



## Memorandum

**Date:** April 18, 2018

**To:** Shannon George, David J. Powers & Associates, Inc.

**From:** Gary Black

**Subject:** Santa Clara County Civic Center Master Plan Buildout Long-Term Traffic Impact Analysis

Hexagon Transportation Consultants, Inc. has completed a long-term buildout traffic impact analysis for the proposed Santa Clara County Civic Center Master Plan in accordance with City of San Jose *Transportation Analysis Handbook*, March 2018. The buildout consists of approximately 3.13 million square feet (s.f.) of office space (see Figure 1). The Master Plan area is divided into four geographic areas as follows:

**Area A** – Located within the northwest quadrant of the Hedding Street and San Pedro Street intersection. A near-term traffic impact analysis (TIA) was completed for the 750,000 s.f. of office space proposed in Area A.

**Area B** – Is generally bounded by Younger Avenue along its southside, San Pedro to the west, and First Street to the east. The Office of the Sheriff is currently located within Area B. Approximately 266,000 s.f. of office space is identified to be constructed within Area B.

**Area C** – Is bounded by Hedding Street to the south, Younger Avenue along its northside, San Pedro to the west, and First Street to the east. Approximately 1,121,000 s.f. of office space is identified to be constructed within Area C.

**Area D** – Is bounded by Hedding Street to the north, Mission Street along its southside, San Pedro to the west, and First Street to the east. Area D currently includes the former City of San Jose City Hall buildings and current County buildings. Approximately 993,000 s.f. of office space is identified to be constructed within Area D.

The break-down of existing buildings and planned office space within each of the Master Plan areas is summarized in Table 1. Overall, the planned office space within the Master Plan area would result in a net increase of nearly 2.7 m.s.f. of office space.

## Scope of Study

The project is not located in an area where the per capita vehicle miles traveled (VMT) is less than or equal to the CEQA significance threshold for the land use. Therefore, a VMT evaluation must be performed. The City of San Jose has recently adopted a new transportation policy based on the implementation of VMT as the primary measure of transportation impacts. The VMT evaluation was performed using the City of San Jose VMT Evaluation Tool.

