





**Appendix 1**  
Existing Conditions

# Appendix 1: Existing Conditions

## INTRODUCTION

The Berryessa BART Urban Village presents a unique opportunity for urban transformation within the City of San José. Covering 270 acres, this is not only the largest urban village in the City, but is also the location of the City's first BART station and large opportunity redevelopment sites, such as the San José Flea Market. These factors create a significant opportunity for fulfilling the vision of the Envision San José 2040 General Plan by creating compact and sustainable urban clusters within the City. In order to achieve this vision, the first step in the Berryessa BART Urban Village Plan process is to survey the area and establish existing conditions as a baseline to begin the planning process. This includes an analysis of the physical conditions of the area, the current land uses, socio-economic factors, connectivity, previous planning efforts, and the current sense of place. Together, this research provides a strong grounding for the development of a conceptual plan for this urban village.

## LOCATION

The Berryessa BART Urban Village is located in District 4 in the north-east area of the City of San José with the US Hwy 101 to the south, Interstate 680 to the east, and Interstate 880 to the west. Coyote Creek runs north-south along the western boundary of the urban village, while Penitencia Creek travels east-west through the middle of the urban village.

Berryessa Road divides the urban village north-south with six lanes of traffic, and the elevated Bay Area Rapid Transit (BART) tracks divide the urban village east-west. There are several infrastructure projects in the area, most notably the Berryessa/North San José BART Station and potential highway interchange improvements that would provide direct access from the urban village to the US Highway 101. The significant majority of the urban village is within a half mile radius of the BART station.

## URBAN VILLAGE BOUNDARY

All urban villages in San José have a designated boundary in the General Plan. The Berryessa BART Urban Village boundary was originally defined based on potential redevelopment opportunity sites in the future. As such, the boundary included the former Flea Market site (north and south sites), the Santa Clara Valley Transportation Authority (VTA) site (currently holding the Berryessa/North San José BART station), commercial sites at the intersection of Berryessa Road and Lundy, and some industrial sites south of Mabury and north of King Road (partially redeveloped already with housing). The planning process has identified potential adjustments to the urban village boundary to best address jobs and housing growth capacities, and promote economic development through the identification of optimal sites for retail and other



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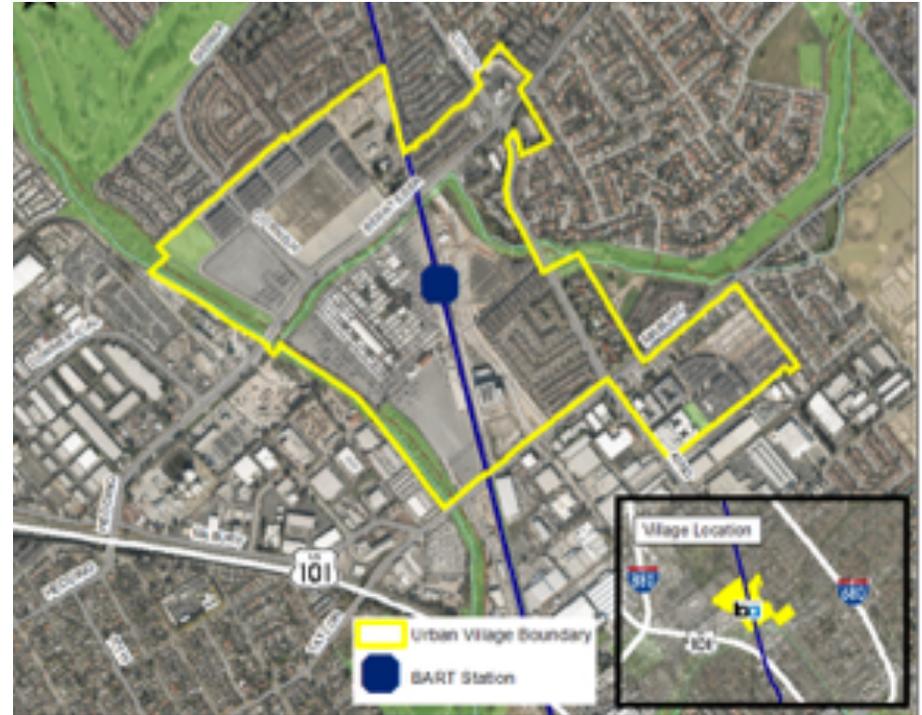
## PHYSICAL CONDITIONS

The climate in this area is representative of San José with average temperature ranging from 42 degrees Fahrenheit in the winter, to 84 degrees Fahrenheit in the summer. Most of the rainfall (average of 8.05") falls during the winter months. Spring and fall have significantly less rainfall (averaging between 3.77" and 2.63" respectively), while the summer months are dry.

Open space areas within one mile of the BART station include the San Jose Municipal Golf Course, the Penitencia Creek County Park, Watson Park, Vinci Park, and the Overfelt Gardens. The creeks are major connectors of open space, and there is an extensive creek network in this area.

### Soils

The soils beneath the urban village are mostly silty clay with sand layers. The soils are expansive and somewhat corrosive. Expansive soils exhibit a shrink-swell behavior. The heavy clay soils of the site will expand during the wet months and contract in the dry summer months. This characteristic can damage foundations and structures, heave sidewalks, break pipes, and bring about subsidence. Corrosive soils will have an impact on the planting materials chosen as well as some of the building materials that cannot be used. Understanding the soils at a high level will help illuminate some of the subtler constraints of the site. Depending on the use, these qualities will need to be addressed and potentially mitigated before the proposed development can occur. The development teams will need to pay special attention to the geotechnical reports developed for this site. There is shallow groundwater, typically 10-15' below grade, but can be found as high as 3' below grade. This limits the opportunities for underground parking.



