Hexagon Transportation Consultants, Inc.

Memorandum

Date: April 6, 2026

To: Mr. Bill Sadler, Pulte Home Company

From: Michelle Hunt
Nivedha Baskarapandian

Subject: Updated Transportation Analysis for the Proposed Mixed-Use Development at 3521 and 3591 Homestead Road in Santa Clara, California

Hexagon Transportation Consultants, Inc. has completed an updated transportation analysis for the proposed mixed-use project at 3521 and 3591 Homestead Road in Santa Clara, California. The project site location is shown on Figure 1. The project proposes 147 dwelling units (57 townhomes and 90 stacked townhomes) and 5,105 square feet (s.f.) of commercial space on a 5.55-acre site(see Figure 2). The project site currently contains neighborhood mixed-use retail stores, which will be demolished. The project would provide 341 vehicle parking spaces (including EV charging spaces), and would provide long-term parking for 147 bicycles (one in each townhome garage). The project also would include 12 short-term bicycle parking spaces in bike racks dispersed throughout the site. Vehicle access to the site would be provided via driveways on Homestead Road and Lochinvar Avenue.

Because the project would generate fewer trips during the peak hours than the existing use, a local transportation analysis to evaluate the project's traffic effects on intersection operations is not required. The California Environmental Quality Act (CEQA) requires all California cities to evaluate and disclose potential transportation environmental impacts of any proposed project. In accordance with Senate Bill (SB) 743, the City of Santa Clara adopted a Transportation Analysis Policy that requires all projects to evaluate and disclose transportation environmental impacts by measuring Vehicle Miles Traveled (VMT) per CEQA. The City's VMT Policy establishes procedures and VMT thresholds of significance for determining project impacts on VMT. The City's VMT Policy also includes screening criteria that are used to identify projects that would not exceed the VMT thresholds of significance. If a project meets the screening criteria, it is then presumed that the project would result in a less-than- significant VMT impact, and a VMT analysis is not required. The project would not meet any of the applicable VMT screening criteria. Therefore, a CEQA VMT analysis is required for the project.

The transportation analysis includes trip generation estimates, a vehicle miles traveled (VMT) analysis, evaluation of site access and on-site circulation, and effects on pedestrians, bicycles, and transit facilities.

