

Appendix B

Transportation Analysis Report

5647 Gallup Drive

Draft Transportation Analysis Report

Prepared for:
Eden Housing

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SJ18-1850

FEHR  PEERS

Table of Contents

1. Introduction	1
1.1 Project Description.....	1
1.2 Scope of Study/Report Overview	1
2. Existing Conditions	5
2.1 Roadway Facilities	5
2.1.1 Roadway Descriptions.....	5
2.2 Bus and Light Rail Transit (LRT) Services	6
2.2.1 2019 New Transit Plan	6
2.3 Pedestrian and Bicycle Facilities	8
2.3.1 Pedestrian Facilities	8
2.3.2 Bicycle Facilities	8
2.4 Field Observations	10
3. CEQA Transportation Analysis	11
3.1 VMT Evaluation	11
3.1.1 Proposed Project VMT	11
3.2 Cumulative Analysis.....	13
4. Project Traffic	16
4.1 Trip Generation	16
4.2 Trip Distribution.....	17
4.3 Trip Assignment	17
5. Site Access, On-Site Circulation, and Parking	19
5.1 Site Access and On-site Circulation	19
5.1.1 Pedestrian & Bicycles.....	19
5.1.2 Transit	20
5.1.3 Vehicles.....	20
5.2 Adjoining Neighborhood Traffic.....	24
5.3 Parking.....	25
5.3.1 Via Monte Residential Permit Parking Program	26
6. Conclusion	27

Appendices

Appendix A: Existing Raw Counts

Appendix B: Existing Residential VMT and Project Residential VMT Worksheet

List of Figures

Figure 1: Site Location Map	3
Figure 2: Site Plan	4
Figure 3: Existing Transit Network	7
Figure 4: Project Trip Assignment	18
Figure 5: Sight Distance Analysis for Site Driveway (Southbound Traffic)	22
Figure 6: Sight Distance Analysis for Site Driveway (Northbound Traffic)	23

List of Tables

Table 1: VMT Summary	13
Table 2: Envision San José 2040 General Plan Land Use and Transportation Policies	14
Table 3: Vehicle Trip Generation Estimates	16

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1. Introduction

This report presents the results of a transportation analysis (TA) conducted for the proposed affordable housing development located in the Cambrian/Pioneer Planning Area in San José, California. The purpose of the TA is to identify potential significant impacts of the proposed Project on the surrounding transportation system and to recommend measures to mitigate significant impacts. Project impacts are evaluated following guidelines of the City of San José).

1.1 Project Description

The Project entails constructing a five-story apartment building on vacant land at the northwest corner of the Gallup Drive and Mesa Drive intersection with 45 affordable units and one staff unit. Pedestrian access is provided via a building entry on Mesa Drive near its intersection with Gallup Drive. Vehicle access is provided via a parking garage driveway on Gallup Drive and an existing public alley just north of the building. A total of 25 vehicle parking spaces will be provided, with 19 spaces in the parking garage and six parallel parking spaces along the public alley. Within the parking garage, two Americans with Disabilities Act (ADA) spaces, nine compact spaces, eight standard spaces, and one motorcycle space will be provided. A storage room with a capacity of 20 bicycles is provided for on-site secure bicycle parking. Access to the bicycle storage room is provided through the garage. Other amenities include a community room with a kitchen, podium courtyard, a second community room, laundry facilities, a media library, and transit passes for residents to encourage public transportation use.

The site is located just outside but along the boundary of the Oakridge Mall and Cambrian/Pioneer Urban Village per the *Envision San José 2040 General Plan*. **Figure 1** shows the Project location and **Figure 2** shows the proposed site plan prepared by Pyatok.

1.2 Scope of Study/Report Overview

This report was prepared for California Environmental Quality Act (CEQA) clearance purposes and to meet City of San José guidelines. Existing and Project vehicle miles traveled (VMT) and the Project's consistency with the *Envision San José 2040 General Plan* are discussed as part of the CEQA transportation analysis. The local transportation analysis (LTA) portion of the report focuses on the Project's site access and circulation, and its effect on the transportation system in the proximate area to meet City analysis requirements. This includes a discussion of the amount of traffic generated by the Project. This also includes a description and evaluation of pedestrian, bicycle, and transit facilities and services near the site with a focus on site access and connections.

The following chapters are included in this report to meet City scope requirements for evaluating transportation impacts of the Project:

Chapter 1. Introduction includes the study purpose, the project description, and an overview of the report.

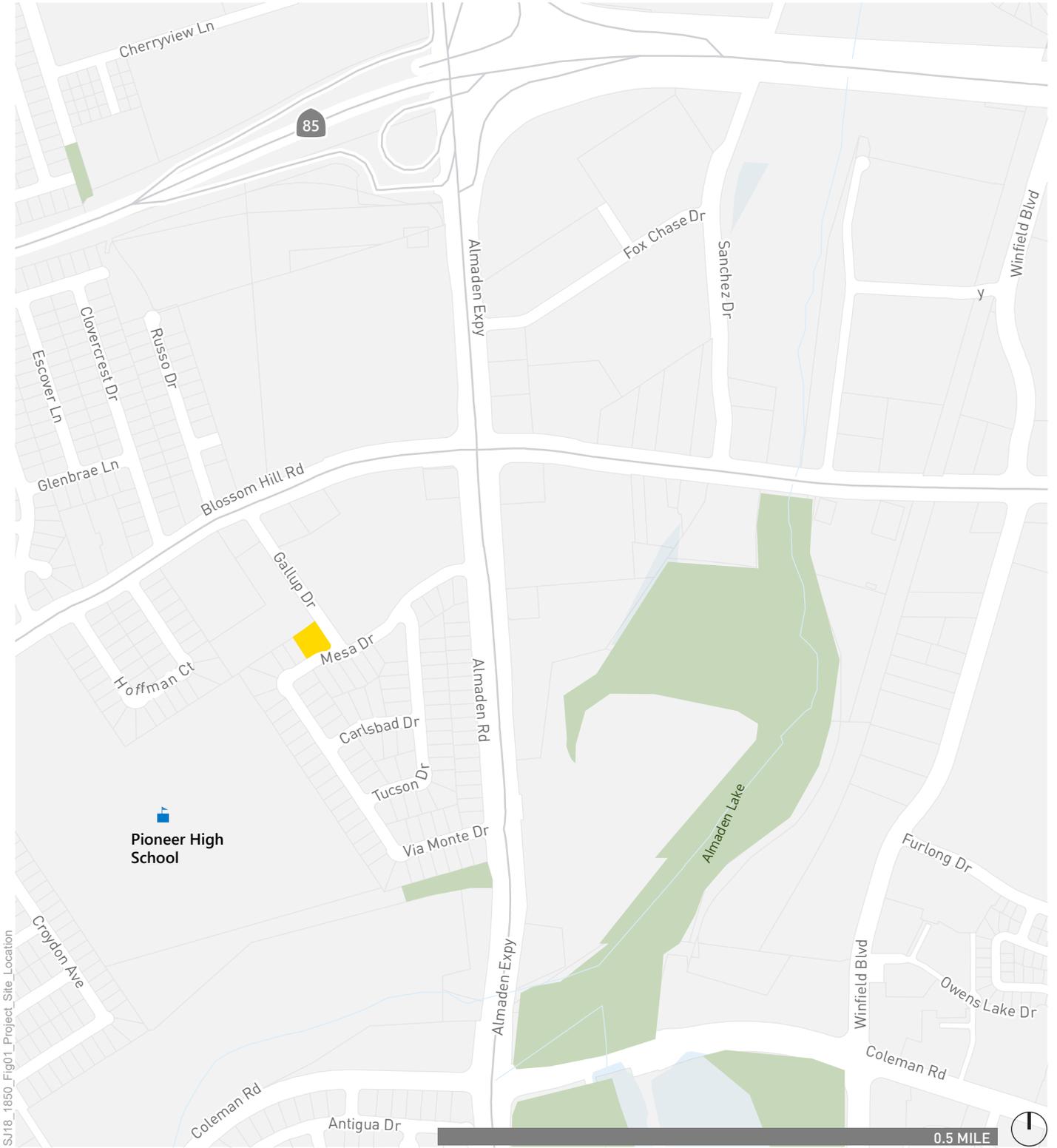
Chapter 2. Existing Conditions provides descriptions of the transportation system near the site including the roadways, transit service, pedestrian facilities, and bicycle facilities.

Chapter 3. CEQA Transportation Analysis describes the process used to estimate the existing and Project VMT, presents the results of the VMT analysis and a discussion on the Project's consistency with *Envision San José 2040 General Plan*.

Chapter 4. Project Traffic describes the process used to estimate the amount of traffic generated by the Project and the assignment of project trips to the driveway.

Chapter 5. Site Access, On-Site Circulation, and Parking includes an assessment of the site plan regarding access for all modes, an evaluation of vehicle queuing at the site access point, and a comparison of the proposed parking supply to City code requirements.

Chapter 6. Conclusions summarizes the transportation analysis results.