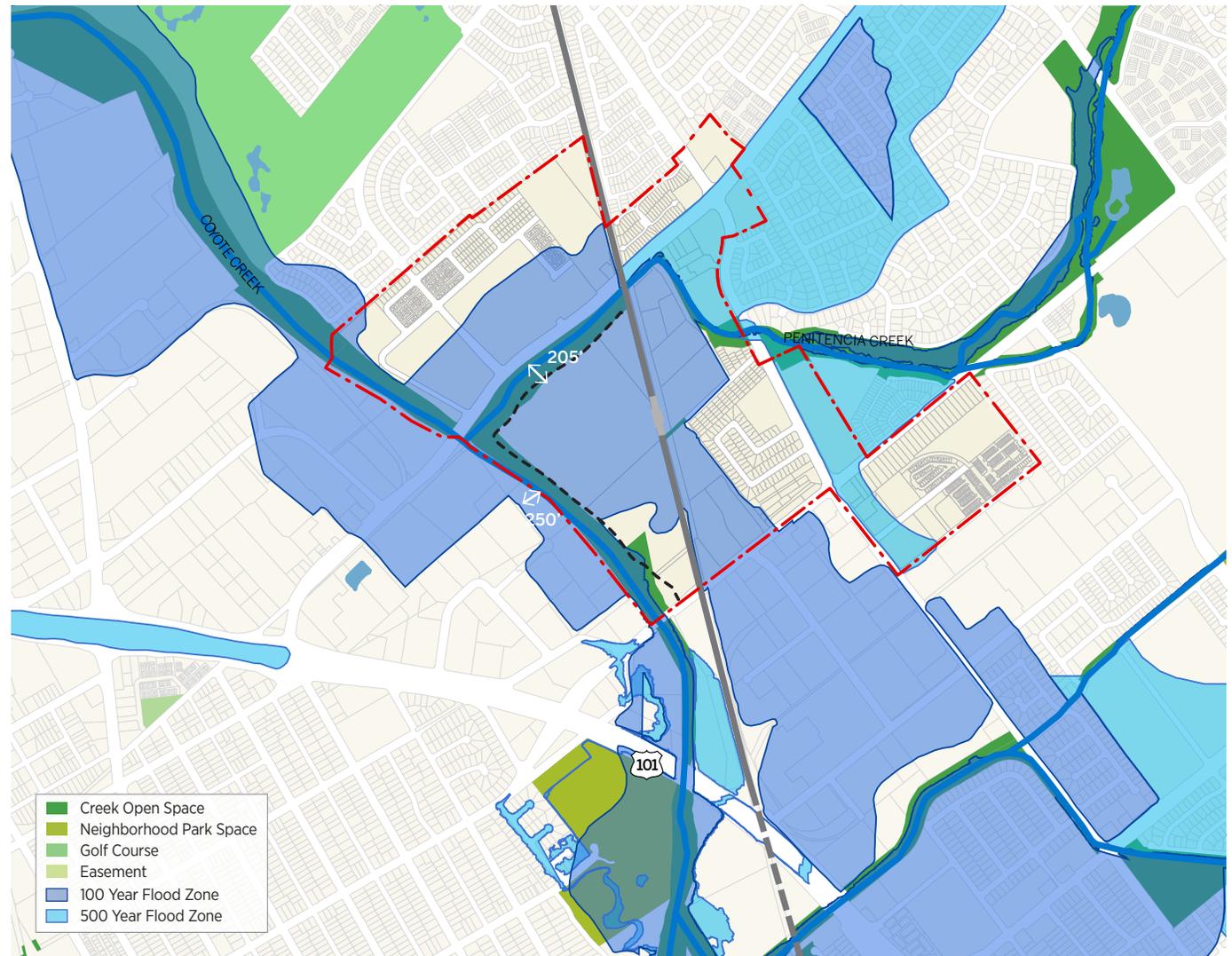
### Natural Hazards

Regarding natural hazards, the urban village is not located in a known fault hazards zone (State of California Earth Fault Hazard Zone, or a City of San Jose Fault Hazard Zone), but is located within the FEMA flood plain. The majority of the urban village is within the flood plain, with large portions of this in the 100-year flood plain and smaller portions in the 500-year flood plain, as shown in Figure 3.

Coyote Creek is an official FEMA floodway and had substantial flooding in 2017. The Santa Clara Water District is planning flood mitigation projects in both Penitencia and Coyote Creek waterways over the next five years.

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The Santa Clara Water District has initiated projects to prevent future floods in this area. As such, they have requested a 250 ft setback from the north and west creek banks, into the urban village. This space would allow the flood mitigation projects to occur without the need for a barrier wall. The City has a Riparian Policy which also requires a 100 ft setback from the vegetated creek edge. Figure 4 illustrates how these two requirements work together to protect the habitat and area from flooding.



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Coyote and Upper Penitencia Creek Required Setbacks at Flea Market

## CURRENT LAND USES

The urban village is the current home of the San José Flea Market, residential developments, and a few commercial plazas. The Berryessa/North San José BART station is under construction, and a new commercial center that has received planning approvals (purported to include a Safeway and CVS).

Within the urban village, there are very few existing community resources, with the main resource being the San José Flea Market and small shops within the Lundy/Berryessa commercial plazas. Outside of the urban village boundary (within a mile of the BART station) there are four educational institutions, along with a medical institution (Quest Diagnostics) and a place of worship (St Thomas Syriac Orthodox Church). Residents must travel beyond the mile radius from the BART station to find other grocery stores, community centers, schools, and medical services.

The urban village is bounded by residential development to the north and east, and industrial lands to the west, while the land immediately to the south are mixed industrial lands with residential uses.

The residential development to the north and east consists of low-density development, characterized by cul-de-sacs with one-two story detached dwellings developed in the 1950s and 1960s. Closer to the urban village boundary the density of the housing increases to medium-density townhouses and small multi-unit buildings developed in the 2000's and 2010's. The industrial development to the south and west consists of low-intensity industrial uses and one-story office parks. Within the urban village, there is medium-density residential development constructed in the last 20 years, the San José Flea Market, and a minor amount of commercial plaza development in the north east and south east corners of the urban village.

## SOCIO-ECONOMIC

The urban village is divided into two census tracts. The north census tract had a 2010 population of 3,079, while the south tract had a 2010 population of 2,983. The surrounding census tracts had lower populations in 2010. The average population density in the urban village in 2010 was just over 10,000 people per square mile.

Between 2000 and 2010 the population of the north tract decreased by 0.2%, while the population of the south tract increased by 8.5%. The population of San José overall increased by 6.7% during this time. It is

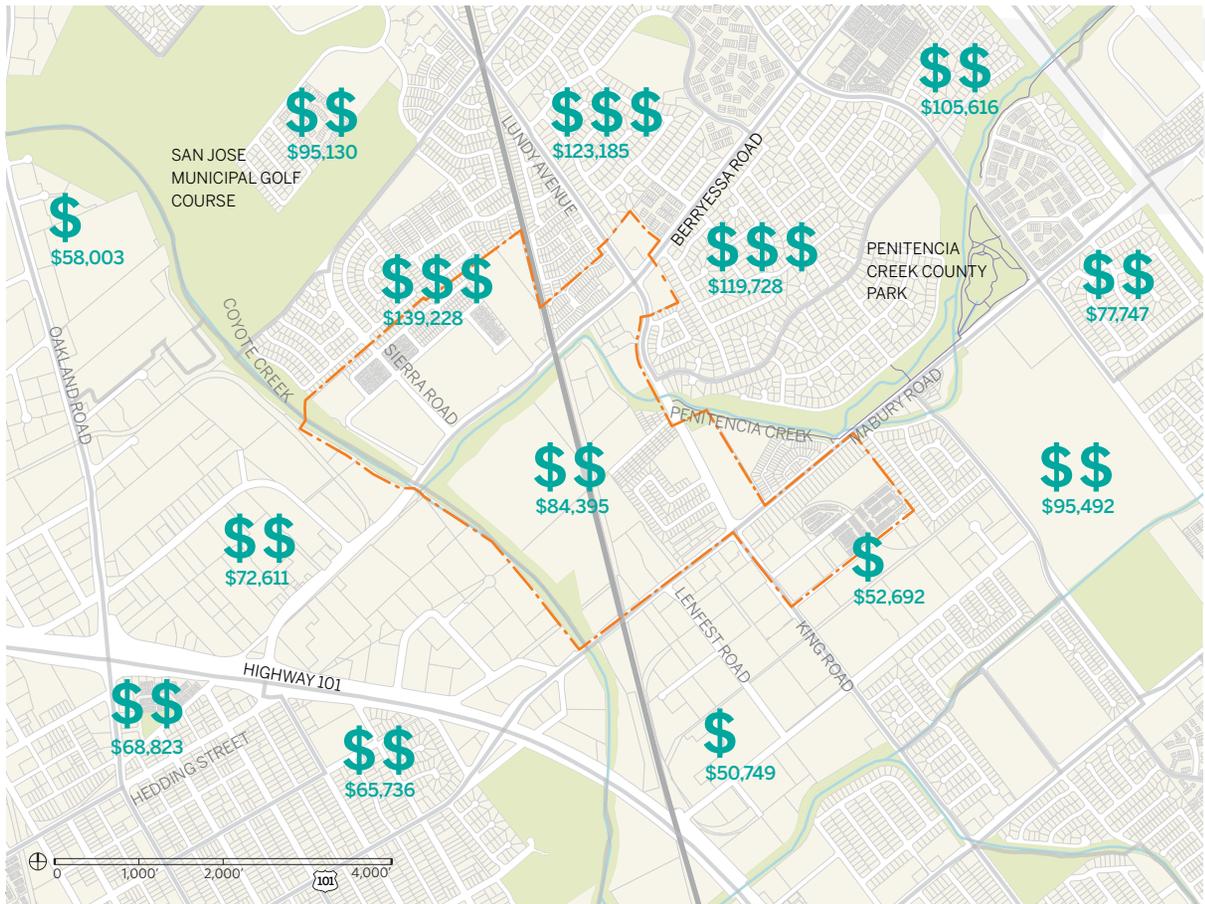


Figure 5: Household Income (2010)



Figure 6: Demographic Change 2000-2010

worth noting that this census period coincides with the Great Recession, and predates several new residential projects in the area.

