Appendix F: Transportation Impact Analysis

HEXAGON TRANSPORTATION CONSULTANTS, INC.

295 E. Virginia Street Residential Development

Transportation Impact Analysis

Prepared for:

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Executive Summary

This report presents the results of the Transportation Impact Analysis (TIA) prepared for a 1.23-acre site at 295 E. Virginia Street in San Jose, California. The project site is bordered by I-280 on the north, S. Seventh Street on the east, E. Virginia Street on the south, and S. Sixth Street on the west. The currently vacant site previously was occupied by AmeriGas (propane gas station). As proposed, the project would construct up to 301 studio apartment units. Access to the site would be provided via a single full-access driveway on E. Virginia Street.

This study was conducted for the purpose of identifying potential traffic impacts related to the proposed development. The impacts of the project were evaluated following the standards and methodologies set forth by the City of San Jose. An analysis according to the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP) guidelines also was prepared, since the project would generate more than 100 new peak hour vehicle trips. The study determined the traffic impacts of the project on 9 signalized intersections and 10 freeway segments in the vicinity of the project site during the weekday AM and PM peak periods of traffic.

Project Trip Generation

The project would generate 1,909 new daily vehicle trips, with 148 new trips occurring during the AM peak hour and 179 new trips occurring during the PM peak hour. Using the inbound/outbound splits recommended by ITE, the project would produce 29 inbound and 119 outbound trips during the AM peak hour, and 117 inbound and 62 outbound trips during the PM peak hour.

Intersection Level of Service Analysis

The results of the intersection level of service analysis shows that none of the signalized study intersections would be significantly impacted by the project (see Table ES-1).

Freeway Segment Level of Service Analysis

Based on CMP freeway impact criteria, none of the study freeway segments would be significantly impacted by the project (see Table ES-2).

Other Transportation Issues

The site plan shows adequate site access and on-site circulation, and no significant operational issues are expected to occur as a result of the project. The project would not have an adverse effect on existing transit, bicycle or pedestrian facilities in the study area.

Hexagon has provided the following recommendations resulting from the site access and circulation analysis.

Recommendations

- Provide 377 parking spaces, reduce the project size, or implement a Transportation Demand Management (TDM) Plan so that the project is in conformance with the City Zoning Code.
- Encourage multi-modal travel, consistent with the goals of the City of San Jose's General Plan. Accordingly, the project should consider developing a Transportation Demand Management (TDM) plan to take full advantage of the multi-modal travel options in the area and reduce the project parking demand. A TDM plan would need to incorporate one or more elements of TDM including, but not limited to, measures such as transit passes, parking cash-out, ride sharing, carpool and vanpools, unbundled parking, or other reasonable measures. Note that while a comprehensive TDM Plan could help the project achieve a maximum parking reduction of up to 50 percent, the project would still fail to meet the City's parking requirement by 38spaces. The following additional measures would help to encourage new residents of the project to utilize transit services in the area:
    - Provide direct shuttle service between the project site and nearby LRT stations.
    - Provide direct shuttle service to and from the San Jose Diridon station, which is served by Caltrain, ACE and Amtrak.
    - Supply on-site transit and shuttle service information, as well as on-site transit ticket sales.
    - Install a Bay Area Bike Share station at or near the project site location. Currently, there are no Bike Share stations located south of San Salvador Street.
- Work with City of San Jose Planning staff to determine whether 20 motorcycle parking spaces would be adequate to serve the project.
- Reconstruct the sidewalk along the project frontage on Seventh Street to meet current City of San Jose standards.
- Establish no parking zones immediately adjacent to the project driveway. Provide appropriate visible and audible warning signals at the project driveway to alert pedestrians and bicyclists to vehicles exiting the site.
- Add timed (short-term) parking along the project frontage on E. Virginia Street near the lobby and elevators for use by residential moving vans and delivery vehicles. The curb should be painted green and the time limit should be specified via signage and/or on the curb. Coordinate with City of San Jose staff to determine the best location for timed parking and to verify that adequate right-of-way exists along the project frontage on E. Virginia Street.
- Establish an ideal street location for the trash bins on garbage collection days by coordinating with City of San Jose staff. Remove the trash bins from the public right-of-way after garbage collection and return the bins to the trash room immediately after pickup.

Potential Project Alternative

While this Transportation Impact Analysis evaluated a project consisting of 301 studio apartment units, an alternative development is likely to occur that would instead consist of 301 affordable senior housing units. Accordingly, a supplemental traffic analysis was prepared to address the lower trip generation and reduced parking requirement associated with affordable senior apartments. The April 16, 2018 memorandum containing the result of the supplemental traffic analysis is included in Appendix E.

Table ES-1
Intersection Level of Service Summary

Study Number	Intersection	Peak Hour	Count Date	Existing Avg. Delay (sec.)	Existing LOS	Existing+Project Avg. Delay (sec.)	Existing+Project LOS	Background Avg. Delay (sec.)	Background LOS	Background + Project Avg. Delay (sec.)	Background + Project LOS	Incr. In Crit. Delay (sec.)	Incr. In Crit. V/C
1	S. Third St & Reed St	AM	09/12/17	15.4	B	15.5	B	19.4	B	19.7	B	0.3	0.009
		PM	09/12/17	16.7	B	16.8	B	16.8	B	16.9	B	0.1	0.005
2	S. Third St & Virginia St	AM	09/12/17	15.7	B	16.8	B	17.3	B	18.5	B	1.5	0.027
		PM	09/12/17	9.0	A	9.0	A	9.1	A	9.0	A	0.0	0.008
3	S. Forth St & Reed St	AM	09/12/17	17.4	B	17.9	B	17.6	B	18.1	B	0.7	0.039
		PM	09/12/17	24.1	C	24.9	C	27.7	C	28.8	C	1.7	0.020
4	S. Sixth St & E. Virginia St	AM	09/12/17	17.2	B	17.7	B	17.2	B	17.7	B	0.2	0.003
		PM	09/12/17	20.8	C	20.7	C	20.8	C	20.7	C	0.3	0.029
5	S. Seventh & Reed St	AM	09/12/17	13.2	B	13.1	B	13.2	B	13.0	B	-0.2	0.007
		PM	09/12/17	14.7	B	14.7	B	14.7	B	14.7	B	0.0	0.006
6	S. Seventh & Margaret Way/I-280 off-ramp	AM	09/12/17	23.6	C	23.9	C	26.0	C	26.5	C	0.6	0.015
		PM	09/12/17	21.5	C	22.0	C	25.8	C	26.5	C	1.0	0.018
7	S. Seventh & E. Virginia St [1]	AM	09/21/17	26.4	C	26.8	C	28.9	C	29.4	C	0.4	0.015
		PM	09/21/17	27.1	C	27.5	C	38.6	D	39.5	D	1.3	0.008
8	S. Seventh & Martha St	AM	09/12/17	8.5	A	8.4	A	7.8	A	7.7	A	0.0	0.003
		PM	09/12/17	6.7	A	6.6	A	6.8	A	6.8	A	0.1	0.007
9	S. Seventh & Keyes St	AM	09/12/17	34.6	C	35.1	D	38.3	D	38.8	D	0.9	0.014
		PM	09/12/17	36.2	D	36.4	D	40.0	D	40.3	D	0.7	0.008

Notes:
[1] City of San Jose Protected Intersection.

Table ES-2
Freeway Segment Level of Service Summary

						Existing Plus Project Trips												Project Trips					
						Mixed-Flow						HOV Lane							Mixed-Flow		HOV Lane		
Freeway	Segment			Direction	Peak Hour	Avg. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Avg. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Total Volume	Volume	% Capacity	Volume	% Capacity	Impact?
SR 87	Almaden Rd	to	Alma Ave	NB	AM	35	2	4,400	4,062	58.0	F	43	1	1,650	2,111	49.1	E	3	2	0.0%	1	0.0%	*NO*
					PM	47	2	4,400	4,339	46.2	E	70	1	1,650	1,193	17.0	B	12	9	0.2%	3	0.2%	*NO*
SR 87	Alma Ave	to	I-280	NB	AM	62	2	4,400	4,342	35.0	D	66	1	1,650	1,791	27.1	D	3	2	0.0%	1	0.0%	*NO*
					PM	52	2	4,400	4,379	42.1	D	70	1	1,650	1,053	15.0	B	12	9	0.2%	3	0.2%	*NO*
SR 87	I-280	to	Julian St	NB	AM	16	2	4,400	2,998	93.7	F	25	1	1,650	1,806	72.3	F	24	18	0.4%	6	0.4%	*NO*
					PM	67	2	4,400	2,010	15.1	B	70	1	1,650	773	11.0	B	13	10	0.2%	3	0.2%	*NO*
SR 87	Julian St	to	Coleman AVE	NB	AM	13	2	4,400	2,678	103.0	F	31	1	1,650	1,966	63.4	F	24	18	0.4%	6	0.4%	*NO*
					PM	63	2	4,400	4,300	34.1	D	70	1	1,650	913	13.0	B	13	10	0.2%	3	0.2%	*NO*
I-280	I-880	to	Meridian Ave	EB	AM	66	3	6,900	4,564	23.2	C	67	1	1,650	812	12.1	B	6	4	0.1%	2	0.1%	*NO*
					PM	13	3	6,900	3,998	102.5	F	30	1	1,650	2,436	81.2	F	24	18	0.3%	6	0.4%	*NO*
I-280	Meridian Ave	to	Bird Ave	EB	AM	47	4	9,200	8,654	46.0	E	--	--	--	--	--	--	6	4	0.0%	2	--	*NO*
					PM	13	4	9,200	5,428	104.4	F	--	--	--	--	--	--	24	18	0.2%	6	--	*NO*
I-280	Bird Ave	to	SR 87	EB	AM	66	4	9,200	5,554	21.0	C	--	--	--	--	--	--	6	4	0.0%	2	--	*NO*
					PM	22	4	9,200	6,978	79.3	F	--	--	--	--	--	--	24	18	0.2%	6	--	*NO*
I-280	SR 87	to	10th St	EB	AM	67	4	9,200	4,541	16.9	B	--	--	--	--	--	--	15	11	0.1%	4	--	*NO*
					PM	28	4	9,200	7,554	67.4	F	--	--	--	--	--	--	60	44	0.5%	16	--	*NO*
I-280	10th St	to	McLaughlin Ave	EB	AM	66	4	9,200	5,559	21.1	C	--	--	--	--	--	--	12	9	0.1%	3	--	*NO*
					PM	50	4	9,200	8,804	44.0	D	--	--	--	--	--	--	6	4	0.0%	2	--	*NO*
I-280	McLaughlin Ave	to	US 101	EB	AM	67	4	9,200	4,799	18.0	C	--	--	--	--	--	--	12	9	0.1%	3	--	*NO*
					PM	62	4	9,200	8,684	35.0	D	--	--	--	--	--	--	6	4	0.0%	2	--	*NO*
SR 87	Alma Ave	to	Almaden Rd	SB	AM	66	2	4,400	3,549	26.9	D	67	1	1,650	413	6.2	A	12	9	0.2%	3	0.2%	*NO*
					PM	21	2	4,400	3,414	81.3	F	50	1	1,650	2,352	47.0	E	6	4	0.1%	2	0.1%	*NO*
SR 87	I-280	to	Alma Ave	SB	AM	67	2	4,400	2,009	15.1	B	67	1	1,650	543	8.1	A	12	9	0.2%	3	0.2%	*NO*
					PM	20	2	4,400	3,284	82.1	F	40	1	1,650	2,162	54.0	E	6	4	0.1%	2	0.1%	*NO*
SR 87	Julian St	to	I-280	SB	AM	67	2	4,400	1,874	14.1	B	67	1	1,650	412	6.1	A	6	4	0.1%	2	0.1%	*NO*
					PM	27	2	4,400	3,748	69.4	F	70	1	1,650	2,526	36.1	D	24	18	0.4%	6	0.4%	*NO*
SR 87	Coleman ave	to	Julian St	SB	AM	65	2	4,400	3,904	30.0	D	67	1	1,650	472	7.0	A	6	4	0.1%	2	0.1%	*NO*
					PM	37	2	4,400	4,088	55.2	E	70	1	1,650	1,966	28.1	D	24	18	0.4%	6	0.4%	*NO*
I-280	Meridian Ave	to	I-880	WB	AM	10	3.4	7,820	3,898	114.6	F	13	1	1,650	1,346	103.6	F	24	18	0.2%	6	0.4%	*NO*
					PM	66	3.4	7,820	4,730	21.1	C	70	1	1,650	703	10.0	A	13	10	0.1%	3	0.2%	*NO*
I-280	Bird Ave	to	Meridian Ave	WB	AM	13	4	9,200	5,328	102.5	F	--	--	--	--	--	--	24	18	0.2%	6	--	*NO*
					PM	57	4	9,200	8,910	39.1	D	--	--	--	--	--	--	13	10	0.1%	3	--	*NO*
I-280	SR 87	to	Bird Ave	WB	AM	13	4	9,200	5,328	102.5	F	--	--	--	--	--	--	24	18	0.2%	6	--	*NO*
					PM	19	4	9,200	6,400	84.2	F	--	--	--	--	--	--	13	10	0.1%	3	--	*NO*
I-280	10th St	to	SR 87	WB	AM	20	4	9,200	6,684	83.5	F	--	--	--	--	--	--	60	44	0.5%	16	--	*NO*
					PM	61	4	9,200	8,813	36.1	D	--	--	--	--	--	--	32	23	0.3%	9	--	*NO*
I-280	McLaughlin Ave	to	10th St	WB	AM	18	4	9,200	6,412	89.1	F	--	--	--	--	--	--	3	2	0.0%	1	--	*NO*
					PM	65	4	9,200	7,549	29.0	D	--	--	--	--	--	--	12	9	0.1%	3	--	*NO*
I-280	US 101	to	McLaughlin Ave	WB	AM	11	4	9,200	4,932	112.1	F	--	--	--	--	--	--	3	2	0.0%	1	--	*NO*
					PM	66	4	9,200	6,609	25.0	C	--	--	--	--	--	--	12	9	0.1%	3	--	*NO*

/a/ Source: Santa Clara Valley Transportation Authority 2016 Monitoring and Conformance Report (February 2, 2017).

1. Introduction

This report presents the results of the Transportation Impact Analysis (TIA) prepared for the proposed residential development located at 295 E. Virginia Street in San Jose, California. The 1.23-acre site is located on the northwest corner of the Seventh Street and E. Virginia Street intersection and is currently vacant. As proposed, the project would construct 301 studio apartment units. Access to the site would be provided via a single full-access driveway on E. Virginia Street. Figure 1 shows the project site location.

Scope of Study

This study was conducted for the purpose of identifying potential traffic impacts related to the proposed development. The impacts of the project were evaluated following the standards and methodologies set forth by the City of San Jose. A freeway analysis according to the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP) guidelines also was prepared, since the project would generate more than 100 new peak hour vehicle trips. There are no CMP intersections in the project vicinity so a Future Growth traffic scenario was not prepared. The study determined the traffic impacts of the project on nine signalized intersections and ten freeway segments in the vicinity of the project site during the weekday AM and PM peak periods of traffic. The study intersections and freeway segments are identified below.

Study Intersections

1. S. Third Street and E. Reed Street
2. S. Third Street and E. Virginia Street
3. S. Fourth Street and E. Reed Street
4. S. Sixth Street and E. Virginia Street
5. S. Seventh Street and E. Reed Street
6. S. Seventh Street and Margaret Way/I-280 off-ramp
7. S. Seventh Street and E. Virginia Street (City of San Jose Protected Intersection)
8. S. Seventh Street and Martha Street
9. S. Seventh Street and Keyes Street

Study Freeway Segments

1. SR 87, between Almaden Road and Alma Avenue
2. SR 87, between Alma Avenue and I-280
3. SR 87, between I-280 and Julian Street
4. SR 87, between Julian Street and Coleman Avenue
5. I-280, between I-880 and Meridian Avenue
6. I-280, between Meridian Avenue and Bird Avenue
7. I-280, between Bird Avenue and SR 87

LEGEND

= Project Site Location

= Study Intersection

Figure 1

Site Location and Study Intersections

8. I-280, between SR 87 and 10th Street
9. I-280, between 10th Street and McLaughlin Avenue
10. I-280, between McLaughlin Avenue and US 101

Traffic conditions at the study intersections were analyzed for 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.

Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing traffic volumes at all 9 signalized study intersections were obtained from new 2017 traffic counts. The new 2017 count data have been reviewed and approved by the City of San Jose Department of Transportation. The new intersection count data are included in Appendix A.

Scenario 2: *Existing Plus Project Conditions.* Existing plus project peak hour traffic volumes were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing plus project conditions were evaluated relative to existing conditions in order to determine the effects the project would have on existing traffic conditions.

Scenario 3: *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), which is included in Appendix B.

Scenario 4: *Background Plus Project Conditions.* Projected near-term peak hour traffic volumes with the project were estimated by adding to background traffic volumes the additional traffic generated by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts according to the City of San Jose Level of Service Policy.

Methodology

This section describes the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

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

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

Analysis Methodologies and Level of Service Standards

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 various analysis methods are described below.

City of San Jose Signalized Intersections

The City of San Jose level of service methodology for signalized intersections is the 2000 *Highway Capacity Manual* (HCM) method. This method is applied using the TRAFFIX software. The 2000 HCM operations method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersection level of service

methodology, the City of San Jose methodology employs the CMP default values for the analysis parameters. The City of San Jose level of service standard for signalized intersections is LOS D or better. The correlation between average control delay and level of service is shown in Table 1.

Table 1
Intersection Level of Service Definitions Based on Average Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lenghts, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p10-16.

City of San Jose Protected Intersections

The intersection of S. Seventh Street and E. Virginia Street is identified as a Protected Intersection in the City's Transportation Level of Service (LOS) Policy, Council Policy 5-3. Protected intersections consist of locations that have been built to their planned maximum capacity and where expansion of the intersection would have an adverse effect on other transportation facilities (such as pedestrian, bicycle, transit systems, etc.). Protected Intersections are, therefore, not required to maintain a Level of Service D, which is the City of San Jose standard. The deficiencies at all Protected Intersections in the City of San Jose have been disclosed and overridden in previous EIRs.

If a development project has significant traffic impacts at a designated Protected Intersection, the project may be approved if offsetting transportation system improvements are provided. The offsetting improvements are intended to provide other transportation benefits for the community adjacent to the traffic impact. The improvements may include enhancements to pedestrian, bicycle, and transit facilities, as well as neighborhood traffic calming measures and other roadway improvements.

The City will identify the specific offsetting improvements, which should be agreed upon by the community. Priority is given to improvements identified in previously adopted plans such as area-wide specific or master plans, redevelopment plans, or plans prepared through the Strong Neighborhoods Initiative. Community outreach should occur in conjunction with the project review and approval process. Once the specific improvements have been identified, the developer must submit improvement plans to the City of San Jose Department of Public Works for review and approval. The specific offsetting improvements proposed can be finalized during the subsequent planning permit stages.

The City of San Jose LOS Policy has established that the value of offsetting improvements should equal $2,920 per net peak hour trip generated by the project for one protected intersection impact, and $4,380 per net peak hour project trip for two or more protected intersection impacts. For the purpose of determining the Protected Intersection LOS impact value, net peak hour project trips are defined as the total number of peak hour trips generated by the project during the highest peak hour period after all appropriate credits have been applied.

Intersection Operations

The analysis of intersection level of service was supplemented with an analysis of traffic operations for intersection movements where the project would add a significant number of trips. The operations analysis is based on vehicle queuing for high-demand left-turn movements at intersections. Vehicle queues are estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

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

where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = Avg. # of vehicles in 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 per signal cycle for a 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 left-turn pocket storage requirements at signalized 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). Therefore, left-turn storage pocket 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.

Freeway Segments

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

$$D = V / (N*S)$$

where:

D= density, in vehicles per mile per lane (vpmpl)
V= peak hour volume, in vehicles per hour (vph)
N= number of travel lanes
S= average travel speed, in miles per hour (mph)

The vehicle density on a freeway segment is correlated to level of service as shown in Table 2. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl for mixed-flow lane segments

that are two lanes wide in one direction. A capacity of 1,800 vphpl was used for high occupancy vehicle (HOV) lanes. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

Table 2
Freeway Level of Service Definitions Based on Density

Level of Service	Description	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	11.0 or less
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	11.1 to 18.0
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	18.1 to 26.0
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	26.1 to 46.0
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	46.1 to 58.0
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	greater than 58.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000)

General Plan Transportation Policies

The Circulation Element of the Envision San Jose 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. San Jose's Transportation Goals, Policies and Actions aim to:

- Establish circulation policies that increase bicycle, pedestrian and transit travel while reducing motor vehicle trips to increase the City's share of travel by alternative transportation modes.
- Promote San Jose as a walking and bicycling-first city by providing and prioritizing funding for projects that enhance and improve bicycle and pedestrian facilities.

Report Organization

The remainder of this report is divided into six chapters. Chapter 2 describes existing conditions including the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 presents the intersection operations under existing plus project conditions and describes the method used to estimate project traffic. Chapter 4 presents the intersection operations under background conditions. Chapter 5 presents the intersection operations under background plus project conditions and describes the project's impact on the transportation system. Chapter 6 describes non-level of service operational issues associated with the proposed project. Chapter 7 presents the conclusions of the traffic study.

2. Existing Conditions

This chapter describes existing conditions for all the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities. Also included are the existing levels of service of the key intersections in the study area.

Existing Roadway Network

Regional access to the project site is provided by SR 87 and I-280. Local access to the site is provided by Virginia Street, Sixth Street, Fifth Street, Seventh Street, Martha Street, Keyes Street, and Monterey Road. These roadways are described below.

SR 87 is a north-south freeway that begins at its interchange with SR 85 and extends northward to US 101. SR 87 is six lanes wide (4 mixed-flow and 2 HOV lanes). Access to and from the project site is provided via its junction with I-280.

I-*280* is an eight-lane freeway in the vicinity of the site. It extends northwest to San Francisco and east to King Road in San Jose, at which point it makes a transition into I-680 to Oakland. Access to the site is provided via its interchanges with Sixth and Seventh Streets.

Virginia Street is an east-west roadway that forms the southern boundary of the project site. West of Monterey Road, Virginia Street is classified as a major collector street. Virginia Street previously was one-way in the eastbound direction between Sixth and Seventh Streets but was recently converted to two-way operation. This segment of Virginia Street will provide access to the site via a single full-access driveway.

Sixth Street is a two-lane local street that runs north to south from Humboldt Street to Virginia Street. The I-280 southbound off-ramp serves as the north leg of the Sixth Street & Virginia Street intersection. San Jose recently converted Sixth Street to two-way operation between Virginia Street and Martha Street.

Fifth Street is a two-lane local street that extends north from Keyes Street to Patterson Street, located just south of I-280.

Seventh Street is a north-south roadway that begins at Tully Road and terminates at San Jose State University. Seventh Street has an interchange with I-280. It is classified as a major collector street and has two travel lanes plus bike lanes.

Martha Street is an east-west roadway that extends west from Twelfth Street to Monterey Road, where it becomes Oak Street. Martha Street is a two-lane local street.

Keyes Street is a four-lane arterial that extends east from Monterey Road and continues to Senter Road, where it becomes Story Road. West of Monterey Road, Keyes Street becomes Goodyear Street, a residential street.

Monterey Road (SR 82) is a north-south arterial that runs from central San Jose south to Morgan Hill. In the vicinity of the project site, the roadway is a six-lane arterial. North of Alma Avenue, Monterey Road becomes South First Street, which traverses downtown San Jose.

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 and Bicycle Facilities

Pedestrian facilities consist of sidewalks and crosswalks along the streets in the vicinity of the project site. Crosswalks with pedestrian signal heads and push buttons are located at all the signalized intersections in the study area. Overall, the existing network of sidewalks and crosswalks in the immediate vicinity of the project site has good connectivity and provides pedestrians with safe routes to transit services and other points of interest in the study area.

There are numerous bicycle facilities within the study area (see Figure 2). Near the project site, Class II bikeways (striped bike lanes) are available on Second Street, Third Street, Seventh Street, Tenth Street, Eleventh Street and Keyes Street/Story Road. In addition, Virginia Street west of Third Street and Goodyear Street west of First Street contain Sharrows. Sharrows are painted shared lane markings on a road that indicate to motorists that bicyclists may use the full travel lane. Sharrows are most often used on roadways that are too narrow to install a standard striped bike lane. Overall, bicycle access to the site is adequate.

Existing Transit Service

Existing transit service in the immediate vicinity of the project site is provided by the Santa Clara Valley Transportation Authority (VTA). The VTA local bus service is described below and shown on Figure 3.

VTA Bus Service

The VTA bus lines that operate within the study area are listed below in Table 3, including their terminus points, closest scheduled stop, and commute hour headways.

Table 3
Existing VTA Bus Service

Bus Route	Route Description	Closest Stop	Weekday Hours of Operation	Headway /a/
Local Route 25	DeAnza College to Alum Rock Transit Center	Keyes / Seventh	5:12am - 12:26am	10 - 20 min
Local Route 66	Kaiser San Jose to Milpitas/Dixon Road	First / Virginia	5:13am - 12:07am	15 - 20 min
Local Route 68	Gilroy Transit Cntr to San Jose Diridon Transit Cntr	First / Virginia	4:02am - 1:27am	15 - 20 min
Local Route 73	Snell/Capitol to Downtown san Jose	Tenth / Martha	5:30am - 10:14pm	15 - 20 min
Local Route 82	Westgate to Downtown San Jose	First / Virginia	6:02am - 9:27pm	30 min
Limited Stop Route 304	South San Jose to Sunnyvale Transit Center	First / Virginia	NB: 5:52am - 8:49am	30 - 40 min
			SB: 3:33pm - 7:07pm	30 - 50 min
Express Bus Route 168	Gilroy Transit Cntr to San Jose Diridon Transit Cntr	San Carlos St /	NB: 5:32am - 8:55am	15 - 35 min
		Convention Center	SB: 3:40pm - 6:57pm	15 - 25 min

Notes:
/a/ Approximate headways during the AM and PM peak commute periods.

LEGEND

= Project Site Location

= Study Intersection

= On-Street Bike Lanes (Class II)

= Multi-Use Path (Class I)

= Sharrows (Shared Lane Markings)

Figure 2
Existing Bicycle Facilities

Figure 3
Existing Transit Services

Local routes 25, 66, 68, 73, and 82, as well as limited stop route 304, run along First Street, Tenth Street, Eleventh Street, and Keyes Street/Willow Street/Story Road. Express route 168 operates along SR 87 and stops at the San Jose Convention Center and Diridon Station. While there are transit services in the study area, the closest bus stops are just over 1/3 mile from the project site. Guidelines for transit accessibility specify that bus stops should be within 1/4 mile of the site.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were provided by City staff and confirmed by observations in the field. The existing intersection lane configurations are shown on Figure 4.

Existing Traffic Volumes

Existing weekday AM (7:00-9:00 AM) and PM (4:00-6:00 PM) peak hour traffic volumes were obtained from new manual turning-movement counts conducted in September 2017. The existing peak hour traffic volumes are shown graphically on Figure 5. New 2017 count data are included in Appendix A.

Existing Intersection Levels of Service

The results of the intersection level of service analysis show that all the signalized study intersections currently operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic (see Table 4). The detailed intersection level of service calculation sheets are included in Appendix C.

Table 4
Existing Intersection Levels of Service

Study Number	Intersection	Peak Hour	Count Date	Avg. Delay (sec.)	LOS
1	S. Third St & Reed St	AM	09/12/17	15.4	B
		PM	09/12/17	16.7	B
2	S. Third St & Virginia St	AM	09/12/17	15.7	B
		PM	09/12/17	9.0	A
3	S. Forth St & Reed St	AM	09/12/17	17.4	B
		PM	09/12/17	24.1	C
4	S. Sixth St & E. Virginia St	AM	09/12/17	17.2	B
		PM	09/12/17	20.8	C
5	S. Seventh & Reed St	AM	09/12/17	13.2	B
		PM	09/12/17	14.7	B
6	S. Seventh & Margaret Way/I-280 off-ramp	AM	09/12/17	23.6	C
		PM	09/12/17	21.5	C
7	S. Seventh & E. Virginia St [1]	AM	09/21/17	26.4	C
		PM	09/21/17	27.1	C
8	S. Seventh & Martha St	AM	09/12/17	8.5	A
		PM	09/12/17	6.7	A
9	S. Seventh & Keyes St	AM	09/12/17	34.6	C
		PM	09/12/17	36.2	D

Notes:
[1] City of San Jose Protected Intersection.

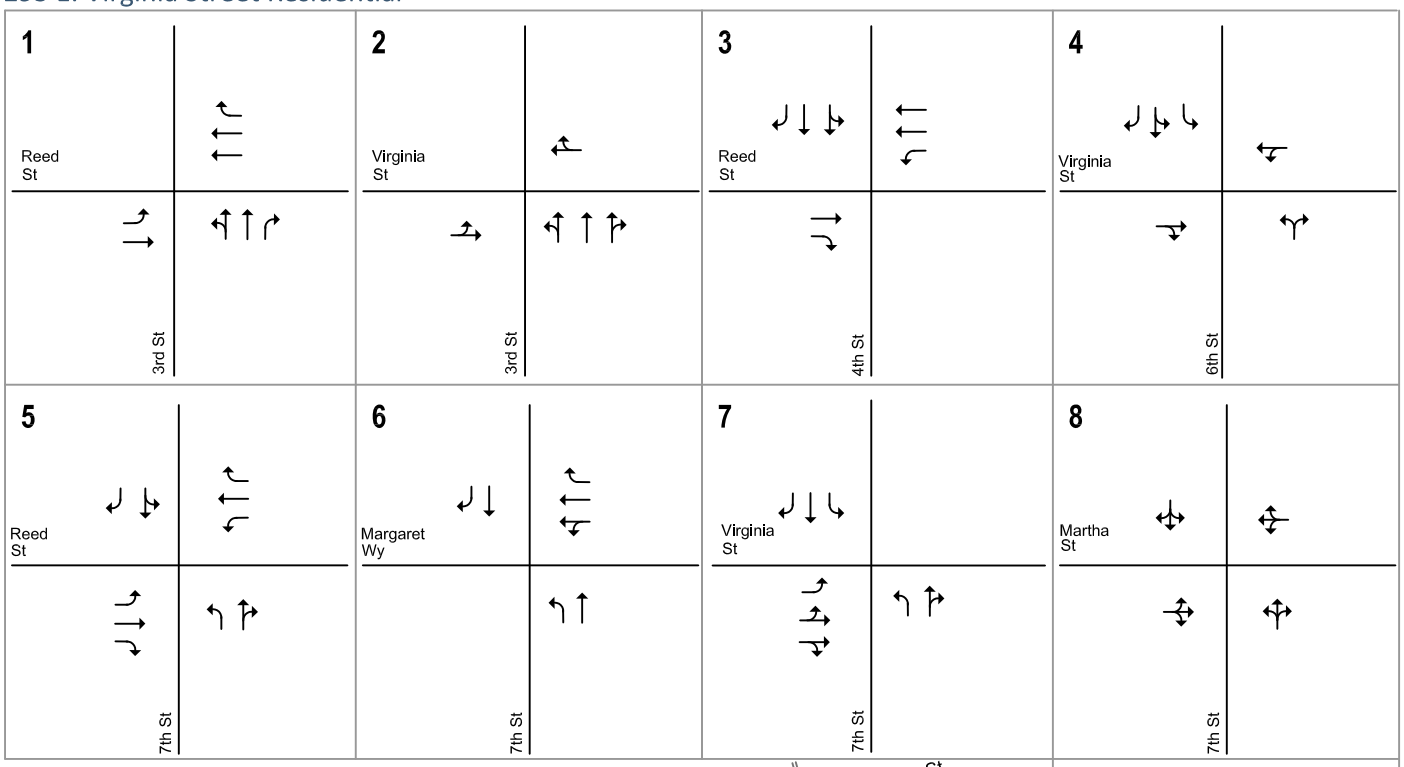


Figure 4
Existing Lane Configurations

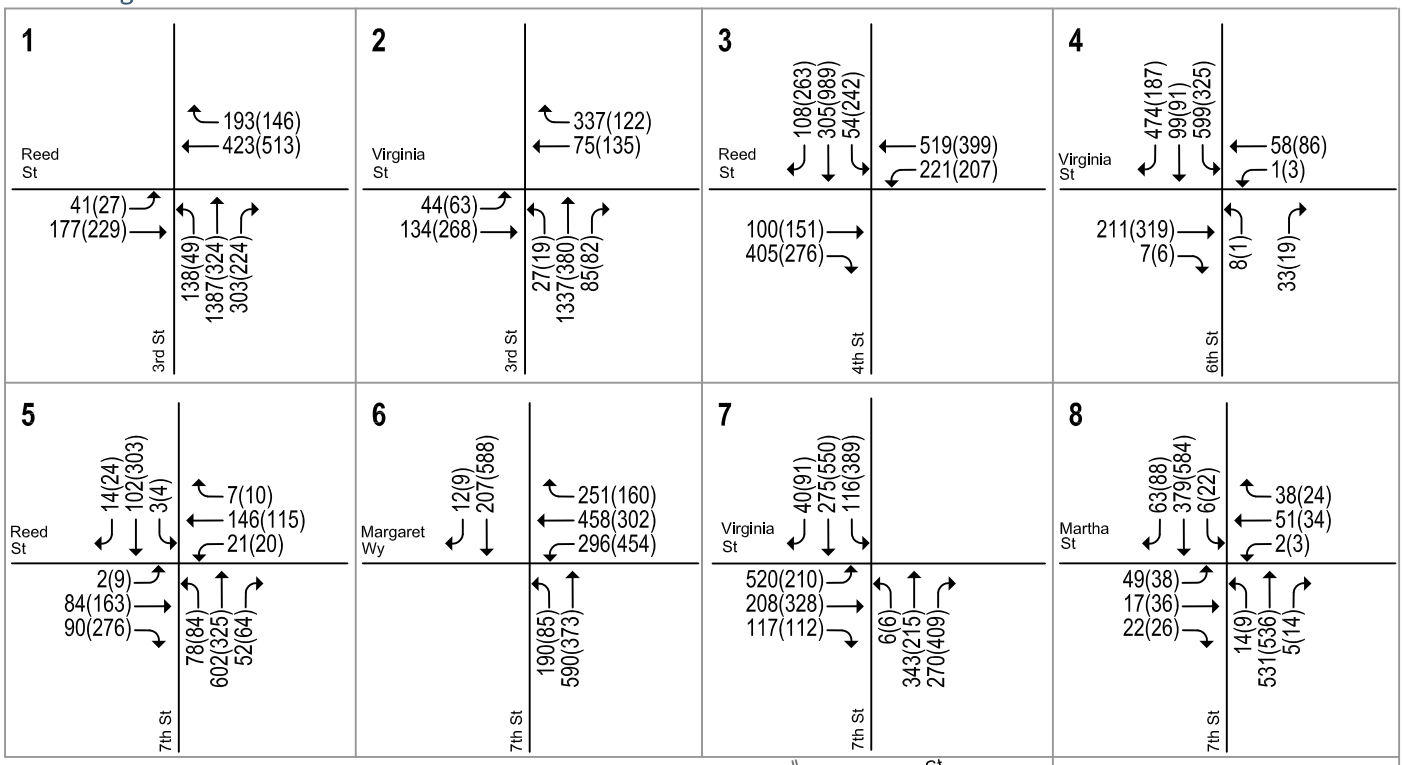


Figure 5
Existing Traffic Volumes

Existing Freeway Segment Levels of Service

Traffic volumes for the study freeway segments were obtained from the Santa Clara VTA 2016 Monitoring and Conformance Report (February 2, 2017), which contains the most recent data collected for freeway segments located in Santa Clara County. The existing freeway segment levels of service are shown in Table 5. The results show that the following study freeway segments currently operate at an unacceptable LOS F in at least one direction during the AM and/or PM peak hour as indicated below:

- SR 87, southbound between Almaden Road and Alma Avenue – PM peak hour
- SR 87, southbound between Alma Avenue and I-280 – PM peak hour
- SR 87, northbound between I-280 and Julian Street – AM peak hour
- SR 87, southbound between I-280 and Julian Street – PM peak hour
- SR 87, northbound between Julian Street and Coleman Avenue – AM peak hour
- I-280, eastbound between I-880 and Meridian Avenue – PM peak hour
- I-280, westbound between I-880 and Meridian Avenue – AM peak hour
- I-280, eastbound between Meridian Avenue and Bird Avenue – PM peak hour
- I-280, westbound between Meridian Avenue and Bird Avenue – AM peak hour
- I-280, eastbound between Bird Avenue and SR 87 – PM peak hour
- I-280, westbound between Bird Avenue and SR 87 – AM and PM peak hours
- I-280, eastbound between SR 87 and 10th Street – PM peak hour
- I-280, westbound between SR 87 and 10th Street – AM peak hour
- I-280, westbound between 10th Street and McLaughlin Avenue – AM peak hour
- I-280, between McLaughlin Avenue and US 101 – AM peak hour

Observed Existing Traffic Conditions

Traffic conditions were observed in the field to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to level of service, and (2) to identify any locations where the level of service analysis does not accurately reflect actual existing traffic conditions.

AM and PM field observations revealed that overall the study intersections operate adequately, and the level of service calculations accurately reflect existing conditions. However, field observations revealed that some minor operational problems currently occur that may not be reflected in the intersection level of service calculations, as indicated below.

Seventh Street

In the project area, traffic in both the northbound and southbound directions along Seventh Street is relatively heavy during both the AM and PM peak commute periods. There is also a noticeable amount of heavy vehicle/truck traffic. Even with the high volumes along Seventh Street, however, intersections operate with few issues.

At the intersection of Seventh Street and Virginia Street, the eastbound approach lanes fill to capacity, but do not block the upstream intersection at Sixth Street, and all vehicles clear in one signal cycle length. The southbound left-turn pocket occasionally fills to capacity, sometimes requiring two signal cycles to clear the intersection. Vehicle queues in both the northbound and southbound through lanes on Seventh Street occasionally stack up between Virginia Street and the I-280 westbound off-ramp.

At the intersection of Seventh Street and Margaret Street/I-280 off-ramp, the vehicle queues on the I-280 off-ramp sometimes back up to the mixed-flow lanes of I-280. The maximum vehicle queues for the northbound left-turn movement on Seventh Street at Margaret Way frequently exceed the existing left-turn storage capacity; however, vehicle queues are usually able to clear in one signal cycle length.

Reed Street

Traffic flows along Reed Street are problem free with the exception of minor issues at its intersections with Fourth Street and Third Street. All vehicles clear during the allotted green times at both intersections. Occasionally vehicle queues from the Third Street intersection spill back to Fourth Street, as well as from Fourth Street to Fifth Street. The maximum vehicle queues for the westbound left-turn storage on Reed Street at Fourth Street exceed the existing left-turn storage capacity.

The field observations revealed no unusual traffic problems at the remaining study intersections, and the level of service analysis appears to accurately reflect actual existing traffic conditions.