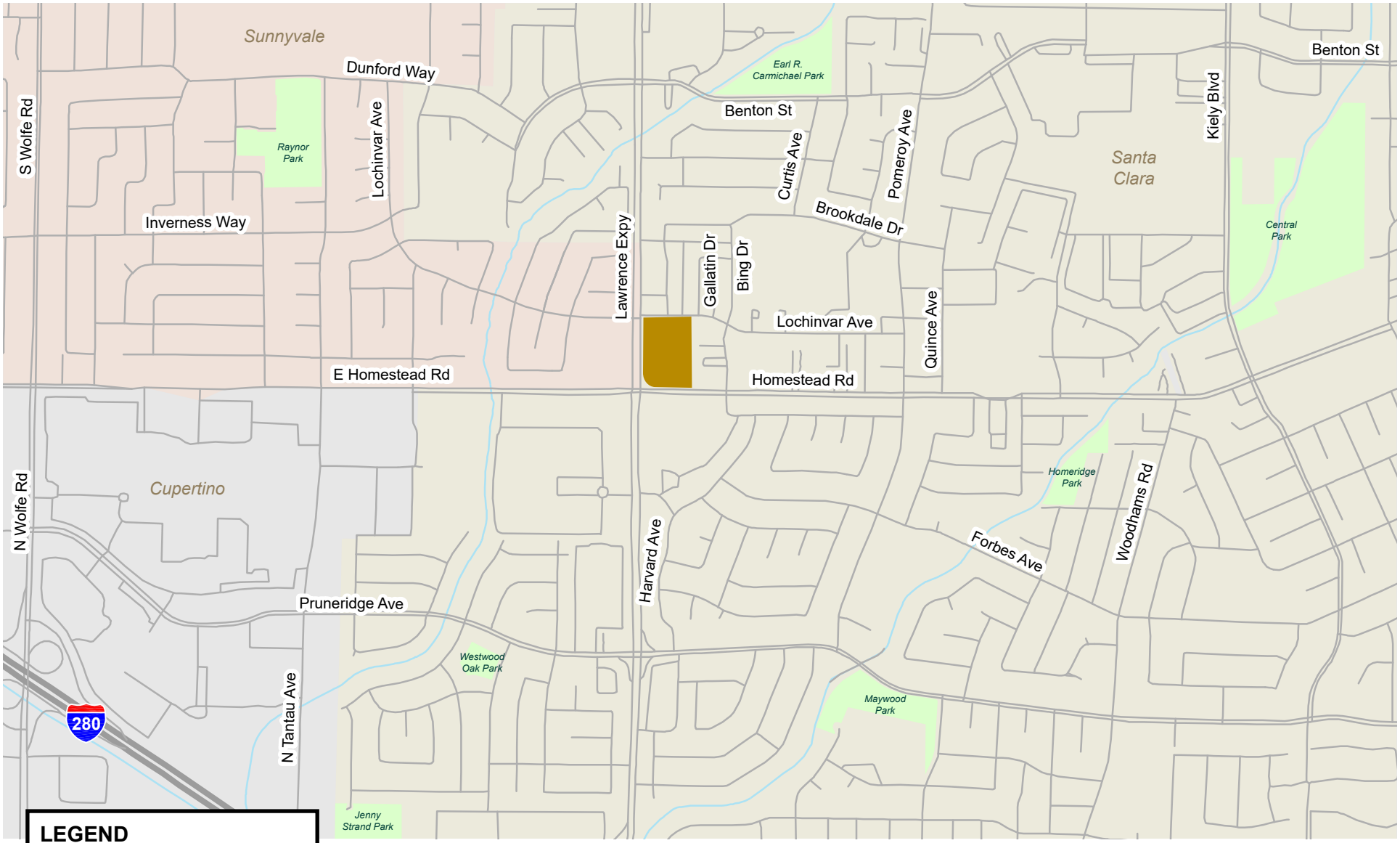
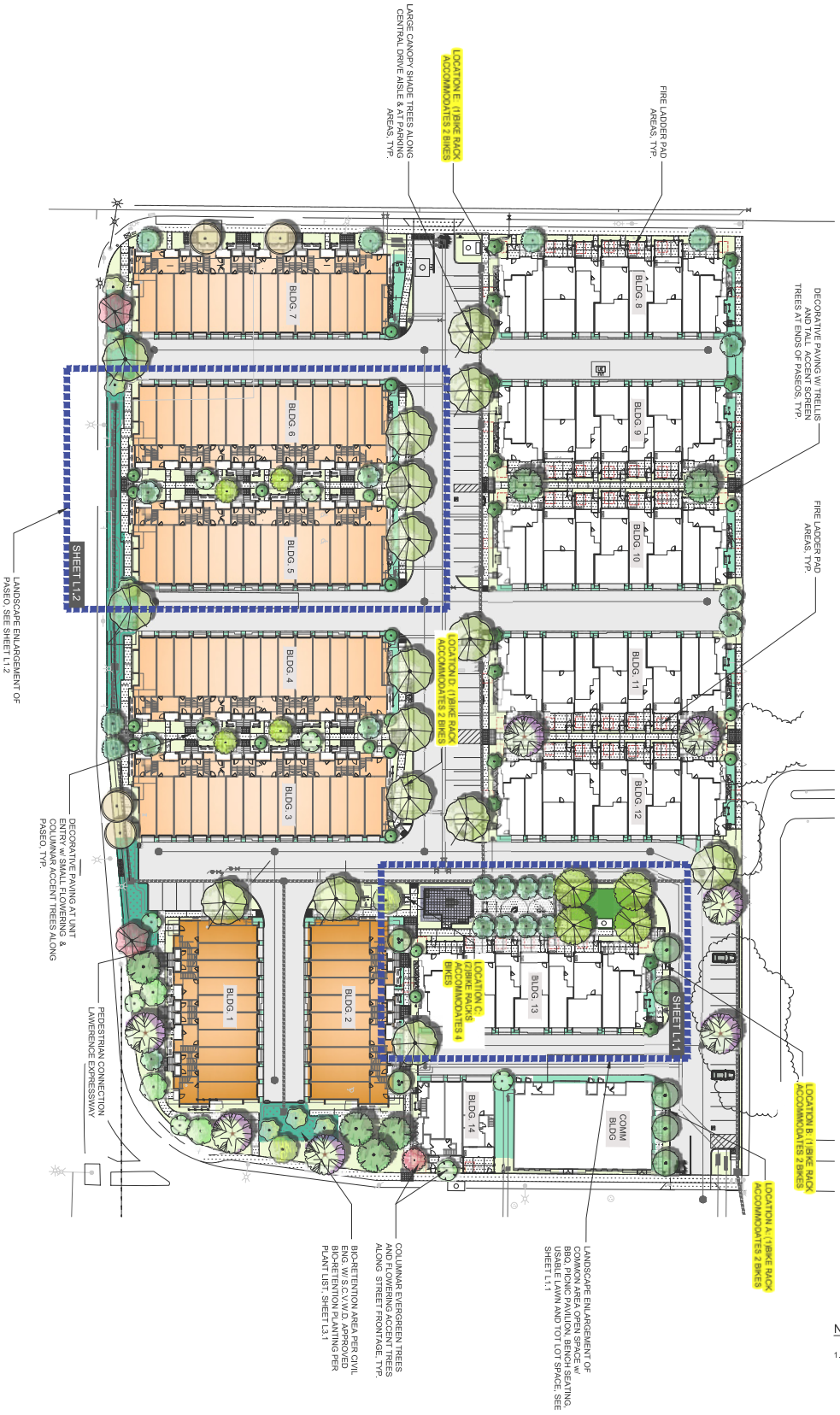


Figure 1
Project Site Location



NOTES:

1. 6 BIKE RACKS PROVIDED IN 5 LOCATIONS, FOR A TOTAL OF 12 SHORT TERM BIKE PARKING.

NORTH
Not to Scale

Project Trip Generation

Through empirical research, data have been collected that show trip generation rates for many types of land uses. The research is compiled in the ITE *Trip Generation Manual, 11th Edition*. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. The rates published for "Multifamily Housing (Low Rise) – Not Close to Rail Transit" (Land Use Code 220) were used to estimate the trips generated by the proposed 3-story townhomes, the rates for "Multifamily Housing (Mid Rise) – Not Close to Rail Transit" (Land Use Code 221) were used to estimate the trips generated by the proposed 4-story stacked townhomes, and the rates for "Strip Retail Plaza (<40k)" (Land Use Code 822) were used to estimate the trips generated by the proposed commercial space.

In accordance with the City's *2022 Climate Action Plan* (CAP) requirements for multifamily developments, the project will be required to reduce vehicle miles traveled (VMT) by a minimum of 20 percent with a minimum 10 percent reduction from active Travel Demand Management (TDM) measures. Thus, a 10 percent TDM reduction was applied to the trips generated by the multi-family units.

The project would also receive credit for trips generated by the existing neighborhood retail stores on site, which total 62,500 square feet. The traffic generated by the existing retail space was estimated based on rates for "Shopping Plaza (40-150k) - Supermarket - Yes" in a General Urban/Suburban area (Land Use 821) published in the ITE *Trip Generation Manual, 11th Edition*.

After taking credit for the existing use on the project site, the project is expected to generate no net new daily trips and no net new AM and PM peak hour trips (see Table 1).

Because the project would generate fewer trips than the existing uses, the project is not required to prepare a Local Transportation Analysis to evaluate the project's effects on nearby intersection operations.

