building Replacement Project

Hexagon Transportation Consultants, Inc. has completed a Local Transportation Analysis (LTA) for replacement of the San Jose Buddhist Church Betsuin (SJBCB) education building at 639 N. 5th Street in San Jose, CA. The education building is located across 5th Street from the SJBCB. The project proposes to re-develop the project site that includes the church education/classroom building, one single-family home with garage used for meeting space, and three unoccupied residential buildings, to accommodate an expansion of the Lotus preschool and more meeting and gathering spaces. Vehicle access to the on-site surface parking lot would be provided via a full access driveway on N. 5th Street toward the northern end of the project site (see Figure 1). The project would consolidate two existing one-way driveways to the surface parking lot to one two-way driveway.

The new building would include preschool classrooms and a multi-purpose room on the ground floor and five classrooms, a conference room, and a library on the second floor. The following youth programs and community serving services would use these rooms.

- Preschool: The Lotus preschool with 36 students, increasing from the existing capacity of 24 students.
- Classrooms (1,976 s.f.): Cub scouts, girl scouts, Japanese language school, and Dharma school. These programs are held in the existing buildings.
- Multi-purpose room (1,266 s.f.): Boy scouts, aloha club, cooking club, game club and meetings/events.
- Conference room (771 s.f.): Small meetings/events.
- Library (484 s.f.): Book club and small meetings. Book club is currently held virtually.

The expansion of the education building would allow the SJBCB to increase the capacity of the existing programs and services currently provided by the SJBCB. Table 1 shows the existing and proposed building operations and the number of attendees.

This study was conducted for the purpose of identifying the potential transportation impacts and operational issues related to the proposed development. The transportation impacts of the project were evaluated based on the City of San Jose's Transportation Analysis Policy (Council Policy 5-1) and the standards and methodologies established in the *Transportation Analysis Handbook,* adopted in April 2023.