The average 2010 household income of the northern tract was \$139,228, while the average for the southern tract was \$84,395. The average for the City in 2010 was \$86,736, making this area more affluent than average in 2010. The census tracts to the north of these two are

of similar average incomes, while the census tracts to the south are of significantly lower average household incomes.

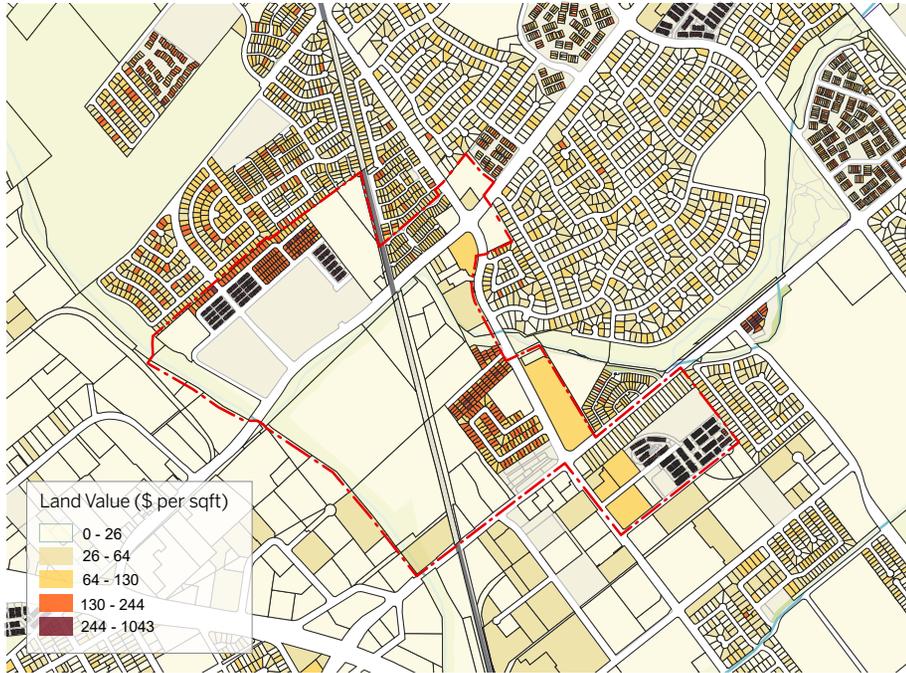
In 2010, the majority of the population identified as Asian (62%), and the second largest group identified as White (18%), with other racial groups accounting for smaller percentages. This area has proportionally more residents who identify as Asian than the City as a whole (62% vs 36%). Between 2000 and 2010 the proportion of White and Black residents in this area decreased, while the proportion of Asian residents increased. The proportion of all other populations stayed roughly the same.

The most spoken languages in this area are English, Vietnamese, Spanish, and Mandarin. While Tagalog is not prominently spoken, this area is home to the largest number of Tagalog speakers in the City.

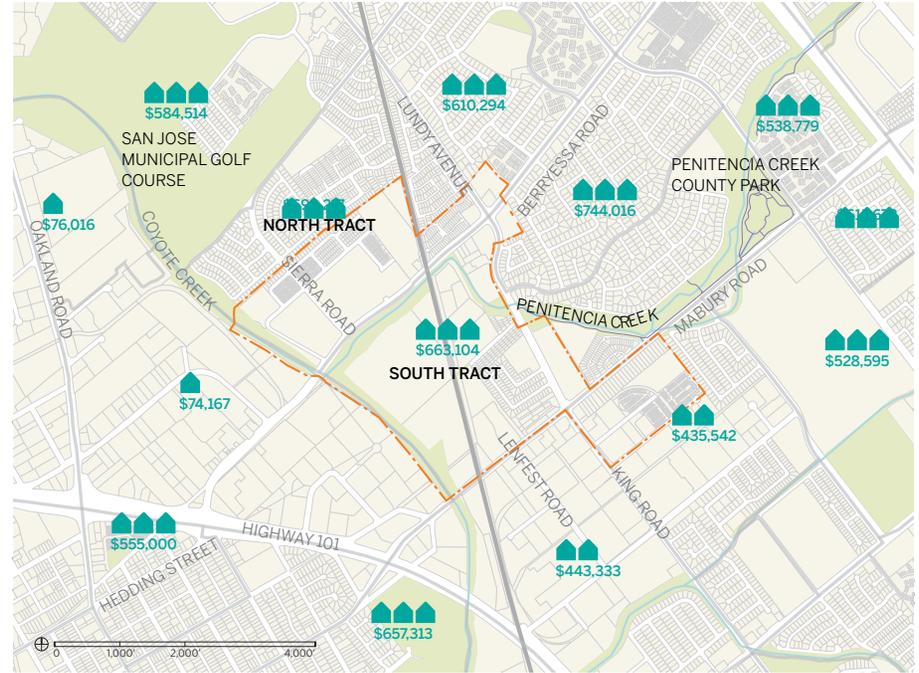
The land value per square foot varies within the urban village. The lots that are under development (as of January 2018) had the lowest values (less than \$26 per square feet), while the newly developed townhouses had the highest values (+\$244 per square feet).

Based on the developer's website, these townhouses are currently available for purchase and are priced around \$1 Million. Older residential development is priced slightly lower with detached houses ranging from \$600,000—\$1.2 million.

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The value of owner-occupied, single-family housing is fairly consistent between the north and south census tract, with the average home value of \$675,660 in 2010. The housing in the census tracts to the north continue to be in this range, with the highest home values directly to the east. South of the urban village the home values decrease significantly (\$439,437), and across Coyote Creek to the north-west the values are a fraction of the value (\$75,091) due to most of the housing being in the form of mobile homes. The average owner-occupied, single family house in San Jose is \$514,000, meaning that this area tends to command higher prices than average.



The urban village has a low vacancy rate between 1-2%, while ideal vacancy rates for residential areas are between 5-8%. The areas surrounding the urban village are mostly lower than ideal (1-4%) with the southern-most tract having a 6.3% vacancy rate. The average vacancy rate in San José is 3%. This means there is lower housing availability in this area than average, and residents may struggle to find adequate housing.

## PLANNING CONTEXT

The General Plan designation for the area is mostly Urban Village, with some pockets of Residential Neighborhood, Industrial Park, Light Industrial, and Mixed Use Neighborhood, in addition to Open Space Parkland along the creeks, as seen in Figure 9. The urban village planning process may propose changing the general plan designations to reflect the newly developed plan.

The majority of the parcels within the urban village are zoned for “Planned Development”. In addition to this zone, there are few parcels with “Industrial Park”,

“Light Industrial”, “Commercial Pedestrian”, “Commercial Neighborhood”, and “Single Family Residential” zoning, as seen in Figure 10. These zones would permit industrial, commercial, and residential development consistent with the surrounding area. The urban village planning process does not propose to change the zoning within the urban village. Future development applications that include rezoning and are proposed within the Urban Village area will be analyzed for consistency with the land use designations and capacities as approved in the Urban Village land use plan.