Table 1
Project Trip Generation Estimates

Land Use	Size	Daily Rate[1]	Daily Trips	AM Peak Hour Rate	AM In	AM Out	AM Total	PM Peak Hour Rate	PM In	PM Out	PM Total
Proposed (Both Alternatives)											
3-Story Townhomes [1]	57 d.u.	6.74	384	0.40	6	17	23	0.51	18	11	29
4-Story Stacked Townhomes [2]	90 d.u.	4.54	409	0.37	8	25	33	0.39	21	14	35
Commercial [3]	5,105 s.f.	54.45	278	2.36	7	5	12	6.59	17	17	34
Gross Total Project Trips			**1,071**		**21**	**47**	**68**		**56**	**42**	**98**
TDM Reduction (10%) [4]			***(79)***		***(1)***	***(4)***	***(5)***		***(4)***	***(3)***	***(7)***
Net Project Trips			**992**		**20**	**43**	**63**		**52**	**39**	**91**
Existing											
Shopping Plaza [5]	62.5 ksf	94.49	(5,906)	3.53	(137)	(84)	(221)	9.03	(271)	(293)	(564)
New Project Trips (Both Alternatives)			**(4,914)**		**(117)**	**(41)**	**(158)**		**(219)**	**(254)**	**(473)**

Notes
d.u. = dwelling units
s.f. = square feet

[1] Trip generation rates for the proposed 3-story townhomes are based on the *ITE's Trip Generation Manual, 11th Edition* rates for Land Use Code 220 "Multifamily Housing (Low Rise) - Not Close to Rail Transit" in General Urban/Suburban areas.

[2] Trip generation rates for the proposed 4-story stacked townhomes are based on the *ITE's Trip Generation Manual*, *11th Edition* rates for Land Use Code 221 "Multifamily Housing (Mid-Rise) - Not Close to Rail Transit" in General Urban/Suburban areas.

[3] Trip generation rates for the proposed commercial space are based on the ITE's *Trip Generation Manual, 11th Edition* rates for Land Use Code 822 "Strip Retail Plaza (<40k) " in General Urban/Suburban areas.

[4] Based on the Travel Demand Management (TDM) trip reduction requirements set forth in the City of Santa Clara's *Climate Action Plan 2022*, a 10 percent TDM reduction was applied to the trips generated by the multi-family units.

[5] Trip generation rate for the existing uses are based on the ITE's *Trip Generation Manual, 11th Edition* rates for Land Use Code 821 "Shopping Plaza (40-150k) - Supermarket - Yes" in General Urban/Suburban areas.

Vehicle Miles Traveled

As mandated by SB 743, the State Office of Planning and Research (OPR) adopted new CEQA guidelines that replaced Level of Service (LOS) as the evaluation measure for transportation impacts under CEQA with VMT. VMT measures the amount of vehicle trip making and trip length and is a direct measurement of greenhouse gas emissions. A reduction in VMT would promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses that reduces the reliance on individual vehicles.

VMT Impact Criteria

The City of Santa Clara adopted a VMT Transportation Analysis Policy for Environmental Review[1]. The Policy sets forth screening criteria that allow certain types of infill developments, small projects,

[1] City of Santa Clara, Resolution No. 20-8861, "A Resolution of the City of Santa Clara, California to Amend Resolution 5713 to Adopt a Transportation Analysis Policy to Comply with the California Environmental Quality Act Pursuant to State Senate Bill 743 (2013) and CEQA Guidelines Section 15064.3," adopted June 23, 2020.

and/or transit supportive projects near major transit corridors to be presumed to have a less than significant impact on VMT. The following is a list of projects that do not require VMT analysis:

- Small infill projects (project generates less than or equal to 110 vehicle trips per day)
- Retail that is 50,000 sf or less in size (i.e., local serving)
- 100 percent affordable residential projects
- Transit supportive developments that meet the following requirements:
    - The Project is located within ½ mile of an existing Major Transit Stop[2] or an existing transit stop along a High-Quality Transit Corridor[3]
    - For Office/R&D projects, a minimum Floor Area Ratio of 0.75
    - For Residential projects, a minimum density of 35 units/acre
    - Project promotes multimodal transportation networks
    - Project includes transit-oriented design elements
    - No excess parking: the project does not include more parking for use by residents, customers, or employees of the project than required by the City Code
    - No loss of affordable dwelling units: the project does not replace affordable residential units with a smaller number of affordable units, and any replacement units are at the same level of affordability

The estimated daily vehicle trips generated by the proposed residential portion of the project would exceed the 110 daily trip threshold used to define small projects. Also, the project site is farther than ½ mile from a rail station and there is only one bus route that stops within ½ mile of the project site, Local Route 53, and it has 30-minute headways. Therefore, the residential portion of the project does not qualify as a transit supportive development and must be evaluated against the CEQA thresholds of significance for VMT impacts set forth in the City's Transportation Analysis Policy. The proposed commercial use meets the local serving retail threshold and would be expected to have a less than significant VMT impact and therefore would be exempt from a VMT analysis.

The VMT analysis for the residential portion of the project was conducted with the Santa Clara Countywide VMT Evaluation Tool – Version 2. According to the City of Santa Clara's VMT impact thresholds, a residential project would have a significant VMT impact if the average VMT per resident would exceed 15 percent below the existing Countywide VMT per resident. Based on the Santa Clara County VMT Evaluation Tool, the County average for residential uses is 13.33 daily VMT per resident and the VMT threshold is 11.33 daily VMT per capita. Therefore, the project would have a significant impact on VMT if the project generated home-based work VMT per resident would exceed 11.33.

VMT Assessment Results

The results of the project generated residential VMT analysis are presented in Table 2 and Appendix A. The project's residential VMT estimates reflect the project's location, density,

[2] "Major transit stop" means a site containing any of the following: (a) an existing rail or bus rapid transit station; (b) the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods; or (c) a major transit stop that is included in Plan Bay Area 2040. Pub. Res. Code §§ 21064.3, 21155(b).