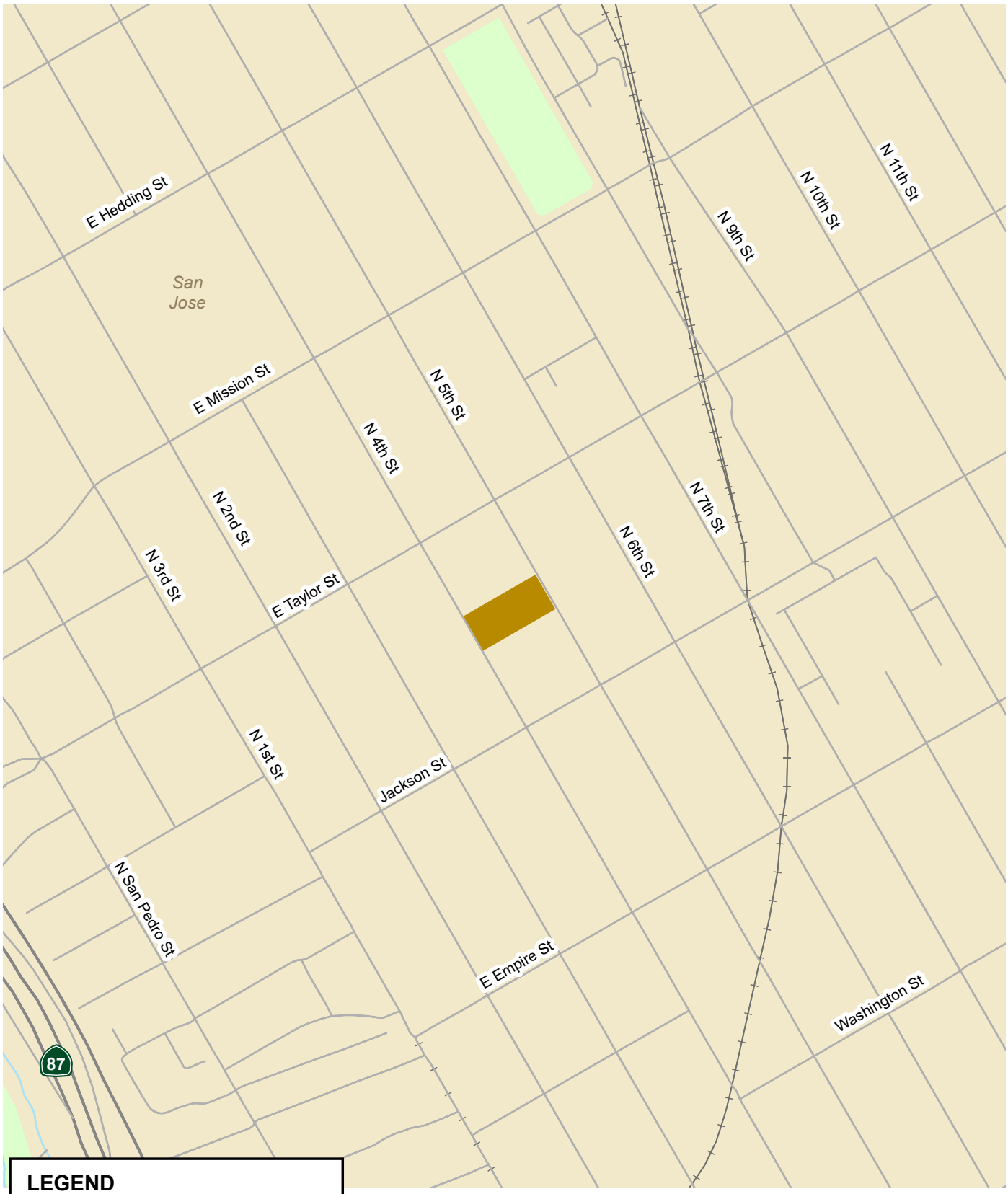


Figure 1
Site Location

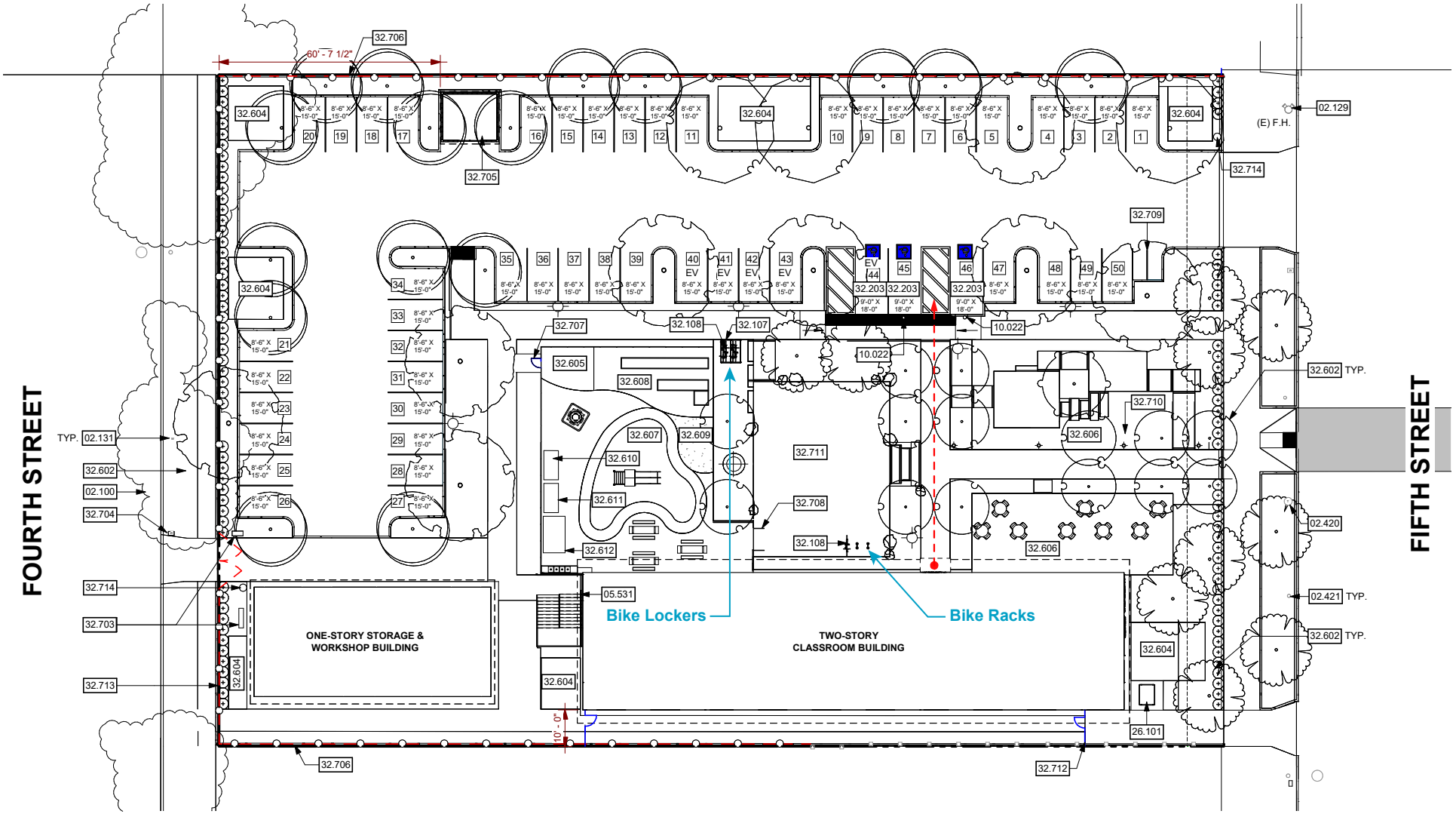


Figure 2a
Site Plan

Figure 2b
Site Plan

NORTH
Not to Scale

Table 1
Proposed and Existing Building Operations

Room Type	Activities	Number of Attendees							
		Every Weekday	Mon, Tue, Thu Each Different Day	Wednesday Evenings	Friday Evenings	Saturday Mornings	Saturday Evenings	Sunday Mornings	Sunday Evenings
Proposed Use									
Preschool	Preschool (7 AM - 6 PM)	36							
Classrooms	Cub Scouts (6:00 - 8:30 PM)				50				
	Girl Scouts (6:00 - 8:30 PM)				25				
	Japanese Language School (9 AM - 12 PM)					50			
	Dharma School (9:30 - 11:00 AM)							50	
Multi-purpose Room	Boy Scouts (6:00 - 8:30 PM)			70					
	Aloha, Cooking, Game Clubs Misc Meetings/Events		20				20		20
Conference Room	Misc Meetings/Events						20	20	20
Library	Book Club Misc Meetings		20						20
Total Attendees on Each Day		36 students[1]	20 persons[2]	70 students	75 students	50 students	40 persons	50 students 20 persons	60 persons
Existing Use									
Preschool	Preschool	24							
Classrooms				50	50	50		50	
Multi-purpose Room						N/A			
Conference Room						N/A			
Library						Virtual meeting			
Total Attendees on Each Day		24 students[3]		50 students	50 students	50 students		50 students	

Notes:
1. 36 students with up to 6 staff.
2. Activities would occur on different day.
3. 24 students with 5 staff.

Project Trip Estimates

Vehicle trips that would be generated by the new building were estimated based on the anticipated attendees and schedules provided by the applicant, trip generation rates, published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition,* for the Day Care Center (Land Use 565), and driveway counts conducted at the existing driveways during the AM (7 AM to 9 AM) and PM (4 PM to 6 PM) peak hours.

Table 2 shows the daily trip generation estimates. Daily trip generation for students of cub/girl/boy scouts and Japanese Language/Dharma schools was estimated assuming a carpool rate of 1.5 students per vehicle. It is assumed that 50% of parents would drop-off/pick-up students before/after the event and 50% would stay on-site. Daily trip generation for attendees of other club activities/meetings was estimated assuming two trips per person. The daily preschool traffic was estimated using the ITE trip generation rates for Day Care Center (Land Use 565). A 13% trip reduction was applied based on the location-based vehicle mode share (Table 17 of TA Handbook) for retail developments in an urban low-transit area.

The peak-hour trips that would be generated by the project were estimated based on the driveway counts collected on Wednesday, April 17, 2024. The AM peak-hour trips were estimated based on the driveway counts, increased from the current 24 students to the proposed 36 students.

For the PM peak hour, based on the SJBCB's facility calendar, the driveway counts included the trips generated by the preschool students and a boy scout meeting. To separate the counts between the preschool and the evening meeting, the preschool trips were estimated using the ITE trip rate and the remaining trips were generated by the boy scout meeting. The PM peak-hour trips generated by the project were then estimated by increased the preschool from 24 to 36 students using the ITE trip rate and increased the meeting attendance from 50 to 75 using the driveway counts.

Table 3 shows that the project would generate 18 new AM peak-hour trips on typically weekdays and 13 new PM peak-hours trips on weekday evenings when there are evening meetings.

Trip Assignment at N. 5th Street and E. Taylor Street

Based on the peak-hour driveway counts, Figure 3 shows the project trip distribution pattern on the streets in the project vicinity and the net project trip assignment at the N. 5th Street and E. Taylor Street intersection.

Trips Through the US 101/Oakland Road Interchange

The City of San Jose has identified operational problems along the Oakland Road corridor at the US 101 interchange, which are due primarily to the capacity constraints of the interchange. As a result, the City has identified two key capital improvement projects: 1) modification of the US 101/Oakland Road interchange, including improvements to the Oakland Road/Commercial Street intersection, and 2) construction of a new US 101/Mabury Road interchange. To fund these interchange improvements, the City has developed the US 101/Oakland/Mabury Transportation Development Policy (TDP).

As part of the Policy, a fee to fund the planned interchange improvements has been adopted. Any project that would add traffic to the US 101/Oakland Road interchange is required to participate in the TDP program. The fee for the US 101/Oakland/Mabury TDP is based on the number of PM peak hour vehicular trips that a project would add to the US 101/Oakland Road interchange.

Table 2
Daily Trip Generation Estimates

Room Type	Number of Attendees						Daily Vehicle Trips					
	Every Weekday	Mon, Tue, Thu	Wednesday	Friday	Saturday	Sunday	Every Weekday	Mon, Tue, Thu	Wednesday	Friday	Saturday	Sunday
Proposed Use												
Preschool[1]	36 students						147					
Location-Based Non-Vehicle Mode Share (13%)[2]							*-19*					
Other Rooms			70 students[3]	75 students[3]	50 students[3]	50 students[3]			140	150	100	100
		20 persons[4]			40 persons[4]	80 persons[4]		40			80	160
Location-Based Non-Vehicle Mode Share (13%)[2]								*-5*	*-18*	*-20*	*-23*	*-34*
Total Daily Trips							128	35	122	130	157	226
Proposed Average Daily Trips[5]									***197***			
Existing Use												
Preschool[1]	24 students						98					
Location-Based Non-Vehicle Mode Share (13%)[2]							*-13*					
Other Rooms			50 students[3]	50 students[3]	50 students[3]	50 students[3]			100	100	100	100
Location-Based Non-Vehicle Mode Share (13%)[2]									*-13*	*-13*	*-13*	*-13*
Total Daily Trips							85	0	87	87	87	87
Existing Average Daily Trips[5]									***110***			
Increase in Average Daily Trips									**87**			

Notes:

1. Preschool trip generation based on the daily trip rate of 4.09 trips per student, published in the ITE *Trip Generation Manual* , 11th Edition for Day Care Center (Land Use Code 565). Employee/staff/volunteer trips are presumed as part of the ITE trip rates for preschools.
2. A 13% reduction was applied based on the location-based vehicle mode share (Table 17 of TA Handbook) for retail developments in an urban low-transit area.
3. Trip generation for students of cub/girl/boy scouts and Japanese Language/Dharma schools is estimated assuming a carpool rate of 1.5 students per vehicle. It is assumed that 50% of parents would drop-off/pick-up students before/after the event (4 trips) and 50% would stay on-site (2 trips).
4. Trip generation for attendees of other club activities/meetings is estimated assuming two trips per person.
5. Average daily trips are calculated by applying a factor of 5/7 to the preschool trips and a factor of 1/7 to the remaining trips occurring once per week.