Table 5
Existing Freeway Segment Levels of Service

						Mixed-Flow Lanes					HOV Lane				
Freeway	Segment			Direction	Peak Hour	Avg. Speed/a/	# of Lanes	Volume/a/	Density	LOS	Avg. Speed/a/	# of Lanes	Volume/a/	Density	LOS
SR 87	Almaden Rd	to	Alma Ave	NB	AM	35	2	4,060	58.0	E	43	1	2,110	49.1	E
					PM	47	2	4,330	46.0	D	70	1	1,190	17.0	B
SR 87	Alma Ave	to	I-280	NB	AM	62	2	4,340	35.0	D	66	1	1,790	27.1	D
					PM	52	2	4,370	42.0	D	70	1	1,050	15.0	B
SR 87	I-280	to	Julian St	NB	AM	16	2	2,980	93.1	F	25	1	1,800	72.0	F
					PM	67	2	2,000	15.0	B	70	1	770	11.0	A
SR 87	Julian St	to	Coleman AVE	NB	AM	13	2	2,660	102.3	F	31	1	1,960	63.2	F
					PM	63	2	4,290	34.0	D	70	1	910	13.0	B
I-280	I-880	to	Meridian Ave	EB	AM	66	3	4,560	23.2	C	67	1	810	12.1	B
					PM	13	3	3,980	102.1	F	30	1	2,430	81.0	F
I-280	Meridian Ave	to	Bird Ave	EB	AM	47	4	8,650	46.0	E	--	--	--	--	--
					PM	13	4	5,410	104.0	F	--	--	--	--	--
I-280	Bird Ave	to	SR 87	EB	AM	66	4	5,550	21.0	C	--	--	--	--	--
					PM	22	4	6,960	79.1	F	--	--	--	--	--
I-280	SR 87	to	10th St	EB	AM	67	4	4,530	16.9	B	--	--	--	--	--
					PM	28	4	7,510	67.0	F	--	--	--	--	--
I-280	10th St	to	McLaughlin Ave	EB	AM	66	4	5,550	21.0	C	--	--	--	--	--
					PM	50	4	8,800	44.0	D	--	--	--	--	--
I-280	McLaughlin Ave	to	US 101	EB	AM	67	4	4,790	18.0	C	--	--	--	--	--
					PM	62	4	8,680	35.0	D	--	--	--	--	--
SR 87	Alma Ave	to	Almaden Rd	SB	AM	66	2	3,540	26.8	D	67	1	410	6.1	A
					PM	21	2	3,410	81.2	F	50	1	2,350	47.0	E
SR 87	I-280	to	Alma Ave	SB	AM	67	2	2,000	15.0	B	67	1	540	8.1	A
					PM	20	2	3,280	82.0	F	40	1	2,160	54.0	E
SR 87	Julian St	to	I-280	SB	AM	67	2	1,870	14.1	B	67	1	410	6.1	A
					PM	27	2	3,730	69.1	F	70	1	2,520	36.0	D
SR 87	Coleman ave	to	Julian St	SB	AM	65	2	3,900	30.0	D	67	1	470	7.0	A
					PM	37	2	4,070	55.0	E	70	1	1,960	28.0	D
I-280	Meridian Ave	to	I-880	WB	AM	10	3	3,880	114.1	F	13	1	1,340	103.1	F
					PM	66	3	4,720	21.0	C	70	1	700	10.0	A
I-280	Bird Ave	to	Meridian Ave	WB	AM	13	4	5,310	102.1	F	--	--	--	--	--
					PM	57	4	8,900	39.0	D	--	--	--	--	--
I-280	SR 87	to	Bird Ave	WB	AM	13	4	5,310	102.1	F	--	--	--	--	--
					PM	19	4	6,390	84.1	F	--	--	--	--	--
I-280	10th St	to	SR 87	WB	AM	20	4	6,640	83.0	F	--	--	--	--	--
					PM	61	4	8,790	36.0	D	--	--	--	--	--
I-280	McLaughlin Ave	to	10th St	WB	AM	18	4	6,410	89.0	F	--	--	--	--	--
					PM	65	4	7,540	29.0	D	--	--	--	--	--
I-280	US 101	to	McLaughlin Ave	WB	AM	11	4	4,930	112.0	F	--	--	--	--	--
					PM	66	4	6,600	25.0	C	--	--	--	--	--

/a/ Source: Santa Clara Valley Transportation Authority 2016 Monitoring and Conformance Report (February 2, 2017).

3. Existing Plus Project Conditions

This chapter describes existing plus project traffic conditions, including the method by which project traffic is estimated. Existing plus project traffic conditions could potentially occur if the project were to be occupied prior to the other approved projects in the area. It is unlikely that this traffic condition would occur, since other approved projects expected to add traffic to the study area would likely be built and occupied during the time the project is going through the development review process.

Transportation Network Under Existing Plus Project Conditions

It is assumed in this analysis that the transportation network under existing plus project conditions would be the same as the existing transportation network.

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, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets. These procedures are described further in the following sections.

Trip Generation

Through empirical research, data have been collected that quantify the amount of traffic produced by common land uses. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. Trip generation resulting from new development proposed within the City of San Jose typically is estimated using the trip rates published in the Institute of Transportation Engineers' (ITE) manual entitled *Trip Generation, 9th Edition (*2012).

Project Trips

After applying the standard ITE trip rates for apartments and a 2 percent transit trip reduction, it is estimated that the project would generate 1,962 new daily vehicle trips, with 151 new trips occurring during the AM peak hour and 183 new trips occurring during the PM peak hour (see Table 6). Using the inbound/outbound splits recommended by ITE, the project would produce 30 inbound and 121 outbound trips during the AM peak hour, and 119 inbound and 64 outbound trips during the PM peak hour.

Table 6
Project Trip Generation Estimates

Land Use	Size	Daily Rate	Daily Trips	AM Peak Hour Pk-Hr Rate	AM In	AM Out	AM Total	PM Peak Hour Pk-Hr Rate	PM In	PM Out	PM Total
Apartments [1]	301 units	6.65	2,002	0.51	31	123	154	0.62	121	66	187
Transit Reduction [2]			(40)		(1)	(2)	(3)		(2)	(2)	(4)
Net New Trips:			**1,962**		**30**	**121**	**151**		**119**	**64**	**183**

Notes:
[1] Rates based on ITE Land Use Code 220 (Apartment), average rates used.
[2] A 2% transit reduction was applied, since the residential project site is located within 2,000 feet of a major bus stop. (Santa Clara VTA TIA Guidelines, October 2014)
Source: ITE *Trip Generation Manual*, 9th Edition, 2012.

Trip Distribution Pattern 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 location.

Figure 6 shows the project trip distribution pattern. Figure 7 shows the project trip assignment at the study intersections.

Existing Plus Project Traffic Volumes

The project trips were added to existing traffic volumes to obtain existing plus project traffic volumes (see Figure 8). Traffic volumes for all components of traffic are tabulated in Appendix C.

Intersection Levels of Service Under Existing Plus Project Conditions

The results of the intersection level of service analysis under existing plus project conditions show that, measured against the City of San Jose level of service standards, all the signalized study intersections would continue to operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic (see Table 7).

The intersection level of service calculation sheets are included in Appendix D.

LEGEND

= Project Site Location

= Study Intersection

Figure 6
Project Trip Distribution Pattern

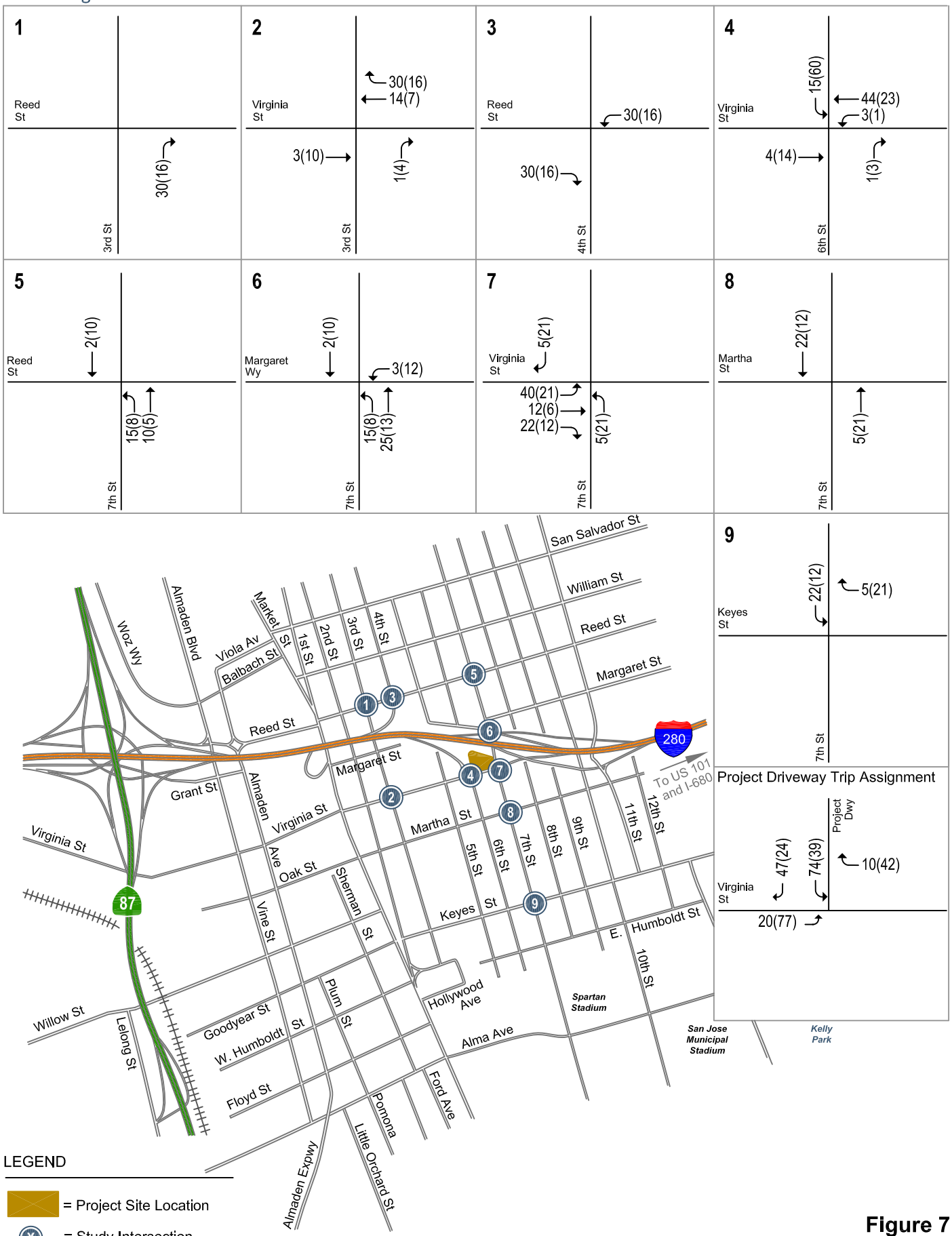


Figure 7
Project Trip Assignment

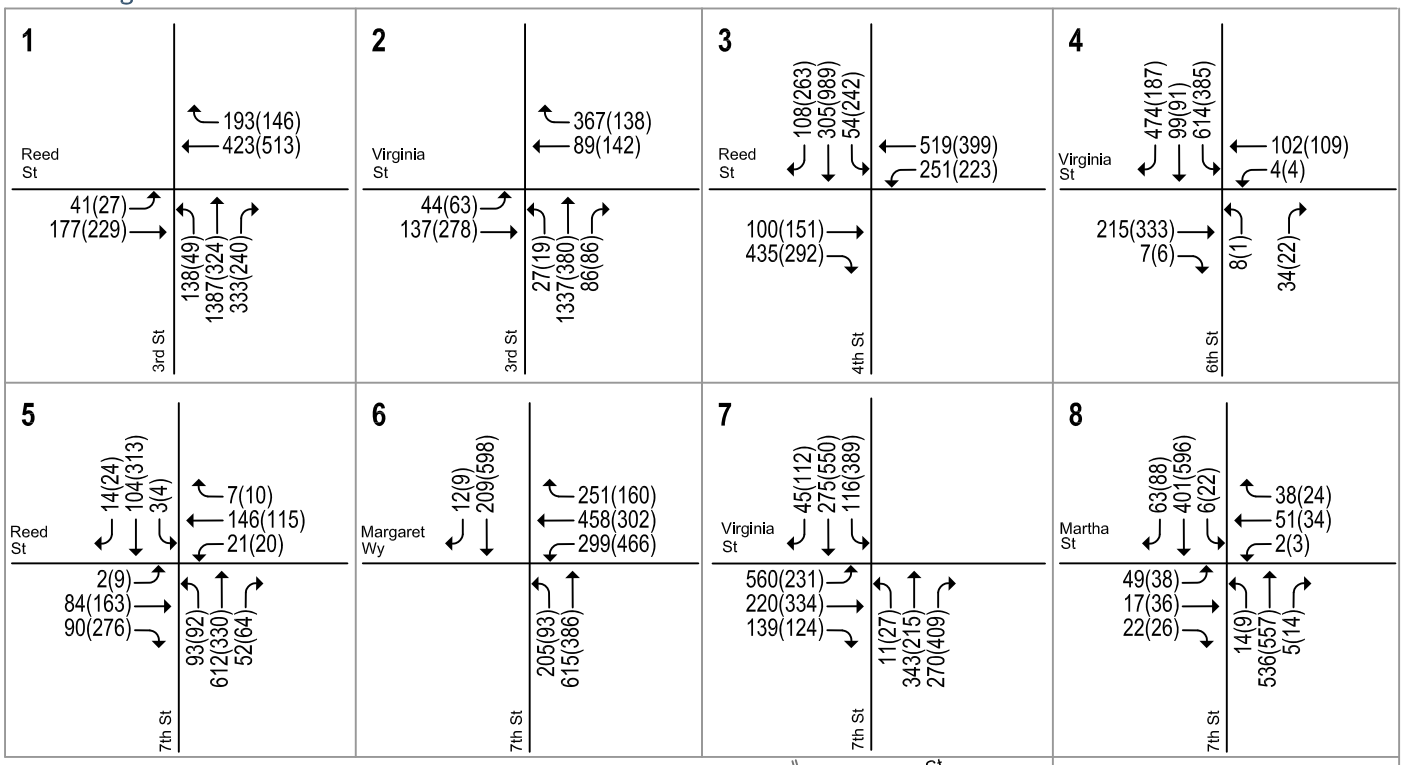


Figure 8
Existing Plus Project Traffic Volumes

Table 7
Existing Plus Project Intersection Levels of Service

Study Number	Intersection	Peak Hour	Existing		Existing + Project	
			Avg. Delay (sec.)	LOS	Avg. Delay (sec.)	LOS
1	S. Third St & Reed St	AM	15.4	B	15.5	B
		PM	16.7	B	16.8	B
2	S. Third St & Virginia St	AM	15.7	B	16.8	B
		PM	9.0	A	9.0	A
3	S. Forth St & Reed St	AM	17.4	B	17.9	B
		PM	24.1	C	24.9	C
4	S. Sixth St & E. Virginia St	AM	17.2	B	17.7	B
		PM	20.8	C	20.7	C
5	S. Seventh & Reed St	AM	13.2	B	13.1	B
		PM	14.7	B	14.7	B
6	S. Seventh & Margaret Way/I-280 off-ramp	AM	23.6	C	23.9	C
		PM	21.5	C	22.0	C
7	S. Seventh & E. Virginia St [1]	AM	26.4	C	26.8	C
		PM	27.1	C	27.5	C
8	S. Seventh & Martha St	AM	8.5	A	8.4	A
		PM	6.7	A	6.6	A
9	S. Seventh & Keyes St	AM	34.6	C	35.1	D
		PM	36.2	D	36.4	D

Notes:
[1] City of San Jose Protected Intersection.

4. Background Conditions

This chapter presents background traffic conditions, which are defined as conditions just prior to completion of the proposed project. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by other approved developments in the vicinity of the site. This chapter describes the procedure used to determine background traffic volumes and the resulting traffic conditions. The background scenario predicts a realistic traffic condition that would occur as approved development gets built and occupied.

Background Transportation Network

It was assumed in this analysis that the transportation network under background conditions would be the same as the existing network.

Background Traffic Volumes

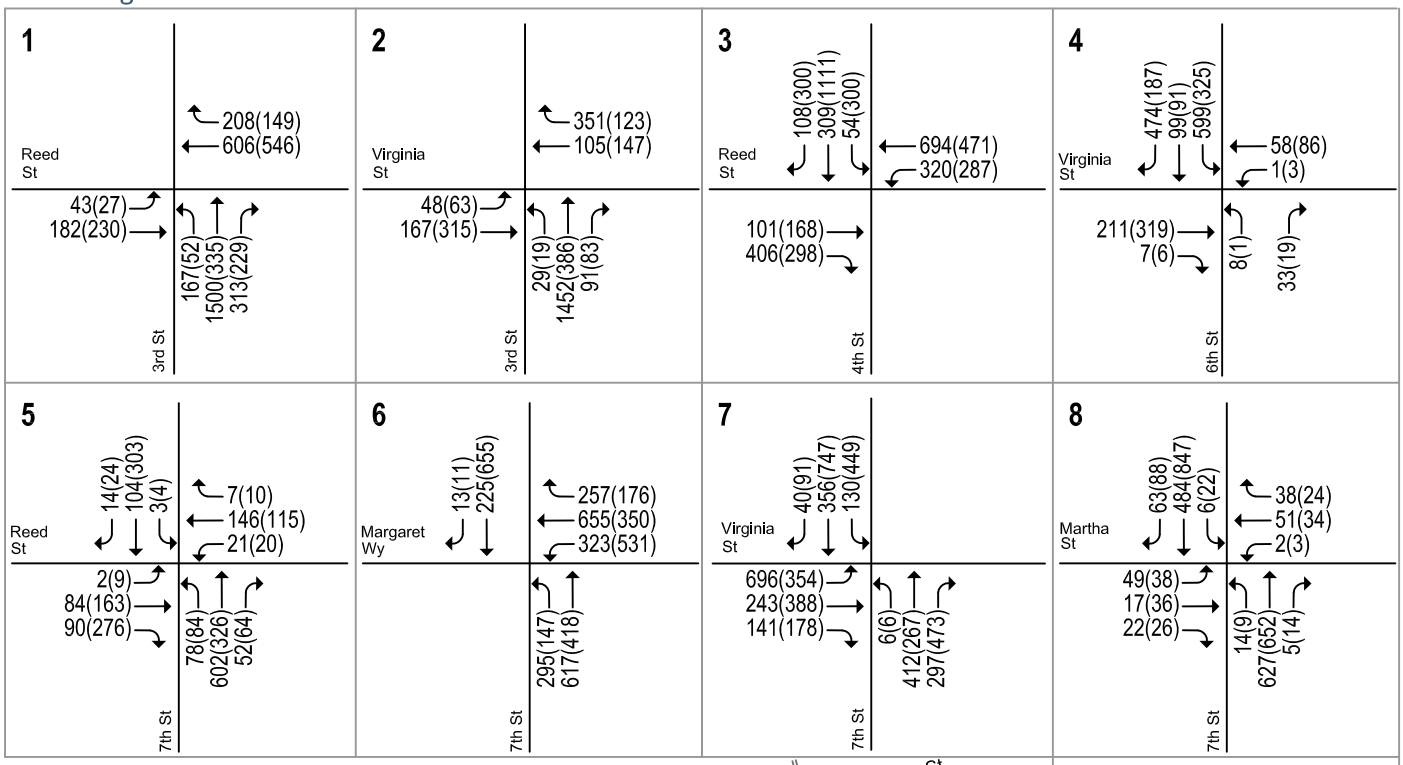
Background peak hour traffic volumes were estimated by adding to existing peak hour volumes the estimated traffic from approved but not yet constructed developments. The added traffic from approved but not yet constructed developments in the City of San Jose was obtained from the City's Approved Trips Inventory (ATI).

Background traffic volumes are shown graphically on Figure 9. The ATI is contained in Appendix B. Traffic volumes for all components of traffic are tabulated in Appendix C.

Intersection Levels of Service Under Background Conditions

The results of the intersection level of service analysis under background conditions show that, measured against the City of San Jose level of service standards, all the signalized study intersections would continue to operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic (see Table 8).

The intersection level of service calculation sheets are included in Appendix D.



LEGEND

= Project Site Location

= Study Intersection

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 9
Background Traffic Volumes

HEXAGON

NORTH
Not to Scale

Table 8
Background Intersection Levels of Service

Study Number	Intersection	Peak Hour	Existing Avg. Delay (sec.)	Existing LOS	Background Avg. Delay (sec.)	Background LOS
1	S. Third St & Reed St	AM	15.4	B	19.4	B
		PM	16.7	B	16.8	B
2	S. Third St & Virginia St	AM	15.7	B	17.3	B
		PM	9.0	A	9.1	A
3	S. Forth St & Reed St	AM	17.4	B	17.6	B
		PM	24.1	C	27.7	C
4	S. Sixth St & E. Virginia St	AM	17.2	B	17.2	B
		PM	20.8	C	20.8	C
5	S. Seventh & Reed St	AM	13.2	B	13.2	B
		PM	14.7	B	14.7	B
6	S. Seventh & Margaret Way/I-280 off-ramp	AM	23.6	C	26	C
		PM	21.5	C	25.8	C
7	S. Seventh & E. Virginia St [1]	AM	26.4	C	28.9	C
		PM	27.1	C	38.6	D
8	S. Seventh & Martha St	AM	8.5	A	7.8	A
		PM	6.7	A	6.8	A
9	S. Seventh & Keyes St	AM	34.6	C	38.3	D
		PM	36.2	D	40.0	D

Notes:
[1] City of San Jose Protected Intersection.

5. Background Plus Project Conditions

This chapter describes near-term traffic conditions that most likely would occur when the project is complete. It includes a description of the City of San Jose significance criteria used to establish what constitutes a project impact, the method by which project traffic is estimated, and any impacts caused by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts. This traffic scenario represents a more congested traffic condition than the existing plus project scenario, since it includes traffic generated by approved but not yet built projects in the area.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. For this analysis, the criteria used to determine significant project impacts on signalized intersections are based on City of San Jose Level of Service standards. The City of San Jose LOS Policy is the adopted established threshold for CEQA. Project impacts on freeway segments were analyzed according to the VTA's Congestion Management Program (CMP) level of service methodology.

City of San Jose Definition of Significant Intersection Impacts

The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of San Jose if for either peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under background plus project conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more, or
3. The level of service at a designated Protected Intersection is an unacceptable LOS E or F under background conditions and the addition of project trips causes both the critical-movement delay at the intersection to increase by two (2) or more seconds and the volume-to-capacity ratio (V/C) to increase by one-half percent (.005) or more.

An exception to rule #2 above applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e., the change in average stopped delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by City of San Jose standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to background conditions or better.

CMP Definition of Significant Freeway Segment Impacts

The CMP defines an acceptable level of service for freeway segments as LOS E or better. A project is said to create a significant impact on traffic conditions on a freeway segment if for either peak hour:

1. The level of service on the freeway segment degrades from an acceptable LOS E or better under existing conditions to an unacceptable LOS F with the addition of project trips, or
2. The level of service on the freeway segment is already operating at an unacceptable LOS F and the number of project trips added to the segment constitutes at least one percent of capacity of the segment.

A significant impact by CMP standards is said to be satisfactorily mitigated when measures are implemented that would restore freeway conditions to existing conditions or better.

Transportation Network Under Background Plus Project Conditions

It is assumed in this analysis that the transportation network under background plus project conditions would be the same as the roadway network described under background conditions.

Project Trip Estimates

After applying the standard ITE trip rates for apartments and a 2 percent transit trip reduction (as described in Chapter 3), the project would generate 1,962 new daily vehicle trips, with 151 new trips occurring during the AM peak hour and 183 new trips occurring during the PM peak hour. Using the inbound/outbound splits recommended by ITE, the project would produce 30 inbound and 121 outbound trips during the AM peak hour, and 119 inbound and 64 outbound trips during the PM peak hour.

Background Plus Project Traffic Volumes

The peak hour trips generated by the project were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 10). The project trips were assigned to the roadway network in accordance with the trip distribution pattern previously discussed in Chapter 3.

Traffic volumes for all components of traffic are tabulated in Appendix C.

Background Plus Project Conditions Intersection Analysis

The results of the intersection level of service analysis under background plus project conditions show that, measured against the City of San Jose level of service standards, all the signalized study intersections would continue to operate at an acceptable level of service (LOS D or better) during both the AM and PM peak hours of traffic (see Table 9). Therefore, none of the study intersections would be significantly impacted by the project.

The intersection level of service calculation sheets are included in Appendix D.

Freeway Segment Level of Service Analysis

The results of the CMP freeway level of service analysis are summarized in Table 10. Traffic volumes on the study freeway segments were estimated by adding project trips to the existing volumes obtained from the 2016 CMP Annual Monitoring Report. The results show that the project would not cause significant increases in traffic volumes (one percent or more of freeway capacity) on any of the study freeway segments currently operating at LOS F.

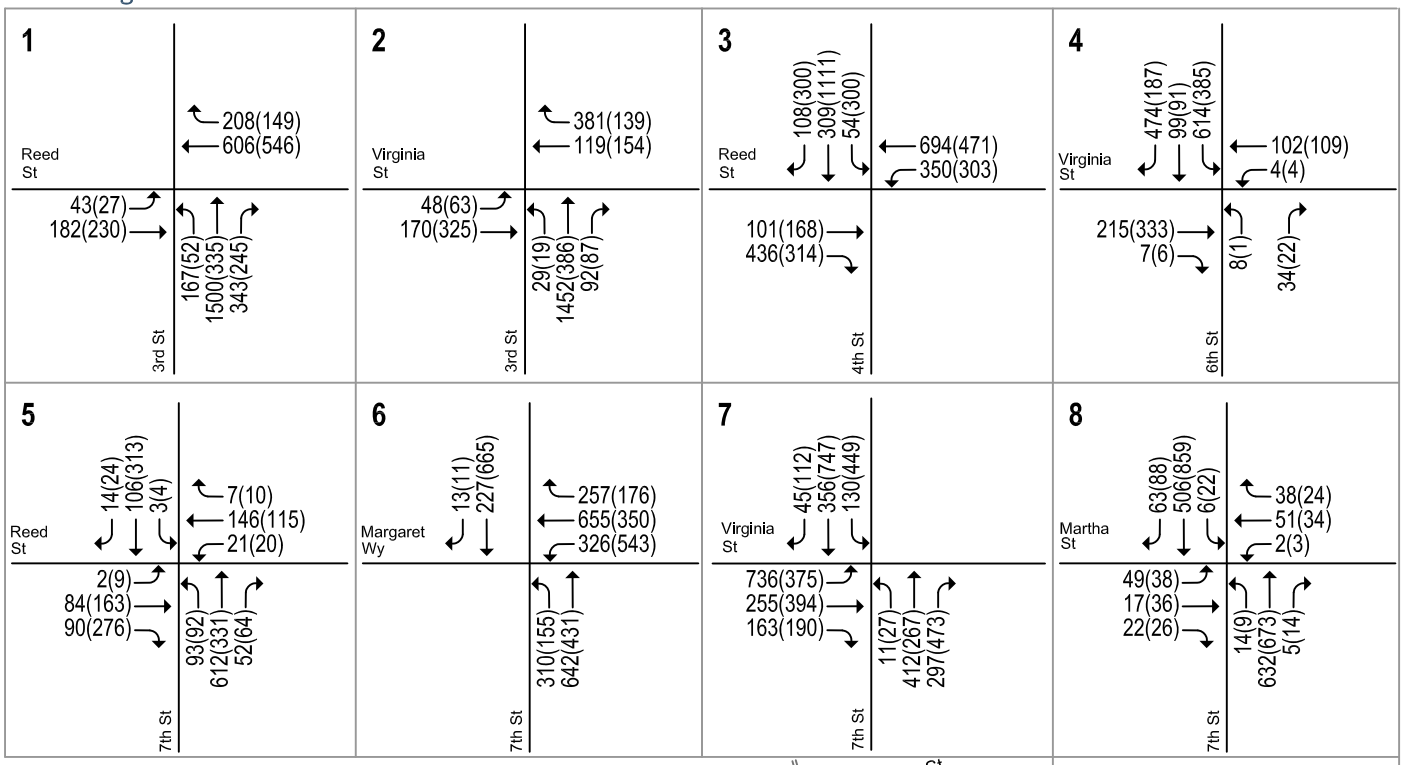


Figure 10
Background Plus Project Traffic Volumes

NORTH
Not to Scale

Table 9
Background Plus Project Intersection Levels of Service

Study Number	Intersection	Peak Hour	Existing Avg Delay (sec.)	Existing LOS	Background Avg. Delay (sec.)	Background LOS	Background + Project Avg. Delay (sec.)	Background + Project LOS	Background + Project Incr. In Crit. Delay (sec.)	Background + Project Incr. In Crit. V/C
1	S. Third St & Reed St	AM	15.4	B	19.4	B	19.7	B	0.3	0.009
		PM	16.7	B	16.8	B	16.9	B	0.1	0.005
2	S. Third St & Virginia St	AM	15.7	B	17.3	B	18.5	B	1.5	0.027
		PM	9.0	A	9.1	A	9.0	A	0.0	0.008
3	S. Forth St & Reed St	AM	17.4	B	17.6	B	18.1	B	0.7	0.039
		PM	24.1	C	27.7	C	28.8	C	1.7	0.020
4	S. Sixth St & E. Virginia St	AM	17.2	B	17.2	B	17.7	B	0.2	0.003
		PM	20.8	C	20.8	C	20.7	C	0.3	0.029
5	S. Seventh & Reed St	AM	13.2	B	13.2	B	13.0	B	-0.2	0.007
		PM	14.7	B	14.7	B	14.7	B	0.0	0.006
6	S. Seventh & Margaret Way/I-280 off-ramp	AM	23.6	C	26.0	C	26.5	C	0.6	0.015
		PM	21.5	C	25.8	C	26.5	C	1.0	0.018
7	S. Seventh & E. Virginia St [1]	AM	26.4	C	28.9	C	29.4	C	0.4	0.015
		PM	27.1	C	38.6	D	39.5	D	1.3	0.008
8	S. Seventh & Martha St	AM	8.5	A	7.8	A	7.7	A	0.0	0.003
		PM	6.7	A	6.8	A	6.8	A	0.1	0.007
9	S. Seventh & Keyes St	AM	34.6	C	38.3	D	38.8	D	0.9	0.014
		PM	36.2	D	40.0	D	40.3	D	0.7	0.008

Notes:
[1] City of San Jose Protected Intersection.

Table 10
Freeway Segment Level of Service Analysis

						Existing Plus Project Trips												Project Trips					
						Mixed-Flow						HOV Lane							Mixed-Flow		HOV Lane		
Freeway	Segment			Direction	Peak Hour	Avg. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Avg. Speed/a/	# of Lanes	Capacity (vph)	Volume/a/	Density	LOS	Total Volume	Volume	% Capacity	Volume	% Capacity	Impact?
SR 87	Almaden Rd	to	Alma Ave	NB	AM	35	2	4,400	4,062	58.0	F	43	1	1,650	2,111	49.1	E	3	2	0.0%	1	0.0%	*NO*
					PM	47	2	4,400	4,339	46.2	E	70	1	1,650	1,193	17.0	B	12	9	0.2%	3	0.2%	*NO*
SR 87	Alma Ave	to	I-280	NB	AM	62	2	4,400	4,342	35.0	D	66	1	1,650	1,791	27.1	D	3	2	0.0%	1	0.0%	*NO*
					PM	52	2	4,400	4,379	42.1	D	70	1	1,650	1,053	15.0	B	12	9	0.2%	3	0.2%	*NO*
SR 87	I-280	to	Julian St	NB	AM	16	2	4,400	2,998	93.7	F	25	1	1,650	1,806	72.3	F	24	18	0.4%	6	0.4%	*NO*
					PM	67	2	4,400	2,010	15.1	B	70	1	1,650	773	11.0	B	13	10	0.2%	3	0.2%	*NO*
SR 87	Julian St	to	Coleman AVE	NB	AM	13	2	4,400	2,678	103.0	F	31	1	1,650	1,966	63.4	F	24	18	0.4%	6	0.4%	*NO*
					PM	63	2	4,400	4,300	34.1	D	70	1	1,650	913	13.0	B	13	10	0.2%	3	0.2%	*NO*
I-280	I-880	to	Meridian Ave	EB	AM	66	3	6,900	4,564	23.2	C	67	1	1,650	812	12.1	B	6	4	0.1%	2	0.1%	*NO*
					PM	13	3	6,900	3,998	102.5	F	30	1	1,650	2,436	81.2	F	24	18	0.3%	6	0.4%	*NO*
I-280	Meridian Ave	to	Bird Ave	EB	AM	47	4	9,200	8,654	46.0	E	--	--	--	--	--	--	6	4	0.0%	2	--	*NO*
					PM	13	4	9,200	5,428	104.4	F	--	--	--	--	--	--	24	18	0.2%	6	--	*NO*
I-280	Bird Ave	to	SR 87	EB	AM	66	4	9,200	5,554	21.0	C	--	--	--	--	--	--	6	4	0.0%	2	--	*NO*
					PM	22	4	9,200	6,978	79.3	F	--	--	--	--	--	--	24	18	0.2%	6	--	*NO*
I-280	SR 87	to	10th St	EB	AM	67	4	9,200	4,541	16.9	B	--	--	--	--	--	--	15	11	0.1%	4	--	*NO*
					PM	28	4	9,200	7,554	67.4	F	--	--	--	--	--	--	60	44	0.5%	16	--	*NO*
I-280	10th St	to	McLaughlin Ave	EB	AM	66	4	9,200	5,559	21.1	C	--	--	--	--	--	--	12	9	0.1%	3	--	*NO*
					PM	50	4	9,200	8,804	44.0	D	--	--	--	--	--	--	6	4	0.0%	2	--	*NO*
I-280	McLaughlin Ave	to	US 101	EB	AM	67	4	9,200	4,799	18.0	C	--	--	--	--	--	--	12	9	0.1%	3	--	*NO*
					PM	62	4	9,200	8,684	35.0	D	--	--	--	--	--	--	6	4	0.0%	2	--	*NO*
SR 87	Alma Ave	to	Almaden Rd	SB	AM	66	2	4,400	3,549	26.9	D	67	1	1,650	413	6.2	A	12	9	0.2%	3	0.2%	*NO*
					PM	21	2	4,400	3,414	81.3	F	50	1	1,650	2,352	47.0	E	6	4	0.1%	2	0.1%	*NO*
SR 87	I-280	to	Alma Ave	SB	AM	67	2	4,400	2,009	15.1	B	67	1	1,650	543	8.1	A	12	9	0.2%	3	0.2%	*NO*
					PM	20	2	4,400	3,284	82.1	F	40	1	1,650	2,162	54.0	E	6	4	0.1%	2	0.1%	*NO*
SR 87	Julian St	to	I-280	SB	AM	67	2	4,400	1,874	14.1	B	67	1	1,650	412	6.1	A	6	4	0.1%	2	0.1%	*NO*
					PM	27	2	4,400	3,748	69.4	F	70	1	1,650	2,526	36.1	D	24	18	0.4%	6	0.4%	*NO*
SR 87	Coleman ave	to	Julian St	SB	AM	65	2	4,400	3,904	30.0	D	67	1	1,650	472	7.0	A	6	4	0.1%	2	0.1%	*NO*
					PM	37	2	4,400	4,088	55.2	E	70	1	1,650	1,966	28.1	D	24	18	0.4%	6	0.4%	*NO*
I-280	Meridian Ave	to	I-880	WB	AM	10	3.4	7,820	3,898	114.6	F	13	1	1,650	1,346	103.6	F	24	18	0.2%	6	0.4%	*NO*
					PM	66	3.4	7,820	4,730	21.1	C	70	1	1,650	703	10.0	A	13	10	0.1%	3	0.2%	*NO*
I-280	Bird Ave	to	Meridian Ave	WB	AM	13	4	9,200	5,328	102.5	F	--	--	--	--	--	--	24	18	0.2%	6	--	*NO*
					PM	57	4	9,200	8,910	39.1	D	--	--	--	--	--	--	13	10	0.1%	3	--	*NO*
I-280	SR 87	to	Bird Ave	WB	AM	13	4	9,200	5,328	102.5	F	--	--	--	--	--	--	24	18	0.2%	6	--	*NO*
					PM	19	4	9,200	6,400	84.2	F	--	--	--	--	--	--	13	10	0.1%	3	--	*NO*
I-280	10th St	to	SR 87	WB	AM	20	4	9,200	6,684	83.5	F	--	--	--	--	--	--	60	44	0.5%	16	--	*NO*
					PM	61	4	9,200	8,813	36.1	D	--	--	--	--	--	--	32	23	0.3%	9	--	*NO*
I-280	McLaughlin Ave	to	10th St	WB	AM	18	4	9,200	6,412	89.1	F	--	--	--	--	--	--	3	2	0.0%	1	--	*NO*
					PM	65	4	9,200	7,549	29.0	D	--	--	--	--	--	--	12	9	0.1%	3	--	*NO*
I-280	US 101	to	McLaughlin Ave	WB	AM	11	4	9,200	4,932	112.1	F	--	--	--	--	--	--	3	2	0.0%	1	--	*NO*
					PM	66	4	9,200	6,609	25.0	C	--	--	--	--	--	--	12	9	0.1%	3	--	*NO*

/a/ Source: Santa Clara Valley Transportation Authority 2016 Monitoring and Conformance Report (February 2, 2017).

6. Other Transportation Issues

This chapter presents an analysis of other transportation issues associated with the project, including:

- Intersection operations analysis – vehicle queuing and storage at selected intersections
- Freeway on-ramp meter analysis – vehicle queuing and on-ramp storage
- Potential project impacts to transit, bicycle, and pedestrian facilities
- Site access and on-site circulation
- Parking

Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Intersection Operations Analysis

The analysis of intersection level of service was supplemented with an analysis of left-turn pocket storage and vehicle queuing for intersections where the project would add a notable number of left turns. For the purpose of this analysis, 10 or more peak hour vehicle trips were considered a noteworthy number of left turns. Accordingly, not all the study intersections were evaluated for left-turn vehicle queues. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

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

Where:

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

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 per signal cycle for a particular 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 maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future left-turn storage requirements at signalized intersections.

For signalized intersections, the 95th percentile queue length (also known as the design queue length) 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). Therefore, left-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. The vehicle queue estimates and a tabulated summary of the findings are provided in Table 11.

S. Seventh Street and Virginia Street

Since the eastbound approach of the Seventh Street/Virginia Street intersection has one exclusive left-turn lane, one shared through/left-turn lane, and one shared through/right-turn lane, the maximum vehicle queues reported are based on the total eastbound movement volumes: left-turn + through + right-turn. Virginia Street provides about 300 feet of vehicle storage between Sixth Street and Seventh Street. The queuing analysis indicates that during the AM peak hour of traffic the maximum vehicle queue for the combined eastbound movement would exceed the existing vehicle storage capacity by two vehicles per lane under background conditions and three vehicles per lane under background plus project conditions. An eastbound vehicle queue of more than 300 feet would block the intersection of Sixth Street and Virginia Street. It is not possible to provide additional vehicle storage on eastbound Virginia Street between Sixth Street and Seventh Street. However, the small storage inadequacy, based on the 95th percentile vehicle queue calculation, would occur infrequently and is not likely to cause any significant operational issues.