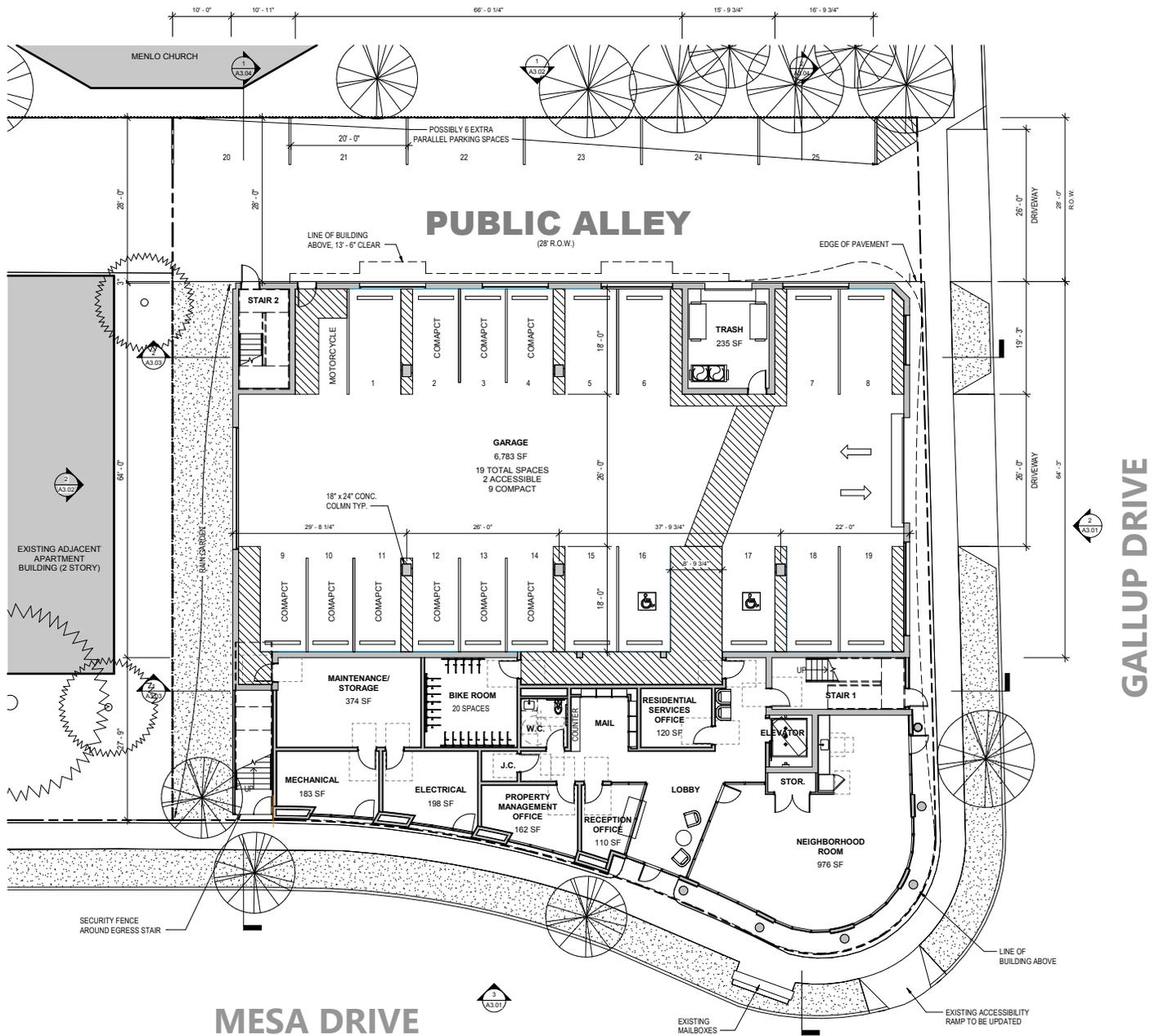


 Project Site



Figure 1
Project Site location

Gallup Drive LTA



N.T.S.

Source: PYATOK



Figure 2
Site Plan

2. Existing Conditions

The transportation system in the study area is multi-modal and includes freeways, other major roadways, bus and light rail transit services, bicycle facilities, and pedestrian facilities.

2.1 Roadway Facilities

State Route (SR) 85 and Almaden Expressway provide regional access to the Project site. Local access is provided by Blossom Hill Road, Gallup Drive, Mesa Drive and Almaden Road.

2.1.1 Roadway Descriptions

SR 85 is a north-south freeway extending from the US 101 interchange in the City of San José to the south and the US 101 interchange in Mountain View to the north. The freeway has two mixed-flow lanes plus one High Occupancy Vehicle (HOV) lane per direction along its entirety. HOV lanes are restricted to vehicles with two or more people, motorcycles, and clean-air vehicles during the morning and evening peak periods. Access to the site from SR 85 is via its interchange with Almaden Expressway.

Almaden Expressway is a six to eight lane north-south roadway located east of the Project site. It extends north toward downtown San José and south through Almaden Valley. Access to the site from Almaden Expressway is via Mesa Drive and Blossom Hill Road.

Blossom Hill Road is an east-west lane roadway extending from N. Santa Cruz Avenue in Los Gatos to Coyote Road in San José. It is a four-lane roadway in the City of Los Gatos and expands to six lanes in San José. It is north of the Project site and can be accessed via Gallup Drive.

Gallup Drive is a two-lane north-south local street that forms the eastern edge of the Project site. It extends from Blossom Hill Road on the north to Mesa Drive on the south.

Mesa Drive is a two-lane east-west local street that is just south of the Project site. It extends from Monte Drive to Almaden Road at Almaden Expressway.

Almaden Road is a one-way service lane that runs parallel to Almaden Expressway. It is located on the west side of the Project site. Access from Almaden Road to the Project site is via Mesa Drive.

2.2 Bus and Light Rail Transit (LRT) Services

Bus and light rail transit (LRT) service in Santa Clara County is operated by the Santa Clara Valley Transportation Authority (VTA). The Project site is served by VTA local bus routes 13, 27, and 64 and by light rail line 900. These routes are shown in **Figure 3**.

Route 13 operates between Ohlone/Chynoweth Light Rail Station and South San José along Almaden Expressway. The service frequency is 25-60 minutes on weekdays. There is no service on weekends. The closest bus stop is at the Almaden Light Rail station.

Route 27 operates between Good Samaritan Hospital and Kaiser Hospital in the City of San José. Route 27 operates during the AM and PM peak periods on weekdays and weekends. The headway is approximately 30 minutes on weekdays and 60 minutes on weekends. The route stops at the Almaden Expressway and Blossom Hill Road intersection which is approximately 0.2 miles from the Project site.

Route 64 operates between McKee and White and the Almaden Light Rail station. The service frequency is every 15 minutes on weekdays throughout the day, and 30 minutes on weekends. The route also stops at the Almaden Expressway and Blossom Hill Road intersection.

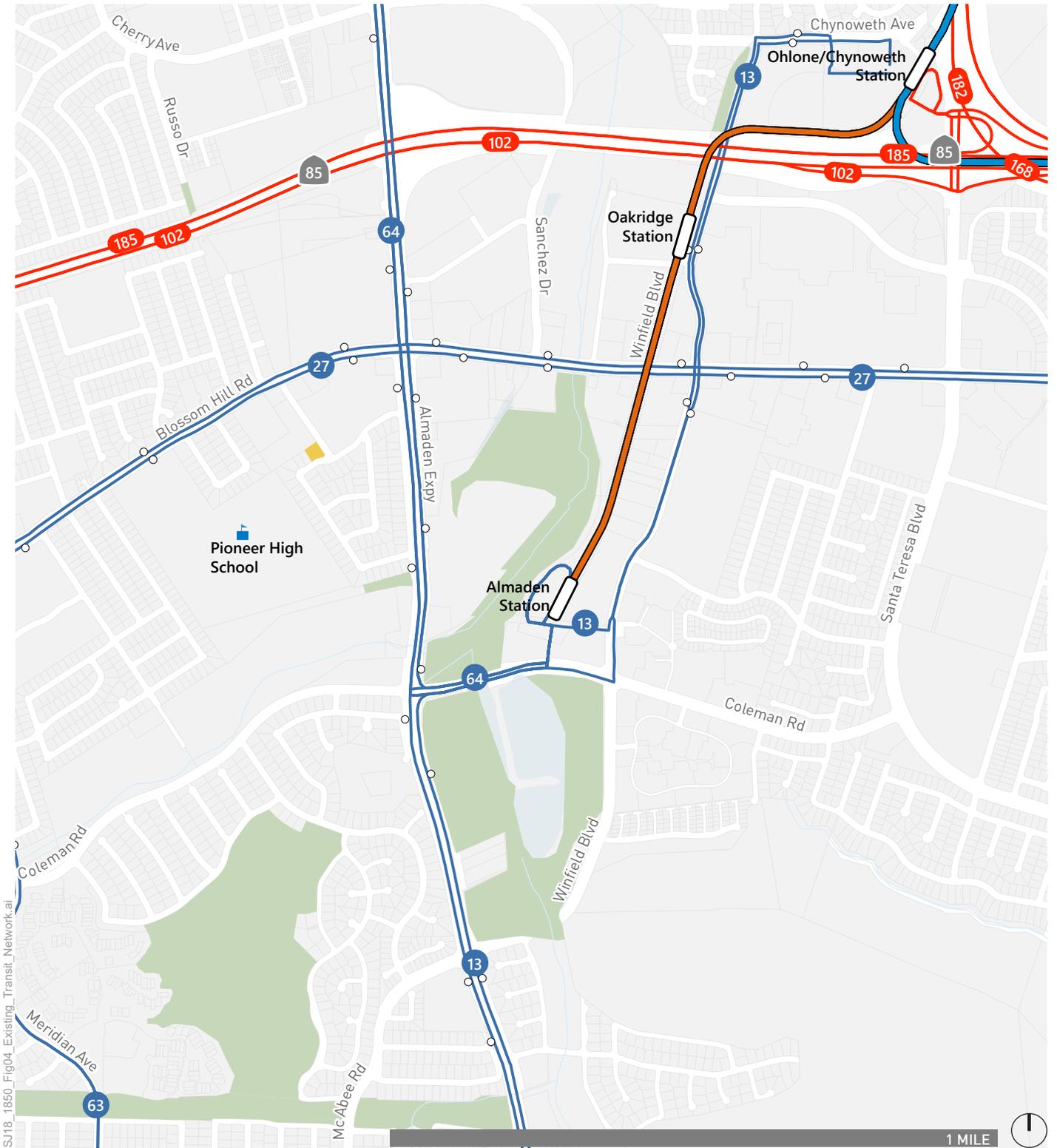
Almaden Light Rail Line 900 operates between Almaden Station and the Ohlone/Chynoweth Station, which provides a connection Line 901 which operate between Santa Teresa to Alum Rock and stops at the Ohlone/Chynoweth Station. The service frequency is every 15 minutes during AM and PM peak periods and 20 – 25 minutes during off-peak hours on weekdays. The service frequency on weekends is around 15-20 minutes.

2.2.1 2019 New Transit Plan

VTA's 2019 New Transit Plan aims to maximize ridership and provide geographical coverage. The 2019 New Transit Service Plan is an enhanced version of the Next Network Plan that targets design changes to the existing transit network.

Proposed changes to existing transit service in the Project site include:

- *Route 13* connecting Almaden Expressway and Ohlone/Chynoweth Light Rail Station and the Almaden to Ohlone/Chynoweth Light Rail line would be replaced by Route 80 that would operate between Winfield and Chynoweth. The service frequency on weekdays and weekends would be 30 minutes.
- *Route 27* to be extended westward to connect to Downtown Los Gatos and the Winchester Transit Center. The frequency of this route is set to be improved from 60 minutes to 40-45 minutes.



SJ18 1850 Fig04 Existing Transit Network.ai

- Project Site
- Existing Transit Network**
- Local Bus Routes
- Express Bus Routes
- Limited Stop Bus Routes
- Light Rail: Ohlone/Chynoweth - Almaden
- Light Rail: Alum Rock - Santa Teresa
- Bus Stop
- Light Rail Station



Figure 3
Existing Transit Network
Gallup Drive LTA

2.3 Pedestrian and Bicycle Facilities

2.3.1 Pedestrian Facilities

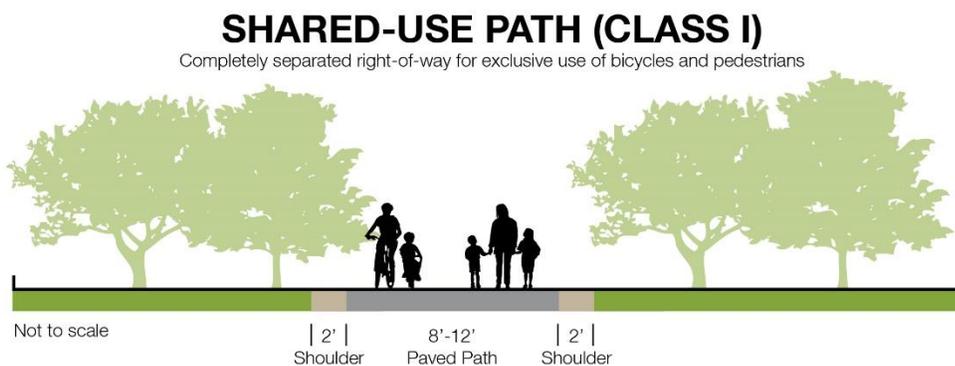
Pedestrian facilities near the Project site include sidewalks, crosswalks, curb ramps, and pedestrian signals. Sidewalks and curb ramps are provided along the Project frontage on both sides of Gallup Drive and Mesa Drive. Crosswalks and ramps are provided at major nearby intersections, including Almaden Expressway/Blossom Hill Road, Ayrshire Drive/Blossom Hill Road, Gallup Drive/Blossom Hill Road, and Almaden Expressway/Coleman Road.