[3] "High-Quality Transit Corridor" means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. Pub. Res. Code § 21155(b).

affordability, and accessibility via transit and active transportation modes. Based on the Santa Clara County VMT Evaluation Tool, the project site would generate home-based daily VMT per capita of 11.54, which exceeds the threshold of 11.33 for residential uses. Therefore, the residential portion of the project would have a significant impact on VMT.

Table 2
Project Generated VMT Assessment

Project Type	Significance Criteria	Threshold[1]	Project Parcel VMT[2]
Residential	Project exceeds existing countywide home-based VMT per resident by 15%	11.33	11.54

Notes:
[1] The threshold for project generated VMT per resident is 15% below the Santa Clara County average.
[2] VMT for Project Site without TDM per the Santa Clara County VMT Evaluation Tool.

VMT Mitigations

Projects located in areas where the existing VMT is greater than the established threshold of significance 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 use;
2. Multimodal infrastructure 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) programs that provide incentives and services to encourage alternatives to personal motorized vehicle-trips.

The first three strategies – land use characteristics, multimodal infrastructure 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. The project will implement a TDM program that includes planning and design measures that encourage walking, biking, and the use of transit measures for reducing single-occupant vehicle trips and encouraging residents to use alternative modes of transportation. The TDM Plan will include an implementation strategy and a monitoring system.

Based on the VMT analysis conducted using the VMT evaluation tool, it is recommended the project implement the TDM measures described below.

- **Provide Voluntary Travel Behavior Change Program.** Provide a program that targets residents attitudes towards travel and providing tools for residents to analyze and alter their travel behavior. Voluntary Travel Behavior Change programs include mass communication campaigns and travel feedback programs such as travel diaries or feedback on calories burned from activities and travel. This would encourage residents to use shared ride modes, transit, walking, and biking, thereby reducing VMT.

- **Bike Sharing Program.** Currently, there are no areawide public bike share programs in operation. If a public bike share program is established 'Prior to Final' for the Building Permit, the developer will provide space for or provide subsidies to a public bike sharing program. Alternatively, if there are no areawide public bike share programs operating within the vicinity of the site when the project obtains its Building Permit, the developer will provide a bike with each townhome. Bike share programs provide residents with options to reduce auto trips and provides a first/last-mile connection for transit users.
- **Implement School Pool Program.** Create a ridesharing program for school children. The developer and/or homeowners association should facilitate the organization of a school pool among all residents. If home buyers have school-aged children, they could provide their contact information to the developer, who can then connect new home buyers for potential school carpooling.
- **Mixed-Use Development.** Incorporate residential and commercial uses within the same site. Developments with a mix of land uses can reduce VMT because trips between different uses on the same site are shorter and can be accommodated with non-automotive modes. It is anticipated that site residents would walk or bike to the proposed commercial use on the project site, reducing the need to drive to similar uses off site.

The combination of the first three TDM measures listed above would reduce the project's residential VMT to 10.55 per resident, which would make the project impact less than significant. The VMT estimate assumes that all residents would participate in the voluntary travel behavior change program and 35 percent of the residents would participate in the school pool program. Appendix A presents the VMT evaluation tool summary report showing results without and with the mitigation measures. Note that the VMT estimates prepared using the Countywide VMT Evaluation Tool do not reflect the effect of internal trips due to the mix of land uses. Based on VTA TIA Guidelines, it is estimated that 15 percent of the commercial use trips may be internal trips by project site residents. This would result in an additional 5.1 percent reduction in home-based VMT per resident.

The proposed TDM measures will reduce the project's residential VMT to a less than significant level. The TDM Plan will be submitted to the City during the development review process. The project will be subject to annual TDM monitoring to ensure that the above listed mitigation measures are effective. The City will require the project to implement additional TDM measures should the monitoring show that the project has not fully mitigated its impact on VMT or complied with the VMT reduction requirements set forth in the CAP due to lower than anticipated participation in the above listed TDM measures or other factors.

Site Access and Circulation

A review of the project site plan was performed to determine if adequate 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 conceptual site plans, dated September 17, 2025 (see Figure 2) and in accordance with generally accepted traffic engineering standards.

Site Access

Vehicle site access was evaluated to determine the adequacy of the site driveways. Currently, there are five driveways serving the project site: two driveways on Homestead Road, one driveway on Lawrence Expressway, and three driveways on Lochinvar Avenue. The project site plan shows that the eastern driveway on Homestead Road and the center driveway on Lochinvar Avenue would remain and the other four existing driveways would be eliminated. Both of the proposed project driveways would allow full access.

Driveway Design

Each of the project driveways would provide two-way flow and would be 26 feet wide. According to the City of Santa Clara Municipal Code, Chapter 18.38 (Parking Regulations), two-way driveways providing access to non-residential uses should be at least 22 feet wide while two-way driveways providing access to 25 or more residential parking spaces or garage spaces should be at least 26 feet wide. The proposed driveway widths meet the City's requirements. The site plan shows individual driveways at each townhome accessing private garages. These driveways are easily accessible from the proposed drive aisle, and no obstructions or design features would impede access to individual driveways for the townhome garages.

Sight Distance at Project Driveways

The project driveways should be free and clear of any obstructions to optimize sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on Lochinvar Avenue and Homestead Road. Any landscaping, parking, and signage should be located in such a way to ensure an unobstructed view for drivers entering and exiting the site.

The proposed driveway locations were evaluated to determine if the sight distance at the driveways would be adequate. Adequate sight distance reduces the likelihood of a collision at driveways and provides drivers with the ability to locate sufficient gaps in traffic to exit a driveway. Sight distance of a driveway is evaluated based on the stopping sight distance recommended by Caltrans for a given design speed.