S. Fourth Street and E. Reed Street

The queuing analysis indicates that the maximum vehicle queues for the westbound left-turn pocket at the Fourth Street/Reed Street intersection currently exceed the existing vehicle storage capacity during the AM and PM peak hours of traffic, and that this condition would continue to occur under existing plus project, background, and background plus project conditions. The westbound left-turn pocket provides about 175 feet of vehicle storage for a capacity of up to 7 vehicles. The 95th percentile vehicle queue currently is 225 feet during the AM peak hour and 250 feet during the PM peak hour. Under background conditions, a maximum queue of 325 feet would occur during the PM peak hour due to approved projects in the area. The project would not increase the maximum vehicle queue when compared to background conditions. Although the westbound left-turn vehicle queues spill out of the turn pocket, travel on westbound Reed Street is not significantly affected by the overflow because there are two westbound through lanes. Note that it is not possible to lengthen the westbound left-turn pocket due to the presence of back-to-back turn pockets on Reed Street.

S. Seventh Street and Margaret Way

The queuing analysis indicates that the maximum vehicle queues for the northbound left-turn pocket at the Seventh Street/Margaret Way intersection currently exceed the existing vehicle storage capacity during the AM peak hour of traffic, and that this condition would continue to occur under existing plus project, background, and background plus project conditions. Due to this intersection's close proximity to the I-280 eastbound off-ramp, the northbound left-turn pocket provides only about 150 feet of vehicle storage for a capacity of up to 6 vehicles. The 95th percentile vehicle queue currently is 225 feet during the AM peak hour. Under background conditions, a maximum queue of 325 feet would occur during the AM peak hour as a result of approved projects in the area. The project would increase the maximum vehicle queue length by one vehicle to 350 feet. It is not possible to lengthen the northbound left-turn pocket due to the back-to-back turn pocket configuration on Seventh Street.

Note that the maximum vehicle queue for the northbound left-turn movement at the Seventh Street/ Margaret Way intersection was not evaluated for the PM peak hour because the project would add fewer than 10 PM peak hour vehicle trips to this turn movement. In addition, the existing volume of this left-turn movement is lower during the PM peak hour than during the AM peak hour.

Table 11
Vehicle Queuing and Left-Turn Pocket Storage Analysis

	7th St & Virginia St				4th St & Reed St		6th St & Virginia St		7th & Keyes St		7th St & Margaret Wy	
Movement:	NBL		EBL-T-R[3]		WBL		SBL-Thru[4]		SBL		NBL	WBL-Thru[5]
Peak Hour Period:	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing												
Cycle/Delay[1] (sec)	90	85	90	85	80	100	90	85	116	120	100	90
Volume (vphpl)	6	6	282	217	221	207	349	208	39	105	190	378
Avg. Queue (veh/ln.)	0.2	0.1	7.0	5.1	4.9	5.8	8.7	4.9	1.3	3.5	5.3	9.5
Avg. Queue[2] (ft./ln)	4	4	176	128	123	144	218	123	31	88	132	236
95th %. Queue (veh/ln.)	1	1	12	9	9	10	14	9	3	7	9	15
95th %. Queue (ft./ln)	25	25	300	225	225	250	350	225	75	175	225	375
Storage (ft./ ln.)	100	100	300	300	175	175	350	350	200	200	150	500
Adequate (Y/N)	Y	Y	Y	Y	**N**	**N**	Y	Y	Y	Y	**N**	Y
Existing Plus Project												
Cycle/Delay[1] (sec)	90	85	90	85	80	100	90	85	116	120	100	90
Volume (vphpl)	11	27	306	230	251	223	357	238	61	117	205	384
Avg. Queue (veh/ln.)	0.3	0.6	7.7	5.4	5.6	6.2	8.9	5.6	2.0	3.9	5.7	9.6
Avg. Queue[2] (ft./ln)	7	16	191	136	139	155	223	140	49	98	142	240
95th %. Queue (veh/ln.)	1	2	12	9	10	11	14	10	4	7	10	15
95th %. Queue (ft./ln)	25	50	300	225	250	275	350	250	100	175	250	375
Storage (ft./ ln.)	100	100	300	300	175	175	350	350	200	200	150	500
Adequate (Y/N)	Y	Y	Y	Y	**N**	**N**	Y	Y	Y	Y	**N**	Y
Background												
Cycle/Delay[1] (sec)	90	85	90	85	80	100	90	85	116	120	100	90
Volume (vphpl)	6	6	360	307	320	287	349	208	41	116	295	441
Avg. Queue (veh/ln.)	0.2	0.1	9.0	7.2	7.1	8.0	8.7	4.9	1.3	3.9	8.2	11.0
Avg. Queue[2] (ft./ln)	4	4	225	181	178	199	218	123	33	97	205	276
95th %. Queue (veh/ln.)	1	1	14	12	12	13	14	9	3	7	13	17
95th %. Queue (ft./ln)	25	25	350	300	300	325	350	225	75	175	325	425
Storage (ft./ ln.)	100	100	300	300	175	175	350	350	200	200	150	500
Adequate (Y/N)	Y	Y	**N**	Y	**N**	**N**	Y	Y	Y	Y	**N**	Y
Background Plus Project												
Cycle/Delay[1] (sec)	90	85	90	85	80	100	90	85	116	120	100	90
Volume (vphpl)	11	27	385	320	350	303	357	238	63	128	310	447
Avg. Queue (veh/ln.)	0.3	0.6	9.6	7.5	7.8	8.4	8.9	5.6	2.0	4.3	8.6	11.2
Avg. Queue[2] (ft./ln)	7	16	240	189	194	210	223	140	51	107	215	279
95th %. Queue (veh/ln.)	1	2	15	12	13	13	14	10	5	8	14	17
95th %. Queue (ft./ln)	25	50	375	300	325	325	350	250	125	200	350	425
Storage (ft./ ln.)	100	100	300	300	175	175	350	350	200	200	150	500
Adequate (Y/N)	Y	Y	**N**	Y	**N**	**N**	Y	Y	Y	Y	**N**	Y

Notes:

[1] Vehicle queue calculations based on cycle length for signalized intersections and delay for unsignalized intersections.

[2] Assumes 25 feet per vehicle queued.

[3] Since E. Virginia St has one exclusive left-turn lane, one shared through-left lane, and one shared through-right lane, the vehicle queues reported are based on the total EB movement volumes (LT+through+RT). Virginia St provides about 300 feet of vehicle storage between 6th St. and 7th St.

[4] Since the I-280 off-ramp to E. Virginia St has one exclusive left-turn lane and one shared through/left-turn lane, the vehicle queues reported are based on the total SB LT and through movement volumes.
The I-280 off-ramp provides about 600 feet of vehicle storage between E. Virginia St and the main line.

[5] Since the I-280 off-ramp to 7th St has one shared through-left lane and one shared through-right lane, the vehicle queues reported are based on the total WB LT and through movement volumes. The I-280 off-ramp provides about 2,000 feet of vehicle storage between S. 7th St and the main line.

Freeway On-Ramp Meter Analysis

The project is situated near the I-280 southbound on-ramp at Seventh Street/Virginia Street and the I-280 northbound on-ramp at Fourth Street/Reed Street. The I-280 southbound on-ramp from Seventh Street/Virginia Street provides 1,200 feet of storage capacity, or enough space for 48 vehicles, at the ramp meter. The I-280 Northbound on-ramp from Fourth Street/Reed Street provides 700 feet of storage capacity, or enough space for 28 vehicles, at the ramp meter.

The project would add 12 trips during the AM peak hour and 6 trips during the PM peak hour to the I-280 southbound on-ramp from Seventh Street/Virginia Street. It would add 60 trips during the AM peak hour and 32 trips during the PM peak hour to the I-280 northbound on-ramp from Fourth Street/Reed Street.

During the AM and PM peak hour observation periods, the on-ramp meters at both the I-280 northbound on-ramp and the I-280 southbound on-ramp were not turned on. The on-ramps currently operate adequately during both the AM and PM peak hours, with no significant operational issues observed, and are expected to operate adequately with the addition of project generated trips.

Pedestrian and Bicycle Facilities

Pedestrian facilities consist of sidewalks and crosswalks along the streets and intersections in the immediate vicinity of the project site. Crosswalks with pedestrian signal heads and push buttons are located at all the signalized intersections in the study area. Overall, the existing network of sidewalks exhibits good connectivity and would provide new residents with safe routes to transit services and other points of interest in the area. The City's General Plan identifies the walk commute mode split target as 15 percent or more for the year 2040.

The existing sidewalk along the project frontage on Seventh Street is narrow and becomes narrower where a telephone pole and light pole are currently located. There is an existing curb cut along Seventh Street, just north of E. Virginia Street, that would not be utilized by the project and should be eliminated. Hexagon recommends the project reconstruct the sidewalk along the project frontage on Seventh Street so that it meets current City of San Jose standards.

The newly installed traffic signal at Sixth Street and Virginia Street includes crosswalks on the north and south legs of the intersection, with pedestrian signal heads and push buttons. The original signal design for this intersection also shows a crosswalk on the east leg (across Virginia Street), but it has not yet been installed. This additional crosswalk will make crossing Virginia Street much more convenient for future residents of the project.

Many streets in the study area are two-lane local streets and are acceptable for bicycle use. San Salvador Street has bike Sharrows (painted shared lane markings) between S. Market Street and S. 16th Street. Sharrows indicate to motorists that bicyclists may use the full travel lane. Also, there are six streets in the vicinity of the project site that have striped bike lanes: S. Seventh Street between E. San Salvador Street and Tully Road, Third Street and Fourth Streets between Reed Street and Jackson Street, Tenth Street and Eleventh Street between Hedding Street and Keyes Street, and Keyes Street between S. Fifth Street and McLaughlin Avenue. Overall, the area is adequately served by bike facilities.

The City's General Plan identifies a bicycle commute mode split target of at least 15 percent for the year 2040. This calculates to approximately 23 project-generated bicycle trips during the AM peak hour and about 27 project-generated bicycle trips during the PM peak hour.

According to the San Jose Bike Plan 2020 Bikeway Network map, class II bicycle facilities (striped bike lanes) are planned along the following roadways in the future:

- Third Street, between Reed Street and Keyes Street
- Keyes Street, between Fifth Street and Vine Street
- Vine Street, between Willow Street and Grant Street
- Tenth Street, between Keyes Street and Tully Road
- William Street, between First Street and 24th Street
- Monterey Road, between Keyes Street and Tully Road

Class III bicycle facilities (bike route is an on-street facility that shares space with cars):

- Martha Street, between Twelfth Street and First Street
- Twelfth Street, between Martha Street and Keyes Street
- First Street, between Keyes and Reed Street
- San Salvador Street, between Seventh Street and Sixteenth Street

Transit Services

The nearest transit services within walking distance of the project site are bus routes located on S. Market Street to the west and Tenth/Eleventh Streets to the east. The bus stops are located approximately 2,000 feet from the project site. Thus, the site is not considered to be within an area well-served by transit. The project itself is not expected to generate a significant number of new transit riders. For this reason, additions to the transit system to serve the site either through new routes or diversions to existing routes would not be justified. The site is located within an area consisting of a mix of mostly light industrial and residential uses. It is possible that more light industrial in the area could be converted to residential over time, which could justify new or rerouted transit services in the future.

The City's General Plan identifies the transit commute mode split target as at least 20 percent for the year 2040. This calculates to 30 new transit riders during the AM peak hour and 37 new transit riders during the PM peak hour. Due to the distance between the project site and the closest LRT and passenger train services, this level of transit mode share is probably not attainable without additional transit-related assistance. The following measures would help to encourage new residents of the project to utilize transit services in the area:

- Provide direct shuttle service between the project site and nearby LRT stations.
- Provide direct shuttle service to and from the San Jose Diridon station, which is served by Caltrain, ACE and Amtrak.
- Supply on-site transit and shuttle service information, as well as on-site transit ticket sales.
- Install a Bay Area Bike Share station at or near the project site location. Currently, there are no Bike Share stations located south of San Salvador Street.

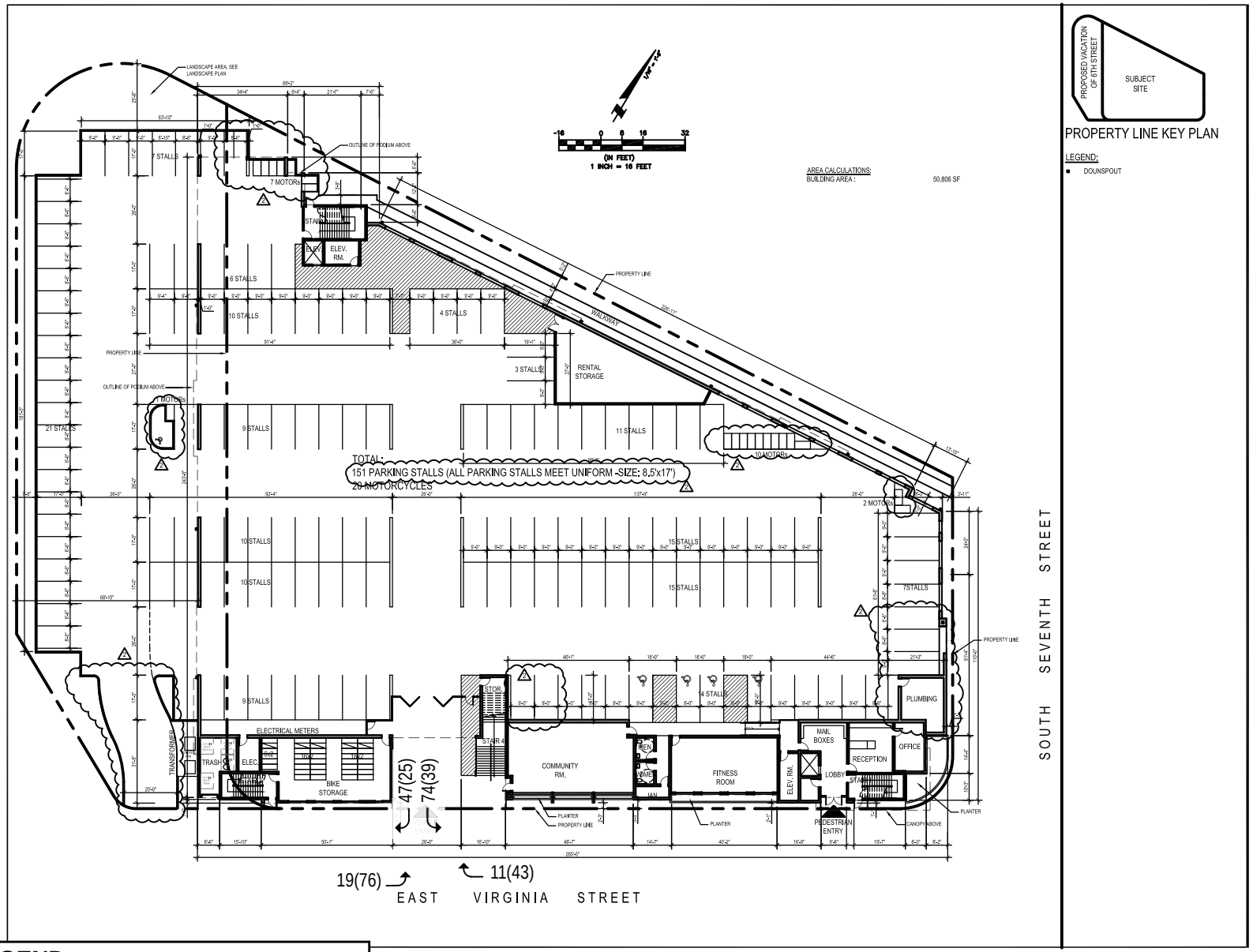
Site Access and Circulation

The site access and circulation evaluation is based on the July 25, 2017 site plan prepared by Anderson Architects Inc. (Figure 11). On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards.

Vehicular Site Access

Access to the project site would be provided via one full-access driveway on E. Virginia Street. The driveway would be located approximately 200 feet west of S. Seventh Street. The site plan shows the driveway would be 26 feet wide, measured at the throat, and would provide access to the secure (gated) at-grade parking garage. The City typically requires a minimum distance of 50 feet from the face of curb to a gated garage entrance in order to provide adequate stacking space for two inbound vehicles. This prevents inbound vehicles from queuing onto the street, which could block the flow of traffic. As proposed, adequate vehicle stacking space would be provided at the gated garage entrance.

There is no left-turn lane into the project driveway from E. Virginia Street, so vehicles making a left turn into the garage would need to make their turn from the inside eastbound mixed-flow lane. This should not be a problem because the opposing westbound traffic on E. Virginia Street is expected to be relatively light. Vehicles trying to make a left-turn to exit the site could face relatively long delays during the peak traffic periods of the day. However, drivers would have the option to make a right turn from the project driveway and either turn left onto southbound Sixth Street and circle the block or continue west on E. Virginia Street and circle the block via northbound 3rd Street.



LEGEND

XX(XX) = AM(PM) Peak-Hour Project Trips

Figure 11
Site Plan

Anderson Architects inc.
kanderson@andarchinc.com
Cell 408.202.5462
120 West Campbell Ave. Suite D
Campbell, CA 95008
Kurt B. Anderson, AIA
Principal
Tel. 408.371.1269
Fax. 408.370.1276
www. andarchinc.com

Client:
ALEXIS GEVORGIAN
AMG & ASSOCIATES , LLC
16633 VENTURA BLVD. SUITE 1014
ENCINO , CA.

Project:
VIRGINIA STUDIO PROJECT
295 E. VIRGINIA STREET, SAN JOSE CA.

SITE DEVELOPMENT PERMIT
H17-019

Stamp:
REGISTERED ARCHITECT KURT B. ANDERSON C-15210 REN.------ STATE OF CALIFORNIA

Client Revisions

No.	Description	Date
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

City Revisions

No.	Description	Date
1	Site Development Permit Submittal	03/31/17
2	Site Development Permit Re-Submittal Delta #1	07/25/17
3	Site Development Permit Re-Submittal Delta #2	11/20/17
4		
5		
6		
7		
8		

Issue Date:	07-06-15
Scale:	1/16"=1'-0"
Drawn By:	ANN
Checked By:	KBA

Sheet Title:
Ground/ Parking Level Floor Plan

Sheet No.:
A-3.0

File: X:/Project/Virginia St | Job: Virginia St

Sight Distance

Adequate sight distance (sight distance triangles) should be provided at the driveway in accordance with Caltrans standards. Sight distance triangles should be measured approximately 10 feet back from the traveled way. Since the wall at the parking garage entrance may block visibility, appropriate visible warning signs should be provided to alert pedestrians and bicyclists of vehicles exiting the garage. It is assumed that parking on E. Virginia Street along the project frontage will continue to be prohibited.

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 or locate sufficient gaps in traffic. Sight distance generally should be provided in accordance with Caltrans standards. The minimum acceptable sight distance is often considered the Caltrans stopping sight distance. Sight distance requirements vary depending on the roadway speeds. For the driveway on E. Virginia Street, which has a posted speed limit of 25 mph, the Caltrans stopping sight distance is 200 feet (based on a design speed of 30 mph). Thus, the driver must be able to see 200 feet down E. Virginia Street in order to stop and avoid a collision. Vehicles exiting the parking garage will have adequate sight distance before entering the street.

Vehicular On-Site Circulation

On-site vehicular circulation was reviewed for the project in accordance with generally accepted traffic engineering standards. The site plan shows efficient circulation within the parking garage with only one dead-end drive aisle.

The project would provide 26-foot wide drive aisles throughout the parking garage, in accordance with the City's standards for two-way drive aisles containing 90-degree parking. All the parking stalls are shown to be 9 feet wide by 17 feet deep. Based on the City of San Jose off-street parking design standards for uniform car spaces, the proposed parking stall dimensions would be adequate to serve the project.

Truck Access

The site plan does not show any on-street or off-street freight loading areas for use by residential moving vans and delivery trucks. At least one loading space is necessary to serve the project. We recommend that timed (short-term) parking be added along the project frontage on E. Virginia Street, somewhere between the pedestrian entry and the vehicle entry, so that it is situated near the lobby and elevators. The curb should be painted green and the time limit should be specified via signage and/or on the curb. The project applicant should coordinate with City staff to determine the best location for timed parking.

The trash enclosure would be located at the southwest corner of the parking garage, with direct access to E. Virginia Street. Although the site plan does not show a designated trash staging area on E. Virginia Street, it is assumed that it would be located adjacent to the trash room. Note that the trash bins would need to be removed from the public right-of-way and returned to the trash room immediately after pickup.

The project applicant should coordinate with City of San Jose staff to verify that adequate right-of-way exists along the project frontage on E. Virginia Street to install a loading zone, as well as to use E. Virginia Street for a trash staging area.

Parking Supply

According to the City of San Jose Zoning Code, the project should provide 1.25 parking spaces per studio unit. This calculates to a parking requirement of 377 spaces. The site plan shows the provision of only 151 parking spaces, which would not meet the City's parking requirement. Based on the San Jose parking requirement for studio apartments, the project would be short 226 parking spaces. Residents of the project would need to find available parking on the street. In order to account for 226 spaces, an area of at least 5 blocks would need to be utilized. This comprises the blocks of S. Fifth, Sixth and Seventh Streets between E. Virginia and Martha Streets, and Martha Street between S. Seventh and Fifth Streets. In reality, many of these streets are already being utilized for parking by existing residents in the area. Therefore, finding available parking would be very difficult for new residents of the 295 E. Virginia Street project. Also, new residents could displace some existing residents in the neighborhood from parking on-street. Therefore, the project would create a great deal of parking tension in the neighborhood and extra

traffic as vehicles circulate blocks looking for parking spaces. Despite the extra travel looking for parking spaces, it is unlikely that any traffic level of service impacts would occur because existing service levels are good in this area of the City.

All new development projects in San Jose should encourage multi-modal travel, consistent with the goals of the City's General Plan. Accordingly, the project should consider developing a Transportation Demand Management (TDM) plan to take full advantage of the multi-modal travel options in the area and reduce the project parking demand. A TDM plan would need to incorporate one or more elements of TDM including, but not limited to, measures such as transit passes, on-site transit information (kiosk) and ticket sales, direct shuttle service to LRT and Caltrain stations, parking cash-out program, ride sharing, carpool and vanpools, unbundled parking, or other reasonable measures.

Note that while a comprehensive TDM Plan could help the project achieve a maximum parking reduction of up to 50 percent, the project would still fail to meet the City's parking requirement by 38 spaces.

Motorcycle and Bicycle Parking

The City requires one motorcycle parking space for every four residential units. Thus, the project should provide 76 motorcycle parking spaces to serve the 301 studio apartment units. According to the site plan, the project proposes to provide 20 motorcycle parking spaces. Thus, the project would not meet the City's motorcycle parking requirement.

The City also requires one bicycle parking space for every four residential units, or 76 bicycle parking spaces. The site plan shows a designated bicycle storage room capable of accommodating 76 bicycles, which would meet the City's bicycle parking requirement.

7. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of San Jose and the Congestion Management Program (CMP) of Santa Clara County. The study included the analysis of AM and PM peak hour traffic conditions for 9 signalized intersections and 10 freeway segments. Project impacts on other transportation facilities, such as bicycle facilities and transit services, were determined on the basis of engineering judgment.

Intersection Level of Service Analysis

The results of the intersection level of service analysis shows that, measured against the City of San Jose level of service impact criteria, none of the study intersections would be significantly impacted by the project.

Freeway Segment Level of Service Analysis

Based on CMP freeway impact criteria, none of the study freeway segments would be significantly impacted by the project.

Other Transportation Issues

The site plan shows adequate site access and on-site circulation, and no significant operational issues are expected to occur as a result of the project. The project would not have an adverse effect on existing transit, bicycle or pedestrian facilities in the study area.

Hexagon has provided the following recommendations resulting from the site access and circulation analysis.

Recommendations

- Provide 377 parking spaces, reduce the project size, or implement a Transportation Demand Management (TDM) Plan so that the project is in conformance with the City Zoning Code.
- Encourage multi-modal travel, consistent with the goals of the City of San Jose's General Plan. Accordingly, the project should consider developing a Transportation Demand Management (TDM) plan to take full advantage of the multi-modal travel options in the area and reduce the project parking demand. A TDM plan would need to incorporate one or more elements of TDM including, but not limited to, measures such as transit passes, parking cash-out, ride sharing, carpool and vanpools, unbundled parking, or other reasonable measures. Note that while a comprehensive TDM Plan could help the project achieve a maximum parking reduction of up to 50 percent, the project would still fail to meet the City's parking requirement by 38 spaces. The

following additional measures would help to encourage new residents of the project to utilize transit services in the area:

  - Provide direct shuttle service between the project site and nearby LRT stations.
  - Provide direct shuttle service to and from the San Jose Diridon station, which is served by Caltrain, ACE and Amtrak.
  - Supply on-site transit and shuttle service information, as well as on-site transit ticket sales.
  - Install a Bay Area Bike Share station at or near the project site location. Currently, there are no Bike Share stations located south of San Salvador Street.

- Work with City of San Jose Planning staff to determine whether 20 motorcycle parking spaces would be adequate to serve the project.
- Reconstruct the sidewalk along the project frontage on Seventh Street to meet current City of San Jose standards.
- Establish no parking zones immediately adjacent to the project driveway. Provide appropriate visible and audible warning signals at the project driveway to alert pedestrians and bicyclists to vehicles exiting the site.
- Add timed (short-term) parking along the project frontage on E. Virginia Street near the lobby and elevators for use by residential moving vans and delivery vehicles. The curb should be painted green and the time limit should be specified via signage and/or on the curb. Coordinate with City of San Jose staff to determine the best location for timed parking and to verify that adequate right-of-way exists along the project frontage on E. Virginia Street.
- Establish an ideal street location for the trash bins on garbage collection days by coordinating with City of San Jose staff. Remove the trash bins from the public right-of-way after garbage collection and return the bins to the trash room immediately after pickup.

Potential Project Alternative

While this Transportation Impact Analysis evaluated a project consisting of 301 studio apartment units, an alternative development is likely to occur that would instead consist of 301 affordable senior housing units. Accordingly, a supplemental traffic analysis was prepared to address the lower trip generation and reduced parking requirement associated with affordable senior apartments. The April 16, 2018 memorandum containing the result of the supplemental traffic analysis is included in Appendix E.

295 E. Virginia Street

Transportation Impact Analysis

Technical Appendices

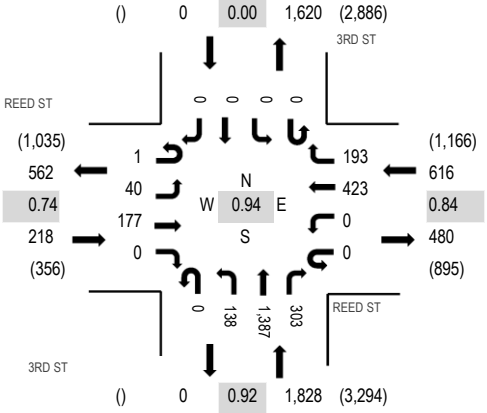
Appendix A

New Traffic Counts

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

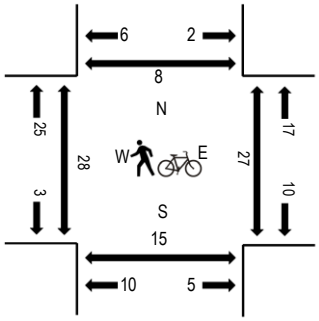
Location: 1 3RD ST & REED ST AM
Date and Start Time: Tuesday, September 12, 2017
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	REED ST Eastbound				REED ST Westbound				3RD ST Northbound				3RD ST Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	28	0	0	0	68	23	0	24	170	72	0	0	0	0	386	2,383	2	3	2	2
7:15 AM	0	8	34	0	0	0	131	27	0	46	262	82	0	0	0	0	590	2,596	7	8	0	8
7:30 AM	0	9	69	0	0	0	144	48	0	78	264	85	0	0	0	0	697	2,662	5	7	6	2
7:45 AM	1	17	59	0	0	0	129	53	0	44	334	73	0	0	0	0	710	2,572	12	1	2	0
8:00 AM	0	7	26	0	0	0	75	37	0	12	378	64	0	0	0	0	599	2,433	6	4	3	0
8:15 AM	0	7	23	0	0	0	75	55	0	4	411	81	0	0	0	0	656		3	13	3	6
8:30 AM	0	4	31	0	0	0	91	52	0	7	361	61	0	0	0	0	607		4	7	2	3
8:45 AM	0	7	25	0	0	0	95	63	0	11	288	82	0	0	0	0	571		3	4	1	4

Peak Rolling Hour Flow Rates

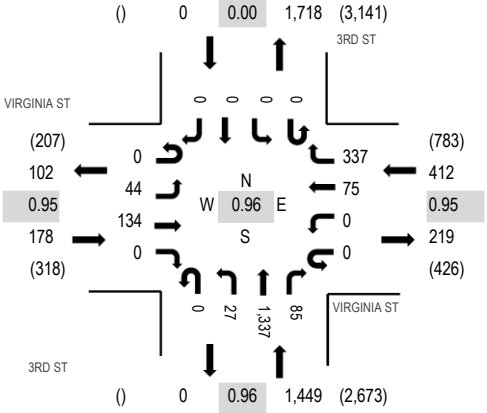
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	4
Lights	1	40	174	0	0	0	414	191	0	138	1,373	289	0	0	0	0	2,620
Mediums	0	0	3	0	0	0	9	2	0	0	12	12	0	0	0	0	38
Total	1	40	177	0	0	0	423	193	0	138	1,387	303	0	0	0	0	2,662

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

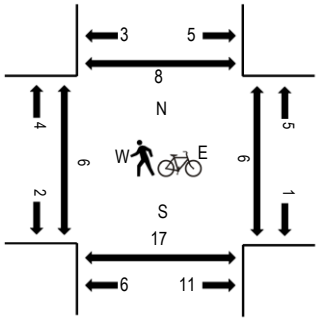
Location: 2 3RD ST & VIRGINIA ST AM
Date and Start Time: Tuesday, September 12, 2017
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	VIRGINIA ST Eastbound				VIRGINIA ST Westbound				3RD ST Northbound				3RD ST Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	10	25	0	0	0	17	53	0	5	240	31	0	0	0	0	381	1,821	0	1	0	1
7:15 AM	0	15	27	0	0	0	20	89	0	7	279	26	0	0	0	0	463	1,970	2	0	1	5
7:30 AM	0	14	26	0	0	0	10	95	0	2	307	28	0	0	0	0	482	2,034	1	2	2	2
7:45 AM	0	9	38	0	0	0	22	85	0	10	313	18	0	0	0	0	495	2,039	3	1	6	3
8:00 AM	0	14	27	0	0	0	18	97	0	7	346	21	0	0	0	0	530	1,953	0	2	1	2
8:15 AM	0	10	33	0	0	0	18	89	0	4	356	17	0	0	0	0	527		0	3	2	3
8:30 AM	0	11	36	0	0	0	17	66	0	6	322	29	0	0	0	0	487		1	0	5	0
8:45 AM	0	5	18	0	0	0	26	61	0	18	255	26	0	0	0	0	409		0	3	4	1

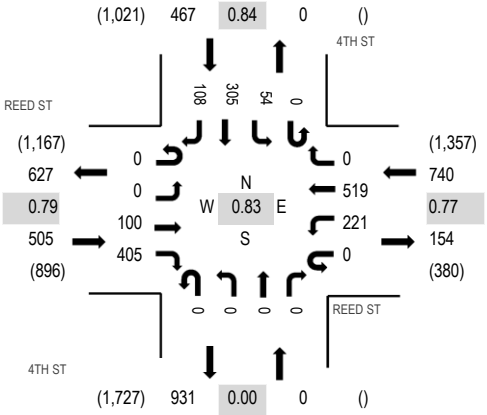
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	4	0	0	0	3	1	0	0	0	0	8
Lights	0	43	131	0	0	0	69	335	0	25	1,313	83	0	0	0	0	1,999
Mediums	0	1	3	0	0	0	2	2	0	2	21	1	0	0	0	0	32
Total	0	44	134	0	0	0	75	337	0	27	1,337	85	0	0	0	0	2,039

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

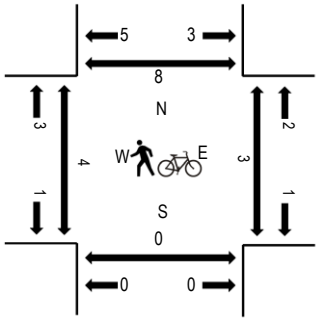
Location: 3 4TH ST & REED ST AM
Date and Start Time: Tuesday, September 12, 2017
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	REED ST Eastbound				REED ST Westbound				4TH ST Northbound				4TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	15	83	0	56	74	0	0	0	0	0	0	12	88	18	346	1,712	0	0	0	3
7:15 AM	0	0	19	97	0	66	139	0	0	0	0	0	0	13	72	21	427	1,687	1	1	0	1
7:30 AM	0	0	38	122	0	63	177	0	0	0	0	0	0	14	73	26	513	1,627	1	1	0	1
7:45 AM	0	0	28	103	0	36	129	0	0	0	0	0	0	15	72	43	426	1,517	2	1	0	3
8:00 AM	0	0	33	60	0	43	74	0	0	0	0	0	0	15	61	35	321	1,562	1	0	0	3
8:15 AM	0	0	34	69	0	38	107	0	0	0	0	0	0	17	77	25	367		3	0	0	8
8:30 AM	0	0	40	49	0	46	108	0	0	0	0	0	0	19	103	38	403		1	0	0	8
8:45 AM	0	0	38	68	0	68	133	0	0	0	0	0	0	30	114	20	471		1	2	0	3

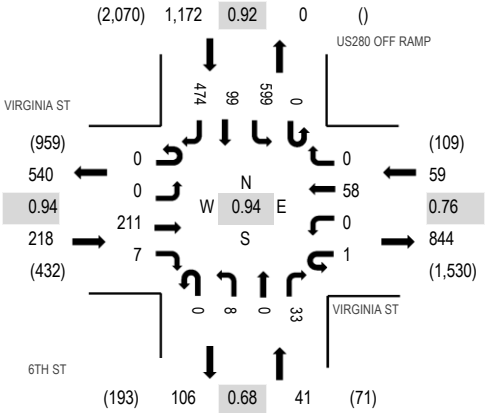
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	3	0	8	1	0	0	0	0	0	0	0	1	0	13
Lights	0	0	95	393	0	188	513	0	0	0	0	0	0	52	296	103	1,640
Mediums	0	0	5	9	0	25	5	0	0	0	0	0	0	2	8	5	59
Total	0	0	100	405	0	221	519	0	0	0	0	0	0	54	305	108	1,712

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

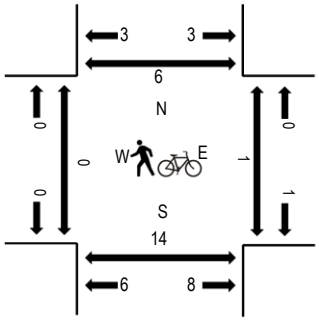
Location: 4 6TH ST & VIRGINIA ST AM
Date and Start Time: Tuesday, September 12, 2017
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	VIRGINIA ST Eastbound				VIRGINIA ST Westbound				6TH ST Northbound				US280 OFF RAMP Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	53	1	0	0	11	0	0	1	0	5	0	110	15	63	259	1,299	0	0	2	1
7:15 AM	0	0	57	1	0	1	10	0	0	2	0	9	0	132	22	110	344	1,427	0	0	1	0
7:30 AM	0	0	56	1	0	0	9	0	0	1	0	8	0	131	19	113	338	1,430	0	0	2	0
7:45 AM	0	0	59	2	1	0	13	0	0	3	0	12	0	157	23	88	358	1,490	0	0	3	2
8:00 AM	0	0	46	0	0	0	21	0	0	1	0	2	0	156	21	140	387	1,383	0	0	2	0
8:15 AM	0	0	37	3	0	0	15	0	0	2	0	6	0	135	28	121	347		0	1	3	3
8:30 AM	0	0	69	2	0	0	9	0	0	2	0	13	0	151	27	125	398		0	0	3	1
8:45 AM	0	0	43	2	0	0	19	0	0	0	0	4	0	78	25	80	251		0	0	0	6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	9	0	4	14
Lights	0	0	207	7	1	0	58	0	0	8	0	32	0	564	97	465	1,439
Mediums	0	0	3	0	0	0	0	0	0	0	0	1	0	26	2	5	37
Total	0	0	211	7	1	0	58	0	0	8	0	33	0	599	99	474	1,490

All Traffic Data Services Inc.
(303) 216-2439
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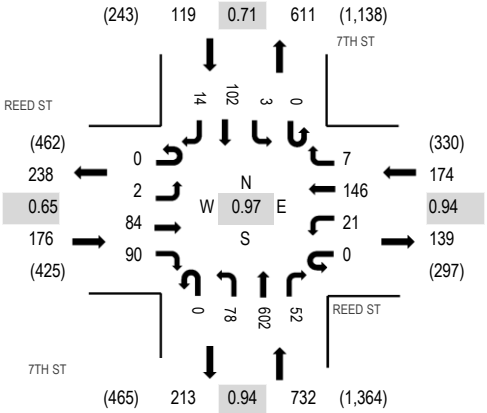
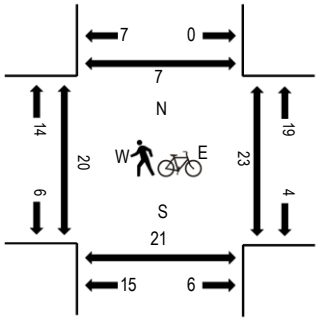
Location: 5 7TH ST & REED ST AM
Date and Start Time: Tuesday, September 12, 2017
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	REED ST Eastbound				REED ST Westbound				7TH ST Northbound				7TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	15	14	0	4	20	0	0	24	154	6	0	2	13	1	255	1,163	3	2	1	0
7:15 AM	0	0	18	13	0	6	41	0	0	24	144	15	0	0	33	8	302	1,201	2	4	1	0
7:30 AM	0	1	30	28	0	7	39	2	0	32	132	12	0	2	23	2	310	1,159	2	8	1	1
7:45 AM	0	0	17	23	0	3	31	1	0	12	165	19	0	1	24	0	296	1,182	2	1	7	1
8:00 AM	0	1	19	26	0	5	35	4	0	10	161	6	0	0	22	4	293	1,199	12	7	11	4
8:15 AM	0	2	18	23	0	4	33	4	0	13	133	5	0	1	21	3	260		9	12	18	4
8:30 AM	0	7	37	30	0	9	36	2	0	21	143	12	0	1	31	4	333		17	39	41	6
8:45 AM	0	1	43	57	0	8	32	4	0	30	75	16	0	2	38	7	313		11	16	26	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Lights	0	2	81	89	0	20	142	7	0	76	599	52	0	3	98	13	1,182
Mediums	0	0	3	1	0	1	4	0	0	1	2	0	0	0	4	1	17
Total	0	2	84	90	0	21	146	7	0	78	602	52	0	3	102	14	1,201