The Almaden Light Rail station is within a quarter mile of the Project site and can be accessed through a continuous stretch of sidewalks and crosswalks along Almaden Expressway and Coleman Road.

2.3.2 Bicycle Facilities

Bikeway planning and design in California typically rely on guidelines and design standards established by the California Department of Transportation (Caltrans) in the Highway Design Manual (Chapter 1000: Bikeway Planning and Design). Caltrans provides for four distinct types of bikeway facilities, as described below and shown in the accompanying figures.

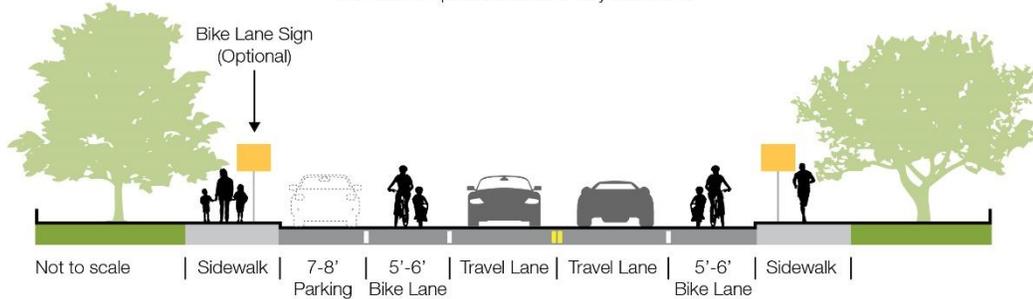
- Class I Bikeways (Shared-Use Paths) provide a completely separate right-of-way and are designated for the exclusive use of bicycles and vehicle and pedestrian cross-flow minimized. In general, bike paths serve corridors when on-street facilities are not feasible or where sufficient right-of-way exists to allow them to be constructed.



- Class II Bikeways (Bicycle Lanes) are dedicated lanes for bicyclists generally adjacent to the outer vehicle travel lanes. These lanes have special lane markings, pavement legends, and signage. Bicycle lanes are typically five (5) feet wide. Adjacent vehicle parking and vehicle/pedestrian cross-flow are permitted.

BICYCLE LANE (CLASS II)

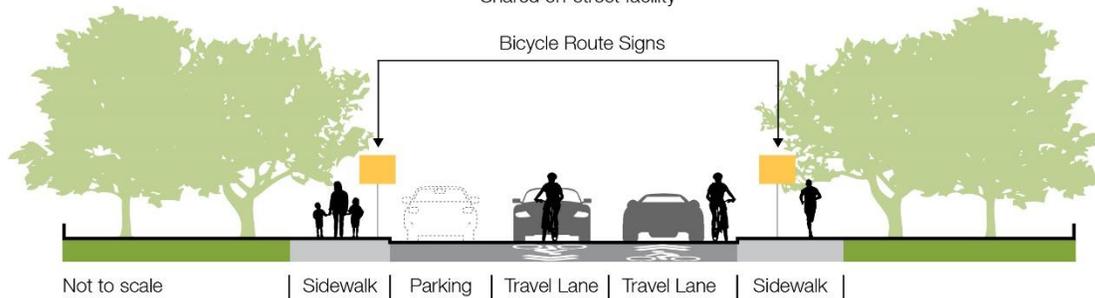
On-street striped lane for one-way bike travel



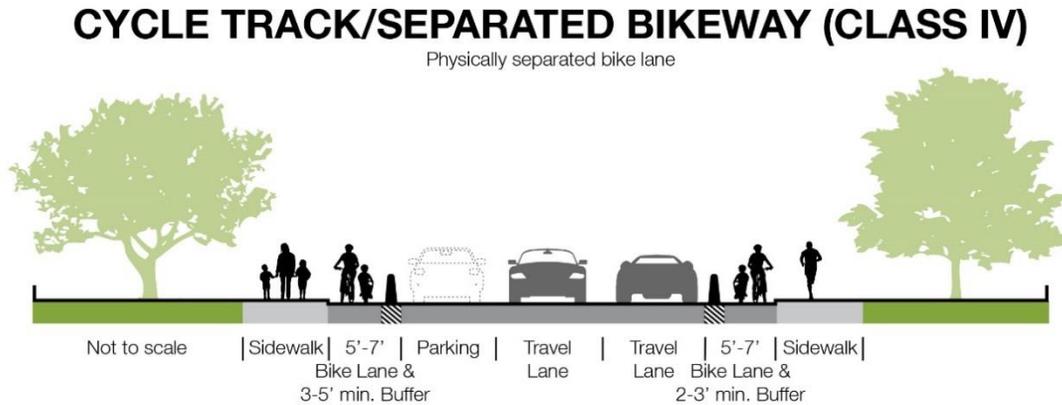
- Class III Bikeways (Bicycle Routes) are designated by signs or pavement markings for shared use with pedestrians or motor vehicles, but have no separated bike right-of-way or lane striping. Bike routes serve either to: a) provide a connection to other bicycle facilities where dedicated facilities are infeasible, or b) designate preferred routes through high-demand corridors.

BICYCLE ROUTE (CLASS III)

Shared on-street facility



- Class IV Bikeways (cycle tracks or “separated” bikeways) provide a right-of-way designated exclusively for bicycle travel within a roadway and are protected from other vehicle traffic by physical barriers, including, but not limited to, grade separation, flexible posts, inflexible vertical barriers such as raised curbs or parked cars.



The Guadalupe Creek Trail is located south of the Project Site. The Guadalupe Creek Trail is a 1.7 mile east/west trail that stretches from Beacon School on Camden Avenue to Almaden Expressway, where it connects to the southern portion of the Guadalupe River Trail. The River Trail is part of the major trail system along creeks and rivers in San José and provides support for recreational and commuting trips on bike or foot. It is located approximately 0.2 miles away from the Project site. Class II bike lanes are provided on Blossom Hill Road extending from Almaden Expressway to Snell Avenue and on Coleman Road extending from Camden Avenue to Santa Teresa Boulevard.

2.4 Field Observations

Field observations were conducted on March 2nd, 2019 to observe the overall transportation operations around the Project site. During both peak periods, low vehicle traffic volumes and long gaps in vehicle traffic were observed northbound and southbound on Gallup Drive. In the morning and afternoon peak periods, moderately high pedestrian volumes were observed along the southbound side of Gallup Drive as the site is near Pioneer High School. These observations are consistent with counts in **Appendix A**.

3. CEQA Transportation Analysis

This chapter provides a description of the process used to estimate the existing and Project VMT, presents the results of the VMT analysis, and discusses the Project's consistency with *Envision San José 2040 General Plan*.

3.1 VMT Evaluation

Vehicle miles traveled (VMT) can be a useful metric in understanding the overall effects of a project on the roadway system. It is the sum of each generated vehicle multiplied by the length of their trip to and from the site on an average weekday. For example, a vehicle driven one mile is one VMT. Therefore, a project with a high VMT would have a greater effect on the roadway system than a project with a low VMT.

SB 743 is California's law to replace level of service (LOS) with VMT in environmental review. This shift towards VMT aligns with San José's long-term goal of reducing drive-alone trips and increasing the use of walking, bicycling, and transit modes. The benefits of reducing drive-alone trips and increasing the use of other modes include reduced energy consumption, reduced greenhouse gas emissions, and support of healthier communities. Strategies from the *Envision San José 2040 General Plan* to address VMT include:

- TR-9.1: Enhancing and expanding walking and bicycle facilities to facilitate non-automobile trips
- TR-8.3 through TR-8.10: Supporting parking strategies such as parking supply limits, pricing, car share programs, and unbundled private off-street parking to encourage the use of non-automobile modes
- TR-7.1: Requiring large employers to develop and maintain TDM programs to reduce vehicle trips
- TR-3.5 Increasing transit frequency and service along major corridors and to major destinations

The City of San José developed the *San José Transportation Analysis Handbook (2018)* which provides guidance on project screening criteria, thresholds of significance for environmental clearance for development projects, a framework for transportation analyses based on the City's policies and *Envision San José 2040 General Plan*, and methodologies for VMT analysis.

The Project does not meet screening criteria provided in the *Transportation Analysis Handbook (2018)*; therefore, a VMT analysis was performed and the results are presented below.

3.1.1 Proposed Project VMT

The City developed a spreadsheet-based tool to estimate VMT-related impacts and mitigations for new land use development projects known as the SJ VMT Tool. The tool is used to determine the Existing VMT

and the Project VMT for the area around the parcel where the project is located. The Existing VMT is the VMT per capita generated by existing buildings within a half-mile buffer of the parcel. The Project VMT considers the Project's characteristics and recalculates the VMT per capita for the same area. If the Existing VMT is above the City's threshold, in this case a residential threshold of 10.12 miles, the site is referred as being a "high-VMT area." Projects in "high-VMT area" are required to have characteristics and a set of measures to reduce the Project VMT to below City threshold. The City's tool categorizes these characteristics and measures as strategies that new land use development projects could implement. The strategies are grouped into four Tiers described below:

- Tier 1 Project Characteristics: Strategies that change land use characteristics, such as density, mix of uses, and housing affordability
- Tier 2 Multimodal Infrastructure: Strategies that provide funding for and/or construct improvements to the surrounding transportation network that encourage the use of biking, walking, and transit instead of driving
- Tier 3 Parking: Strategies in this category reduce automobile parking supply, making driving less attractive, and provide high-quality bicycle parking, making biking more attractive
- Tier 4 Transportation Demand Management Programs: Programmatic strategies that reduce VMT by providing incentives to driving alone, such as ride sharing programs, transit subsidies, and shuttle services

The Existing VMT and Project VMT are summarized in **Table 1**, and **Appendix B**. The Project VMT was evaluated using the following tool inputs:

- Project Parcel (Assessor's Parcel Number): 56752028
- Proposed Vehicle Parking: 25 spaces
- Proposed Bicycle Parking: 20 spaces
- Land Use Type:
 - 46 multifamily dwelling units
 - 26% extremely low-income affordable units (12 units)
 - 59% very low-income affordable units (27 units)
 - 13% low-income affordable units (6 units)
- VMT Reduction Strategies:
 - Tier 1 Project Characteristics
 - Affordable and Below Market Rate Housing
 - Tier 3 Parking Reductions:
 - Limited Parking Supply
 - End of Trip Bike Facilities

- Tier 4 TDM Programs:
 - Subsidized or Discounted Transit Program

Table 1: VMT Summary

Scenario	VMT	Residential VMT Threshold	Below VMT Threshold?
Existing	12.19	10.12	No
Project with Tier 1 – 4 Strategies	9.75		Yes

Source: City of San José VMT Tool, 2018; Fehr & Peers, 2019.