The posted speed limit on Lochinvar Avenue is 25 mph. The Caltrans stopping sight distance is 200 feet (based on a design speed of 30 mph). Thus, a driver must be able to see 200 feet in both directions of Lochinvar Avenue to locate a sufficient gap to turn out of the driveway. There is no roadway curve within 200 feet of the driveway. Vehicles exiting the project driveway on Lochinvar Avenue would be slightly more than 200 feet east of the crosswalk on Lochinvar Avenue at the intersection with Lawrence Expressway. Thus, there would be adequate sight distance for vehicles turning onto Lochinvar Avenue from Lawrence Expressway. Approximately 100 feet east of the proposed project driveway is a residential alley on the north side of Lochinvar Avenue. The distance between these driveways would allow for adequate sight distance due to the low speed of vehicles as they exit the alley. The site plan does not show the detailed landscape plan. Plants and other landscape features should not exceed 36 inches in height and the bottom edge of tree canopies must be over 10 feet high within the corner vision triangle area.

Currently, on-street parking is allowed along the project frontage on Lochinvar Avenue that could obstruct the vision of exiting drivers if there were cars parked next to the driveway. Therefore, red curbs should be installed for 10 feet to the west and 5 feet to the east of the proposed driveway to prohibit parking. This would provide adequate sight distance for vehicles exiting the project site.

The posted speed limit on Homestead Road is 40 mph. The Caltrans stopping sight distance is 360 feet (based on a design speed of 45 mph). Thus, a driver must be able to see 360 feet in both directions of Homestead Road to locate a sufficient gap to turn out of the driveway. There are no roadway curves within 360 feet of the driveway and on-street parking is prohibited adjacent the project site and for a distance of about 70 feet east of the proposed project driveway. Thus, on-street parking is not expected to impede the visibility of vehicles exiting the proposed project driveway on Homestead Road.

Lawrence Expressway is approximately 360 feet west while Bing Drive is approximately 325 feet east of the proposed project driveway. Given the reduced speed for vehicles turning onto

Homestead Road, sight distance would be adequate. Likewise, vehicles turning onto Homestead Road from driveways between Lawrence Expressway and Bing Drive would be significantly below the roadway's design speed requiring less sight distance. The final site plan should be reviewed to ensure that there are no plants or other landscape features exceeding 36 inches in height or low tree canopies less than 10 feet high that would obstruct the view of vehicles exiting nearby driveways.

Traffic Operations at Project Driveways

After the residential VMT trip reduction, the project is estimated to generate 63 trips during the AM peak hour and 91 trips during the PM peak hour. This equates to roughly one or two vehicles entering or exiting the project site every minute split between the two driveways. Due to the low number of project-generated trips at the driveways, significant operational issues related to vehicle queueing and vehicle delay for inbound and outbound traffic are not expected to occur at the driveways. Vehicles turning left into the project site from Homestead Road would be able to use the center two-way left-turn lane. There is sufficient space within the median turn lane to accommodate the projected 95th percentile queue of one vehicle. Thus, inbound left-turn traffic is not expected to impede through traffic on eastbound Homestead Road. Inbound left turns into the project site from Lochinvar Avenue would turn from the westbound through lane. The traffic volumes on Lochinvar Avenue are relatively light. Given that the project driveway on Lochinvar Avenue is expected to serve fewer than 10 inbound left turns per hour, the driveway is not expected to substantially disrupt the flow of through traffic.

Passenger Loading

The site plan does not show any loading zones for dropping off and picking up passengers such residents who may use Uber/Lyft or other rideshare apps (e.g., Scoop, Waze Carpool). On-street parking is provided along Lochinvar Avenue, which could be used for this purpose. The project would also provide 47 on-street guest parking spaces throughout the site, which could also be used for passenger loading purposes. The City of Santa Clara does not require loading spaces for residential uses or for commercial uses with less than 20,000 s.f.

On-Site Circulation

On-site circulation was reviewed in accordance with generally accepted traffic engineering standards. The project would provide new private streets within the project site. Each townhouse would have its own garage that connects to these new streets.

The site plans show dead-end internal roads serving most of the townhome garages. Dead-end streets generally are undesirable because upon reaching the end of a street, drivers must either back out or perform a three-point maneuver. The dead-end streets would mostly provide access to resident garages. The project would provide 47 90-degree on-street parking spaces along the internal roads for commercial users and residential guests throughout the site. Most guest/commercial parking spaces (42 spaces) would be located along the central spine roadway and along the Homestead Road driveway and thus most visitors and customers would generally not need to use the dead-end streets. The site plan shows that the project would have five guest/commercial parking spaces located on a dead-end street. Given that the dead-end street would be relatively short (less than 200 feet) and drivers could see to the end of the street before turning, the dead-end streets are not expected to cause any operational issues.

The width of all internal roads through the project site including both dead-end streets that provide access to townhouse garages and the primary internal spine roadway that connects from Homestead Road to Lochinvar Avenue would be 26 feet. The proposed width is adequate for two-

way traffic and to facilitate vehicles maneuvering in and out of the on-street parking spaces and townhome garages. The proposed plans would provide vehicle traffic with adequate connectivity and access to parking areas.

Emergency Vehicle and Truck Access and Circulation

Emergency response vehicles would be able to access the project site from both driveways on Homestead Road and Lochinvar Avenue. The width of the internal roads through the project site would be adequate for emergency vehicles and garbage trucks to access and circulate the site. Trash and recycling carts will be rolled out to the internal spine roadway as well as the first 100 foot segment of each dead-end street. Garbage trucks would enter the site via one driveway and exit via the other driveway so that they would not have to back out onto a public street.

Effects on Pedestrians, Bicycles, and Transit Facilities

The following describes the existing transit, pedestrian and bicycle facilities that serve the site and evaluates whether appropriate bicycle and pedestrian access and transit service are provided between the site and nearby destinations.

