HEXAGON TRANSPORTATION CONSULTANTS, INC.

380 N. First Street Residential Development

Transportation Analysis

Prepared for:

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Executive Summary

This report presents the results of a Transportation Analysis (TA) for the proposed residential development located at 380 North First Street. The project site (APN 249-44-088) is located on the north side of Bassett Street between First Street and Second Street in the City of San José.

As proposed, the development would consist of the construction of 118 multi-family residential units on a site currently occupied by a commercial/office building. A ground-floor parking level containing 74 parking spaces would be accessible via one two-way driveway along Bassett Street. Three-level stackers will be installed within the parking level.

Transportation Analysis Scope

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), The City of San Jose *Transportation Analysis Handbook 2020*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2020*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists a project-level VMT impact analysis using the City's VMT tool and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan.

Local Transportation Analysis Scope

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determines whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project meets the City's screening

criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required.

The project site is not located within a Planned Growth Area per the General Plan. Therefore, the project will not meet the screening criteria for residential developments and a VMT evaluation for the project was completed.

Project-Level VMT Impact Analysis

The results of the VMT evaluation, using the City's VMT Evaluation Tool, indicate that the proposed project is projected to generate VMT per capita (7.90) that is below the established threshold. Therefore, the proposed project would not result in an impact on the transportation system based on the City's VMT impact criteria.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

Chapter 4 includes an evaluation of the project's effects on the surrounding multi-modal transportation facilities including transit, bicycle, and pedestrian facilities. The evaluation includes a review of the project to ensure that it does not prohibit the completion of planned improvement of multi-modal facilities and recommends potential project contributions towards the future improvement of the facilities. Therefore, based on the project description, the proposed project would be consistent with the Envision San José 2040 General Plan's long-range multi-modal goals and policies.

Local Transportation Analysis

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric.

The LTA includes the analysis of AM and PM peak-hour traffic conditions for two signalized intersections and two unsignalized intersections, following the standards and methodology set forth by the City of San Jose.

Trip Generation

After applying the ITE trip rates and appropriate trip reductions, it is estimated that the project would generate an additional 411 daily vehicle trips, with 35 trips (8 inbound and 27 outbound) occurring during the AM peak hour and 36 trips (22 inbound and 14 outbound) occurring during the PM peak hour.

Future Intersection Operation Conditions

The operations analysis shows that both of the signalized study intersections are projected to operate at acceptable levels of service, based on the City of San Jose intersection operations standard of LOS D, under background conditions and background plus project conditions during both the AM and PM peak hours.

Signal Warrant Analysis

A peak-hour traffic signal warrant check was conducted for the two unsignalized study intersections. The results indicate that projected traffic volumes at the study intersections will not meet the signal warrant checks under peak hour conditions with the project.

Intersection Queueing Analysis

2. Second Street/Julian Street

The queuing analysis shows that the southbound right-turn movement currently experiences vehicular queue lengths (under existing conditions) and is projected to experience (under background conditions) vehicular queue lengths that exceed the existing storage capacity during the AM peak-hour and would continue to do so under project conditions.

The southbound right-turn lane which currently measures 100 feet, would require 150 feet of storage space to accommodate the projected PM peak-hour queue. Extending the southbound right-turn-lane by 50 feet would require removal of on-street parking spaces along Second Street and shifting/re-striping existing bike lanes. However, roadway adjustments to accommodate vehicular demand that inhibits the multi-modal travel is not consistent with GP goals. Therefore, the extension of the right-turn lane is not recommended.

3. First Street/Bassett Street

The queuing analysis shows that the southbound movement currently has and would continue to have adequate storage space under existing, background, and background plus project conditions. The southbound queue is not expected to extend past the UPRR crossing approximately 100 feet north of the intersection during the peak-hours.

The queues at other high-demand movements will be served by the existing queue storage space under existing, background conditions, and background plus project conditions. The intersection queueing analysis calculations are included in Appendix G.

Site Access and On-Site Circulation

Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Recommended Site Access and On-Site Circulation Improvements

- The proposed landscaping along Bassett Street should be maintained so that the vision of drivers exiting the project driveway is not obstructed.
- On-street parking is prohibited for most vehicles along both sides of Bassett Street with the exception of VTA buses. Signage should be modified to prohibit buses from parking along the curb starting approximately 25 feet (one car-length) to the west of the proposed project driveway.
- Storage space for at least two inbound vehicles (or approximately 50 feet) should be provided at the parking garage entrance, between a security gate and driveway.
- The project proposes to remove an existing 35-foot wide driveway located along the Second Street project frontage. Per City direction, any on-street loading space along the project frontages will be determined during the implementation phase.
- The east-west drive aisle would provide two-way access and must therefore provide a minimum 26-foot width to meet City standards.

- The project should coordinate with the City to determine requirements for stacked parking spaces.
- All parking spaces should be restricted to residents only and should be pre-assigned to residents.

Vehicle Parking Supply

Per the site plan, 74 vehicle parking stalls (including 3 ADA parking spaces) are proposed within the on-site parking levels. Per the City's parking policy (Ordinance No. 30857 Chapter 20.90.800), there are no minimum parking requirements for the project site. However, the City has adopted a Transportation Demand Management (TDM) ordinance that requires the implementation of TDM plans for all development as described below.

Transportation Demand Management (TDM)

Evaluation of TDM Screening Criteria

Per the TDM screening criteria, the project as proposed would not meet screening criteria for small infill residential projects. Therefore, the project will be required to submit and have approved a TDM Plan per City policy.

Proposed TDM Measures

The City's TDM policy requires home-end uses such as the proposed project to achieve a minimum of 25 TDM points. The project proposes the following TDM measures to meet this requirement:

- PK01: Off-Street Vehicle Parking Spaces (20 points)
- TP02: Provide Bike Share Stations (1 point)
- TP04: Provide Education, Marketing & Outreach (2 points)
- TP16: Unbundle Parking Costs from Property Cost (2 points)

The proposed TDM measures are subject to change following input from the City and will be documented in the project's TDM plan. Annual compliance and monitoring requirements also will be included in the TDM plan.

Bicycle Parking

The project site plan shows bicycle parking would be provided within the bike café located at the southeast corner of the project site. Per the site plan, 18 long-term bicycle parking spaces will be located within the storage room and 12 short-term bicycle parking spaces will be provided on-site. The bicycle parking spaces proposed on-site will meet the City's requirement for on-site bicycle parking and will encourage non-vehicular modes of travel to and from the site.

Pedestrian, Bicycle, and Transit Analysis

Pedestrian Facilities

Pedestrian generators in the project vicinity include the Downtown core to the south of the project site and transit stops along Bassett Avenue, First Street, and Second Street. The project site is within walking distance of Grant Elementary School, located approximately one mile to the northeast. There is a continuous pedestrian route along local roadways between the project site and school. Overall, the existing network of sidewalks and crosswalks provides good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area.

The project proposes to maintain the existing sidewalk width along Second Street (15 feet) and widen the sidewalks along First Street (12 feet) and Bassett Street (10 feet). The *San Jose Complete Streets*

Design Standards and Guidelines recommends the following minimum sidewalk widths along each frontage:

- First Street (Grand Boulevard) – 12 feet
- Second Street (Connector Street) – 10 feet
- Bassett Street (Local Street) – 10 feet

Therefore, all project frontage sidewalks would meet the City's recommended widths for roadways.

Additionally, the site plan indicates the project will construct a bulb-out with ADA ramp at the northwest corner of the Second Street/Bassett Street intersection.

Bicycle Facilities

The project would be directly served by an existing bike lane along its eastern frontage along Second Street.

The City's General Plan identifies a bicycle commute mode split target of 15 percent or more by the year 2040. This calculates to approximately 6 new bicycle trips generated by the project during the AM and PM peak hours, respectively. This level of bicycle mode share is a reasonable goal for the project.

The San Jose Better Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class I bike trails are planned for:

- San Pedro Street Undercrossing, between Ryland Street and Bassett Street

Class III bike boulevards are planned for:

- Bassett Street, between Guadalupe River Trail and Second Street

Class IV protected bike lanes are planned for:

- Coleman Avenue, between Julian Street and Santa Teresa Street

Project Pedestrian and Bicycle Facility Improvements

- The project will be subject to a monetary contribution ($144 per linear-foot) to implement a planned Class IV protected bike lane along the project's Second Street frontage per the City of San Jose Better Bike Plan 2025. A protected bike lane along Second Street would improve bicycle connectivity in the project vicinity and to other existing bicycle facilities. Additionally, installing a protected bike lane may encourage future residents and visitors to ride bikes rather than drive.

Transit Services

The project site is primarily served by two VTA bus routes (Frequent Routes 72 and 73). The nearest bus stop is located along the south (eastbound) side of Bassett Street, less than 100 feet walking distance from the project site. A continuous pedestrian route is provided between the bus stop and the project site via sidewalks along both sides of Bassett Street and crosswalks at First Street/Bassett Street and Second Street/Bassett Street.

Additionally, the project site is located approximately ¼-mile walking distance from the St. James LRT station and 1/2-mile walking distance of the Downtown Transit Center located along Santa Clara Street between First and Second Streets. The Diridon Transit Center on Cahill Street provides connections between local and regional bus routes, light rail lines, and commuter rail lines.

Freeway Segment Evaluation

Per CMP technical guidelines, freeway segment level of service analysis shall be conducted on all segments to which the project is projected to add one percent or more to the segment capacity. Since the project is not projected to add one percent to any freeway segments in the area, freeway analysis for the CMP was not required.

Construction Activities

The project would be required to submit a construction management plan for City approval that addresses schedule, closures/detours, staging, parking, and truck routes. Coordination with VTA is needed for the proximity of the VTA substation north of the project site, potential bus curbside parking and bus stop relocation along the southern project frontage during project construction. Also, the project should have coordination with Union Pacific on its construction with Union Pacific tracks north of the project site.

1. Introduction

This report presents the results of a Transportation Analysis (TA) for the proposed residential development located at 380 North First Street. The project site (APN 249-44-088) is located on the north side of Bassett Street between First Street and Second Street in the City of San José. The project site location and the surrounding study area are shown on Figure 1.

As proposed, the development would consist of the construction of 118 multi-family residential units on a site currently occupied by a commercial/office building. A ground-floor parking level containing 74 parking spaces would be accessible via one two-way driveway along Bassett Street. Three-level stackers will be installed within the parking level. The project site plan is shown on Figure 2.

Scope of Work

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), The City of San Jose *Transportation Analysis Handbook 2020*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Per the requirements of the City of San Jose's Transportation Policy and *Transportation Analysis Handbook 2020*, the TA report for the project consists of a CEQA vehicle-miles-traveled (VMT) analysis and a supplemental Local Transportation Analysis (LTA).

Transportation Policies

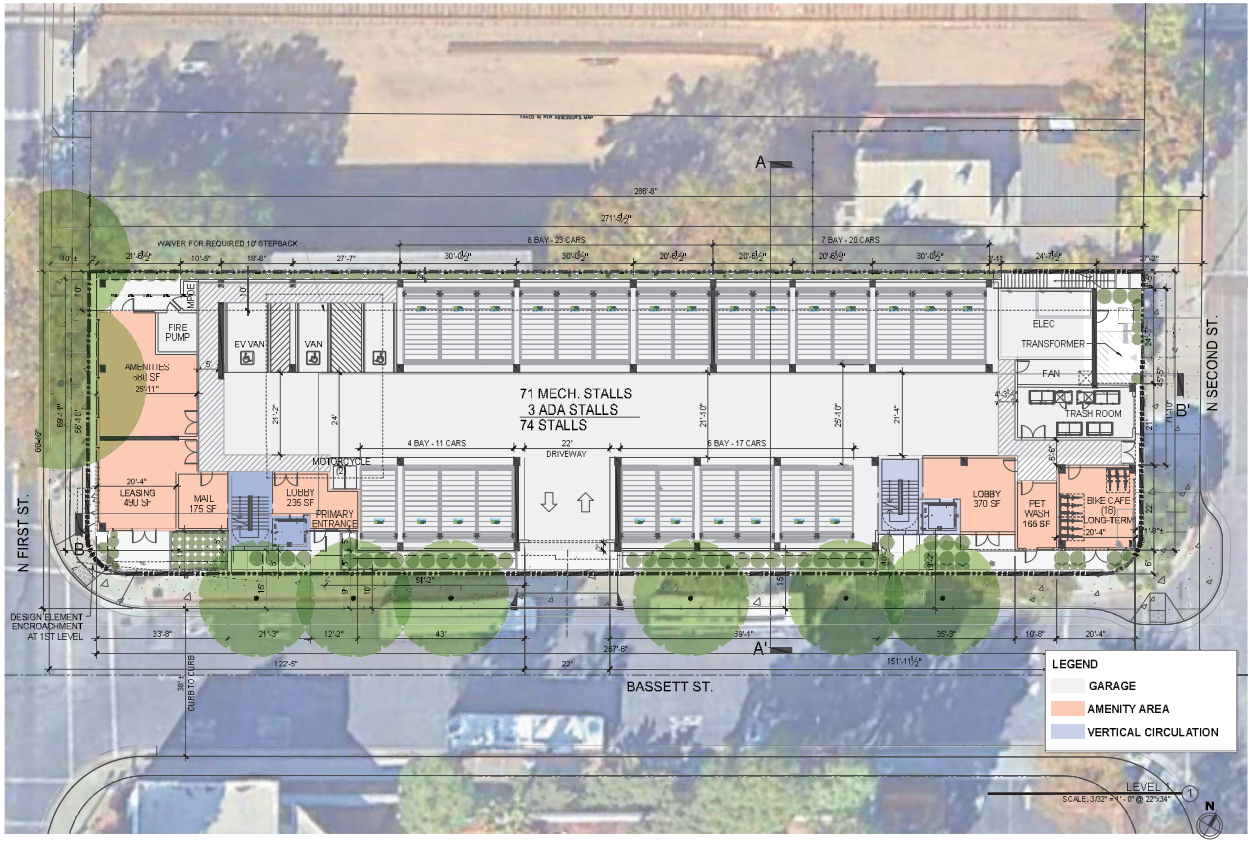
Council Policy 5-1

Historically, transportation analysis has utilized delay and congestion on the roadway system as the primary metric for the identification of traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, the State of California has recognized the limitations of measuring and mitigating only vehicle delay at intersections and in 2013 passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. With the adoption of SB 743 legislation, public agencies are now required to base the determination of transportation impacts on Vehicle Miles Traveled (VMT) rather than level of service.

In adherence to SB 743, the City of San Jose in March 2018 adopted a new Transportation Analysis Policy, Council Policy 5-1. The policy replaces its predecessor (Policy 5-3) and establishes the thresholds for transportation impacts under the CEQA based on vehicle miles traveled (VMT) instead of levels of service (LOS). The intent of this change is to shift the focus of transportation analysis under CEQA from

Figure 1
Site Location

Figure 2
Proposed Site Plan



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vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. The new transportation policy aligns with the currently adopted General Plan which seeks to focus new development growth within Planned Growth Areas, bringing together office, residential, and supporting service land uses to internalize trips and reduce VMT. All new development projects are required to analyze transportation impacts using the VMT metric and conform to Council Policy 5-1.

General Plan Goals and Policies

The Circulation Element of the *Envision San José 2040 General Plan* includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. The Envision San Jose 2040 General Plan contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to improvement of biking, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- 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-2.8);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development be designed to accommodate and to provide direct access to transit facilities (TR-3.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Villages and Corridors and other growth areas (TR-8.6);
- Encourage private property owners to share their underutilized parking supplies with the general public and/or other adjacent private developments (TR-8.7);
- Within new development, create and maintain a pedestrian-friendly environment by connecting the internal components with safe, convenient, accessible, and pleasant pedestrian facilities and by requiring pedestrian connections between building entrances, other site features, and adjacent public streets (CD-3.3);
- Create a pedestrian-friendly environment by connecting new residential development with safe, convenient, accessible, and pleasant pedestrian facilities. Provide such connections between new development, its adjoining neighborhood, transit access points, schools, parks, and nearby commercial areas (LU-9.1);

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of a project-level VMT impact analysis using the City's VMT tool and a cumulative impact analysis that demonstrates the project's consistency with the Envision San Jose 2040 General Plan.

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for development projects. For non-residential or non-office projects, very large projects, or projects that can potentially shift travel patterns, the City's Travel Demand Forecasting (TDF) model can be used to determine project VMT. The City's VMT tool was used to estimate VMT for the residential use proposed by the project.

The City of San Jose's Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. The City's VMT methodology also includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not exceed the CEQA thresholds of significance. If a project or a component of a mixed-use project meets the screening criteria, it is then presumed that the project or the component would result in a less-than-significant VMT impact and a VMT analysis is not required.

The proposed project will not meet all of the applicable VMT screening criteria for residential developments as described in further detail in Chapter 3. Therefore, a VMT evaluation for the project was completed using the *San José VMT Evaluation Tool* and is presented in Chapter 3.

Local Transportation Analysis Scope

A local transportation analysis (LTA) supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. The LTA includes an evaluation of the effects of the project on transportation, access, circulation, and related safety elements in the proximate area of the project.

The LTA includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. The LTA is required per the City of San Jose Transportation Policy, however, the operational deficiencies identified as part of the LTA are not considered impacts per CEQA guidelines.

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most weekday traffic congestion occurs on the roadways in the study area.

Intersection operations conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing AM and PM peak hour traffic volumes were obtained from new peak-hour intersection counts collected in March 2023.
- ***Background Conditions*.** Background traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet completed developments. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI) in form of an approved project list. Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining potential adverse operational effects of the project.
- ***Background Plus Project Conditions***. Background plus project conditions reflect projected traffic volumes on the planned roadway network with completion of the project and approved

developments. Background traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project.

The LTA also includes a vehicle queuing analysis, an evaluation of potential project impacts on bicycle, pedestrian, and transit facilities, and a review of site access, on-site circulation, and parking demand.

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes the existing transportation system including the existing roadway network, transit service, bicycle, and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including VMT analysis methodology, baseline, and potential project VMT impacts, and potential cumulative transportation impacts. Chapter 4 describes the LTA including the method by which project traffic is estimated, intersection operations analysis methodology, any adverse intersection traffic effects caused by the project, intersection vehicle queuing analysis, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking. Chapter 5 presents the conclusions of the transportation analysis.

2. Existing Transportation Setting

This chapter describes the existing conditions of the transportation system within the study area of the project. It describes transportation facilities in the vicinity of the project site, including the roadway network, transit services, and pedestrian and bicycle facilities.

Existing Roadway Network

Regional access to the project site is provided via SR 87, I-280, I-880, and US 101. These facilities are described below.

SR 87 is a north-south six-lane freeway (two mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction) that resides entirely within San Jose. It begins at its interchange with SR 85 and extends northward, terminating at its junction with US 101. SR 87 provides direct connections to SR 85, I-280, and US 101. SR 87 provides access to and from the project site via full interchanges at Julian Street and Taylor Street.

I-280 is an eight-lane freeway in the vicinity of the project site. It extends northwest to San Francisco and east to King Road in San Jose, at which point it makes a transition to I-680 to Oakland. North of I-880, I-280 has high occupancy vehicle (HOV) lanes in both directions. Access to and from the project site is provided via interchanges with SR-87 and US 101.

I-880 is an eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) in the vicinity of the project area. It extends along the eastern side of San Francisco Bay from San Jose to Oakland. South of its interchange with I-280 in west San Jose, I-880 becomes SR 17 and extends southward to Santa Cruz. Access to and from the project site is provided via a full interchange at First Street.

US 101 is primarily a north-south freeway that extends northward through San Jose to San Francisco and southward through Gilroy into Salinas. It is a four-lane freeway south of Gilroy, a six-lane freeway between Gilroy and Morgan Hill, and an eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) north of Morgan Hill. US 101 provides access to and from the project site via its full interchange at Julian Street/McKee Road as well as indirect access via SR 87, I-880, and I-280.

Local access to the site is provided by First Street, Second Street, Julian Street, and Bassett Street. These roadways are described below.

First Street is a north-south roadway located along the western project frontage, designated as a Grand Boulevard per the *Envision San José 2040 General Plan*. It extends from Alviso southward to Alma Avenue where it transitions into Monterey Road. Within the vicinity of the project site, the Blue and Green LRT lines run within the center median along First Street, with one travel lane (one northbound

and one southbound lane) on each side of the light-rail tracks. First Street provides access to and from the project site via Bassett Street.

Second Street is a north-south two-lane undivided roadway located along the project's eastern frontage, designated as a Local Connector Street per the General Plan. It extends from Burton Avenue southward to Humboldt Street, where it merges with First Street. South of St. James Street, Second Street becomes a one-way (southbound) two-lane roadway. Bike lanes are provided along both sides of Second Street in the vicinity of the project site. Second Street provides access to the project site via First Street and Bassett Street.

Julian Street is an east-west roadway that extends between Terraine Street and US-101, where it transitions to McKee Road. The roadway consists of one lane in each direction, with the exception of a two-lane westbound-only segment between Third Street and Market Street/Coleman Avenue. Within the project vicinity, Julian Street is a designated Local Connector Street in the General Plan. Bike lanes are provided between Stockton Avenue and The Alameda. Julian Street would provide access to the project site via First Street and Bassett Street.

Bassett Street is an east-west local roadway that extends from Pleasant Street eastward to Second Street where it terminates. The roadway consists of one lane in each direction between Pleasant Street and First Street. Between First Street and Second Street (along the southern project frontage), Bassett Street narrows to one eastbound-only lane and has red curb markings on both sides prohibiting parking for all vehicles except for buses. Bassett Street would provide direct access to the project site via a proposed full-access driveway.

Existing Pedestrian, Bicycle and Transit Facilities

San Jose desires to provide a safe, efficient, fiscally, economically, and environmentally-sensitive transportation system that balances the need of bicyclists, pedestrians, and public transit riders with those of automobiles and trucks. The existing bicycle, pedestrian, and transit facilities in the study area are described below.

Existing Pedestrian Facilities

Pedestrian facilities in the study area consist mostly of sidewalks along all of the surrounding streets, including the project frontages on First Street, Second Street, and Bassett Street. Crosswalks and ADA-compliant ramps are available on all four approaches at the intersection of First Street and Bassett Street. At the intersection of Second Street and Bassett Street, a north-south crosswalk with ADA-compliant ramps is provided across Bassett Street, but no crosswalks are provided across Second Street. The nearest crossing of Second Street is located at the intersection of Second Street and Julian Street, approximately 450 feet southerly of Bassett Street.

Pedestrian generators in the project vicinity include the Downtown core to the south of the project site and transit stops along Bassett Avenue, First Street, and Second Street. The project site is within walking distance of Grant Elementary School, located approximately one mile to the northeast. There is a continuous pedestrian route along local roadways between the project site and school. Overall, the existing network of sidewalks and crosswalks provides good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area.

Existing Bicycle Facilities

There are numerous bicycle facilities in the vicinity of the project site including Class II bike lanes, Class III bike routes, and Class IV protected bike lanes. Additionally, there is a Bay Wheels bike sharing station located along the west side of First Street at Ryland Park, approximately 450 feet to the north. The existing bicycle facilities are described below.

Class II Bikeway (Bike Lane). Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Within the vicinity of the project site, striped bike lanes are present on the following roadway segments.

- St. John Street, between First Street and Fourth Street
- Empire Street, between First Street and 22nd Street
- Jackson Street, between Ninth Street and 13th Street
- Taylor Street, between First Street and Walnut Street
- Coleman Avenue, between Santa Teresa Street and Taylor Street
- Second Street, between Taylor Street and Julian Street; between William Street and Keyes Street
- Third Street, between Jackson Street and Julian Street
- Fourth Street, between Hedding Street and Santa Clara Street; between San Salvador Street and Reed Street
- Seventh Street, between Empire Street and San Fernando Street
- Thirteenth Street, between Hedding Street and Santa Clara Street

Class III Bikeway (Bike Route). Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations. In the vicinity of the project site, the following roadway segments are designated as bike routes.

- Hawthorne Way, between San Pedro Street and First Street
- San Pedro Street, between Hedding Street and Ryland Street
- Mission Street, between Guadalupe Freeway and Seventh Street
- Seventh Street, between Empire Street and Hedding Street
- St. John Street, between Fourth Street and Seventeenth Street; west of First Street
- First Street, between San Salvador Street and St. John Street
- Second Street, between San Carlos Street and St. John Street

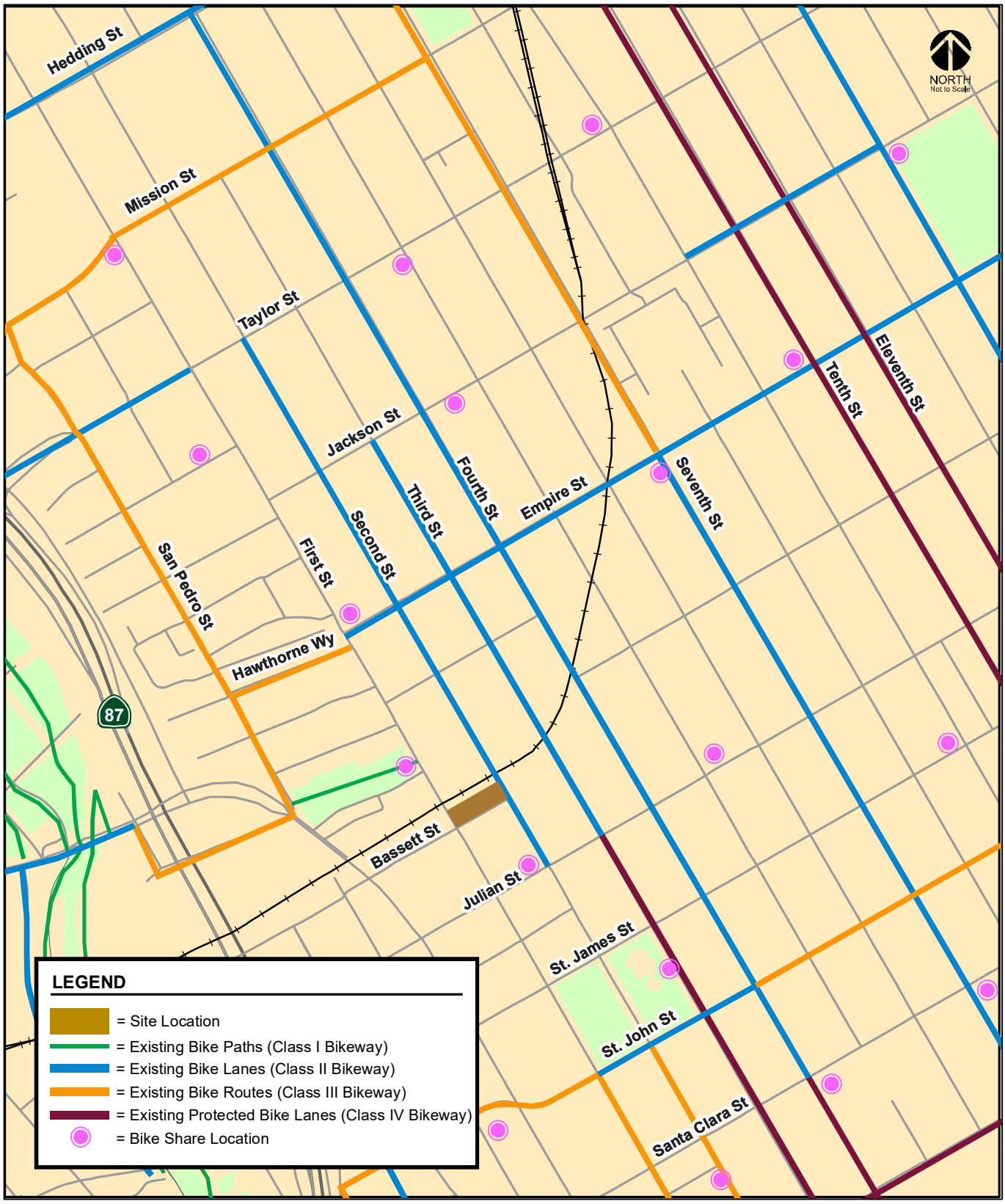
Class IV Bikeway (Protected Bike Lane). Class IV bicycle facilities are currently being installed throughout the Downtown Area and adjacent roadways. Protected bike lanes are currently being constructed or have been implemented along the following roadways:

- San Fernando Street, between Cahill Street and Tenth Street
- Third Street, between Julian Street and Reed Street
- Fourth Street, between Santa Clara Street and San Salvador Street
- Tenth Street, between Hedding Street and I-280 Ramps
- Eleventh Street, between Hedding Street and I-280 Ramps

A Bay Wheels bike sharing station is currently located along the west side of First Street at Ryland Park, approximately 450 feet to the north, and at the northwest corner of the Second Street/Julian Street intersection. Bay Wheels is a regional bike share program currently serving the Cities of Berkeley, Emeryville, Oakland, San Jose, and San Francisco. This program is a partnership between the local governments, the Metropolitan Transportation Commission (MTC), and Lyft which offers over 7,000 bikes (both traditional and electric) at 550 stations. This program offers an accessible and affordable (with discounted memberships available) point-to-point bike sharing program that provides an alternative commute mode.