Table 3
Maximum Weekday Peak-Hour Trip Generation Estimates

Room Type	Number of Attendees: Every Weekday	Number of Attendees: Wed./Fri. Evening	AM Peak Hour Trips: Trip Rate	AM Peak Hour Trips: In	AM Peak Hour Trips: Out	AM Peak Hour Trips: Total	PM Peak Hour Trips: Trip Rate	PM Peak Hour Trips: In	PM Peak Hour Trips: Out	PM Peak Hour Trips: Total
Proposed Use										
Preschool[1, 2]	36 students		--[2]	33	20	53	0.79	13	15	28
Location-Based Non-Vehicle Mode Share (13%)[3]								*-2*	*-2*	*-4*
Other Rooms[4]		75 students	-	0	0	0		12	6	18
Total Proposed Peak-Hour Trips				33	20	53		23	19	42
Existing Use										
Preschool[1, 2]	24 students		--[2]	22	13	35	0.79	9	10	19
Location-Based Non-Vehicle Mode Share (13%)[3]								*-1*	*-1*	*-2*
Other Rooms[4]		50 students	-	0	0	0		8	4	12
Total Existing Peak-Hour Trips[2]				22	13	35		16	13	29
Increase in Peak-Hour Trips				**11**	**7**	**18**		**7**	**6**	**13**

Notes:

1. The preschool trip generation was estimated based on the driveway counts for the AM peak-hour trips and the PM peak-hour trip rates (in trips per student) published in the ITE *Trip Generation Manual* , 11th Edition for Day Care Center (Land Use Code 565). Employee/staff/volunteer trips are presumed as part of the ITE trip rates for preschools.

2. AM and PM peak-hour trip generation for the existing uses was based on the driveway counts conducted on Wednesday, April 17, 2024. The AM peak hour occurred during 8 -9 AM and the PM peak hour occur during 4:30 - 5:30 PM. It is assumed the AM trips were generated by the preschool and PM trips were generated by the preschool and the evening meeting/activity.

3. A 13% reduction was applied based on the location-based vehicle mode share (Table 17 of TA Handbook) for retail developments in an urban low-transit area.

4. Peak-hour trips from the evening meetings/activities were estimated based on the driveway counts.

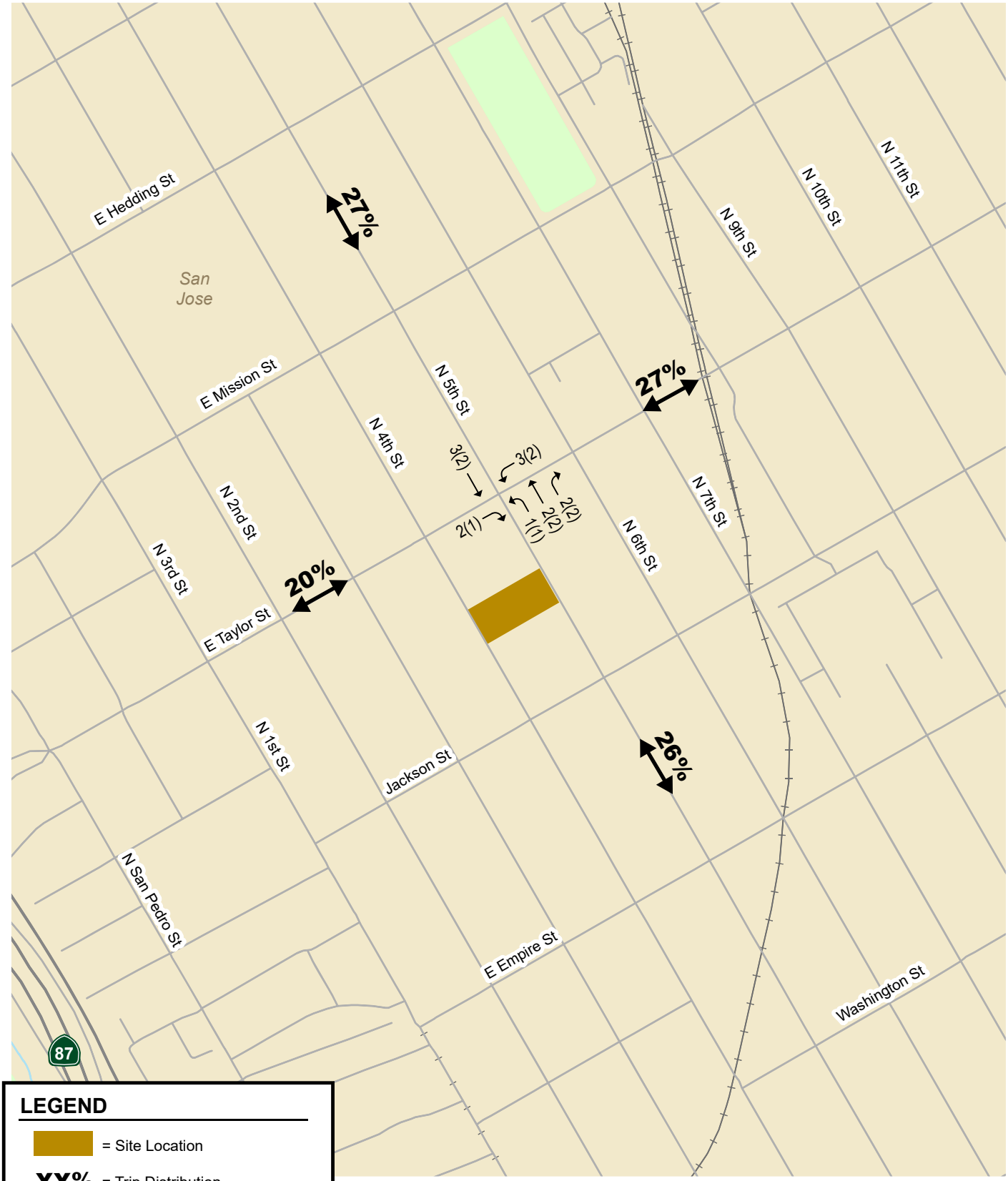


Figure 3
Project Trip Distribution and Assignment

Because the preschool and the programs provided by SJBCB are intended to serve the Japan Town community in the project vicinity, the project trips are expected to access the site via local streets within the project vicinity. Therefore, the project is not expected to generate trips on the regional roadway system or at the US 101/Oakland Road interchange.

CEQA Transportation Analysis Exemption

VMT Assessment

All new developments in San Jose are required to evaluate the effects of the development on VMT in accordance with the Transportation Analysis Policy (Council Policy 5-1) as part of the CEQA environmental review. The *Transportation Analysis Handbook* includes screening criteria for projects that are expected to result in less-than-significant CEQA transportation impacts related to VMT based on the project description, characteristics and/or location.

The City VMT policy has not established a screening criterion and threshold of significance for preschools or religious facilities, so the project's VMT impact cannot be evaluated directly. However, preschools and religious facilities can be considered equivalent to retail development in their characteristics in that they serve the local community. Retail developments of less than 100,000 s.f. are considered local-serving and would have a less-than-significant VMT impact according to the City policy. As shown in Table 2, the new building is expected to generate the greatest number of daily trips on Fridays. These trips would be equivalent to the trips generated by approximately 5,500 s.f. of retail space (see Table 4) which is less than the 100,000 s.f. threshold. Therefore, the VMT generated by the project would be considered to be less-than-significant.