Transit Services

The VTA Local Route 53 runs along Homestead Road in the project vicinity with the nearest bus stops approximately 200 and 500 feet east of the project site (see Figure 3). Route 53 has a headway of 30 minutes during the morning and evening peak hours. Due to the proximity of Route 53 to the project site, it is assumed that some site residents and commercial employees/customers would utilize the existing transit services.

Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks and crosswalks. Homestead Road has a continuous sidewalk on both sides of the street between Swallow Drive (approximately 0.4 miles west of the project site at the Santa Clara/Sunnyvale boundary) and Lafayette Street in Downtown Santa Clara. Lochinvar Avenue also has sidewalks along both sides of the street for the entire length of the street. Sidewalks are also present on both sides of Lawrence Expressway between Lochinvar Avenue and Lehigh Drive. North of this segment, sidewalks are found only on the east side of Lawrence Expressway while south of this segment, sidewalks are found only on the west side of Lawrence Expressway. In addition, a comprehensive network of sidewalks are present in the residential neighborhoods immediately to the north and west of the project site.

Crosswalks with pedestrian signal heads are located on all approaches to the nearest signalized intersections on Homestead Road. The intersection of Lawrence Expressway and Lochinvar Avenue has crosswalks and pedestrian signal heads on the south and east legs only. Crosswalks are not recommended on the north and west legs due to the lack of a sidewalk on the west side of Lawrence Expressway north of Lochinvar Avenue and the nearby intersection of Wren Avenue.

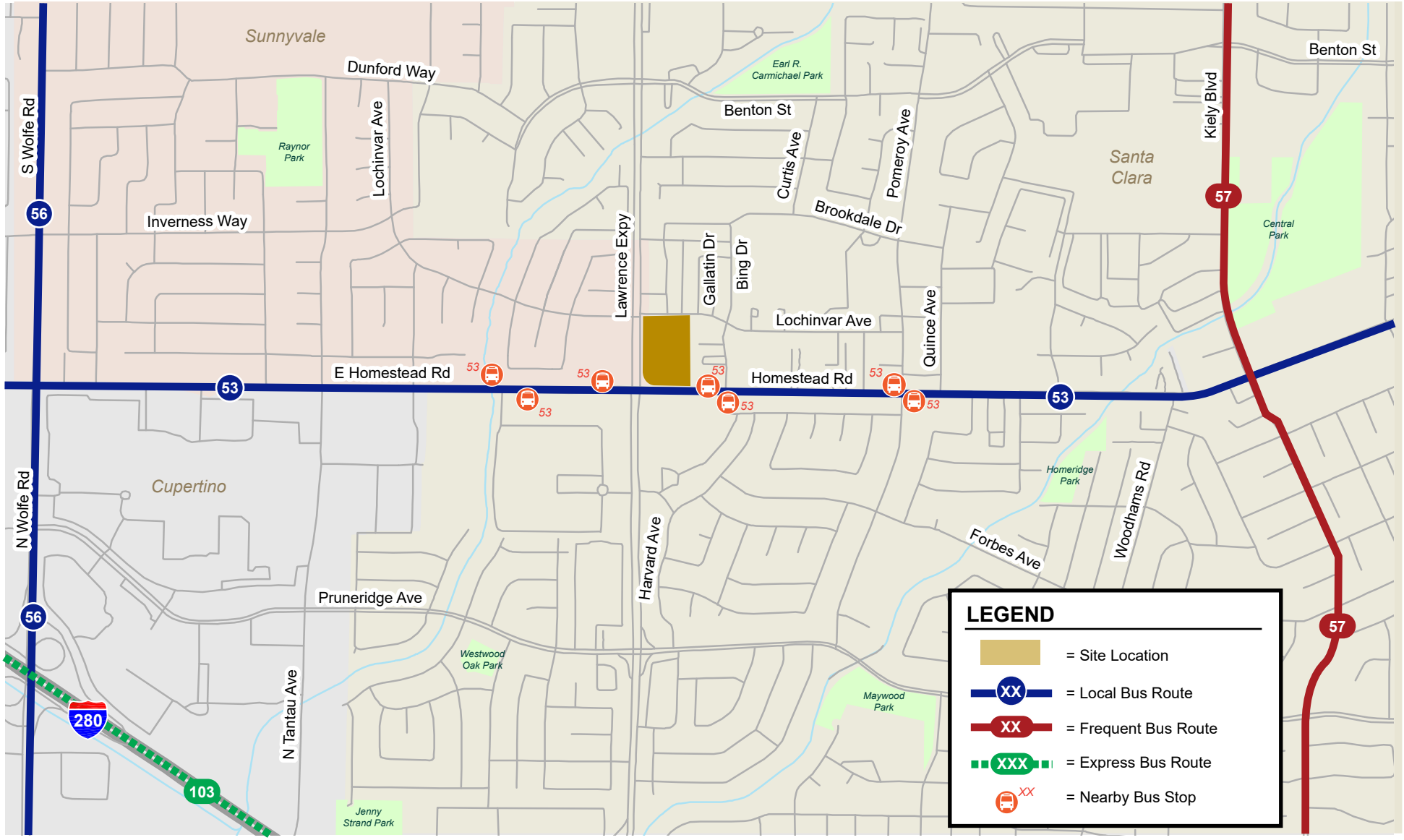


Figure 3
Existing Transit Services

Furthermore, the signalized crosswalks at the Lawrence Expressway intersections adjacent to the project site include ADA-compliant curb ramps.

The project would construct an open space/plaza and redevelop the sidewalk along the project frontage on Homestead Road and Lochinvar Avenue. In addition, pedestrian walkways would be provided through the site that provide pedestrian access to all the residential units, an open space/plaza, and the commercial space.

The sidewalks, crosswalks, and ADA curb ramp would facilitate pedestrian movements between the project site and surrounding points of interest, such as bus stops and shopping.