The existing bicycle facilities are shown in Figure 3.

Figure 3
Existing Bicycle Facilities



Existing Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA, Caltrain, Altamont Commuter Express (ACE), and Amtrak. The project is located approximately 1/4-mile walking distance from Light Rail Transit (LRT) stations along First Street and 1/2-mile walking distance of the Downtown Transit Center located along Santa Clara Street between First and Second Streets. Additionally, the Diridon Transit Center on Cahill Street provides connections between local and regional bus routes, light rail lines, and commuter rail lines. The VTA transit services are described below and shown in Figure 4.

VTA Bus Service

The downtown area is served by many VTA bus routes with high-frequency service. Rapid Bus services provide limited-stop service at frequent intervals (less than 15 minutes) during daytime. Within the Downtown area, Rapid Routes 500, 522 and 523 run along Santa Clara Street and San Carlos Street. Additionally, Frequent Bus services provide local service with average headways of 12 to 15 minutes during peak commute hours. Express Bus services provide direct service to and from major employment centers during peak commute hours only.

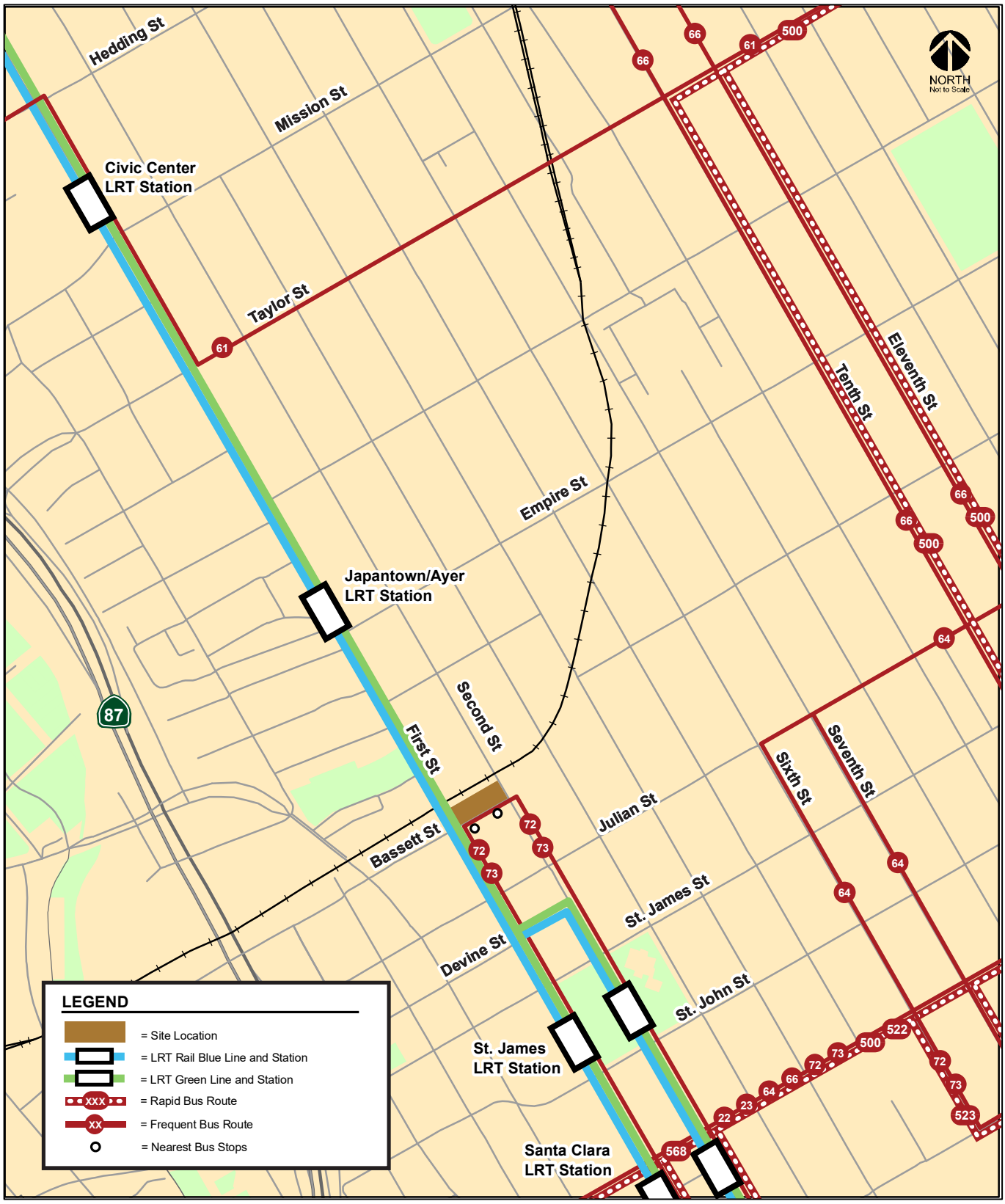
The bus lines that operate within ¼-mile walking distance of the project site are listed in Table 1, including their route descriptions and commute hour headways. The nearest bus stop is located along the south (eastbound) side of Bassett Street, less than 100 feet walking distance from the project site, and is served by Routes 72 and 73.

Table 1
Existing Transit Services

Bus Route	Route Description	Nearest Stop	Headway [1]
Frequent Route 22	Palo Alto Transit Center to Eastridge Transit Center	Santa Clara/First	15 min
Frequent Route 23	DeAnza College to Alum Rock Transit Center via Stevens Creek	Santa Clara/First	12 - 15 min
Frequent Route 61	Sierra & Piedmont to Good Samaritan Hospital	First/Taylor	15 min
Local Route 64A	McKee & White to Ohlone-Chynoweth Station	Santa Clara/First	30 min [2]
Local Route 64B	McKee & White to Almaden Expressway & Camden	Santa Clara/First	30 min [2]
Frequent Route 66	North Milpitas to Kaiser San Jose	First(Second)/Santa Clara	12 - 15 min
Frequent Route 68	San Jose Diridon Station to Gilroy Transit Center	First(Second)/Santa Clara	15 - 20 min
Frequent Route 72	Downtown San Jose to Senter & Monterey via McLaughlin	First/Bassett	5 - 20 min
Frequent Route 73	Downtown San Jose to Senter & Monterey via Senter	First/Bassett	10 - 15 min
Rapid Route 500	San Jose Diridon Station to Downtown San Jose	Santa Clara/First	15 - 20 min
Rapid Route 522	Palo Alto Transit Center to Eastridge Transit Center	Santa Clara/First	10 - 15 min
Rapid Route 523	Berryessa BART to Lockheed Martin via De Anza College	Santa Clara/First	15 - 20 min
Rapid Route 568	Gilroy/Morgan Hill to San Jose Diridon Station	First(Second)/Santa Clara	15 - 40 min

Notes:
[1] Approximate headways during peak commute periods.
[2] Local Routes 64A and 64B provide frequent service between San Jose Diridon Station and McKee/White, with approximately 15-minute headways during peak commute periods.

Figure 4
Existing Transit Services



VTA Light Rail Transit (LRT) Service

The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View and Sunnyvale. The service operates nearly 24-hours a day with 15-minute headways during much of the day.

The Green (Winchester-Old Ironsides) and Blue (Baypointe-Santa Teresa) LRT lines operate along First Street in the vicinity of the project site. The St. James LRT Station platforms are located along First Street and Second Street, less than ½-mile walking distance from the project site. The Diridon Transit Center is accessible via the Green LRT line and serves as a transfer point to Caltrain, ACE, and Amtrak services.

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain, which currently operates 92 weekday trains that carry approximately 47,000 riders on an average weekday. The project site is located approximately 1.5 miles from the San Jose Diridon Station. The Diridon Station provides 581 parking spaces, as well as 16 bike racks, 48 bike lockers, and 27 Bay Wheels bike share docks. Trains stop frequently at the Diridon Station between 4:28 AM and 10:30 PM in the northbound direction, and between 6:31 AM and 1:38 AM in the southbound direction. Caltrain provides passenger train service seven days a week and provides extended service to Morgan Hill and Gilroy during commute hours.

Altamont Commuter Express Service (ACE)

ACE provides commuter rail service between Stockton, Tracy, Pleasanton, and San Jose during commute hours, Monday through Friday. Service is limited to four westbound trips in the morning and four eastbound trips in the afternoon and evening with headways averaging 60 minutes. ACE trains stop at the Diridon Station between 6:32 AM and 9:17 AM in the westbound direction, and between 3:35 PM and 6:38 PM in the eastbound direction.

Amtrak Service

Amtrak provides daily commuter passenger train service along the 170-mile Capitol Corridor between the Sacramento region and the Bay Area, with stops in San Jose, Santa Clara, Fremont, Hayward, Oakland, Emeryville, Berkeley, Richmond, Martinez, Suisun City, Davis, Sacramento, Roseville, Rocklin, and Auburn. The Capitol Corridor trains stop at the San Jose Diridon Station seven times during the weekdays between approximately 7:37 AM and 9:05 PM in the westbound direction. In the eastbound direction, Amtrak stops at the Diridon Station seven times during the weekdays between 6:40 AM and 7:15 PM.

3. CEQA Transportation Analysis

This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, potential project impacts on VMT, mitigation measures recommended to reduce significant impacts, and an evaluation of consistency with the City of San Jose's General Plan.

CEQA Transportation Analysis Screening Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determine whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project or a component of a mixed-use project meets the City's screening criteria, it is presumed that the project would result in a less-than-significant transportation impact and a detailed VMT analysis is not required. The type of development projects that may meet the screening criteria include the following:

(1) small infill projects
(2) local-serving retail
(3) local-serving public facilities
(4) projects located in *Planned Growth Areas* with low VMT and *High-Quality Transit*
(5) deed-restricted affordable housing located in *Planned Growth Areas* with *High-Quality Transit*

Table 2 summarizes the screening criteria for each type of development project as identified in the City of San Jose Transportation Analysis Handbook. Figure 5 identifies areas within the City where proposed residential developments located within a planned growth area would be screened out of the evaluation of VMT.

Evaluation of Screening Criteria

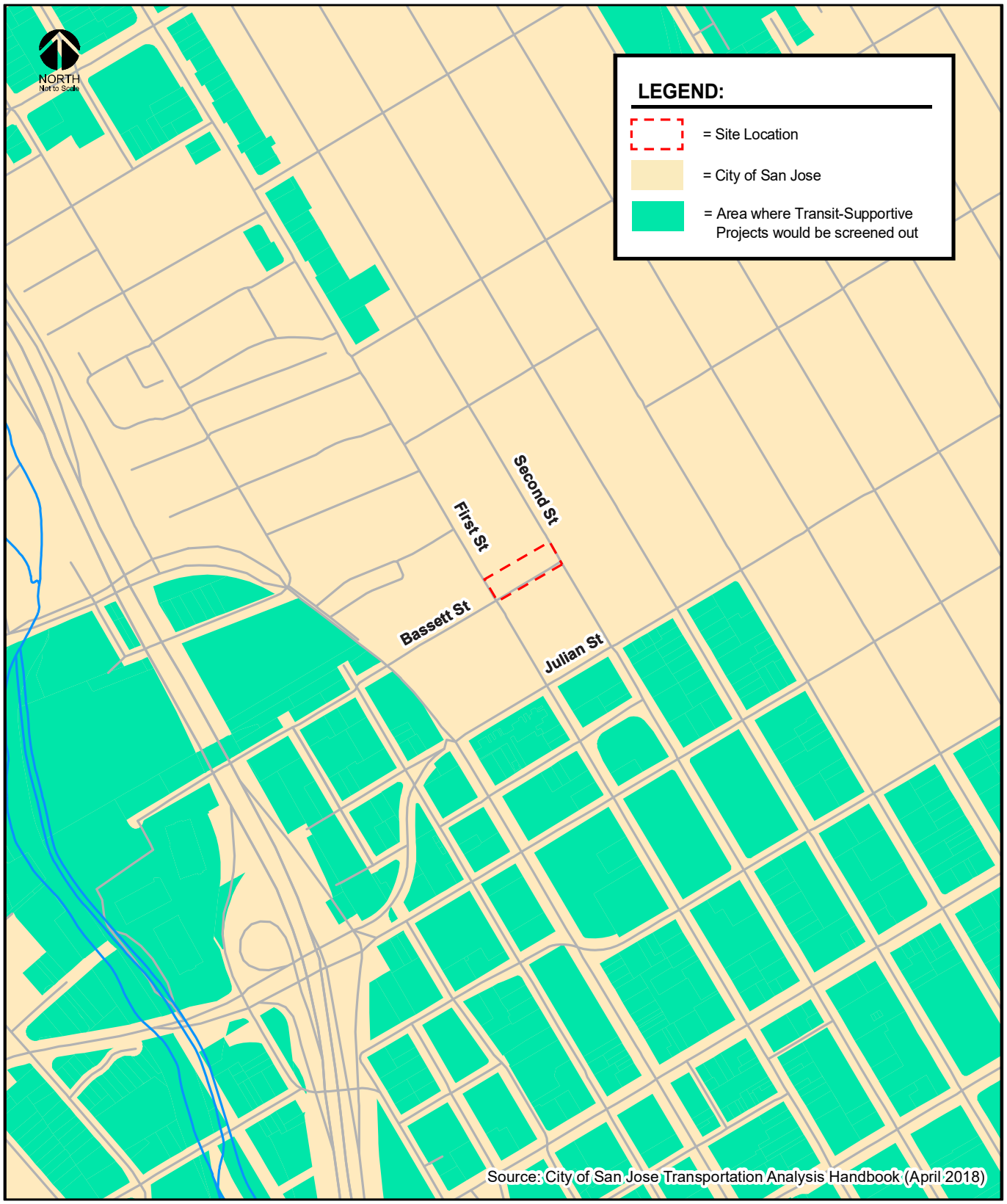
The project site is not located within a Planned Growth Area per the General Plan, as described below. Therefore, the project will not meet the screening criteria for residential developments and a VMT evaluation for the project was completed and presented below.

Table 2
CEQA VMT Analysis Screening Criteria for Development Projects

Type	Screening Criteria
Small Infill Projects	• Single-family detached housing of 15 units or less; OR • Single-family attached or multi-family housing of 25 units or less; OR • Office of 10,000 square feet of gross floor area or less; OR • Industrial of 30,000 square feet of gross floor area or less
Local-Serving Retail	• 100,000 square feet of total gross floor area or less without drive-through operations
Local-Serving Public Facilities	• Local-serving public facilities
Residential/Office Projects or Components	• **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High-Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor; AND • **Low VMT:** Located in an area in which the per capita VMT is less than or equal to the CEQA significance threshold for the land use; AND • **Transit-Supporting Project Density**: o Minimum Gross Floor Area Ratio (FAR) of 0.75 for office projects or components; o Minimum of 35 units per acre for residential projects or components; o If located in a Planned Growth Area that has a maximum density below 0.75 FAR or 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; AND • **Parking:** o No more than the minimum number of parking spaces required; o If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum; AND • **Active Transportation:** Not negatively impact transit, bike or pedestrian infrastructure.
Restricted Affordable Residential Projects or Components	• **Affordability:** 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND • **Planned Growth Areas:** Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan; AND • **High Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; AND • **Transit-Supportive Project Density**: o Minimum of 35 units per acre for residential projects or components; o If located in a Planned Growth Area that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met; AND • **Transportation Demand Management (TDM):** If located in an area in which the per capita VMT is higher than the CEQA significance threshold, a robust TDM plan must be included; AND • **Parking:** o No more than the minimum number of parking spaces required; o If located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum; AND • **Active Transportation:** Not negatively impact transit, bike or pedestrian infrastructure.

Source: City of San José Transportation Analysis Handbook, November 2018.

Figure 5
Residential Screening Criteria Map in San Jose



Planned Growth Areas

Requirement: *Located within a Planned Growth Area as defined in the Envision San José 2040 General Plan.*

The project site is not located within a Planned Growth Area. The project site sits outside of both the North First Street Local Transit Village Growth Area and Downtown Urban Growth Area Boundary.

High-Quality Transit

Requirement: *Located within ½ a mile of an existing major transit stop or an existing stop along a high-quality transit corridor*

The project site is located adjacent to a bus stop along Bassett Drive. The bus stop is considered an existing major transit stop due to being served by VTA Bus Routes 72 and 73 with headways of less than 15 minutes or less during peak commute periods.

Low VMT

Requirement: *Located in an area in which the per-capita or per-employee VMT is less than or equal to the threshold of significance for the land use*

The project site is located in an area in which the existing VMT per capita is less than the threshold of significance for residential uses.

Transit-Supporting Project Density

Requirement: *Minimum of 35 units per acre for residential projects or components; if located in a Planned Growth Area that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met.*

A total of 118 units are proposed to be constructed on the 0.49-acre project site. The proposed development density will equate to 240.8 units per acre, exceeding the required minimum of 35 units per acre.

Parking

Requirement: *No more than the minimum number of parking spaces required; if located in Urban Villages or Downtown, the number of parking spaces must be adjusted to the lowest amount allowed; however, if the parking is shared, publicly available, and/or "unbundled", the number of parking spaces can be up to the zoned minimum.*

Based on the City's parking requirements, the project as proposed would be required to provide a total of 158 parking spaces before any reductions. The proposed 74 parking spaces would not exceed the City's baseline parking requirements.

Active Transportation

Requirement: *Not negatively impact transit, bike or pedestrian infrastructure*

No negative impacts to transit, bike or pedestrian infrastructure are anticipated with the proposed development. Potential impacts to transit services, bike and pedestrian facilities within the project study area are discussed in Chapter 3.

VMT Evaluation Methodology and Criteria

Per Council Policy 5-1, the effects of the proposed project on VMT were evaluated using the methodology outlined in the City's *Transportation Analysis Handbook*. The City of San Jose defines VMT as the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle trips with one end within the project. A project's VMT is compared to established thresholds of significance based on the project location and type of development.

Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing an office or industrial project, the project's VMT is divided by the number of employees.

VMT Evaluation Tool

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed the San Jose VMT Evaluation Tool to streamline the analysis for development projects. For non-residential or non-office projects, very large projects, or projects that can potentially shift travel patterns, the City's Travel Demand Forecasting (TDF) Model can be used to determine project VMT. Based on the assessor's parcel number (APN) of a project, the VMT evaluation tool identifies the existing average VMT per capita and employee for the project area. Based on the project location, type of development, project description, and proposed trip reduction measures, the VMT evaluation tool calculates the project VMT.

Projects located in areas where the existing VMT is above the established threshold are referred to as being in "high-VMT areas". Projects in high-VMT areas are required to include a set of VMT reduction measures that would reduce the project VMT to the greatest extent possible. The VMT evaluation tool evaluates a list of selected VMT reduction measures that can be applied to a project to reduce the project VMT. There are four strategy tiers whose effects on VMT can be calculated with the VMT evaluation tool:

1. Project characteristics (e.g. density, diversity of uses, design, and affordability of housing) that encourage walking, biking and transit uses;
2. Multimodal network improvements that increase accessibility for transit users, bicyclists, and pedestrians;
3. Parking measures that discourage personal motorized vehicle trips; and
4. Transportation demand management (TDM) measures that provide incentives and services to encourage alternatives to personal motorized vehicle trips.

The first three strategies – land use characteristics, multimodal network improvements, and parking – are physical design strategies that can be incorporated into the project design. TDM includes programmatic measures that aim to reduce VMT by decreasing personal motorized vehicle mode share and by encouraging more walking, biking, and riding transit. TDM measures should be enforced through annual trip monitoring to assess the project's status in meeting the VMT reduction goals.

Baseline VMT Estimates

The thresholds of significance for residential and employment development projects, as established in the Transportation Analysis Policy, are based on the existing citywide average VMT level for residential uses and the existing regional average VMT level for employment uses. Figure 6 and Figure 7 show the current VMT levels estimated by the City for residents and workers, respectively. Areas are color-coded based on the level of existing VMT:

- Green-filled areas are parcels with existing VMT less than the City's residential and employee thresholds of 10.12 VMT per capita and 12.21 per employee. The thresholds are calculated by subtracting 15 percent from the citywide average of 11.91 VMT per capita and regional average of 14.37 per employee.
- Yellow-filled areas are parcels with existing VMT between the residential and employee thresholds and the city-wide average of 11.91 VMT per capita and regional average 14.37 VMT per employee.
- Orange-filled areas are parcels with existing VMT greater than the residential and employee thresholds. However, a project's VMT impact may be mitigated by implementing VMT-reducing measures.
- Red-filled areas are parcels with existing VMT greater than the residential and employee threshold. Implementing VMT-reducing measures will not be sufficient to reduce a project's VMT to less than the threshold of significance.

Average per-capita and per-employee VMT for all the existing developments within ½ mile buffer of each parcel in the City serves as the baseline from which a project is evaluated. Figure 8 shows the current VMT levels estimated by the City for residents in the immediate project area.

Thresholds of Significance

If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance applicable to the project) and/or mitigating the impact through multimodal transportation improvements or establishing a Trip Cap. Table 3 shows the VMT thresholds of significance for development projects, as established in the Transportation Analysis Policy.

Projects that include residential uses are said to create a significant adverse impact when the estimated project-generated VMT exceeds the existing citywide average VMT per capita minus 15 percent or existing regional average VMT per capita minus 15 percent, whichever is lower. Currently, the reported citywide average is 11.94 VMT per capita, which is less than the regional average. This equates to a significant impact threshold of 10.12 VMT per capita.

Projects that trigger a VMT impact can assess a variety of the four strategies described above to reduce impacts. A significant impact is said to be satisfactorily mitigated when the strategies and VMT reductions implemented render the VMT impact less than significant.

VMT Analysis

Figure 9 presents a summary of the VMT evaluation generated by the City of San Jose's VMT Evaluation Tool for the proposed residential development.

Existing VMT

The results of the VMT analysis using the VMT Evaluation tool indicate that the existing VMT for residential uses in the project vicinity is 8.03 per capita. As shown in Table 3, the current citywide