The Existing VMT is above the City’s residential threshold. Therefore, to reduce the CEQA impact, VMT reduction strategies are required to bring the VMT for the area around the parcel below this threshold. As described in **Section 1.1**, the Project proposes affordable, below market rate housing with a limited vehicle parking supply, bike parking facilities, and 100% subsidized transit passes for residents. These Project characteristics increase the residential density in the area, add an affordable housing development that affect the distances people travel and provide greater opportunities for people to choose alternative modes of travel. These Project characteristics reduce the VMT to 10.97 miles. With the Project’s proposal to fully subsidize transit passes for residents, the VMT is further reduced to 9.75 miles.

With the proposed Project, the VMT for the area around the parcel is reduced below the City’s threshold; therefore, mitigating the CEQA transportation impact.

3.2 Cumulative Analysis

According to *San José Transportation Analysis Handbook (2018)*, projects must demonstrate consistency with the *Envision San José 2040 General Plan*, referred to as the General Plan, to address cumulative impacts. The determination of consistency with the General Plan includes a project’s density, design, and conformance to the goals and policies set forth in the General Plan. This section describes the land use and transportation goals in the General Plan and the Project’s consistency with those goals.

The goals for residential and mixed-use projects outlined in the General Plan include providing high quality living environment for San José residents, utilizing land planned for residential use, and maximizing housing opportunities in locations within a half mile of transit with good access to employment areas, neighborhood service, and public facilities. The proposed Project is consistent with the General Plan land use goals by developing on vacant land planned for residential use, and by providing affordable housing for San José residents with access to the surrounding commercial and retail establishments within a half mile.

The transportation goals in the General Plan aim to complete and maintain a multimodal transportation system with the emphasis on improvements of walking and bicycling facilities, and to maximize efficiency of the existing street system. The General Plan listed the Transportation Demand Management (TDM) strategies that minimize vehicle trips and vehicle miles traveled by employees and residents. As described in the existing conditions, the Project is located within a half mile radius of bus stops, Guadalupe Creek Trail, and VTA light rail Almaden Station. The pedestrian and bicycle improvements for the Project include updating the existing pedestrian crossing accessibility ramp at the north-west corner of the Gallup Drive and Mesa Drive intersection and provision of a bike storage room with 20 spaces. To encourage affordable housing residents to utilize the transit service in the Cambrian/Pioneer area of the Project, transit passes will be provided to residents.

The Project is consistent with the General Plan land use and transportation policies in **Table 2**.

Table 2: Envision San José 2040 General Plan Land Use and Transportation Policies

Land Use	
LU-9.3	Integrate housing development with our City's transportation system, including transit, roads, and bicycle and pedestrian facilities.
LU-9.11	Design single-family and duplex residential development with limited vehicular access to arterial streets as follows: <ul style="list-style-type: none"> No direct vehicular access on six lane arterials or within 350 feet of the intersection of two arterials. No direct vehicular access on four lane arterials.
LU-10.10 ¹	Achieve 75% of residents who can access 25% of their retail/service needs within a 20-minute walk and 50% of residents who can access 50% of their retail/service needs within a 20-minute walk.
LU-11.6	For new infill development, match the typical lot size and building form of any adjacent development, with particular emphasis given to maintaining consistency with other development that fronts onto a public street to be shared by the proposed new project. As an exception, for parcels already developed with more than one dwelling unit, new development may include up to the same number of dwelling units as the existing condition. The form of such new development should be compatible with and, to the degree feasible, consistent with the form of the surrounding neighborhood pattern.
Transportation	
TR-1.1	Accommodate and encourage use of non-automobile transportation modes to achieve San José's mobility goals and reduce vehicle trip generation and vehicle miles traveled (VMT).
TR-1.2	Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects.
TR-1.6	Require that public street improvements provide safe access for motorists and pedestrians along development frontages per current City design standards.
TR-2.8	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-2.18	Provide bicycle storage facilities as identified in the <i>San José Bicycle Master Plan</i> .
TR-9.1	Enhance, expand and maintain facilities for walking and bicycling, particularly to connect with and ensure access to transit and to provide a safe and complete alternative transportation network that facilitates non-automobile trips.

Note:

1. The retail/service establishment within a mile of the Project includes grocery stores, restaurants, and retail and convenience stores.

Source: Envision San José 2040 General Plan, November 2011

4. Project Traffic

This chapter discusses the process used to estimate the amount of traffic generated by the proposed 5647 Gallup Drive affordable housing development.

4.1 Trip Generation

The amount of traffic generated by a development is referred to as its vehicle trip generation. It is presented as the number of inbound and outbound vehicles during a typical weekday and during the single hours during the morning and evening commute periods, when traffic volumes on the roadway network are at their highest, referred to as the AM and PM peak hours.

The amount of traffic generated is based on numerous variables: the type of use, size/number of units, and proximity of complementary uses (e.g., retail near residential). The amount of traffic generated by Project was estimated using trip generation rates from the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition, 2017. The Project is described as affordable housing for seniors and transitional youth; therefore, the rates for Senior Adult Attached Housing in a General Urban/Suburban setting were used. The rates are assumed to take into consideration the higher rate of transit use and lower-than-average vehicle ownership rates typical of affordable housing for seniors. Similar to the Project, these types of land use developments are typically located near major transit stop and/or provide transit discounts.

Table 3: Vehicle Trip Generation Estimates

ITE #	Land Use	Method	Size	Daily		AM Peak Hour Trips			PM Peak Hour Trips				
				Rate ¹	Total	Rate ¹	In	Out	Total	Rate ¹	In	Out	Total
252	Senior Adult Housing - Attached (General Urban/Suburban)	Average Rates	46 units	3.7	170	0.20	3	6	9	0.26	7	5	12
Net-Added Traffic					170		3	6	9		7	5	12

Notes:

1. Rates per unit.

Source: ITE *Trip Generation Manual*, 10th Edition, 2017; Fehr & Peers, 2019.

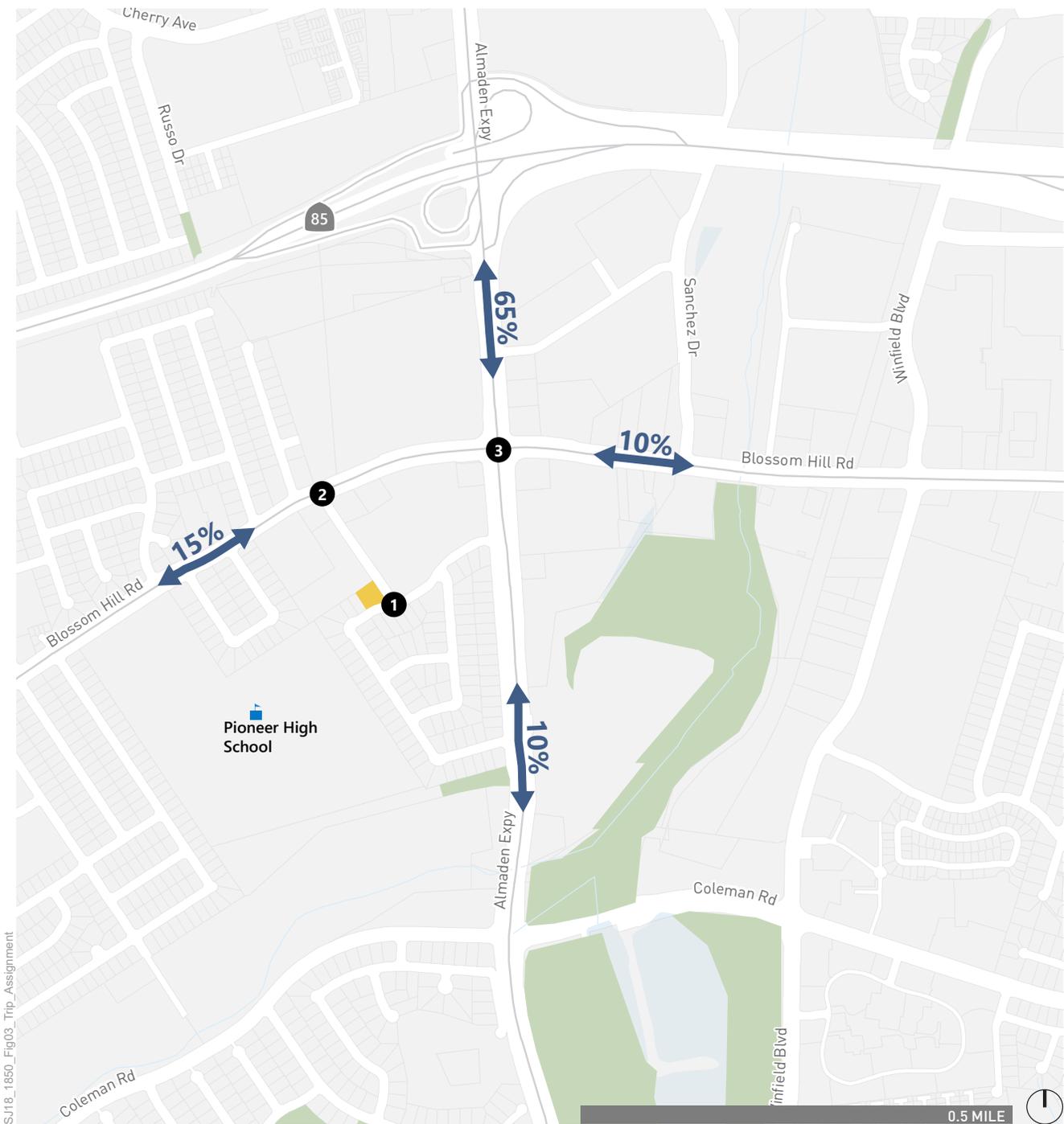
4.2 Trip Distribution

The amount of traffic approaching and departing the site from various directions is primarily based on the relative locations of employment and retail areas and existing travel patterns near the site. The directions of approach and departure assumed for the Project are:

- 10% east on Blossom Hill Road
- 15% west on Blossom Hill Road
- 65% north on Almaden Expressway
- 10% south on Almaden Expressway

4.3 Trip Assignment

The trip assignment at the Project driveway and nearby intersections for AM and PM peak hour Project trips based on the trip generation estimates and trip distribution pattern is shown on **Figure 4**.