Bicycle Facilities

The bicycle facilities that exist within one mile of the project site include striped bike lanes (Class II bikeway) and bike routes (Class III bikeway) (see Figure 4). These bike lanes are present along Homestead Road, Wolfe Road, Pomeroy Avenue, North Tantau Avenue and Pruneridge Avenue between North Tantau and Pomeroy Avenues. Bike routes are located on Dunford Way and Forbes Avenue. Lochinvar Avenue and Bing Drive are residential streets that carry low traffic volumes and are conducive to bicyclists. Lawerence Expressway has high traffic volumes and vehicle speeds. Bicyclists need to exercise caution when riding on Lawrence Expressway. Only bicyclists with advanced skills should ride on Lawrence Expressway.

In addition, the City has approved the Benton Street Bikeway project which includes adding buffered bike lanes on Benton Street from Dunford Way to Maryann Drive. Between Maryann Drive and Lincoln Street, Benton Street will be a bicycle boulevard with speed humps/cushions and parking on both sides.

The project would provide secure bicycle storage for residents inside private garages and 12 short-term bicycle parking spaces for guests in bike racks. The bike racks would disperse throughout the site with one located in the northern part of the site (near Lochinvar Avenue) and one located next to the commercial building.

Parking Analysis

The City of Santa Clara Zoning Code (Section 18.38.030) states that in mixed use zones, multifamily dwelling units with two or more bedrooms are required to provide two parking spaces per dwelling unit and retail/service uses are required to provide four spaces per 1,000 s.f. of space. Therefore, the project is required to provide a minimum of 294 residential parking spaces and 20 retail parking spaces. The project would provide 294 covered garage parking spaces (two spaces per unit). The project also would have 47 on-street parking spaces throughout the site, respectively, which totals 341 parking spaces in all. Therefore, the proposed parking supply would meet the total number of required spaces and is expected to be adequate to serve the proposed project.

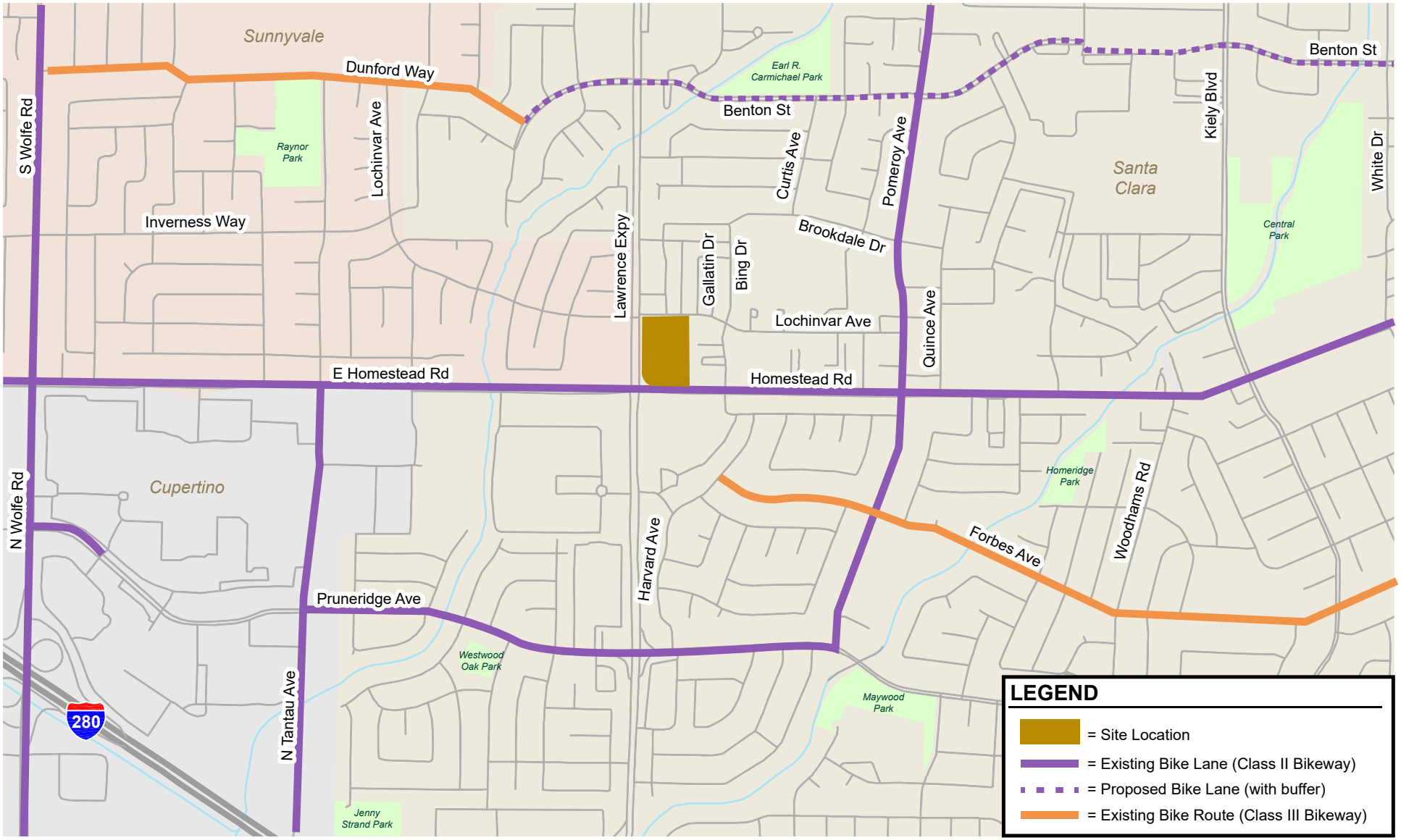


Figure 4
Existing and Proposed Bicycle Facility

NORTH
Not to Scale

Conclusions

Because the project would generate fewer trips than the existing uses, the project is not required to prepare a Local Transportation Analysis to evaluate the project's effects on nearby intersection operations.