Figure 6
VMT per Capita Heat Map in San Jose

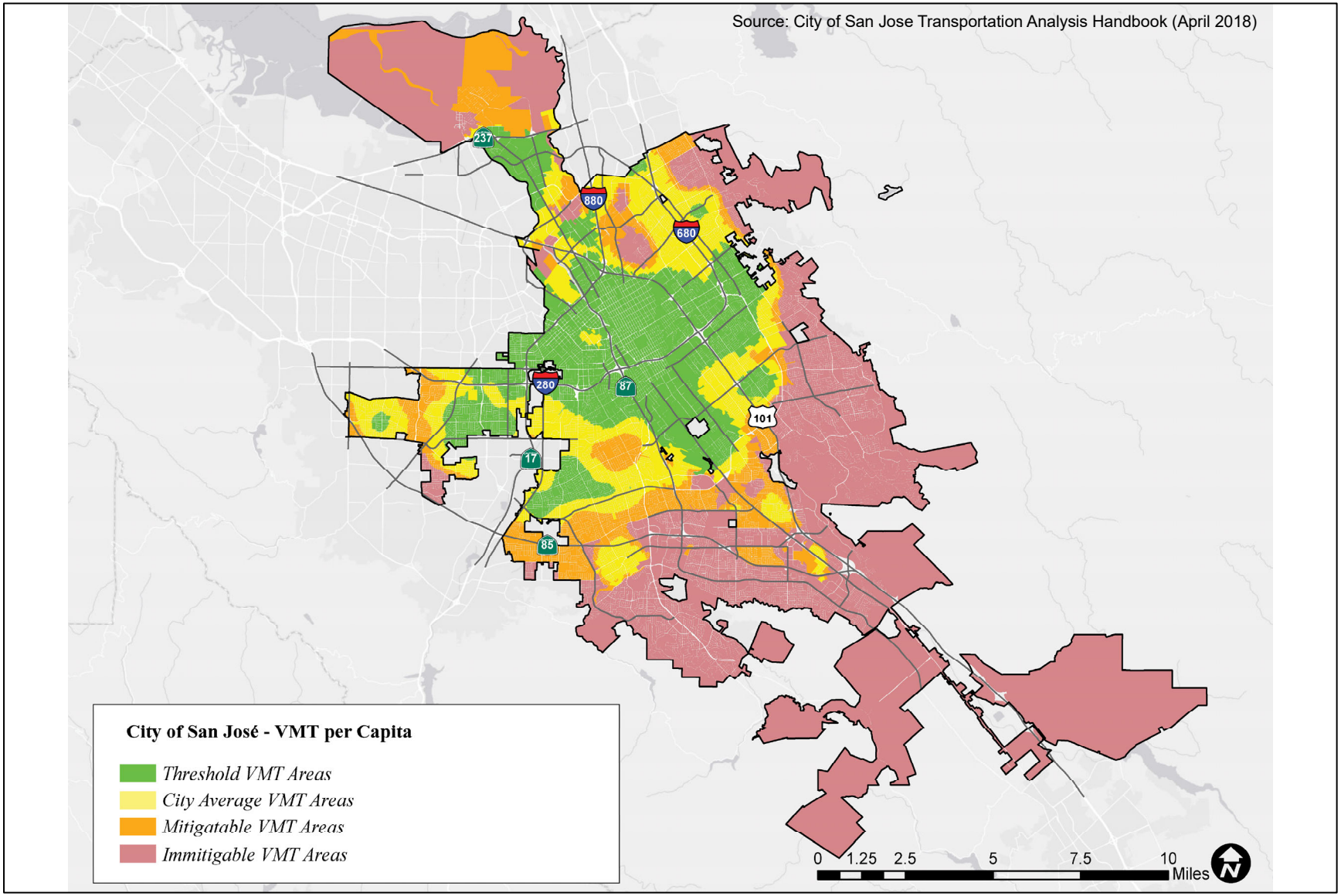


Figure 7
VMT per Job Heat Map in San Jose

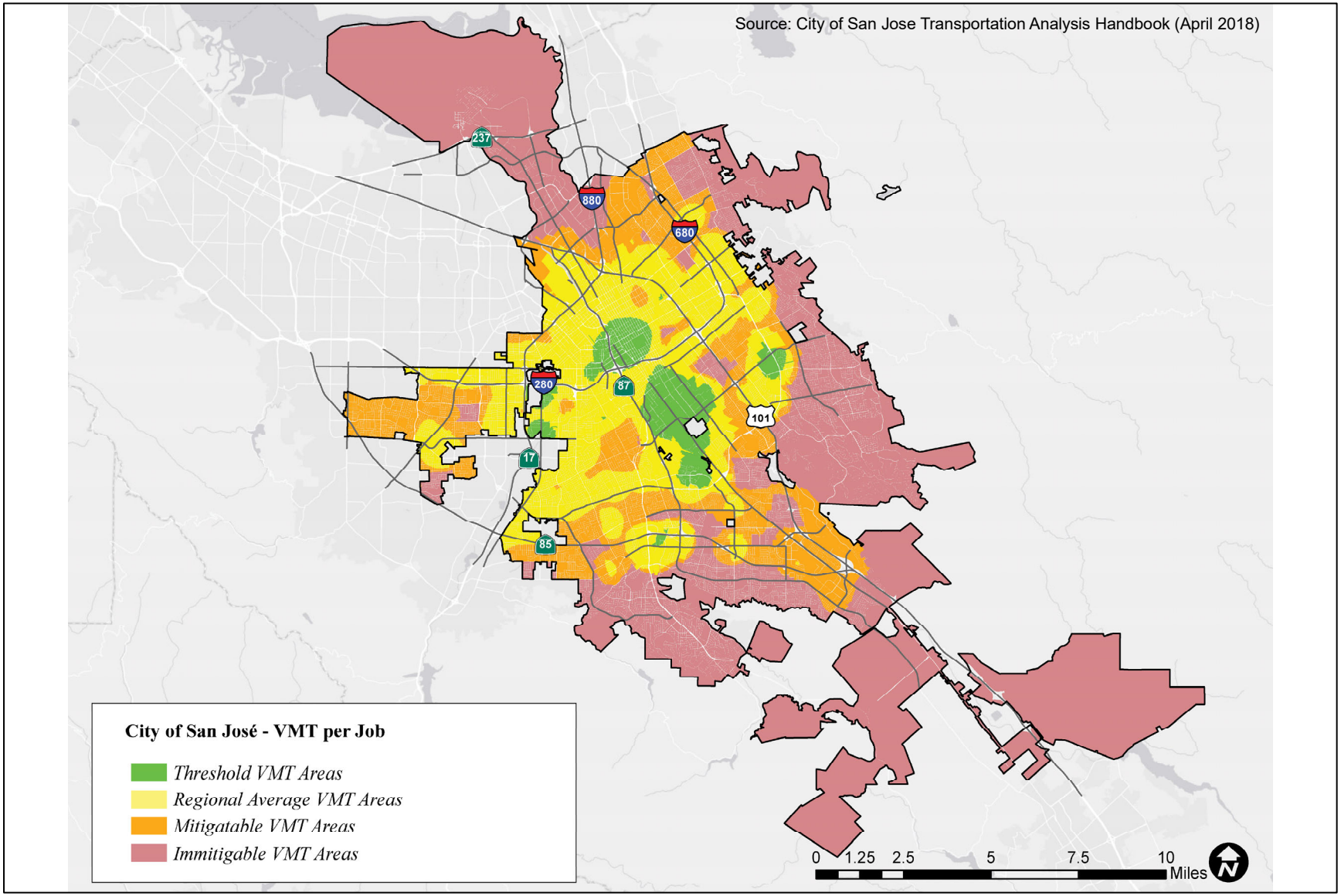


Figure 8
VMT per Capita Heat Map in Project Area

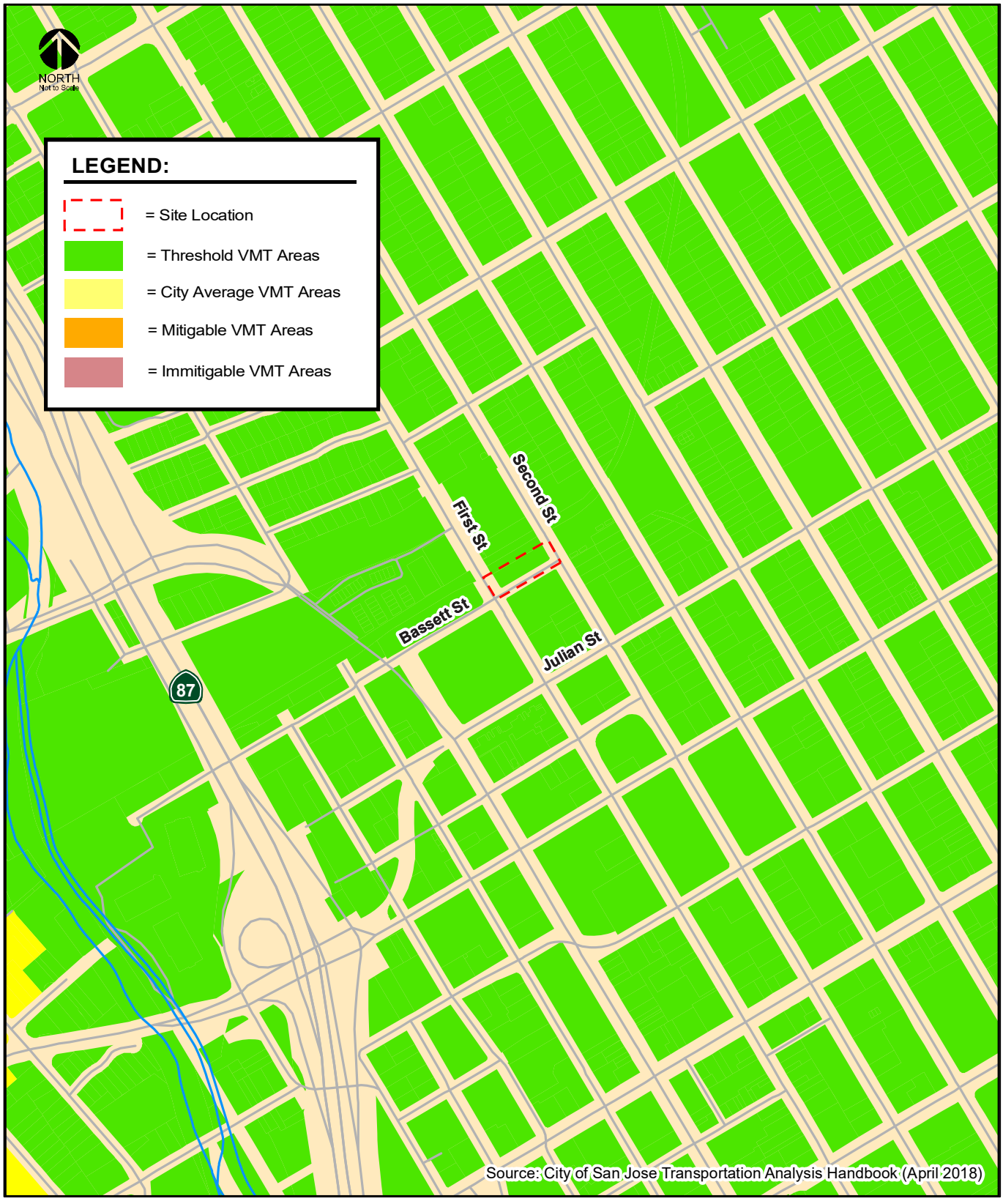
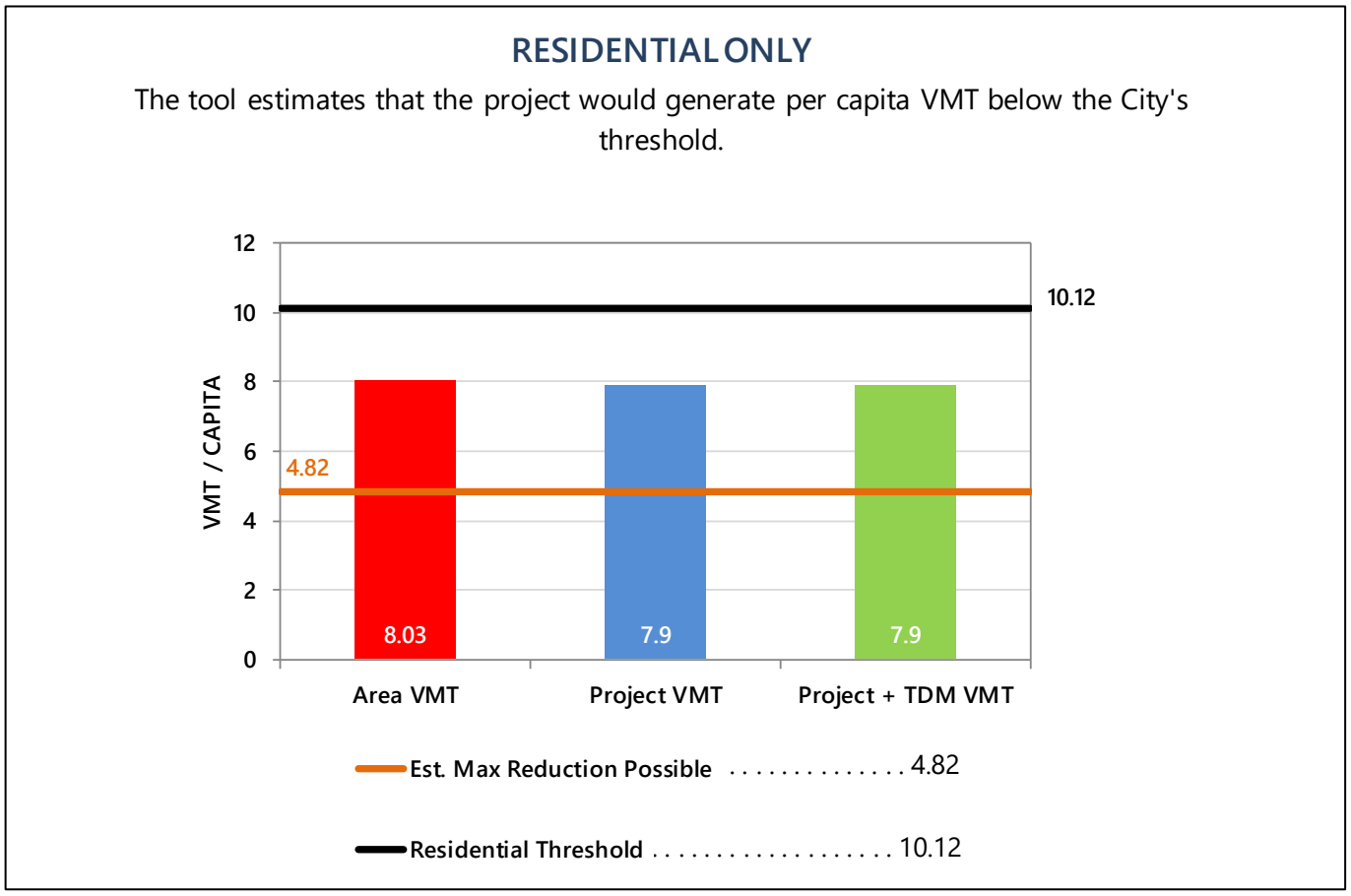


Table 3
CEQA VMT Analysis Significant Impact Criteria for Development Projects

Type	Significance Criteria	Current Level	Threshold
Residential Uses	Project VMT per capita exceeds existing citywide average VMT per capita minus 15 percent OR existing regional average VMT per capita minus 15 percent, whichever is lower.	11.91 VMT per capita (Citywide Average)	10.12 VMT per capita
General Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee minus 15 percent	14.37 VMT per employee (Regional Average)	12.21 VMT per employee
Industrial Employment Uses	Project VMT per employee exceeds existing regional average VMT per employee	14.37 VMT per employee (Regional Average)	14.37 VMT per employee
Retail/ Hotel/ School Uses	Net increase in existing regional total VMT	Regional Total VMT	Net Increase
Public/Quasi-Public Uses	In accordance with the most appropriate type(s) as determined by Public Works Director	Appropriate levels listed above	Appropriate thresholds listed above
Mixed Uses	Evaluate each land use component of a mixed-use project independently, and apply the threshold of significance for each land use type included	Appropriate levels listed above	Appropriate thresholds listed above
Change of Use or Additions to Existing Development	Evaluate the full site with the change of use or additions to existing development, and apply the threshold of significance for each project type included	Appropriate levels listed above	Appropriate thresholds listed above
Area Plans	Evaluate each land use component of the area plan independently, and apply the threshold of significance for each land use type included	Appropriate levels listed above	Appropriate thresholds listed above

Source: City of San José Transportation Analysis Handbook, November 2018.

Figure 9
VMT Analysis Summary



average VMT for residential uses is 11.91 per capita. Therefore, the VMT levels of existing residential uses in the project vicinity are currently less than the established VMT threshold of 10.12 per capita. Appendix A presents the VMT Evaluation tool summary report for the project.

Project-Level VMT Impact Analysis

The City's Transportation Policy identifies an impact threshold of 15% below the citywide average per-capita VMT of 11.91. Thus, the proposed project would result in a significant impact if it results in VMT that exceeds per capita VMT of 10.12.

The results of the VMT evaluation, using the City's VMT Evaluation Tool, indicate that the proposed project is projected to generate VMT per capita (7.90) that is below the established threshold. Therefore, the proposed project would not result in an impact on the transportation system based on the City's VMT impact criteria.

The reduction in per-capita VMT could be indicative of the addition of residents to an area with opportunities for the use of transit, bicycles, and other non-auto modes of travel. In addition, the project site is located less than ½-mile from light rail transit stops and is supported by bicycle and pedestrian facilities in its immediate proximity. Therefore, a larger percentage of the residents of the project would likely use transit more regularly than the average transit usage for these land uses in other parts of the City. The increase in transit usage would result in a reduction in number and length of those trips that are added to the roadway system due to the proposed project.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan's goals and policies. Per the City's *Transportation Analysis Handbook*.

General Plan Goals & Policies

The Circulation Element of the *Envision San José 2040 General Plan* includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. The Envision San Jose 2040 General Plan contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

- Consider impacts on overall mobility and all travel modes when evaluating transportation impacts of new developments or infrastructure projects (TR-1.2);
- Through the entitlement process for new development, projects shall be required to fund or construct needed transportation improvements for all transportation modes, giving first consideration to the improvement of biking, walking and transit facilities and services that encourage reduced vehicle travel demand (TR-1.4);
- 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-2.8);
- As part of the development review process, require that new development along existing and planned transit facilities consist of land use and development types and intensities that contribute towards transit ridership. In addition, require that new development be designed to accommodate and to provide direct access to transit facilities (TR-3.3);
- Discourage, as part of the entitlement process, the provision of parking spaces significantly above the number of spaces required by code for a given use (TR-8.4);
- Allow reduced parking requirements for mixed-use developments and for developments providing shared parking or a comprehensive transportation demand management (TDM) program, or developments located near major transit hubs or within Villages and Corridors and other growth areas (TR-8.6);

The following chapter includes an evaluation of the project's effects on the surrounding multi-modal transportation facilities including transit, bicycle, and pedestrian facilities. The evaluation includes a review of the project to ensure that it does not prohibit the completion of planned improvement of multi-modal facilities and recommends potential project contributions towards the future improvement of the facilities. Therefore, based on the project description, the proposed project would be consistent with the Envision San José 2040 General Plan's long-range multi-modal goals and policies.

4.
Local Transportation Analysis

This chapter describes the local transportation analysis including the method by which project traffic is estimated, intersection operations analysis for existing, background, and background plus project scenarios, any adverse effects on study intersections caused by the project, intersection vehicle queuing analysis, freeway segment capacity, site access and on-site circulation review, effects on bicycle, pedestrian, and transit facilities, and parking.

The LTA supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. The LTA is required per the City of San Jose Transportation Policy, however, the determination of project impacts per CEQA requirements is based solely on the VMT analysis presented in the previous chapter. The LTA provides supplemental analysis for use by the City of San Jose in identifying potential improvement of the transportation system with a focus on improving multi-modal travel.

Project Description

As proposed, the development would consist of the construction of 118 multi-family residential units on a site currently occupied by a commercial/office building. A ground-floor parking level containing 74 parking spaces would be accessible via one two-way driveway along Bassett Street. Three-level stackers will be installed within the parking level.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel are estimated. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Proposed Project Trips

Through empirical research, data have been collected that indicate the amount of traffic that can be expected to be generated by common land uses. Project trip generation was estimated by applying to the size and use of the development the appropriate trip generation rates. The average trip generation rates for Multi-Family Housing – Mid Rise (Land Use 221) as published in the Institute of Transportation Engineers

(ITE) *Trip Generation Manual, 11th Edition* (2021) were applied to the proposed number of residential units. Although the project site is within ½-mile of rail transit (St. James LRT Station), trip generation rates for the "Not Close to Rail Transit" land use subcategory were selected since multimodal trip reductions are already accounted for a part of the location-based adjustment, as described below. Based on the trip generation rates and the project size, it is estimated that, prior to any trip reductions, the proposed development would generate 44 trips (10 inbound and 34 outbound) during the AM peak-hour and 46 trips (28 inbound and 18 outbound) during the PM peak-hour

The project proposes a bike café located at ground-floor level on the southeast corner of the project site. The bike café will contain a bike repair station, coffee machine, and bike storage. Per the applicant, the bike café will serve on-site residents only and will not be accessible to the general public. Therefore, the bike café will not generate additional vehicular, bicycle, or pedestrian traffic.

Trip Reductions

In accordance with San Jose's *Transportation Analysis Handbook* (Section 4.8, "Intersection Operations Analysis"), the project is eligible for adjustments and reductions from the baseline (gross) trip generation described above.

Based on the San Jose guidelines, the project qualifies for a location-based adjustment. The location-based adjustment reflects the project's vehicle mode share based on the place type in which the project is located per the San Jose Travel Demand Model. The project's place type was obtained from the *San Jose VMT Evaluation Tool.* Based on the Tool, the project site is located within a designated urban area with high access to transit. Therefore, the baseline project trips were adjusted to reflect an urban high-transit mode share. Urban high-transit is characterized as an area with high density, good accessibility, high public transit access, low single-family homes, middle-aged and older housing stock. Residential developments within urban high-transit areas have a vehicle mode share of 78%. Thus, a 22% reduction was applied to the trips generated by the proposed project.

Additionally, based on the San Jose VMT Evaluation Tool, the project is anticipated to generate 7.90 VMT per-capita in an area that currently generates approximately 8.03 VMT per-capita. It is assumed that every percent reduction from the existing per-capita VMT is equivalent to one percent reduction in peak-hour vehicle trips. Thus, the project trip estimates were reduced by 1.62 percent to reflect the reduction in peak hour trips.

Existing Site Trips

As a conservative measure, no credit is applied to the project trip generation for the existing uses on-site.

Net Project Trips

After applying the ITE trip rates and appropriate trip reductions, it is estimated that the project would generate an additional 411 daily vehicle trips, with 35 trips (8 inbound and 27 outbound) occurring during the AM peak hour and 36 trips (22 inbound and 14 outbound) occurring during the PM peak hour. The project trip generation estimates are presented in Table 4.

Trip Distribution and Trip Assignment

The trip distribution pattern for the project was developed based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The peak-hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern, with an emphasis on freeway access and project driveway locations. Figure 10 shows the trip distribution pattern, and Figure 11 shows the net trip assignment of project traffic on the local transportation network.

Table 4
Project Trip Generation Estimates

	Reduction		VMT			Daily		AM Peak Hour						PM Peak Hour					
									Split		Trip				Split		Trip		
Land Use	%	Place Type	Existing	Project	Size	Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
#221 - Multifamily Housing (Mid-Rise)					**118** Dwelling Units	4.54	536	0.37	23%	77%	10	34	44	0.39	61%	39%	28	18	46
Location-Based Reduction[1]	*22%*	Urban High-Transit					*-118*				*-2*	*-7*	*-9*				*-6*	*-4*	*-10*
VMT-Based Reduction[2]	*1.62%*		8.03	7.90			*-7*				*0*	*0*	*0*				*0*	*0*	*0*
Project Trips After Reductions							**411**				**8**	**27**	**35**				**22**	**14**	**36**

Source: ITE Trip Generation Manual, 11th Edition 2021.

[1] The place type for the project site is obtained from the City of San Jose VMT Evaluation Tool (February 29, 2019). The location-based vehicle mode shares are obtained from Table 6 of the City of San Jose Transportation Analysis Handbook (April 2020). The trip reductions are based on the percent of mode share for all of the other modes of travel beside vehicle.

[2] Existing and project VMTs were estimated using the City of San Jose VMT Evaluation Tool. It is assumed that every percent reduction in VMT per-employee is equivalent to one percent reduction in peak-hour vehicle trips.

Figure 10
Project Trip Distribution

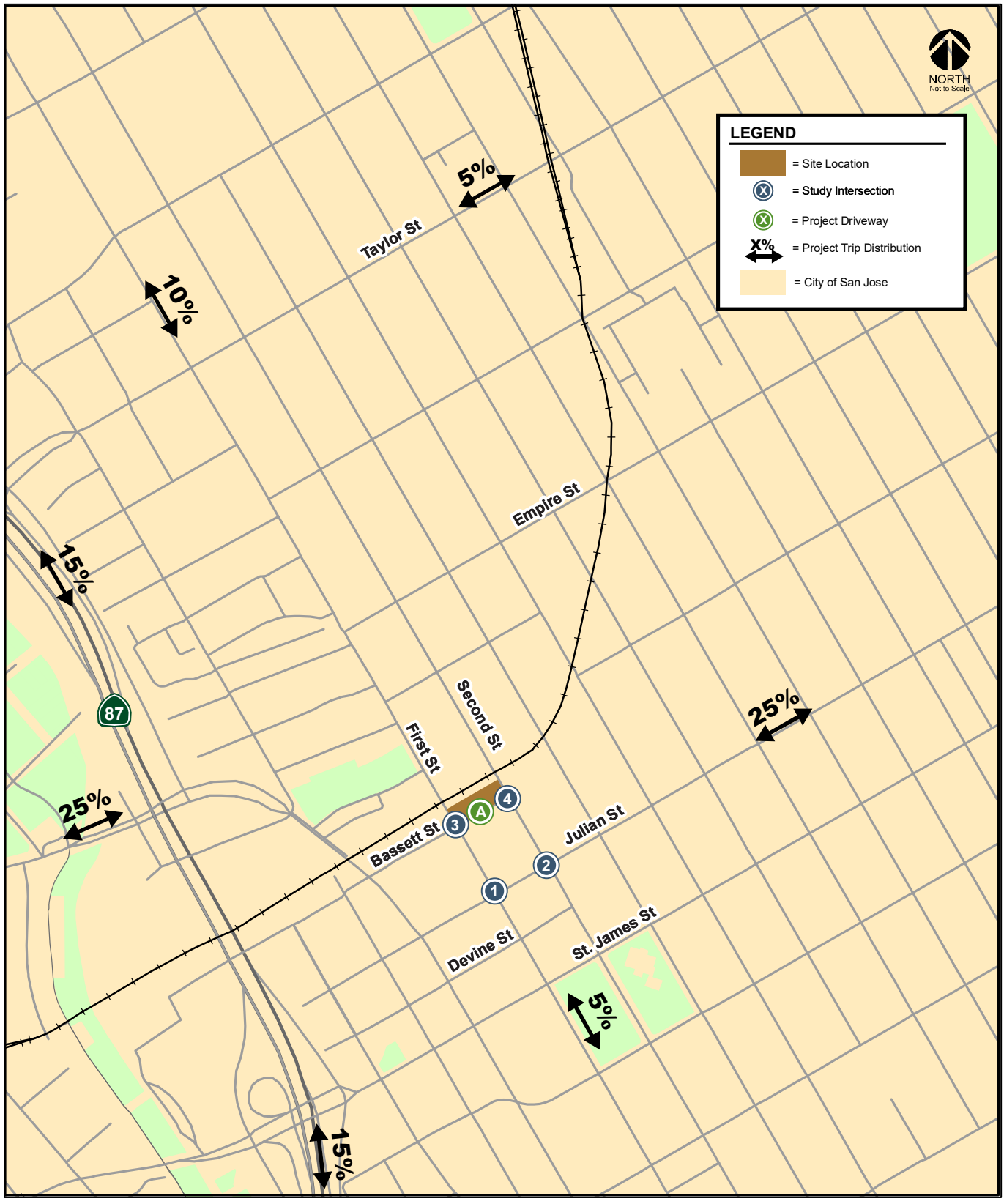
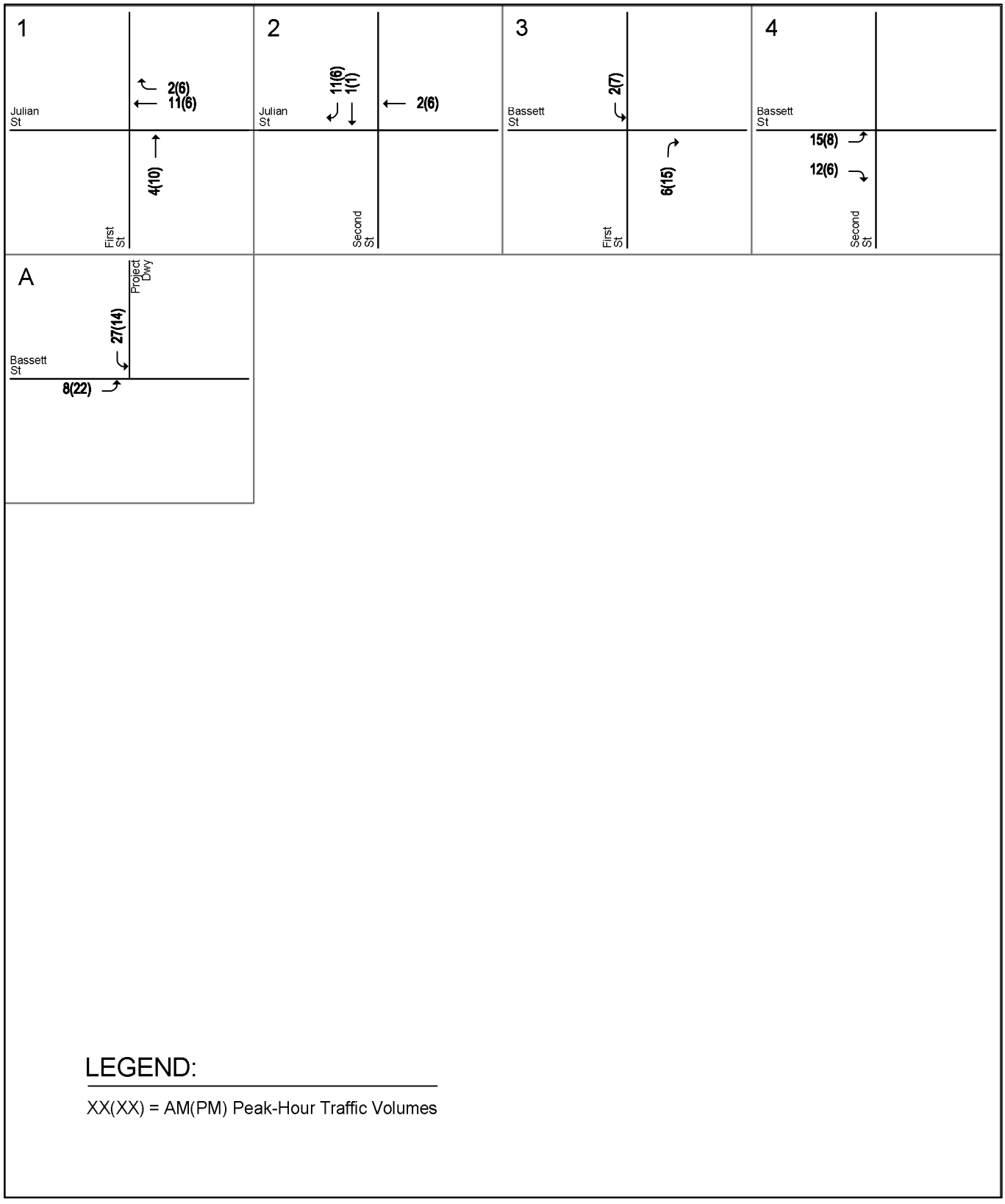


Figure 11
Net Project Trip Assignment



Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at the study intersections. It includes descriptions of the data requirements, the analysis methodologies, the applicable level of service standards, and the criteria defining adverse effects at the study intersections.

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

Study Intersections

The study includes an analysis of AM and PM peak-hour traffic conditions for two signalized intersections and two unsignalized intersection within the City of San Jose. Intersections were selected for study if the project is expected to add 10 vehicle trips per hour per lane to a signalized intersection that meets one of the following criteria as outlined in the *Transportation Analysis Handbook*.

- Within a ½-mile buffer from the project's property line;
- Outside a ½-mile buffer but within a one-mile buffer from the project AND currently operating at D or worse;
- Designated Congestion Management Program (CMP) facility outside of the City's Infill Opportunity Zones;
- Outside the City limits with the potential to be affected by the project, per the transportation standards of the corresponding external jurisdiction;
- With the potential to be affected by the project, per engineering judgement of Public Works.

Based on the above criteria, the following study intersections were selected and are shown in Figure 10.

1. First Street and Julian Street
2. Second Street and Julian Street
3. First Street and Bassett Street (unsignalized)
4. Second Street and Bassett Street (unsignalized)

Data Requirements

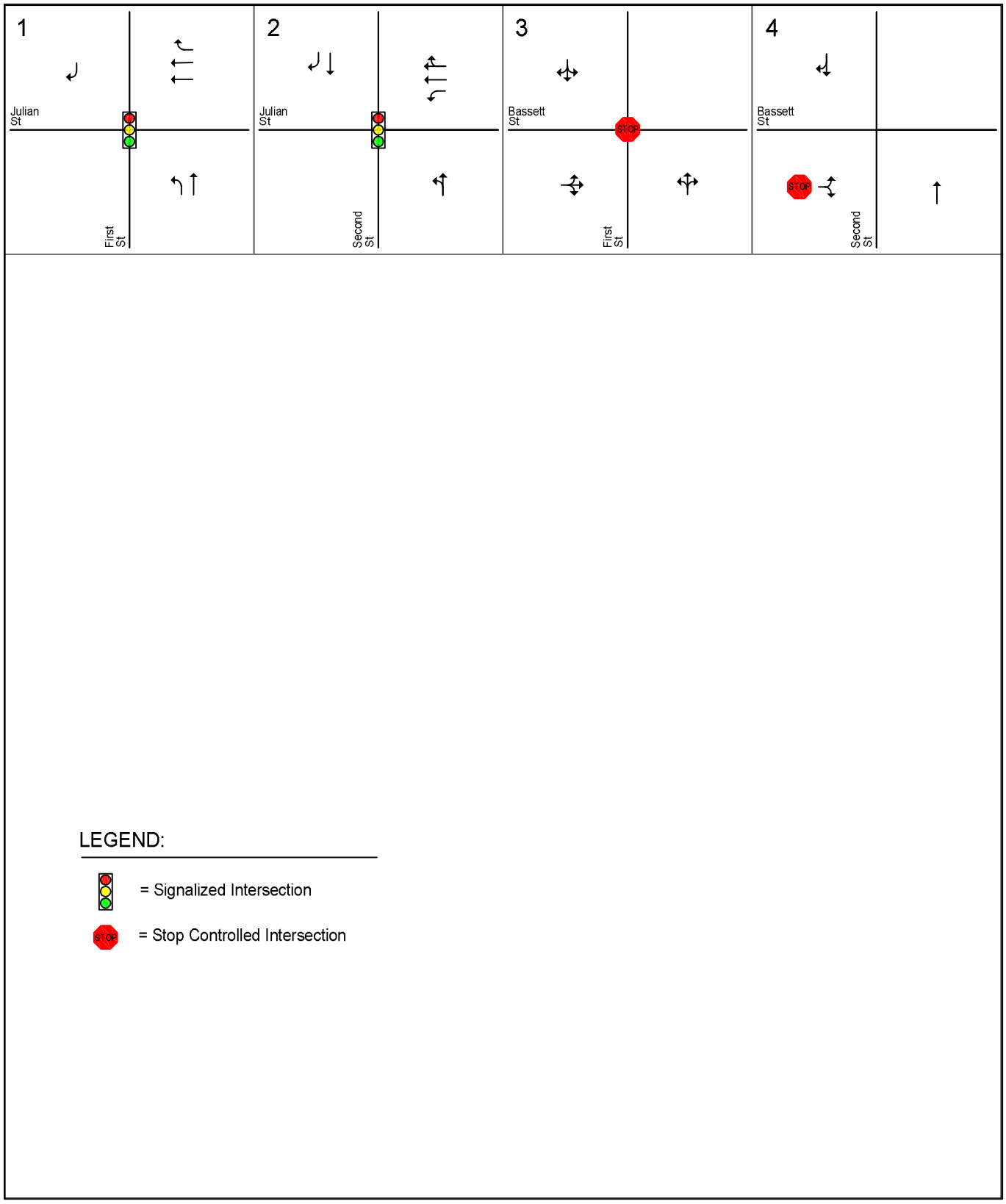
The data required for the analysis were obtained from new traffic counts, the City of San Jose, and field observations. The following data were collected from these sources:

- existing traffic volumes
- existing lane configurations
- signal timing and phasing
- approved project trips

Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 12. It is assumed in this analysis that the transportation network under background and background plus project conditions would be the same as the existing transportation network.