SJ18_1850_Fig03_Trip_Assignment

LEGEND

-  Project Site
-  Trip Distribution
-  Study Intersection
- AM (PM) Peak Hour Project Trip
-  Lane Configuration
-  Stop Sign
-  Signalized

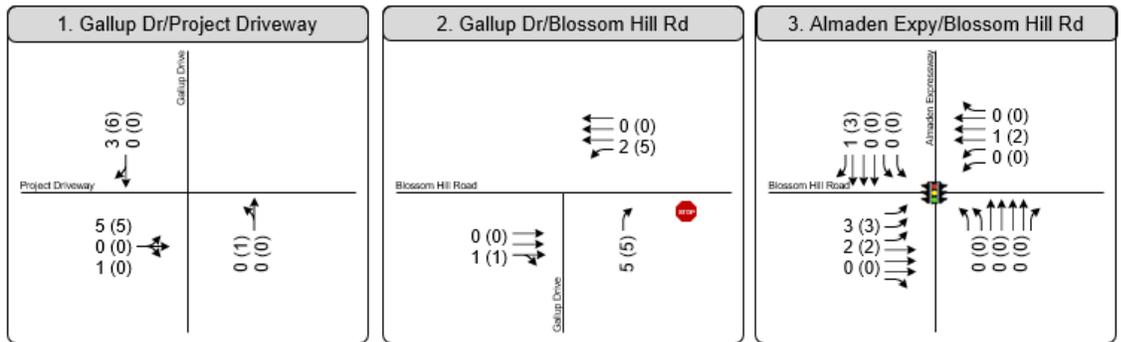


Figure 4
5647 Gallup Drive
Peak Hour Trip Distribution and Assignment



5. Site Access, On-Site Circulation, and Parking

The site plan (on **Figure 2**) was reviewed to evaluate site access and on-site circulation for pedestrians, bicycles, vehicles (employees and visitors), emergency vehicles, and delivery vehicles. The assessment included specific topics per City staff request:

- Evaluation of queuing at the project driveway due to proposed location of the garage gate
- Discussion of Project's proximity to the Oakridge Mall and Cambrian/Pioneer Urban Village and of existing Oakridge Mall traffic along Blossom Hill Road
- Discussion of the Project being within the City of San José's Via Monte Residential Permit Parking (RPP) boundary

5.1 Site Access and On-site Circulation

5.1.1 Pedestrian & Bicycles

The Project will add pedestrian trips to the area from residents who walk to and from work and school at nearby locations, who use LRT and buses to commute to work and walk to nearby stops and stations, and who walk to and from other destinations in the area such as the Whole Foods Market, Union Bank, Menlo Church, and other retail establishments. These pedestrians would use the building entrance located on Mesa Drive.

Access to these destinations is provided through continuous sidewalks, crosswalks, and curb ramps along Gallup Drive, Mesa Drive, Blossom Hill Road, and Almaden Expressway. The Project proposes to update the curb ramp located on the northwest corner of the Gallup Drive and Mesa Drive intersection.

No bicycle lanes are provided in the immediate vicinity of the Project site; however, residential neighborhood streets have low speeds that support mixed-flow traffic for vehicles and bicyclists. Bicyclists approaching/departing the site to/from the east would use the bike lanes on Blossom Hill Road or Coleman Road. Bicyclists in the west would use the Guadalupe Creek Trail or share the road with vehicles along Blossom Hill Road. Bicyclists traveling in the north-south direction can use Via Monte Drive or Almaden Expressway to reach the Guadalupe River Trail. The site has a bicycle storage room on first level to support bicycle travel to/from the site. This room can be accessed from the parking garage. Pedestrians and bicyclists could use the pedestrian entrance into the parking garage along the public alley side of the building.

Overall, the Project is not proposing new pedestrian or bicycle facilities that would interfere with the existing and planned pedestrian and bicycle facilities, and would not increase conflicts between drivers, pedestrians and bicyclists.

5.1.2 Transit

The Project site is located in close proximity to transit facilities such as VTA bus stops and the Almaden Light Rail station. Pedestrians and bicyclists can access these transit facilities through sidewalks along Gallup Drive, Mesa Drive, Almaden Expressway and bike lanes along Blossom Hill Road and Coleman Road, and the Guadalupe Creek and River Trail.

According to VTA's 2019 New Transit Plan, Route 13 that connects Almaden Expressway and Ohlone/Chynoweth Light Rail Station and the Almaden to Ohlone/Chynoweth rail line are proposed to be replaced by a new Route 80. The Project is not proposing any changes to transit facilities and service, and access to transit will remain the same; therefore, the Project has no conflicts with existing or planned transit facilities.

5.1.3 Vehicles

Vehicles can enter and exit the site via driveways on Gallup Drive to the on-site parking garage and parallel spaces on the public alley. Emergency, trash pick-up, delivery and moving vehicles will have access to parking along the Mesa Drive and Gallup Drive frontages, and the public alley.

5.1.3.1 Parking Garage Driveway

Access to the parking garage driveway on Gallup Drive will be via Blossom Hill Road/Gallup Drive and Gallup Drive/Mesa Drive intersections. The Gallup Drive driveway provides one inbound and one outbound lane with access controlled by a gate. The distance between the gate and the roadway edge is 16 feet, including sidewalk width.

As noted in **Section 2.4**, high pedestrian volumes from Pioneer High School were observed along Gallup Drive near the site during the morning and afternoon peak hours. Although vehicle volumes exiting and entering the site will be low during the peak hours, the Project should install a garage pedestrian alert system to alert any pedestrians walking near the garage of exiting vehicles. It is also recommended that the Project provide gate opener remotes that will allow residents to open the garage gate before turning into the driveway; therefore, allowing vehicles to enter the garage immediately and limit the time spent at the driveway and blocking the sidewalk.

5.1.3.1.1 Driveway Queuing

The City requested a queuing analysis be conducted for vehicles entering the driveway. The highest hourly inbound volume is projected to be seven vehicles during the PM peak hour. The proposed gate has a service of 100 vehicles per hour. The maximum queue at a 95 percent confidence level is estimated to be one vehicle. Existing on-street parking along Gallup Drive would provide approximately an additional eight feet between the gate and the travel lane. With the driveway depth of 16 feet and parking buffer space of 8 feet, there will be 24 feet of queuing space which would allow for one vehicle to queue.

The volumes on Gallup Drive are 102 northbound vehicles and 14 southbound vehicles in the AM peak hour and 73 northbound and 65 southbound vehicles in the PM peak hour. From count data and observations conducted at the Project site, there would be sufficient gaps in traffic during both AM and PM peak periods for vehicles to enter and exit the site without impeding on traffic along Gallup Drive. With these low traffic volumes, vehicles will be able to enter the site without forming long queues and would not substantially impede traffic flows on Gallup Drive.

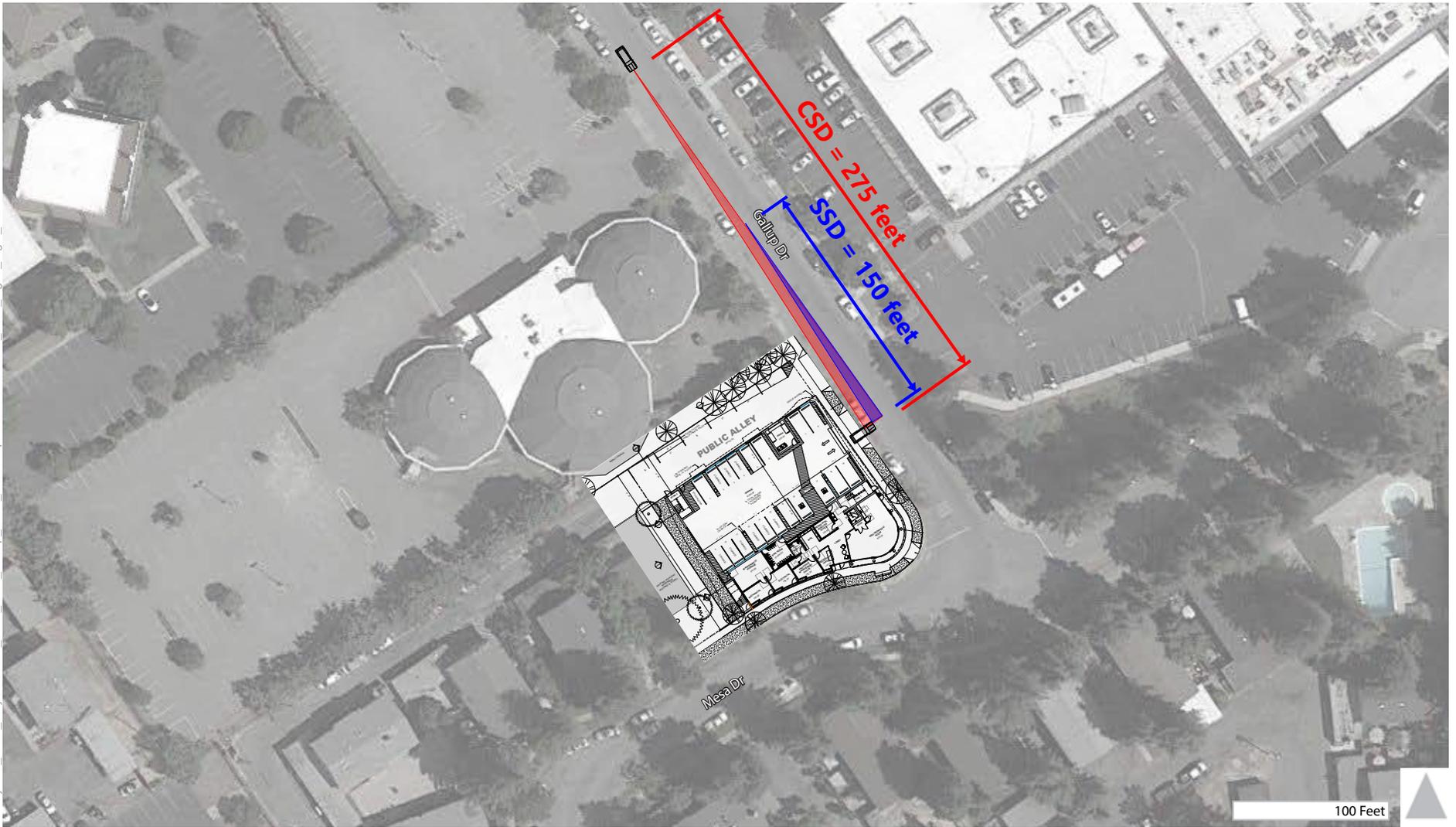
5.1.3.1.2 Driveway Sight Distance

City staff requested that a sight distance analysis be conducted for the site driveway to assess whether drivers of exiting vehicles can see approaching vehicles (in both directions) at great enough distances to make the movement safely. The speed limit on Gallup Drive is 25 mph, which corresponds to a corner sight distance of 275 feet and a stopping sight distance of 150 feet according to the *Caltrans Highway Design Manual*. Both of these distances were evaluated for southbound oncoming traffic. Northbound oncoming traffic would have to stop at the all-way stop controlled intersection of Gallup Drive and Mesa Drive.

One space north of the driveway on the west side of Gallup Drive will be eliminated as part of the Project; therefore, both corner sight distance and stopping sight distance for southbound on-coming traffic would be achieved as shown on **Figure 5**.