All Traffic Data Services Inc.
(303) 216-2439
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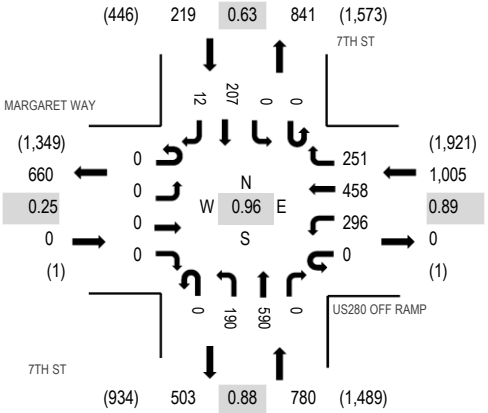
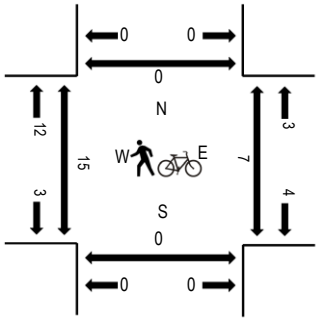
Location: 6 7TH ST & US280 OFF RAMP AM
Date and Start Time: Tuesday, September 12, 2017
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MARGARET WAY Eastbound				US280 OFF RAMP Westbound				7TH ST Northbound				7TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	1	0	0	76	92	63	0	38	126	0	0	0	36	1	433	1,966	2	0	0	0
7:15 AM	0	0	0	0	0	79	136	56	0	38	133	0	0	0	45	3	490	2,004	3	0	0	0
7:30 AM	0	0	0	0	0	73	149	65	0	46	128	0	0	0	56	2	519	1,964	4	0	0	0
7:45 AM	0	0	0	0	0	85	93	60	0	57	172	0	0	0	55	2	524	1,958	2	3	0	0
8:00 AM	0	0	0	0	0	59	80	70	0	49	157	0	0	0	51	5	471	1,891	5	1	0	0
8:15 AM	0	0	0	0	0	51	120	80	0	55	102	0	0	0	39	3	450		15	0	0	0
8:30 AM	0	0	0	0	0	50	115	62	0	78	157	0	0	0	45	6	513		19	5	0	0
8:45 AM	0	0	0	0	0	48	105	54	0	65	88	0	0	0	86	11	457		11	4	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	4	0	0	0	14	1	0	0	0	0	0	19
Lights	0	0	0	0	0	275	458	249	0	158	586	0	0	0	201	12	1,939
Mediums	0	0	0	0	0	17	0	2	0	18	3	0	0	0	6	0	46
Total	0	0	0	0	0	296	458	251	0	190	590	0	0	0	207	12	2,004

All Traffic Data Services Inc.
(303) 216-2439
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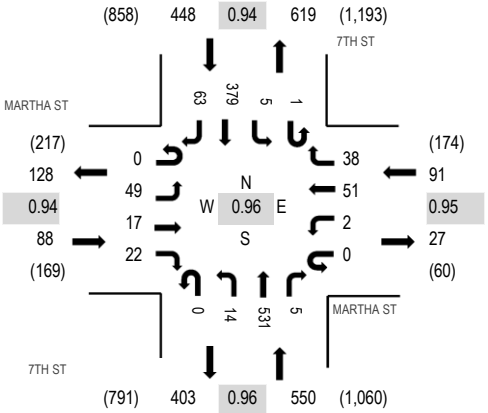
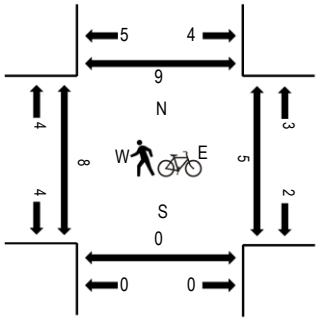
Location: 7 7TH ST & MARTHA ST AM
Date and Start Time: Tuesday, September 12, 2017
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MARTHA ST Eastbound				MARTHA ST Westbound				7TH ST Northbound				7TH ST Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	14	4	4	0	1	8	9	0	2	126	0	0	1	89	10	268	1,164	0	0	0	2
7:15 AM	0	19	3	3	0	1	11	10	0	3	134	1	1	1	101	14	302	1,177	1	0	0	0
7:30 AM	0	8	4	4	0	0	4	11	0	3	138	2	0	2	97	14	287	1,133	4	2	0	1
7:45 AM	0	12	5	7	0	0	18	9	0	4	133	0	0	0	101	18	307	1,146	1	0	0	4
8:00 AM	0	10	5	8	0	1	18	8	0	4	126	2	0	2	80	17	281	1,097	2	3	0	4
8:15 AM	0	11	8	5	0	1	12	11	0	7	100	5	0	2	88	8	258		1	2	0	5
8:30 AM	0	11	3	5	0	1	9	15	0	3	145	3	0	3	93	9	300		2	0	0	3
8:45 AM	0	11	0	5	0	1	9	6	0	3	115	1	0	3	95	9	258		1	1	0	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	20	0	0	0	19	0	39
Lights	0	48	17	22	0	2	50	38	0	14	459	5	1	5	329	62	1,052
Mediums	0	1	0	0	0	0	1	0	0	0	52	0	0	0	31	1	86
Total	0	49	17	22	0	2	51	38	0	14	531	5	1	5	379	63	1,177

All Traffic Data Services Inc.
(303) 216-2439
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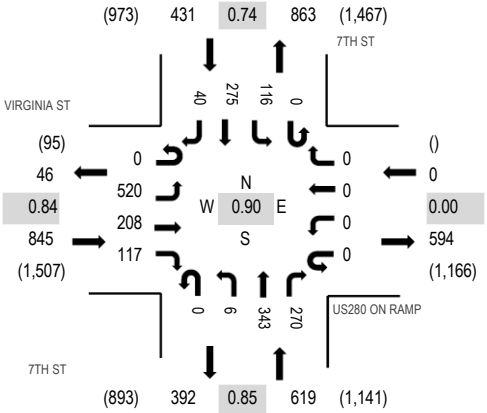
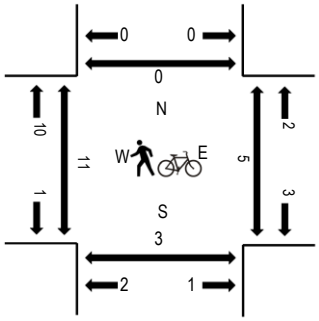
Location: 1 7TH ST & US280 ON RAMP AM
Date and Start Time: Thursday, September 21, 2017
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	VIRGINIA ST Eastbound				US280 ON RAMP Westbound				7TH ST Northbound				7TH ST Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	88	46	18	0	0	0	0	0	0	46	72	0	23	84	10	387	1,829	1	1	0	0
7:15 AM	0	108	52	25	0	0	0	0	0	3	80	98	0	27	63	6	462	1,895	1	2	1	0
7:30 AM	0	118	54	26	0	0	0	0	0	1	78	73	0	33	63	9	455	1,874	1	3	0	0
7:45 AM	0	159	60	39	0	0	0	0	0	1	92	60	0	27	74	13	525	1,855	2	0	0	0
8:00 AM	0	135	42	27	0	0	0	0	0	1	93	39	0	29	75	12	453	1,792	5	0	2	0
8:15 AM	0	112	50	44	0	0	0	0	0	1	61	54	0	25	87	7	441		6	4	0	0
8:30 AM	0	72	61	42	0	0	0	0	0	3	82	52	0	42	70	12	436		17	4	1	0
8:45 AM	0	58	27	44	0	0	0	0	0	2	85	64	0	56	112	14	462		5	4	2	0

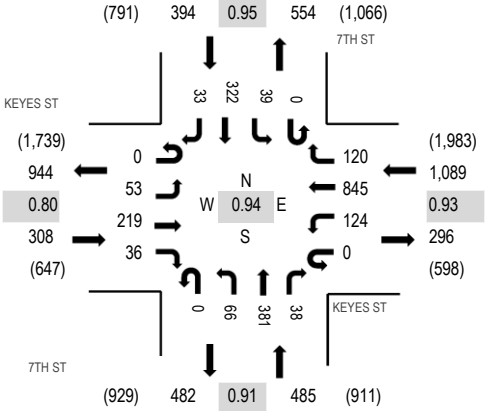
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	3	9	0	0	0	0	0	0	33	24	0	1	5	0	76
Lights	0	514	198	96	0	0	0	0	0	6	299	241	0	114	248	40	1,756
Mediums	0	5	7	12	0	0	0	0	0	0	11	5	0	1	22	0	63
Total	0	520	208	117	0	0	0	0	0	6	343	270	0	116	275	40	1,895

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

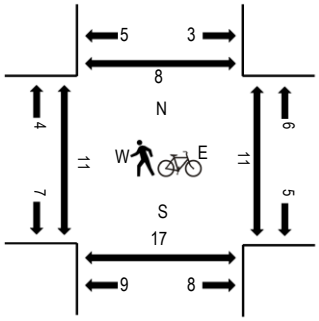
Location: 8 7TH ST & KEYES ST AM
Date and Start Time: Tuesday, September 12, 2017
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	KEYES ST Eastbound				KEYES ST Westbound				7TH ST Northbound				7TH ST Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	19	45	9	0	12	155	18	0	6	91	13	0	1	82	16	467	2,148	0	0	1	1
7:15 AM	0	19	48	7	0	30	191	13	0	6	102	7	0	10	84	10	527	2,217	1	0	0	1
7:30 AM	0	19	59	9	0	26	194	38	0	9	85	12	0	5	85	10	551	2,235	0	1	1	0
7:45 AM	0	9	62	5	0	18	238	30	0	16	106	11	0	7	87	14	603	2,276	1	0	1	0
8:00 AM	0	14	48	9	0	28	192	34	0	13	90	9	0	14	77	8	536	2,184	5	2	1	2
8:15 AM	0	16	64	12	0	44	190	22	0	19	83	10	0	9	69	7	545		2	4	6	0
8:30 AM	0	14	45	10	0	34	225	34	0	18	102	8	0	9	89	4	592		1	4	5	1
8:45 AM	0	15	79	11	0	20	178	19	0	10	74	11	0	12	72	10	511		1	2	3	8

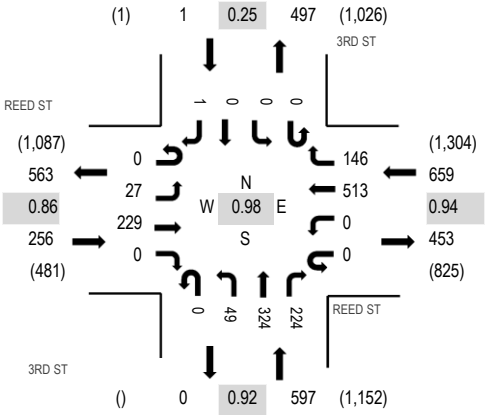
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	2	14	0	0	0	13	0	29
Lights	0	52	204	35	0	119	829	119	0	58	320	35	0	39	265	32	2,107
Mediums	0	1	15	1	0	5	16	1	0	6	47	3	0	0	44	1	140
Total	0	53	219	36	0	124	845	120	0	66	381	38	0	39	322	33	2,276

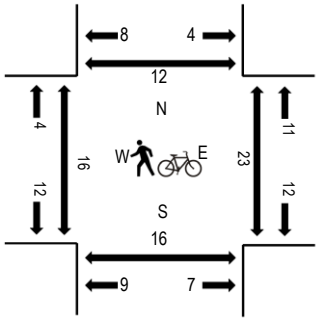
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 1 3RD ST & REED ST PM
Date and Start Time: Tuesday, September 12, 2017
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	REED ST Eastbound				REED ST Westbound				3RD ST Northbound				3RD ST Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	8	41	0	0	0	122	41	0	10	91	30	0	0	0	0	343	1,451	5	6	5	9
4:15 PM	0	7	49	0	0	0	120	36	0	15	83	46	0	0	0	0	356	1,487	1	7	0	5
4:30 PM	0	8	66	0	0	0	134	33	0	15	81	49	0	0	0	0	386	1,513	2	3	1	1
4:45 PM	0	9	46	0	0	0	129	30	0	11	77	64	0	0	0	0	366	1,497	3	3	5	4
5:00 PM	0	3	62	0	0	0	134	42	0	13	70	54	0	0	0	1	379	1,487	2	8	1	1
5:15 PM	0	7	55	0	0	0	116	41	0	10	96	57	0	0	0	0	382		7	7	5	6
5:30 PM	1	8	53	0	0	0	126	42	0	8	87	45	0	0	0	0	370		6	9	1	10
5:45 PM	0	6	52	0	0	0	115	43	0	7	77	56	0	0	0	0	356		2	3	1	1

Peak Rolling Hour Flow Rates

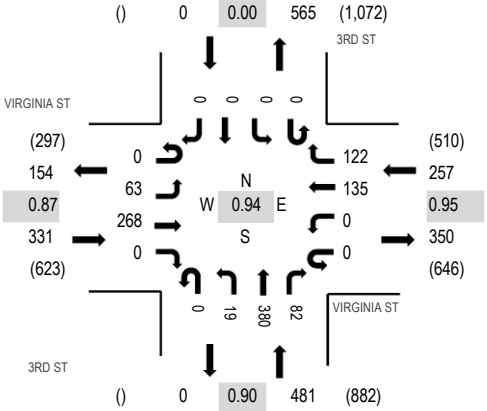
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	27	228	0	0	0	506	146	0	49	322	223	0	0	0	1	1,502
Mediums	0	0	0	0	0	0	7	0	0	0	2	1	0	0	0	0	10
Total	0	27	229	0	0	0	513	146	0	49	324	224	0	0	0	1	1,513

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

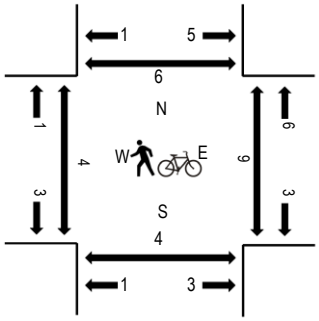
Location: 2 3RD ST & VIRGINIA ST PM
Date and Start Time: Tuesday, September 12, 2017
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	VIRGINIA ST Eastbound				VIRGINIA ST Westbound				3RD ST Northbound				3RD ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	9	45	0	0	0	38	34	0	4	65	19	0	0	0	0	214	980	0	3	0	0
4:15 PM	0	15	67	0	0	0	33	40	0	2	73	12	0	0	0	0	242	1,050	0	1	0	1
4:30 PM	0	9	59	0	0	0	30	37	0	5	93	28	0	0	0	0	261	1,069	1	1	2	0
4:45 PM	0	16	50	0	0	0	33	31	0	7	103	23	0	0	0	0	263	1,059	0	1	0	0
5:00 PM	0	19	82	0	0	0	36	28	0	3	97	19	0	0	0	0	284	1,035	1	1	2	2
5:15 PM	0	19	77	0	0	0	36	26	0	4	87	12	0	0	0	0	261		2	4	0	1
5:30 PM	0	23	57	0	0	0	32	28	0	7	88	16	0	0	0	0	251		0	3	5	1
5:45 PM	0	15	61	0	0	0	18	30	0	9	87	19	0	0	0	0	239		3	0	5	1

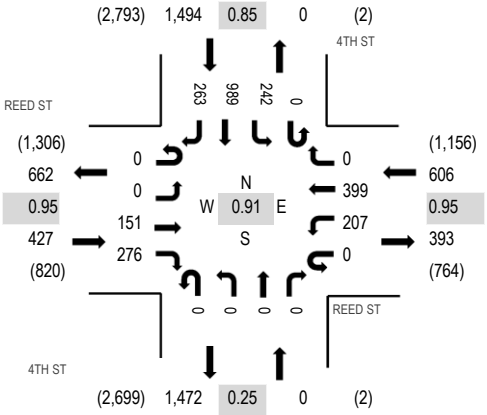
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	63	264	0	0	0	131	121	0	19	378	82	0	0	0	0	1,058
Mediums	0	0	4	0	0	0	4	1	0	0	2	0	0	0	0	0	11
Total	0	63	268	0	0	0	135	122	0	19	380	82	0	0	0	0	1,069

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

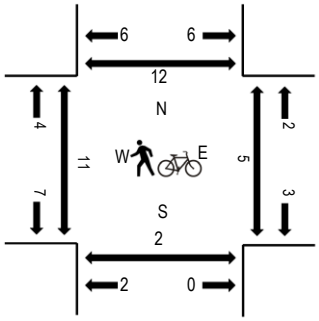
Location: 3 4TH ST & REED ST PM
Date and Start Time: Tuesday, September 12, 2017
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	REED ST Eastbound				REED ST Westbound				4TH ST Northbound				4TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	1	0	27	43	0	42	88	0	0	0	0	0	0	49	204	70	524	2,445	4	0	0	2
4:15 PM	0	0	33	64	0	49	110	0	0	0	0	0	0	56	255	52	619	2,527	5	1	0	3
4:30 PM	0	0	37	72	0	49	96	0	0	0	0	0	0	66	293	78	691	2,447	1	1	1	2
4:45 PM	0	0	40	69	0	62	90	0	0	0	0	0	0	57	228	65	611	2,374	0	0	0	2
5:00 PM	0	0	41	71	0	47	103	0	0	0	0	0	0	63	213	68	606	2,326	3	3	0	4
5:15 PM	0	0	46	72	0	40	107	0	0	0	0	0	0	51	171	52	539		0	0	2	1
5:30 PM	0	0	35	64	0	48	102	0	0	0	2	0	0	58	245	64	618		2	1	0	11
5:45 PM	0	0	42	63	0	36	87	0	0	0	0	0	0	63	199	73	563		3	0	0	1

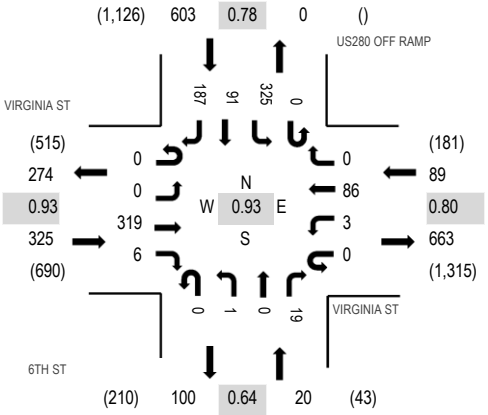
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	149	275	0	202	396	0	0	0	0	0	0	238	987	258	2,505
Mediums	0	0	2	1	0	5	3	0	0	0	0	0	0	4	2	5	22
Total	0	0	151	276	0	207	399	0	0	0	0	0	0	242	989	263	2,527

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

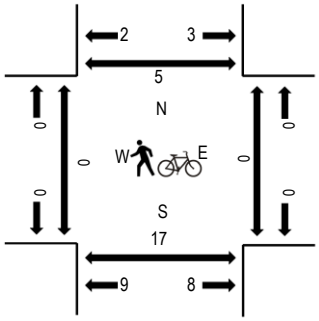
Location: 4 6TH ST & VIRGINIA ST PM
Date and Start Time: Tuesday, September 12, 2017
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	VIRGINIA ST Eastbound				VIRGINIA ST Westbound				6TH ST Northbound				US280 OFF RAMP Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	65	2	0	1	15	0	0	0	0	3	0	111	22	61	280	1,037	0	0	5	0
4:15 PM	0	0	74	2	0	0	20	0	0	1	0	9	0	84	26	51	267	1,029	0	0	8	0
4:30 PM	0	0	88	1	0	0	26	0	0	0	0	5	0	68	22	46	256	1,016	0	0	2	0
4:45 PM	0	0	92	1	0	2	25	0	0	0	0	2	0	62	21	29	234	1,022	0	0	0	0
5:00 PM	0	0	97	5	0	0	24	0	0	1	0	3	0	76	25	41	272	1,003	0	0	2	0
5:15 PM	0	0	92	5	0	0	35	0	0	3	0	6	0	66	20	27	254		0	0	2	0
5:30 PM	0	0	80	4	0	2	19	0	0	1	0	3	0	81	28	44	262		0	0	5	1
5:45 PM	0	0	79	3	0	1	11	0	0	1	0	5	0	64	17	34	215		0	0	3	0

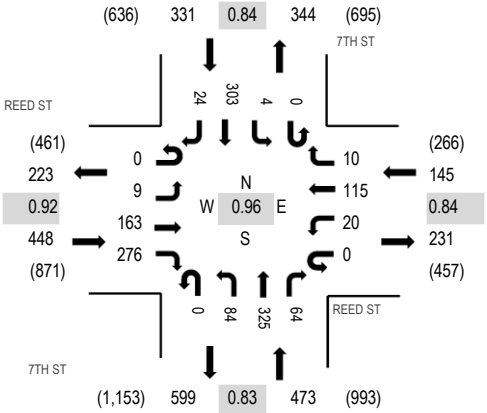
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	5	0	0	6
Lights	0	0	313	6	0	3	85	0	0	1	0	19	0	298	87	186	998
Mediums	0	0	5	0	0	0	1	0	0	0	0	0	0	22	4	1	33
Total	0	0	319	6	0	3	86	0	0	1	0	19	0	325	91	187	1,037

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

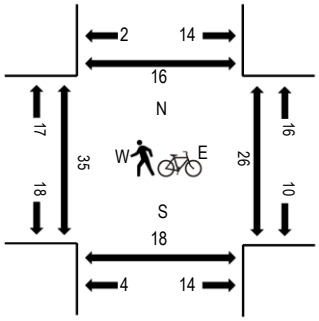
Location: 5 7TH ST & REED ST PM
Date and Start Time: Tuesday, September 12, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	REED ST Eastbound				REED ST Westbound				7TH ST Northbound				7TH ST Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	2	27	68	0	7	22	6	0	32	108	16	0	0	52	5	345	1,369	6	6	2	2
4:15 PM	0	2	44	58	0	2	24	3	0	34	70	19	0	0	81	11	348	1,381	9	11	3	3
4:30 PM	0	3	36	77	0	5	19	4	0	27	79	16	0	1	87	10	364	1,358	1	3	1	1
4:45 PM	0	0	44	62	0	3	24	2	0	27	72	20	0	3	52	3	312	1,347	2	2	0	1
5:00 PM	0	2	45	76	0	7	24	1	0	20	81	20	0	0	73	8	357	1,397	7	5	3	0
5:15 PM	0	1	41	64	0	4	24	3	0	25	73	13	0	1	70	6	325		5	4	2	2
5:30 PM	0	6	31	65	0	5	35	3	0	25	94	14	0	1	69	5	353		14	9	1	9
5:45 PM	0	0	46	71	0	4	32	3	0	14	77	17	0	2	91	5	362		9	7	10	2

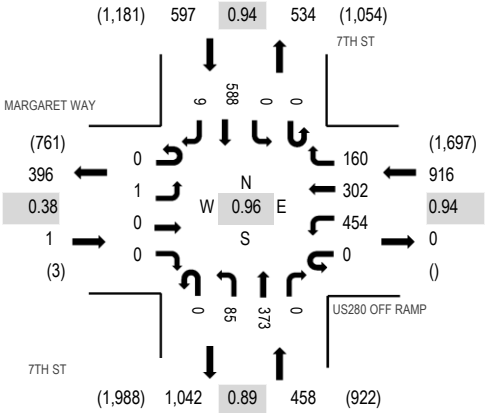
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	9	163	274	0	20	114	6	0	84	322	63	0	4	300	24	1,383
Mediums	0	0	0	2	0	0	1	4	0	0	3	1	0	0	3	0	14
Total	0	9	163	276	0	20	115	10	0	84	325	64	0	4	303	24	1,397

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

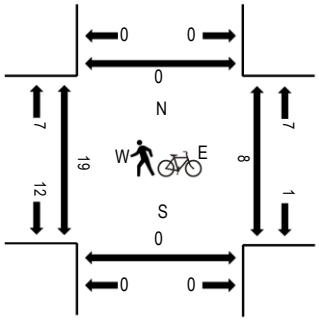
Location: 6 7TH ST & US280 OFF RAMP PM
Date and Start Time: Tuesday, September 12, 2017
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MARGARET WAY Eastbound				US280 OFF RAMP Westbound				7TH ST Northbound				7TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	72	65	46	0	21	114	0	0	0	114	5	437	1,902	5	3	2	0
4:15 PM	0	0	0	0	0	117	78	49	0	19	90	0	0	0	134	7	494	1,972	4	2	0	0
4:30 PM	0	0	0	0	0	110	71	34	0	19	109	0	0	0	171	2	516	1,947	2	3	0	0
4:45 PM	0	0	0	0	0	110	63	45	0	24	87	0	0	0	126	0	455	1,895	5	1	0	0
5:00 PM	0	1	0	0	0	117	90	32	0	23	87	0	0	0	157	0	507	1,901	4	2	0	0
5:15 PM	0	0	0	0	0	112	77	28	0	10	93	0	0	0	148	1	469		2	1	0	0
5:30 PM	0	0	0	0	0	99	68	26	0	22	99	0	0	0	149	1	464		8	6	0	0
5:45 PM	0	1	0	1	0	85	80	23	0	15	90	0	0	0	166	0	461		5	2	0	0

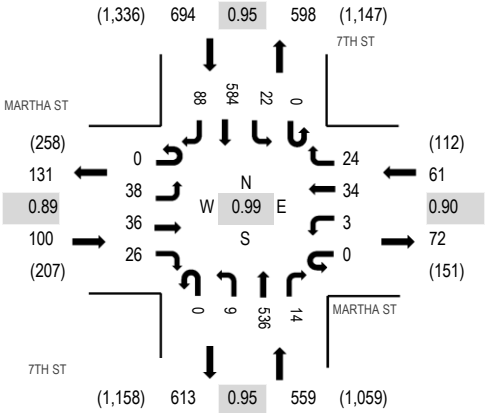
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
Lights	0	1	0	0	0	431	301	160	0	81	365	0	0	0	582	9	1,930
Mediums	0	0	0	0	0	16	1	0	0	4	8	0	0	0	6	0	35
Total	0	1	0	0	0	454	302	160	0	85	373	0	0	0	588	9	1,972

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

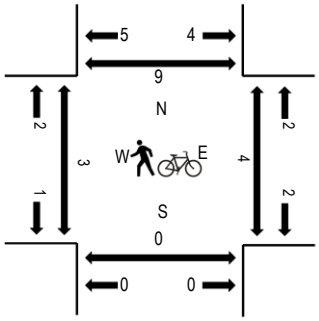
Location: 7 7TH ST & MARTHA ST PM
Date and Start Time: Tuesday, September 12, 2017
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MARTHA ST Eastbound				MARTHA ST Westbound				7TH ST Northbound				7TH ST Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	10	6	8	0	1	14	2	0	2	131	2	0	7	125	20	328	1,385	2	1	0	1
4:15 PM	0	7	3	6	0	0	7	6	0	2	133	2	0	5	156	22	349	1,414	1	2	0	2
4:30 PM	0	8	12	5	0	0	9	6	0	2	141	4	0	7	137	26	357	1,390	0	0	0	0
4:45 PM	0	12	8	7	0	3	7	6	0	3	124	3	0	5	150	23	351	1,362	2	2	0	6
5:00 PM	0	11	13	8	0	0	11	6	0	2	138	5	0	5	141	17	357	1,329	0	0	0	0
5:15 PM	0	12	7	6	0	1	3	3	0	0	127	1	0	7	133	25	325		0	1	0	1
5:30 PM	0	14	12	7	0	2	6	6	0	4	116	1	0	7	131	23	329		0	1	0	1
5:45 PM	0	12	11	2	0	0	8	5	0	1	111	4	0	14	129	21	318		2	0	0	2

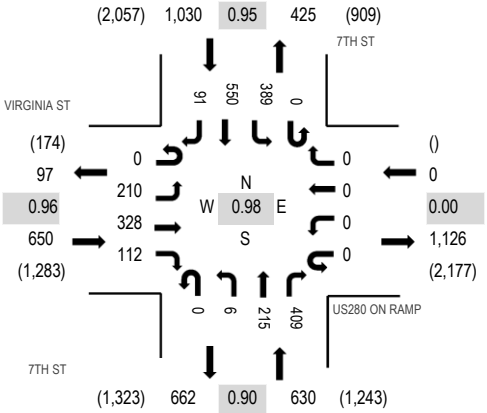
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	10	0	14
Lights	0	36	36	24	0	3	34	24	0	9	515	14	0	22	534	87	1,338
Mediums	0	2	0	2	0	0	0	0	0	0	17	0	0	0	40	1	62
Total	0	38	36	26	0	3	34	24	0	9	536	14	0	22	584	88	1,414

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

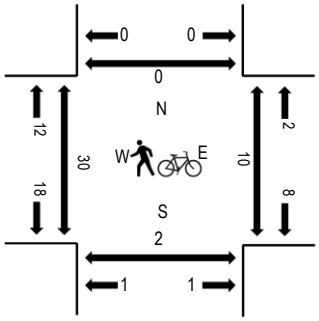
Location: 1 7TH ST & US280 ON RAMP PM
Date and Start Time: Thursday, September 21, 2017
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	VIRGINIA ST Eastbound				US280 ON RAMP Westbound				7TH ST Northbound				7TH ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	64	69	38	0	0	0	0	0	3	62	99	0	93	136	19	583	2,280	5	1	0	0
4:15 PM	0	65	66	30	0	0	0	0	0	2	61	84	0	104	129	18	559	2,282	13	0	0	0
4:30 PM	0	55	70	31	0	0	0	0	0	1	58	117	0	95	144	17	588	2,310	6	3	0	0
4:45 PM	0	56	74	22	0	0	0	0	0	4	41	101	0	88	137	27	550	2,280	3	2	1	0
5:00 PM	0	48	90	33	0	0	0	0	0	0	63	104	0	88	138	21	585	2,303	2	0	0	0
5:15 PM	0	51	94	26	0	0	0	0	0	1	53	87	0	118	131	26	587		10	2	1	0
5:30 PM	0	53	85	22	0	0	0	0	0	0	65	80	0	101	136	16	558		14	4	0	0
5:45 PM	0	43	71	27	0	0	0	0	0	2	71	84	0	115	143	17	573		6	4	2	0

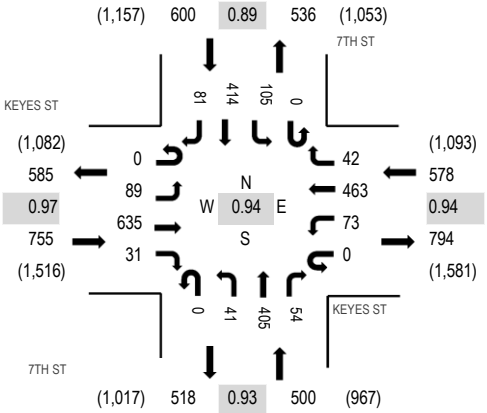
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	3	0	0	0	0	0	0	1	4	0	0	4	0	12
Lights	0	207	323	95	0	0	0	0	0	5	204	391	0	389	517	88	2,219
Mediums	0	3	5	14	0	0	0	0	0	1	10	14	0	0	29	3	79
Total	0	210	328	112	0	0	0	0	0	6	215	409	0	389	550	91	2,310

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

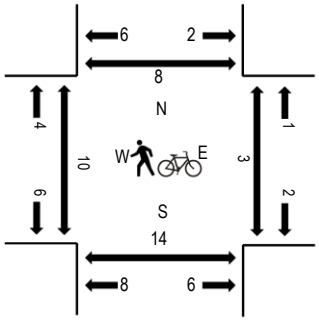
Location: 8 7TH ST & KEYES ST PM
Date and Start Time: Tuesday, September 12, 2017
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	KEYES ST Eastbound				KEYES ST Westbound				7TH ST Northbound				7TH ST Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	20	157	6	0	17	100	15	0	8	110	7	0	20	102	17	579	2,329	1	2	0	2
4:15 PM	0	26	141	10	0	14	124	12	0	4	93	16	0	16	106	17	579	2,395	0	2	0	0
4:30 PM	0	25	143	10	0	18	130	10	0	7	110	12	0	28	103	18	614	2,433	3	0	1	0
4:45 PM	0	22	144	7	0	19	107	12	0	15	80	14	0	25	91	21	557	2,421	1	2	3	5
5:00 PM	0	21	169	10	0	18	119	13	0	9	103	15	0	27	116	25	645	2,404	4	1	3	1
5:15 PM	0	21	179	4	0	18	107	7	0	10	112	13	0	25	104	17	617		1	0	6	1
5:30 PM	0	14	182	11	1	17	99	13	0	12	92	21	0	20	101	19	602		0	3	1	3
5:45 PM	0	20	164	10	0	12	76	15	0	8	87	9	0	33	93	13	540		2	1	2	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	1	7	0	11
Lights	0	87	622	30	0	70	454	42	0	41	391	54	0	102	380	78	2,351
Mediums	0	2	13	1	0	3	9	0	0	0	11	0	0	2	27	3	71
Total	0	89	635	31	0	73	463	42	0	41	405	54	0	105	414	81	2,433

Appendix B

City of San Jose Approved Trips Inventory

Intersection of: FOURTH/REED

Traffix Node Number: 3537

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	0	4	0	0	1	1	2	6	0
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	0	0	0
PD08-029 VIRGINIA TERRACE SW QUADRANT OF VIRGINIA STREET AND SIXTH STREET	0	0	0	0	0	0	0	0	0	53	0	0
PDC03-022 6TH/VIRGINIA 5TH ST & VIRGINIA ST (SE/C)	0	0	0	0	0	0	0	0	0	44	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	0	0	0	0	0	0	169	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**1**	**1**	**99**	**175**	**0**

	LEFT	THRU	RIGHT
NORTH	0	4	0
EAST	99	175	0
SOUTH	0	0	0
WEST	0	1	1

Intersection of: FOURTH/REED

Traffix Node Number: 3537

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	0	0	54	107	29	0	17	22	30	51	0
NSJ NORTH SAN JOSE	0	0	0	4	15	8	0	0	0	0	0	0
PD08-029 VIRGINIA TERRACE SW QUADRANT OF VIRGINIA STREET AND SIXTH STREET	0	0	0	0	0	0	0	0	0	27	0	0
PDC03-022 6TH/VIRGINIA 5TH ST & VIRGINIA ST (SE/C)	0	0	0	0	0	0	0	0	0	23	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	0	0	0	0	0	0	21	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**58**	**122**	**37**	**0**	**17**	**22**	**80**	**72**	**0**

	LEFT	THRU	RIGHT
NORTH	58	122	37
EAST	80	72	0
SOUTH	0	0	0
WEST	0	17	22

AM APPROVED TRIPS

09/19/2017

Intersection of: THIRD/VIRGINIA

Traffix Node Number: 3826

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	2	89	6	~~3~~ 0	~~14~~ 0	~~2~~ 0	4	~~15~~ 18	~~1~~ 0	~~1~~ 0	~~7~~ 8	13
PD08-029 VIRGINIA TERRACE SW QUADRANT OF VIRGINIA STREET AND SIXTH STREET	0	0	0	0	0	0	0	7	0	0	12	0
PDC03-022 6TH/VIRGINIA 5TH ST & VIRGINIA ST (SE/C)	0	0	0	0	0	0	0	6	0	0	10	1
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	26	0	0	0	0	0	2	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**2**	**115**	**6**	~~**3**~~ 0	~~**14**~~ 0	~~**2**~~ 0	**4**	~~**30**~~ 33	~~**1**~~ 0	~~**1**~~ 0	~~**29**~~ 30	**14**

	LEFT	THRU	RIGHT
NORTH	3	14	2
EAST	1	29	14
SOUTH	2	115	6
WEST	4	30	1

PM APPROVED TRIPS

09/19/2017

Intersection of: THIRD/VIRGINIA

Traffix Node Number: 3826

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	3	1	~~1~~ 0	~~7~~ 0	0	0	~~4~~ 5	0	0	1	1
PD08-029 VIRGINIA TERRACE SW QUADRANT OF VIRGINIA STREET AND SIXTH STREET	0	0	0	0	0	0	0	13	0	0	6	0
PDC03-022 6TH/VIRGINIA 5TH ST & VIRGINIA ST (SE/C)	0	0	0	0	0	0	0	6	0	0	5	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	3	0	0	0	0	0	23	0	0	0	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**6**	**1**	~~**1**~~ **0**	~~**7**~~ **0**	**0**	**0**	~~**46**~~ **47**	**0**	**0**	**12**	**1**

	LEFT	THRU	RIGHT
NORTH	1	7	0
EAST	0	12	1
SOUTH	0	6	1
WEST	0	46	0

Intersection of: SEVENTH/VIRGINIA

Traffix Node Number: 3804

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	61	23	13	62	0	67	15	22	0	0	0
NSJ NORTH SAN JOSE	0	8	4	1	4	0	0	0	0	0	0	0
PD08-029 VIRGINIA TERRACE SW QUADRANT OF VIRGINIA STREET AND SIXTH STREET	0	0	0	0	8	0	59	11	0	0	0	0
PDC03-022 6TH/VIRGINIA 5TH ST & VIRGINIA ST (SE/C)	0	0	0	0	7	0	50	9	0	0	0	0
PDC03-029 ART ARK 5TH, 6TH, KEYES	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	0	0	0	0	2	0	0	0
TOTAL:	**0**	**69**	**27**	**14**	**81**	**0**	**176**	**35**	**24**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	14	81	0
EAST	0	0	0
SOUTH	0	69	27
WEST	176	35	24

Intersection of: SEVENTH/VIRGINIA

Traffix Node Number: 3804

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	49	62	57	166	0	89	50	43	0	0	0
NSJ NORTH SAN JOSE	0	3	2	3	5	0	0	0	0	0	0	0
PD08-029 VIRGINIA TERRACE SW QUADRANT OF VIRGINIA STREET AND SIXTH STREET	0	0	0	0	14	0	30	5	0	0	0	0
PDC03-022 6TH/VIRGINIA 5TH ST & VIRGINIA ST (SE/C)	0	0	0	0	12	0	25	5	0	0	0	0
PDC03-029 ART ARK 5TH, 6TH, KEYES	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	0	0	0	0	23	0	0	0
TOTAL:	**0**	**52**	**64**	**60**	**197**	**0**	**144**	**60**	**66**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	60	197	0
EAST	0	0	0
SOUTH	0	52	64
WEST	144	60	66

Intersection of: REED/THIRD

Traffix Node Number: 3753

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	2	58	5	0	0	0	2	5	0	0	14	15
NSJ NORTH SAN JOSE	1	53	5	0	0	0	0	0	0	0	0	0
PD08-029 VIRGINIA TERRACE SW QUADRANT OF VIRGINIA STREET AND SIXTH STREET	0	1	0	0	0	0	0	0	0	0	0	0
PDC03-022 6TH/VIRGINIA 5TH ST & VIRGINIA ST (SE/C)	0	1	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	26	0	0	0	0	0	0	0	0	0	169	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**29**	**113**	**10**	**0**	**0**	**0**	**2**	**5**	**0**	**0**	**183**	**15**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	183	15
SOUTH	29	113	10
WEST	2	5	0