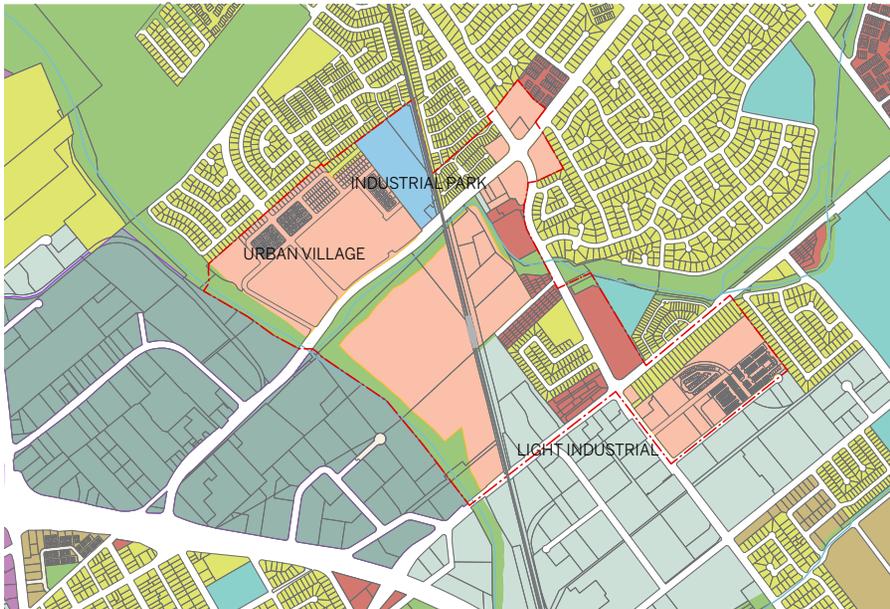


Figure 9: Current General Plan Designation

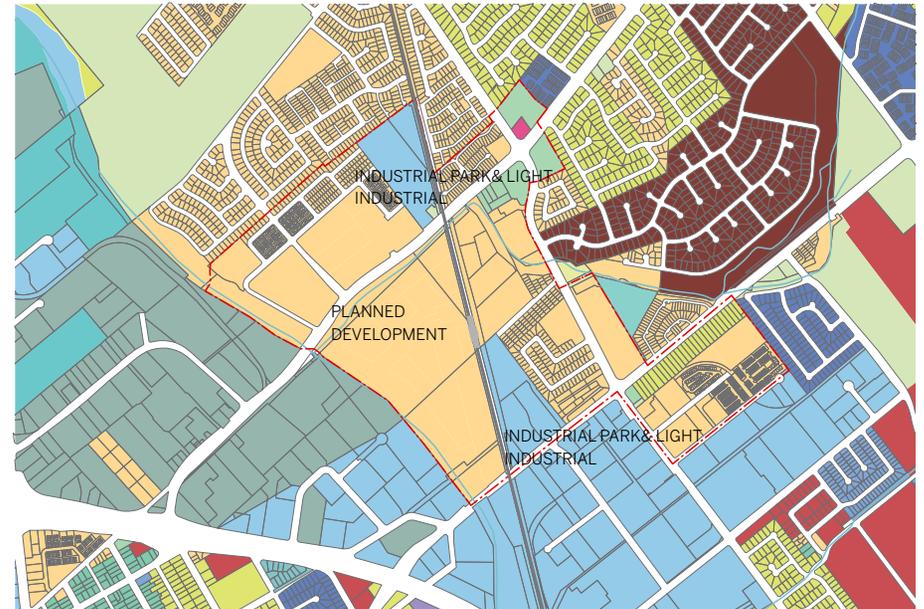


Figure 10: Current Zoning



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Figure 11: Conceptual Rendering of Calthorpe Plan



Figure 12: Conceptual Rendering of North Flea Market Site

## PREVIOUS PLANS AND PROPOSALS

Properties within the urban village have been the subject of significant planning efforts to date.

### ***Calthorpe Plan (PDC09-006)***

The first major planning effort in this area was the Calthorpe Plan in 2009. This plan proposed to develop the entire San José Flea Market site (north and south of Berryessa Road) and first proposed transit oriented development in the area. The plan included residential and commercial development, along with a school and a park. The plan was approved in 2009 with between 350-1,000 dwelling units and between 50,000-315,022 square feet of commercial space on the north side of Berryessa Road, and between 913-2468 dwelling units and 50,000-315,022 square feet of commercial space on the south side of Berryessa Road. Between

the two areas, there was a maximum of 2,818 dwelling units and 365,662 square feet of commercial space approved.

### ***North Flea Market Amendment (PDC16-001)***

The original vision of the Calthorpe Plan was amended in 2016, when a conformance rezoning application for the north flea market site removed a proposed school site and reduced the park site, and with the land converted to townhouses.

This plan was approved between 350-1,000 dwelling units and between 50,000-315,022 square feet of commercial space. A number of the dwelling units have been constructed and are currently occupied. A site development permit is currently under review for the commercial development.

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Figure 13: Conceptual Rendering of South Flea Market Rezoning

### **South Flea Market Rezoning (PDC17-051)**

A rezoning application for the south flea market site is currently under review. The proposal includes 3,450 dwelling units, 3.4 million square feet of office space, and 66,000 square feet of commercial on the southern parcel. This proposal is expected to go to City Council hearing in Fall 2020.

### **Facchino Site Rezoning (PDC18-036)**

A rezoning application for the industrial lands north of Berryessa Road, adjacent to the north flea market site, is currently under review. The proposal includes 320 dwelling units, and 200,000 square feet of office space. This proposal does not currently have an expected City Council hearing date.



Figure 14: AARP Concept Plan

### **AARP Proposal**

Prior to the launch of the urban village planning process, the non-governmental interest group AARP organized a design-charrette to explore different options and opportunities for the area surrounding the BART station. Their suggested layout concentrated density on either side of the BART line, with sections being built over top of the tracks to connect the two sides. In addition, this layout suggests re-routing Penitencia creek further into the site, and developing on both sides of the creek bank. This layout suggests 4,500 dwelling units on the south flea market site.

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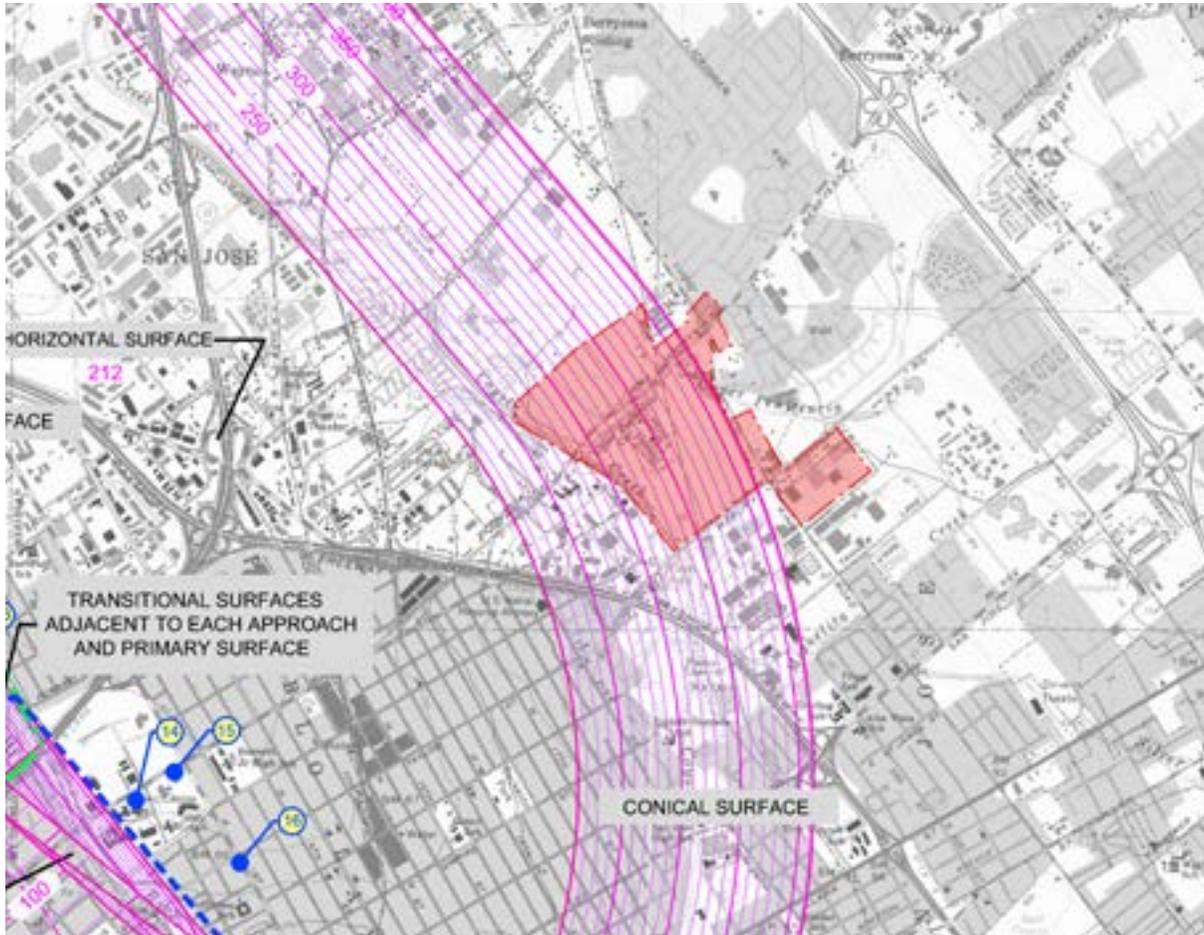