One space south of the driveway on the west side of Gallup Drive and one parking space on the east side of Gallup Drive just north of Mesa Drive would need to be removed for exiting drivers to see on-coming traffic from the all-way stop controlled intersection as shown on **Figure 6**. One parking space on the east side of Gallup Drive just north of Mesa Drive would need to be removed to achieve stopping sight distance for vehicles turning right into Gallup Drive. One parking space south of the driveway on the west side of Gallup Drive would need to be removed to achieve stopping sight distance for vehicles turning left into Gallup Drive.

From field observations in March 2019, the sight distance observations conducted near the proposed Project driveway are consistent with the sight distance evaluation. Any on-street parking space removal would be the responsibility of the City of San José since Gallup Drive is a public street.



Legend



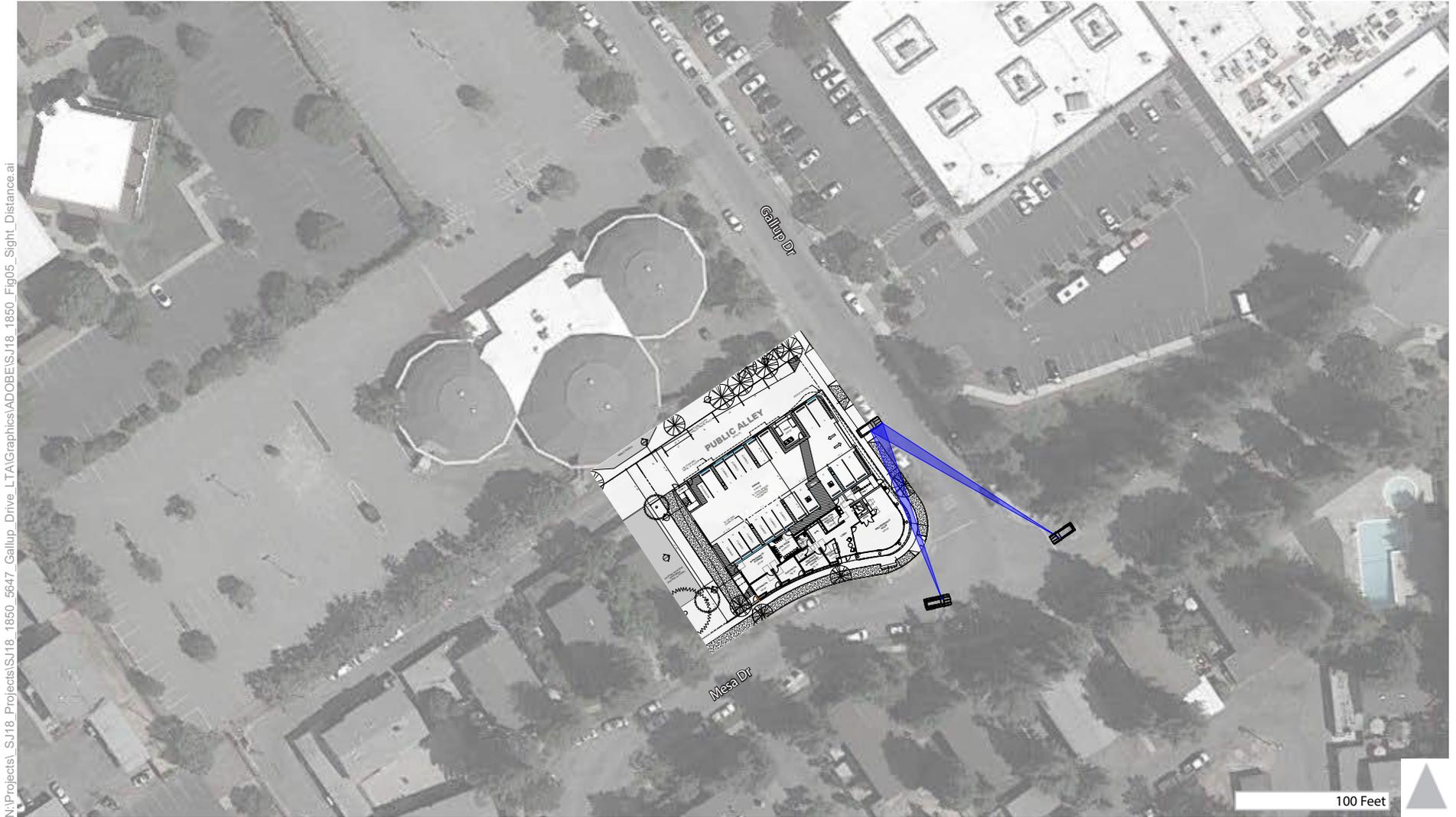
Corner Sight Distance (CSD) Triangle



Stopping Sight Distance (SSD) Triangle



Figure 5
Sight Distance for Southbound Traffic



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Legend



Sight Distance Triangle



Figure 6
Sight Distance for Northbound Traffic

Gallup Drive LTA

5.1.3.2 Public Alley

The public alley driveway is located approximately 590 feet south of the Blossom Hill Road and Gallup Drive intersection. Vehicles can enter the driveway from south and north on Gallup Drive and exit onto Via Monte Drive and Carlsbad Drive. Parallel parking is provided along the northern side of the alley. Access to the building from public alleyway is through a stairway on the northwest corner of the building.

5.1.3.3 Emergency, Delivery and Trash Vehicles

Emergency vehicles will be allowed to use the existing fire access on the public alley along northern side of the Project. The available width along the public alley for emergency vehicles would be 20 feet.

Delivery and moving vehicles will have access to the Project via the unrestricted street parking along Gallup Drive. Delivery and moving vehicles can also utilize the parking along Mesa Drive between 6:00 am to 10:00 pm, as Mesa Drive is located within the Via Monte Residential Permit Parking Zone. The Via Monte Residential Permit Parking Zone is further discussed in **Section 5.3.1**. The trash collection room will be located in the northeast corner of the Project with a roll-up door facing the public alley as shown in **Figure 2**. Garbage trucks will enter the public alley at Gallup Drive to collect trash from the building.

5.2 Adjoining Neighborhood Traffic

This section provides a discussion of the Project's potential effects on the existing traffic of the bordering Oakridge Mall and Cambrian/Pioneer Urban Village. Urban Villages are designed to provide a vibrant and inviting mixed-use setting to attract pedestrians, bicyclists, and transit users of all ages.

During peak commute periods, Blossom Hill Road experiences heavy eastbound/westbound traffic as it parallels State Route (SR) 85, a congested regional commute facility. It experiences heavy traffic volumes at other times of the day and on weekends due to its adjoining retail establishments including Almaden Plaza and Oakridge Mall. Almaden Expressway is also a regional route that provides commuter access to Downtown San José, SR 85, and SR 87 and experiences heavy commuter volumes in the peak periods. Based on the trip assignment shown on **Figure 3**, the Project is expected to add three vehicles on Almaden Expressway (both directions) and two vehicles on Blossom Hill Road (both directions) during the PM peak hour. Based on VTA CMP data, Project trips would be less than 0.15 percent of the existing traffic on Almaden Expressway and less than 0.30 percent of existing traffic on Blossom Hill Road. Therefore, the number of vehicles added by the Project would be negligible compared to the existing traffic volumes along Blossom Hill Road and Almaden Expressway near the Oakridge Mall and Cambrian/Pioneer Urban Village.

The Project is a high-density affordable housing development that proposes to subsidize transit passes for residents, which aligns with the goals of Urban Villages to foster transit use.

5.3 Parking

The proposed vehicle parking supply includes eight standard parking spaces, two Americans with Disabilities Act (ADA) spaces, nine compact spaces and six parallel parking spaces, for a total of 25 spaces or a ratio of 0.54 spaces per unit. In addition, one motorcycle parking space will be provided. A bicycle storage room with the capacity for 20 bicycles, or 0.43 per unit, will be provided.

The City's bicycle parking requirement for apartments is one bicycle space per four units or 0.25 spaces per unit. The Project exceeds the bicycle parking requirements by providing one per 2.3 units or 0.43 spaces per unit.

The City's vehicle parking requirement for studio and one-bedroom apartments is 1.25 vehicle spaces per unit, for two-bedroom apartments is 1.7 vehicle spaces per unit, and for three-bedroom apartments is two spaces per unit; or a total of 64 spaces. The parking requirement can be reduced up to 50 percent depending on Transportation Demand Management (TDM) measures used at the site. The Project's TDM measures include:

- Transit passes provided to residents to encourage bus and LRT use
- Secure bicycle parking to encourage bicycle use
- Location with multiple nearby destinations encourages walking and biking (The Project is located along the border of the Oakridge Mall and Cambrian/Pioneer Urban Village and is within a short walking distance of numerous stores, restaurants, parks, and Guadalupe Creek Trail.)

Along with these TDM measures, the Project is providing affordable below rate market housing; therefore, eligible for additional parking reduction incentives described in the City's Municipal Code Title 20, Chapter 20.190.060, which are the following:

- For very low-income units: 0 space per unit reduction for studios and one-bedroom apartments, and 0.25 space per unit reduction for two and three-bedroom apartments.
- For low-income units: 0.25 space per unit reduction for studios and one-bedroom apartments, and 0.5 space per unit reduction for two and three-bedroom apartments.

Therefore, the parking requirement can be reduced to 21 spaces (20.75 spaces) with the TDM reduction and the affordable housing parking reduction incentive.

Plus, according to California State Government Code, Title 7, Chapter 4.3 Density Bonuses: Section 65915(p)(2)... "if a development includes the maximum percentage of low-income or very low-income units provided for in paragraphs (1) and (2) of subdivision (f) and is located within one-half mile of a major transit stop, as defined in subdivision (b) of Section 21155 of the Public Resources Code, and there is unobstructed

access to the major transit stop from the development, then, upon the request of the developer, a city, county, or city and county shall not impose a vehicular parking ratio, inclusive of handicapped and guest parking, that exceeds 0.5 spaces per bedroom.” Applying this code would reduce the requirement to 23 spaces.

The 25 parking spaces provided meets or exceed the California State Government Code and the City of San José’s code with the allowable TDM reduction and affordable housing parking reduction incentive.

5.3.1 Via Monte Residential Permit Parking Program

Street parking is available along the Project frontages on the public alley, Gallup Drive, and Mesa Drive. Parking along Mesa Drive is within the Via Monte Residential Permit Parking (RPP) Zone. As part of the Via Monte RPP Program, vehicles parked in the zone between the hours 10:00 pm to 6:00 am must display a valid permit or be subject to a parking citation. The Project will be providing parking on-site and in spaces along the alley behind the building that is outside of the Via Monte RPP Zone. Moving and delivery vehicles could use spaces on Mesa Drive, but these activities are expected to occur during the mornings and afternoons, outside of the restricted parking hours set up by the Via Monte RPP. Therefore; Project is not expected to affect the existing RPP.