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	0	4	2	0	0	0	0	1	0	0	10	3
NSJ NORTH SAN JOSE	0	7	3	0	0	0	0	0	0	0	2	0
PD08-029 VIRGINIA TERRACE SW QUADRANT OF VIRGINIA STREET AND SIXTH STREET	0	0	0	0	0	0	0	0	0	0	0	0
PDC03-022 6TH/VIRGINIA 5TH ST & VIRGINIA ST (SE/C)	0	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	3	0	0	0	0	0	0	0	0	0	21	0
RH98-04-001 OPUS WEST SANTA CLARA/ALMADEN	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL:	**3**	**11**	**5**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**33**	**3**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	33	3
SOUTH	3	11	5
WEST	0	1	0

Intersection of: REED/SEVENTH

Traffix Node Number: 3751

Permit No. / 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
NSJ NORTH SAN JOSE	0	0	0	0	2	0	0	0	0	0	0	0
TOTAL:	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	2	0
EAST	0	0	0
SOUTH	0	0	0
WEST	0	0	0

Intersection of: REED/SEVENTH

Traffix Node Number: 3751

Permit No. / 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
NSJ NORTH SAN JOSE	0	1	0	0	0	0	0	0	0	0	0	0
TOTAL:	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

	LEFT	THRU	RIGHT
NORTH	0	0	0
EAST	0	0	0
SOUTH	0	1	0
WEST	0	0	0

Intersection of: MARGARET WAY/SEVENTH

Traffix Node Number: 3666

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	8	14	0	0	10	1	0	0	0	18	28	6
NSJ NORTH SAN JOSE	0	0	0	0	1	0	0	0	0	0	0	0
PD08-029 VIRGINIA TERRACE SW QUADRANT OF VIRGINIA STREET AND SIXTH STREET	53	7	0	0	4	0	0	0	0	5	0	0
PDC03-022 6TH/VIRGINIA 5TH ST & VIRGINIA ST (SE/C)	44	6	0	0	3	0	0	0	0	4	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	0	0	0	0	0	0	169	0
TOTAL:	**105**	**27**	**0**	**0**	**18**	**1**	**0**	**0**	**0**	**27**	**197**	**6**

	LEFT	THRU	RIGHT
NORTH	0	18	1
EAST	27	197	6
SOUTH	105	27	0
WEST	0	0	0

Intersection of: MARGARET WAY/SEVENTH

Traffix Node Number: 3666

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	12	39	0	0	61	2	0	0	0	61	27	16
NSJ NORTH SAN JOSE	0	0	0	0	0	0	0	0	0	1	0	0
PD08-029 VIRGINIA TERRACE SW QUADRANT OF VIRGINIA STREET AND SIXTH STREET	27	3	0	0	6	0	0	0	0	8	0	0
PDC03-022 6TH/VIRGINIA 5TH ST & VIRGINIA ST (SE/C)	23	3	0	0	0	0	0	0	0	7	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	0	0	0	0	0	0	21	0
TOTAL:	**62**	**45**	**0**	**0**	**67**	**2**	**0**	**0**	**0**	**77**	**48**	**16**

	LEFT	THRU	RIGHT
NORTH	0	67	2
EAST	77	48	16
SOUTH	62	45	0
WEST	0	0	0

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	1	19	2	2	22	1	1	12	1	4	44	7
H15-039 DCP 1402 MONTEREY ROAD	0	44	13	0	4	4	0	0	0	8	33	0
H16-013 RIVER CORPORATE CENTER BLDG 3 353 W JULIAN ST	0	44	13	0	4	4	0	0	0	8	33	0
PD08-029 VIRGINIA TERRACE SW QUADRANT OF VIRGINIA STREET AND SIXTH STREET	10	0	0	0	0	8	0	2	19	0	2	0
PDC03-029 ART ARK 5TH, 6TH, KEYES	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	4	0	0	0	0	40	0	3	27	1
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	6	2	0	8	2	1	3	0	3	5	0
PDC13-009 (IND) COMMUNICATION HILL	16	0	0	0	0	1	9	0	0	2	0	2
PDC13-009 (RES) COMMUNICATIONS HILL	9	0	0	0	0	0	5	0	0	0	0	0
PDC13-009 (RET) COMMUNICATIONS HILL	1	0	0	0	0	0	0	0	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	2	0	0	0	0	0	0	0

TOTAL:	**37**	**113**	**34**	**2**	**40**	**20**	**16**	**57**	**20**	**28**	**144**	**10**

	LEFT	THRU	RIGHT
NORTH	2	40	20
EAST	28	144	10
SOUTH	37	113	34
WEST	16	57	20

PM APPROVED TRIPS

09/19/2017

Intersection of: KEYES/SEVENTH

Traffix Node Number: 3618

Permit No. / 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 DOWNTOWN STRATEGY PLAN 2000 DOWNTOWN CORE	2	27	3	5	37	8	6	46	4	5	33	5
H15-039 DCP 1402 MONTEREY ROAD	0	-6	7	0	6	6	0	0	0	3	9	0
H16-013 RIVER CORPORATE CENTER BLDG 3 353 W JULIAN ST	0	-6	7	0	6	6	0	0	0	3	9	0
PD08-029 VIRGINIA TERRACE SW QUADRANT OF VIRGINIA STREET AND SIXTH STREET	18	0	0	0	0	14	0	1	10	0	4	0
PDC03-029 ART ARK 5TH, 6TH, KEYES	0	0	0	0	0	0	0	0	0	0	0	0
PDC04-045 VIETNAMTOWN N/S STORY ROAD, 720' SW OF MCLAUGHLIN	0	0	8	0	0	0	0	85	0	7	84	2
PDC10-026 SUN GARDEN RETAIL CENTER E/SIDE MONTEREY HIGHWAY, SOUTH OF ALMA	0	13	5	0	13	3	3	8	0	5	8	0
PDC13-009 (IND) COMMUNICATION HILL	0	0	0	4	27	0	48	50	0	1	0	0
PDC13-009 (RES) COMMUNICATIONS HILL	0	0	0	2	17	0	30	32	0	0	0	0

Permit No. / 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
PDC13-009 (RET) COMMUNICATIONS HILL	0	0	0	0	1	0	2	2	0	0	0	0
RH00-05-005 BOSTON PROP ALMADEN BLVD/WOZ WAY (NW/C)	0	0	0	0	23	0	0	0	0	0	0	0
TOTAL:	**20**	**28**	**30**	**11**	**130**	**37**	**89**	**224**	**14**	**24**	**147**	**7**

	LEFT	THRU	RIGHT
NORTH	11	130	37
EAST	24	147	7
SOUTH	20	28	30
WEST	89	224	14

Appendix C

Volume Summary Tables

Intersection Number: 1
Traffix Node Number: 3753
Intersection Name: S 3rd St & Reed St
Peak Hour: AM
Date of Analysis: 10/12/17
Count Date: 09/12/17
Scenario: 301 Studio Apartments
Future Growth % Per Year:
Number of Years to Buildout:

	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	0	0	193	423	0	303	1387	138	0	177	41	2662
Approved Project Trips													
CSJ ATI	0	0	0	15	183	0	10	113	29	0	5	2	357
	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	15	183	0	10	113	29	0	5	2	357
Background Conditions	0	0	0	208	606	0	313	1500	167	0	182	43	3019
Project Trips													
Project Trips	0	0	0	0	0	0	30	0	0	0	0	0	30
check	0	0	0	0	0	0	30	0	0	0	0	0	30
Exist + Project Conditions	0	0	0	193	423	0	333	1387	138	0	177	41	2692
Bkgd + Project Conditions	0	0	0	208	606	0	343	1500	167	0	182	43	3049

Intersection Number: 2
Traffix Node Number: 3826
Intersection Name: S 3rd St & Virginia St
Peak Hour: AM
Date of Analysis: 10/12/17
Count Date: 09/12/17
Scenario: 301 Studio Apartments
Future Growth % Per Year:
Number of Years to Buildout:

	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	0	0	337	75	0	85	1337	27	0	134	44	2039
Approved Project Trips													
CSJ ATI	0	0	0	14	30	0	6	115	2	0	33	4	204
	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	14	30	0	6	115	2	0	33	4	204
Background Conditions	0	0	0	351	105	0	91	1452	29	0	167	48	2243
Project Trips													
Project Trips	0	0	0	30	14	0	1	0	0	0	3	0	48
check	0	0	0	30	14	0	1	0	0	0	3	0	48
Exist + Project Conditions	0	0	0	367	89	0	86	1337	27	0	137	44	2087
Bkgd + Project Conditions	0	0	0	381	119	0	92	1452	29	0	170	48	2291

Intersection Number: 3
Traffix Node Number: 3537
Intersection Name: S 4th St & Reed St
Peak Hour: AM
Date of Analysis: 10/12/17
Count Date: 09/12/17
Scenario: 301 Studio Apartments

Future Growth % Per Year:
Number of Years to Buildout:

	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	108	305	54	0	519	221	0	0	0	405	100	0	1712
Approved Project Trips													
CSJ ATI	0	4	0	0	175	99	0	0	0	1	1	0	280
	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	4	0	0	175	99	0	0	0	1	1	0	280
Background Conditions	108	309	54	0	694	320	0	0	0	406	101	0	1992
Project Trips													
Project Trips	0	0	0	0	0	30	0	0	0	30	0	0	60
check	0	0	0	0	0	30	0	0	0	30	0	0	60
Exist + Project Conditions	108	305	54	0	519	251	0	0	0	435	100	0	1772
Bkgd + Project Conditions	108	309	54	0	694	350	0	0	0	436	101	0	2052

Intersection Number: 4
Traffix Node Number: 6000
Intersection Name: S 6th St & Virginia St
Peak Hour: AM
Date of Analysis: 10/12/17
Count Date: 09/12/17
Scenario: 301 Studio Apartments

Future Growth % Per Year:
Number of Years to Buildout:

	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	474	99	599	0	58	1	33	0	8	7	211	0	1490
Approved Project Trips													
CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	474	99	599	0	58	1	33	0	8	7	211	0	1490
Project Trips													
Project Trips	0	0	15	0	44	3	1	0	0	0	4	0	67
check	0	0	15	0	44	3	1	0	0	0	4	0	67
Exist + Project Conditions	474	99	614	0	102	4	34	0	8	7	215	0	1557
Bkgd + Project Conditions	474	99	614	0	102	4	34	0	8	7	215	0	1557

Intersection Number: 5
Traffix Node Number: 3751
Intersection Name: S 7th St & Reed St
Peak Hour: AM
Date of Analysis: 10/12/17
Count Date: 09/12/17
Scenario: 301 Studio Apartments
Future Growth % Per Year:
Number of Years to Buildout:

	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	14	102	3	7	146	21	52	602	78	90	84	2	1201
Approved Project Trips													
CSJ ATI	0	2	0	0	0	0	0	0	0	0	0	0	2
	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	2	0	0	0	0	0	0	0	0	0	0	2
Background Conditions	14	104	3	7	146	21	52	602	78	90	84	2	1203
Project Trips													
Project Trips	0	2	0	0	0	0	0	10	15	0	0	0	27
check	0	2	0	0	0	0	0	10	15	0	0	0	27
Exist + Project Conditions	14	104	3	7	146	21	52	612	93	90	84	2	1228
Bkgd + Project Conditions	14	106	3	7	146	21	52	612	93	90	84	2	1230

Intersection Number: 6
Traffix Node Number: 3666
Intersection Name: S 7th St & Margaret Way
Peak Hour: AM
Date of Analysis: 10/12/17
Count Date: 09/12/17
Scenario: 301 Studio Apartments
Future Growth % Per Year:
Number of Years to Buildout:

	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	12	207	0	251	458	296	0	590	190	0	0	0	2004
Approved Project Trips													
CSJ ATI	1	18	0	6	197	27	0	27	105	0	0	0	381
	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	1	18	0	6	197	27	0	27	105	0	0	0	381
Background Conditions	13	225	0	257	655	323	0	617	295	0	0	0	2385
Project Trips													
Project Trips	0	2	0	0	0	3	0	25	15	0	0	0	45
check	0	2	0	0	0	3	0	25	15	0	0	0	45
Exist + Project Conditions	12	209	0	251	458	299	0	615	205	0	0	0	2049
Bkgd + Project Conditions	13	227	0	257	655	326	0	642	310	0	0	0	2430

Intersection Number: 7
Traffix Node Number: 3804
Intersection Name: S 7th St & Virginia St
Peak Hour: AM
Date of Analysis: 10/12/17
Count Date: 09/21/17
Scenario: 301 Studio Apartments
Future Growth % Per Year:
Number of Years to Buildout:

	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	40	275	116	0	0	0	270	343	6	117	208	520	1895
Approved Project Trips													
CSJ ATI	0	81	14	0	0	0	27	69	0	24	35	176	426
	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	81	14	0	0	0	27	69	0	24	35	176	426
Background Conditions	40	356	130	0	0	0	297	412	6	141	243	696	2321
Project Trips													
Project Trips	5	0	0	0	0	0	0	0	5	22	12	40	84
check	5	0	0	0	0	0	0	0	5	22	12	40	84
Exist + Project Conditions	45	275	116	0	0	0	270	343	11	139	220	560	1979
Bkgd + Project Conditions	45	356	130	0	0	0	297	412	11	163	255	736	2405

Intersection Number: 8
Traffix Node Number: 4112
Intersection Name: S 7th St & Martha St
Peak Hour: AM
Date of Analysis: 10/12/17
Count Date: 09/12/17
Scenario: 301 Studio Apartments
Future Growth % Per Year:
Number of Years to Buildout:

	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	63	379	6	38	51	2	5	531	14	22	17	49	1177
Approved Project Trips													
CSJ ATI	0	105	0	0	0	0	0	96	0	0	0	0	201
	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	105	0	0	0	0	0	96	0	0	0	0	201
Background Conditions	63	484	6	38	51	2	5	627	14	22	17	49	1378
Project Trips													
Project Trips	0	22	0	0	0	0	0	5	0	0	0	0	27
check	0	22	0	0	0	0	0	5	0	0	0	0	27
Exist + Project Conditions	63	401	6	38	51	2	5	536	14	22	17	49	1204
Bkgd + Project Conditions	63	506	6	38	51	2	5	632	14	22	17	49	1405

Intersection Number: 9
Traffix Node Number: 3618
Intersection Name: S 7th St & Keyes St
Peak Hour: AM
Count Date: 09/12/17
Scenario: 301 Studio Apartments

Date of Analysis: 10/12/17

Future Growth % Per Year:
Number of Years to Buildout:

	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	322	39	120	845	124	38	381	66	36	219	53	2276
Approved Project Trips													
CSJ ATI	20	40	2	10	144	28	34	113	37	20	57	16	521
	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	20	40	2	10	144	28	34	113	37	20	57	16	521
Background Conditions	53	362	41	130	989	152	72	494	103	56	276	69	2797
Project Trips													
Project Trips	0	0	22	5	0	0	0	0	0	0	0	0	27
check	0	0	22	5	0	0	0	0	0	0	0	0	27
Exist + Project Conditions	33	322	61	125	845	124	38	381	66	36	219	53	2303
Bkgd + Project Conditions	53	362	63	135	989	152	72	494	103	56	276	69	2824

Intersection Number: 1
Traffix Node Number: 3753
Intersection Name: S 3rd St & Reed St
Peak Hour: PM
Date of Analysis: 10/12/17
Count Date: 09/12/17
Scenario: 301 Studio Apartments

Future Growth % Per Year:
Number of Years to Buildout:

	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	0	0	146	513	0	224	324	49	0	229	27	1512
Approved Project Trips													
CSJ ATI	0	0	0	3	33	0	5	11	3	0	1	0	56
	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	3	33	0	5	11	3	0	1	0	56
Background Conditions	0	0	0	149	546	0	229	335	52	0	230	27	1568
Project Trips													
Project Trips	0	0	0	0	0	0	16	0	0	0	0	0	16
check	0	0	0	0	0	0	16	0	0	0	0	0	16
Exist + Project Conditions	0	0	0	146	513	0	240	324	49	0	229	27	1528
Bkgd + Project Conditions	0	0	0	149	546	0	245	335	52	0	230	27	1584

Intersection Number: 2
Traffix Node Number: 3826
Intersection Name: S 3rd St & Virginia St
Peak Hour: PM
Date of Analysis: 10/12/17
Count Date: 09/12/17
Scenario: 301 Studio Apartments

Future Growth % Per Year:
Number of Years to Buildout:

	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	0	0	122	135	0	82	380	19	0	268	63	1069
Approved Project Trips													
CSJ ATI	0	0	0	1	12	0	1	6	0	0	47	0	67
	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	1	12	0	1	6	0	0	47	0	67
Background Conditions	0	0	0	123	147	0	83	386	19	0	315	63	1136
Project Trips													
Project Trips	0	0	0	16	7	0	4	0	0	0	10	0	37
check	0	0	0	16	7	0	4	0	0	0	10	0	37
Exist + Project Conditions	0	0	0	138	142	0	86	380	19	0	278	63	1106
Bkgd + Project Conditions	0	0	0	139	154	0	87	386	19	0	325	63	1173

Intersection Number: 3
Traffix Node Number: 3537
Intersection Name: S 4th St & Reed St
Peak Hour: PM
Date of Analysis: 10/12/17
Count Date: 09/12/17
Scenario: 301 Studio Apartments

Future Growth % Per Year:
Number of Years to Buildout:

	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	263	989	242	0	399	207	0	0	0	276	151	0	2527
Approved Project Trips													
CSJ ATI	37	122	58	0	72	80	0	0	0	22	17	0	408
	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	37	122	58	0	72	80	0	0	0	22	17	0	408
Background Conditions	300	1111	300	0	471	287	0	0	0	298	168	0	2935
Project Trips													
Project Trips	0	0	0	0	0	16	0	0	0	16	0	0	32
check	0	0	0	0	0	16	0	0	0	16	0	0	32
Exist + Project Conditions	263	989	242	0	399	223	0	0	0	292	151	0	2559
Bkgd + Project Conditions	300	1111	300	0	471	303	0	0	0	314	168	0	2967

Intersection Number: 4
Traffix Node Number: 6000
Intersection Name: S 6th St & Virginia St
Peak Hour: PM
Date of Analysis: 10/12/17
Count Date: 09/12/17
Scenario: 301 Studio Apartments

Future Growth % Per Year:
Number of Years to Buildout:

	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	187	91	325	0	86	3	19	0	1	6	319	0	1037
Approved Project Trips													
CSJ ATI	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	187	91	325	0	86	3	19	0	1	6	319	0	1037
Project Trips													
Project Trips	0	0	60	0	23	1	3	0	0	0	14	0	101
check	0	0	60	0	23	1	3	0	0	0	14	0	101
Exist + Project Conditions	187	91	385	0	109	4	22	0	1	6	333	0	1138
Bkgd + Project Conditions	187	91	385	0	109	4	22	0	1	6	333	0	1138

Intersection Number: 5
Traffix Node Number: 3751
Intersection Name: S 7th St & Reed St
Peak Hour: PM
Date of Analysis: 10/12/17
Count Date: 09/12/17
Scenario: 301 Studio Apartments
Future Growth % Per Year:
Number of Years to Buildout:

	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	24	303	4	10	115	20	64	325	84	276	163	9	1397
Approved Project Trips													
CSJ ATI	0	0	0	0	0	0	0	1	0	0	0	0	1
	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	1	0	0	0	0	1
Background Conditions	24	303	4	10	115	20	64	326	84	276	163	9	1398
Project Trips													
Project Trips	0	10	0	0	0	0	0	5	8	0	0	0	23
check	0	10	0	0	0	0	0	5	8	0	0	0	23
Exist + Project Conditions	24	313	4	10	115	20	64	330	92	276	163	9	1420
Bkgd + Project Conditions	24	313	4	10	115	20	64	331	92	276	163	9	1421

Intersection Number: 6
Traffix Node Number: 3666
Intersection Name: S 7th St & Margaret Way
Peak Hour: PM
Date of Analysis: 10/12/17
Count Date: 09/12/17
Scenario: 301 Studio Apartments
Future Growth % Per Year:
Number of Years to Buildout:

	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	9	588	0	160	302	454	0	373	85	0	0	0	1971
Approved Project Trips													
CSJ ATI	2	67	0	16	48	77	0	45	62	0	0	0	317
	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	2	67	0	16	48	77	0	45	62	0	0	0	317
Background Conditions	11	655	0	176	350	531	0	418	147	0	0	0	2288
Project Trips													
Project Trips	0	10	0	0	0	12	0	13	8	0	0	0	43
check	0	10	0	0	0	12	0	13	8	0	0	0	43
Exist + Project Conditions	9	598	0	160	302	466	0	386	93	0	0	0	2014
Bkgd + Project Conditions	11	665	0	176	350	543	0	431	155	0	0	0	2331

Intersection Number: 7
Traffix Node Number: 3804
Intersection Name: S 7th St & Virginia St
Peak Hour: PM
Date of Analysis: 10/12/17
Count Date: 09/21/17
Scenario: 301 Studio Apartments
Future Growth % Per Year:
Number of Years to Buildout:

	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	91	550	389	0	0	0	409	215	6	112	328	210	2310
Approved Project Trips													
CSJ ATI	0	197	60	0	0	0	64	52	0	66	60	144	643
	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	197	60	0	0	0	64	52	0	66	60	144	643
Background Conditions	91	747	449	0	0	0	473	267	6	178	388	354	2953
Project Trips													
Project Trips	21	0	0	0	0	0	0	0	21	12	6	21	81
check	21	0	0	0	0	0	0	0	21	12	6	21	81
Exist + Project Conditions	112	550	389	0	0	0	409	215	27	124	334	231	2391
Bkgd + Project Conditions	112	747	449	0	0	0	473	267	27	190	394	375	3034

Intersection Number: 8
Traffix Node Number: 4112
Intersection Name: S 7th St & Martha St
Peak Hour: PM
Date of Analysis: 10/12/17
Count Date: 09/12/17
Scenario: 301 Studio Apartments
Future Growth % Per Year:
Number of Years to Buildout:

	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	88	584	22	24	34	3	14	536	9	26	36	38	1414
Approved Project Trips													
CSJ ATI	0	263	0	0	0	0	0	116	0	0	0	0	379
	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	263	0	0	0	0	0	116	0	0	0	0	379
Background Conditions	88	847	22	24	34	3	14	652	9	26	36	38	1793
Project Trips													
Project Trips	0	12	0	0	0	0	0	21	0	0	0	0	33
check	0	12	0	0	0	0	0	21	0	0	0	0	33
Exist + Project Conditions	88	596	22	24	34	3	14	557	9	26	36	38	1447
Bkgd + Project Conditions	88	859	22	24	34	3	14	673	9	26	36	38	1826

Intersection Number: 9
Traffix Node Number: 3618
Intersection Name: S 7th St & Keyes St
Peak Hour: PM
Count Date: 09/12/17
Scenario: 301 Studio Apartments

Date of Analysis: 10/12/17

Future Growth % Per Year:
Number of Years to Buildout:

	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	81	414	105	42	463	73	54	405	41	31	635	89	2433
Approved Project Trips													
CSJ ATI	37	130	11	7	147	24	30	28	20	14	224	89	761
	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	37	130	11	7	147	24	30	28	20	14	224	89	761
Background Conditions	118	544	116	49	610	97	84	433	61	45	859	178	3194
Project Trips													
Project Trips	0	0	12	21	0	0	0	0	0	0	0	0	33
check	0	0	12	21	0	0	0	0	0	0	0	0	33
Exist + Project Conditions	81	414	117	63	463	73	54	405	41	31	635	89	2466
Bkgd + Project Conditions	118	544	128	70	610	97	84	433	61	45	859	178	3227

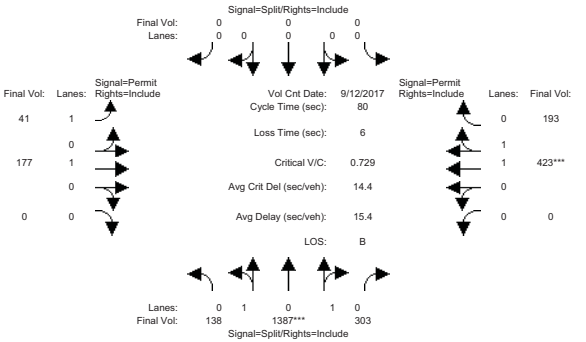
Appendix D

Intersection Level of Service Calculations

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #1: REED/THIRD



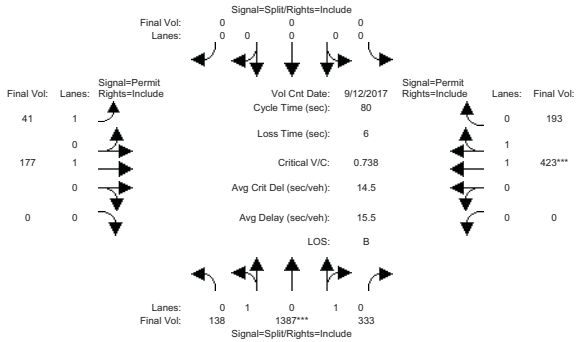
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 7:30-8:30AM												
Base Vol:	138	1387	303	0	0	0	41	177	0	0	423	193
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:	138	1387	303	0	0	0	41	177	0	0	423	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	1387	303	0	0	0	41	177	0	0	423	193
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:	138	1387	303	0	0	0	41	177	0	0	423	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1387	303	0	0	0	41	177	0	0	423	193
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:	138	1387	303	0	0	0	41	177	0	0	423	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.15	1.52	0.33	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.36	0.64
Final Sat.:	272	2732	597	0	0	0	1750	1900	0	0	2540	1159
Capacity Analysis Module:												
Vol/Sat:	0.51	0.51	0.51	0.00	0.00	0.00	0.02	0.09	0.00	0.00	0.17	0.17
Crit Moves:		****									****	
Green Time:	55.7	55.7	55.7	0.0	0.0	0.0	18.3	18.3	0.0	0.0	18.3	18.3
Volume/Cap:	0.73	0.73	0.73	0.00	0.00	0.00	0.10	0.41	0.00	0.00	0.73	0.73
Delay/Veh:	8.6	8.6	8.6	0.0	0.0	0.0	24.5	26.9	0.0	0.0	31.8	31.8
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:	8.6	8.6	8.6	0.0	0.0	0.0	24.5	26.9	0.0	0.0	31.8	31.8
LOS by Move:	A	A	A	A	A	A	C	C	A	A	C	C
DesignQueue:	15	15	15	0	0	0	2	6	0	0	11	11

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj AM

Intersection #1: REED/THIRD



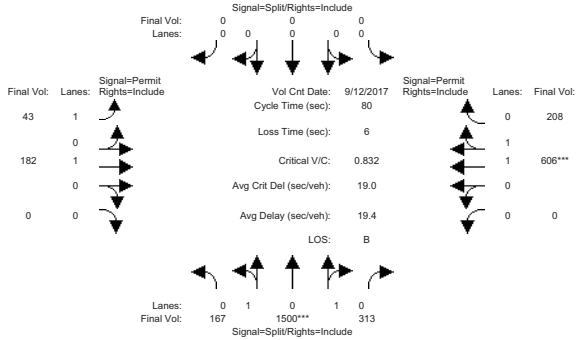
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 7:30-8:30AM												
Base Vol:	138	1387	303	0	0	0	41	177	0	0	423	193
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:	138	1387	303	0	0	0	41	177	0	0	423	193
Added Vol:	0	0	30	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	1387	333	0	0	0	41	177	0	0	423	193
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:	138	1387	333	0	0	0	41	177	0	0	423	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1387	333	0	0	0	41	177	0	0	423	193
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:	138	1387	333	0	0	0	41	177	0	0	423	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.15	1.49	0.36	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.36	0.64
Final Sat.:	267	2687	645	0	0	0	1750	1900	0	0	2540	1159
Capacity Analysis Module:												
Vol/Sat:	0.52	0.52	0.52	0.00	0.00	0.00	0.02	0.09	0.00	0.00	0.17	0.17
Crit Moves:		****									****	
Green Time:	55.9	55.9	55.9	0.0	0.0	0.0	18.1	18.1	0.0	0.0	18.1	18.1
Volume/Cap:	0.74	0.74	0.74	0.00	0.00	0.00	0.10	0.41	0.00	0.00	0.74	0.74
Delay/Veh:	8.7	8.7	8.7	0.0	0.0	0.0	24.7	27.1	0.0	0.0	32.3	32.3
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:	8.7	8.7	8.7	0.0	0.0	0.0	24.7	27.1	0.0	0.0	32.3	32.3
LOS by Move:	A	A	A	A	A	A	C	C	A	A	C	C
DesignQueue:	15	15	15	0	0	0	2	6	0	0	11	11

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #1: REED/THIRD



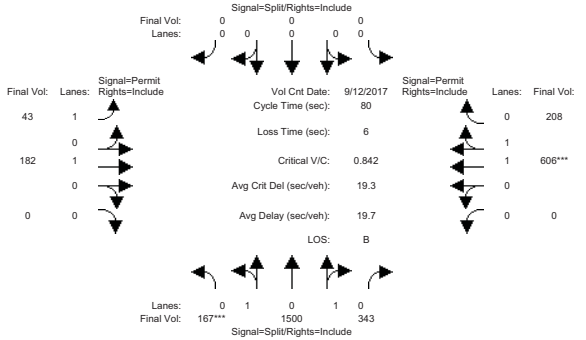
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 7:30-8:30AM												
Base Vol:	138	1387	303	0	0	0	41	177	0	0	423	193
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:	138	1387	303	0	0	0	41	177	0	0	423	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	29	113	10	0	0	0	2	5	0	0	183	15
Initial Fut:	167	1500	313	0	0	0	43	182	0	0	606	208
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:	167	1500	313	0	0	0	43	182	0	0	606	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1500	313	0	0	0	43	182	0	0	606	208
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:	167	1500	313	0	0	0	43	182	0	0	606	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.17	1.51	0.32	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.47	0.53
Final Sat.:	304	2727	569	0	0	0	1750	1900	0	0	2754	945
Capacity Analysis Module:												
Vol/Sat:	0.55	0.55	0.55	0.00	0.00	0.00	0.02	0.10	0.00	0.00	0.22	0.22
Crit Moves:		****									****	
Green Time:	52.9	52.9	52.9	0.0	0.0	0.0	21.1	21.1	0.0	0.0	21.1	21.1
Volume/Cap:	0.83	0.83	0.83	0.00	0.00	0.00	0.09	0.36	0.00	0.00	0.83	0.83
Delay/Veh:	12.9	12.9	12.9	0.0	0.0	0.0	22.3	24.4	0.0	0.0	33.9	33.9
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:	12.9	12.9	12.9	0.0	0.0	0.0	22.3	24.4	0.0	0.0	33.9	33.9
LOS by Move:	B	B	B	A	A	A	C	C	A	A	C	C
DesignQueue:	18	18	18	0	0	0	2	6	0	0	15	15

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj AM

Intersection #1: REED/THIRD



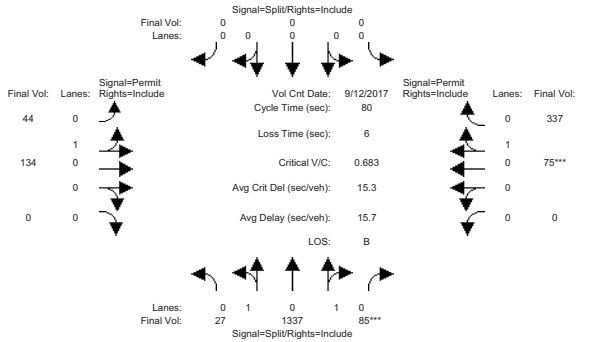
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 7:30-8:30AM												
Base Vol:	138	1387	303	0	0	0	41	177	0	0	423	193
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:	138	1387	303	0	0	0	41	177	0	0	423	193
Added Vol:	0	0	30	0	0	0	0	0	0	0	0	0
ATI:	29	113	10	0	0	0	2	5	0	0	183	15
Initial Fut:	167	1500	343	0	0	0	43	182	0	0	606	208
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:	167	1500	343	0	0	0	43	182	0	0	606	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1500	343	0	0	0	43	182	0	0	606	208
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:	167	1500	343	0	0	0	43	182	0	0	606	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.17	1.49	0.34	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.47	0.53
Final Sat.:	299	2687	614	0	0	0	1750	1900	0	0	2754	945
Capacity Analysis Module:												
Vol/Sat:	0.56	0.56	0.56	0.00	0.00	0.00	0.02	0.10	0.00	0.00	0.22	0.22
Crit Moves:	****										****	
Green Time:	53.1	53.1	53.1	0.0	0.0	0.0	20.9	20.9	0.0	0.0	20.9	20.9
Volume/Cap:	0.84	0.84	0.84	0.00	0.00	0.00	0.09	0.37	0.00	0.00	0.84	0.84
Delay/Veh:	13.1	13.1	13.1	0.0	0.0	0.0	22.5	24.6	0.0	0.0	34.7	34.7
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:	13.1	13.1	13.1	0.0	0.0	0.0	22.5	24.6	0.0	0.0	34.7	34.7
LOS by Move:	B	B	B	A	A	A	C	C	A	A	C	C
DesignQueue:	19	19	19	0	0	0	2	6	0	0	15	15

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #2: THIRD/VIRGINIA



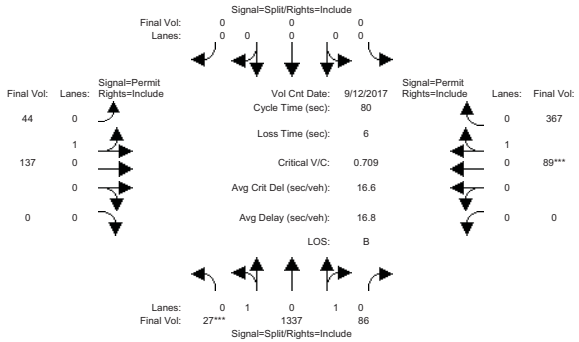
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 7:45-8:45AM												
Base Vol:	27	1337	85	0	0	0	44	134	0	0	75	337
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:	27	1337	85	0	0	0	44	134	0	0	75	337
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	1337	85	0	0	0	44	134	0	0	75	337
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:	27	1337	85	0	0	0	44	134	0	0	75	337
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1337	85	0	0	0	44	134	0	0	75	337
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:	27	1337	85	0	0	0	44	134	0	0	75	337
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.04	1.84	0.12	0.00	0.00	0.00	0.25	0.75	0.00	0.00	0.18	0.82
Final Sat.:	67	3322	211	0	0	0	445	1355	0	0	328	1472
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.00	0.00	0.00	0.10	0.10	0.00	0.00	0.23	0.23
Crit Moves:			****								****	
Green Time:	47.2	47.2	47.2	0.0	0.0	0.0	26.8	26.8	0.0	0.0	26.8	26.8
Volume/Cap:	0.68	0.68	0.68	0.00	0.00	0.00	0.29	0.29	0.00	0.00	0.68	0.68
Delay/Veh:	12.2	12.2	12.2	0.0	0.0	0.0	19.9	19.9	0.0	0.0	26.1	26.1
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:	12.2	12.2	12.2	0.0	0.0	0.0	19.9	19.9	0.0	0.0	26.1	26.1
LOS by Move:	B	B	B	A	A	A	B	B	A	A	C	C
DesignQueue:	16	16	16	0	0	0	6	6	0	0	14	14

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj AM

Intersection #2: THIRD/VIRGINIA



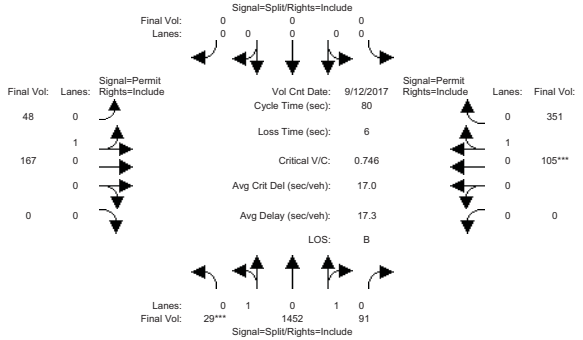
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 7:45-8:45AM												
Base Vol:	27	1337	85	0	0	0	44	134	0	0	75	337
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:	27	1337	85	0	0	0	44	134	0	0	75	337
Added Vol:	0	0	1	0	0	0	0	3	0	0	14	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	1337	86	0	0	0	44	137	0	0	89	367
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:	27	1337	86	0	0	0	44	137	0	0	89	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1337	86	0	0	0	44	137	0	0	89	367
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:	27	1337	86	0	0	0	44	137	0	0	89	367
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.04	1.84	0.12	0.00	0.00	0.00	0.24	0.76	0.00	0.00	0.20	0.80
Final Sat.:	67	3319	214	0	0	0	438	1362	0	0	351	1449
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.00	0.00	0.00	0.10	0.10	0.00	0.00	0.25	0.25
Crit Moves:	****										****	
Green Time:	45.4	45.4	45.4	0.0	0.0	0.0	28.6	28.6	0.0	0.0	28.6	28.6
Volume/Cap:	0.71	0.71	0.71	0.00	0.00	0.00	0.28	0.28	0.00	0.00	0.71	0.71
Delay/Veh:	13.7	13.7	13.7	0.0	0.0	0.0	18.6	18.6	0.0	0.0	25.8	25.8
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:	13.7	13.7	13.7	0.0	0.0	0.0	18.6	18.6	0.0	0.0	25.8	25.8
LOS by Move:	B	B	B	A	A	A	B	B	A	A	C	C
DesignQueue:	16	16	16	0	0	0	6	6	0	0	15	15

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #2: THIRD/VIRGINIA



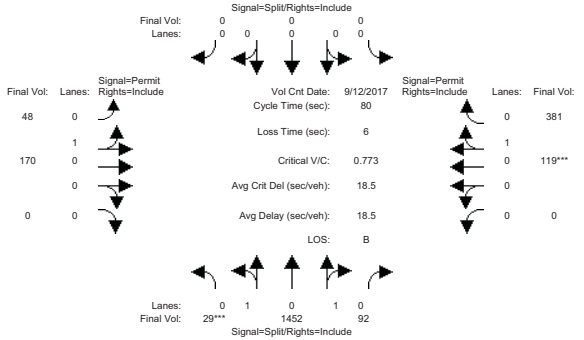
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 7:45-8:45AM												
Base Vol:	27	1337	85	0	0	0	44	134	0	0	75	337
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:	27	1337	85	0	0	0	44	134	0	0	75	337
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	115	6	0	0	0	4	33	0	0	30	14
Initial Fut:	29	1452	91	0	0	0	48	167	0	0	105	351
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:	29	1452	91	0	0	0	48	167	0	0	105	351
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1452	91	0	0	0	48	167	0	0	105	351
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:	29	1452	91	0	0	0	48	167	0	0	105	351
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.04	1.85	0.11	0.00	0.00	0.00	0.22	0.78	0.00	0.00	0.23	0.77
Final Sat.:	66	3325	208	0	0	0	402	1398	0	0	414	1386
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.25	0.25
Crit Moves:	****										****	
Green Time:	46.8	46.8	46.8	0.0	0.0	0.0	27.2	27.2	0.0	0.0	27.2	27.2
Volume/Cap:	0.75	0.75	0.75	0.00	0.00	0.00	0.35	0.35	0.00	0.00	0.75	0.75
Delay/Veh:	13.7	13.7	13.7	0.0	0.0	0.0	20.2	20.2	0.0	0.0	28.4	28.4
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:	13.7	13.7	13.7	0.0	0.0	0.0	20.2	20.2	0.0	0.0	28.4	28.4
LOS by Move:	B	B	B	A	A	A	C	C	A	A	C	C
DesignQueue:	17	17	17	0	0	0	7	7	0	0	15	15

