

# **APPENDIX E**

## **Traffic Analysis**

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|-------|--------------------------------------|-------|------------------------------|
| To:   | Christine Abraham<br>Los Angeles, CA | From: | Cathy Lawrence<br>Irvine, CA |
| File: | 185805219                            | Date: | September 2, 2021            |

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**Reference: Bascom Avenue World Oil Convenience Market – Transportation Evaluation**

The City of San Jose requires a transportation analysis for new development projects consistent with the City's Transportation Analysis Policy (Council Policy 5-1) and the City's Transportation Analysis Handbook (2018). This memorandum describes the City's requirements and applies them to the proposed World Oil Convenience Market.

**Project Description**

The proposed World Oil Convenience Market is located at the site of the existing World Oil gas station at 1165 S. Bascom Avenue. The existing gas station consists of 12 fuel dispensers, a 56-square foot cashier kiosk, and a 282-square foot restroom building. The Project would remove the cashier kiosk and restroom building and replace them with a 1,525-square foot convenience market. There would be no change to the number or location of the fuel dispensers or to the driveways.

**CEQA Transportation Analysis**

Council Policy 5-1 aligns with California Senate Bill 743 (SB 743) that establishes the threshold for transportation impacts under the California Environmental Quality Act (CEQA), removing transportation "Level of Service" (LOS) based on delay and congestion and replacing it with "Vehicle Miles Traveled" (VMT). VMT refers to the amount of and distance of automobile travel in a day attributed to a development project. VMT is measured by multiplying the total vehicle-trips generated by a development project by the average distance of those trips. In the City of San Jose, VMT is calculated using the Origin-Destination VMT method, which measures the full distance of vehicle travel with one end within the project.

The City has chosen a net increase in the total existing VMT for the region (i.e., the Bay Area's Metropolitan Planning Organization's boundaries) as the determination of significant transportation impact. For development projects that do not meet the City's screening criteria, the VMT analysis consists of a comparison of the project's potential impacts related to VMT and other significance criteria. For retail developments, the total VMT for the region without and with the project is calculated. The threshold for significance for retail projects is a net increase in the existing regional total VMT.

A detailed CEQA transportation analysis is not required if a project meets the City's screening criteria. New retail development typically redistributes existing trips instead of creating new trips. Local-serving retail projects may shorten vehicle-trips and reduce VMT by diverting trips from existing local retail to new local retail without measurably increasing trips outside the local area. The City has defined retail projects below 100,000 square feet as local-serving shopping centers. Therefore, it is presumed that retail projects no larger than 100,000 square feet will have a less than significant VMT impact and do not require detailed CEQA transportation analysis.

The proposed Project consists of a 1,525-square foot convenience market. City staff has confirmed that the Project is exempt from a detailed CEQA VMT analysis since it is a local-serving retail development less than 100,000 square feet. The trip generation analysis which was performed for the proposed convenience market, discussed below, confirms that the Project is not anticipated to add traffic to the surrounding transportation network.

September 2, 2021

Christine Abraham

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**Reference: Bascom Avenue World Oil Convenience Market – Transportation Evaluation**

### **Local Transportation Analysis**

The City's Transportation Analysis Handbook (2018) outlines the procedure for analyzing a development project's potential local transportation effects on transportation, access, circulation, and related safety elements in the proximate area of the project.

The Institute of Transportation Engineers (ITE) description of land use category Gasoline/Service Station (Category 944) indicates that the trip rates apply to sites which can include up to 2,000 square feet of convenience market. The proposed 1,525 square foot convenience market falls under the Gasoline/Service Station category and by itself would not generate any additional trips since the description for the rate category states that the gas station sites included in the case studies "generally have a small building (less than 2,000 gross square feet) that houses a cashier and limited space for motor vehicle maintenance supplies and general convenience products." A market of this size is simply an ancillary use to the primary function of the site as a gas station and generates a minimal amount of trips on its own.

Based on the project description and ITE trip rate category, the City has determined that the Project would not create an adverse effect and does not require an LTA.

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