Figure 15: Conical Airspace

## FUTURE DEVELOPMENT OPPORTUNITIES

Within the urban village, there are approximately 95 acres that could be developed or redeveloped to accommodate the planned employment capacity. This includes the South Flea Market site, the Facchino site, portions of the VTA station lands, the commercial plazas surrounding the Berryessa Road & Lundy Avenue intersection, and the commercial plaza at the corner of Mabury Road & King Road. The parcels that make up the South Flea Market site account for 63 acres and 66% of the developable land in the urban village, and are owned by the same parties. The parcels that make up the Facchino site for 13 acres and 13% of the developable land in the urban village, and are owned by the same parties. The parcels that make up the VTA station lands account for 8 acres and 8% of the developable land in the urban village, and are owned by a single party. The parcels that make up the commercial plazas account for 10 acres and 10% of the developable land in the urban village, and are owned by individual parties.

BART has created Transit Oriented Development (TOD) polices which outline the density needed to support transit ridership. This is a minimum net density of 75 dwelling units per acre.

	Dwelling Units Planned	Dwelling Units Entitled/Built	Dwelling Units Remaining to be Entitled
North Flea Market Site	1,000	1,000	0
South Flea Market Site	1,818	0*	1,818
Dobbin Drive & King Road	1,066	755	311
Other Unplanned	930	0	930
<b>Total</b>	<b>4,814</b>	<b>1,755</b>	<b>3,059</b>

Figure 16: Dwelling Unit Availability

\*Entitlements have expired for the original approval, returning the planned units into the remaining column.

## HEIGHT LIMITS

The existing building height limits are established by each zone, with the maximum height in the urban village currently at 120' (or ten storeys) on the North Flea Market site.

The urban village is within the conical surface of airspace approaches for the Norman Y. Mineta San Jose International Airport. The height limits imposed by this airspace restriction range from 165-315 ft above ground level.

Because of the difference between the zoning height limits, and the airport contour height limits, there is an opportunity to increase maximum heights by 45-195 ft.

## DWELLING UNIT CAPACITIES

The General Plan contains planned housing and job capacities for each urban village. The Berryessa BART Urban Village is planned to have a total housing capacity of 4,814 dwelling units. The General Plan also noted that at the time of adoption 3,884 of these units were already entitled (approved) but not built. The entitlements that were considered in the number were those from the north and south flea market sites, and the development at King Road & Dobbin Drive. These units are included in the total planned units for the urban village.

A maximum of 2,818 dwelling units planned the flea market sites (north & south). The north site has since developed with 1,000 units. A maximum of 1,066 units were planned for the development at King Road and Dobbin Drive. This site has since developed with 755 units. Based on these developments, there are 3,059 planned dwelling units remaining for the urban village within the current capacities.

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## AFFORDABLE HOUSING

Mayor Liccardo unveiled a housing plan in 2017 to build 25,000 new dwelling units by 2022, including 10,000 affordable units. Other City policies also include a goal of 25% affordable housing in all urban villages. In addition to the current work, City Council approved an Inclusionary Housing Ordinance in 2010 which requires all residential developers to provide at least 15% affordable on-site housing.

### Public Art & Placemaking Elements

While the urban village does not currently have a strong identity, beyond its views of the Diablo Mountains, examples of public art and placemaking exist, and could be built upon during the urban village planning process.

The most significant cultural resource in the urban village is the San José Flea Market. This space is known for its variety of wares, large scale, and duration. The Flea Market is a key area of local commercial activity and also serves as a farmer's market, and therefore the closest grocery resource.

The Berryessa/North San José BART station is at the heart of the urban village and features a wave-like roof design on the main terminal, with windswept leaf design on the side of the parking garage. There is also public art in the plaza created by artist Larry Kirkland in conjunction with the City's Public Art Program and VTA.

Within the urban village, there is one site of historic significance. This is a Queen Anne cottage, located at 12320 Mabury Road. This cottage was built between 1890-1896, and is eligible for designation under the National Register, California Register, and as a Structure of Merit. This is the only examples of this type of architecture in the urban village. The other item of historic interest is a trolley line that ran along Berryessa Road from downtown San José to Alum Rock Park. This trolley ran from the late 1800's until the early 1930's and was mainly used for weekend park outings.

Outside of the boundaries of the urban village Mabury Pottery, the Plata Arroyo Skate Park, and the Sun Yat Sen Memorial Chinese Cultural Garden offer additional cultural opportunities. There are also several charter schools and a library in this area which lend an academic focus to the area.

## JOBS

The General Plan contains a planned job capacity of 22,000 jobs spread through 6.7 million square feet in the urban village. This planned capacity assumes that 300 square feet of employment space will result in one job.

Based on 2018 tax assessment data, which identifies employment properties, and their square footage, the urban village is estimated to currently contain approximately 500 jobs. These jobs are concentrated on the south Flea Market site (152 jobs) and the commercial plazas around the Lundy/Berryessa Road intersection (298 jobs combined). The main types of jobs within the urban village are retail uses, service uses, and yards for equipment and supplies.

In the industrial area surrounding the urban village, there are an estimated 8,500 jobs. These jobs are fairly evenly disbursed along the southern and western boundaries of the urban village, as shown in Figure 17 and Figure 18. The majority of these jobs are classified as industrial non-manufacturing (5,032 jobs), with warehousing representing the second largest group (2,000 jobs). The smallest number of jobs are associated with utilities and communications (no jobs) and vacant land (no jobs).

Unfortunately, there are limitations to this method such as City-owned properties are not accurately represented in assessment data, and square footage does not provide an accurate number of jobs for all types of employment. However, this analysis provides a reasonable representation of the type and general location of employment development within and around the urban village.