Figure 12
Existing Lane Configurations



Traffic Volumes

Existing Conditions

Peak hour traffic volumes collected in 2015 and 2016 at the signalized study intersections were obtained from the City of San Jose. A 1% annual growth factor was applied to estimate existing volumes in 2023. Counts at the unsignalized study intersections were obtained from new counts conducted March 8, 2023. No growth factor was applied to the newly-collected counts.

The existing peak-hour intersection volumes are shown on Figure 13. Intersection turning-movement counts conducted for this analysis are presented in Appendix B. Peak hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix D.

Future Conditions

Background peak hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments was obtained from the City of San Jose's Approved Trips Inventory (ATI) database. The background traffic scenario predicts a realistic traffic condition that would occur as approved development is built. Background traffic volumes are shown in Figure 14. Project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 15).

The approved project information is included in Appendix C. The approved trips, proposed project trips, and traffic volumes for all components of traffic are tabulated in Appendix D.

Level of Service Standards and Analysis Methodologies

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

Signalized Intersections

All signalized study intersections were evaluated based on the *2000 Highway Capacity Manual* (HCM) level of service methodology using the TRAFFIX software. This method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. TRAFFIX is also the CMP-designated intersection level of service methodology, thus, the City of San Jose employs the CMP default values for the analysis parameters. The correlation between average control delay and level of service at signalized intersections is shown in Table 5.

Signalized study intersections located within the City of San Jose, with the exception of the CMP-designated intersections, are subject to the City of San Jose level of service standards. The City of San Jose has established LOS D as the minimum acceptable intersection operations standard for all signalized intersections unless superseded by an Area Development Policy.

City of San Jose Definition of Adverse Intersection Operations Effects

According to the City of San Jose's *Transportation Analysis Handbook 2020*, an adverse effect on intersection operations occurs if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better) under background conditions to an unacceptable level under background plus project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F) under background conditions and the addition of project trips cause both the critical-movement delay at the intersection

Figure 13
Existing Traffic Volumes

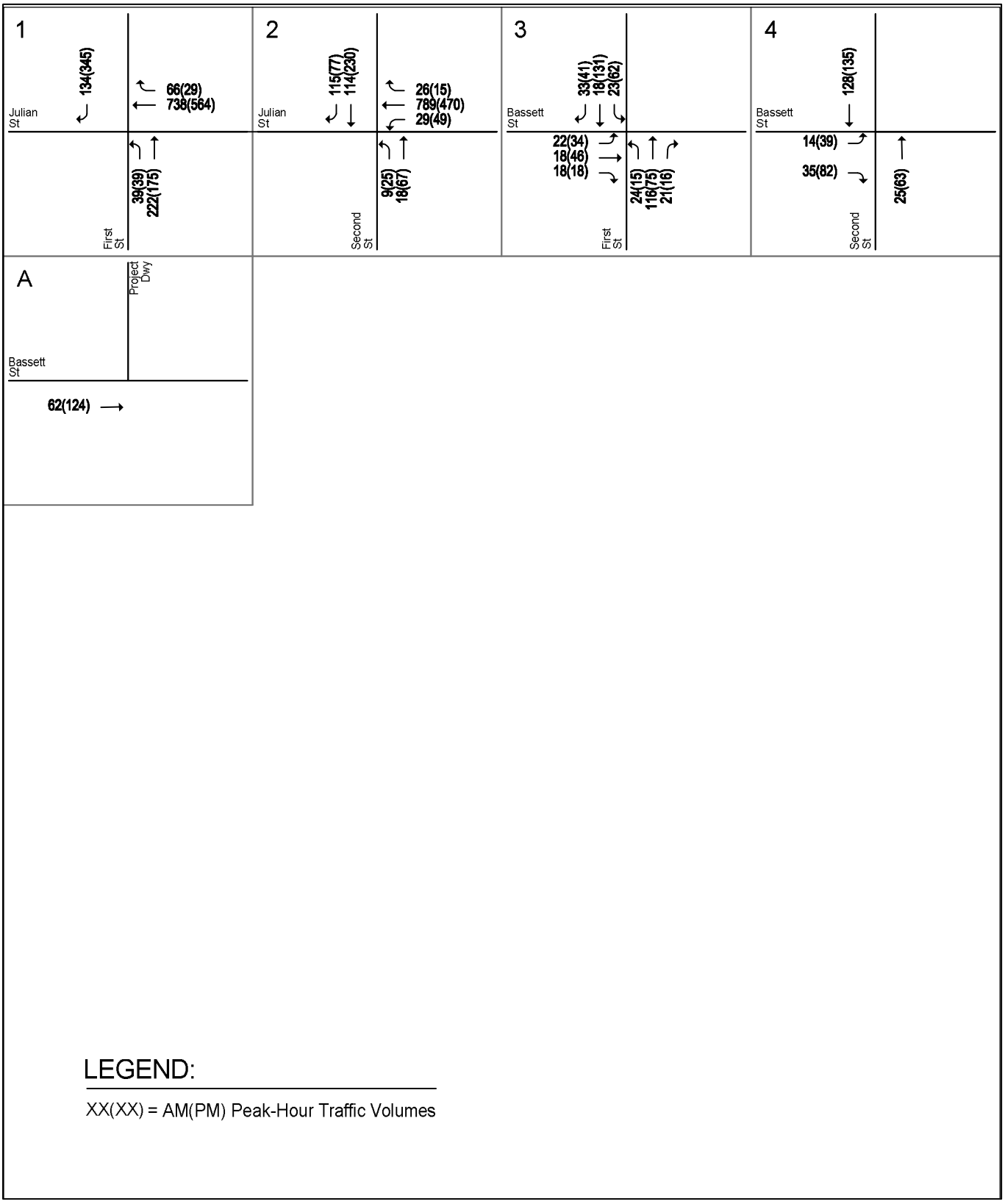


Figure 14
Background Traffic Volumes

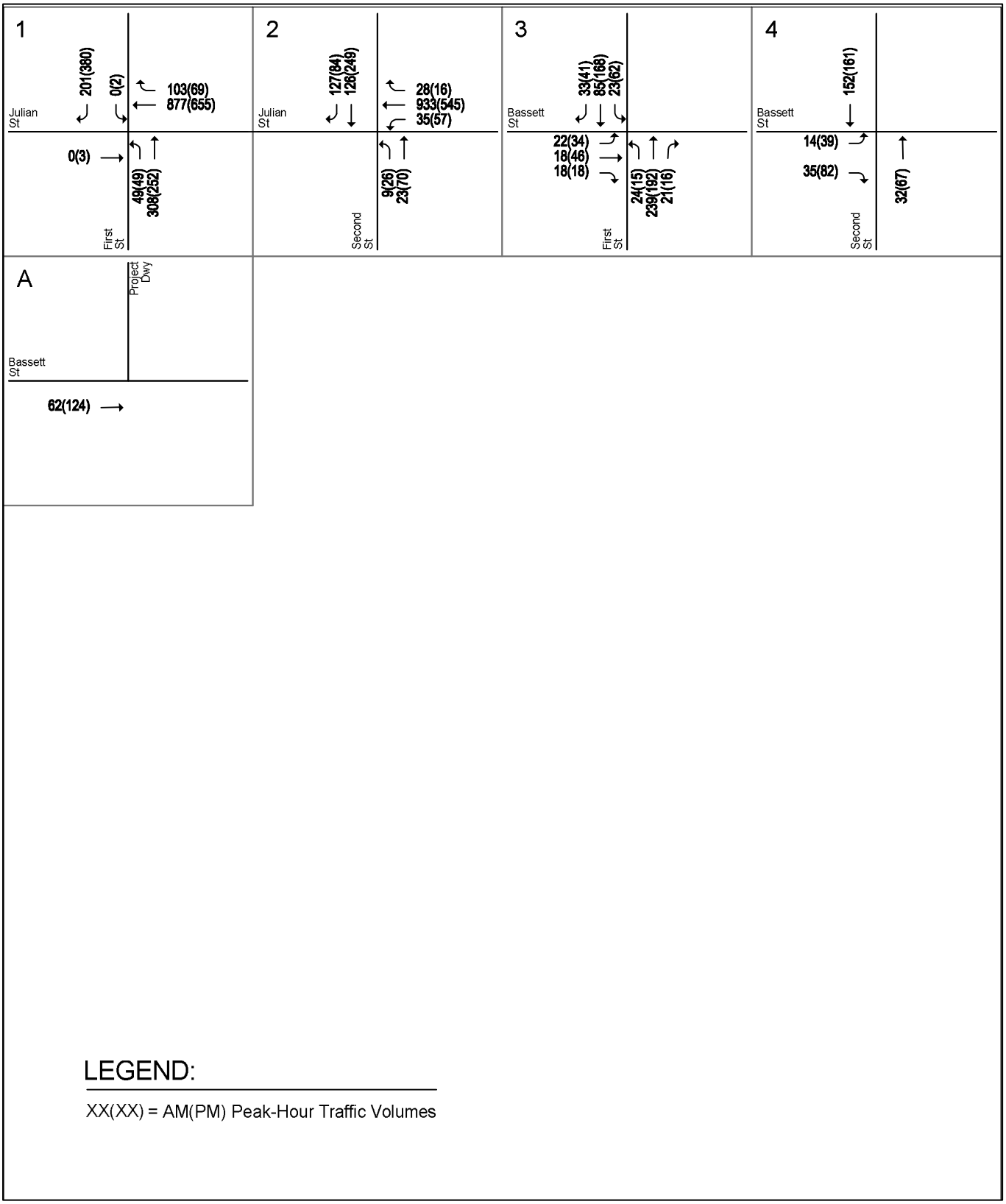


Figure 15
Background Plus Project Traffic Volumes

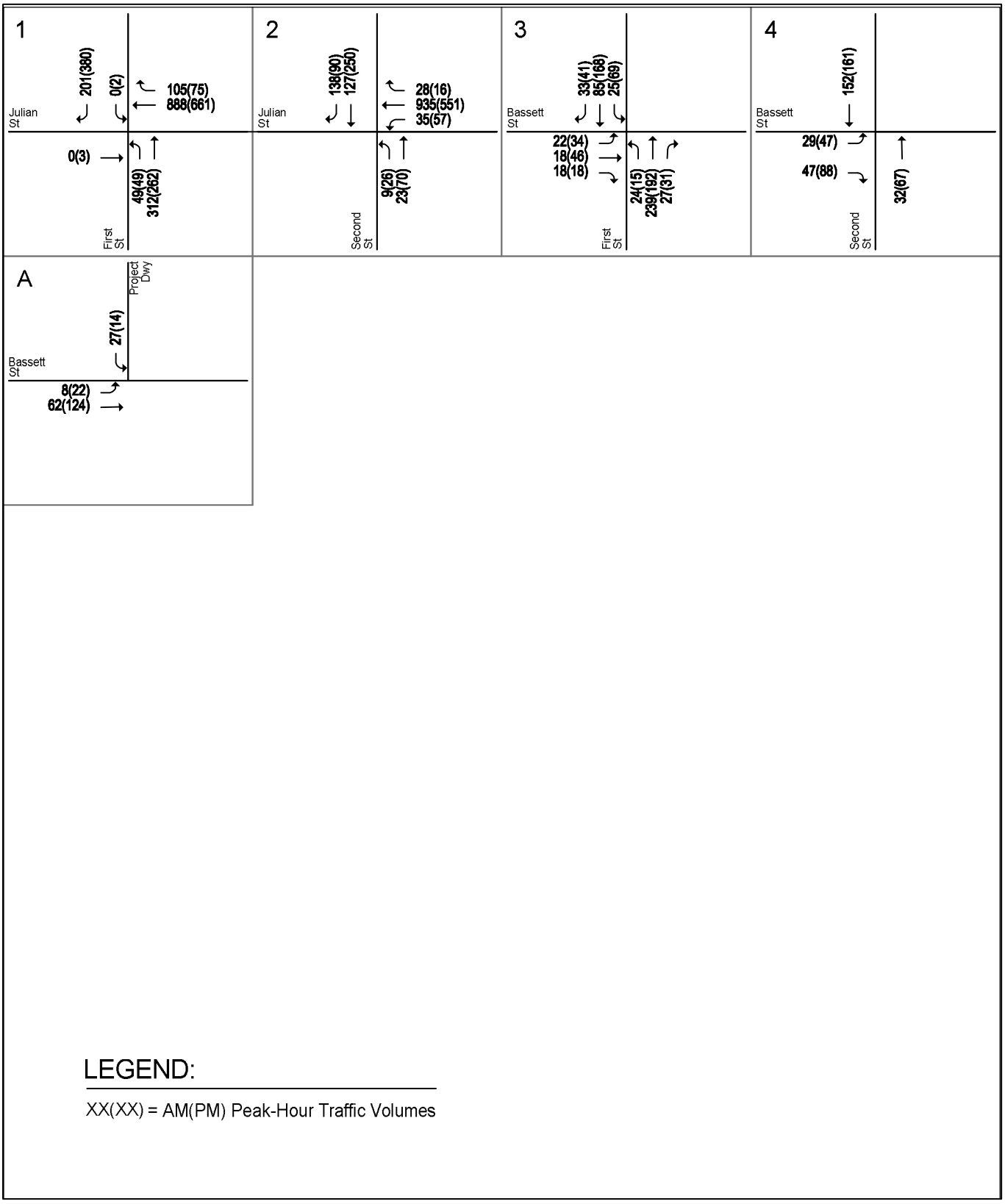


Table 5
Signalized Intersection Level of Service Definitions Based on Control Delay

Level of Service	Description	Average Control Delay per Vehicle (sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

Sources: Transportation Research Board, *2000 Highway Capacity Manual*. *Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority Congestion Management Program, June 2003.

to increase by four or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

The exception to this threshold is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements are negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

An adverse intersection operations effect by City of San Jose standards may be addressed by implementing measures that would restore intersection level of service to background conditions or better. The City recommends prioritizing improvements related to alternative transportation modes, parking measures, and/or TDM measures.

Improvements that increase vehicle capacity are secondary and must not have unacceptable effects on existing or planned transportation facilities. Unacceptable effects on existing or planned transportation facilities include the following:

- Inconsistent with the General Plan Transportation Network and Street Typologies;
- Reduction of any physical dimension of a transportation facility below the minimum design standards per the *San José Complete Streets Design Standards and Guidelines*; OR

- Substantial deterioration in the quality of existing or planned transportation facilities, including pedestrian, bicycle, and transit systems and facilities, as determined by the Director of Transportation.

Intersection Operations Analysis Results

The intersection level of service analysis is summarized in Table 6.

Existing Intersection Operation Conditions

The results of the level of service analysis show that all signalized study intersections currently operate at acceptable levels during both the AM and PM peak hours of traffic when measured against the applicable City of San Jose level of service standards. The level of service calculation sheets are included in Appendix E.

Future Intersection Operation Conditions

The operations analysis shows that all signalized study intersections are projected to operate at acceptable levels of service, based on the City of San Jose level of service standards, under background conditions and background plus project conditions during both the AM and PM peak hours. The intersection level of service calculation sheets are included in Appendix E.

Signal Warrant Analysis

The need for signalization of an unsignalized intersection is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2014. This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Additional analysis may include unsignalized level of service analysis and/or operational analysis such as evaluating vehicle queuing and delay. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

A peak-hour traffic signal warrant check was conducted for the unsignalized study intersections of First Street/Bassett Street and Second Street/Bassett Street. The results indicate that projected traffic volumes at the study intersections will not meet the signal warrant checks under peak hour conditions with the project. The traffic signal warrant calculations are included in Appendix F.

Intersection Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at intersections where the project would add a substantial number of trips to the left-turn movements. The queuing analysis is presented for informational purposes only, since the City of San Jose has not defined a policy related to queuing. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of “n” vehicles for a vehicle movement using the following formula:

Table 6
Intersection Level of Service Results

Int. #	Intersection	LOS Standard	Peak Hour	Count Date	Existing[1] Avg. Delay	Existing[1] LOS	Background Avg. Delay	Background LOS	Background Plus Project Avg. Delay	Background Plus Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	First Street and Julian Street	D	AM	10/25/16	13.7	B	15.4	B	15.4	B	0.0	0.003
			PM	10/25/16	17.0	B	23.6	C	23.7	C	0.2	0.008
2	Second Street and Julian Street	D	AM	05/20/15	8.5	A	8.4	A	8.7	A	0.7	0.014
			PM	05/19/15	11.6	B	11.7	B	11.7	B	0.0	0.002

[1]A 1% annual growth factor was applied to peak-hour counts to estimate existing conditions in 2023.

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = average # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles for a particular left-turn movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the left-turn movement. This analysis thus provides a basis for estimating future turn pocket storage requirements at intersections.

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement. Vehicle queuing at unsignalized intersections are evaluated based on the delay experienced at the specific study turn movement. The operations analysis is based on vehicle queuing for high-demand movements at intersections (see Table 7).

2. Second Street/Julian Street

The queuing analysis shows that the southbound right-turn movement currently experiences vehicular queue lengths (under existing conditions) and is projected to experience (under background conditions) vehicular queue lengths that exceed the existing storage capacity during the AM peak-hour. The addition of project traffic would add one additional vehicle to the background conditions queue length.

The southbound right-turn lane which currently measures 100 feet, would require 150 feet of storage space to accommodate the projected PM peak-hour queue. Extending the southbound right-turn-lane by 50 feet would require removal of on-street parking spaces along Second Street and shifting/re-striping existing bike lanes. However, roadway adjustments to accommodate vehicular demand that inhibits multi-modal travel is not consistent with GP goals. Therefore, the extension of the right-turn lane is not recommended.

3. First Street/Bassett Street

The queuing analysis shows that the southbound movement currently has and would continue to have adequate storage space under existing, background, and background plus project conditions. The southbound queue is not expected to extend past the UPRR crossing approximately 100 feet north of the intersection during the peak-hours.

The queues at other high-demand movements will be served by the existing queue storage space under existing, background conditions, and background plus project conditions. The intersection queueing analysis calculations are included in Appendix G.

Site Access and On-Site Circulation

The evaluation of site access and circulation is based on the August 11, 2023 site plan prepared by Studio T Square. Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight

Table 7
Queuing Analysis Summary

Measurement	Second/ Julian		First/ Bassett	
	SBR AM	SBR PM	SBL/T/R AM	SBL/T/R PM
Existing Conditions				
Cycle/Delay[1] (sec)	70	70	7.3	8.7
Lanes	1	1	1	1
Volume (vph)	115	77	74	234
Volume (vphpl)	115	77	74	234
Avg. Queue (veh/ln.)	2	1	0	1
Avg. Queue[2] (ft./ln)	56	37	4	14
95th %. Queue (veh/ln.)	5	4	1	2
95th %. Queue (ft./ln)	125	100	25	50
Storage (ft./ ln.)	100	100	100	100
Adequate (Y/N)	**NO**	YES	YES	YES
Background Conditions				
Cycle/Delay[1] (sec)	70	70	8.0	9.4
Lanes	1	1	1	1
Volume (vph)	127	84	141	271
Volume (vphpl)	127	84	141	271
Avg. Queue (veh/ln.)	2	2	0	1
Avg. Queue[2] (ft./ln)	62	41	8	18
95th %. Queue (veh/ln.)	5	4	1	2
95th %. Queue (ft./ln)	125	100	25	50
Storage (ft./ ln.)	100	100	100	100
Adequate (Y/N)	**NO**	YES	YES	YES
Background Plus Project Conditions				
Cycle/Delay[1] (sec)	70	70	8.0	9.5
Lanes	1	1	1	1
Volume (vph)	138	90	143	278
Volume (vphpl)	138	90	143	278
Avg. Queue (veh/ln.)	3	2	0	1
Avg. Queue[2] (ft./ln)	67	44	8	18
95th %. Queue (veh/ln.)	6	4	1	2
95th %. Queue (ft./ln)	150	100	25	50
Storage (ft./ ln.)	100	100	100	100
Adequate (Y/N)	**NO**	YES	YES	YES

[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 feet per vehicle in the queue.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.

distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles. The site plan is shown on Figure 16.

Project Driveway Design

Vehicular access to the on-site parking garage would be provided via a full access driveway along the south project frontage on Bassett, approximately 140 feet east of First Street and 140 feet west of Second Street. Due to the one-way eastbound operations of Bassett Street, all ingress to the project site must be taken from North First Street to Bassett Street while egress must utilize Second Street. According to the City of San Jose Department of Transportation (DOT) Geometric Design Guidelines, the minimum width for a driveway serving a multi-family development is 20 feet wide. The proposed parking garage driveway is shown to be 26 feet wide and would therefore meet City standards.

Sight Distance

Adequate sight distance will be required at the project driveways along Bassett Street. The project access points should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and other vehicles traveling on Bassett Street. Any landscaping and signage should be located in such a way to ensure an unobstructed view for drivers exiting the site.

Adequate sight distance (sight distance triangles) should be provided at the project driveway in accordance with the *American Association of State Highway Transportation Officials* (AASHTO) standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way. Providing the appropriate sight distance reduces the likelihood of a collision at a driveway or intersection and provides drivers with the ability to exit a driveway and locate sufficient gaps in traffic.

The minimum acceptable sight distance is often considered the AASHTO stopping sight distance. Sight distance requirements vary depending on the roadway speeds. Bassett Street has a posted speed limit of 25 mph. The AASHTO stopping sight distance is 200 feet (based on a design speed of 30 mph). Thus, a driver must be able to see 200 feet to the west (since Bassett Street is eastbound-only along the project frontage) to locate a sufficient gap to turn out of the driveway. The site plan shows new street trees added along the Bassett Street frontage. The trees should be maintained so that the vision of drivers existing the project driveway is not obstructed. Additionally, on-street parking is prohibited for most vehicles along both sides of Bassett Street with the exception of VTA buses. In order to ensure exiting vehicles have proper sight distance of oncoming traffic, signage should be modified to prohibit buses from parking along the curb starting approximately 25 feet (one car-length) to the west of the proposed project driveway.

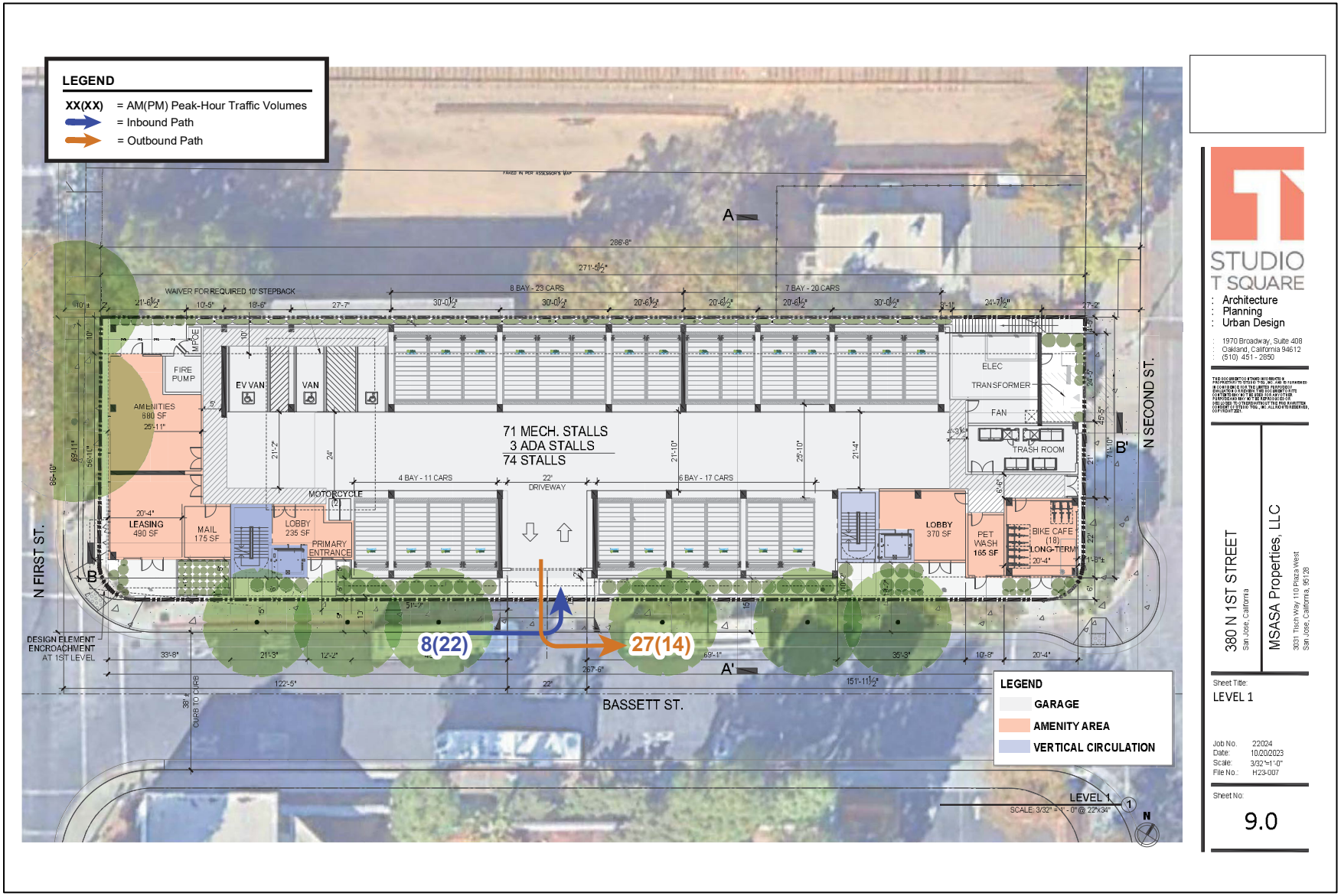
Recommendation: The proposed landscaping along Bassett Street should be maintained so that the vision of drivers exiting the project driveway is not obstructed.

Recommendation: On-street parking is prohibited for most vehicles along both sides of Bassett Street with the exception of VTA buses. Signage should be modified to prohibit buses from parking along the curb starting approximately 25 feet (one car-length) to the west of the proposed project driveway.

Removal of Existing Driveway

The project proposes to remove an existing 35-foot wide driveway located along the Second Street project frontage. Per City direction, any on-street loading space along the project frontages will be determined during the implementation phase.

Figure 16
Project Trips at Site Driveways and On-Site Circulation



Project Driveway Operations

Based on the project trip generation and trip assignment, it is estimated that the project driveways will serve a total of 8 inbound trips and 27 outbound trips during the AM peak hour and 22 inbound trips and 14 outbound trips during the PM peak hour. The estimated project trips at the project site driveways are shown on Figure 16.

Bassett Street is a one-way eastbound-only roadway along the proposed project driveway. All inbound project traffic would make left-turns into the driveway Therefore, no conflicts are anticipated between the inbound project driveway vehicles and traffic along Bassett Street.

Approximately 22 inbound vehicles are expected to enter the parking garage during the PM peak-hour. Should the project install gates at the driveway, the gates will need to process vehicles at a minimum rate of one vehicle every 2.5 minutes to avoid queueing. The flow rate at which vehicles enter the garage will depend primarily on the processing ability, or service rate, of the entry gates. Based on previous parking design information, parking garage entry gates that utilize a transponder style device are capable of servicing between 600 to 800 vehicles per hour or up to 13 vehicles per minute. Standard card readers or ticket machines have service rates of much less at approximately 4 to 6 vehicles per minute. Although either of the gate operations options would adequately serve the projected demand, the transponder-style devices would expedite access and minimize any inbound queues.

The projected flow rate at the project entries presumes an evenly distributed arrival rate. However, it is unlikely that inbound project traffic would be spread out evenly throughout the peak-hour. There would likely be instances where multiple vehicles (two to three vehicles for example) would arrive at the same time. A short queue could form if a large number of vehicles arrives within a short period of time.