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj AM

Intersection #2: THIRD/VIRGINIA



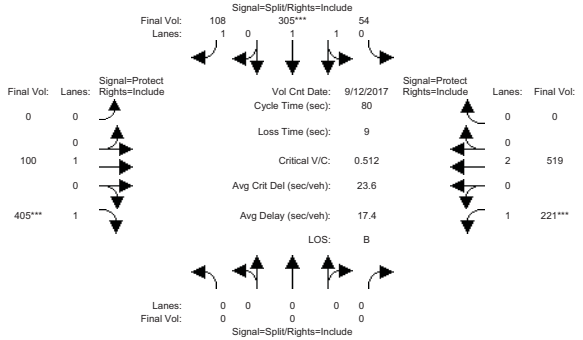
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 7:45-8:45AM												
Base Vol:	27	1337	85	0	0	0	44	134	0	0	75	337
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:	27	1337	85	0	0	0	44	134	0	0	75	337
Added Vol:	0	0	1	0	0	0	0	3	0	0	14	30
ATI:	2	115	6	0	0	0	4	33	0	0	30	14
Initial Fut:	29	1452	92	0	0	0	48	170	0	0	119	381
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:	29	1452	92	0	0	0	48	170	0	0	119	381
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1452	92	0	0	0	48	170	0	0	119	381
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:	29	1452	92	0	0	0	48	170	0	0	119	381
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.04	1.84	0.12	0.00	0.00	0.00	0.22	0.78	0.00	0.00	0.24	0.76
Final Sat.:	66	3323	211	0	0	0	396	1404	0	0	428	1372
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.00	0.00	0.00	0.12	0.12	0.00	0.00	0.28	0.28
Crit Moves:	****										****	
Green Time:	45.2	45.2	45.2	0.0	0.0	0.0	28.8	28.8	0.0	0.0	28.8	28.8
Volume/Cap:	0.77	0.77	0.77	0.00	0.00	0.00	0.34	0.34	0.00	0.00	0.77	0.77
Delay/Veh:	15.3	15.3	15.3	0.0	0.0	0.0	19.0	19.0	0.0	0.0	28.5	28.5
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:	15.3	15.3	15.3	0.0	0.0	0.0	19.0	19.0	0.0	0.0	28.5	28.5
LOS by Move:	B	B	B	A	A	A	B	B	A	A	C	C
DesignQueue:	18	18	18	0	0	0	7	7	0	0	16	16

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #3: FOURTH/REED



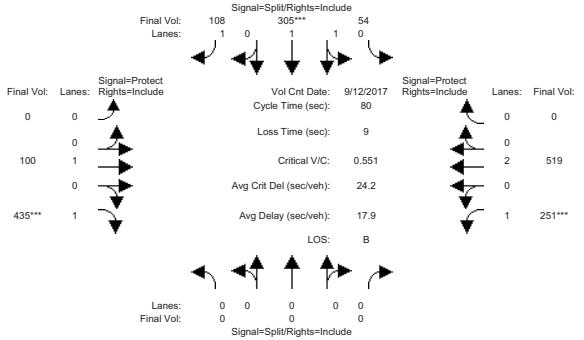
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 7:00-8:00AM												
Base Vol:	0	0	0	54	305	108	0	100	405	221	519	0
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:	0	0	0	54	305	108	0	100	405	221	519	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	54	305	108	0	100	405	221	519	0
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:	0	0	0	54	305	108	0	100	405	221	519	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	54	305	108	0	100	405	221	519	0
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:	0	0	0	54	305	108	0	100	405	221	519	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.31	1.69	1.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	556	3143	1750	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.06	0.00	0.05	0.23	0.13	0.14	0.00
Crit Moves:					****				****	****		
Green Time:	0.0	0.0	0.0	15.2	15.2	15.2	0.0	36.1	36.1	19.7	55.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.51	0.33	0.00	0.12	0.51	0.51	0.20	0.00
Delay/Veh:	0.0	0.0	0.0	29.8	29.8	28.6	0.0	12.8	16.2	27.0	4.3	0.0
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:	0.0	0.0	0.0	29.8	29.8	28.6	0.0	12.8	16.2	27.0	4.3	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	C	A	A
DesignQueue:	0	0	0	7	7	4	0	2	11	8	4	0

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj AM

Intersection #3: FOURTH/REED



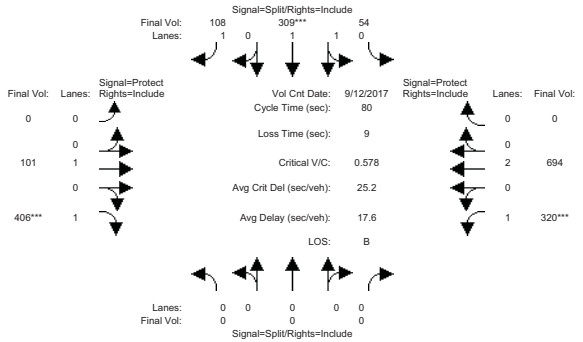
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 7:00-8:00AM												
Base Vol:	0	0	0	54	305	108	0	100	405	221	519	0
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:	0	0	0	54	305	108	0	100	405	221	519	0
Added Vol:	0	0	0	0	0	0	0	0	30	30	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	54	305	108	0	100	435	251	519	0
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:	0	0	0	54	305	108	0	100	435	251	519	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	54	305	108	0	100	435	251	519	0
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:	0	0	0	54	305	108	0	100	435	251	519	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.31	1.69	1.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	556	3143	1750	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.06	0.00	0.05	0.25	0.14	0.14	0.00
Crit Moves:					****				****	****		
Green Time:	0.0	0.0	0.0	14.1	14.1	14.1	0.0	36.1	36.1	20.8	56.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.55	0.55	0.35	0.00	0.12	0.55	0.55	0.19	0.00
Delay/Veh:	0.0	0.0	0.0	31.1	31.1	29.6	0.0	12.8	16.9	27.0	3.9	0.0
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:	0.0	0.0	0.0	31.1	31.1	29.6	0.0	12.8	16.9	27.0	3.9	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	C	A	A
DesignQueue:	0	0	0	7	7	4	0	2	12	9	3	0

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #3: FOURTH/REED



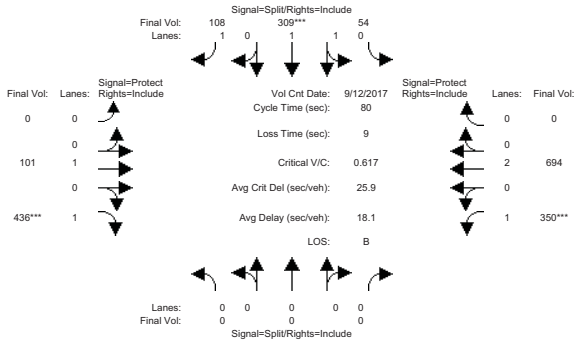
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 7:00-8:00AM												
Base Vol:	0	0	0	54	305	108	0	100	405	221	519	0
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:	0	0	0	54	305	108	0	100	405	221	519	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	4	0	0	1	1	99	175	0
Initial Fut:	0	0	0	54	309	108	0	101	406	320	694	0
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:	0	0	0	54	309	108	0	101	406	320	694	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	54	309	108	0	101	406	320	694	0
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:	0	0	0	54	309	108	0	101	406	320	694	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.31	1.69	1.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	550	3149	1750	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.06	0.00	0.05	0.23	0.18	0.18	0.00
Crit Moves:					****				****	****		
Green Time:	0.0	0.0	0.0	13.6	13.6	13.6	0.0	32.1	32.1	25.3	57.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.58	0.58	0.36	0.00	0.13	0.58	0.58	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	31.9	31.9	30.1	0.0	15.2	19.9	24.4	3.9	0.0
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:	0.0	0.0	0.0	31.9	31.9	30.1	0.0	15.2	19.9	24.4	3.9	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	C	A	A
DesignQueue:	0	0	0	7	7	4	0	3	12	11	5	0

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj AM

Intersection #3: FOURTH/REED



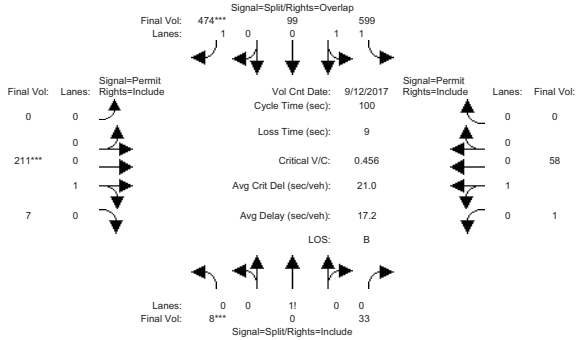
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 7:00-8:00AM												
Base Vol:	0	0	0	54	305	108	0	100	405	221	519	0
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:	0	0	0	54	305	108	0	100	405	221	519	0
Added Vol:	0	0	0	0	0	0	0	0	30	30	0	0
ATI:	0	0	0	0	4	0	0	1	1	99	175	0
Initial Fut:	0	0	0	54	309	108	0	101	436	350	694	0
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:	0	0	0	54	309	108	0	101	436	350	694	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	54	309	108	0	101	436	350	694	0
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:	0	0	0	54	309	108	0	101	436	350	694	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.31	1.69	1.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	550	3149	1750	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.10	0.06	0.00	0.05	0.25	0.20	0.18	0.00
Crit Moves:					****				****	****		
Green Time:	0.0	0.0	0.0	12.7	12.7	12.7	0.0	32.3	32.3	25.9	58.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.62	0.62	0.39	0.00	0.13	0.62	0.62	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	33.3	33.3	31.0	0.0	15.1	20.6	24.9	3.7	0.0
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:	0.0	0.0	0.0	33.3	33.3	31.0	0.0	15.1	20.6	24.9	3.7	0.0
LOS by Move:	A	A	A	C	C	C	A	B	C	C	A	A
DesignQueue:	0	0	0	7	7	4	0	3	13	12	4	0

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #4: SIXTH/VIRGINIA



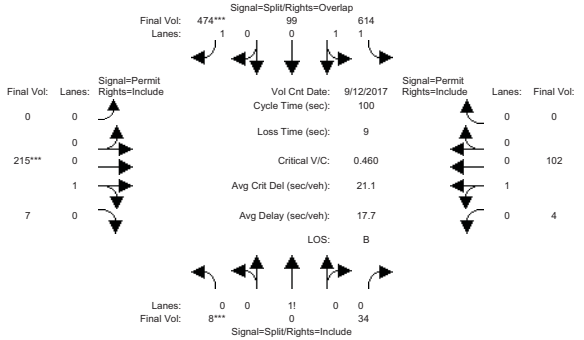
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 7:45-8:45AM												
Base Vol:	8	0	33	599	99	474	0	211	7	1	58	0
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:	8	0	33	599	99	474	0	211	7	1	58	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	33	599	99	474	0	211	7	1	58	0
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:	8	0	33	599	99	474	0	211	7	1	58	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	33	599	99	474	0	211	7	1	58	0
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:	8	0	33	599	99	474	0	211	7	1	58	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.20	0.00	0.80	1.72	0.28	1.00	0.00	0.97	0.03	0.02	0.98	0.00
Final Sat.:	341	0	1409	3046	503	1750	0	1742	58	31	1769	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.20	0.20	0.27	0.00	0.12	0.12	0.03	0.03	0.00
Crit Moves:	****					****		****				
Green Time:	10.0	0.0	10.0	56.0	56.0	56.0	0.0	25.0	25.0	25.0	25.0	0.0
Volume/Cap:	0.23	0.00	0.23	0.35	0.35	0.48	0.00	0.48	0.48	0.13	0.13	0.00
Delay/Veh:	42.2	0.0	42.2	12.2	12.2	13.7	0.0	32.8	32.8	29.2	29.2	0.0
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:	42.2	0.0	42.2	12.2	12.2	13.7	0.0	32.8	32.8	29.2	29.2	0.0
LOS by Move:	D	A	D	B	B	B	A	C	C	C	C	A
DesignQueue:	2	0	2	10	10	14	0	10	10	3	3	0

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj AM

Intersection #4: SIXTH/VIRGINIA



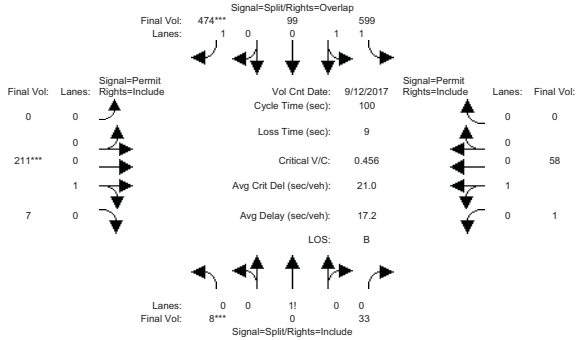
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 7:45-8:45AM												
Base Vol:	8	0	33	599	99	474	0	211	7	1	58	0
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:	8	0	33	599	99	474	0	211	7	1	58	0
Added Vol:	0	0	1	15	0	0	0	4	0	3	44	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	0	34	614	99	474	0	215	7	4	102	0
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:	8	0	34	614	99	474	0	215	7	4	102	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	34	614	99	474	0	215	7	4	102	0
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:	8	0	34	614	99	474	0	215	7	4	102	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.19	0.00	0.81	1.73	0.27	1.00	0.00	0.97	0.03	0.04	0.96	0.00
Final Sat.:	333	0	1417	3057	493	1750	0	1743	57	68	1732	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.20	0.20	0.27	0.00	0.12	0.12	0.06	0.06	0.00
Crit Moves:	****					****		****				
Green Time:	10.0	0.0	10.0	55.7	55.7	55.7	0.0	25.3	25.3	25.3	25.3	0.0
Volume/Cap:	0.24	0.00	0.24	0.36	0.36	0.49	0.00	0.49	0.49	0.23	0.23	0.00
Delay/Veh:	42.2	0.0	42.2	12.4	12.4	13.9	0.0	32.6	32.6	29.9	29.9	0.0
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:	42.2	0.0	42.2	12.4	12.4	13.9	0.0	32.6	32.6	29.9	29.9	0.0
LOS by Move:	D	A	D	B	B	B	A	C	C	C	C	A
DesignQueue:	2	0	2	10	10	14	0	10	10	5	5	0

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #4: SIXTH/VIRGINIA



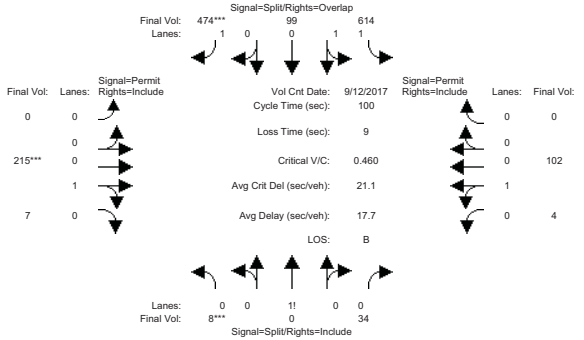
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	0	10		10	10	10		0	10	10		10	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 12 Sep 2017 << 7:45-8:45AM																
Base Vol:	8	0	33		599	99	474		0	211	7		1	58	0	
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:	8	0	33		599	99	474		0	211	7		1	58	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
No ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	8	0	33		599	99	474		0	211	7		1	58	0	
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:	8	0	33		599	99	474		0	211	7		1	58	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	0	33		599	99	474		0	211	7		1	58	0	
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:	8	0	33		599	99	474		0	211	7		1	58	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.92	0.92		0.93	0.95	0.92		0.92	0.95	0.95		0.95	0.95	0.92	
Lanes:	0.20	0.00	0.80		1.72	0.28	1.00		0.00	0.97	0.03		0.02	0.98	0.00	
Final Sat.:	341	0	1409		3046	503	1750		0	1742	58		31	1769	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.02		0.20	0.20	0.27		0.00	0.12	0.12		0.03	0.03	0.00	
Crit Moves:	****						****			****						
Green Time:	10.0	0.0	10.0		56.0	56.0	56.0		0.0	25.0	25.0		25.0	25.0	0.0	
Volume/Cap:	0.23	0.00	0.23		0.35	0.35	0.48		0.00	0.48	0.48		0.13	0.13	0.00	
Delay/Veh:	42.2	0.0	42.2		12.2	12.2	13.7		0.0	32.8	32.8		29.2	29.2	0.0	
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:	42.2	0.0	42.2		12.2	12.2	13.7		0.0	32.8	32.8		29.2	29.2	0.0	
LOS by Move:	D	A	D		B	B	B		A	C	C		C	C	A	
DesignQueue:	2	0	2		10	10	14		0	10	10		3	3	0	

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj AM

Intersection #4: SIXTH/VIRGINIA



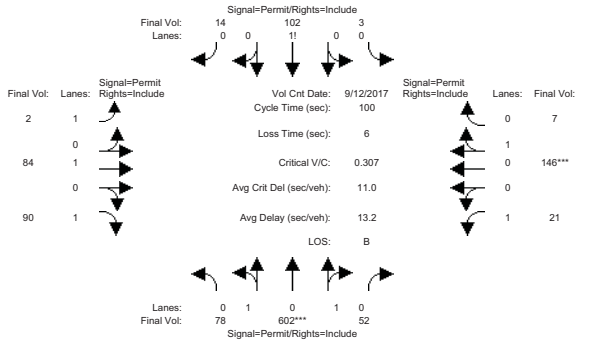
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	0	10		10	10	10		0	10	10		10	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 12 Sep 2017 << 7:45-8:45AM																
Base Vol:	8	0	33		599	99	474		0	211	7		1	58	0	
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:	8	0	33		599	99	474		0	211	7		1	58	0	
Added Vol:	0	0	1		15	0	0		0	4	0		3	44	0	
No ATI:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	8	0	34		614	99	474		0	215	7		4	102	0	
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:	8	0	34		614	99	474		0	215	7		4	102	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	0	34		614	99	474		0	215	7		4	102	0	
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:	8	0	34		614	99	474		0	215	7		4	102	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.92	0.92		0.93	0.95	0.92		0.92	0.95	0.95		0.95	0.95	0.92	
Lanes:	0.19	0.00	0.81		1.73	0.27	1.00		0.00	0.97	0.03		0.04	0.96	0.00	
Final Sat.:	333	0	1417		3057	493	1750		0	1743	57		68	1732	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.02		0.20	0.20	0.27		0.00	0.12	0.12		0.06	0.06	0.00	
Crit Moves:	****						****			****						
Green Time:	10.0	0.0	10.0		55.7	55.7	55.7		0.0	25.3	25.3		25.3	25.3	0.0	
Volume/Cap:	0.24	0.00	0.24		0.36	0.36	0.49		0.00	0.49	0.49		0.23	0.23	0.00	
Delay/Veh:	42.2	0.0	42.2		12.4	12.4	13.9		0.0	32.6	32.6		29.9	29.9	0.0	
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:	42.2	0.0	42.2		12.4	12.4	13.9		0.0	32.6	32.6		29.9	29.9	0.0	
LOS by Move:	D	A	D		B	B	B		A	C	C		C	C	A	
DesignQueue:	2	0	2		10	10	14		0	10	10		5	5	0	

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #5: REED/SEVENTH



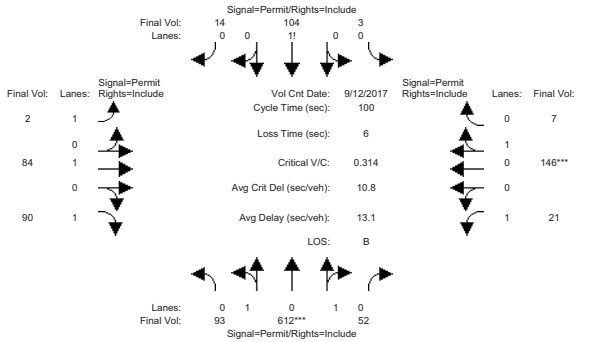
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 7:15-8:15AM												
Base Vol:	78	602	52	3	102	14	2	84	90	21	146	7
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:	78	602	52	3	102	14	2	84	90	21	146	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	602	52	3	102	14	2	84	90	21	146	7
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:	78	602	52	3	102	14	2	84	90	21	146	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	602	52	3	102	14	2	84	90	21	146	7
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:	78	602	52	3	102	14	2	84	90	21	146	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.21	1.65	0.14	0.02	0.86	0.12	1.00	1.00	1.00	1.00	0.95	0.05
Final Sat.:	384	2961	256	44	1500	206	1750	1900	1750	1750	1718	82
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.07	0.07	0.07	0.00	0.04	0.05	0.01	0.09	0.09
Crit Moves:		****									****	
Green Time:	66.3	66.3	66.3	66.3	66.3	66.3	27.7	27.7	27.7	27.7	27.7	27.7
Volume/Cap:	0.31	0.31	0.31	0.10	0.10	0.10	0.00	0.16	0.19	0.04	0.31	0.31
Delay/Veh:	7.2	7.2	7.2	6.1	6.1	6.1	26.2	27.5	27.7	26.5	28.9	28.9
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:	7.2	7.2	7.2	6.1	6.1	6.1	26.2	27.5	27.7	26.5	28.9	28.9
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
DesignQueue:	8	8	8	2	2	2	0	3	4	1	7	7

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj AM

Intersection #5: REED/SEVENTH



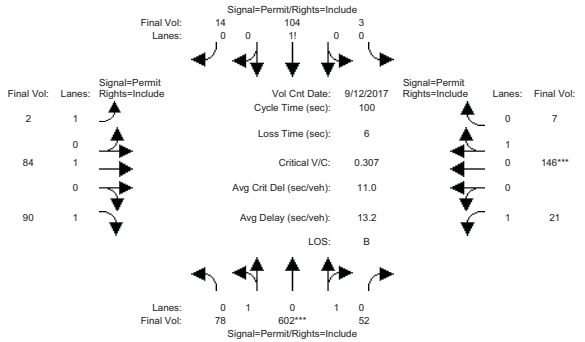
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 7:15-8:15AM												
Base Vol:	78	602	52	3	102	14	2	84	90	21	146	7
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:	78	602	52	3	102	14	2	84	90	21	146	7
Added Vol:	15	10	0	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	612	52	3	104	14	2	84	90	21	146	7
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:	93	612	52	3	104	14	2	84	90	21	146	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	612	52	3	104	14	2	84	90	21	146	7
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:	93	612	52	3	104	14	2	84	90	21	146	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.24	1.62	0.14	0.02	0.86	0.12	1.00	1.00	1.00	1.00	0.95	0.05
Final Sat.:	442	2910	247	43	1504	202	1750	1900	1750	1750	1718	82
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.07	0.07	0.07	0.00	0.04	0.05	0.01	0.09	0.09
Crit Moves:		****									****	
Green Time:	66.9	66.9	66.9	66.9	66.9	66.9	27.1	27.1	27.1	27.1	27.1	27.1
Volume/Cap:	0.31	0.31	0.31	0.10	0.10	0.10	0.00	0.16	0.19	0.04	0.31	0.31
Delay/Veh:	7.0	7.0	7.0	5.9	5.9	5.9	26.6	28.0	28.2	27.0	29.4	29.4
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:	7.0	7.0	7.0	5.9	5.9	5.9	26.6	28.0	28.2	27.0	29.4	29.4
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
DesignQueue:	8	8	8	2	2	2	0	3	4	1	7	7

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #5: REED/SEVENTH



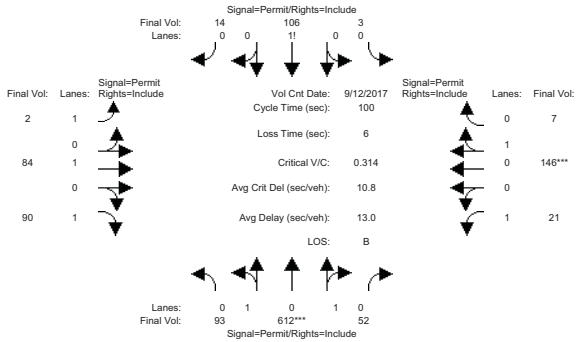
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 7:15-8:15AM												
Base Vol:	78	602	52	3	102	14	2	84	90	21	146	7
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:	78	602	52	3	102	14	2	84	90	21	146	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	2	0	0	0	0	0	0	0
Initial Fut:	78	602	52	3	104	14	2	84	90	21	146	7
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:	78	602	52	3	104	14	2	84	90	21	146	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	602	52	3	104	14	2	84	90	21	146	7
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:	78	602	52	3	104	14	2	84	90	21	146	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.21	1.65	0.14	0.02	0.86	0.12	1.00	1.00	1.00	1.00	0.95	0.05
Final Sat.:	384	2961	256	43	1504	202	1750	1900	1750	1750	1718	82
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.07	0.07	0.07	0.00	0.04	0.05	0.01	0.09	0.09
Crit Moves:		****									****	
Green Time:	66.3	66.3	66.3	66.3	66.3	66.3	27.7	27.7	27.7	27.7	27.7	27.7
Volume/Cap:	0.31	0.31	0.31	0.10	0.10	0.10	0.00	0.16	0.19	0.04	0.31	0.31
Delay/Veh:	7.2	7.2	7.2	6.1	6.1	6.1	26.2	27.5	27.7	26.5	28.9	28.9
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:	7.2	7.2	7.2	6.1	6.1	6.1	26.2	27.5	27.7	26.5	28.9	28.9
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
DesignQueue:	8	8	8	3	3	3	0	3	4	1	7	7

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj AM

Intersection #5: REED/SEVENTH



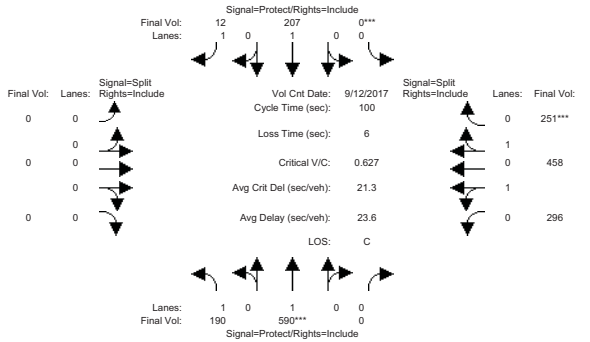
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 7:15-8:15AM												
Base Vol:	78	602	52	3	102	14	2	84	90	21	146	7
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:	78	602	52	3	102	14	2	84	90	21	146	7
Added Vol:	15	10	0	0	2	0	0	0	0	0	0	0
ATI:	0	0	0	0	2	0	0	0	0	0	0	0
Initial Fut:	93	612	52	3	106	14	2	84	90	21	146	7
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:	93	612	52	3	106	14	2	84	90	21	146	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	612	52	3	106	14	2	84	90	21	146	7
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:	93	612	52	3	106	14	2	84	90	21	146	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.24	1.62	0.14	0.02	0.87	0.11	1.00	1.00	1.00	1.00	0.95	0.05
Final Sat.:	442	2910	247	43	1508	199	1750	1900	1750	1750	1718	82
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.07	0.07	0.07	0.00	0.04	0.05	0.01	0.09	0.09
Crit Moves:		****									****	
Green Time:	66.9	66.9	66.9	66.9	66.9	66.9	27.1	27.1	27.1	27.1	27.1	27.1
Volume/Cap:	0.31	0.31	0.31	0.10	0.10	0.10	0.00	0.16	0.19	0.04	0.31	0.31
Delay/Veh:	7.0	7.0	7.0	5.9	5.9	5.9	26.6	28.0	28.2	27.0	29.4	29.4
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:	7.0	7.0	7.0	5.9	5.9	5.9	26.6	28.0	28.2	27.0	29.4	29.4
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
DesignQueue:	8	8	8	2	2	2	0	3	4	1	7	7

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #6: MARGARET WAY/SEVENTH



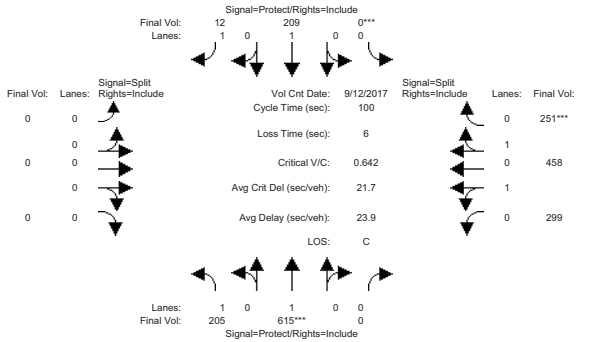
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	0		0	10	10		0	0	0		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 12 Sep 2017 << 7:15-8:15AM																
Base Vol:	190	590	0		0	207	12		0	0	0		296	458	251	
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:	190	590	0		0	207	12		0	0	0		296	458	251	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	190	590	0		0	207	12		0	0	0		296	458	251	
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:	190	590	0		0	207	12		0	0	0		296	458	251	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	190	590	0		0	207	12		0	0	0		296	458	251	
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:	190	590	0		0	207	12		0	0	0		296	458	251	
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		0.95	0.95	0.95	
Lanes:	1.00	1.00	0.00		0.00	1.00	1.00		0.00	0.00	0.00		0.59	0.91	0.50	
Final Sat.:	1750	1900	0		0	1900	1750		0	0	0		1060	1641	899	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.31	0.00		0.00	0.11	0.01		0.00	0.00	0.00		0.28	0.28	0.28	
Crit Moves:		****			****										****	
Green Time:	24.7	49.5	0.0		0.0	24.8	24.8		0.0	0.0	0.0		44.5	44.5	44.5	
Volume/Cap:	0.44	0.63	0.00		0.00	0.44	0.03		0.00	0.00	0.00		0.63	0.63	0.63	
Delay/Veh:	32.5	19.8	0.0		0.0	32.4	28.5		0.0	0.0	0.0		22.2	22.2	22.2	
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:	32.5	19.8	0.0		0.0	32.4	28.5		0.0	0.0	0.0		22.2	22.2	22.2	
LOS by Move:	C	B	A		A	C	C		A	A	A		C	C	C	
DesignQueue:	9	18	0		0	9	1		0	0	0		18	18	18	

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj AM

Intersection #6: MARGARET WAY/SEVENTH



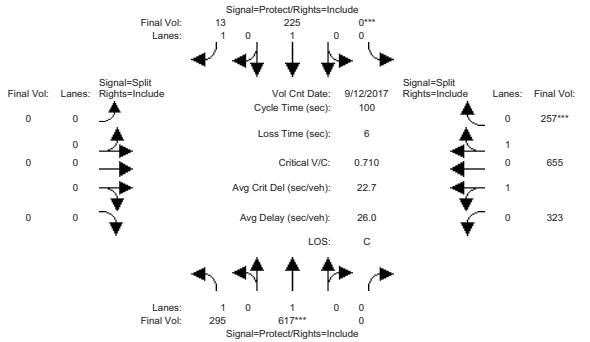
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	0		0	10	10		0	0	0		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 12 Sep 2017 << 7:15-8:15AM																
Base Vol:	190	590	0		0	207	12		0	0	0		296	458	251	
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:	190	590	0		0	207	12		0	0	0		296	458	251	
Added Vol:	15	25	0		0	2	0		0	0	0		3	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	205	615	0		0	209	12		0	0	0		299	458	251	
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:	205	615	0		0	209	12		0	0	0		299	458	251	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	205	615	0		0	209	12		0	0	0		299	458	251	
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:	205	615	0		0	209	12		0	0	0		299	458	251	
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		0.95	0.95	0.95	
Lanes:	1.00	1.00	0.00		0.00	1.00	1.00		0.00	0.00	0.00		0.59	0.91	0.50	
Final Sat.:	1750	1900	0		0	1900	1750		0	0	0		1068	1636	896	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.32	0.00		0.00	0.11	0.01		0.00	0.00	0.00		0.28	0.28	0.28	
Crit Moves:		****			****										****	
Green Time:	26.0	50.4	0.0		0.0	24.4	24.4		0.0	0.0	0.0		43.6	43.6	43.6	
Volume/Cap:	0.45	0.64	0.00		0.00	0.45	0.03		0.00	0.00	0.00		0.64	0.64	0.64	
Delay/Veh:	31.7	19.7	0.0		0.0	32.8	28.8		0.0	0.0	0.0		23.0	23.0	23.0	
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:	31.7	19.7	0.0		0.0	32.8	28.8		0.0	0.0	0.0		23.0	23.0	23.0	
LOS by Move:	C	B	A		A	C	C		A	A	A		C	C	C	
DesignQueue:	9	19	0		0	9	1		0	0	0		18	18	18	

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #6: MARGARET WAY/SEVENTH



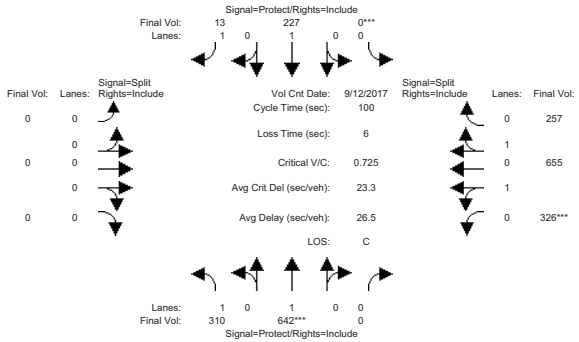
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	0		0	10	10		0	0	0		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 12 Sep 2017 << 7:15-8:15AM																
Base Vol:	190	590	0		0	207	12		0	0	0		296	458	251	
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:	190	590	0		0	207	12		0	0	0		296	458	251	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	105	27	0		0	18	1		0	0	0		27	197	6	
Initial Fut:	295	617	0		0	225	13		0	0	0		323	655	257	
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:	295	617	0		0	225	13		0	0	0		323	655	257	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	295	617	0		0	225	13		0	0	0		323	655	257	
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:	295	617	0		0	225	13		0	0	0		323	655	257	
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		0.95	0.95	0.95	
Lanes:	1.00	1.00	0.00		0.00	1.00	1.00		0.00	0.00	0.00		0.52	1.06	0.42	
Final Sat.:	1750	1900	0		0	1900	1750		0	0	0		942	1909	749	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.32	0.00		0.00	0.12	0.01		0.00	0.00	0.00		0.34	0.34	0.34	
Crit Moves:		****			****										****	
Green Time:	26.8	45.7	0.0		0.0	18.9	18.9		0.0	0.0	0.0		48.3	48.3	48.3	
Volume/Cap:	0.63	0.71	0.00		0.00	0.63	0.04		0.00	0.00	0.00		0.71	0.71	0.71	
Delay/Veh:	34.9	24.6	0.0		0.0	40.9	33.2		0.0	0.0	0.0		21.7	21.7	21.7	
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:	34.9	24.6	0.0		0.0	40.9	33.2		0.0	0.0	0.0		21.7	21.7	21.7	
LOS by Move:	C	C	A		A	D	C		A	A	A		C	C	C	
DesignQueue:	14	20	0		0	10	1		0	0	0		21	21	21	

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj AM

Intersection #6: MARGARET WAY/SEVENTH



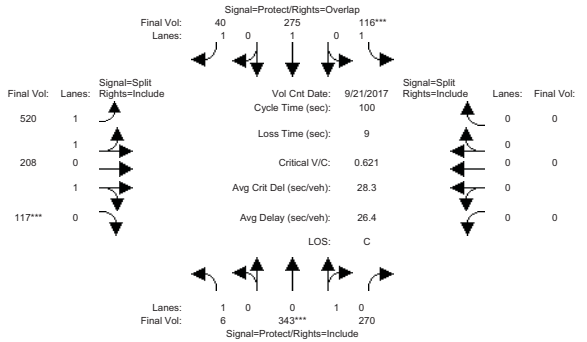
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	0		0	10	10		0	0	0		10	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 12 Sep 2017 << 7:15-8:15AM																
Base Vol:	190	590	0		0	207	12		0	0	0		296	458	251	
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:	190	590	0		0	207	12		0	0	0		296	458	251	
Added Vol:	15	25	0		0	2	0		0	0	0		3	0	0	
ATI:	105	27	0		0	18	1		0	0	0		27	197	6	
Initial Fut:	310	642	0		0	227	13		0	0	0		326	655	257	
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:	310	642	0		0	227	13		0	0	0		326	655	257	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	310	642	0		0	227	13		0	0	0		326	655	257	
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:	310	642	0		0	227	13		0	0	0		326	655	257	
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		0.95	0.95	0.95	
Lanes:	1.00	1.00	0.00		0.00	1.00	1.00		0.00	0.00	0.00		0.53	1.06	0.41	
Final Sat.:	1750	1900	0		0	1900	1750		0	0	0		948	1905	747	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.34	0.00		0.00	0.12	0.01		0.00	0.00	0.00		0.34	0.34	0.34	
Crit Moves:		****			****										****	
Green Time:	27.8	46.6	0.0		0.0	18.8	18.8		0.0	0.0	0.0		47.4	47.4	47.4	
Volume/Cap:	0.64	0.73	0.00		0.00	0.64	0.04		0.00	0.00	0.00		0.73	0.73	0.73	
Delay/Veh:	34.5	24.6	0.0		0.0	41.3	33.3		0.0	0.0	0.0		22.7	22.7	22.7	
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:	34.5	24.6	0.0		0.0	41.3	33.3		0.0	0.0	0.0		22.7	22.7	22.7	
LOS by Move:	C	C	A		A	D	C		A	A	A		C	C	C	
DesignQueue:	14	21	0		0	11	1		0	0	0		21	21	21	