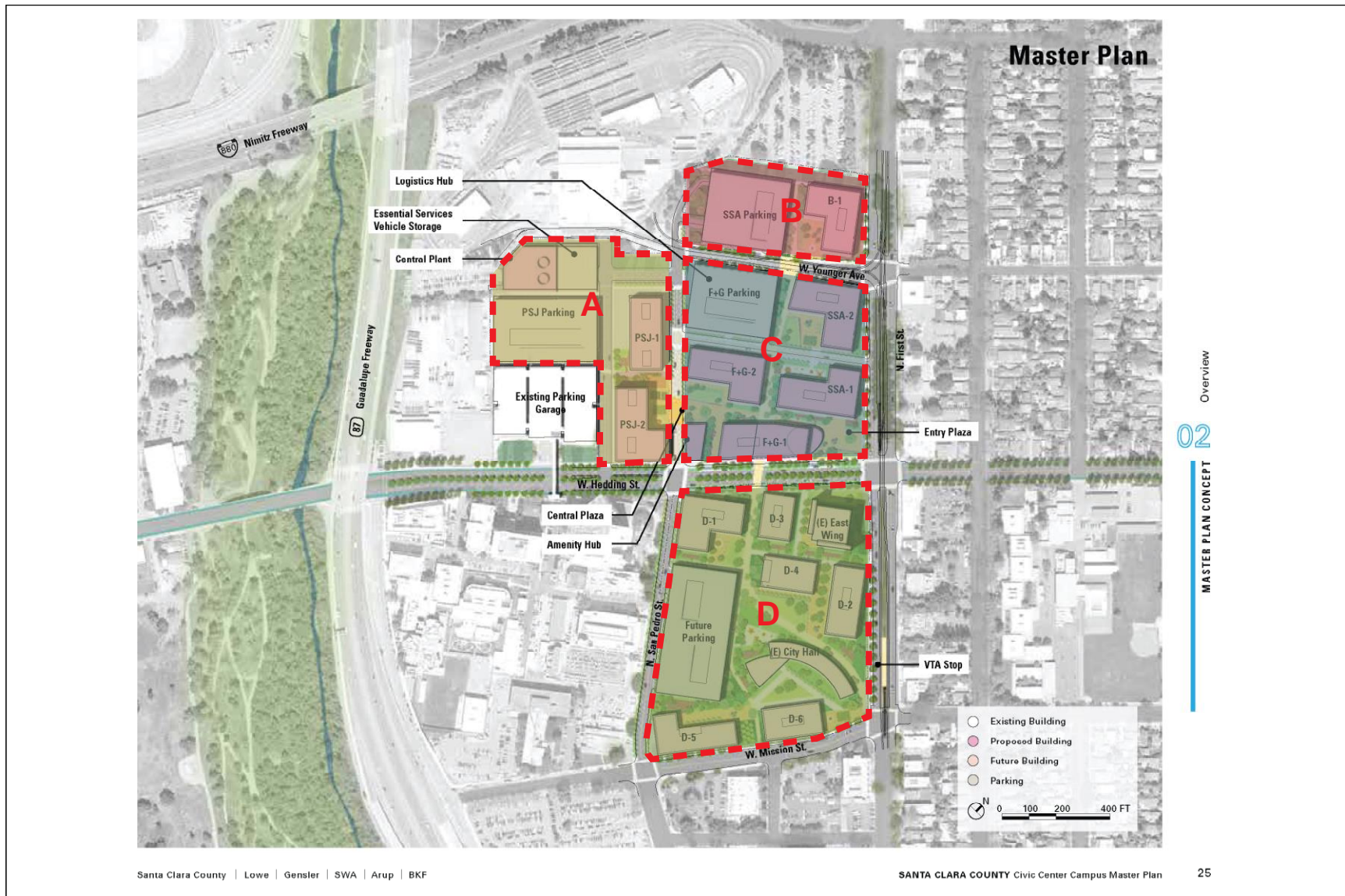


Figure 1  
Santa Clara County Civic Center Master Plan

**Table 1**  
**Santa Clara County Civic Center Master Plan Land Use Summary**

Area [TAZ]	Building Information	Existing Buildings Sq.Ft.	Buildings to be Demolished Sq.Ft.	Project Sq.Ft.	Net Increase	
					in Sq.Ft.	in Jobs <sup>1</sup>
A [1088]	US Army Reserve Armory	37,200	37,200			
	Storage 101	6,700	6,700			
	Storage 102	6,700	6,700			
	<b>Sub-Total</b>	<b>50,600</b>	<b>50,600</b>	<b>750,000</b>	<b>699,400</b>	<b>1,779</b>
B [1088]	Office of the Sheriff	110,800	110,800			
	Fleet Management Modular	2,800	2,800			
	<b>Sub-Total</b>	<b>113,600</b>	<b>113,600</b>	<b>266,000</b>	<b>152,400</b>	<b>381</b>
C [1088]	Facilities and Fleet Modular Building	2,900	2,900			
	Underground Storage	18,000	18,000			
	<b>Sub-Total</b>	<b>20,900</b>	<b>20,900</b>	<b>1,121,000</b>	<b>1,100,100</b>	<b>2,791</b>
D [1094]	County Government Center Connector	20,000	20,000			
	CCOB East Wing	275,000				
	CCOB West Wing	130,950	130,950			
	Storage Basement under Parking	10,000	10,000			
	Old City Hall	113,430				
	Old City Hall Annex	86,400	86,400			
	Re-entry Resource Center	51,800	51,800			
<b>Sub-Total</b>	<b>687,580</b>	<b>299,150</b>	<b>993,000</b>	<b>693,850</b>	<b>1,762</b>	
<b>Areas A,B,C,D</b>	<b>Total</b>	<b>872,680</b>	<b>484,250</b>	<b>3,130,000</b>	<b>2,645,750</b>	<b>6,713</b>

<sup>1</sup> Assumes 2.5 jobs per 1,000 square feet of Building Area. For the Storage Areas, 0.25 jobs per 1,000 square feet was assumed.

## Analysis Methodology and Impact Criteria

When a project does not meet the criteria to pass a VMT screen, a VMT analysis is required. The analysis is used to evaluate the project's VMT levels against the appropriate thresholds of significance. For general employment uses, the City has established a goal for VMT per employee to be 15 percent below the regional average. According to San Jose, the regional average is 14.37 miles per employee, so the San Jose threshold is 12.21 miles per employee.

The City has developed a VMT evaluation tool to measure a project's potential VMT based on the project's description, location, and attributes. The VMT evaluation was conducted using this tool.

## Master Plan Buildout Long-Term Analysis

The purpose of the long-term traffic analysis is to assess the long-term impacts of the proposed Master Plan Buildout on the citywide transportation system. The potential traffic impacts of the project were evaluated in accordance with the guidelines and thresholds set forth by the Envision San Jose 2040 General Plan. The results of the long-term analysis are described below.

### San Jose Vehicle Miles Traveled Evaluation

According to the San Jose VMT evaluation tool, the zone in which the Civic Center Master Plan is located has an existing VMT per employee of 12.88, which is above the 12.21 general employment threshold. Therefore, the future development will be required to implement Transportation Demand Management (TDM) measures to reduce the per capita VMT.

One effective TDM measure is the provision of free transit passes to all employees. Santa Clara County already provides this benefit to its employees. If this benefit were extended to all future employees within the Master Plan area, the VMT per employee would be reduced to 9.66, which is well below the office threshold.

## Conclusions

Office development in the Civic Center zone is shown to have a baseline VMT per capita of 12.88, which exceeds the City's goal of 12.21 vehicle miles per employee. If free transit passes were made available to all workers, which the County currently does, the VMT would be reduced to 9.66 miles per employee, which is well within the City's goal. Therefore, the transportation impact of the Master Plan buildout would be less than significant. It should be noted that as individual development is proposed under the Master Plan it will need to be evaluated in accordance with the San Jose transportation policies in effect at the time. These may require additional VMT analysis and preparation of Local Transportation Analysis (LTA) reports.