Table 4
Equivalent Retail Land Use for Proposed Education Building

Land Use	Size		Weekday Rate	Weekday Trips
Proposed Land Use				
Preschool[1]	36	students	4.09	147
Maximum Activities[2]	75	students	-	150
Total				*297*
Equivalent Land Use				
Retail[3]	5,500	s.f.	54.45	297

Notes:
s.f. = square feet
1. Average daily trip rate (trips per student) for Day Care Center (Land Use Code 565) was used.
2. Based on the daily acitives, the maximum daily trips would occure on Fridays with 75 students for scouts.
3. Average daily trip rate (in trips per 1,000 s.f.) for Strip Retail Plaza (<40k) (Land Use Code 822) located in a General Urban/Suburban setting was used.

Cumulative Analysis (Compliance with the General Plan)

Projects must demonstrate consistency with the *Envision San Jose 2040 General Plan* to address potential 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 as part of the City's *Transportation Analysis Handbook*.

The site has two General Plan designations: Residential Neighborhood (RN) and Public/Quasi Public (PQP). The project would be consistent with both. The RN designation is intended to preserve the existing character of these neighborhoods and to strictly limit new development to infill projects that closely conform to the prevailing existing neighborhood character as defined by density, lot size and shape, massing and neighborhood form and pattern. Since the project would demolish the existing classroom building and residential buildings and construct a new classroom building, the project would be consistent with the RN designation. Private Community Gathering Facilities compatible with the surrounding residential neighborhoods are also included under this land use designation.

TDM Requirements

All projects requiring a development permit that are not exempt per Section 20.90.900.B of the San Jose Municipal Code are required to adhere to the new Parking and TDM Ordinance (Ordinance No. 30857), which includes new mandatory TDM requirements. The project is expected to be exempt from the TDM requirements because, based on the retail equivalency calculation (shown in Table 4) and explained above under VMT Assessment, it meets the retail screening criterion (less than 100,000 s.f.).

Local Transportation Analysis

The trips generation estimates (see Table 3) show that the project would generate fewer than 20 new peak-hour trips on weekdays. Based on the criteria outlined in the City's *Transportation Analysis Handbook,* the project would not add 10 or more vehicle trips per hour per lane to any signalized intersection located within a half-mile of the project site; thus, an intersection level of service to evaluate intersection operations is not required. The LTA includes a review of site access and on-site circulation, and an evaluation of potential effects to transit, bicycle, and pedestrian facilities.

Existing Conditions

Existing Roadway Network

Vehicle access to the site is provided via N. 5th Street, Taylor Street, and Jackson Street as described below.

N. 5th Street is a north-south local street that extends between Commercial Street and E. Santa Clara Street. N. 5th Street has two lanes with left turn pockets provided at intersections and a center two-way left-turn lane provided between intersections in the project vicinity. There are sidewalks on both sides of the street. N. 5th Street has a posted speed limit of 25 mph. On-street parking is permitted on both sides of the street. N. 5th Street provides direct access to the project site.

Taylor Street is an east-west street that extends between The Alameda and Mabury Road. It is designated as "Local Connector Street" per Envision General Plan 2040 street typologies. Taylor Street has two lanes with left turn pockets provided at intersections in the project vicinity. There are sidewalks on both sides of the street. Taylor Street has a posted speed limit of 25 mph. On-street parking is permitted on both sides of the street. Taylor Street provides access to the project site via N. 5th Street.

Jackson Street is 2-lane east-west street that extends between N. First Street and Monferino Drive. It is designated as "Main Street" per Envision General Plan 2040 street typologies. There are sidewalks on both sides of the street. Jackson Street has a posted speed limit of 25 mph. On-street parking is permitted on both sides of the street. Jackson Street provides access to the project site via N. 5th Street.

Existing Pedestrian Facilities

A complete network of sidewalks and crosswalks is present along the streets and at intersections in the vicinity of the project site, including 5th Street, Taylor Street, and Jackson Street. A midblock crosswalk with Rectangular Rapid Flashing Beacons (RRFB) is present in front of the project site for access between the site and the church itself. At the 5th Street/ Jackson Street intersection, bulb-outs are present at four corners of the stop-controlled intersection. Overall, the existing network of sidewalks and crosswalks has good connectivity and provides pedestrians with safe routes to the project site and transit stops.

Curb ramps with truncated domes are also provided at all crosswalks for the intersections near the site. Truncated domes are the standard ADA design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street.

Existing Bicycle Facilities

The existing bicycle facilities in the project vicinity include Class II bike lanes and Class III bike routes (see Figure 4). Bike lanes are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes are existing streets that accommodate bicycles but are not separate from the existing travel lanes. Bike routes are typically designated only with signage or with painted shared lane markings (Sharrows) on a road that indicate to motorists that bicyclists may use the full travel lane. As part of the San Jose Better Bike Plan 2025, existing striped bike lanes on several streets in the project area were restriped as buffered bike lanes.

In the immediate vicinity of the project site, there are bike lanes on 4th Street. No striped bike lanes or signed shared bike routes are present on 5th Street, Taylor Street, and Jackson Street adjacent to the project site. However, 5th Street and Jackson Street carry low traffic volumes and are conducive to bicyclists. N. 5th Street between Taylor Street and Jackson Street has 6-foot shoulders between the on-street parking and travel lanes that can be used by bicyclists.

Existing Transit Service

Existing transit service to the study area is provided by the Santa Clara Valley Transportation Authority (VTA) (see Figure 5). One frequent bus route (Route 61) and two Light Rail Transit (LRT) routes (Green and Blue lines) serve the vicinity of the project area, as described below.

Frequent Route 61 provides frequent service between the intersection of Sierra & Piedmont and Good Samaritan Hospital. Route 61 operates along E. Taylor Street in the project vicinity, with 15-minute headways during the weekday peak commute periods. Bus stops are located on E. Taylor Street at N. 4th Street, approximately 0.2 miles to the site.

Green (Winchester-Old Ironsides) and Blue (Baypointe-Santa Teresa) LRT Lines operate 24-hours a day with 15-minute headways during much of the day along N First Street in the project vicinity. The Japantown/Ayer LRT Station is located approximately 0.4 miles from the site.