Recommendation: Storage space for at least two inbound vehicles (or approximately 50 feet) should be provided at the parking garage entrance, between a security gate and driveway.

On-Site Circulation

On-site vehicular circulation was reviewed in accordance with the City of San Jose Zoning Code and generally accepted traffic engineering standards. In general, the proposed site plan would provide vehicle traffic with adequate connectivity throughout the parking garage.

As shown in Figure 16, the 22-foot wide entry access drive aisle leads directly to an east-west drive aisle. The east-west drive aisle is shown to vary in width between approximately 21 feet and 25 feet-10 inches wide. The east-west drive aisle is shown to provide direct access to 90-degree stackers with space for 3 vehicles each. Additionally, there are three non-stacked ADA parking stalls at the western end of the drive aisle.

Recommendation: The east-west drive aisle would provide two-way access and should therefore provide a minimum 26-foot width to meet City standards. Per City direction, the project should try to provide at least a 24-foot wide drive aisle to accommodate two-way access.

Recommendation: The project should coordinate with the City to determine requirements for stacked parking spaces.

The east-west drive aisle terminates as dead-ends on both sides. Dead-ends are not desirable since vehicles would need adequate space to turn around should all parking spaces be occupied. However, this issue can be avoided if all parking spaces are restricted to residents only and are pre-assigned to residents.

Recommendation: All parking spaces should be restricted to residents only and should be pre-assigned to residents.

Only self-parking spaces would be provided on-site. There are no proposed valet operations.

Truck and Emergency Vehicle Access

Trucks will not have access to the interior of the parking garage. Other large vehicles (including emergency vehicles), such as delivery trucks, fire trucks and garbage trucks, would also not have access to the interior of the parking level.

Trash bins will be wheeled out from a trash room within the parking level to a curbside staging area along one of the project frontages. Due to limited space along First Street, trash bins should be placed along the Bassett Street or Second Street frontages for garbage truck pickup.

According to the City of San Jose Zoning Regulations, the residential project is not required to provide an off-street loading space. The project does not propose to provide an on-site loading space.

Vehicle Parking Supply

Per the site plan, 74 vehicle parking stalls (including 3 ADA parking spaces) are proposed within the on-site parking levels. Per the City's parking policy (Ordinance No. 30857 Chapter 20.90.800), there are no minimum parking requirements for the project site. However, the City has adopted a Transportation Demand Management (TDM) ordinance that requires the implementation of TDM plans for all development as described below.

Transportation Demand Management (TDM)

The proposed project, consistent with the goals of the Envision 2040 General Plan and the targets of Climate Smart San Jose Plan, is required to comply with the City's TDM policy (Ordinance No. 30857 Chapter 20.90.900). The TDM Program requires the project to coordinate with the City to develop a TDM Plan that meets its TDM Point Targets. The project will be responsible for implementing measures identified in the TDM Plan to reduce the number of vehicle trips generated by the project. However, if a project component passes the TDM screening criteria (Table 8), it is not required to develop a TDM Plan as part of San Jose Municipal Code requirements.

Evaluation of TDM Screening Criteria

Per the TDM screening criteria, the project as proposed would not meet screening criteria for small infill residential projects. Therefore, the project will be required to submit and have approved a TDM Plan per City policy.

Proposed TDM Measures

The City's TDM policy requires home-end uses such as the proposed project to achieve a minimum of 25 TDM points. The project proposes the following TDM measures to meet this requirement:

- PK01: Off-Street Vehicle Parking Spaces (20 points)
- TP02: Provide Bike Share Stations (1 point)
- TP04: Provide Education, Marketing & Outreach (2 points)
- TP16: Unbundle Parking Costs from Property Cost (2 points)

Table 8
TDM Screening Criteria

Type	Screening Criteria
Small Infill Projects	• Single-family detached housing of 15 units or less; OR • Single-family attached or multi-family housing of 25 units or less; OR • Office of 10,000 square feet of gross floor area or less; OR • Industrial of 30,000 square feet of gross floor area or less; OR • Hotel or motel of 100 or fewer rooms
Local-Serving Retail	• 100,000 square feet of total gross floor area or less without drive-through operations
Education	• Charter or private school projects of fewer than 250 students
Local-Serving Public Facilities	• Local-serving public facilities (branch library, community center, fire station, pumping station, park, police station, or public school projects)
Restricted Affordable Residential Projects or Components	• **Affordability:** 100% restricted affordable units, excluding unrestricted manager units; affordability must extend for a minimum of 55 years for rental homes or 45 years for for-sale homes; AND • **High Quality Transit:** Located within ½ a mile of an existing major transit stop or an existing stop along a high quality transit corridor; AND • **Transit-Supportive Project Density**: o Minimum of 35 units per acre for residential projects or components; o If located in a General Plan Land Use Designation that has a maximum density below 35 units per acre, the maximum density allowed in the Planned Growth Area must be met

Source: City of San José Transportation Analysis Handbook, April 2023.

The proposed TDM measures are subject to change following input from the City and will be documented in the project's TDM plan. Annual compliance and monitoring requirements also will be included in the TDM plan.

Bicycle Parking

According to the City's Bicycle Parking Standards (Chapter 20.90.60, Table 20-190), the project is required to provide bicycle parking for the 118 residential units at a rate of one bicycle parking space per four residential units. This equates to a total requirement of 30 bicycle parking spaces. Of the required residential bicycle parking, City standards require that at least 80 percent be short-term bicycle spaces and at most 20 percent be secured long-term bicycle spaces. The City's definition of short-term and long-term bicycle parking is described below. The required parking based on the City of San Jose bicycle parking requirements is summarized in Table 9 below.

Table 9
Bicycle Parking Requirement

Proposed Project		City of San Jose Parking Code[1]		Required Parking		
Land Use	Size	Land Use	Parking Ratio	Short Term	Long Term	Total
Residential	118 units	Multiple dwelling residential	1.00 space per 4 residential units	24	6	30

Notes:
[1]City of San Jose Zoning Ordinance: Parking Spaces Required by Land Use

City of San Jose Long-Term and Short-Term Bicycle Parking

Long-term bicycle parking facilities are secure bicycle storage facilities for tenants of a building that fully enclose and protect bicycles and may include:

- A covered, access-controlled enclosure such as a fenced and gated area with short-term bicycle parking facilities,
- An access-controlled room with long-term bicycle parking facilities, and
- Individual bicycle lockers that securely enclose one bicycle per locker.

Short-term bicycle parking facilities are accessible and usable by visitors, guests, or business patrons and may include:

- Permanently anchored bicycle racks,
- Covered, lockable enclosures with permanently anchored racks for bicycles,
- Lockable bicycle rooms with permanently anchored racks, and
- Lockable, permanently anchored bicycle lockers.

The project site plan shows bicycle parking would be provided within the bike café located at the southeast corner of the project site. Per the site plan, 18 long-term bicycle parking spaces will be located within the storage room and 12 short-term bicycle parking spaces will be provided on-site. The bicycle parking spaces proposed on-site will meet the City's requirement for on-site bicycle parking and will encourage non-vehicular modes of travel to and from the site.

Pedestrian, Bicycle, and Transit Analysis

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. It is the goal of the General Plan that all development projects accommodate and encourage the use of non-automobile transportation modes to achieve San Jose's mobility goals and reduce vehicle trip generation and vehicle miles traveled. In addition, the adopted City Bike Master Plan establishes goals, policies and actions to make bicycling a daily part of life in San Jose. The Master Plan includes designated bike lanes along all City streets, as well as on designated bike corridors. In order to further the goals of the City, pedestrian and bicycle facilities should be encouraged with new development projects.

The Envision 2040 General Plan identifies goals and policies that are dedicated to the enhancement of the transportation infrastructure, including public transit and pedestrian/bike facilities. The Transportation Policies contained in the General Plan create incentives for non-auto modes of travel while reducing the use of single-occupant automobile travel as generally described below:

- Through the entitlement process for new development, fund needed transportation improvements for all transportation modes, giving first consideration to the improvement of bicycling walking, and transit facilities.
- Give priority to the funding of multimodal projects to provide the most benefit to all users of the transportation system.
- Encourage the use of non-automobile travel modes to reduce vehicle miles traveled (VMT)
- Consider the impact on the overall transportation system when evaluating the impacts of new developments.
- Increase substantially the proportion of travel modes other than single-occupant vehicles.
- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments.
- Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
- Give priority to pedestrian improvement projects that improve pedestrian safety, improve pedestrian access to and within the Urban Villages and other growth areas.

The City's General Plan identifies both walk and bicycle commute mode split targets as 15 percent or more by the year 2040. This level of pedestrian and bicycle mode share is a reasonable goal for the project, particularly if bus services (including BRT) are utilized in combination with bicycle commuting.

Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections (see Chapter 2 for details).

Pedestrian facilities in the study area consist mostly of sidewalks along all of the surrounding streets, including the project frontages on First Street, Second Street, and Bassett Street. Crosswalks and ADA-compliant ramps are available on all four approaches at the intersection of First Street and Bassett Street. At the intersection of Second Street and Bassett Street, a north-south crosswalk with ADA-compliant ramps is provided across Bassett Street, but no crosswalk is provided across Second Street. The nearest crossing of Second Street is located at the intersection of Second Street and Julian Street, approximately 450 feet southerly of Bassett Street.

Pedestrian generators in the project vicinity include the Downtown core to the south of the project site and transit stops along Bassett Avenue, First Street, and Second Street. The project site is within walking distance of Grant Elementary School, located approximately one mile to the northeast. There is a continuous pedestrian route along local roadways between the project site and school. Overall, the existing network of sidewalks and crosswalks provides good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area.

Sidewalks, ADA Ramps, and Crosswalks

The project proposes to maintain the existing sidewalk width along Second Street (15 feet) and widen the sidewalks along First Street (12 feet) and Bassett Street (10 feet). The *San Jose Complete Streets Design Standards and Guidelines* recommends the following minimum sidewalk widths along each frontage:

- First Street (Grand Boulevard) – 12 feet
- Second Street (Connector Street) – 10 feet
- Bassett Street (Local Street) – 10 feet

Therefore, all project frontage sidewalks would meet the City's recommended widths for roadways.

Additionally, the site plan indicates the project will construct a bulb-out with ADA ramp at the northwest corner of the Second Street/Bassett Street intersection.

Bicycle Facilities

There are several bike facilities in the immediate vicinity of the project site (see Chapter 2 for details). The project would be directly served by an existing bike lane along its eastern frontage along Second Street.

As previously described, the City's General Plan identifies a bicycle commute mode split target of 15 percent or more by the year 2040. This calculates to approximately 6 new bicycle trips generated by the project during the AM and PM peak hours, respectively. This level of bicycle mode share is a reasonable goal for the project.

Planned Bicycle and Pedestrian Facility Improvements

The Envision 2040 General Plan identifies the following goals in regard to bicycling and pedestrians:

- Provide a continuous pedestrian and bicycle system to enhance connectivity throughout the City by completing missing segments.
- Build pedestrian and bicycle improvements at the same time as improvements for vehicular circulation.
- Give priority to pedestrian improvement projects that improve pedestrian safety, improve pedestrian access to and within the Urban Villages and other growth areas.

The planned improvements discussed below are intended to reduce the identified project impacts to the roadway system by providing the project site with viable connections to surrounding pedestrian/bike and transit facilities and provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies. However, the full implementation of the improvements are beyond the means of the proposed project given that they may require right-of-way from adjacent properties.

The San Jose Better Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class I bike trails are planned for:

- San Pedro Street Undercrossing, between Ryland Street and Bassett Street

Class III bike boulevards are planned for:

- Bassett Street, between Guadalupe River Trail and Second Street

Class IV protected bike lanes are planned for:

- Coleman Avenue, between Julian Street and Santa Teresa Street

Project Pedestrian and Bicycle Facility Improvements

- The project will be subject to a monetary contribution ($144 per linear-foot) to implement a planned Class IV protected bike lane along the project's Second Street frontage per the City of San Jose Better Bike Plan 2025. A protected bike lane along Second Street would improve bicycle connectivity in the project vicinity and to other existing bicycle facilities. Additionally, installing a protected bike lane may encourage future residents and visitors to ride bikes rather than drive.

Transit Services

The project site is primarily served by two VTA bus routes (Frequent Routes 72 and 73). The nearest bus stop is located along the south (eastbound) side of Bassett Street, less than 100 feet walking distance from the project site. A continuous pedestrian route is provided between the bus stop and the project site via sidewalks along both sides of Bassett Street and crosswalks at First Street/Bassett Street and Second Street/Bassett Street.

Additionally, the project site is located approximately ¼-mile walking distance from the St. James LRT station and 1/2-mile walking distance of the Downtown Transit Center located along Santa Clara Street between First and Second Streets. The Diridon Transit Center on Cahill Street provides connections between local and regional bus routes, light rail lines, and commuter rail lines.

Freeway Segment Evaluation

The City is still required to conform to the requirements of the Valley Transit Authority (VTA) which establishes a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP Roadway System. The VTA's Congestion Management Program (CMP) has yet to adopt and implement guidelines and standards for the evaluation of the CMP roadway system using VMT. Therefore, the effects of the proposed project on freeway segments in the vicinity of the project area following the current methodologies as outlined in the *VTA Transportation Impact Analysis Guidelines*, was completed. However, this analysis is presented for informational purposes only.

Per CMP technical guidelines, freeway segment level of service analysis shall be conducted on all segments to which the project is projected to add one percent or more to the segment capacity. Since the project is not projected to add one percent to any freeway segments in the area, freeway analysis for the CMP was not required. The percentage of traffic projected to be added by the project to freeway segments in the project area is summarized in Table 10.

Construction Activities

Typical activities related to the construction of any development could include lane narrowing and/or lane closures and sidewalk closures. In the event of any type of street closure, clear signage (e.g., closure and detour signs) must be provided to ensure vehicles, pedestrians and bicyclists are able to adequately reach their intended destinations safely. The project would be required to submit a construction management plan for City approval that addresses schedule, closures/detours, staging, parking, and truck routes. Additionally, coordination with VTA is needed for the proximity of the VTA substation north of the project site, potential bus curbside parking and bus stop relocation along the southern project frontage during project construction.

Also, the project should have coordination with Union Pacific on its construction with Union Pacific tracks north of the project site.

Table 10
Freeway Segment Capacity

#	Freeway Segment		Direction	Peak Hour	Existing Capacity: Mixed-Flow Lane # of Lanes[1]	Existing Capacity: Mixed-Flow Lane Capacity (vph)	Existing Capacity: HOV Lane # of Lanes[1]	Existing Capacity: HOV Lane Capacity (vph)	Project Trip: Total Volume	Project Trip: Mixed-Flow Lane Volume	Project Trip: Mixed-Flow Lane % of Capacity	Project Trip: HOV Lane Volume	Project Trip: HOV Lane % of Capacity
1	SR 87	from I-280 to Julian Street	NB	AM	2	4,400	1	1,650	1	1	0.02	0	0.00
			NB	PM	2	4,400	1	1,650	4	3	0.07	1	0.06
2	SR 87	from Julian Street to Coleman Avenue	NB	AM	2	4,400	1	1,650	6	3	0.07	3	0.18
			NB	PM	2	4,400	1	1,650	5	4	0.09	1	0.06
3	SR 87	from Coleman Street to Taylor Street	NB	AM	2	4,400	1	1,650	6	4	0.09	2	0.12
			NB	PM	2	4,400	1	1,650	5	4	0.09	1	0.06
4	SR 87	from Taylor Street to Coleman Street	SB	AM	2	4,400	1	1,650	2	2	0.05	0	0.00
			SB	PM	2	4,400	1	1,650	5	3	0.07	2	0.12
5	SR 87	from Coleman Avenue to Julian Street	SB	AM	2	4,400	1	1,650	2	2	0.05	0	0.00
			SB	PM	2	4,400	1	1,650	5	3	0.07	2	0.12
6	SR 87	from Julian Street to I-280	SB	AM	2	4,400	1	1,650	5	4	0.09	1	0.06
			SB	PM	2	4,400	1	1,650	4	2	0.05	2	0.12

[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2016.

5. Conclusions

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of San Jose's Transportation Analysis Policy (Council Policy 5-1), the City of San Jose's *Transportation Analysis Handbook 2020*, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA).

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of San Jose *Transportation Analysis Handbook* identifies screening criteria that determines whether a CEQA transportation analysis would be required for development projects. The criteria are based on the type of project, characteristics, and/or location. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required.

The project site is not located within a Planned Growth Area per the General Plan. Therefore, the project will not meet the screening criteria for residential developments and a VMT evaluation for the project was completed.

Project-Level VMT Impact Analysis

The results of the VMT evaluation, using the City's VMT Evaluation Tool, indicate that the proposed project is projected to generate VMT per capita (7.90) that is below the established threshold. Therefore, the proposed project would not result in an impact on the transportation system based on the City's VMT impact criteria.

Cumulative (GP Consistency) Evaluation

Projects must demonstrate consistency with the *Envision San José 2040 General Plan* to address cumulative impacts. Consistency with the City's General Plan is based on the project's density, design, and conformance to the General Plan goals and policies. If a project is determined to be inconsistent with the General Plan, a cumulative impact analysis is required per the City's *Transportation Analysis Handbook*.

Chapter 4 includes an evaluation of the project's effects on the surrounding multi-modal transportation facilities including transit, bicycle, and pedestrian facilities. The evaluation includes a review of the project to ensure that it does not prohibit the completion of planned improvement of multi-modal facilities and recommends potential project contributions towards the future improvement of the

facilities. Therefore, based on the project description, the proposed project would be consistent with the Envision San José 2040 General Plan's long-range multi-modal goals and policies.

Local Transportation Analysis

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric.

The LTA includes the analysis of AM and PM peak-hour traffic conditions for two signalized intersections and two unsignalized intersections, following the standards and methodology set forth by the City of San Jose.

Trip Generation

After applying the ITE trip rates and appropriate trip reductions, it is estimated that the project would generate an additional 411 daily vehicle trips, with 35 trips (8 inbound and 27 outbound) occurring during the AM peak hour and 36 trips (22 inbound and 14 outbound) occurring during the PM peak hour.

Future Intersection Operation Conditions

The operations analysis shows that both of the signalized study intersections are projected to operate at acceptable levels of service, based on the City of San Jose intersection operations standard of LOS D, under background conditions and background plus project conditions during both the AM and PM peak hours.

Signal Warrant Analysis

A peak-hour traffic signal warrant check was conducted for the two unsignalized study intersections. The results indicate that projected traffic volumes at the study intersections will not meet the signal warrant checks under peak hour conditions with the project.

Intersection Queueing Analysis

2. Second Street/Julian Street

The queuing analysis shows that the southbound right-turn movement currently experiences vehicular queue lengths (under existing conditions) and is projected to experience (under background conditions) vehicular queue lengths that exceed the existing storage capacity during the AM peak-hour and would continue to do so under project conditions.

The southbound right-turn lane which currently measures 100 feet, would require 150 feet of storage space to accommodate the projected PM peak-hour queue. Extending the southbound right-turn-lane by 50 feet would require removal of on-street parking spaces along Second Street and shifting/re-striping existing bike lanes. However, roadway adjustments to accommodate vehicular demand that inhibits the multi-modal travel is not consistent with GP goals. Therefore, the extension of the right-turn lane is not recommended.

3. First Street/Bassett Street

The queuing analysis shows that the southbound movement currently has and would continue to have adequate storage space under existing, background, and background plus project conditions. The southbound queue is not expected to extend past the UPRR crossing approximately 100 feet north of the intersection during the peak-hours.

The queues at other high-demand movements will be served by the existing queue storage space under existing, background conditions, and background plus project conditions. The intersection queueing analysis calculations are included in Appendix G.

Site Access and On-Site Circulation

Site access was evaluated to determine the adequacy of the site's access points with regard to the following: traffic volume, delays, vehicle queues, geometric design, and corner sight distance. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Recommended Site Access and On-Site Circulation Improvements

- The proposed landscaping along Bassett Street should be maintained so that the vision of drivers exiting the project driveway is not obstructed.
- On-street parking is prohibited for most vehicles along both sides of Bassett Street with the exception of VTA buses. Signage should be modified to prohibit buses from parking along the curb starting approximately 25 feet (one car-length) to the west of the proposed project driveway.
- Storage space for at least two inbound vehicles (or approximately 50 feet) should be provided at the parking garage entrance, between a security gate and driveway.
- The project proposes to remove an existing 35-foot wide driveway located along the Second Street project frontage. Per City direction, any on-street loading space along the project frontages will be determined during the implementation phase.
- The east-west drive aisle would provide two-way access and must therefore provide a minimum 26-foot width to meet City standards.
- The project should coordinate with the City to determine requirements for stacked parking spaces.
- All parking spaces should be restricted to residents only and should be pre-assigned to residents.

Vehicle Parking Supply

Per the site plan, 74 vehicle parking stalls (including 3 ADA parking spaces) are proposed within the on-site parking levels. Per the City's parking policy (Ordinance No. 30857 Chapter 20.90.800), there are no minimum parking requirements for the project site. However, the City has adopted a Transportation Demand Management (TDM) ordinance that requires the implementation of TDM plans for all development as described below.

Transportation Demand Management (TDM)

Evaluation of TDM Screening Criteria

Per the TDM screening criteria, the project as proposed would not meet screening criteria for small infill residential projects. Therefore, the project will be required to submit and have approved a TDM Plan per City policy.

Proposed TDM Measures

The City's TDM policy requires home-end uses such as the proposed project to achieve a minimum of 25 TDM points. The project proposes the following TDM measures to meet this requirement:

- PK01: Off-Street Vehicle Parking Spaces (20 points)
- TP02: Provide Bike Share Stations (1 point)
- TP04: Provide Education, Marketing & Outreach (2 points)

- TP16: Unbundle Parking Costs from Property Cost (2 points)

The proposed TDM measures are subject to change following input from the City and will be documented in the project's TDM plan. Annual compliance and monitoring requirements also will be included in the TDM plan.

Bicycle Parking

The project site plan shows bicycle parking would be provided within the bike café located at the southeast corner of the project site. Per the site plan, 18 long-term bicycle parking spaces will be located within the storage room and 12 short-term bicycle parking spaces will be provided on-site. The bicycle parking spaces proposed on-site will meet the City's requirement for on-site bicycle parking and will encourage non-vehicular modes of travel to and from the site.

Pedestrian, Bicycle, and Transit Analysis

Pedestrian Facilities

Pedestrian generators in the project vicinity include the Downtown core to the south of the project site and transit stops along Bassett Avenue, First Street, and Second Street. The project site is within walking distance of Grant Elementary School, located approximately one mile to the northeast. There is a continuous pedestrian route along local roadways between the project site and school. Overall, the existing network of sidewalks and crosswalks provides good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area.

The project proposes to maintain the existing sidewalk width along Second Street (15 feet) and widen the sidewalks along First Street (12 feet) and Bassett Street (10 feet). The *San Jose Complete Streets Design Standards and Guidelines* recommends the following minimum sidewalk widths along each frontage:

- First Street (Grand Boulevard) – 12 feet
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Therefore, all project frontage sidewalks would meet the City's recommended widths for roadways.

Additionally, the site plan indicates the project will construct a bulb-out with ADA ramp at the northwest corner of the Second Street/Bassett Street intersection.

Bicycle Facilities

The project would be directly served by an existing bike lane along its eastern frontage along Second Street.

The City's General Plan identifies a bicycle commute mode split target of 15 percent or more by the year 2040. This calculates to approximately 6 new bicycle trips generated by the project during the AM and PM peak hours, respectively. This level of bicycle mode share is a reasonable goal for the project.

The San Jose Better Bike Plan 2025 indicates that a variety of bicycle facilities are planned in the study area, some of which would benefit the project and adhere to the goals of the Envision 2040 General Plan. Of the planned facilities, the following are relevant to the project.

Class I bike trails are planned for:

- San Pedro Street Undercrossing, between Ryland Street and Bassett Street

Class III bike boulevards are planned for:

- Bassett Street, between Guadalupe River Trail and Second Street

Class IV protected bike lanes are planned for:

- Coleman Avenue, between Julian Street and Santa Teresa Street

Project Pedestrian and Bicycle Facility Improvements

- The project will be subject to a monetary contribution ($144 per linear-foot) to implement a planned Class IV protected bike lane along the project's Second Street frontage per the City of San Jose Better Bike Plan 2025. A protected bike lane along Second Street would improve bicycle connectivity in the project vicinity and to other existing bicycle facilities. Additionally, installing a protected bike lane may encourage future residents and visitors to ride bikes rather than drive.

Transit Services

The project site is primarily served by two VTA bus routes (Frequent Routes 72 and 73). The nearest bus stop is located along the south (eastbound) side of Bassett Street, less than 100 feet walking distance from the project site. A continuous pedestrian route is provided between the bus stop and the project site via sidewalks along both sides of Bassett Street and crosswalks at First Street/Bassett Street and Second Street/Bassett Street.

Additionally, the project site is located approximately ¼-mile walking distance from the St. James LRT station and 1/2-mile walking distance of the Downtown Transit Center located along Santa Clara Street between First and Second Streets. The Diridon Transit Center on Cahill Street provides connections between local and regional bus routes, light rail lines, and commuter rail lines.

Freeway Segment Evaluation

Per CMP technical guidelines, freeway segment level of service analysis shall be conducted on all segments to which the project is projected to add one percent or more to the segment capacity. Since the project is not projected to add one percent to any freeway segments in the area, freeway analysis for the CMP was not required.

Construction Activities

The project would be required to submit a construction management plan for City approval that addresses schedule, closures/detours, staging, parking, and truck routes. Coordination with VTA is needed for the proximity of the VTA substation north of the project site, potential bus curbside parking and bus stop relocation along the southern project frontage during project construction. Also, the project should have coordination with Union Pacific on its construction with Union Pacific tracks north of the project site.

380 N. First Street
Residential Development TA
Technical Appendices

November 8, 2023

Appendix A
San Jose VMT Evaluation Tool Output Sheet

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 380 N First Street Residential Development
Location: 380 N First Street
Parcel: 24944088 Parcel Type: Urban High Transit

Tool Version: 2/29/2019
Date: 3/7/2023

Proposed Parking Spaces Vehicles: 74 Bicycles: 0

LAND USE:

Residential:		Percent of All Residential Units	
Single Family	0 DU	Extremely Low Income (≤ 30% MFI)	0 % Affordable
Multi Family	118 DU	Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Subtotal	118 DU	Low Income (> 50% MFI, ≤ 80% MFI)	0 % 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) 18
- With Project Density (DU/Residential Acres in half-mile buffer) 19

Increase Development Diversity
- Existing Activity Mix Index 0.86
- With Project Activity Mix Index 0.85

Integrate Affordable and Below Market Rate
- Extremely Low Income BMR units . . . . . 0 %
- Very Low Income BMR units . . . . . 0 %
- Low Income BMR units . . . . . 0 %

Increase Employment Density
- Existing Density (Jobs/Commercial Acres in half-mile buffer) 44
- With Project Density (Jobs/Commercial Acres in half-mile buffer) 44

Tier 2 - Multimodal Infrastructure

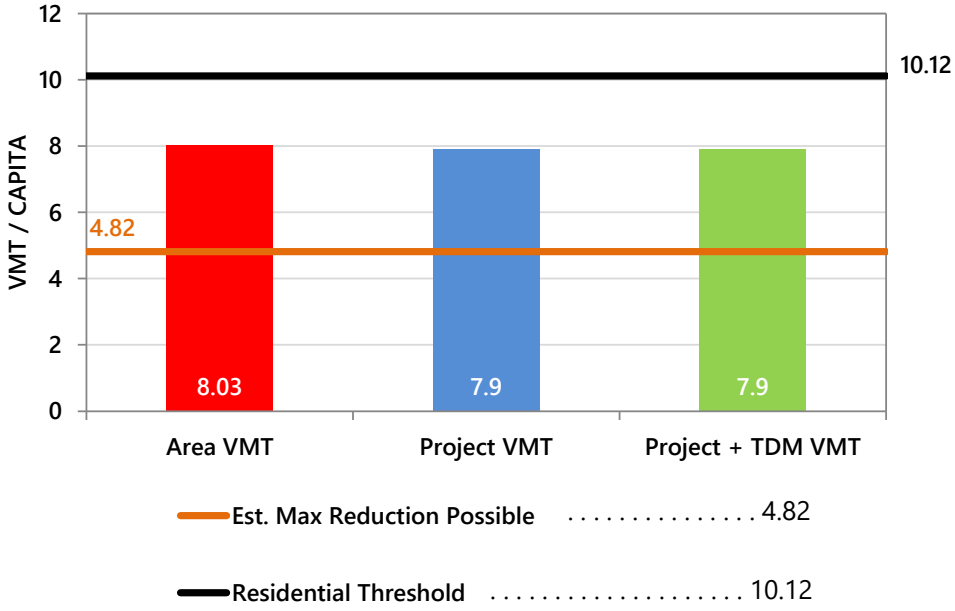
Tier 3 - Parking

Tier 4 - TDM Programs

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.