Properties with Commercial & Industrial Use Codes (By Summarized Use Code Category)

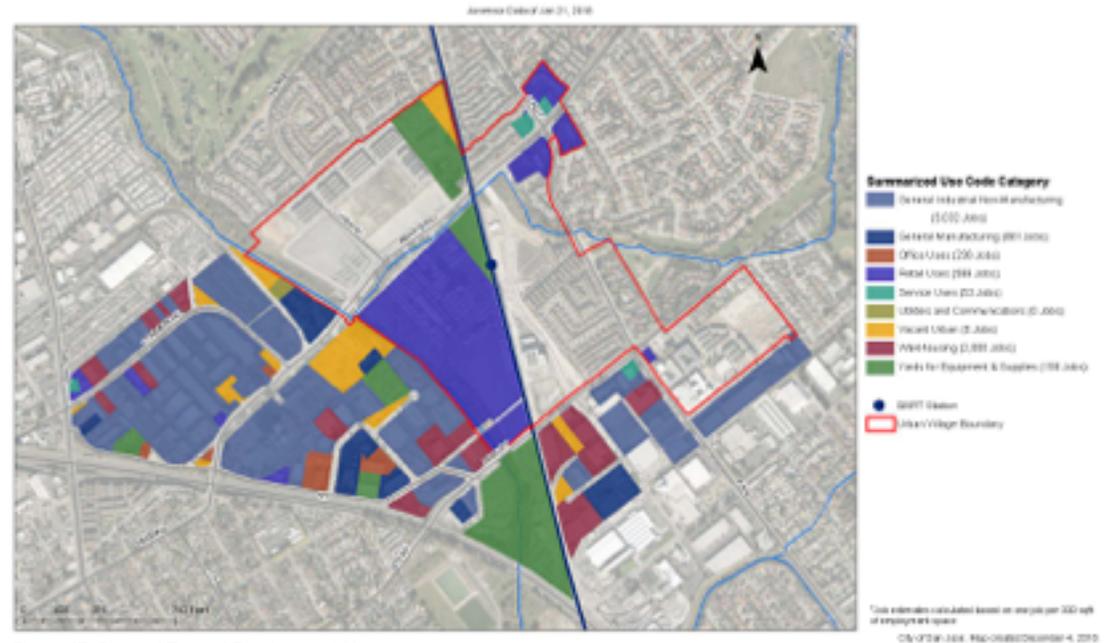


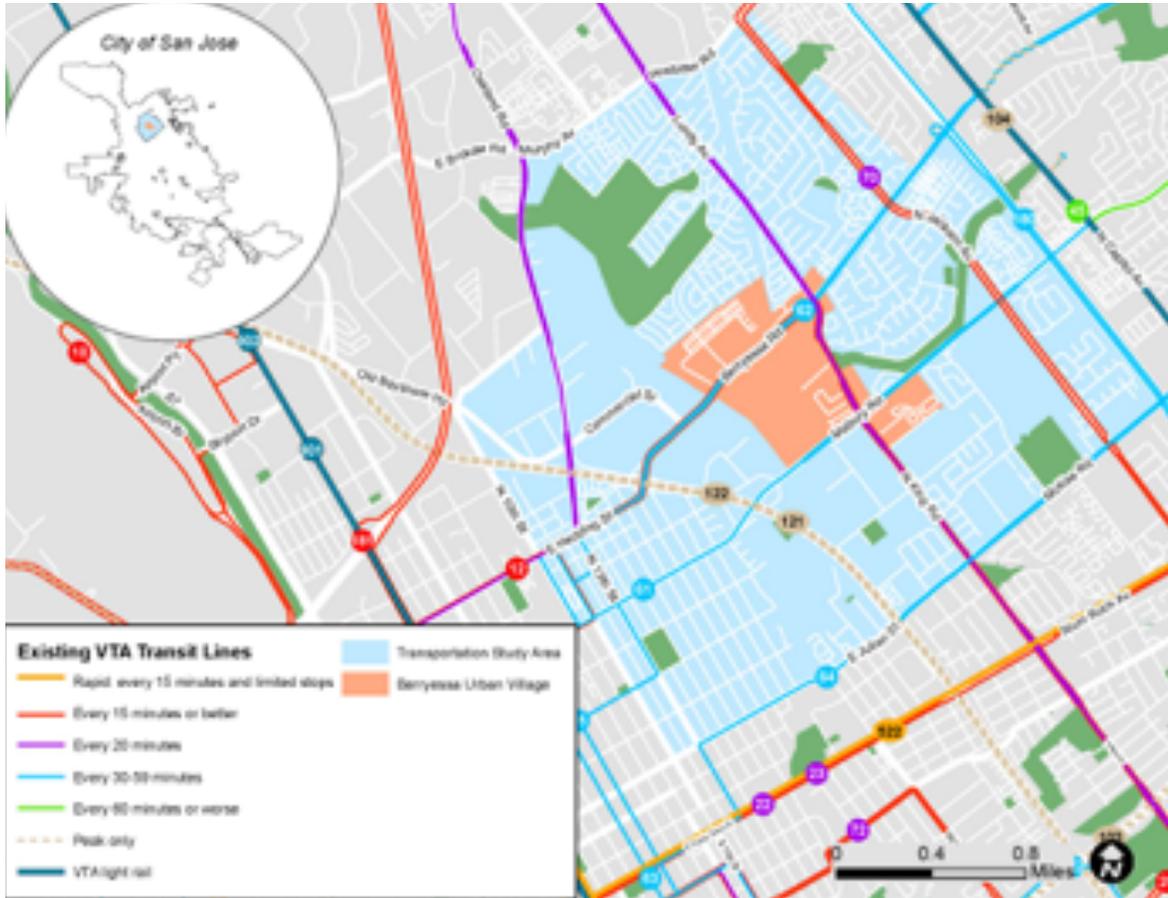
Figure 17: General Type of Employment Use

Job Estimate per Block on Properties with Commercial & Industrial Use Codes



Figure 18: Job locations outside of the urban village

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## CONNECTIVITY AND CIRCULATION

As the first Regional Transit Urban Village in San José, connectivity for cars, bicycles, and pedestrians is a key focus of the urban village planning process. There are several infrastructure projects underway in the area, most notably the opening of the Berryessa/North San José BART Station, which is projected to host 25,000 riders daily by 2030. In addition, there are three potential highway interchange improvements being studied that would provide direct access from the urban village to the US Highway 101, and VTA Express Bus service to downtown San José. The vast majority of the urban village is within a half mile from the Berryessa/North San José BART station.

### Existing Transit

Three bus corridors transect the urban village along Berryessa Road, Mabury Road, and King Road, as shown in Figure 19. While these buses pass through the urban village, this area is not a significant origin or destination for bus riders, with most stops having fewer than 50 riders per day getting on or off at that location. There are three bus stops along King Road that are more heavily used as origin/destination points, with having 51-100 riders per day getting on or off at that point. These bus routes have a frequency that ranges from 20 to 59 minutes. While, there is no light rail transit within walking distance of the urban village, there are bus lines which connect the urban village with the light rail transit line.

Transit availability in the urban village is likely to change soon, with the completion of the Berryessa/North San José BART station in 2019, and the implementation of the VTA Next Network Transit Lines. Once the BART station is opened, it will be serviced by BART with 15 minute bi-directional frequency, and bus service every 15 minutes, including a rapid bus line (15 minute frequency and limited stops). BART has classified this station as “balanced intermodal”. “A balanced intermodal station is well-served by transit, though there is also parking provided by BART and in some cases other/private operators. The station would typically be found on an urban or suburban grid network. Balanced Intermodal stations have both walking and drive alone/carpool rates of approximately 25%-40%. A medium-to-large transit terminal is provided onsite, serving primarily corridor and local transit. Parking spaces fill early because the parking lot is not very large”. The Berryessa/North San José station is a temporary end-of-the-line station and marks the completion of Phase I. When Phase II opens it will include four additional stations that will provide connectivity to downtown San José, Diridon Station, and Santa Clara Station.

### **Existing Street Network**

The basis for the existing street network within the urban village is made up of five arterial streets. Berryessa Road and Mabury Road are the two primary east-west roadways within the project area, and are primary truck routes where truck access and circulation must be considered.

King Road (Lundy Avenue when north of Commodore Drive), Station Way and Sierra Road are the primary north-south connectors in the project area. Sierra Road is currently incomplete and is mapped to travel through the south Flea Market site.