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #7: SEVENTH/VIRGINIA



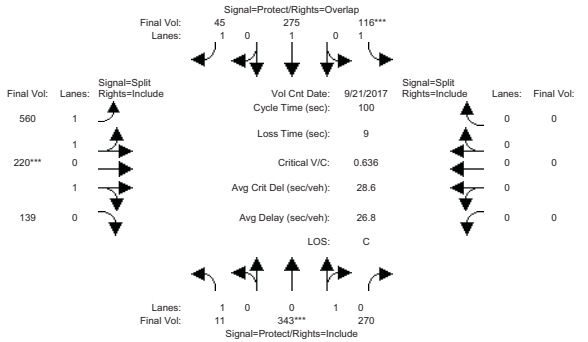
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 21 Sep 2017 << 7:45-8:45AM																
Base Vol:	6	343	270		116	275	40		520	208	117		0	0	0	
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:	6	343	270		116	275	40		520	208	117		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	6	343	270		116	275	40		520	208	117		0	0	0	
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:	6	343	270		116	275	40		520	208	117		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	343	270		116	275	40		520	208	117		0	0	0	
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:	6	343	270		116	275	40		520	208	117		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.95	0.95		0.92	1.00	0.92		0.93	0.95	0.95		0.92	1.00	0.92	
Lanes:	1.00	0.56	0.44		1.00	1.00	1.00		1.86	0.73	0.41		0.00	0.00	0.00	
Final Sat.:	1750	1007	793		1750	1900	1750		3292	1317	741		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.34	0.34		0.07	0.14	0.02		0.16	0.16	0.16		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green Time:	21.4	54.9	54.9		10.7	44.2	69.6		25.4	25.4	25.4		0.0	0.0	0.0	
Volume/Cap:	0.02	0.62	0.62		0.62	0.33	0.03		0.62	0.62	0.62		0.00	0.00	0.00	
Delay/Veh:	31.0	16.7	16.7		49.0	18.4	4.7		33.9	33.9	33.9		0.0	0.0	0.0	
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:	31.0	16.7	16.7		49.0	18.4	4.7		33.9	33.9	33.9		0.0	0.0	0.0	
LOS by Move:	C	B	B		D	B	A		C	C	C		A	A	A	
DesignQueue:	0	18	18		6	9	1		13	13	13		0	0	0	

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj AM

Intersection #7: SEVENTH/VIRGINIA



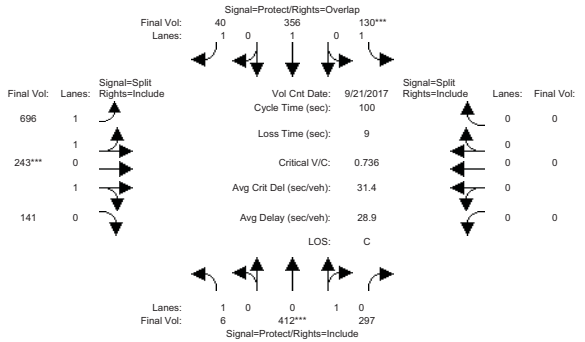
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 21 Sep 2017 << 7:45-8:45AM																
Base Vol:	6	343	270		116	275	40		520	208	117		0	0	0	
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:	6	343	270		116	275	40		520	208	117		0	0	0	
Added Vol:	5	0	0		0	0	5		40	12	22		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	11	343	270		116	275	45		560	220	139		0	0	0	
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:	11	343	270		116	275	45		560	220	139		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	343	270		116	275	45		560	220	139		0	0	0	
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:	11	343	270		116	275	45		560	220	139		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.95	0.95		0.92	1.00	0.92		0.93	0.95	0.95		0.92	1.00	0.92	
Lanes:	1.00	0.56	0.44		1.00	1.00	1.00		1.84	0.71	0.45		0.00	0.00	0.00	
Final Sat.:	1750	1007	793		1750	1900	1750		3260	1281	809		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.34	0.34		0.07	0.14	0.03		0.17	0.17	0.17		0.00	0.00	0.00	
Crit Moves:		****			****					****						
Green Time:	20.9	53.6	53.6		10.4	43.1	70.1		27.0	27.0	27.0		0.0	0.0	0.0	
Volume/Cap:	0.03	0.64	0.64		0.64	0.34	0.04		0.64	0.64	0.64		0.00	0.00	0.00	
Delay/Veh:	31.5	17.8	17.8		50.2	19.2	4.6		33.1	33.1	33.1		0.0	0.0	0.0	
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:	31.5	17.8	17.8		50.2	19.2	4.6		33.1	33.1	33.1		0.0	0.0	0.0	
LOS by Move:	C	B	B		D	B	A		C	C	C		A	A	A	
DesignQueue:	1	18	18		6	9	1		14	14	14		0	0	0	

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #7: SEVENTH/VIRGINIA



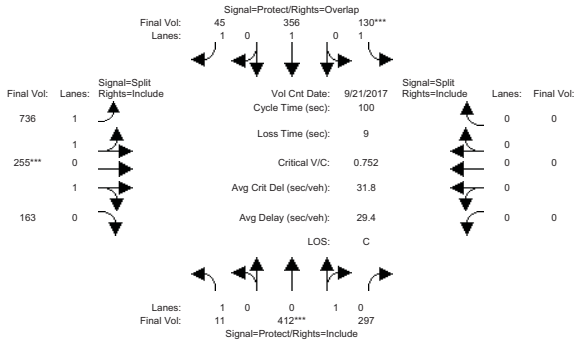
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2017 << 7:45-8:45AM												
Base Vol:	6	343	270	116	275	40	520	208	117	0	0	0
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:	6	343	270	116	275	40	520	208	117	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	69	27	14	81	0	176	35	24	0	0	0
Initial Fut:	6	412	297	130	356	40	696	243	141	0	0	0
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:	6	412	297	130	356	40	696	243	141	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	412	297	130	356	40	696	243	141	0	0	0
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:	6	412	297	130	356	40	696	243	141	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.58	0.42	1.00	1.00	1.00	1.94	0.67	0.39	0.00	0.00	0.00
Final Sat.:	1750	1046	754	1750	1900	1750	3448	1204	698	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.07	0.19	0.02	0.20	0.20	0.20	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	17.3	53.5	53.5	10.1	46.3	73.7	27.4	27.4	27.4	0.0	0.0	0.0
Volume/Cap:	0.02	0.74	0.74	0.74	0.40	0.03	0.74	0.74	0.74	0.00	0.00	0.00
Delay/Veh:	34.3	20.8	20.8	58.6	18.1	3.5	35.0	35.0	35.0	0.0	0.0	0.0
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:	34.3	20.8	20.8	58.6	18.1	3.5	35.0	35.0	35.0	0.0	0.0	0.0
LOS by Move:	C	C	C	E	B	A	C	C	C	A	A	A
DesignQueue:	0	22	22	7	11	1	16	16	16	0	0	0

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj AM

Intersection #7: SEVENTH/VIRGINIA



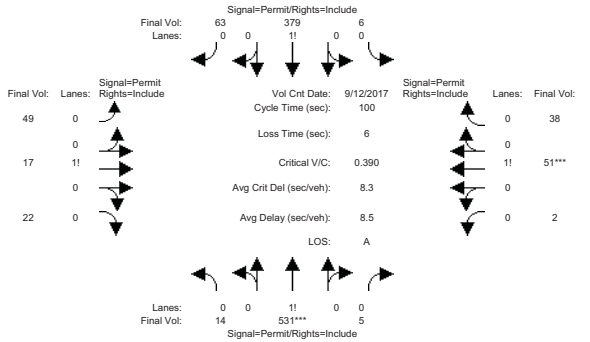
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Sep 2017 << 7:45-8:45AM												
Base Vol:	6	343	270	116	275	40	520	208	117	0	0	0
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:	6	343	270	116	275	40	520	208	117	0	0	0
Added Vol:	5	0	0	0	0	5	40	12	22	0	0	0
ATI:	0	69	27	14	81	0	176	35	24	0	0	0
Initial Fut:	11	412	297	130	356	45	736	255	163	0	0	0
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:	11	412	297	130	356	45	736	255	163	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	412	297	130	356	45	736	255	163	0	0	0
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:	11	412	297	130	356	45	736	255	163	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.93	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.58	0.42	1.00	1.00	1.00	1.92	0.66	0.42	0.00	0.00	0.00
Final Sat.:	1750	1046	754	1750	1900	1750	3412	1182	756	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.39	0.07	0.19	0.03	0.22	0.22	0.22	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	16.9	52.4	52.4	9.9	45.4	74.1	28.7	28.7	28.7	0.0	0.0	0.0
Volume/Cap:	0.04	0.75	0.75	0.75	0.41	0.03	0.75	0.75	0.75	0.00	0.00	0.00
Delay/Veh:	34.8	22.1	22.1	60.6	18.7	3.5	34.5	34.5	34.5	0.0	0.0	0.0
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:	34.8	22.1	22.1	60.6	18.7	3.5	34.5	34.5	34.5	0.0	0.0	0.0
LOS by Move:	C	C	C	E	B	A	C	C	C	A	A	A
DesignQueue:	1	22	22	7	11	1	17	17	17	0	0	0

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #8: MARTHA/SEVENTH



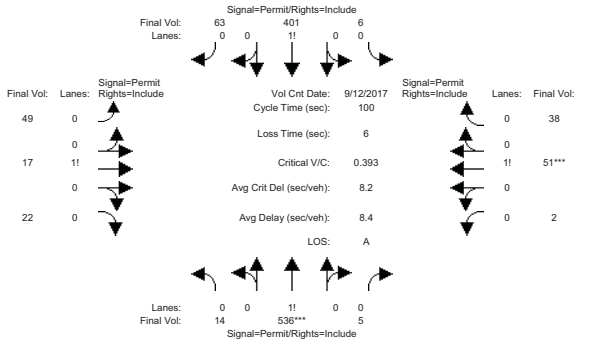
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 12 Sep 2017 << 7:15-8:15AM																
Base Vol:	14	531	5		6	379	63		49	17	22		2	51	38	
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:	14	531	5		6	379	63		49	17	22		2	51	38	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	14	531	5		6	379	63		49	17	22		2	51	38	
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:	14	531	5		6	379	63		49	17	22		2	51	38	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	531	5		6	379	63		49	17	22		2	51	38	
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:	14	531	5		6	379	63		49	17	22		2	51	38	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
Lanes:	0.02	0.97	0.01		0.01	0.85	0.14		0.56	0.19	0.25		0.02	0.56	0.42	
Final Sat.:	45	1690	16		23	1480	246		974	338	438		38	981	731	
Capacity Analysis Module:																
Vol/Sat:	0.31	0.31	0.31		0.26	0.26	0.26		0.05	0.05	0.05		0.05	0.05	0.05	
Crit Moves:		****												****		
Green Time:	80.7	80.7	80.7		80.7	80.7	80.7		13.3	13.3	13.3		13.3	13.3	13.3	
Volume/Cap:	0.39	0.39	0.39		0.32	0.32	0.32		0.38	0.38	0.38		0.39	0.39	0.39	
Delay/Veh:	2.9	2.9	2.9		2.6	2.6	2.6		40.6	40.6	40.6		40.7	40.7	40.7	
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:	2.9	2.9	2.9		2.6	2.6	2.6		40.6	40.6	40.6		40.7	40.7	40.7	
LOS by Move:	A	A	A		A	A	A		D	D	D		D	D	D	
DesignQueue:	7	7	7		6	6	6		5	5	5		5	5	5	

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj AM

Intersection #8: MARTHA/SEVENTH



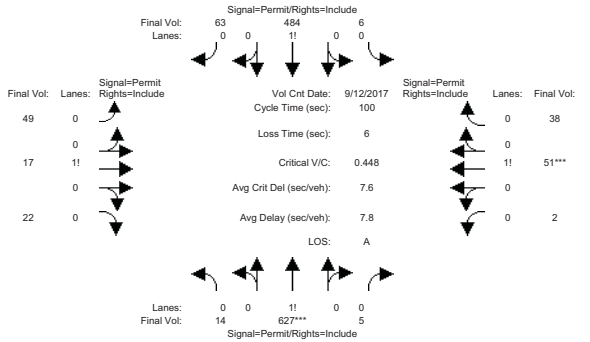
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 12 Sep 2017 << 7:15-8:15AM																
Base Vol:	14	531	5		6	379	63		49	17	22		2	51	38	
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:	14	531	5		6	379	63		49	17	22		2	51	38	
Added Vol:	0	5	0		0	22	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	14	536	5		6	401	63		49	17	22		2	51	38	
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:	14	536	5		6	401	63		49	17	22		2	51	38	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	536	5		6	401	63		49	17	22		2	51	38	
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:	14	536	5		6	401	63		49	17	22		2	51	38	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
Lanes:	0.02	0.97	0.01		0.01	0.86	0.13		0.56	0.19	0.25		0.02	0.56	0.42	
Final Sat.:	44	1690	16		22	1493	235		974	338	438		38	981	731	
Capacity Analysis Module:																
Vol/Sat:	0.32	0.32	0.32		0.27	0.27	0.27		0.05	0.05	0.05		0.05	0.05	0.05	
Crit Moves:		****												****		
Green Time:	80.8	80.8	80.8		80.8	80.8	80.8		13.2	13.2	13.2		13.2	13.2	13.2	
Volume/Cap:	0.39	0.39	0.39		0.33	0.33	0.33		0.38	0.38	0.38		0.39	0.39	0.39	
Delay/Veh:	2.9	2.9	2.9		2.7	2.7	2.7		40.7	40.7	40.7		40.8	40.8	40.8	
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:	2.9	2.9	2.9		2.7	2.7	2.7		40.7	40.7	40.7		40.8	40.8	40.8	
LOS by Move:	A	A	A		A	A	A		D	D	D		D	D	D	
DesignQueue:	7	7	7		6	6	6		5	5	5		5	5	5	

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #8: MARTHA/SEVENTH



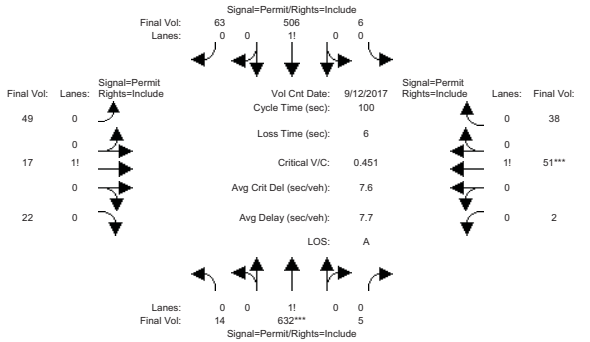
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 12 Sep 2017 << 7:15-8:15AM																
Base Vol:	14	531	5		6	379	63		49	17	22		2	51	38	
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:	14	531	5		6	379	63		49	17	22		2	51	38	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI (interp:	0	96	0		0	105	0		0	0	0		0	0	0	
Initial Fut:	14	627	5		6	484	63		49	17	22		2	51	38	
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:	14	627	5		6	484	63		49	17	22		2	51	38	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	627	5		6	484	63		49	17	22		2	51	38	
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:	14	627	5		6	484	63		49	17	22		2	51	38	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
Lanes:	0.02	0.97	0.01		0.01	0.88	0.11		0.56	0.19	0.25		0.02	0.56	0.42	
Final Sat.:	38	1699	14		19	1532	199		974	338	438		38	981	731	
Capacity Analysis Module:																
Vol/Sat:	0.37	0.37	0.37		0.32	0.32	0.32		0.05	0.05	0.05		0.05	0.05	0.05	
Crit Moves:		****												****		
Green Time:	82.4	82.4	82.4		82.4	82.4	82.4		11.6	11.6	11.6		11.6	11.6	11.6	
Volume/Cap:	0.45	0.45	0.45		0.38	0.38	0.38		0.43	0.43	0.43		0.45	0.45	0.45	
Delay/Veh:	2.7	2.7	2.7		2.4	2.4	2.4		42.6	42.6	42.6		42.8	42.8	42.8	
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:	2.7	2.7	2.7		2.4	2.4	2.4		42.6	42.6	42.6		42.8	42.8	42.8	
LOS by Move:	A	A	A		A	A	A		D	D	D		D	D	D	
DesignQueue:	8	8	8		6	6	6		5	5	5		5	5	5	

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj AM

Intersection #8: MARTHA/SEVENTH



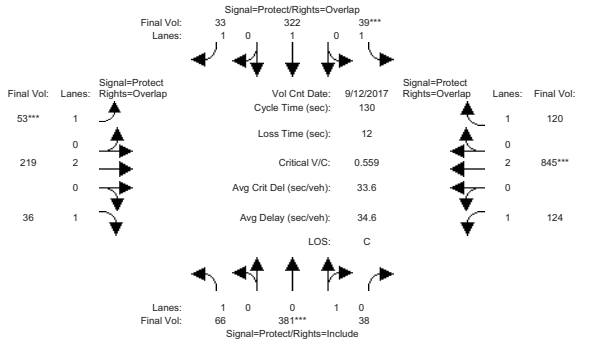
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		7	10	10		7	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 12 Sep 2017 << 7:15-8:15AM																
Base Vol:	14	531	5		6	379	63		49	17	22		2	51	38	
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:	14	531	5		6	379	63		49	17	22		2	51	38	
Added Vol:	0	5	0		0	22	0		0	0	0		0	0	0	
ATI (interp:	0	96	0		0	105	0		0	0	0		0	0	0	
Initial Fut:	14	632	5		6	506	63		49	17	22		2	51	38	
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:	14	632	5		6	506	63		49	17	22		2	51	38	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	632	5		6	506	63		49	17	22		2	51	38	
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:	14	632	5		6	506	63		49	17	22		2	51	38	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.92	
Lanes:	0.02	0.97	0.01		0.01	0.88	0.11		0.56	0.19	0.25		0.02	0.56	0.42	
Final Sat.:	38	1699	13		18	1540	192		974	338	438		38	981	731	
Capacity Analysis Module:																
Vol/Sat:	0.37	0.37	0.37		0.33	0.33	0.33		0.05	0.05	0.05		0.05	0.05	0.05	
Crit Moves:		****												****		
Green Time:	82.5	82.5	82.5		82.5	82.5	82.5		11.5	11.5	11.5		11.5	11.5	11.5	
Volume/Cap:	0.45	0.45	0.45		0.40	0.40	0.40		0.44	0.44	0.44		0.45	0.45	0.45	
Delay/Veh:	2.7	2.7	2.7		2.5	2.5	2.5		42.7	42.7	42.7		42.9	42.9	42.9	
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:	2.7	2.7	2.7		2.5	2.5	2.5		42.7	42.7	42.7		42.9	42.9	42.9	
LOS by Move:	A	A	A		A	A	A		D	D	D		D	D	D	
DesignQueue:	8	8	8		7	7	7		5	5	5		5	5	5	

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #9: KEYES/SEVENTH



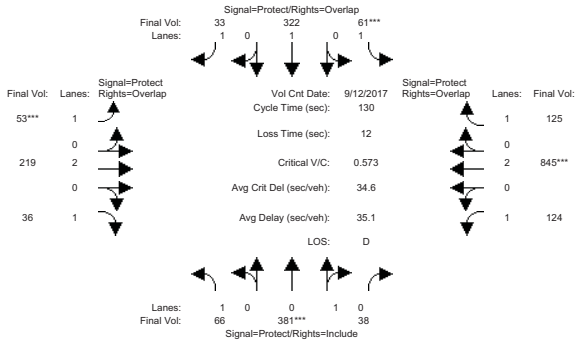
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 7:45-8:45AM												
Base Vol:	66	381	38	39	322	33	53	219	36	124	845	120
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:	66	381	38	39	322	33	53	219	36	124	845	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	381	38	39	322	33	53	219	36	124	845	120
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:	66	381	38	39	322	33	53	219	36	124	845	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	381	38	39	322	33	53	219	36	124	845	120
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:	66	381	38	39	322	33	53	219	36	124	845	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.91	0.09	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1637	163	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.23	0.02	0.17	0.02	0.03	0.06	0.02	0.07	0.22	0.07
Crit Moves:		****		****			****				****	
Green Time:	14.5	53.2	53.2	7.0	45.7	52.7	7.0	30.1	44.6	27.7	50.8	57.8
Volume/Cap:	0.34	0.57	0.57	0.41	0.48	0.05	0.56	0.25	0.06	0.33	0.57	0.15
Delay/Veh:	54.3	30.6	30.6	62.4	33.5	23.5	67.6	40.9	28.7	43.8	31.5	21.6
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:	54.3	30.6	30.6	62.4	33.5	23.5	67.6	40.9	28.7	43.8	31.5	21.6
LOS by Move:	D	C	C	E	C	C	E	D	C	D	C	C
DesignQueue:	5	20	20	3	16	2	4	6	2	8	20	5

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj AM

Intersection #9: KEYES/SEVENTH



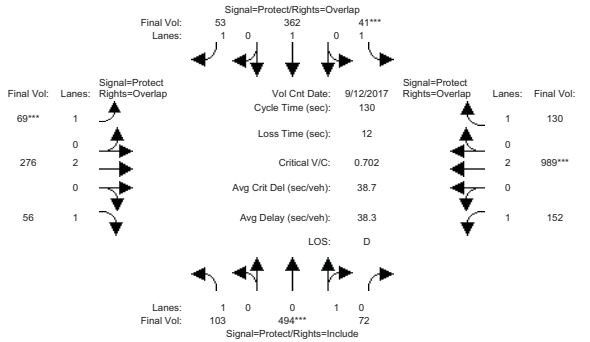
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 7:45-8:45AM												
Base Vol:	66	381	38	39	322	33	53	219	36	124	845	120
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:	66	381	38	39	322	33	53	219	36	124	845	120
Added Vol:	0	0	0	22	0	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	381	38	61	322	33	53	219	36	124	845	125
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:	66	381	38	61	322	33	53	219	36	124	845	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	381	38	61	322	33	53	219	36	124	845	125
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:	66	381	38	61	322	33	53	219	36	124	845	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.91	0.09	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1637	163	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.23	0.03	0.17	0.02	0.03	0.06	0.02	0.07	0.22	0.07
Crit Moves:		****		****			****				****	
Green Time:	14.6	52.7	52.7	7.9	46.0	53.0	7.0	29.9	44.5	27.5	50.4	58.3
Volume/Cap:	0.34	0.57	0.57	0.57	0.48	0.05	0.56	0.25	0.06	0.33	0.57	0.16
Delay/Veh:	54.2	31.0	31.0	66.8	33.2	23.3	67.6	41.1	28.8	44.0	31.9	21.4
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:	54.2	31.0	31.0	66.8	33.2	23.3	67.6	41.1	28.8	44.0	31.9	21.4
LOS by Move:	D	C	C	E	C	C	E	D	C	D	C	C
DesignQueue:	5	20	20	5	16	2	4	6	2	8	20	6

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #9: KEYES/SEVENTH



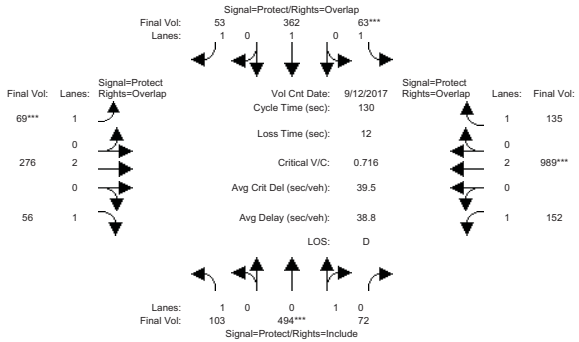
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 7:45-8:45AM												
Base Vol:	66	381	38	39	322	33	53	219	36	124	845	120
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:	66	381	38	39	322	33	53	219	36	124	845	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	37	113	34	2	40	20	16	57	20	28	144	10
Initial Fut:	103	494	72	41	362	53	69	276	56	152	989	130
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:	103	494	72	41	362	53	69	276	56	152	989	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	494	72	41	362	53	69	276	56	152	989	130
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:	103	494	72	41	362	53	69	276	56	152	989	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.87	0.13	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1571	229	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.02	0.19	0.03	0.04	0.07	0.03	0.09	0.26	0.07
Crit Moves:		****			****			****			****	
Green Time:	15.1	56.8	56.8	7.0	48.8	55.9	7.1	25.4	40.5	28.7	47.0	54.0
Volume/Cap:	0.51	0.72	0.72	0.44	0.51	0.07	0.72	0.37	0.10	0.39	0.72	0.18
Delay/Veh:	56.1	33.3	33.3	62.8	32.0	21.8	83.5	45.7	31.9	43.9	37.7	24.1
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:	56.1	33.3	33.3	62.8	32.0	21.8	83.5	45.7	31.9	43.9	37.7	24.1
LOS by Move:	E	C	C	E	C	C	F	D	C	D	D	C
DesignQueue:	7	26	26	3	17	2	5	8	3	10	24	6

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj AM

Intersection #9: KEYES/SEVENTH



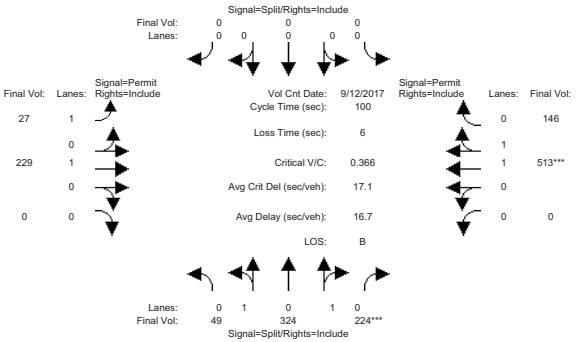
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 7:45-8:45AM												
Base Vol:	66	381	38	39	322	33	53	219	36	124	845	120
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:	66	381	38	39	322	33	53	219	36	124	845	120
Added Vol:	0	0	0	22	0	0	0	0	0	0	0	5
ATI:	37	113	34	2	40	20	16	57	20	28	144	10
Initial Fut:	103	494	72	63	362	53	69	276	56	152	989	135
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:	103	494	72	63	362	53	69	276	56	152	989	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	494	72	63	362	53	69	276	56	152	989	135
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:	103	494	72	63	362	53	69	276	56	152	989	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.87	0.13	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1571	229	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.04	0.19	0.03	0.04	0.07	0.03	0.09	0.26	0.08
Crit Moves:		****			****			****			****	
Green Time:	15.1	56.8	56.8	7.0	48.8	55.9	7.1	25.4	40.5	28.7	47.0	54.0
Volume/Cap:	0.51	0.72	0.72	0.67	0.51	0.07	0.72	0.37	0.10	0.39	0.72	0.19
Delay/Veh:	56.1	33.3	33.3	77.3	32.0	21.8	83.5	45.7	31.9	43.9	37.7	24.2
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:	56.1	33.3	33.3	77.3	32.0	21.8	83.5	45.7	31.9	43.9	37.7	24.2
LOS by Move:	E	C	C	E	C	C	F	D	C	D	D	C
DesignQueue:	7	26	26	5	17	2	5	8	3	10	24	6

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #1: REED/THIRD



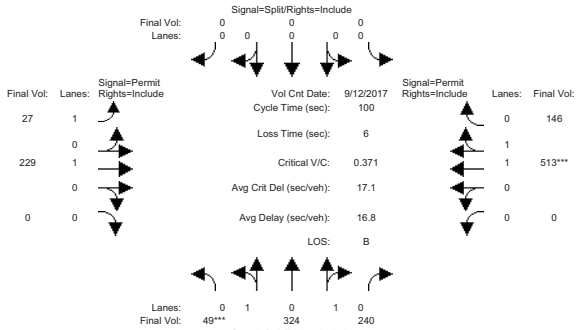
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 4:30-5:30PM												
Base Vol:	49	324	224	0	0	0	27	229	0	0	513	146
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:	49	324	224	0	0	0	27	229	0	0	513	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	324	224	0	0	0	27	229	0	0	513	146
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	324	224	0	0	0	27	229	0	0	513	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	324	224	0	0	0	27	229	0	0	513	146
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	324	224	0	0	0	27	229	0	0	513	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.16	1.09	0.75	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.54	0.46
Final Sat.:	295	1954	1351	0	0	0	1750	1900	0	0	2880	820
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.00	0.00	0.00	0.02	0.12	0.00	0.00	0.18	0.18
Crit Moves:			****								****	
Green Time:	45.3	45.3	45.3	0.0	0.0	0.0	48.7	48.7	0.0	0.0	48.7	48.7
Volume/Cap:	0.37	0.37	0.37	0.00	0.00	0.00	0.03	0.25	0.00	0.00	0.37	0.37
Delay/Veh:	18.1	18.1	18.1	0.0	0.0	0.0	13.4	15.1	0.0	0.0	16.1	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:	18.1	18.1	18.1	0.0	0.0	0.0	13.4	15.1	0.0	0.0	16.1	16.1
LOS by Move:	B	B	B	A	A	A	B	B	A	A	B	B
DesignQueue:	10	10	10	0	0	0	1	7	0	0	10	10

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj PM

Intersection #1: REED/THIRD



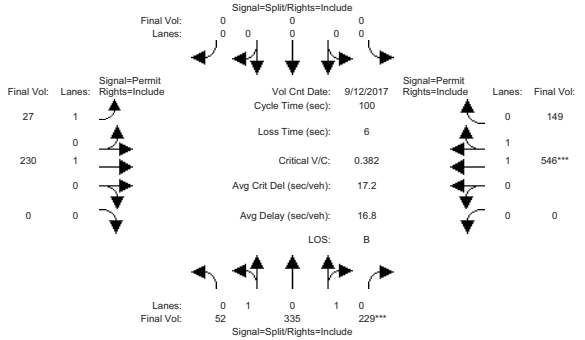
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 4:30-5:30PM												
Base Vol:	49	324	224	0	0	0	27	229	0	0	513	146
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:	49	324	224	0	0	0	27	229	0	0	513	146
Added Vol:	0	0	16	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	324	240	0	0	0	27	229	0	0	513	146
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	324	240	0	0	0	27	229	0	0	513	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	324	240	0	0	0	27	229	0	0	513	146
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	324	240	0	0	0	27	229	0	0	513	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.16	1.06	0.78	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.54	0.46
Final Sat.:	288	1903	1409	0	0	0	1750	1900	0	0	2880	820
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.00	0.00	0.00	0.02	0.12	0.00	0.00	0.18	0.18
Crit Moves:	****										****	
Green Time:	45.9	45.9	45.9	0.0	0.0	0.0	48.1	48.1	0.0	0.0	48.1	48.1
Volume/Cap:	0.37	0.37	0.37	0.00	0.00	0.00	0.03	0.25	0.00	0.00	0.37	0.37
Delay/Veh:	17.8	17.8	17.8	0.0	0.0	0.0	13.7	15.5	0.0	0.0	16.5	16.5
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:	17.8	17.8	17.8	0.0	0.0	0.0	13.7	15.5	0.0	0.0	16.5	16.5
LOS by Move:	B	B	B	A	A	A	B	B	A	A	B	B
DesignQueue:	10	10	10	0	0	0	1	7	0	0	10	10

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #1: REED/THIRD



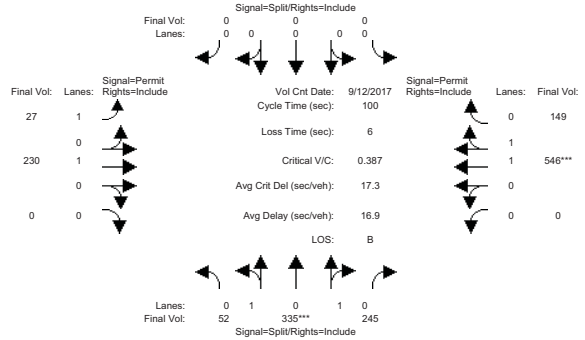
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 4:30-5:30PM												
Base Vol:	49	324	224	0	0	0	27	229	0	0	513	146
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:	49	324	224	0	0	0	27	229	0	0	513	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	3	11	5	0	0	0	0	1	0	0	33	3
Initial Fut:	52	335	229	0	0	0	27	230	0	0	546	149
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:	52	335	229	0	0	0	27	230	0	0	546	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	335	229	0	0	0	27	230	0	0	546	149
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:	52	335	229	0	0	0	27	230	0	0	546	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.17	1.09	0.74	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.56	0.44
Final Sat.:	304	1958	1338	0	0	0	1750	1900	0	0	2906	793
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.00	0.00	0.00	0.02	0.12	0.00	0.00	0.19	0.19
Crit Moves:			****								****	
Green Time:	44.8	44.8	44.8	0.0	0.0	0.0	49.2	49.2	0.0	0.0	49.2	49.2
Volume/Cap:	0.38	0.38	0.38	0.00	0.00	0.00	0.03	0.25	0.00	0.00	0.38	0.38
Delay/Veh:	18.5	18.5	18.5	0.0	0.0	0.0	13.1	14.8	0.0	0.0	16.0	16.0
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:	18.5	18.5	18.5	0.0	0.0	0.0	13.1	14.8	0.0	0.0	16.0	16.0
LOS by Move:	B	B	B	A	A	A	B	B	A	A	B	B
DesignQueue:	10	10	10	0	0	0	1	7	0	0	11	11

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj PM

Intersection #1: REED/THIRD



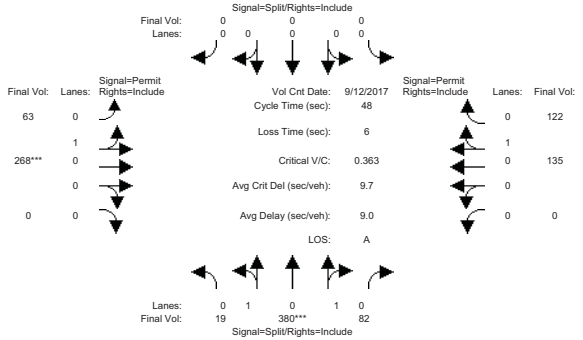
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 4:30-5:30PM												
Base Vol:	49	324	224	0	0	0	27	229	0	0	513	146
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:	49	324	224	0	0	0	27	229	0	0	513	146
Added Vol:	0	0	16	0	0	0	0	0	0	0	0	0
ATI:	3	11	5	0	0	0	0	1	0	0	33	3
Initial Fut:	52	335	245	0	0	0	27	230	0	0	546	149
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:	52	335	245	0	0	0	27	230	0	0	546	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	335	245	0	0	0	27	230	0	0	546	149
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:	52	335	245	0	0	0	27	230	0	0	546	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	0.16	1.06	0.78	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.56	0.44
Final Sat.:	296	1908	1396	0	0	0	1750	1900	0	0	2906	793
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.00	0.00	0.00	0.02	0.12	0.00	0.00	0.19	0.19
Crit Moves:		****									****	
Green Time:	45.4	45.4	45.4	0.0	0.0	0.0	48.6	48.6	0.0	0.0	48.6	48.6
Volume/Cap:	0.39	0.39	0.39	0.00	0.00	0.00	0.03	0.25	0.00	0.00	0.39	0.39
Delay/Veh:	18.2	18.2	18.2	0.0	0.0	0.0	13.4	15.2	0.0	0.0	16.4	16.4
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:	18.2	18.2	18.2	0.0	0.0	0.0	13.4	15.2	0.0	0.0	16.4	16.4
LOS by Move:	B	B	B	A	A	A	B	B	A	A	B	B
DesignQueue:	11	11	11	0	0	0	1	7	0	0	11	11

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #2: THIRD/VIRGINIA



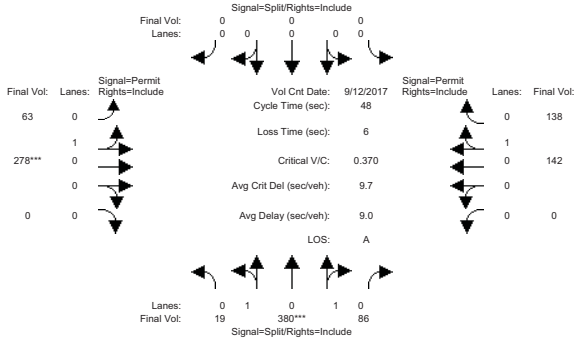
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 4:30-5:30PM												
Base Vol:	19	380	82	0	0	0	63	268	0	0	135	122
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:	19	380	82	0	0	0	63	268	0	0	135	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	380	82	0	0	0	63	268	0	0	135	122
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:	19	380	82	0	0	0	63	268	0	0	135	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	380	82	0	0	0	63	268	0	0	135	122
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:	19	380	82	0	0	0	63	268	0	0	135	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.08	1.58	0.34	0.00	0.00	0.00	0.19	0.81	0.00	0.00	0.53	0.47
Final Sat.:	142	2844	614	0	0	0	343	1457	0	0	946	854
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.00	0.00	0.00	0.18	0.18	0.00	0.00	0.14	0.14
Crit Moves:		****						****				
Green Time:	17.7	17.7	17.7	0.0	0.0	0.0	24.3	24.3	0.0	0.0	24.3	24.3
Volume/Cap:	0.36	0.36	0.36	0.00	0.00	0.00	0.36	0.36	0.00	0.00	0.28	0.28
Delay/Veh:	11.2	11.2	11.2	0.0	0.0	0.0	7.4	7.4	0.0	0.0	7.0	7.0
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:	11.2	11.2	11.2	0.0	0.0	0.0	7.4	7.4	0.0	0.0	7.0	7.0
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
DesignQueue:	4	4	4	0	0	0	5	5	0	0	4	4

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj PM

Intersection #2: THIRD/VIRGINIA



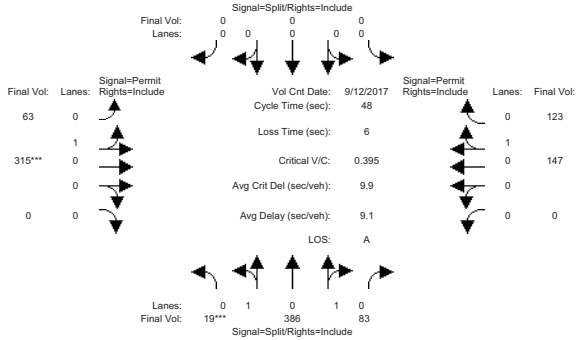
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 4:30-5:30PM												
Base Vol:	19	380	82	0	0	0	63	268	0	0	135	122
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:	19	380	82	0	0	0	63	268	0	0	135	122
Added Vol:	0	0	4	0	0	0	0	10	0	0	7	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	380	86	0	0	0	63	278	0	0	142	138
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:	19	380	86	0	0	0	63	278	0	0	142	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	380	86	0	0	0	63	278	0	0	142	138
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:	19	380	86	0	0	0	63	278	0	0	142	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.95	0.95
Lanes:	0.08	1.57	0.35	0.00	0.00	0.00	0.18	0.82	0.00	0.00	0.51	0.49
Final Sat.:	141	2821	638	0	0	0	333	1467	0	0	913	887
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.00	0.00	0.00	0.19	0.19	0.00	0.00	0.16	0.16
Crit Moves:		****						****				
Green Time:	17.5	17.5	17.5	0.0	0.0	0.0	24.5	24.5	0.0	0.0	24.5	24.5
Volume/Cap:	0.37	0.37	0.37	0.00	0.00	0.00	0.37	0.37	0.00	0.00	0.30	0.30
Delay/Veh:	11.4	11.4	11.4	0.0	0.0	0.0	7.3	7.3	0.0	0.0	7.0	7.0
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:	11.4	11.4	11.4	0.0	0.0	0.0	7.3	7.3	0.0	0.0	7.0	7.0
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
DesignQueue:	5	5	5	0	0	0	5	5	0	0	4	4