6. Conclusion

The results of the transportation analysis for the proposed 5647 Gallup Drive Affordable Housing development are:

- The VMT for the area around the Project parcel will be reduced to 9.75 (below the City's residential VMT threshold of 10.12) due to the Project's land use characteristics, parking characteristics, and transit pass subsidy.
- The Project is consistent with the *Envision San José 2040 General Plan* land use and transportation policies, such as developing on vacant land, providing affordable housing with access to surrounding commercial and retail establishments within a half mile, and encouraging transit use by providing transit passes to residents.
- The Project is estimated to generate nine vehicle trips during the weekday AM peak hour and 12 vehicle trips during the weekday PM peak hour. Based on trip distribution and assignment, three vehicles will be added on Almaden Expressway (both directions) and two vehicles will be added on Blossom Hill Road (both directions) during the PM peak hour. In comparison to the existing traffic volumes on these roadways, the Project trips would be a negligible increase near the Oakridge Mall and Cambrian/Pioneer Urban Village area.
- Up to two on-street parking spaces would need to be removed on Gallup Drive to provide adequate stopping and corner sight distance. The City of San José would be responsible for the removal of any parking spaces on public streets.
- Providing residents garage gate opener remotes would minimize the time spent at the driveway and blocking the sidewalk, and the garage gate location would accommodate the estimated maximum queue of one vehicle. With high pedestrian volumes along Gallup Drive, the Project should also install a pedestrian alert system to warn pedestrians of vehicles exiting the site
- The vehicle parking supply will be adequate given the site's proximity to nearby bus routes and numerous stores, restaurants, and parks, the bicycle parking, and transit passes provided to residents.
- The bicycle parking supply exceeds City requirements.
- The Project is proposing on-site parking and parking along the public alley behind the building, which is outside of the Via Monte RPP. Moving and delivery vehicles may use spaces on Mesa Drive outside of the Via Monte RPP parking restriction hours. Therefore, the Project is not expected to affect the existing RPP.

Appendix A

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File Name : 1AM FINAL
Site Code : 00000001
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Groups Printed- Lights - Buses - Trucks

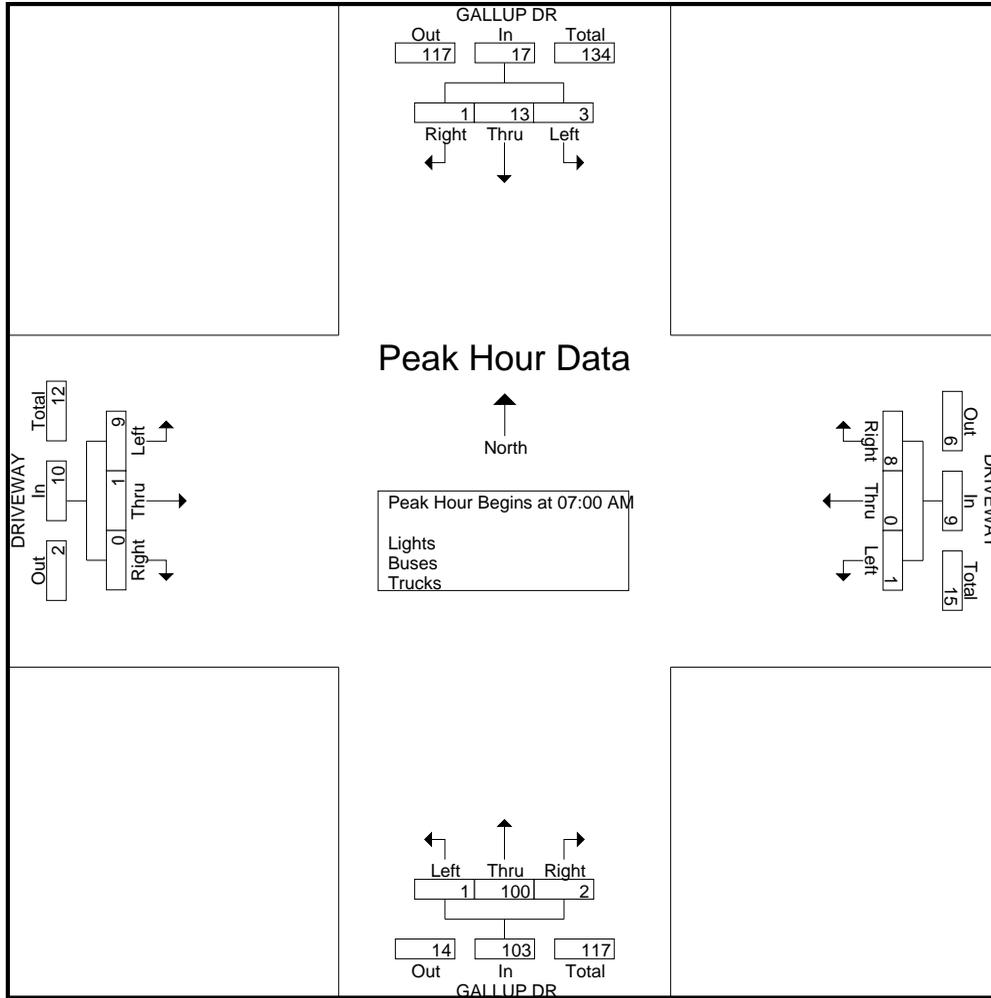
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07:15 AM	1	1	1	3	6	1	0	1	2	4	0	22	0	1	23	0	1	0	8	9	42
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07:45 AM	0	4	0	2	6	3	0	0	5	8	2	30	0	0	32	0	0	2	25	27	73
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09:45 AM	0	9	3	1	13	1	0	0	0	1	1	16	0	0	17	0	0	1	1	2	33
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Grand Total	2	90	12	16	120	20	0	3	22	45	9	208	1	6	224	1	2	20	65	88	477
Apprch %	1.7	75	10	13.3		44.4	0	6.7	48.9		4	92.9	0.4	2.7		1.1	2.3	22.7	73.9		
Total %	0.4	18.9	2.5	3.4	25.2	4.2	0	0.6	4.6	9.4	1.9	43.6	0.2	1.3	47	0.2	0.4	4.2	13.6	18.4	
Lights	2	87	9	16	114	11	0	3	22	36	9	201	1	6	217	1	2	20	65	88	455
% Lights	100	96.7	75	100	95	55	0	100	100	80	100	96.6	100	100	96.9	100	100	100	100	100	95.4
Buses	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
% Buses	0	2.2	0	0	1.7	0	0	0	0	0	0	1.9	0	0	1.8	0	0	0	0	0	1.3
Trucks	0	1	3	0	4	9	0	0	0	9	0	3	0	0	3	0	0	0	0	0	16
% Trucks	0	1.1	25	0	3.3	45	0	0	0	20	0	1.4	0	0	1.3	0	0	0	0	0	3.4

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Peak Hour for Entire Intersection Begins at 07:00 AM																					
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07:30 AM	0	2	1	2	5	3	0	0	1	4	0	29	0	0	29	0	0	3	15	18	38
07:45 AM	0	4	0	2	6	3	0	0	5	8	2	30	0	0	32	0	0	2	25	27	41
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Groups Printed- Bikes

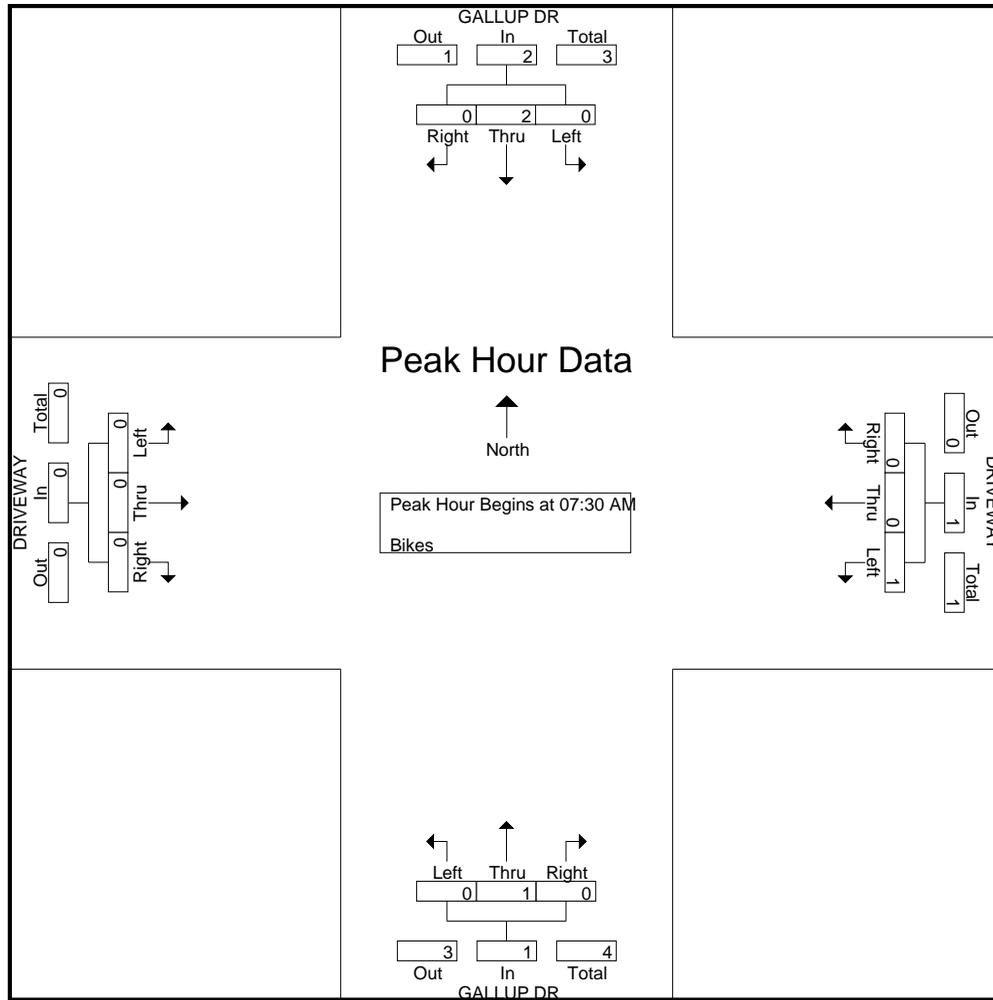
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07:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
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Total	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
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Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	6
Apprch %	0	100	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
Total %	0	50	0	0	50	0	0	16.7	0	16.7	0	33.3	0	0	33.3	0	0	0	0	0	