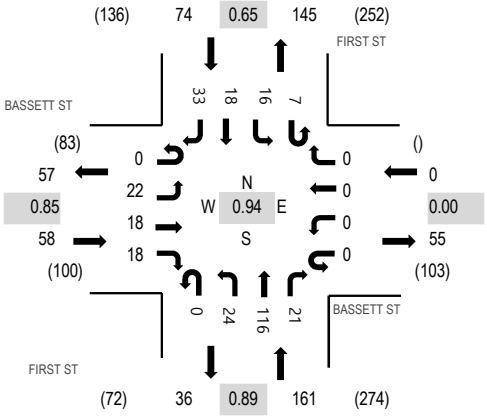
Appendix B
Traffic Counts

ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

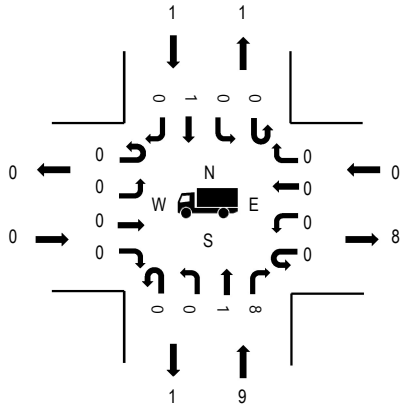
Location: 3 FIRST ST & BASSETT ST AM
Date: Wednesday, March 8, 2023
Peak Hour: 07:40 AM - 08:40 AM
Peak 15-Minutes: 08:20 AM - 08:35 AM

Peak Hour

Motorized Vehicles



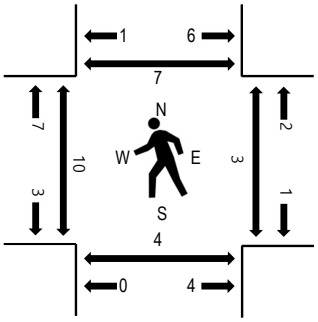
Heavy Vehicles



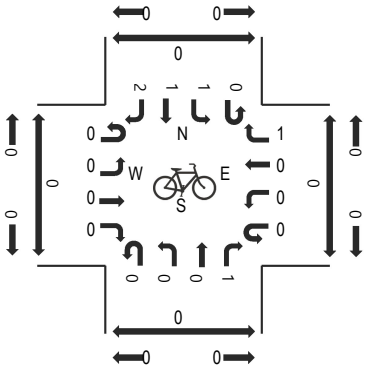
	HV%	PHF
EB	0.0%	0.85
WB	0.0%	0.00
NB	5.6%	0.89
SB	1.4%	0.65
All	3.4%	0.94

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	FIRST ST Northbound				BASSETT ST Eastbound				FIRST ST Southbound				BASSETT ST Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	3	0	0	1	1	0	1	3	2	4	0	0	0	0	15	220
7:05 AM	0	1	1	2	0	1	0	1	0	4	4	0	0	0	0	0	14	231
7:10 AM	0	0	10	0	0	0	2	0	0	0	2	0	0	0	0	0	14	242
7:15 AM	0	0	6	1	0	0	1	0	0	0	1	1	0	0	0	0	10	248
7:20 AM	0	2	7	1	0	1	0	0	0	0	2	1	0	0	0	0	14	258
7:25 AM	0	0	4	0	0	0	1	3	0	2	2	1	0	0	0	0	13	272
7:30 AM	0	1	7	1	0	1	3	1	0	1	0	4	0	0	0	0	19	282
7:35 AM	0	1	5	2	0	1	2	3	0	2	3	2	0	0	0	0	21	290
7:40 AM	0	1	8	1	0	2	0	3	2	3	2	4	0	0	0	0	26	293
7:45 AM	0	2	8	2	0	2	3	2	2	3	3	3	0	0	0	0	30	284
7:50 AM	0	2	7	0	0	1	2	1	1	1	1	3	0	0	0	0	19	276
7:55 AM	0	5	11	2	0	2	1	1	0	2	0	1	0	0	0	0	25	293
8:00 AM	0	3	11	2	0	3	2	3	0	1	0	1	0	0	0	0	26	290
8:05 AM	0	3	12	1	0	2	1	1	0	1	1	3	0	0	0	0	25	
8:10 AM	0	1	9	1	0	3	0	1	0	0	2	3	0	0	0	0	20	
8:15 AM	0	0	8	4	0	0	2	0	1	2	2	1	0	0	0	0	20	
8:20 AM	0	2	13	2	0	2	2	2	0	0	2	3	0	0	0	0	28	
8:25 AM	0	1	8	2	0	1	3	0	1	2	1	4	0	0	0	0	23	
8:30 AM	0	1	12	1	0	2	1	4	0	0	1	5	0	0	0	0	27	
8:35 AM	0	3	9	3	0	2	1	0	0	1	3	2	0	0	0	0	24	
8:40 AM	0	0	11	1	0	2	0	1	1	1	0	0	0	0	0	0	17	
8:45 AM	0	1	11	1	0	1	1	0	0	1	3	3	0	0	0	0	22	
8:50 AM	2	0	15	5	0	4	4	1	0	1	1	3	0	0	0	0	36	
8:55 AM	0	0	9	2	0	1	1	3	3	1	1	1	0	0	0	0	22	
Count Total	2	30	205	37	0	35	34	31	12	32	39	53	0	0	0	0	510	
Peak Hour	0	24	116	21	0	22	18	18	7	16	18	33	0	0	0	0	293	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	2	0	1	0	3	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	1	1
7:10 AM	1	0	1	0	2	7:10 AM	0	0	2	0	2	7:10 AM	1	0	0	2	3
7:15 AM	1	0	1	0	2	7:15 AM	0	0	0	0	0	7:15 AM	0	0	2	0	2
7:20 AM	1	1	0	0	2	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	3	3
7:25 AM	0	0	2	0	2	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	1	0	0	0	1	7:30 AM	0	0	0	0	0	7:30 AM	1	2	2	0	5
7:35 AM	2	0	1	0	3	7:35 AM	0	0	0	0	0	7:35 AM	2	1	0	2	5
7:40 AM	2	0	0	0	2	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	1	0	0	0	1	7:45 AM	0	0	0	0	0	7:45 AM	1	0	0	0	1
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	1	0	0	1
7:55 AM	1	0	0	0	1	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	1	0	0	0	1	8:05 AM	0	0	1	0	1	8:05 AM	1	0	1	0	2
8:10 AM	0	0	0	0	0	8:10 AM	0	0	1	0	1	8:10 AM	0	1	1	0	2
8:15 AM	2	0	0	0	2	8:15 AM	0	0	1	0	1	8:15 AM	0	1	0	0	1
8:20 AM	1	0	1	0	2	8:20 AM	0	0	0	0	0	8:20 AM	0	0	1	0	1
8:25 AM	0	0	0	0	0	8:25 AM	1	0	0	0	1	8:25 AM	1	4	0	2	7
8:30 AM	1	0	0	0	1	8:30 AM	0	0	1	1	2	8:30 AM	1	3	0	1	5
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	4	0	4
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	1	1	3	2	7
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	1	2	0	0	3
8:50 AM	3	0	0	0	3	8:50 AM	0	0	0	0	0	8:50 AM	1	3	1	2	7
8:55 AM	0	0	1	0	1	8:55 AM	0	0	0	0	0	8:55 AM	0	3	2	0	5
Count Total	20	1	8	0	29	Count Total	1	0	6	1	8	Count Total	11	22	17	15	65
Peak Hour	9	0	1	0	10	Peak Hour	1	0	4	1	6	Peak Hour	4	10	7	3	24

ALL TRAFFIC DATA SERVICES
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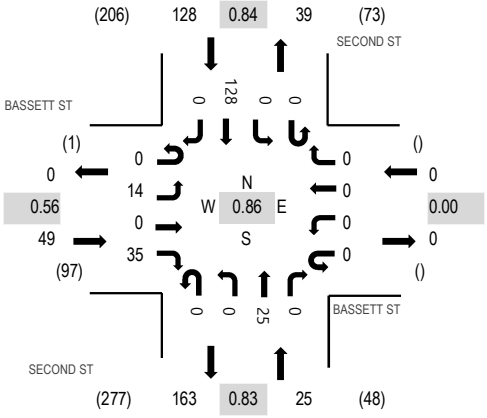
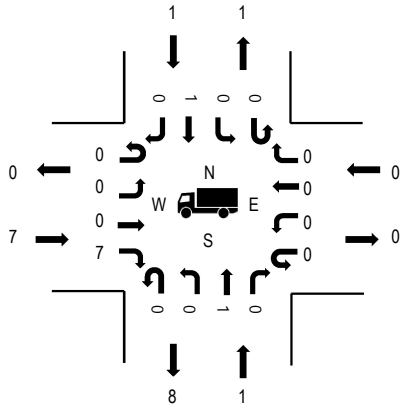
Location: 4 SECOND ST & BASSETT ST AM
Date: Wednesday, March 8, 2023
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:50 AM - 08:05 AM

Peak Hour

Motorized Vehicles



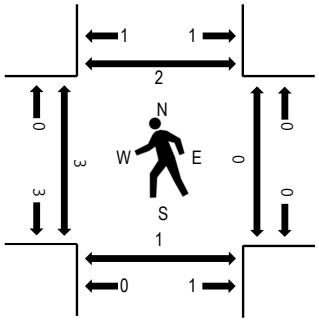
Heavy Vehicles



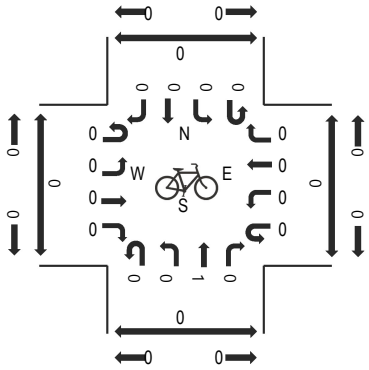
	HV%	PHF
EB	14.3%	0.56
WB	0.0%	0.00
NB	4.0%	0.83
SB	0.8%	0.84
All	4.5%	0.86

Note: Total study counts contained in parentheses.

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SECOND ST Northbound				BASSETT ST Eastbound				SECOND ST Southbound				BASSETT ST Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	1	0	0	1	0	2	0	0	4	0	0	0	0	0	8	166
7:05 AM	0	0	2	0	0	0	0	6	0	0	5	0	0	0	0	0	13	179
7:10 AM	0	1	0	0	0	1	0	1	0	0	3	0	0	0	0	0	6	179
7:15 AM	0	0	3	0	0	0	0	1	0	0	8	0	0	0	0	0	12	186
7:20 AM	0	0	2	0	0	0	0	0	0	0	8	0	0	0	0	0	10	192
7:25 AM	0	0	0	0	0	0	0	3	0	0	7	0	0	0	0	0	10	196
7:30 AM	0	0	0	0	0	3	0	2	0	0	15	0	0	0	0	0	20	202
7:35 AM	0	0	1	0	0	3	0	3	0	0	12	0	0	0	0	0	19	194
7:40 AM	0	0	2	0	0	0	0	4	0	0	11	0	0	0	0	0	17	183
7:45 AM	0	0	3	0	0	2	0	2	0	0	6	0	0	0	0	0	13	177
7:50 AM	0	0	1	0	0	2	0	2	0	0	12	0	0	0	0	0	17	186
7:55 AM	0	0	3	0	0	1	0	3	0	0	14	0	0	0	0	0	21	195
8:00 AM	0	0	2	0	0	1	0	6	0	0	12	0	0	0	0	0	21	185
8:05 AM	0	0	1	0	0	0	0	1	0	0	11	0	0	0	0	0	13	
8:10 AM	0	0	6	0	0	0	0	1	0	0	6	0	0	0	0	0	13	
8:15 AM	0	0	1	0	0	0	0	5	0	0	12	0	0	0	0	0	18	
8:20 AM	0	0	2	0	0	0	0	3	0	0	9	0	0	0	0	0	14	
8:25 AM	0	0	3	0	0	2	0	3	0	0	8	0	0	0	0	0	16	
8:30 AM	1	0	3	0	0	1	0	1	0	0	6	0	0	0	0	0	12	
8:35 AM	0	0	1	0	0	1	0	2	0	0	4	0	0	0	0	0	8	
8:40 AM	0	0	1	0	0	2	0	2	0	0	6	0	0	0	0	0	11	
8:45 AM	0	0	2	0	0	3	0	7	0	0	10	0	0	0	0	0	22	
8:50 AM	1	0	3	0	0	4	0	7	0	0	11	0	0	0	0	0	26	
8:55 AM	0	0	2	0	0	1	0	2	0	0	6	0	0	0	0	0	11	
Count Total	2	1	45	0	0	28	0	69	0	0	206	0	0	0	0	0	351	
Peak Hour	0	0	25	0	0	14	0	35	0	0	128	0	0	0	0	0	202	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	1	0	1	7:00 AM	0	0	0	0	0
7:05 AM	0	2	0	0	2	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	1	0	0	1	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	1	1	0	2	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	2	0	0	2	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	1	1	0	0	2	7:35 AM	1	0	0	0	1	7:35 AM	0	0	0	0	0
7:40 AM	0	1	0	0	1	7:40 AM	0	0	0	0	0	7:40 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	1	0	0	1	7:50 AM	0	0	0	0	0	7:50 AM	0	1	0	0	1
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	2	0	0	2	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	1	0	0	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	2	0	2
8:20 AM	0	1	0	0	1	8:20 AM	0	0	0	0	0	8:20 AM	1	1	0	0	2
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	1	0	0	1	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	2	0	0	2
8:40 AM	0	1	0	0	1	8:40 AM	0	0	0	0	0	8:40 AM	0	1	0	0	1
8:45 AM	1	1	0	0	2	8:45 AM	0	0	0	0	0	8:45 AM	0	1	0	0	1
8:50 AM	0	1	0	0	1	8:50 AM	0	0	0	0	0	8:50 AM	0	1	0	0	1
8:55 AM	0	1	0	0	1	8:55 AM	0	0	0	0	0	8:55 AM	0	1	0	0	1
Count Total	2	18	2	0	22	Count Total	1	0	1	0	2	Count Total	1	9	2	0	12
Peak Hour	1	7	1	0	9	Peak Hour	1	0	0	0	1	Peak Hour	1	3	2	0	6

ALL TRAFFIC DATA SERVICES
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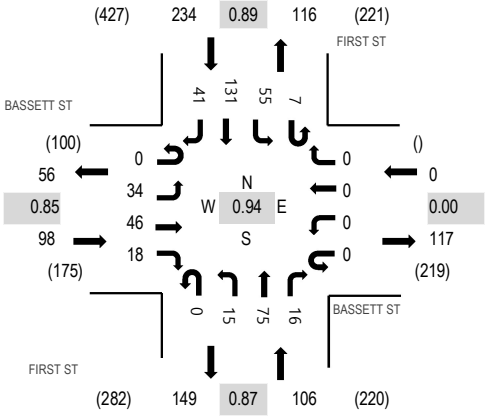
Location: 3 FIRST ST & BASSETT ST PM
Date: Wednesday, March 8, 2023
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

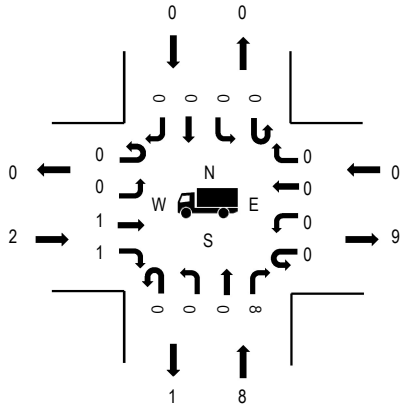
Peak Hour

Motorized Vehicles



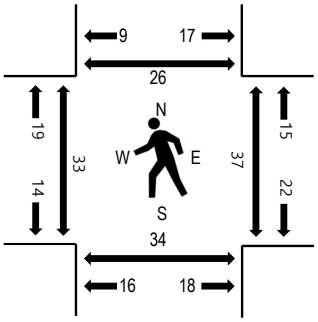
Note: Total study counts contained in parentheses.

Heavy Vehicles

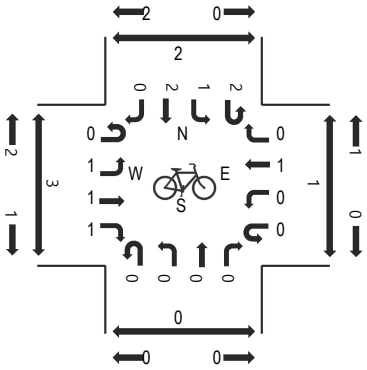


	HV%	PHF
EB	2.0%	0.85
WB	0.0%	0.00
NB	7.5%	0.87
SB	0.0%	0.89
All	2.3%	0.94

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	FIRST ST Northbound				BASSETT ST Eastbound				FIRST ST Southbound				BASSETT ST Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	6	2	0	0	3	0	0	4	13	2	0	0	0	0	30	384
4:05 PM	0	3	5	2	0	2	2	4	0	7	8	3	0	0	0	0	36	396
4:10 PM	0	1	7	2	0	3	5	2	1	1	8	4	0	0	0	0	34	396
4:15 PM	0	1	5	1	0	3	4	2	0	5	9	2	0	0	0	0	32	397
4:20 PM	0	1	1	0	0	0	2	0	0	5	13	1	0	0	0	0	23	406
4:25 PM	0	1	10	7	0	0	1	3	1	2	12	3	0	0	0	0	40	418
4:30 PM	0	1	10	1	0	1	3	0	0	0	3	1	0	0	0	0	20	419
4:35 PM	0	1	5	1	0	5	7	2	0	3	12	2	0	0	0	0	38	433
4:40 PM	0	1	8	0	0	4	4	2	1	4	4	2	0	0	0	0	30	436
4:45 PM	0	2	10	0	0	0	2	0	0	6	14	6	0	0	0	0	40	428
4:50 PM	0	2	5	2	0	2	1	1	0	6	12	2	0	0	0	0	33	423
4:55 PM	0	1	7	2	0	3	3	1	0	2	8	1	0	0	0	0	28	425
5:00 PM	0	1	7	0	0	7	3	4	1	4	13	2	0	0	0	0	42	438
5:05 PM	0	0	8	1	0	3	0	1	0	5	10	8	0	0	0	0	36	
5:10 PM	0	1	8	2	0	6	2	2	1	3	7	3	0	0	0	0	35	
5:15 PM	0	3	7	1	0	2	7	1	2	1	13	4	0	0	0	0	41	
5:20 PM	0	1	9	3	0	3	5	1	0	3	7	3	0	0	0	0	35	
5:25 PM	0	3	3	2	0	2	7	2	0	6	11	5	0	0	0	0	41	
5:30 PM	0	0	4	0	0	2	6	3	0	7	7	5	0	0	0	0	34	
5:35 PM	0	4	6	1	0	3	3	0	0	3	18	3	0	0	0	0	41	
5:40 PM	0	0	6	1	0	1	1	0	0	3	8	2	0	0	0	0	22	
5:45 PM	0	0	5	0	0	1	5	2	1	6	12	3	0	0	0	0	35	
5:50 PM	0	0	6	2	0	2	3	1	0	7	13	1	0	0	0	0	35	
5:55 PM	0	2	6	3	0	2	4	1	2	7	12	2	0	0	0	0	41	
Count Total	0	30	154	36	0	57	83	35	10	100	247	70	0	0	0	0	822	
Peak Hour	0	15	75	16	0	34	46	18	7	55	131	41	0	0	0	0	438	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	2	0	0	0	2	4:00 PM	0	1	0	0	1	4:00 PM	0	1	4	3	8
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	1	1	2
4:10 PM	1	0	1	0	2	4:10 PM	0	0	0	0	0	4:10 PM	0	3	3	2	8
4:15 PM	1	0	0	0	1	4:15 PM	0	1	0	0	1	4:15 PM	1	5	2	0	8
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	4	0	2	6
4:25 PM	2	0	0	0	2	4:25 PM	0	0	0	0	0	4:25 PM	1	1	2	2	6
4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0	4:30 PM	1	1	2	1	5
4:35 PM	2	0	0	0	2	4:35 PM	0	0	1	0	1	4:35 PM	0	1	0	0	1
4:40 PM	0	0	0	0	0	4:40 PM	1	0	0	1	2	4:40 PM	0	1	6	1	8
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	1	1	0	0	2
4:50 PM	1	0	0	0	1	4:50 PM	0	0	1	0	1	4:50 PM	1	2	1	0	4
4:55 PM	2	0	0	0	2	4:55 PM	0	0	1	0	1	4:55 PM	2	2	1	1	6
5:00 PM	0	0	0	0	0	5:00 PM	0	0	1	0	1	5:00 PM	0	0	1	3	4
5:05 PM	0	1	0	0	1	5:05 PM	0	0	0	1	1	5:05 PM	5	2	3	2	12
5:10 PM	1	0	0	0	1	5:10 PM	0	0	0	0	0	5:10 PM	8	4	1	2	15
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	1	1	1	3
5:20 PM	2	0	0	0	2	5:20 PM	0	0	0	0	0	5:20 PM	1	4	0	2	7
5:25 PM	1	0	0	0	1	5:25 PM	0	0	0	0	0	5:25 PM	5	4	3	3	15
5:30 PM	0	0	0	0	0	5:30 PM	0	0	1	0	1	5:30 PM	0	1	3	3	7
5:35 PM	1	0	0	0	1	5:35 PM	0	0	1	0	1	5:35 PM	1	2	3	3	9
5:40 PM	1	0	0	0	1	5:40 PM	0	3	2	0	5	5:40 PM	4	2	0	4	10
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	2	5	0	2	9
5:50 PM	1	0	0	0	1	5:50 PM	0	0	0	0	0	5:50 PM	1	8	7	8	24
5:55 PM	1	1	0	0	2	5:55 PM	0	0	0	0	0	5:55 PM	7	3	6	5	21
Count Total	20	2	1	0	23	Count Total	1	5	8	2	16	Count Total	41	58	50	51	200
Peak Hour	8	2	0	0	10	Peak Hour	0	3	5	1	9	Peak Hour	34	36	28	38	136

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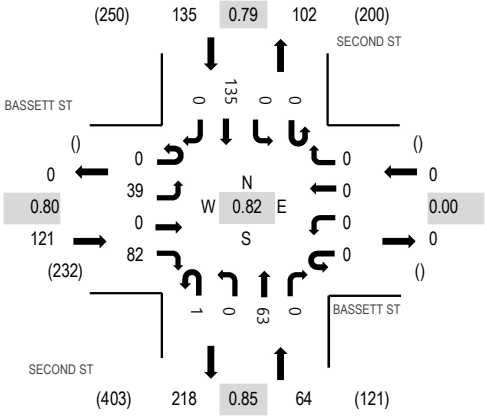
Location: 4 SECOND ST & BASSETT ST PM
Date: Wednesday, March 8, 2023
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

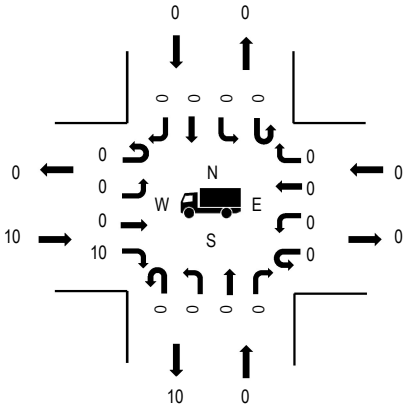
Peak Hour

Motorized Vehicles



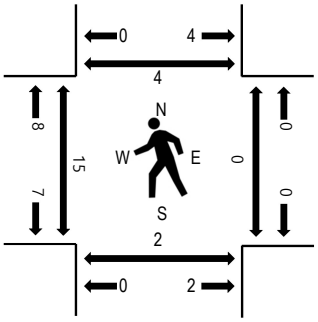
Note: Total study counts contained in parentheses.

Heavy Vehicles

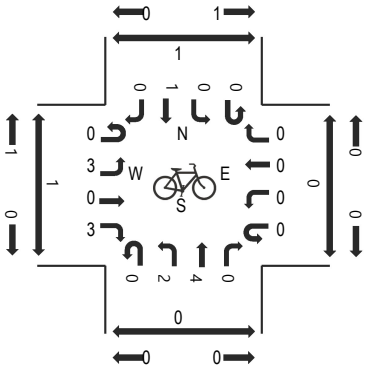


	HV%	PHF
EB	8.3%	0.80
WB	0.0%	0.00
NB	0.0%	0.85
SB	0.0%	0.79
All	3.1%	0.82

Pedestrians



Bicycles on Road



Traffic Counts - Motorized Vehicles

Interval Start Time	SECOND ST Northbound				BASSETT ST Eastbound				SECOND ST Southbound				BASSETT ST Westbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	3	0	0	4	0	3	0	0	8	0	0	0	0	0	18	283
4:05 PM	0	0	6	0	0	1	0	7	0	0	8	0	0	0	0	0	22	292
4:10 PM	0	0	2	0	0	6	0	3	0	0	6	0	0	0	0	0	17	290
4:15 PM	0	0	4	0	0	7	0	4	0	0	12	0	0	0	0	0	27	297
4:20 PM	0	0	2	0	0	2	0	8	0	0	9	0	0	0	0	0	21	297
4:25 PM	0	0	5	0	0	6	0	6	0	0	13	0	0	0	0	0	30	298
4:30 PM	0	0	6	0	0	2	0	4	0	0	6	0	0	0	0	0	18	290
4:35 PM	0	0	3	0	0	3	0	8	0	0	12	0	0	0	0	0	26	303
4:40 PM	0	0	7	0	0	2	0	7	0	0	10	0	0	0	0	0	26	304
4:45 PM	1	0	6	0	0	4	0	8	0	0	8	0	0	0	0	0	27	300
4:50 PM	0	0	4	0	0	5	0	7	0	0	9	0	0	0	0	0	25	303
4:55 PM	0	0	8	0	0	0	0	4	0	0	14	0	0	0	0	0	26	317
5:00 PM	0	0	7	0	0	2	0	7	0	0	11	0	0	0	0	0	27	320
5:05 PM	0	0	3	0	0	0	0	5	0	0	12	0	0	0	0	0	20	
5:10 PM	0	0	10	0	0	0	0	7	0	0	7	0	0	0	0	0	24	
5:15 PM	0	0	6	0	0	4	0	7	0	0	10	0	0	0	0	0	27	
5:20 PM	0	0	5	0	0	3	0	8	0	0	6	0	0	0	0	0	22	
5:25 PM	0	0	2	0	0	7	0	6	0	0	7	0	0	0	0	0	22	
5:30 PM	0	0	5	0	0	5	0	9	0	0	12	0	0	0	0	0	31	
5:35 PM	0	0	3	0	0	3	0	5	0	0	16	0	0	0	0	0	27	
5:40 PM	0	0	3	0	0	2	0	4	0	0	13	0	0	0	0	0	22	
5:45 PM	0	0	8	0	0	6	0	5	0	0	11	0	0	0	0	0	30	
5:50 PM	0	0	6	0	0	3	0	10	0	0	20	0	0	0	0	0	39	
5:55 PM	1	0	5	0	0	4	0	9	0	0	10	0	0	0	0	0	29	
Count Total	2	0	119	0	0	81	0	151	0	0	250	0	0	0	0	0	603	
Peak Hour	1	0	63	0	0	39	0	82	0	0	135	0	0	0	0	0	320	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	NB	EB	SB	WB	Total		NB	EB	SB	WB	Total		NB	EB	SB	WB	Total
4:00 PM	0	1	0	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	1	1	0	2
4:05 PM	0	0	0	0	0	4:05 PM	0	0	1	0	1	4:05 PM	0	0	0	0	0
4:10 PM	0	1	0	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	3	0	0	3
4:15 PM	0	1	0	0	1	4:15 PM	0	1	0	0	1	4:15 PM	0	0	0	0	0
4:20 PM	0	1	0	0	1	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	1	0	0	1	4:25 PM	1	0	1	0	2	4:25 PM	0	1	0	0	1
4:30 PM	0	1	0	0	1	4:30 PM	0	1	0	0	1	4:30 PM	0	1	0	0	1
4:35 PM	0	1	0	0	1	4:35 PM	0	0	0	0	0	4:35 PM	0	1	0	0	1
4:40 PM	0	1	0	0	1	4:40 PM	1	0	0	0	1	4:40 PM	0	1	1	0	2
4:45 PM	0	0	0	0	0	4:45 PM	1	0	0	0	1	4:45 PM	1	2	0	0	3
4:50 PM	0	1	0	0	1	4:50 PM	0	0	0	0	0	4:50 PM	0	1	1	0	2
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	1	0	1
5:00 PM	0	1	0	0	1	5:00 PM	0	1	0	0	1	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	1	0	0	0	1	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	4	1	0	5
5:15 PM	0	1	0	0	1	5:15 PM	1	0	0	0	1	5:15 PM	0	0	0	0	0
5:20 PM	0	2	0	0	2	5:20 PM	1	1	0	0	2	5:20 PM	2	0	0	0	2
5:25 PM	0	0	0	0	0	5:25 PM	1	0	0	0	1	5:25 PM	0	0	1	0	1
5:30 PM	0	1	0	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	2	0	0	2
5:35 PM	0	1	0	0	1	5:35 PM	1	1	1	0	3	5:35 PM	0	2	2	0	4
5:40 PM	0	1	0	0	1	5:40 PM	0	1	0	0	1	5:40 PM	0	1	1	0	2
5:45 PM	0	1	0	0	1	5:45 PM	1	0	0	0	1	5:45 PM	0	3	0	0	3
5:50 PM	0	1	0	0	1	5:50 PM	0	0	0	0	0	5:50 PM	0	1	0	0	1
5:55 PM	0	1	0	0	1	5:55 PM	0	2	0	0	2	5:55 PM	0	3	0	0	3
Count Total	0	19	0	0	19	Count Total	9	8	3	0	20	Count Total	3	27	9	0	39
Peak Hour	0	10	0	0	10	Peak Hour	6	6	1	0	13	Peak Hour	2	16	5	0	23