The project would have a significant impact on residential VMT that could be mitigated through the implementation of transportation demand management (TDM) programs.

The project would not have an adverse effect on the existing pedestrian, bicycle, or transit facilities in the study area. Hexagon has the following recommendations resulting from the site access and circulation evaluation:

- The project should implement red curbs for 10 feet to the west and 5 feet to the east of the proposed driveway on Lochinvar Avenue to prohibit parking and ensure adequate sight distance.
- The site plan does not show the detailed landscape plan. The final site plan should be reviewed to ensure that the plants or other landscape features do not exceed 36 inches in height and the bottom edge of tree canopies are over 10 feet high so as not to obstruct the view of vehicles exiting nearby driveways.

Appendix A
Santa Clara County
VMT Evaluation Tool Report

Santa Clara Countywide VMT Evaluation Tool - Version 2.1 - Report

Project Details

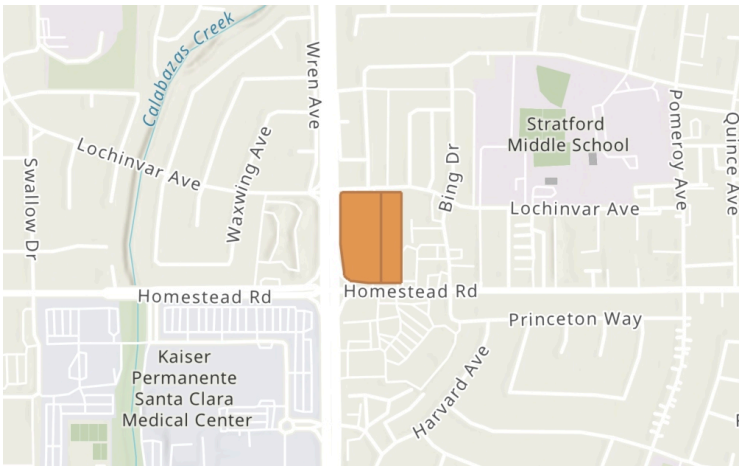
Timestamp of Analysis	September 19, 2025, 06:44:28 PM
Project Name	3521 and 3591 Homestead Rd Mixed-Use Project
Project Description	147 multifamily dwelling units and 5,000 s.f. of commercial space

Project Location Map

Jurisdiction:

Santa Clara

APN	TAZ
29023053	1262
29023049	1262



Analysis Details

Data Version	VTA Countywide Model December 2019
Analysis Methodology	Parcel Buffer Method
Baseline Year	2018

Project Land Use

Residential:

Single Family DU:	
Multifamily DU:	147
Total DUs:	147

Non-Residential:

Office KSF:	
Local Serving Retail KSF:	5
Industrial KSF:	

Residential Affordability (percent of all units):

Extremely Low Income:	0 %
Very Low Income:	0 %
Low Income:	0 %

Parking:

Motor Vehicle Parking:	341
Bicycle Parking:	159

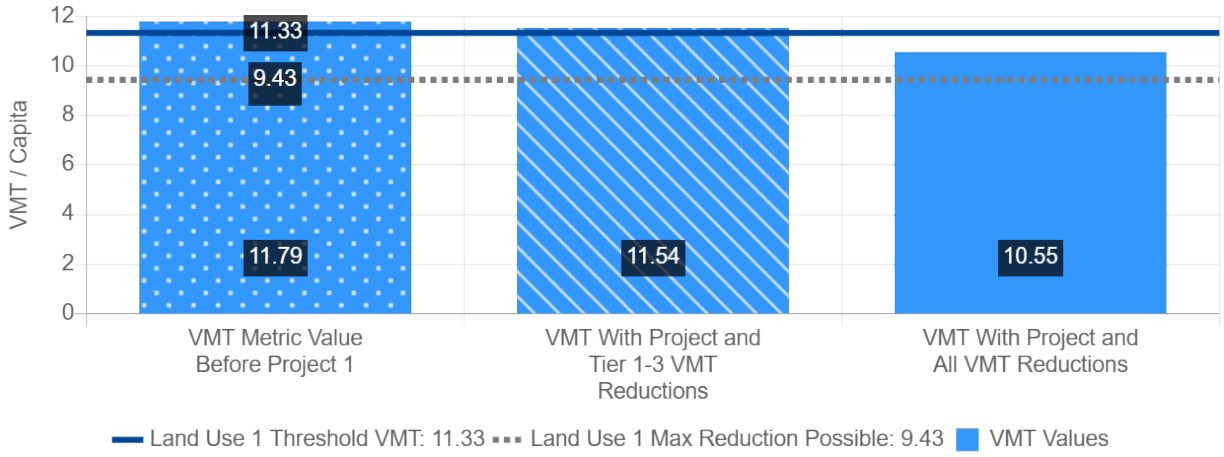
Proximity to Transit Screening

Inside a transit priority area? No (Fail)

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Metric 1:	Home-based VMT per Capita
VMT Baseline Description 1:	County Average
VMT Baseline Value 1:	13.33
VMT Threshold Description 1 / Threshold Value 1:	-15% / 11.33
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	11.79	11.54	10.55
Low VMT Screening Analysis	No (Fail)	No (Fail)	Yes (Pass)



Tier 1 Project Characteristics

PC01 Increase Residential Density

Existing Residential Density:	12.68
With Project Residential Density:	13.26

PC02 Increase Residential Diversity

Existing Residential Diversity Index:	0.52
With Project Residential Diversity Index:	0.5

PC03 Affordable Housing

PC04 Increase Employment Density

Existing Employment Density:	22.9
With Project Employment Density:	22.96

Tier 4 TDM Programs

TP01 School Pool Programs

School Pool Program Percent of Expected Participant Households:	36 %

TP02 Bike Share Programs

Percent Change in Bike Trips:	6%

TP18 Voluntary Travel Behavior Change Program

Percent of Behavior Program Participants :	100 %