Start Time	GALLUP DR Southbound				DRIVEWAY Westbound				GALLUP DR Northbound				DRIVEWAY Eastbound				Int. Total
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Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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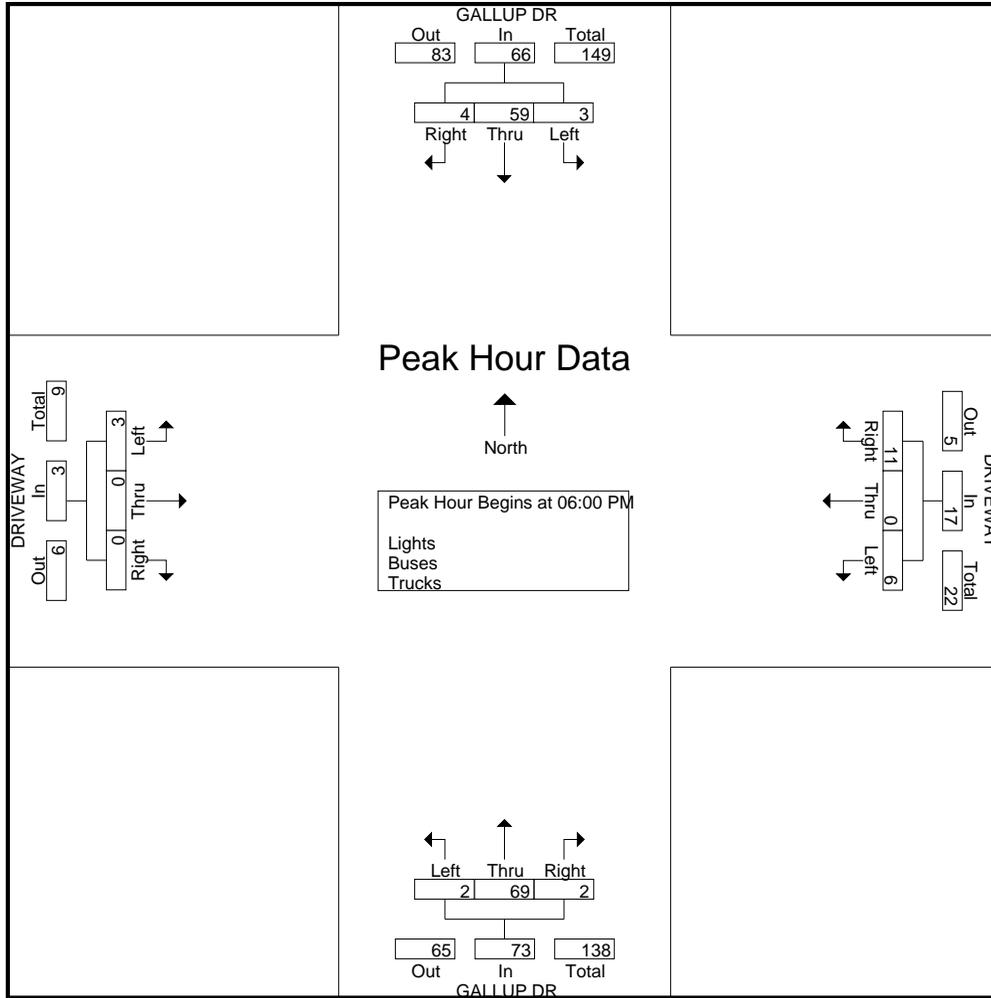
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04:30 PM	0	10	2	1	13	2	1	2	2	7	2	19	0	0	21	0	0	1	5	6	47
04:45 PM	0	8	0	2	10	2	0	2	5	9	0	19	0	0	19	0	0	3	1	4	42
Total	1	44	7	5	57	10	1	5	9	25	4	60	2	1	67	0	0	5	23	28	177
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05:15 PM	1	13	1	0	15	0	0	0	2	2	1	20	0	0	21	0	0	0	2	2	40
05:30 PM	1	8	2	0	11	2	0	2	1	5	1	10	0	0	11	0	0	2	2	4	31
05:45 PM	2	12	0	1	15	2	0	0	3	5	0	18	1	0	19	1	0	3	3	7	46
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06:30 PM	1	14	0	2	17	2	0	2	1	5	0	14	0	0	14	0	0	0	6	6	42
06:45 PM	0	12	1	1	14	3	0	1	1	5	1	19	1	0	21	0	0	2	9	11	51
Total	4	59	3	7	73	11	0	6	2	19	2	69	2	1	74	0	0	3	31	34	200
Grand Total	11	146	14	13	184	32	1	14	19	66	8	198	6	2	214	1	0	14	63	78	542
Apprch %	6	79.3	7.6	7.1		48.5	1.5	21.2	28.8		3.7	92.5	2.8	0.9		1.3	0	17.9	80.8		
Total %	2	26.9	2.6	2.4	33.9	5.9	0.2	2.6	3.5	12.2	1.5	36.5	1.1	0.4	39.5	0.2	0	2.6	11.6	14.4	
Lights	11	146	13	13	183	31	1	14	19	65	8	195	6	2	211	1	0	14	63	78	537
% Lights	100	100	92.9	100	99.5	96.9	100	100	100	98.5	100	98.5	100	100	98.6	100	0	100	100	100	99.1
Buses	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Buses	0	0	7.1	0	0.5	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0.4
Trucks	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
% Trucks	0	0	0	0	0	3.1	0	0	0	1.5	0	1	0	0	0.9	0	0	0	0	0	0.6

Start Time	GALLUP DR Southbound				DRIVEWAY Westbound				GALLUP DR Northbound				DRIVEWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	1	19	0	20	4	0	0	4	1	18	1	20	0	0	1	1	45
06:15 PM	2	14	2	18	2	0	3	5	0	18	0	18	0	0	0	0	41
06:30 PM	1	14	0	15	2	0	2	4	0	14	0	14	0	0	0	0	33
06:45 PM	0	12	1	13	3	0	1	4	1	19	1	21	0	0	2	2	40
Total Volume	4	59	3	66	11	0	6	17	2	69	2	73	0	0	3	3	159
% App. Total	6.1	89.4	4.5		64.7	0	35.3		2.7	94.5	2.7		0	0	100		
PHF	.500	.776	.375	.825	.688	.000	.500	.850	.500	.908	.500	.869	.000	.000	.375	.375	.883

Traffic Data Service

San Jose, CA
 (408) 622-4787
 tdsbay@cs.com

File Name : 1PM FINAL
 Site Code : 00000001
 Start Date : 9/11/2018
 Page No : 2



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 Page No : 1

Groups Printed- Bikes

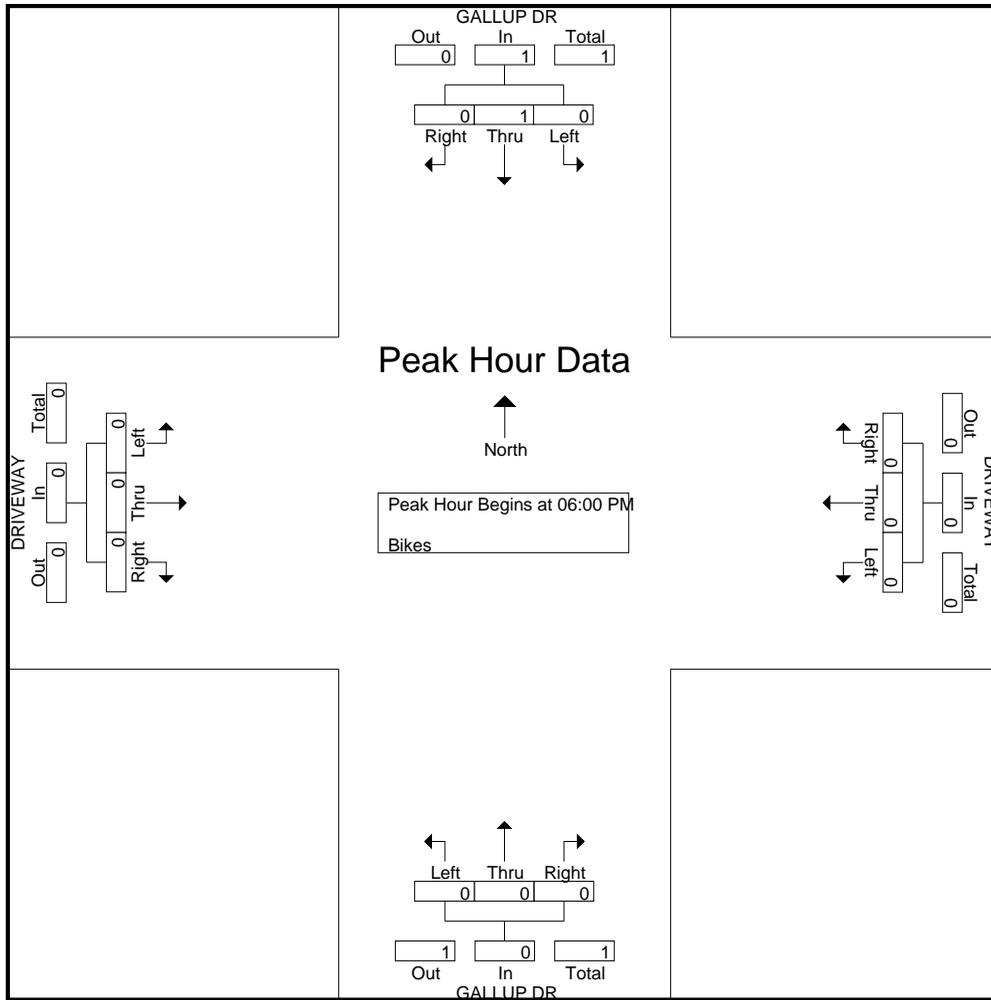
Start Time	GALLUP DR Southbound					DRIVEWAY Westbound					GALLUP DR Northbound					DRIVEWAY Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Start Time	GALLUP DR Southbound				DRIVEWAY Westbound				GALLUP DR Northbound				DRIVEWAY Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

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Appendix B

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: Gallup Drive	Tool Version: 3/14/2018
Location: 5647 Gallup Drive	Date: 3/8/2019
Parcel: 56752028	Parcel Type: Suburb with Multifamily Housing
Proposed Parking:	Vehicles: 25 Bicycles: 20

LAND USE:

Residential:	Percent of All Residential Units	
Single Family 0 DU	Extremely Low Income (≤ 30% MFI)	26 % Affordable
Multi Family 46 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	59 % Affordable
Subtotal 46 DU	Low Income (> 50% MFI, ≤ 80% MFI)	13 % Affordable
Office: 0 KSF		
Retail: 0 KSF		
Industrial: 0 KSF		

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density		
Existing Density (DU/Residential Acres in half-mile buffer)		6
With Project Density (DU/Residential Acres in half-mile buffer)		6
Increase Development Diversity		
Existing Activity Mix Index		0.68
With Project Activity Mix Index		0.67
Integrate Affordable and Below Market Rate		
Extremely Low Income BMR units		26 %
Very Low Income BMR units		59 %
Low Income BMR units		13 %
Increase Employment Density		
Existing Density (Jobs/Commercial Acres in half-mile buffer)		33
With Project Density (Jobs/Commercial Acres in half-mile buffer)		33

Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Limit Parking Supply		
Minimum Parking Required by Municipal Code		64 spaces
Total Parking Spaces Available to Employees		25 spaces
Does the surrounding street parking have RPP, meters, or time limits?		Yes
End of Trip Bike Facilities		
Bicycle Parking Spaces Provided by Project		20 spaces
Project Provides Additional End-of-Trip Facilities Beyond Parking?		Yes

Tier 4 - TDM Programs

Subsidized or Discounted Transit Program		
Percent of Transit Subsidy		100 %

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT below the City's threshold.