Appendix C
Approved Trips Inventory

AM PROJECT TRIPS

02/21/2023

Intersection of : N 1st St & W Julian St / E Julian St

Traffix Node Number : 3499

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	10	82	0	0	0	24	0	0	0	0	119	36
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	3	1
PDC03-056 (3-09158) LEGACY N 7TH ST, E/O TAYLOR ST SPRR MIXED-USE DEVELOPMENT	0	1	0	0	0	0	0	0	0	0	0	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	3	0	0	0	43	0	0	0	0	17	0
TOTAL:	**10**	**86**	**0**	**0**	**0**	**67**	**0**	**0**	**0**	**0**	**139**	**37**

	LEFT	THRU	RIGHT
NORTH	0	0	67
EAST	0	139	37
SOUTH	10	86	0
WEST	0	0	0

PM PROJECT TRIPS

02/21/2023

Intersection of : N 1st St & W Julian St / E Julian St

Traffix Node Number : 3499

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	10	38	0	0	0	30	0	0	0	0	62	28
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	23	10
PDC03-056 (3-09158) LEGACY N 7TH ST, E/O TAYLOR ST SPRR MIXED-USE DEVELOPMENT	0	0	0	2	0	0	0	3	0	0	4	2
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	39	0	0	0	5	0	0	0	0	2	0
TOTAL:	**10**	**77**	**0**	**2**	**0**	**35**	**0**	**3**	**0**	**0**	**91**	**40**

	LEFT	THRU	RIGHT
NORTH	2	0	35
EAST	0	91	40
SOUTH	10	77	0
WEST	0	3	0

AM PROJECT TRIPS

02/21/2023

Intersection of : N 2nd St & E Julian St

Traffix Node Number : 3607

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	0	5	0	0	12	12	0	0	0	6	123	2
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	4	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	0	0	0	17	0
TOTAL:	**0**	**5**	**0**	**0**	**12**	**12**	**0**	**0**	**0**	**6**	**144**	**2**

	LEFT	THRU	RIGHT
NORTH	0	12	12
EAST	6	144	2
SOUTH	0	5	0
WEST	0	0	0

PM PROJECT TRIPS

02/21/2023

Intersection of : N 2nd St & E Julian St

Traffix Node Number : 3607

Permit No./Proposed Land Use/Description/Location	M09 NBL	M08 NBT	M07 NBR	M03 SBL	M02 SBT	M01 SBR	M12 EBL	M11 EBT	M10 EBR	M06 WBL	M05 WBT	M04 WBR
DOWNTOWN LEGACY DOWNTOWN CORE DOWNTOWN STRATEGY PLAN 2000	1	3	0	0	16	6	0	0	0	4	38	1
NSJ LEGACY NORTH SAN JOSE	0	0	0	0	3	1	0	0	0	4	35	0
PDC84-07-059 (3-05912) Retail/Commercial PARK & WOZ (SE/C) RIVER PARK II	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 (3-14920) Retail/Commercial ALMADEN BLVD/WOZ WAY (NW/C) BOSTON PROP	0	0	0	0	0	0	0	0	0	0	2	0
TOTAL:	**1**	**3**	**0**	**0**	**19**	**7**	**0**	**0**	**0**	**8**	**75**	**1**

	LEFT	THRU	RIGHT
NORTH	0	19	7
EAST	8	75	1
SOUTH	1	3	0
WEST	0	0	0

Appendix D
Volume Summary

Intersection Number: 1
Traffix Node Number: 3499
Intersection Name: First Street and Julian Street
Peak Hour: AM
Count Date: 10/25/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	125	0	0	62	688	0	0	207	36	0	0	0	1118
Existing Conditions	**134**	**0**	**0**	**66**	**738**	**0**	**0**	**222**	**39**	**0**	**0**	**0**	**1199**
ATI	67	0	0	37	139	0	0	86	10	0	0	0	339
Background Conditions	**201**	**0**	**0**	**103**	**877**	**0**	**0**	**308**	**49**	**0**	**0**	**0**	**1538**
Proposed Project Trips	0	0	0	2	11	0	0	4	0	0	0	0	17
Background Plus Project Conditions	**201**	**0**	**0**	**105**	**888**	**0**	**0**	**312**	**49**	**0**	**0**	**0**	**1555**

Intersection Number: 2
Traffix Node Number: 3607
Intersection Name: Second Street and Julian Street
Peak Hour: AM
Count Date: 5/20/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	106	105	0	24	729	27	0	17	8	0	0	0	1016
Existing Conditions	**115**	**114**	**0**	**26**	**789**	**29**	**0**	**18**	**9**	**0**	**0**	**0**	**1100**
ATI	12	12	0	2	144	6	0	5	0	0	0	0	181
Background Conditions	**127**	**126**	**0**	**28**	**933**	**35**	**0**	**23**	**9**	**0**	**0**	**0**	**1281**
Proposed Project Trips	11	1	0	0	2	0	0	0	0	0	0	0	14
Background Plus Project Conditions	**138**	**127**	**0**	**28**	**935**	**35**	**0**	**23**	**9**	**0**	**0**	**0**	**1295**

Intersection Number: 3
Traffix Node Number: 101
Intersection Name: First Street and Bassett Street (unsignalized)
Peak Hour: AM
Count Date: 3/8/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**33**	**18**	**23**	**0**	**0**	**0**	**21**	**116**	**24**	**18**	**18**	**22**	**293**
ATI	0	67	0	0	0	0	0	123	0	0	0	0	190
Background Conditions	**33**	**85**	**23**	**0**	**0**	**0**	**21**	**239**	**24**	**18**	**18**	**22**	**483**
Proposed Project Trips	0	0	2	0	0	0	6	0	0	0	0	0	8
Background Plus Project Conditions	**33**	**85**	**25**	**0**	**0**	**0**	**27**	**239**	**24**	**18**	**18**	**22**	**491**

Intersection Number: 4
Traffix Node Number: 102
Intersection Name: Second Street and Bassett Street (unsignalized)
Peak Hour: AM
Count Date: 3/8/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**128**	**0**	**0**	**0**	**0**	**0**	**25**	**0**	**35**	**0**	**14**	**202**
ATI	0	24	0	0	0	0	0	7	0	0	0	0	31
Background Conditions	**0**	**152**	**0**	**0**	**0**	**0**	**0**	**32**	**0**	**35**	**0**	**14**	**233**
Proposed Project Trips	0	0	0	0	0	0	0	0	0	12	0	15	27
Background Plus Project Conditions	**0**	**152**	**0**	**0**	**0**	**0**	**0**	**32**	**0**	**47**	**0**	**29**	**260**

Intersection Number: 1
Traffix Node Number: 3499
Intersection Name: First Street and Julian Street
Peak Hour: PM
Count Date: 10/25/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	322	0	0	27	526	0	0	163	36	0	0	0	1074
Existing Conditions	**345**	**0**	**0**	**29**	**564**	**0**	**0**	**175**	**39**	**0**	**0**	**0**	**1151**
ATI	35	0	2	40	91	0	0	77	10	0	3	0	258
Background Conditions	**380**	**0**	**2**	**69**	**655**	**0**	**0**	**252**	**49**	**0**	**3**	**0**	**1409**
Proposed Project Trips	0	0	0	6	6	0	0	10	0	0	0	0	22
Background Plus Project Conditions	**380**	**0**	**2**	**75**	**661**	**0**	**0**	**262**	**49**	**0**	**3**	**0**	**1431**

Intersection Number: 2
Traffix Node Number: 3607
Intersection Name: Second Street and Julian Street
Peak Hour: PM
Count Date: 5/19/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	71	212	0	14	434	45	0	62	23	0	0	0	861
Existing Conditions	**77**	**230**	**0**	**15**	**470**	**49**	**0**	**67**	**25**	**0**	**0**	**0**	**932**
ATI	7	19	0	1	75	8	0	3	1	0	0	0	114
Background Conditions	**84**	**249**	**0**	**16**	**545**	**57**	**0**	**70**	**26**	**0**	**0**	**0**	**1046**
Proposed Project Trips	6	1	0	0	6	0	0	0	0	0	0	0	13
Background Plus Project Conditions	**90**	**250**	**0**	**16**	**551**	**57**	**0**	**70**	**26**	**0**	**0**	**0**	**1059**

Intersection Number: 3
Traffix Node Number: 101
Intersection Name: First Street and Bassett Street (unsignalized)
Peak Hour: PM
Count Date: 3/8/23

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**41**	**131**	**62**	**0**	**0**	**0**	**16**	**75**	**15**	**18**	**46**	**34**	**438**
ATI	0	37	0	0	0	0	0	117	0	0	0	0	154
Background Conditions	**41**	**168**	**62**	**0**	**0**	**0**	**16**	**192**	**15**	**18**	**46**	**34**	**592**
Proposed Project Trips	0	0	7	0	0	0	15	0	0	0	0	0	22
Background Plus Project Conditions	**41**	**168**	**69**	**0**	**0**	**0**	**31**	**192**	**15**	**18**	**46**	**34**	**614**

Intersection Number: 4
Traffix Node Number: 102
Intersection Name: Second Street and Bassett Street (unsignalized)
Peak Hour: PM
Count Date: 3/8/23

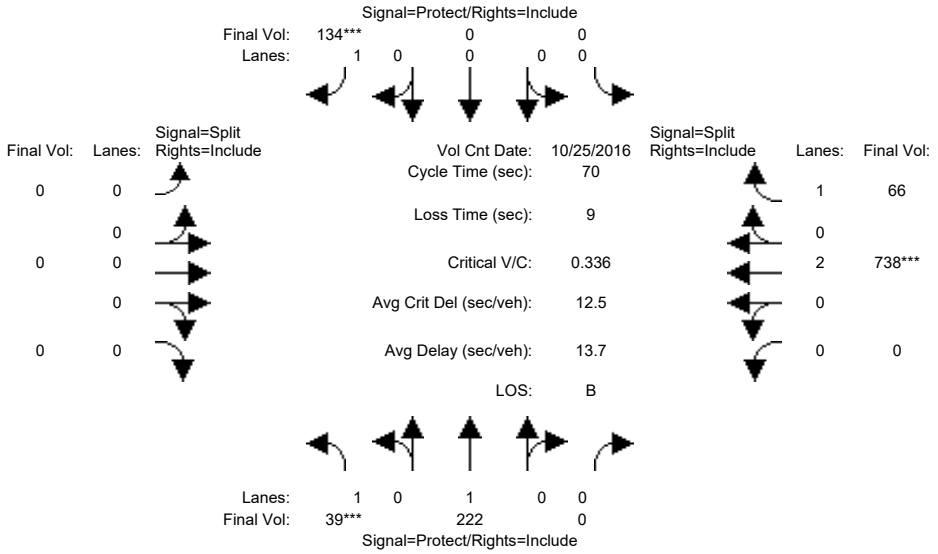
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**135**	**0**	**0**	**0**	**0**	**0**	**63**	**0**	**82**	**0**	**39**	**319**
ATI	0	26	0	0	0	0	0	4	0	0	0	0	30
Background Conditions	**0**	**161**	**0**	**0**	**0**	**0**	**0**	**67**	**0**	**82**	**0**	**39**	**349**
Proposed Project Trips	0	0	0	0	0	0	0	0	0	6	0	8	14
Background Plus Project Conditions	**0**	**161**	**0**	**0**	**0**	**0**	**0**	**67**	**0**	**88**	**0**	**47**	**363**

Appendix E
Intersection Level of Service Calculations

380 N First St Residential
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3499: FIRST/JULIAN



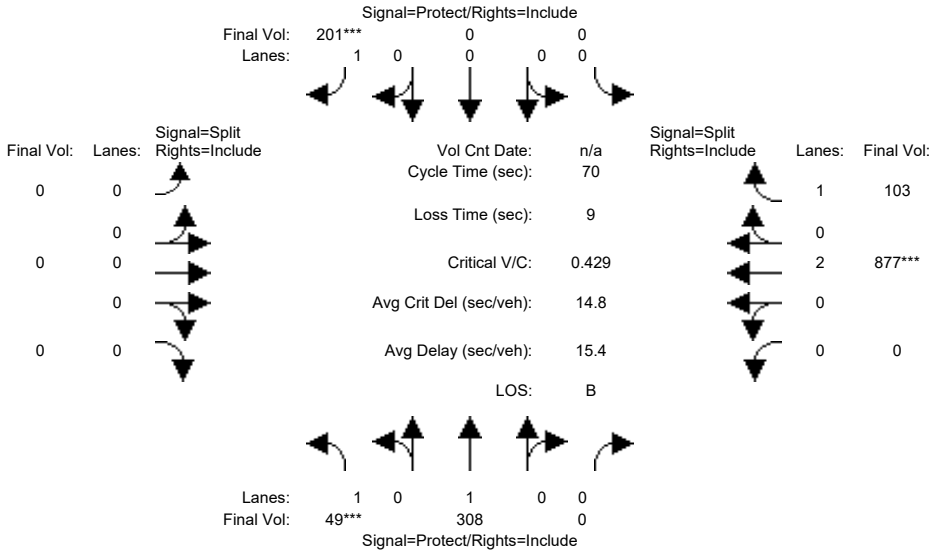
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	0	10	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Oct 2016 << 7:30-8:29												
Base Vol:	39	222	0	0	0	134	0	0	0	0	738	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	222	0	0	0	134	0	0	0	0	738	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	222	0	0	0	134	0	0	0	0	738	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	222	0	0	0	134	0	0	0	0	738	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	222	0	0	0	134	0	0	0	0	738	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	222	0	0	0	134	0	0	0	0	738	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	1900	0	0	0	1750	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.19	0.04
Crit Moves:	****					****					****	
Green Time:	7.0	22.3	0.0	0.0	0.0	15.3	0.0	0.0	0.0	0.0	38.7	38.7
Volume/Cap:	0.22	0.37	0.00	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.35	0.07
Delay/Veh:	31.9	20.1	0.0	0.0	0.0	25.7	0.0	0.0	0.0	0.0	9.1	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	20.1	0.0	0.0	0.0	25.7	0.0	0.0	0.0	0.0	9.1	7.4
LOS by Move:	C	C	A	A	A	C	A	A	A	A	A	A
HCM2kAvgQ:	1	4	0	0	0	3	0	0	0	0	4	1

Note: Queue reported is the number of cars per lane.

380 N First St Residential
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3499: FIRST/JULIAN



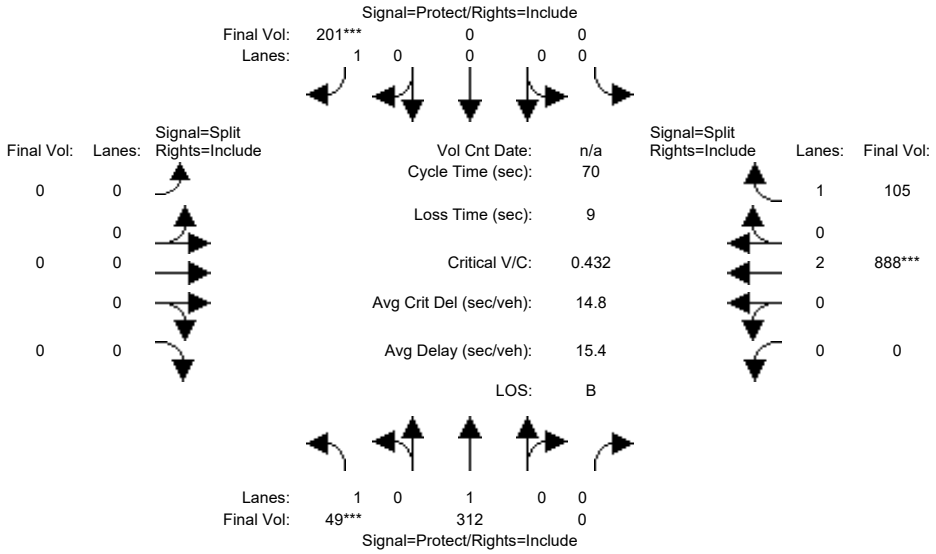
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	0	10	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	222	0	0	0	134	0	0	0	0	738	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	222	0	0	0	134	0	0	0	0	738	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	10	86	0	0	0	67	0	0	0	0	139	37
Initial Fut:	49	308	0	0	0	201	0	0	0	0	877	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	308	0	0	0	201	0	0	0	0	877	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	308	0	0	0	201	0	0	0	0	877	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	308	0	0	0	201	0	0	0	0	877	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	1900	0	0	0	1750	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.23	0.06
Crit Moves:	****					****					****	
Green Time:	7.0	24.9	0.0	0.0	0.0	17.9	0.0	0.0	0.0	0.0	36.1	36.1
Volume/Cap:	0.28	0.45	0.00	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.45	0.11
Delay/Veh:	33.1	19.5	0.0	0.0	0.0	25.1	0.0	0.0	0.0	0.0	11.4	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	19.5	0.0	0.0	0.0	25.1	0.0	0.0	0.0	0.0	11.4	9.0
LOS by Move:	C	B	A	A	A	C	A	A	A	A	B	A
HCM2kAvgQ:	1	5	0	0	0	4	0	0	0	0	6	1

Note: Queue reported is the number of cars per lane.

380 N First St Residential
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (AM)

Intersection #3499: FIRST/JULIAN



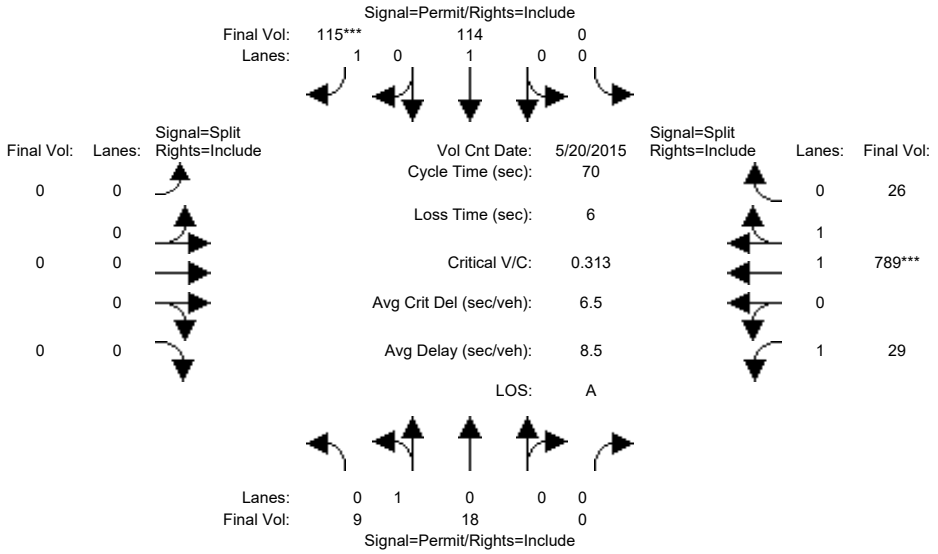
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	0	10	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	222	0	0	0	134	0	0	0	0	738	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	222	0	0	0	134	0	0	0	0	738	66
Added Vol:	0	4	0	0	0	0	0	0	0	0	11	2
ATI:	10	86	0	0	0	67	0	0	0	0	139	37
Initial Fut:	49	312	0	0	0	201	0	0	0	0	888	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	312	0	0	0	201	0	0	0	0	888	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	312	0	0	0	201	0	0	0	0	888	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	312	0	0	0	201	0	0	0	0	888	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	1900	0	0	0	1750	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.23	0.06
Crit Moves:	****					****					****	
Green Time:	7.0	24.8	0.0	0.0	0.0	17.8	0.0	0.0	0.0	0.0	36.2	36.2
Volume/Cap:	0.28	0.46	0.00	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.45	0.12
Delay/Veh:	33.1	19.8	0.0	0.0	0.0	25.3	0.0	0.0	0.0	0.0	11.4	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	19.8	0.0	0.0	0.0	25.3	0.0	0.0	0.0	0.0	11.4	8.9
LOS by Move:	C	B	A	A	A	C	A	A	A	A	B	A
HCM2kAvgQ:	1	5	0	0	0	4	0	0	0	0	6	1

Note: Queue reported is the number of cars per lane.

380 N First St Residential
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3607: JULIAN/SECOND



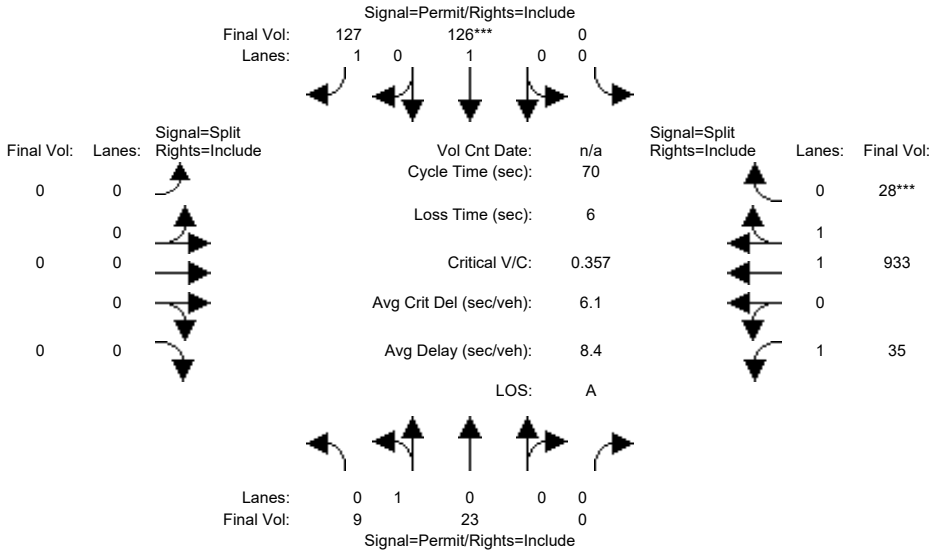
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 May 2015 << 7:15-8:15												
Base Vol:	9	18	0	0	114	115	0	0	0	29	789	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	18	0	0	114	115	0	0	0	29	789	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	18	0	0	114	115	0	0	0	29	789	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	18	0	0	114	115	0	0	0	29	789	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	18	0	0	114	115	0	0	0	29	789	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	18	0	0	114	115	0	0	0	29	789	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.33	0.67	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.93	0.07
Final Sat.:	600	1200	0	0	1900	1750	0	0	0	1750	3582	118
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.00	0.06	0.07	0.00	0.00	0.00	0.02	0.22	0.22
Crit Moves:						****					****	
Green Time:	14.7	14.7	0.0	0.0	14.7	14.7	0.0	0.0	0.0	49.3	49.3	49.3
Volume/Cap:	0.07	0.07	0.00	0.00	0.29	0.31	0.00	0.00	0.00	0.02	0.31	0.31
Delay/Veh:	22.3	22.3	0.0	0.0	23.6	23.9	0.0	0.0	0.0	3.1	4.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	22.3	0.0	0.0	23.6	23.9	0.0	0.0	0.0	3.1	4.0	4.0
LOS by Move:	C	C	A	A	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	0	0	2	3	0	0	0	0	4	4

Note: Queue reported is the number of cars per lane.

380 N First St Residential
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (AM)

Intersection #3607: JULIAN/SECOND



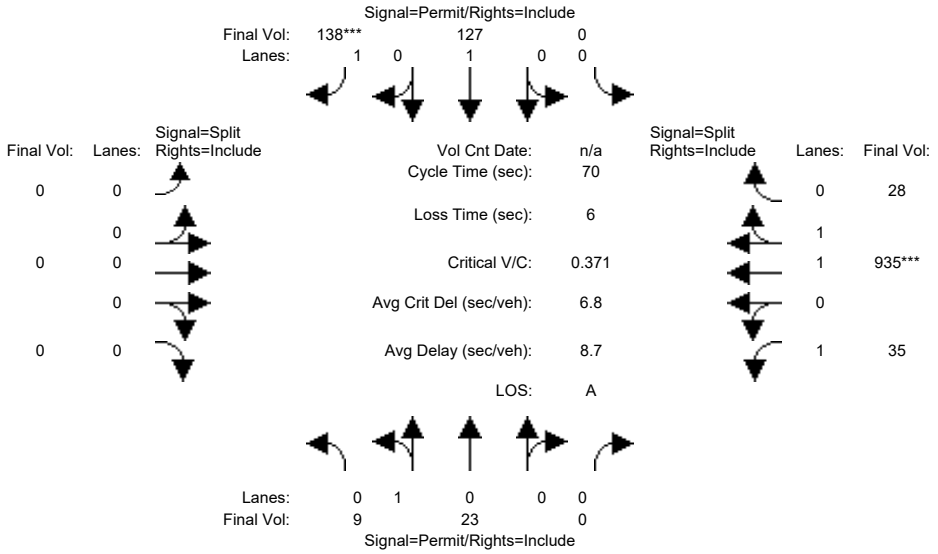
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	18	0	0	114	115	0	0	0	29	789	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	18	0	0	114	115	0	0	0	29	789	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	5	0	0	12	12	0	0	0	6	144	2
Initial Fut:	9	23	0	0	126	127	0	0	0	35	933	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	23	0	0	126	127	0	0	0	35	933	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	23	0	0	126	127	0	0	0	35	933	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	23	0	0	126	127	0	0	0	35	933	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.28	0.72	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.94	0.06
Final Sat.:	506	1294	0	0	1900	1750	0	0	0	1750	3592	108
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.00	0.07	0.07	0.00	0.00	0.00	0.02	0.26	0.26
Crit Moves:					****							****
Green Time:	13.0	13.0	0.0	0.0	13.0	13.0	0.0	0.0	0.0	51.0	51.0	51.0
Volume/Cap:	0.10	0.10	0.00	0.00	0.36	0.39	0.00	0.00	0.00	0.03	0.36	0.36
Delay/Veh:	23.7	23.7	0.0	0.0	25.5	25.8	0.0	0.0	0.0	2.6	3.6	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	23.7	0.0	0.0	25.5	25.8	0.0	0.0	0.0	2.6	3.6	3.6
LOS by Move:	C	C	A	A	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	0	0	3	3	0	0	0	0	4	4

Note: Queue reported is the number of cars per lane.

380 N First St Residential
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (AM)

Intersection #3607: JULIAN/SECOND



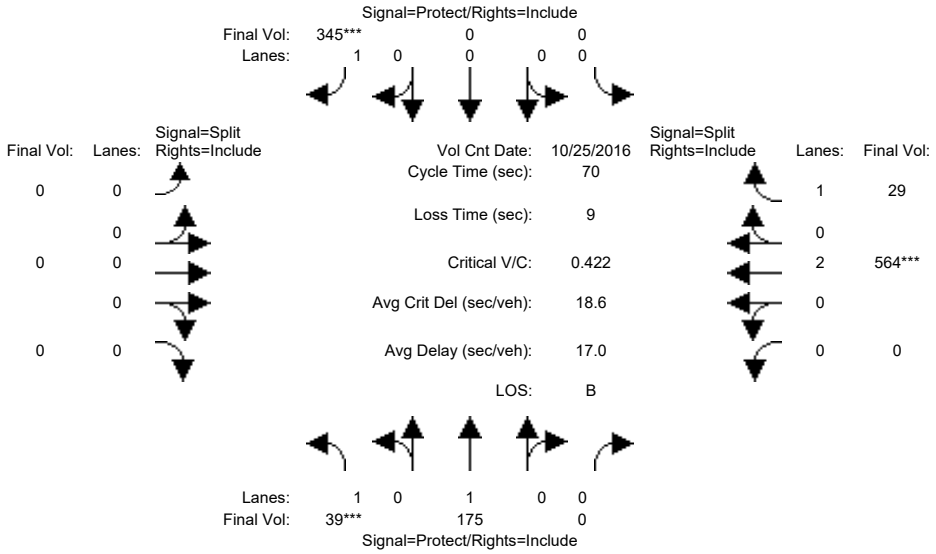
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	9	18	0	0	114	115	0	0	0	29	789	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	18	0	0	114	115	0	0	0	29	789	26
Added Vol:	0	0	0	0	1	11	0	0	0	0	2	0
ATI:	0	5	0	0	12	12	0	0	0	6	144	2
Initial Fut:	9	23	0	0	127	138	0	0	0	35	935	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	23	0	0	127	138	0	0	0	35	935	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	23	0	0	127	138	0	0	0	35	935	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	23	0	0	127	138	0	0	0	35	935	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.28	0.72	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.94	0.06
Final Sat.:	506	1294	0	0	1900	1750	0	0	0	1750	3592	108
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.00	0.07	0.08	0.00	0.00	0.00	0.02	0.26	0.26
Crit Moves:						****					****	
Green Time:	14.9	14.9	0.0	0.0	14.9	14.9	0.0	0.0	0.0	49.1	49.1	49.1
Volume/Cap:	0.08	0.08	0.00	0.00	0.31	0.37	0.00	0.00	0.00	0.03	0.37	0.37
Delay/Veh:	22.2	22.2	0.0	0.0	23.7	24.2	0.0	0.0	0.0	3.2	4.3	4.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	22.2	0.0	0.0	23.7	24.2	0.0	0.0	0.0	3.2	4.3	4.3
LOS by Move:	C	C	A	A	C	C	A	A	A	A	A	A
HCM2kAvgQ:	1	1	0	0	3	3	0	0	0	0	4	4

Note: Queue reported is the number of cars per lane.