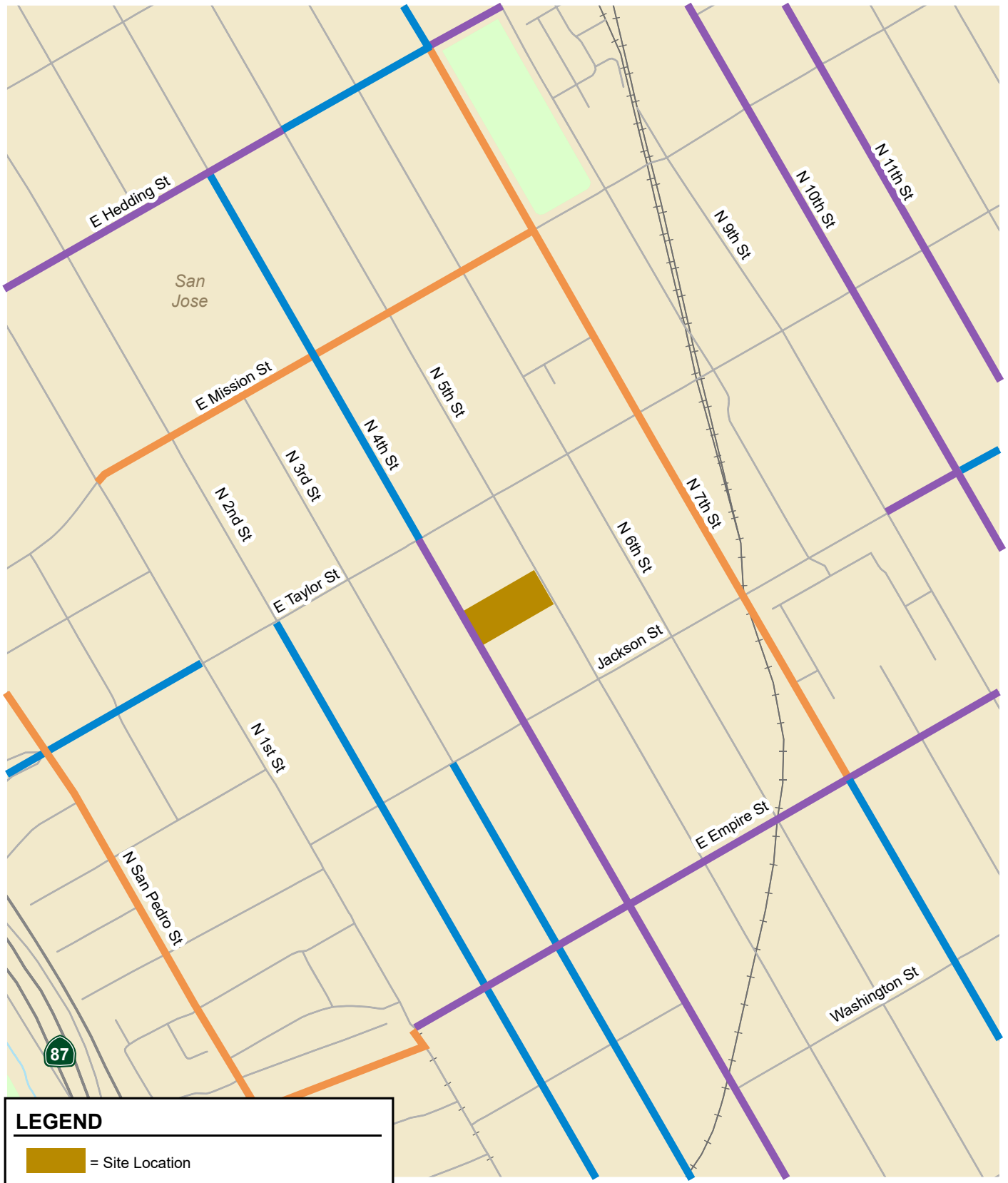


Figure 4
Existing Bicycle Facilities

NORTH
Not to Scale

Figure 5
Existing Transit Services

Site Access and Circulation

A review of the project site plan was performed to determine if adequate vehicle site access and on-site circulation would be provided and to identify any access or circulation issues that should be improved. This review is based on the site plan dated June 28, 2024, (see Figure 2) and in accordance with generally accepted traffic engineering standards.

Site Access

Vehicle access to the on-site surface parking lot would be provided via a full access driveway on N. 5th Street toward the northern end of the project site (see Figure 1). The project would consolidate two existing one-way driveways to one two-way driveway on N. 5th Street. The site plan also shows a curb cut at the southern end of the project site for truck loading (the south driveway).

The project site is bounded by N. 4th Street on the west side. The project would remove all existing driveway/curb cuts and there would be no vehicular access to the site from N. 4th Street.

The main driveway on N. 5th Street is shown to be approximately 26 feet wide, and the south driveway would be 12 feet wide. According to the *San Jose Citywide Design Standards and Guidelines (2021)*, driveways must be less than 25 percent of the street frontage for sites that are more than 100 feet wide at the street. In addition, driveways must be a maximum width of 52 feet cumulatively for each street frontage. The project frontage on N. 5th Street is approximately 183.7 feet, so the project driveways must be less than 46 feet. The project driveways would be a total of 38 feet wide and meet the width requirement.

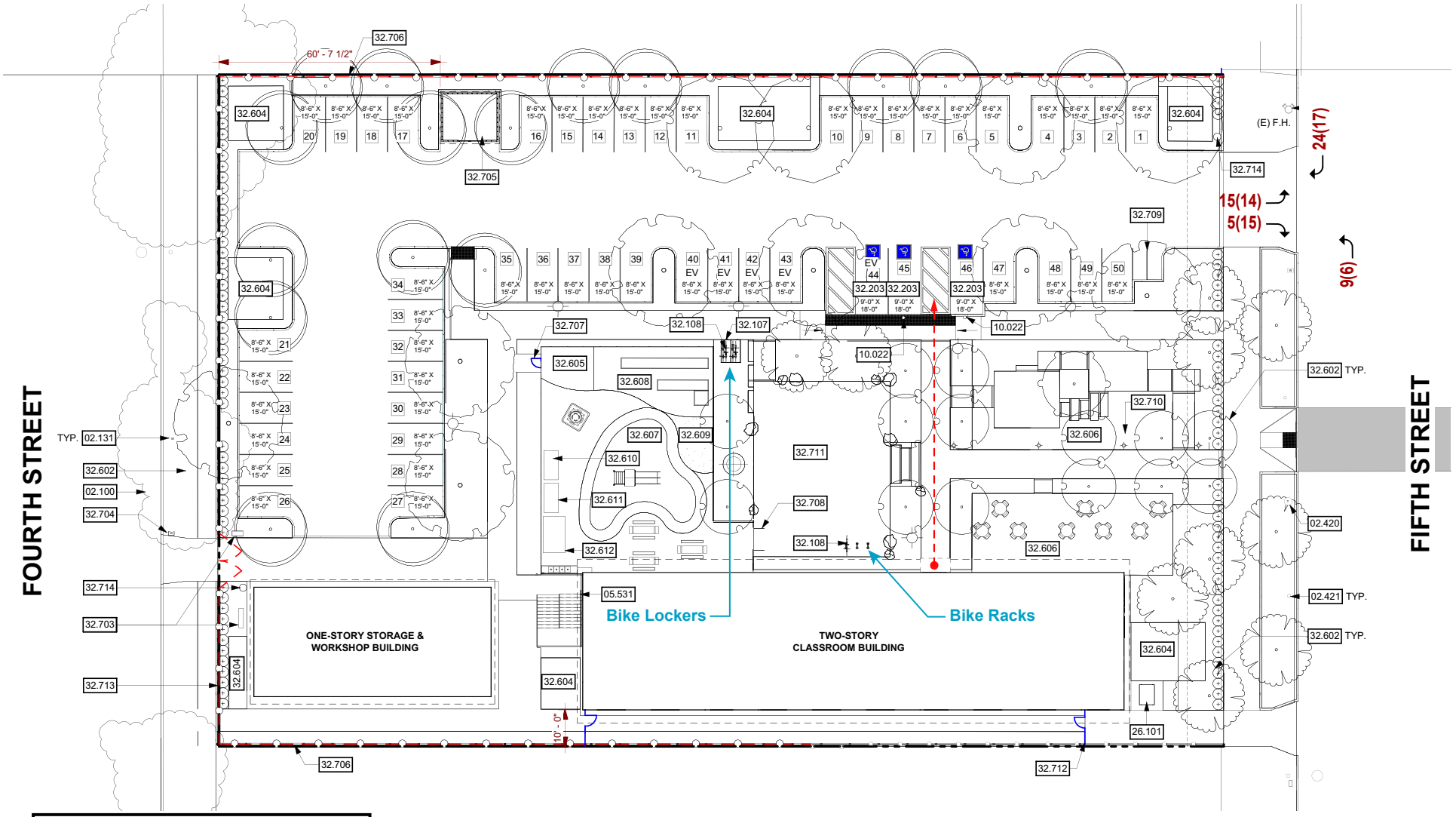
Traffic Operations at Project Driveway

Traffic operations at the driveways were evaluated to identify whether there would be vehicle queuing issues.

The project is estimated to generate 53 vehicle trips (33 inbound and 20 outbound) during the AM peak hour and 42 vehicles trips (23 inbound and 19 outbound) during the PM peak hour (see Table 2 and Figure 6). On average, there would be about one vehicle entering and one vehicle exiting the driveway every two to three minutes during either the AM or PM peak hour.

There is a two-way center left-turn lane (TWLTL) on N. 5th Street to facilitate vehicles turning in and out of driveways on the street. The inbound left-turn trips (9 AM and 6 PM peak-hour trips) are expected to occur every 6 to 10 minutes. With low traffic volume on N. 5th Street, the inbound vehicle queue is not expected to be more than one vehicle. The project driveway is approximately 42 feet north of the existing midblock crosswalk with storage to accommodate one inbound vehicle between the driveway and the crosswalk in the TWLTL. Therefore, the inbound left-turn vehicle queue would not interfere with the crosswalk or affect the traffic flow on northbound 5th Street.