US-101 travels south of the urban village boundary and is not currently directly connected through an interchange to the urban village. The closest interchange is at Oakland Road, and does not present a direct travel path to the urban village. An assessment of potential interchange locations with US-101 is currently underway for Mabury Road, Berryessa Road, and Oakland Road. The assessment includes the following scenarios: interchanges at 101-Mabury and 101-Oakland (per the City’s Transportation Policy); a full 101-Mabury interchange with an overpass at 101-Oakland; partial interchange at 101-Mabury, partial interchange at Berryessa, and overpass at 101-Oakland; and a full interchange at 101-Berryessa and overpass at 101-Oakland. The results of this assessment will inform the need for transportation improvements in the BBUV area.

Opportunities for the existing street network are constrained by the fact that the road network is already developed with high traffic capacity streets.

### **Existing Cycling and Pedestrian Facilities**

Berryessa Road and Mabury Road are the only roads with existing bikeways in the urban village. These roads are also the only roads that cross over the US-101 in the area, making them a key cycling access point for the urban village. These roads are also designated as primary truck routes. N King Road and other minor roads have planned bikeways in the urban village.

The majority of the Penitencia Creek Trail has been developed, with the portion within the urban village remaining. The entire portion of Coyote Creek Trail near the urban village is planned for future development.

Major local roadways, creeks, US-Hwy 101, and the BART line are challenges for wider connectivity. However, a new and enhanced bike network immediately surrounding the BART station that provides a direct link to the South Bay Trail network and connects the Penitencia Creek Trail with the Coyote Creek Trail, would significantly increase cycling and pedestrian connectivity.

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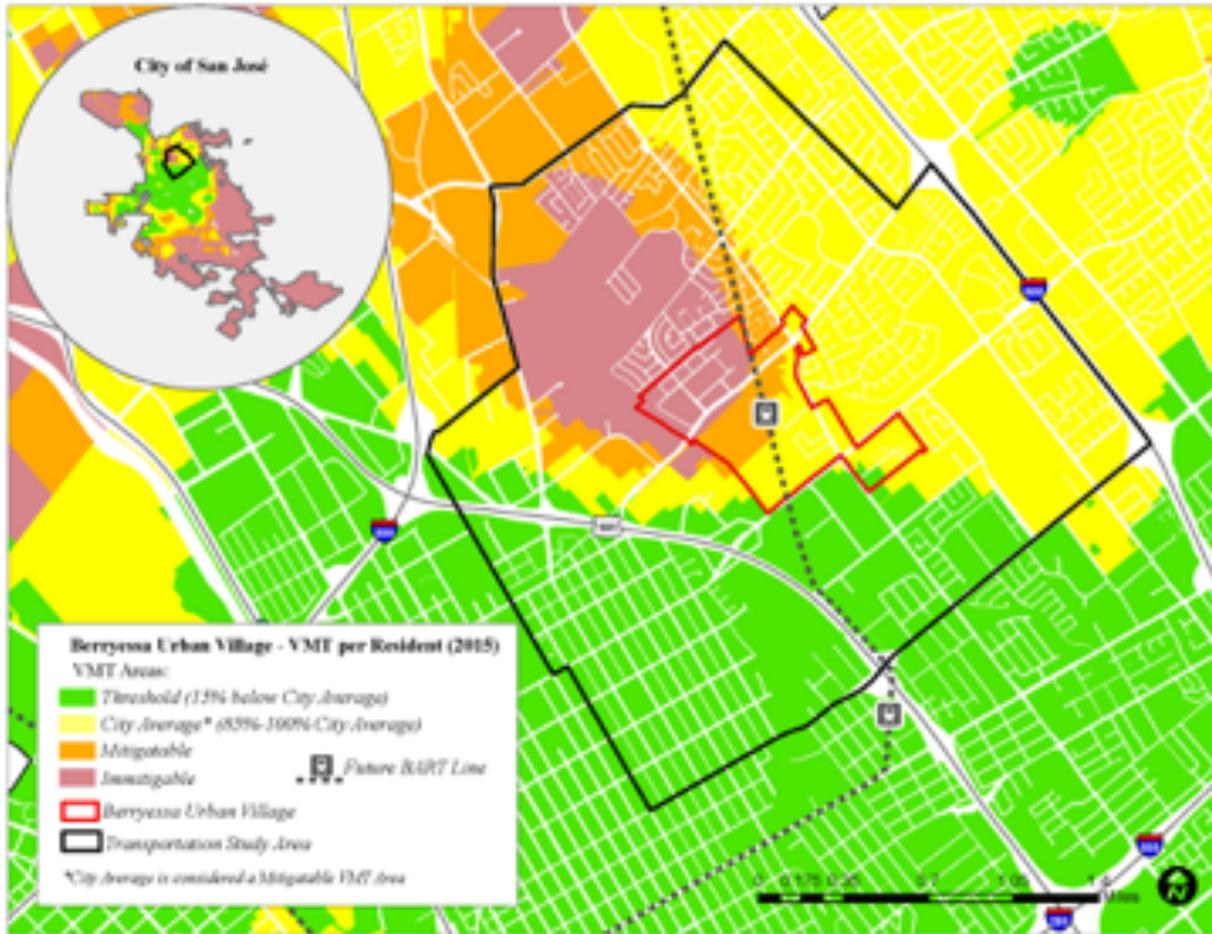


Figure 20: VMT per Resident

## Existing VMT

Vehicle Miles Traveled (VMT) measures the amount of distance people drive in a day, taking the number of passengers within an automobile into account. Typically, development located farther from retail, office, and other uses and with poorer access to and quality of transit, bicycle, and pedestrian facilities, generates more driving than development located proximate to other complementary uses and where there are more and better transportation modal options. Cities use VMT to evaluate environmental impacts such as transportation and greenhouse gas emissions.

The City has a vision of fewer people traveling by single-occupancy vehicle and stronger transit, bicycle, and pedestrian networks to make these modes more attractive alternatives to driving. To help fulfill this vision, the City establishes VMT goals that new developments are required to meet. For example, a new housing development needs to achieve a per-resident VMT level – the amount of daily vehicle mileage travelled by an average resident in the area – that is 15 percent below the citywide average. In addition, a new office development needs to achieve a per-worker VMT level – the amount of daily vehicle mileage travelled by an average worker in the area – that is 15 percent below the Bay Area average.

Figure 20 shows a heat-map of how far away are the existing residents from the goal. Residents in the red, orange, and yellow areas currently travel more vehicle distance than the goal. Residents in the green areas currently meet the goal; these are likely growth areas with a decent mix of uses and transportation options.

Today, the urban village is a mix of red, orange, and yellow, with a small corner in green. This means that residents in the urban village travel more vehicle distance to meet their daily needs than the City envisions. Any new housing development in the red, orange, or yellow areas is likely to attract residents with similarly high VMT levels, until a broader mix of complementary uses as well as more and better transportation options are brought to the areas.

Figure 21 shows a heat-map of how far away are the existing workers from the goal. Today, the entire urban village is in a yellow area. This means that workers in the Urban Village commute with more vehicle distance than the City envisions. It is expected that the imminent opening of the Berryessa BART station, the future BART extension to Downtown San Jose, and future growth in the Urban Village will reduce the VMT levels in the areas.