380 N First St Residential
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3499: FIRST/JULIAN



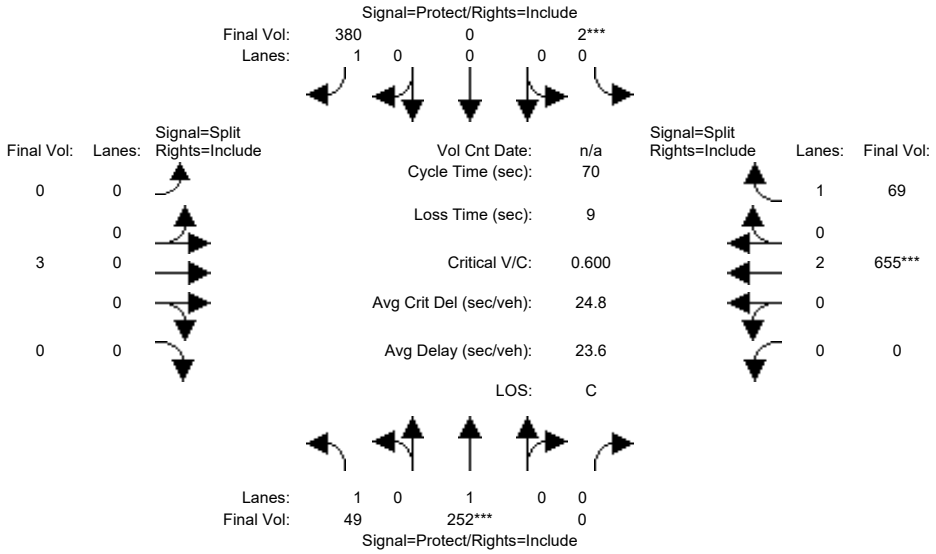
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	0	10	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 25 Oct 2016 << 4:30-5:30												
Base Vol:	39	175	0	0	0	345	0	0	0	0	564	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	175	0	0	0	345	0	0	0	0	564	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	175	0	0	0	345	0	0	0	0	564	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	175	0	0	0	345	0	0	0	0	564	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	175	0	0	0	345	0	0	0	0	564	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	175	0	0	0	345	0	0	0	0	564	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	1900	0	0	0	1750	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.00	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.15	0.02
Crit Moves:	****					****					****	
Green Time:	7.0	37.8	0.0	0.0	0.0	30.8	0.0	0.0	0.0	0.0	23.2	23.2
Volume/Cap:	0.22	0.17	0.00	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.45	0.05
Delay/Veh:	31.9	8.5	0.0	0.0	0.0	15.5	0.0	0.0	0.0	0.0	19.5	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	8.5	0.0	0.0	0.0	15.5	0.0	0.0	0.0	0.0	19.5	16.1
LOS by Move:	C	A	A	A	A	B	A	A	A	A	B	B
HCM2kAvgQ:	1	2	0	0	0	6	0	0	0	0	5	0

Note: Queue reported is the number of cars per lane.

380 N First St Residential
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3499: FIRST/JULIAN



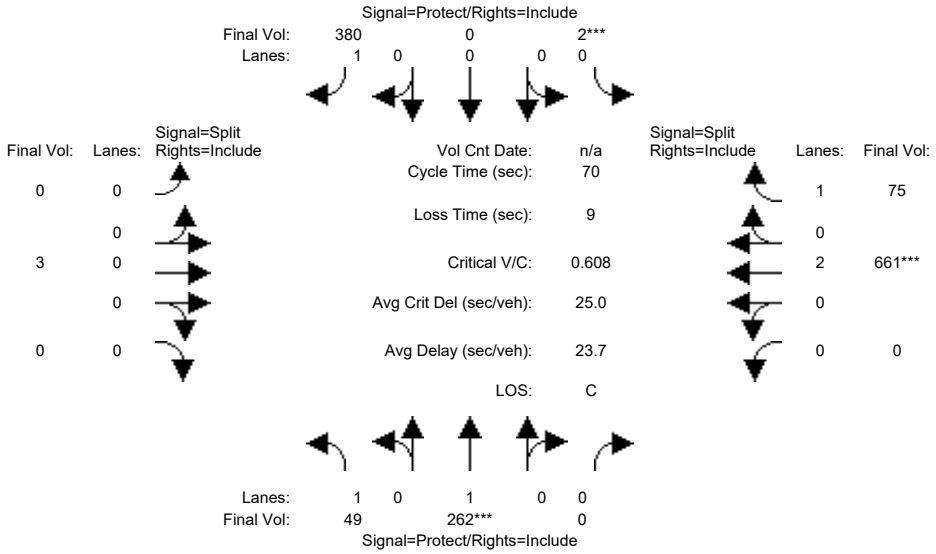
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	0	10	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	175	0	0	0	345	0	0	0	0	564	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	175	0	0	0	345	0	0	0	0	564	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	10	77	0	2	0	35	0	3	0	0	91	40
Initial Fut:	49	252	0	2	0	380	0	3	0	0	655	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	252	0	2	0	380	0	3	0	0	655	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	252	0	2	0	380	0	3	0	0	655	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	252	0	2	0	380	0	3	0	0	655	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.01	0.00	0.99	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	1900	0	9	0	1741	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.00	0.22	0.00	0.22	0.00	xxxx	0.00	0.00	0.17	0.04
Crit Moves:		****		****							****	
Green Time:	12.9	15.5	0.0	25.4	0.0	28.1	0.0	0.0	0.0	0.0	20.1	20.1
Volume/Cap:	0.15	0.60	0.00	0.60	0.00	0.54	0.00	xxxx	0.00	0.00	0.60	0.14
Delay/Veh:	25.0	30.7	0.0	22.3	0.0	19.1	0.0	0.0	0.0	0.0	23.9	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	30.7	0.0	22.3	0.0	19.1	0.0	0.0	0.0	0.0	23.9	19.1
LOS by Move:	C	C	A	C	A	B	A	A	A	A	C	B
HCM2kAvgQ:	1	5	0	8	0	7	0	0	0	0	6	1

Note: Queue reported is the number of cars per lane.

380 N First St Residential
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #3499: FIRST/JULIAN



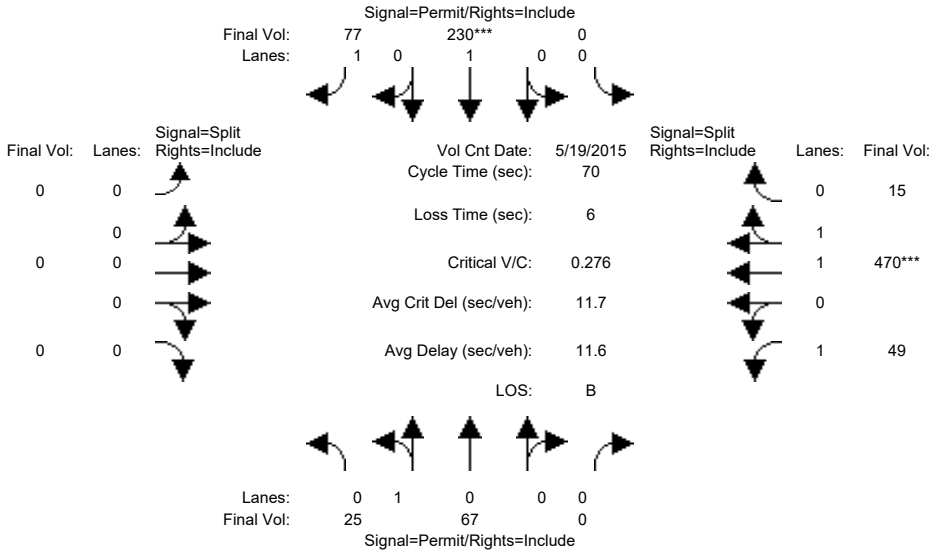
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	0	10	0	0	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	175	0	0	0	345	0	0	0	0	564	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	175	0	0	0	345	0	0	0	0	564	29
Added Vol:	0	10	0	0	0	0	0	0	0	0	6	6
ATI:	10	77	0	2	0	35	0	3	0	0	91	40
Initial Fut:	49	262	0	2	0	380	0	3	0	0	661	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	262	0	2	0	380	0	3	0	0	661	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	262	0	2	0	380	0	3	0	0	661	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	262	0	2	0	380	0	3	0	0	661	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	0.01	0.00	0.99	0.00	0.00	0.00	0.00	2.00	1.00
Final Sat.:	1750	1900	0	9	0	1741	0	0	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.00	0.22	0.00	0.22	0.00	xxxx	0.00	0.00	0.17	0.04
Crit Moves:		****		****							****	
Green Time:	12.9	15.9	0.0	25.1	0.0	28.1	0.0	0.0	0.0	0.0	20.0	20.0
Volume/Cap:	0.15	0.61	0.00	0.61	0.00	0.54	0.00	xxxx	0.00	0.00	0.61	0.15
Delay/Veh:	25.0	30.5	0.0	22.8	0.0	19.0	0.0	0.0	0.0	0.0	24.1	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	30.5	0.0	22.8	0.0	19.0	0.0	0.0	0.0	0.0	24.1	19.3
LOS by Move:	C	C	A	C	A	B	A	A	A	A	C	B
HCM2kAvgQ:	1	5	0	8	0	7	0	0	0	0	6	1

Note: Queue reported is the number of cars per lane.

380 N First St Residential
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3607: JULIAN/SECOND



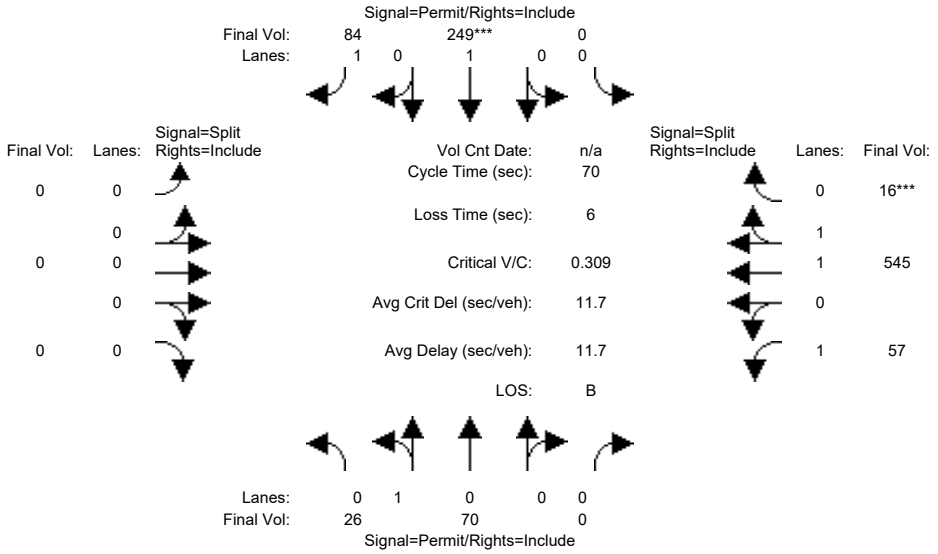
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 May 2015 << 5:00-6:00												
Base Vol:	25	67	0	0	230	77	0	0	0	49	470	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	67	0	0	230	77	0	0	0	49	470	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	67	0	0	230	77	0	0	0	49	470	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	67	0	0	230	77	0	0	0	49	470	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	67	0	0	230	77	0	0	0	49	470	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	67	0	0	230	77	0	0	0	49	470	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.27	0.73	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.94	0.06
Final Sat.:	489	1311	0	0	1900	1750	0	0	0	1750	3585	114
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.00	0.00	0.12	0.04	0.00	0.00	0.00	0.03	0.13	0.13
Crit Moves:					****						****	
Green Time:	30.7	30.7	0.0	0.0	30.7	30.7	0.0	0.0	0.0	33.3	33.3	33.3
Volume/Cap:	0.12	0.12	0.00	0.00	0.28	0.10	0.00	0.00	0.00	0.06	0.28	0.28
Delay/Veh:	11.7	11.7	0.0	0.0	12.7	11.6	0.0	0.0	0.0	9.9	11.2	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	11.7	0.0	0.0	12.7	11.6	0.0	0.0	0.0	9.9	11.2	11.2
LOS by Move:	B	B	A	A	B	B	A	A	A	A	B	B
HCM2kAvgQ:	1	1	0	0	3	1	0	0	0	1	3	3

Note: Queue reported is the number of cars per lane.

380 N First St Residential
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background (PM)

Intersection #3607: JULIAN/SECOND



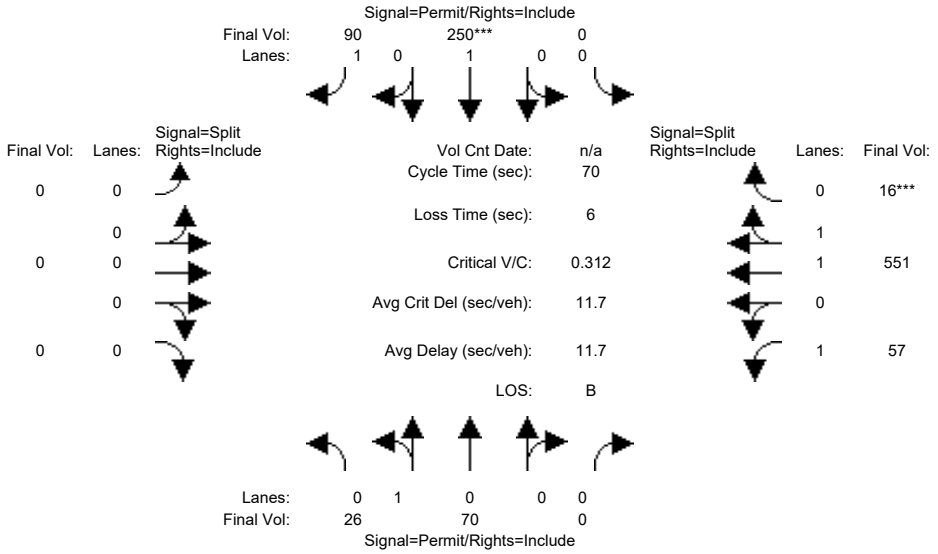
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	25	67	0	0	230	77	0	0	0	49	470	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	67	0	0	230	77	0	0	0	49	470	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	3	0	0	19	7	0	0	0	8	75	1
Initial Fut:	26	70	0	0	249	84	0	0	0	57	545	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	70	0	0	249	84	0	0	0	57	545	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	70	0	0	249	84	0	0	0	57	545	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	70	0	0	249	84	0	0	0	57	545	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.27	0.73	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.94	0.06
Final Sat.:	487	1312	0	0	1900	1750	0	0	0	1750	3594	106
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.00	0.00	0.13	0.05	0.00	0.00	0.00	0.03	0.15	0.15
Crit Moves:					****							****
Green Time:	29.7	29.7	0.0	0.0	29.7	29.7	0.0	0.0	0.0	34.3	34.3	34.3
Volume/Cap:	0.13	0.13	0.00	0.00	0.31	0.11	0.00	0.00	0.00	0.07	0.31	0.31
Delay/Veh:	12.3	12.3	0.0	0.0	13.6	12.3	0.0	0.0	0.0	9.4	10.8	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	12.3	0.0	0.0	13.6	12.3	0.0	0.0	0.0	9.4	10.8	10.8
LOS by Move:	B	B	A	A	B	B	A	A	A	A	B	B
HCM2kAvgQ:	1	1	0	0	4	1	0	0	0	1	4	4

Note: Queue reported is the number of cars per lane.

380 N First St Residential
San Jose

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #3607: JULIAN/SECOND



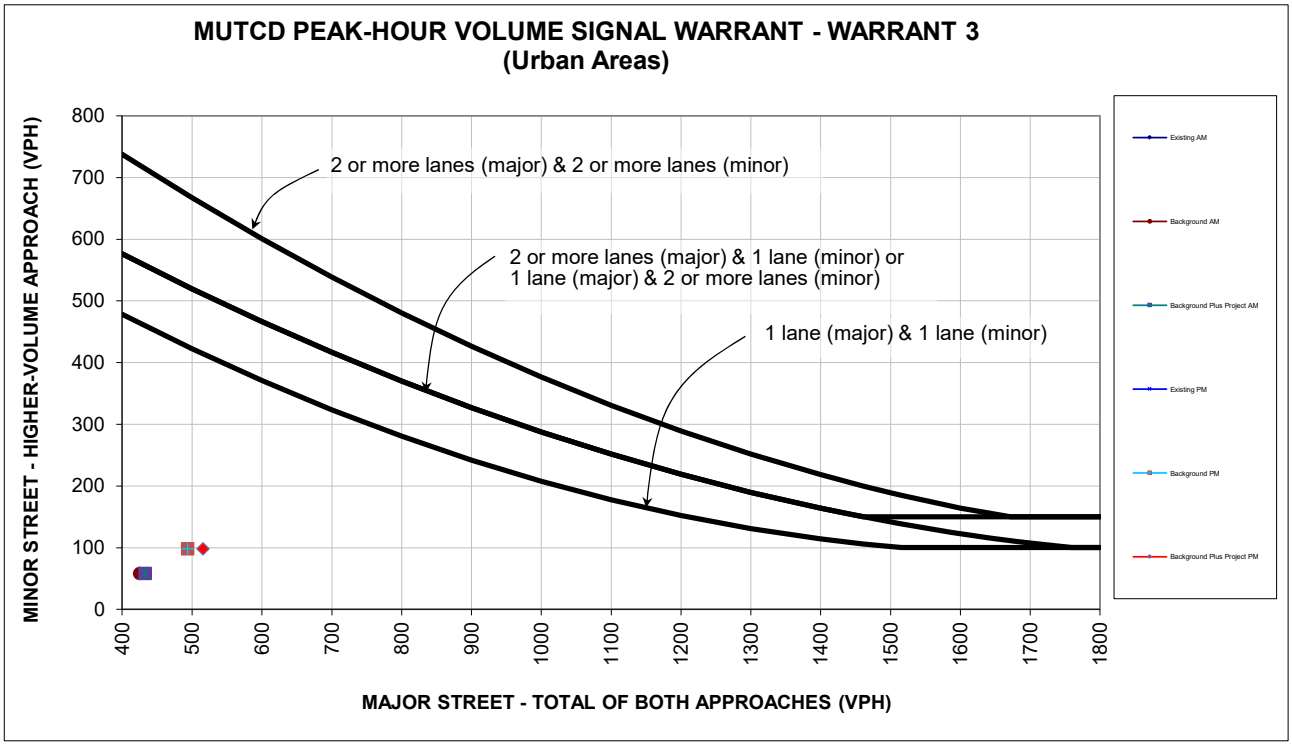
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	25	67	0	0	230	77	0	0	0	49	470	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	67	0	0	230	77	0	0	0	49	470	15
Added Vol:	0	0	0	0	1	6	0	0	0	0	6	0
ATI:	1	3	0	0	19	7	0	0	0	8	75	1
Initial Fut:	26	70	0	0	250	90	0	0	0	57	551	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	70	0	0	250	90	0	0	0	57	551	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	70	0	0	250	90	0	0	0	57	551	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	70	0	0	250	90	0	0	0	57	551	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	0.27	0.73	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	1.94	0.06
Final Sat.:	487	1312	0	0	1900	1750	0	0	0	1750	3596	104
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.00	0.00	0.13	0.05	0.00	0.00	0.00	0.03	0.15	0.15
Crit Moves:					****							****
Green Time:	29.6	29.6	0.0	0.0	29.6	29.6	0.0	0.0	0.0	34.4	34.4	34.4
Volume/Cap:	0.13	0.13	0.00	0.00	0.31	0.12	0.00	0.00	0.00	0.07	0.31	0.31
Delay/Veh:	12.4	12.4	0.0	0.0	13.7	12.4	0.0	0.0	0.0	9.4	10.8	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	12.4	0.0	0.0	13.7	12.4	0.0	0.0	0.0	9.4	10.8	10.8
LOS by Move:	B	B	A	A	B	B	A	A	A	A	B	B
HCM2kAvgQ:	1	1	0	0	4	1	0	0	0	1	4	4

Note: Queue reported is the number of cars per lane.

Appendix F
Signal Warrant Analysis

380 N First Street Residential Development

3 . First Street & Bassett Street (unsignalized)



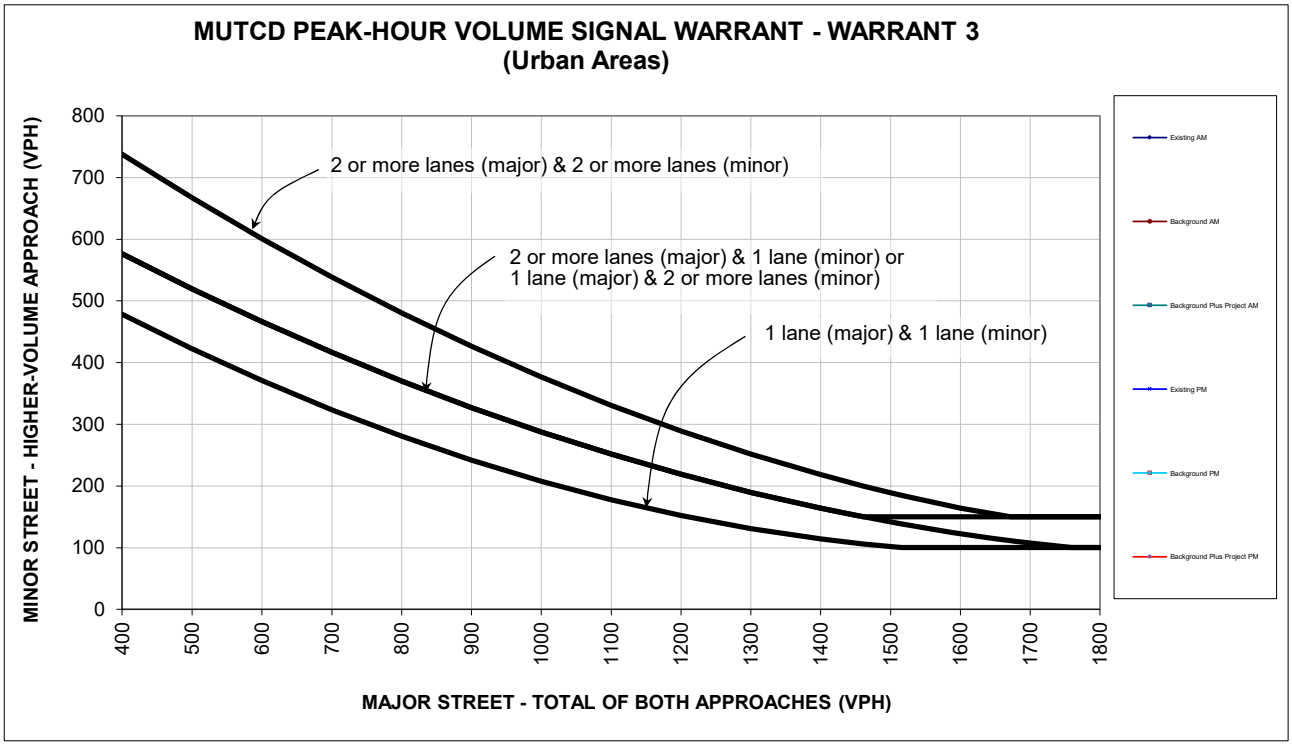
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		AM Peak Hour		
		One	2 or More	Existing AM	Background AM	Background Plus Project AM
Major Street - Both Approaches	First Street	X		235	425	433
Minor Street - Highest Approach	Bassett Street (unsignalized)	X		58	58	58
Maximum warrant threshold for minor street volume				580	464	459
Difference between warrant threshold & minor street volume				522	406	401
		Warrant Met?		No	No	No

		Existing Approach Lanes		PM Peak Hour		
		One	2 or More	Existing PM	Background PM	Background Plus Project PM
Major Street - Both Approaches	First Street	X		340	494	516
Minor Street - Highest Approach	Bassett Street (unsignalized)	X		98	98	98
Maximum warrant threshold for minor street volume				514	426	414
Difference between warrant threshold & minor street volume				416	328	316
		Warrant Met?		No	No	No

380 N First Street Residential Development

4 . Second Street & Bassett Street (unsignalized)



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		AM Peak Hour		
		One	2 or More	Existing AM	Background AM	Background Plus Project AM
Major Street - Both Approaches	Second Street	X		153	184	184
Minor Street - Highest Approach	Bassett Street (unsignalized)	X		49	49	76
Maximum warrant threshold for minor street volume				635	614	614
Difference between warrant threshold & minor street volume				586	565	538
		Warrant Met?		No	No	No

		Existing Approach Lanes		PM Peak Hour		
		One	2 or More	Existing PM	Background PM	Background Plus Project PM
Major Street - Both Approaches	Second Street	X		198	228	228
Minor Street - Highest Approach	Bassett Street (unsignalized)	X		121	121	135
Maximum warrant threshold for minor street volume				605	585	585
Difference between warrant threshold & minor street volume				484	464	450
		Warrant Met?		No	No	No

Appendix G
Queue Length Calculations

Second/Julian
SBR
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.2
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1073	0.1073	0
0.2395	0.3469	1
0.2673	0.6142	2
0.1989	0.8130	3
0.1110	0.9240	4
0.0495	0.9735	5
0.0184	0.9920	6
0.0059	0.9978	7
0.0016	0.9995	8
0.0004	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Second/Julian
SBR
AM
Background Conditions
Avg. Queue Per Lane in Veh= 2.5
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0850	0.0850	0
0.2095	0.2945	1
0.2583	0.5528	2
0.2122	0.7650	3
0.1308	0.8958	4
0.0645	0.9603	5
0.0265	0.9868	6
0.0093	0.9961	7
0.0029	0.9990	8
0.0008	0.9998	9
0.0002	0.9999	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Second/Julian
SBR
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.7
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0686	0.0686	0
0.1839	0.2525	1
0.2463	0.4988	2
0.2199	0.7187	3
0.1473	0.8660	4
0.0789	0.9449	5
0.0352	0.9802	6
0.0135	0.9937	7
0.0045	0.9982	8
0.0013	0.9995	9
0.0004	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Second/Julian
SBR
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.5
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2243	0.2243	0
0.3353	0.5595	1
0.2506	0.8101	2
0.1249	0.9350	3
0.0467	0.9817	4
0.0140	0.9956	5
0.0035	0.9991	6
0.0007	0.9998	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Second/Julian
SBR
PM
Background Conditions
Avg. Queue Per Lane in Veh= 1.6
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1957	0.1957	0
0.3192	0.5150	1
0.2603	0.7753	2
0.1415	0.9168	3
0.0577	0.9746	4
0.0188	0.9934	5
0.0051	0.9985	6
0.0012	0.9997	7
0.0002	0.9999	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Second/Julian
SBR
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.7
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1742	0.1742	0
0.3044	0.4786	1
0.2660	0.7446	2
0.1550	0.8995	3
0.0677	0.9673	4
0.0237	0.9909	5
0.0069	0.9978	6
0.0017	0.9995	7
0.0004	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

First/Bassett
SBL/T/R
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8607	0.8607	0
0.1291	0.9898	1
0.0097	0.9995	2
0.0005	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

First/Bassett
SBL/T/R
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7310	0.7310	0
0.2290	0.9601	1
0.0359	0.9959	2
0.0037	0.9997	3
0.0003	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

First/Bassett
SBL/T/R
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7278	0.7278	0
0.2313	0.9590	1
0.0367	0.9958	2
0.0039	0.9997	3
0.0003	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
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0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

First/Bassett
SBL/T/R
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.6
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5681	0.5681	0
0.3212	0.8893	1
0.0908	0.9802	2
0.0171	0.9973	3
0.0024	0.9997	4
0.0003	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

First/Bassett
SBL/T/R
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4928	0.4928	0
0.3487	0.8415	1
0.1234	0.9649	2
0.0291	0.9940	3
0.0051	0.9992	4
0.0007	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

First/Bassett
SBL/T/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4802	0.4802	0
0.3523	0.8324	1
0.1292	0.9616	2
0.0316	0.9932	3
0.0058	0.9990	4
0.0009	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45