Vehicles turning out of the driveway (20 AM and 19 PM peak-hour trips) are expected to occur every 3 minutes. The driveway has a throat length of 37 feet between the face of curb and the first 90-degree parking space along the drive aisle, which could accommodate a vehicle queue of one outbound vehicle without blocking the access to the adjacent parking space. With low traffic volume on N. 5th Street and a TWLTL to facilitate vehicles turning out of the driveway, the outbound vehicle queue is not expected to be more than one vehicle and would not affect on-site vehicle circulation.



LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 6
Project Driveway Trips

NORTH
Not to Scale

Sight Distance at the Project Driveway

The project driveways should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on N. 5th Street. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to locate sufficient gaps in traffic to exit a driveway. The minimum acceptable sight distance is considered the Caltrans stopping sight distance. Sight distance requirements vary depending on roadway speeds. N. 5th Street has a posted speed limit of 25 mph, so the Caltrans stopping sight distance is 200 feet (based on a design speed of 30 mph). Accordingly, a driver must be able to see 200 feet along N. 5th Street in order to stop and avoid a collision. On-street parking is allowed on N. 5th Street near the project driveways, which could potentially block the view of exiting drivers if there were cars parked next to the driveways.

Recommendation: Red curbs should be painted along the 5th Street frontage between the north property boundary and the midblock crosswalk to ensure a minimum of 200 feet of clear sight distance from the main driveway.

On-Site Circulation

The site plan shows that the project would provide an L-shaped parking lot with two 26-foot drive aisles providing access to the 90-degree parking spaces. The width of the drive aisle would provide sufficient space for vehicles to back out of the parking stalls. There would be a dead-end aisle at the south end of the L-shaped parking lot. The site plan shows a turnaround space at the west end of the drive aisle for vehicles in the dead-end aisle to make a three-point turn and exit the site (see Figure 7).

Parking Stall Dimensions

The City's off-street parking stall design standards are 8.5 feet wide by 17 feet long for 90-degree uniform parking stalls and 9 feet wide by 18 feet long for full-size parking stalls. The site plan shows all uniform/full size parking stalls to be 8.5 feet wide by 15 feet long with a two-foot overhang into the landscaped area. The handicap stalls are shown to be 9 feet wide by 18 feet long with a two-foot overhang into the landscaped area and include access aisles of 8 feet for van accessibility, which meets the City's standards.

Preschool Drop-Off and Pick-Up Operations

The Lotus preschool operates from 7 AM to 6 PM, Monday to Friday. There are no specific drop-off and pick-up times, but parents typically drop off students between 7 AM and 9 AM and pick up students between 3 PM and 6 PM. Based on the driveway counts at the existing driveways, the peak drop-off and pick-up times occurred during 8:00 – 9:00 AM and 4:30 – 5:30 PM. Unlike typical elementary schools where students start and end school at the same time, student drop-off and pick-up operations at preschools tend to be more sporadic. Parents of the Lotus preschool park their vehicles in the parking lot and walk to/from the preschool building to drop off/pick up students. Parents are required to sign the students in and out of the preschool. The drop-off/pick-up process takes approximately 5 minutes. The preschool operations would not change with the project, but the number of staff would increase from 5 to 6 with the expansion.

Based on AM peak-hour trips, 33 inbound trips would occur during the peak drop-off hour at a rate of 5 minutes for each student, approximately 3 parking spaces (33 x 5 / 60 = 3) would be required at any one time during the peak drop-off/pick-up periods to ensure each vehicle would have a space.

The parking lot would contain 50 vehicle spaces (including 3 accessible spaces). It is assumed that all of the staff (6 staff members) would drive alone and arrive at the site before 7:00 AM. Thus, 6 spaces would be occupied by the staff and 47 spaces would be available for parents to park their vehicles, which is much greater than the 3 parking spaces estimated for drop-off/pick-up vehicles during the peak periods. Therefore, parking and queueing issues would not be expected to occur on the project site during school drop-off and pick-up.

Recommendation: The school should designate three parking spaces in front of the preschool entrance for parents' drop off and pick up during the school hours. The school should frequently monitor the parking demand during the peak drop-off and pick-up periods and increase the number of designated parking spaces as needed.

Recommendation: The project should designate the parking stalls along the drive aisle farthest from the building for teachers/employees (in the western section). This would ensure the parking stalls along the drive aisle closest to the building be free for efficient student drop-off/pick-up operations.

Evening Meetings

As shown in Table 2, there would be up to 75 students attending the evening meetings/activities at the project building on Wednesdays and Fridays. Based on a carpool rate of 1.5 students per vehicle and 50% of vehicles parked on-site, the parking demand would be 25 parking spaces (75 / 1.5 x 50%). The remaining 50% of parents would drop-off/pick-up students before/after the meeting. Based on the assumption of 25 drop-off/pick-up vehicles occurring within 10 minutes at a rate of 3 minutes for each vehicle, approximately 8 parking spaces (25 x 3 / 10 = 8) would be required at any one time during the peak drop-off/pick-up periods to ensure each vehicle would have a space. Therefore, a total of 33 parking spaces would be required for the evening meetings.

The 50 on-site parking spaces would be sufficient to accommodate the parking demand from attendees and staff members. Therefore, parking and queueing issues would not be expected to occur on the project site during the evening meetings.

Truck Access and Circulation

The site plan shows the trash enclosure area to be located toward the west end of the driveway aisle with garbage being collected on-site. Figure 7 shows garbage trucks would enter the site via the main driveway to pick up trash and would be able to turn around within the site without maneuvering issues.

The south driveway/curb cut located at the southern end of the project site would be for truck loading occurring once per month. The site plan shows a transformer located to the north side of the driveway. It is expected that the driveway would provide access for maintenance/service vehicles to access the transformer. Maintenance/service vehicles accessing the area would be small trucks and would access the area infrequently. Figure 8 shows that the driveway width of 12 feet would be able to accommodate a single-unit (SU-30) truck. It is assumed that a truck would back into the loading area via southbound 5th Street. The loading area on site would be about 33 feet long between the back of the sidewalk and the gate, which would be able to accommodate a SU-30 truck without blocking the sidewalk.