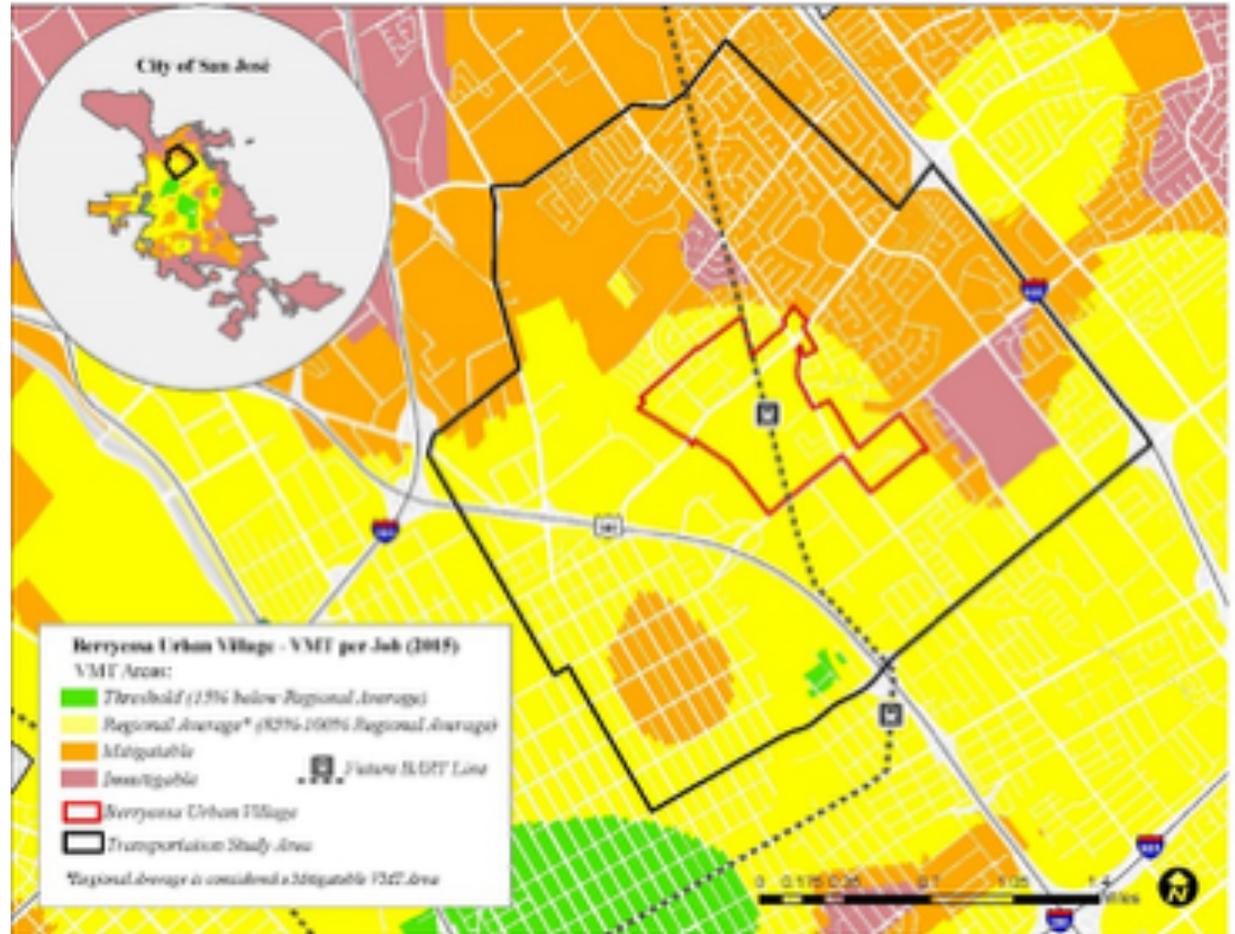


Figure 21: VMT per Job

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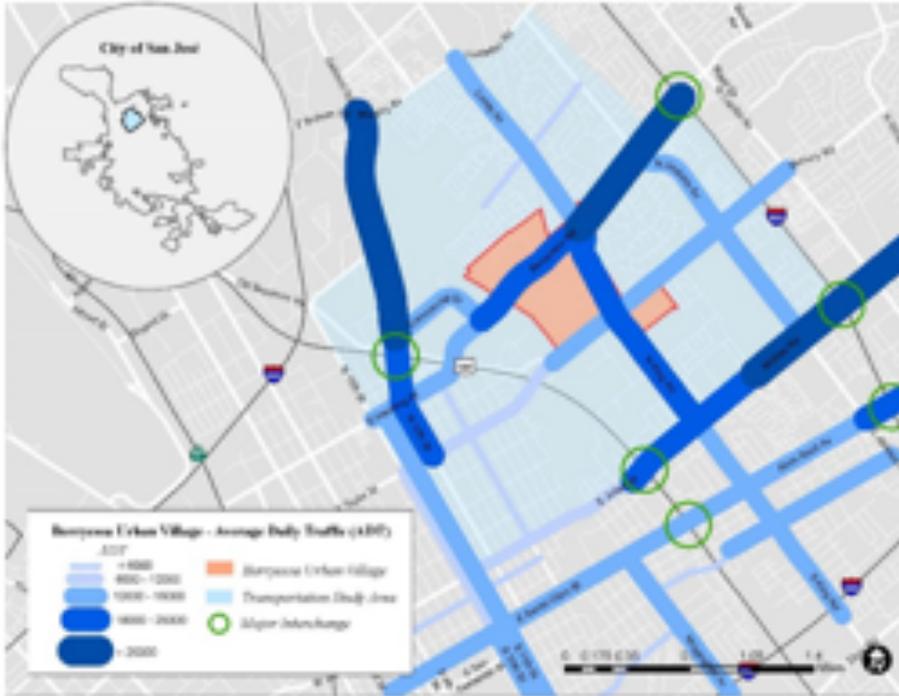


Figure 22: Average Daily Traffic (24 hours)



Figure 23: Peak Hour Volume to Capacity Ratio

## Existing Traffic

Based on VMT measurements, we know that people living and working in the urban village are currently travelling at least the same distances as the city and regional averages to serve their daily needs including employment making traffic a concern in the community.

The busiest roads in the urban village are Berryessa Road and N King Road, with all roads that lead to a freeway interchange carrying the most traffic, as shown in Figure 22. However, when these traffic numbers are isolated to only consider peak hour traffic (7-9 am and 4-6 pm), and compared with roadway capacity, Berryessa Road appears to be operating below 50% capacity, while N King Road is operating at 70-90% capacity, as shown in Figure 23.

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## LEVEL OF SERVICE (LOS)

Another way of looking at traffic is by looking at the Level of Service (LOS) at each intersection. This is based on how long it takes to a vehicle to move through the intersection, and used to be the primary metric used for evaluating transportation impacts. In 2013 the State passed a law which required cities to adopt a new method of determining transportation impacts - the City determined that VMT would replace LOS as the primary measure of transportation impacts.

Based on LOS, all intersections are operating at a “D” LOS or better during AM and PM peak times, as shown in Figure 24. This means that there is “significant congestion on some approaches, but intersection is functional. Vehicles [are] required to wait through more than one cycle during short peaks”. Intersections in and around the urban village perform the same or slightly better in that afternoon than the morning.



Figure 24: Peak Hour Level of Service per Intersection

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Figure 25: Speeding Corridors

## SPEEDING

Speeding tells us where drivers feel comfortable going above the speed limit. The way that this is measured is by looking at the 85th percentile speed. This is the speed that 85% of the drivers travel at or below.

As highlighted in blue on in Figure 25 on the main east-west corridors through the urban village, the majority of drivers travel above the posted speed limit. On portions of Berryessa Road, Lundy Avenue, and Mabury Road, the majority of drivers are



Figure 26: Serious Automobile Collisions (2013-2018)

travelling more than 5 mph above the speed limit. Speed limits along these streets range from 30-40 mph.

Given that speeding contributes to traffic collisions, it follows that between 2013 and 2018 the intersection of Berryessa Road and Lundy Avenue had the highest number of collisions in the urban village, as shown in Figure 26.

# DRAFT

## **CONCLUSION**

The Berryessa BART Urban Village is an opportunity for the City to fulfil the vision of regional transit urban villages outlined in the Envision 2040 General Plan. This urban village is unique in San José as an area based around a major transit center, and with large amounts of developable land. The urban village is also uniquely positioned between existing residential development, and existing industrial development. This summary of the existing conditions will be used as a strong basis for developing the urban village plan.