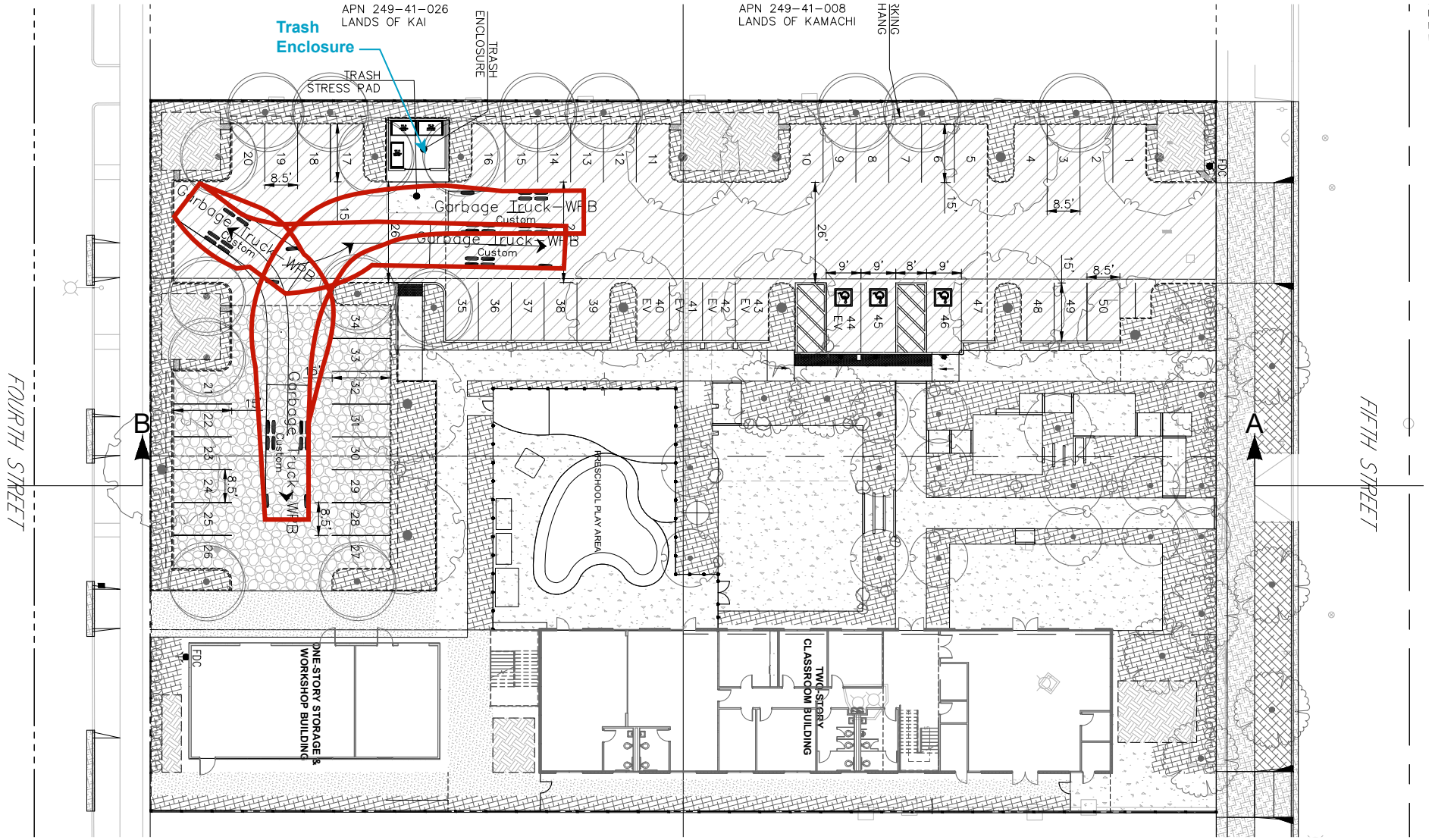
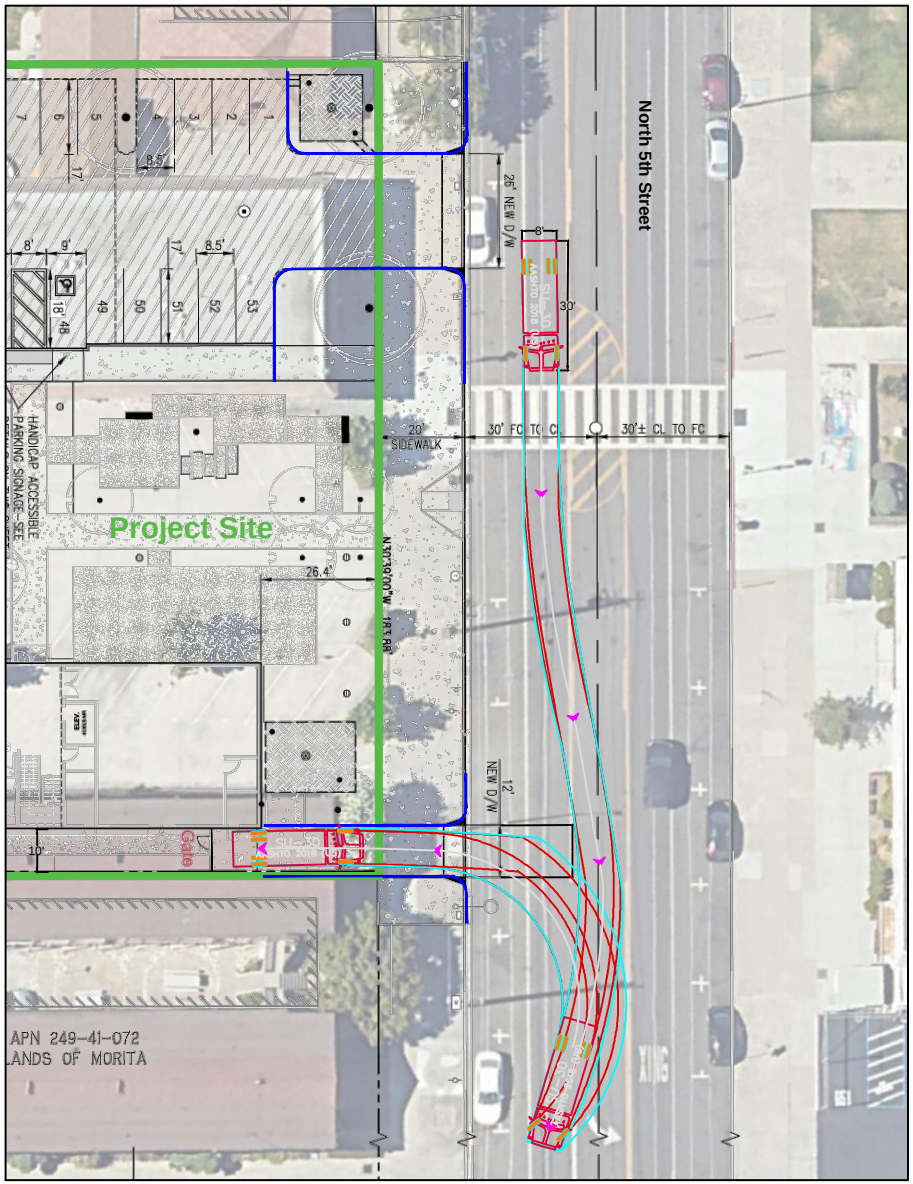


Figure 7
Truck Turning Template for Garbage Truck Circulation On-Site

NORTH
Not to Scale

Ingress



Egress

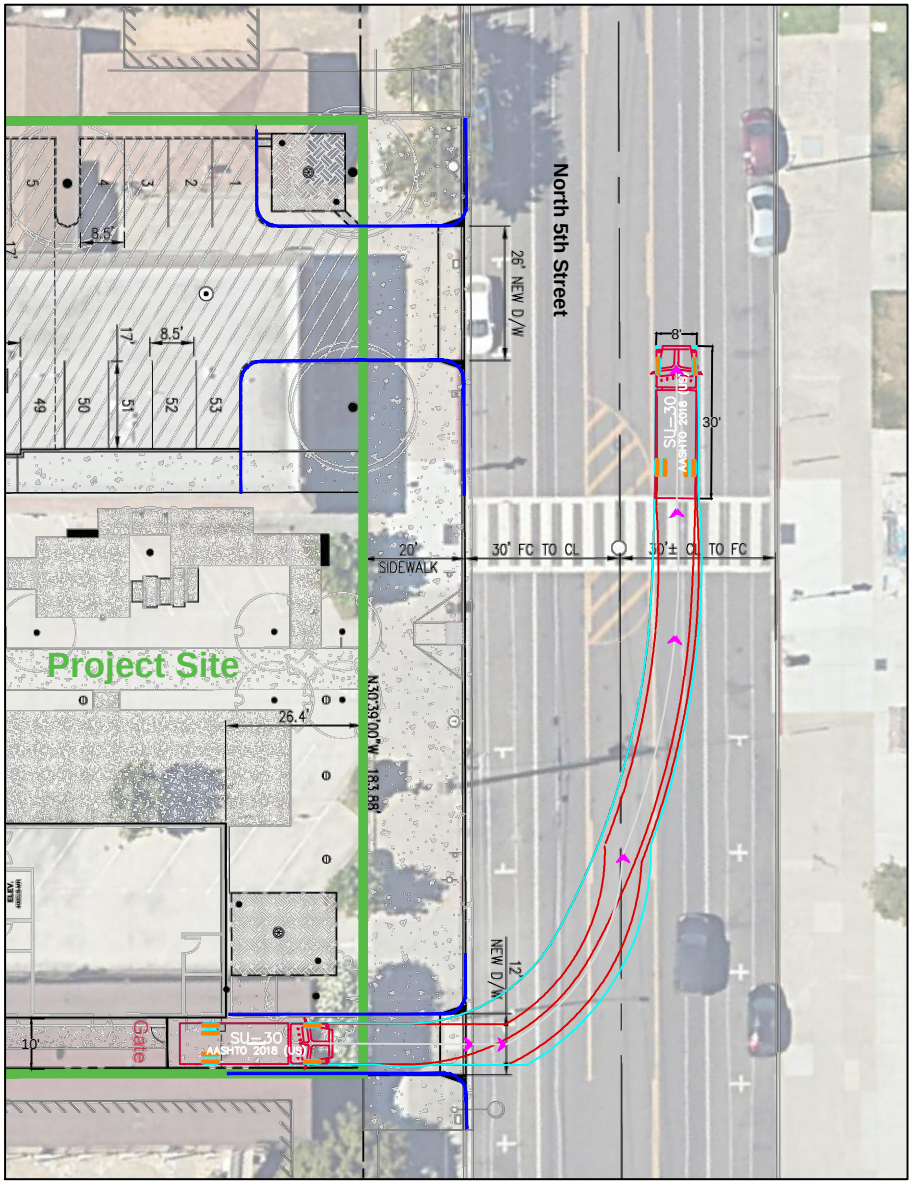


Figure 8
Truck-Turning Template for Access at South Driveway

Emergency Vehicle Access

Emergency vehicle access (EVA) would be provided along N. 5th Street and at the project driveway on N. 5th Steet. The City of San Jose Fire Code requires driveways to provide at least 20 feet for fire access. The project driveway and drive aisle would measure approximately 26 feet wide, and therefore would comply with the City's fire code.

The City of San Jose Fire Department requires that all portions of the buildings be within 150 feet of a fire department access road and requires a minimum of 6 feet clearance from the property line along all sides of the buildings. The project would meet the requirements.

Pedestrian, Bicycle and Transit Evaluation

Pedestrian Facilities

A complete network of sidewalks and crosswalks is present along the streets and at intersections in the vicinity of the project site, including 5th Street, Taylor Street, and Jackson Street. A midblock crosswalk with Rectangular Rapid Flashing Beacons (RRFB) is present in front of the project side for access between the site and the church itself across the street. At the 5th Street/ Jackson Street intersection, bulb-outs are present at four corners of the stop-controlled intersection. Overall, the existing network of sidewalks and crosswalks has good connectivity and provides pedestrians with safe routes to the project site and transit stops.

The site plan indicates that the existing sidewalks and curbs on N. 5th Street would be reconstructed along the project frontage, and the sidewalks would be widened from 17 to 20 feet. The project would consolidate the driveways on N. 5th Street to provide one full access driveway to the on-site parking lot. Pedestrian walkways would be provided within the site to connect to the building entrance.

The project would not reconstruct the curb ramp for the midblock crosswalk, but it appears to meet the current ADA standards. Because the project would increase the number of on-site meetings and attendees for these meetings and would increase the number of pedestrians using the crosswalk between the site and the main church, the project should consider upgrading the existing crosswalk by constructing a raised median island in place of the existing painted median island.

Recommendation: The project should consider upgrading the existing crosswalk by constructing a raised median island in place of the existing striped median island.

Bicycle Facilities

In the immediate vicinity of the project site, there are bike lanes on 4th Street (see Figure 4). No striped bike lanes or signed bike routes are present on 5th Street, Taylor Street, and Jackson Street adjacent to the project site. However, 5th Street and Jackson Street carry low traffic volumes and are conducive to bicyclists. N. 5th Street between Taylor Street and Jackson Street has 6-foot shoulders between on-street parking and travel lanes that can be used by bicyclists.

The project would provide long-term bicycle lockers and short-term bike racks (see Figure 2) in front of the building next to the pedestrian walkways.

Transit Services

Existing transit service to the study area is provided by the VTA Bus Route 61 and two LRT routes (Green and Blue lines) (see Figure 5). Some staff members might ride the bus or LRT. The small

increase in transit demand generated by the project could be accommodated by the current available ridership capacity of the VTA transit services.

Parking

The City of San Jose recently amended Title 20 of the Municipal Code to remove citywide minimum off-street vehicle parking requirements for developments, with the exception of single-family properties and areas where the City has defined contractual agreements regarding parking supply. The changes are intended to encourage the use of alternative modes of transportation, thereby reducing VMT and greenhouse gas emissions. All projects requiring a development permit that are not exempt per Section 20.90.900.B of the San Jose Municipal Code are required to adhere to the new parking ordinance, which includes new mandatory TDM requirements.

The removal of vehicle parking requirements and addition of TDM requirements are intended to improve consistency with Climate Smart San Jose and the Envision San Jose 2040 General Plan transportation and land use goals. Developers have the flexibility to determine the appropriate number of vehicle parking spaces based on a project's specific needs and market conditions, rather than based on a minimum number of spaces determined by the City.

Though minimum vehicle parking requirements have been removed, Chapter 20.90 of the City's new Municipal Code continues to maintain existing minimum bicycle parking requirements for most land uses. Per Section 20.90.060, the project should meet the following bicycle parking requirements:

- 4 bicycle parking spaces for the preschool based on one bicycle parking space per 10 full-time employees and children for day care centers. One space should be long term for staff.
- 2 bicycle parking spaces for the other spaces (totaling 4,480 s.f.) within the building based on one bicycle parking space per 3,000 s.f. for instructional studios and community centers. At least eighty percent of the spaces should be short term.
- 2 bicycle parking spaces for the playground based on one bicycle parking space per 5,000 s.f. of outdoor recreation space for parks and playgrounds. At least eighty percent of the spaces should be short term.

Therefore, the project should provide at least 8 bicycle parking spaces with 2 long-term bicycle parking spaces. The project would provide two long-term spaces in bike lockers and 6 short-term spaces in three bike racks, which meet the parking requirements.

Also included in the Municipal Code are new minimum parking requirements for "two-wheeled motorized vehicles", as opposed to "motorcycles", since not all licensed two-wheeled vehicles are considered motorcycles. The update requires most developments to provide two-wheeled motorized vehicle parking equal to 2.5% of the total vehicle parking provided. For the 50 parking spaces provided, the project is required to provide two two-wheeled motorized vehicle spaces. The site plan shows two parking spaces located near the project driveway.

Neighborhood Interface

The project does not propose altering the existing roadway network in the vicinity of the project site. There are no anticipated changes to existing vehicular travel patterns or usage of roadways. Most project generated vehicles would utilize Taylor Street, Jackson Street, and N. 5th Street to access the site. These streets serve commercial and residential uses in the project vicinity. Because these streets serve as primary access roads to the project site, the project traffic on these roads is not considered cut-through traffic. The project is not expected to cause cut-through traffic issues on other neighborhood streets.

Construction Activities

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

Conclusions

The project is exempt from a CEQA-level VMT analysis and TDM requirements. The project would not add 10 or more vehicle trips per hour per lane to any signalized intersection; thus, an intersection level of service is not required.

Below are recommendations resulting from the site plan review and pedestrian and bicycle evaluation.

- Red curb should be painted along the 5th Street frontage between the north property boundary and the midblock crosswalk.
- The school should designate three parking spaces in front of the preschool entrance for parents' drop off and pick up during school hours. The school should frequently monitor the parking demand during the peak drop-off and pick-up periods and increase the number of designated parking spaces as needed.
- The project should designate the parking stalls along the drive aisle farthest from the building for teachers/employees (in the western section). This would ensure the parking stalls along the drive aisle closest to the building be free for efficient student drop-off/pick-up operations.
- The project should consider upgrading the existing crosswalk by constructing a raised median island in place of the existing painted median island.