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #2: THIRD/VIRGINIA



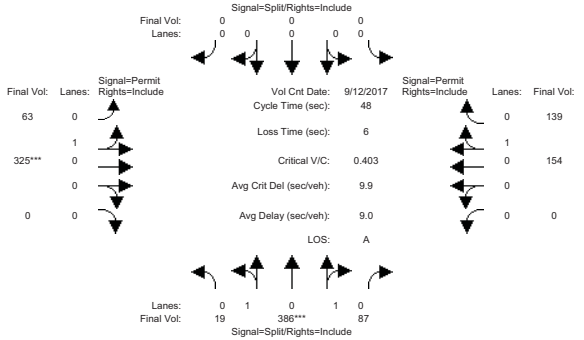
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		0	0	0		10	10	0		0	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 12 Sep 2017 << 4:30-5:30PM																
Base Vol:	19	380	82		0	0	0		63	268	0		0	135	122	
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:	19	380	82		0	0	0		63	268	0		0	135	122	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	6	1		0	0	0		0	47	0		0	12	1	
Initial Fut:	19	386	83		0	0	0		63	315	0		0	147	123	
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:	19	386	83		0	0	0		63	315	0		0	147	123	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	386	83		0	0	0		63	315	0		0	147	123	
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:	19	386	83		0	0	0		63	315	0		0	147	123	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.92	1.00	0.92		0.95	0.95	0.92		0.92	0.95	0.95	
Lanes:	0.08	1.58	0.34		0.00	0.00	0.00		0.17	0.83	0.00		0.00	0.54	0.46	
Final Sat.:	140	2848	612		0	0	0		300	1500	0		0	980	820	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.14	0.14		0.00	0.00	0.00		0.21	0.21	0.00		0.00	0.15	0.15	
Crit Moves:	****									****						
Green Time:	16.5	16.5	16.5		0.0	0.0	0.0		25.5	25.5	0.0		0.0	25.5	25.5	
Volume/Cap:	0.39	0.39	0.39		0.00	0.00	0.00		0.39	0.39	0.00		0.00	0.28	0.28	
Delay/Veh:	12.2	12.2	12.2		0.0	0.0	0.0		6.9	6.9	0.0		0.0	6.4	6.4	
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:	12.2	12.2	12.2		0.0	0.0	0.0		6.9	6.9	0.0		0.0	6.4	6.4	
LOS by Move:	B	B	B		A	A	A		A	A	A		A	A	A	
DesignQueue:	5	5	5		0	0	0		5	5	0		0	4	4	

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj PM

Intersection #2: THIRD/VIRGINIA



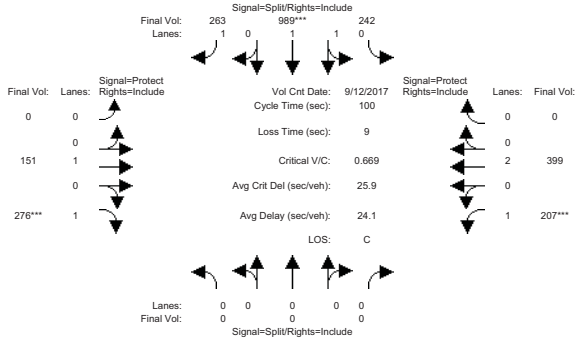
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	10		0	0	0		10	10	0		0	10	10	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 12 Sep 2017 << 4:30-5:30PM																
Base Vol:	19	380	82		0	0	0		63	268	0		0	135	122	
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:	19	380	82		0	0	0		63	268	0		0	135	122	
Added Vol:	0	0	4		0	0	0		0	10	0		0	7	16	
ATI:	0	6	1		0	0	0		0	47	0		0	12	1	
Initial Fut:	19	386	87		0	0	0		63	325	0		0	154	139	
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:	19	386	87		0	0	0		63	325	0		0	154	139	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	386	87		0	0	0		63	325	0		0	154	139	
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:	19	386	87		0	0	0		63	325	0		0	154	139	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.95		0.92	1.00	0.92		0.95	0.95	0.92		0.92	0.95	0.95	
Lanes:	0.08	1.57	0.35		0.00	0.00	0.00		0.16	0.84	0.00		0.00	0.53	0.47	
Final Sat.:	139	2824	637		0	0	0		292	1508	0		0	946	854	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.14	0.14		0.00	0.00	0.00		0.22	0.22	0.00		0.00	0.16	0.16	
Crit Moves:		****								****						
Green Time:	16.3	16.3	16.3		0.0	0.0	0.0		25.7	25.7	0.0		0.0	25.7	25.7	
Volume/Cap:	0.40	0.40	0.40		0.00	0.00	0.00		0.40	0.40	0.00		0.00	0.30	0.30	
Delay/Veh:	12.3	12.3	12.3		0.0	0.0	0.0		6.9	6.9	0.0		0.0	6.4	6.4	
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:	12.3	12.3	12.3		0.0	0.0	0.0		6.9	6.9	0.0		0.0	6.4	6.4	
LOS by Move:	B	B	B		A	A	A		A	A	A		A	A	A	
DesignQueue:	5	5	5		0	0	0		5	5	0		0	4	4	

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #3: FOURTH/REED



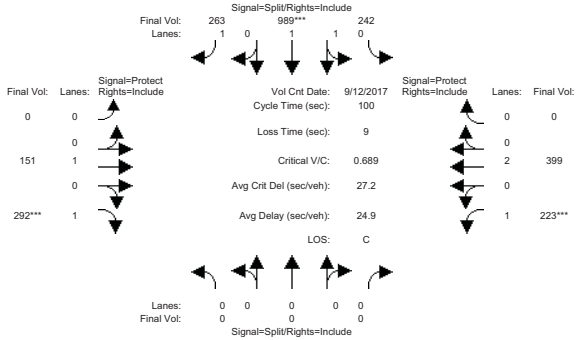
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 4:15-5:15PM												
Base Vol:	0	0	0	242	989	263	0	151	276	207	399	0
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:	0	0	0	242	989	263	0	151	276	207	399	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	242	989	263	0	151	276	207	399	0
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:	0	0	0	242	989	263	0	151	276	207	399	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	242	989	263	0	151	276	207	399	0
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:	0	0	0	242	989	263	0	151	276	207	399	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.40	1.60	1.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	727	2972	1750	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.33	0.15	0.00	0.08	0.16	0.12	0.11	0.00
Crit Moves:					****				****	****		
Green Time:	0.0	0.0	0.0	49.7	49.7	49.7	0.0	23.6	23.6	17.7	41.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.67	0.67	0.30	0.00	0.34	0.67	0.67	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	19.9	19.9	15.1	0.0	32.2	38.9	44.0	19.4	0.0
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:	0.0	0.0	0.0	19.9	19.9	15.1	0.0	32.2	38.9	44.0	19.4	0.0
LOS by Move:	A	A	A	B	B	B	A	C	D	D	B	A
DesignQueue:	0	0	0	19	19	8	0	7	13	11	7	0

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj PM

Intersection #3: FOURTH/REED



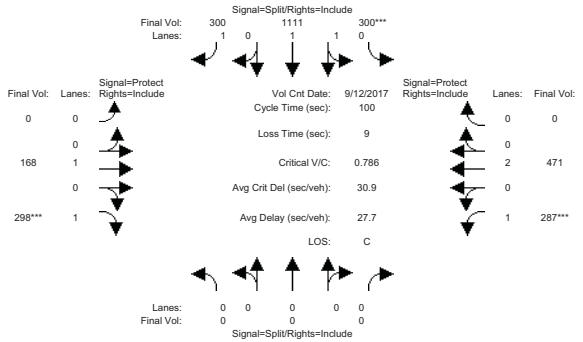
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 4:15-5:15PM												
Base Vol:	0	0	0	242	989	263	0	151	276	207	399	0
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:	0	0	0	242	989	263	0	151	276	207	399	0
Added Vol:	0	0	0	0	0	0	0	0	16	16	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	242	989	263	0	151	292	223	399	0
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:	0	0	0	242	989	263	0	151	292	223	399	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	242	989	263	0	151	292	223	399	0
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:	0	0	0	242	989	263	0	151	292	223	399	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.40	1.60	1.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	727	2972	1750	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.33	0.15	0.00	0.08	0.17	0.13	0.11	0.00
Crit Moves:					****				****	****		
Green Time:	0.0	0.0	0.0	48.3	48.3	48.3	0.0	24.2	24.2	18.5	42.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.69	0.69	0.31	0.00	0.33	0.69	0.69	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	21.2	21.2	15.9	0.0	31.6	39.2	44.2	18.4	0.0
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:	0.0	0.0	0.0	21.2	21.2	15.9	0.0	31.6	39.2	44.2	18.4	0.0
LOS by Move:	A	A	A	C	C	B	A	C	D	D	B	A
DesignQueue:	0	0	0	20	20	9	0	6	14	11	7	0

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #3: FOURTH/REED



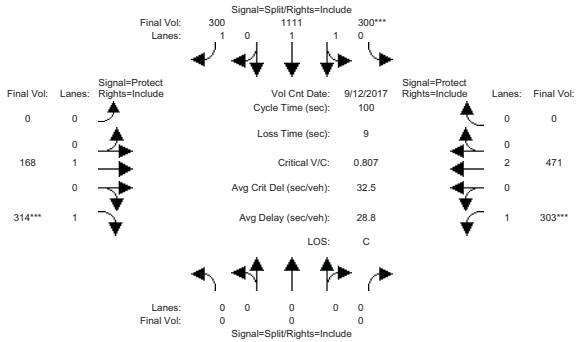
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 4:15-5:15PM												
Base Vol:	0	0	0	242	989	263	0	151	276	207	399	0
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:	0	0	0	242	989	263	0	151	276	207	399	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	58	122	37	0	17	22	80	72	0
Initial Fut:	0	0	0	300	1111	300	0	168	298	287	471	0
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:	0	0	0	300	1111	300	0	168	298	287	471	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	300	1111	300	0	168	298	287	471	0
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:	0	0	0	300	1111	300	0	168	298	287	471	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.44	1.56	1.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	787	2913	1750	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.38	0.38	0.17	0.00	0.09	0.17	0.16	0.12	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	48.5	48.5	48.5	0.0	21.7	21.7	20.9	42.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.79	0.79	0.35	0.00	0.41	0.79	0.79	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	23.8	23.8	16.3	0.0	34.3	47.4	48.3	19.0	0.0
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:	0.0	0.0	0.0	23.8	23.8	16.3	0.0	34.3	47.4	48.3	19.0	0.0
LOS by Move:	A	A	A	C	C	B	A	C	D	D	B	A
DesignQueue:	0	0	0	23	23	10	0	7	15	14	8	0

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj PM

Intersection #3: FOURTH/REED



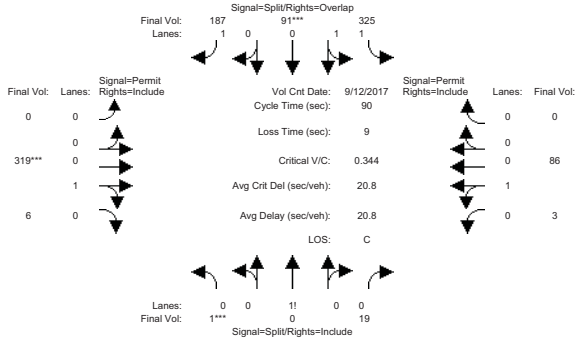
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 4:15-5:15PM												
Base Vol:	0	0	0	242	989	263	0	151	276	207	399	0
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:	0	0	0	242	989	263	0	151	276	207	399	0
Added Vol:	0	0	0	0	0	0	0	0	16	16	0	0
ATI:	0	0	0	58	122	37	0	17	22	80	72	0
Initial Fut:	0	0	0	300	1111	300	0	168	314	303	471	0
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:	0	0	0	300	1111	300	0	168	314	303	471	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	300	1111	300	0	168	314	303	471	0
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:	0	0	0	300	1111	300	0	168	314	303	471	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.98	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.44	1.56	1.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	787	2913	1750	0	1900	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.38	0.38	0.17	0.00	0.09	0.18	0.17	0.12	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	47.3	47.3	47.3	0.0	22.2	22.2	21.5	43.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.81	0.81	0.36	0.00	0.40	0.81	0.81	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	25.3	25.3	17.0	0.0	33.8	48.6	49.4	18.2	0.0
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:	0.0	0.0	0.0	25.3	25.3	17.0	0.0	33.8	48.6	49.4	18.2	0.0
LOS by Move:	A	A	A	C	C	B	A	C	D	D	B	A
DesignQueue:	0	0	0	24	24	10	0	7	15	15	8	0

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #4: SIXTH/VIRGINIA



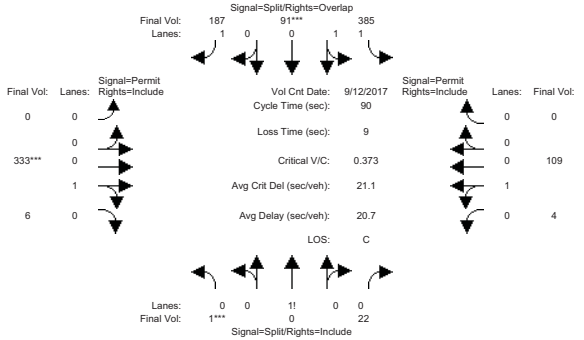
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	10		10	10	0		10	10	10		10	0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 12 Sep 2017 << 4:00-5:00PM																
Base Vol:	1	0	19		325	91	187		0	319	6		3	86	0	
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:	1	0	19		325	91	187		0	319	6		3	86	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	0	19		325	91	187		0	319	6		3	86	0	
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:	1	0	19		325	91	187		0	319	6		3	86	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	0	19		325	91	187		0	319	6		3	86	0	
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:	1	0	19		325	91	187		0	319	6		3	86	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.92	0.92		0.93	0.95	0.92		0.92	0.95	0.95		0.95	0.95	0.92	
Lanes:	0.05	0.00	0.95		1.57	0.43	1.00		0.00	0.98	0.02		0.03	0.97	0.00	
Final Sat.:	88	0	1663		2773	777	1750		0	1767	33		61	1739	0	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.01		0.12	0.12	0.11		0.00	0.18	0.18		0.05	0.05	0.00	
Crit Moves:	****					****				****						
Green Time:	10.0	0.0	10.0		27.9	27.9	27.9		0.0	43.1	43.1		43.1	43.1	0.0	
Volume/Cap:	0.10	0.00	0.10		0.38	0.38	0.34		0.00	0.38	0.38		0.10	0.10	0.00	
Delay/Veh:	36.2	0.0	36.2		24.5	24.5	24.3		0.0	15.2	15.2		12.9	12.9	0.0	
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:	36.2	0.0	36.2		24.5	24.5	24.3		0.0	15.2	15.2		12.9	12.9	0.0	
LOS by Move:	D	A	D		C	C	C		A	B	B		B	B	A	
DesignQueue:	1	0	1		8	8	7		0	9	9		2	2	0	

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj PM

Intersection #4: SIXTH/VIRGINIA



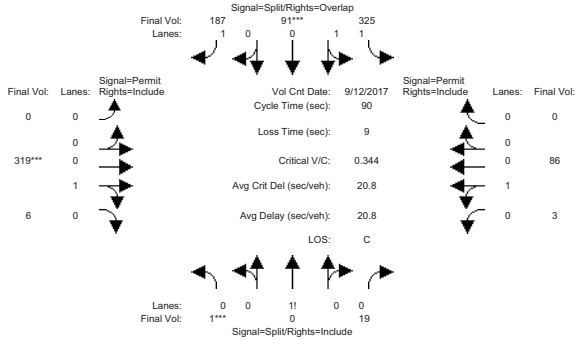
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10		0	10	10		10	10	0		10	10	10		10	0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 12 Sep 2017 << 4:00-5:00PM																
Base Vol:	1	0	19		325	91	187		0	319	6		3	86	0	
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:	1	0	19		325	91	187		0	319	6		3	86	0	
Added Vol:	0	0	3		60	0	0		0	14	0		1	23	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	0	22		385	91	187		0	333	6		4	109	0	
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:	1	0	22		385	91	187		0	333	6		4	109	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	0	22		385	91	187		0	333	6		4	109	0	
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:	1	0	22		385	91	187		0	333	6		4	109	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.92	0.92		0.93	0.95	0.92		0.92	0.95	0.95		0.95	0.95	0.92	
Lanes:	0.04	0.00	0.96		1.62	0.38	1.00		0.00	0.98	0.02		0.04	0.96	0.00	
Final Sat.:	76	0	1674		2871	679	1750		0	1768	32		64	1736	0	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.01		0.13	0.13	0.11		0.00	0.19	0.19		0.06	0.06	0.00	
Crit Moves:	****					****				****						
Green Time:	10.0	0.0	10.0		29.5	29.5	29.5		0.0	41.5	41.5		41.5	41.5	0.0	
Volume/Cap:	0.12	0.00	0.12		0.41	0.41	0.33		0.00	0.41	0.41		0.14	0.14	0.00	
Delay/Veh:	36.3	0.0	36.3		23.7	23.7	23.1		0.0	16.4	16.4		14.0	14.0	0.0	
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:	36.3	0.0	36.3		23.7	23.7	23.1		0.0	16.4	16.4		14.0	14.0	0.0	
LOS by Move:	D	A	D		C	C	C		A	B	B		B	B	A	
DesignQueue:	1	0	1		9	9	7		0	10	10		3	3	0	

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #4: SIXTH/VIRGINIA



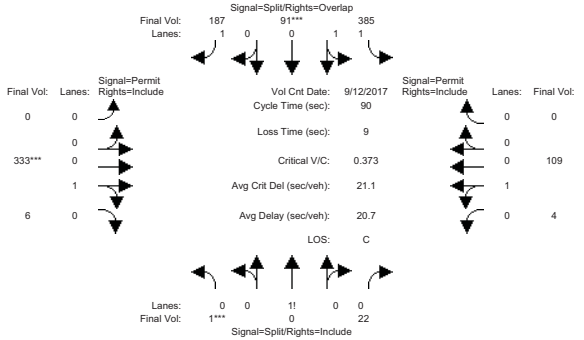
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 4:00-5:00PM												
Base Vol:	1	0	19	325	91	187	0	319	6	3	86	0
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:	1	0	19	325	91	187	0	319	6	3	86	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
No ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	19	325	91	187	0	319	6	3	86	0
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:	1	0	19	325	91	187	0	319	6	3	86	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	19	325	91	187	0	319	6	3	86	0
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:	1	0	19	325	91	187	0	319	6	3	86	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.05	0.00	0.95	1.57	0.43	1.00	0.00	0.98	0.02	0.03	0.97	0.00
Final Sat.:	88	0	1663	2773	777	1750	0	1767	33	61	1739	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.12	0.12	0.11	0.00	0.18	0.18	0.05	0.05	0.00
Crit Moves:	****				****			****				
Green Time:	10.0	0.0	10.0	27.9	27.9	27.9	0.0	43.1	43.1	43.1	43.1	0.0
Volume/Cap:	0.10	0.00	0.10	0.38	0.38	0.34	0.00	0.38	0.38	0.10	0.10	0.00
Delay/Veh:	36.2	0.0	36.2	24.5	24.5	24.3	0.0	15.2	15.2	12.9	12.9	0.0
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:	36.2	0.0	36.2	24.5	24.5	24.3	0.0	15.2	15.2	12.9	12.9	0.0
LOS by Move:	D	A	D	C	C	C	A	B	B	B	B	A
DesignQueue:	1	0	1	8	8	7	0	9	9	2	2	0

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj PM

Intersection #4: SIXTH/VIRGINIA



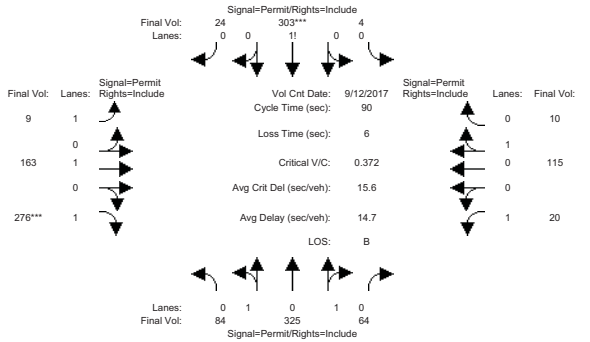
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	10	10	0	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 4:00-5:00PM												
Base Vol:	1	0	19	325	91	187	0	319	6	3	86	0
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:	1	0	19	325	91	187	0	319	6	3	86	0
Added Vol:	0	0	3	60	0	0	0	14	0	1	23	0
No ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	0	22	385	91	187	0	333	6	4	109	0
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:	1	0	22	385	91	187	0	333	6	4	109	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	22	385	91	187	0	333	6	4	109	0
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:	1	0	22	385	91	187	0	333	6	4	109	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.04	0.00	0.96	1.62	0.38	1.00	0.00	0.98	0.02	0.04	0.96	0.00
Final Sat.:	76	0	1674	2871	679	1750	0	1768	32	64	1736	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.13	0.13	0.11	0.00	0.19	0.19	0.06	0.06	0.00
Crit Moves:	****				****			****				
Green Time:	10.0	0.0	10.0	29.5	29.5	29.5	0.0	41.5	41.5	41.5	41.5	0.0
Volume/Cap:	0.12	0.00	0.12	0.41	0.41	0.33	0.00	0.41	0.41	0.14	0.14	0.00
Delay/Veh:	36.3	0.0	36.3	23.7	23.7	23.1	0.0	16.4	16.4	14.0	14.0	0.0
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:	36.3	0.0	36.3	23.7	23.7	23.1	0.0	16.4	16.4	14.0	14.0	0.0
LOS by Move:	D	A	D	C	C	C	A	B	B	B	B	A
DesignQueue:	1	0	1	9	9	7	0	10	10	3	3	0

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #5: REED/SEVENTH



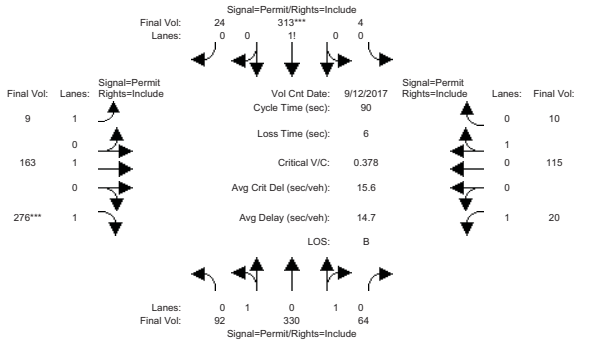
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 5:00-6:00PM												
Base Vol:	84	325	64	4	303	24	9	163	276	20	115	10
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:	84	325	64	4	303	24	9	163	276	20	115	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	325	64	4	303	24	9	163	276	20	115	10
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:	84	325	64	4	303	24	9	163	276	20	115	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	325	64	4	303	24	9	163	276	20	115	10
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:	84	325	64	4	303	24	9	163	276	20	115	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.36	1.37	0.27	0.01	0.92	0.07	1.00	1.00	1.00	1.00	0.92	0.08
Final Sat.:	639	2474	487	21	1602	127	1750	1900	1750	1750	1656	144
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.19	0.19	0.19	0.01	0.09	0.16	0.01	0.07	0.07
Crit Moves:					****				****			
Green Time:	45.8	45.8	45.8	45.8	45.8	45.8	38.2	38.2	38.2	38.2	38.2	38.2
Volume/Cap:	0.26	0.26	0.26	0.37	0.37	0.37	0.01	0.20	0.37	0.03	0.16	0.16
Delay/Veh:	12.6	12.6	12.6	13.6	13.6	13.6	15.0	16.4	18.0	15.1	16.1	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:	12.6	12.6	12.6	13.6	13.6	13.6	15.0	16.4	18.0	15.1	16.1	16.1
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
DesignQueue:	6	6	6	9	9	9	0	5	9	1	4	4

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj PM

Intersection #5: REED/SEVENTH



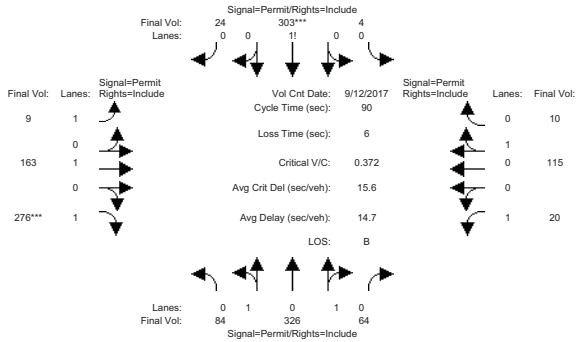
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 5:00-6:00PM												
Base Vol:	84	325	64	4	303	24	9	163	276	20	115	10
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:	84	325	64	4	303	24	9	163	276	20	115	10
Added Vol:	8	5	0	0	10	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	330	64	4	313	24	9	163	276	20	115	10
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:	92	330	64	4	313	24	9	163	276	20	115	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	330	64	4	313	24	9	163	276	20	115	10
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:	92	330	64	4	313	24	9	163	276	20	115	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.38	1.36	0.26	0.01	0.92	0.07	1.00	1.00	1.00	1.00	0.92	0.08
Final Sat.:	681	2444	474	21	1606	123	1750	1900	1750	1750	1656	144
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.19	0.19	0.19	0.01	0.09	0.16	0.01	0.07	0.07
Crit Moves:					****				****			
Green Time:	46.4	46.4	46.4	46.4	46.4	46.4	37.6	37.6	37.6	37.6	37.6	37.6
Volume/Cap:	0.26	0.26	0.26	0.38	0.38	0.38	0.01	0.21	0.38	0.03	0.17	0.17
Delay/Veh:	12.3	12.3	12.3	13.4	13.4	13.4	15.4	16.8	18.5	15.5	16.5	16.5
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	12.3	13.4	13.4	13.4	15.4	16.8	18.5	15.5	16.5	16.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
DesignQueue:	6	6	6	9	9	9	0	5	9	1	4	4

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #5: REED/SEVENTH



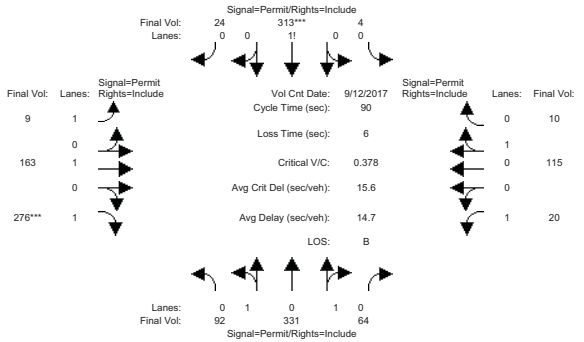
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 5:00-6:00PM												
Base Vol:	84	325	64	4	303	24	9	163	276	20	115	10
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:	84	325	64	4	303	24	9	163	276	20	115	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	1	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	326	64	4	303	24	9	163	276	20	115	10
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:	84	326	64	4	303	24	9	163	276	20	115	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	326	64	4	303	24	9	163	276	20	115	10
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:	84	326	64	4	303	24	9	163	276	20	115	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.35	1.38	0.27	0.01	0.92	0.07	1.00	1.00	1.00	1.00	0.92	0.08
Final Sat.:	638	2476	486	21	1602	127	1750	1900	1750	1750	1656	144
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.19	0.19	0.19	0.01	0.09	0.16	0.01	0.07	0.07
Crit Moves:					****				****			
Green Time:	45.8	45.8	45.8	45.8	45.8	45.8	38.2	38.2	38.2	38.2	38.2	38.2
Volume/Cap:	0.26	0.26	0.26	0.37	0.37	0.37	0.01	0.20	0.37	0.03	0.16	0.16
Delay/Veh:	12.6	12.6	12.6	13.6	13.6	13.6	15.0	16.4	18.0	15.1	16.1	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:	12.6	12.6	12.6	13.6	13.6	13.6	15.0	16.4	18.0	15.1	16.1	16.1
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
DesignQueue:	6	6	6	9	9	9	0	5	9	1	4	4

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj PM

Intersection #5: REED/SEVENTH



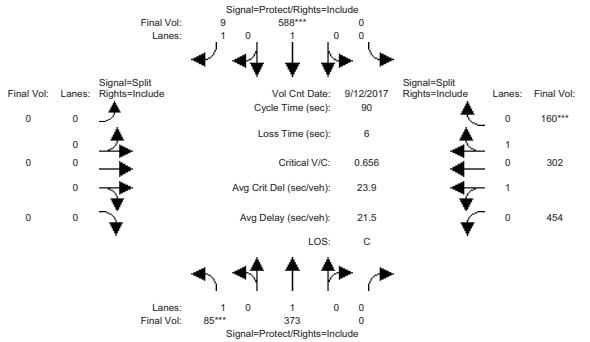
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 5:00-6:00PM												
Base Vol:	84	325	64	4	303	24	9	163	276	20	115	10
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:	84	325	64	4	303	24	9	163	276	20	115	10
Added Vol:	8	5	0	0	10	0	0	0	0	0	0	0
ATI:	0	1	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	331	64	4	313	24	9	163	276	20	115	10
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:	92	331	64	4	313	24	9	163	276	20	115	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	331	64	4	313	24	9	163	276	20	115	10
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:	92	331	64	4	313	24	9	163	276	20	115	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.38	1.36	0.26	0.01	0.92	0.07	1.00	1.00	1.00	1.00	0.92	0.08
Final Sat.:	680	2447	473	21	1606	123	1750	1900	1750	1750	1656	144
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.19	0.19	0.19	0.01	0.09	0.16	0.01	0.07	0.07
Crit Moves:					****				****			
Green Time:	46.4	46.4	46.4	46.4	46.4	46.4	37.6	37.6	37.6	37.6	37.6	37.6
Volume/Cap:	0.26	0.26	0.26	0.38	0.38	0.38	0.01	0.21	0.38	0.03	0.17	0.17
Delay/Veh:	12.3	12.3	12.3	13.4	13.4	13.4	15.4	16.8	18.5	15.5	16.5	16.5
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	12.3	13.4	13.4	13.4	15.4	16.8	18.5	15.5	16.5	16.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
DesignQueue:	6	6	6	9	9	9	0	5	9	1	4	4

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #6: MARGARET WAY/SEVENTH



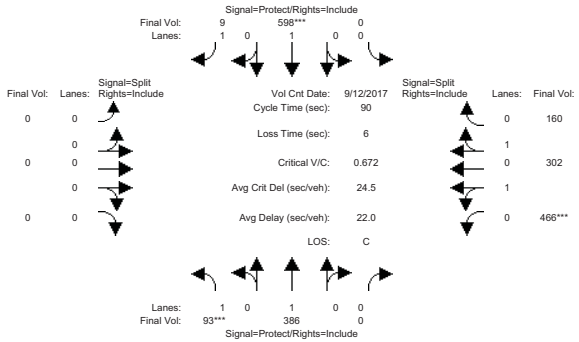
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 4:15-5:15PM												
Base Vol:	85	373	0	0	588	9	0	0	0	454	302	160
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:	85	373	0	0	588	9	0	0	0	454	302	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	373	0	0	588	9	0	0	0	454	302	160
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:	85	373	0	0	588	9	0	0	0	454	302	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	373	0	0	588	9	0	0	0	454	302	160
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:	85	373	0	0	588	9	0	0	0	454	302	160
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	0.95	0.95	0.95
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.99	0.66	0.35
Final Sat.:	1750	1900	0	0	1900	1750	0	0	0	1784	1187	629
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.00	0.00	0.31	0.01	0.00	0.00	0.00	0.25	0.25	0.25
Crit Moves:	****				****							****
Green Time:	7.0	49.3	0.0	0.0	42.3	42.3	0.0	0.0	0.0	34.7	34.7	34.7
Volume/Cap:	0.62	0.36	0.00	0.00	0.66	0.01	0.00	0.00	0.00	0.66	0.66	0.66
Delay/Veh:	49.0	11.7	0.0	0.0	20.2	12.7	0.0	0.0	0.0	23.9	23.9	23.9
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:	49.0	11.7	0.0	0.0	20.2	12.7	0.0	0.0	0.0	23.9	23.9	23.9
LOS by Move:	D	B	A	A	C	B	A	A	A	C	C	C
DesignQueue:	4	9	0	0	17	0	0	0	0	16	16	16

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj PM

Intersection #6: MARGARET WAY/SEVENTH



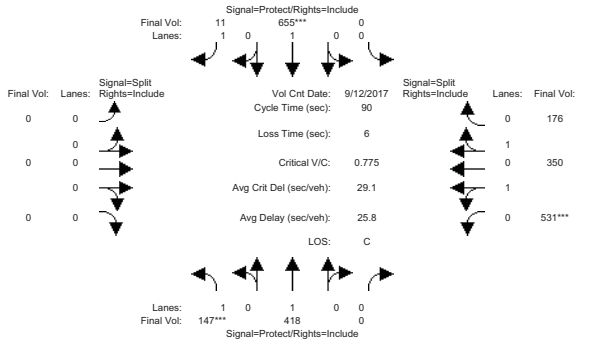
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 4:15-5:15PM												
Base Vol:	85	373	0	0	588	9	0	0	0	454	302	160
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:	85	373	0	0	588	9	0	0	0	454	302	160
Added Vol:	8	13	0	0	10	0	0	0	0	12	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	386	0	0	598	9	0	0	0	466	302	160
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:	93	386	0	0	598	9	0	0	0	466	302	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	386	0	0	598	9	0	0	0	466	302	160
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:	93	386	0	0	598	9	0	0	0	466	302	160
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	0.95	0.95	0.95
Lanes:	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.65	0.35
Final Sat.:	1750	1900	0	0	1900	1750	0	0	0	1800	1177	623
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.00	0.00	0.31	0.01	0.00	0.00	0.00	0.26	0.26	0.26
Crit Moves:	****				****							****
Green Time:	7.1	49.3	0.0	0.0	42.2	42.2	0.0	0.0	0.0	34.7	34.7	34.7
Volume/Cap:	0.67	0.37	0.00	0.00	0.67	0.01	0.00	0.00	0.00	0.67	0.67	0.67
Delay/Veh:	52.4	11.8	0.0	0.0	20.6	12.8	0.0	0.0	0.0	24.2	24.1	24.1
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:	52.4	11.8	0.0	0.0	20.6	12.8	0.0	0.0	0.0	24.2	24.1	24.1
LOS by Move:	D	B	A	A	C	B	A	A	A	C	C	C
DesignQueue:	5	9	0	0	17	0	0	0	0	16	16	16

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #6: MARGARET WAY/SEVENTH



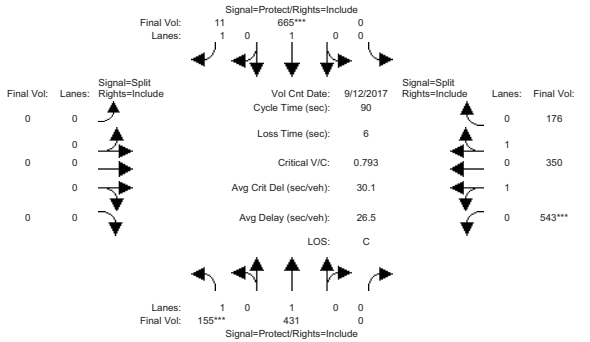
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	0		0	0	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 4:15-5:15PM																
Base Vol:	85		373	0	0		588	9	0		0	0	454		302	160
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:	85		373	0	0		588	9	0		0	0	454		302	160
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
ATI:	62		45	0	0		67	2	0		0	0	77		48	16
Initial Fut:	147		418	0	0		655	11	0		0	0	531		350	176
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:	147		418	0	0		655	11	0		0	0	531		350	176
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	147		418	0	0		655	11	0		0	0	531		350	176
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:	147		418	0	0		655	11	0		0	0	531		350	176
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	0.95		0.95	0.95
Lanes:	1.00		1.00	0.00	0.00		1.00	1.00	0.00		0.00	0.00	1.00		0.67	0.33
Final Sat.:	1750		1900	0	0		1900	1750	0		0	0	1800		1198	602
Capacity Analysis Module:																
Vol/Sat:	0.08		0.22	0.00	0.00		0.34	0.01	0.00		0.00	0.00	0.30		0.29	0.29
Crit Moves:	****						****						****			
Green Time:	9.7		49.8	0.0	0.0		40.0	40.0	0.0		0.0	0.0	34.2		34.2	34.2
Volume/Cap:	0.78		0.40	0.00	0.00		0.78	0.01	0.00		0.00	0.00	0.78		0.77	0.77
Delay/Veh:	57.0		11.8	0.0	0.0		25.7	14.0	0.0		0.0	0.0	27.4		27.1	27.1
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:	57.0		11.8	0.0	0.0		25.7	14.0	0.0		0.0	0.0	27.4		27.1	27.1
LOS by Move:	E		B	A	A		C	B	A		A	A	C		C	C
DesignQueue:	7		10	0	0		20	0	0		0	0	19		19	19

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj PM

Intersection #6: MARGARET WAY/SEVENTH



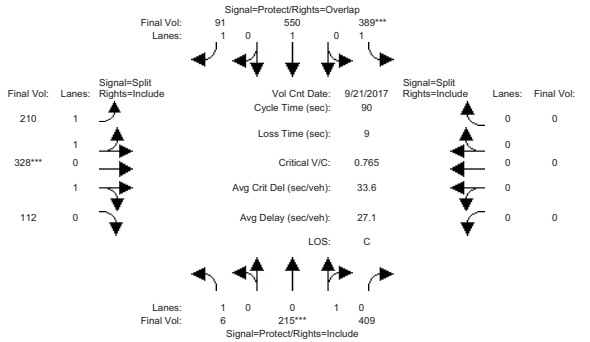
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	0	0		10	10	0		0	0	10		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 4:15-5:15PM																
Base Vol:	85		373	0	0		588	9	0		0	0	454		302	160
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:	85		373	0	0		588	9	0		0	0	454		302	160
Added Vol:	8		13	0	0		10	0	0		0	0	12		0	0
ATI:	62		45	0	0		67	2	0		0	0	77		48	16
Initial Fut:	155		431	0	0		665	11	0		0	0	543		350	176
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:	155		431	0	0		665	11	0		0	0	543		350	176
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	155		431	0	0		665	11	0		0	0	543		350	176
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:	155		431	0	0		665	11	0		0	0	543		350	176
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	0.95		0.95	0.95
Lanes:	1.00		1.00	0.00	0.00		1.00	1.00	0.00		0.00	0.00	1.00		0.67	0.33
Final Sat.:	1750		1900	0	0		1900	1750	0		0	0	1800		1198	602
Capacity Analysis Module:																
Vol/Sat:	0.09		0.23	0.00	0.00		0.35	0.01	0.00		0.00	0.00	0.30		0.29	0.29
Crit Moves:	****						****						****			
Green Time:	10.1		49.8	0.0	0.0		39.7	39.7	0.0		0.0	0.0	34.2		34.2	34.2
Volume/Cap:	0.79		0.41	0.00	0.00		0.79	0.01	0.00		0.00	0.00	0.79		0.77	0.77
Delay/Veh:	58.5		11.9	0.0	0.0		26.8	14.1	0.0		0.0	0.0	28.1		27.1	27.1
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:	58.5		11.9	0.0	0.0		26.8	14.1	0.0		0.0	0.0	28.1		27.1	27.1
LOS by Move:	E		B	A	A		C	B	A		A	A	C		C	C
DesignQueue:	8		10	0	0		20	0	0		0	0	19		19	19

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #7: SEVENTH/VIRGINIA



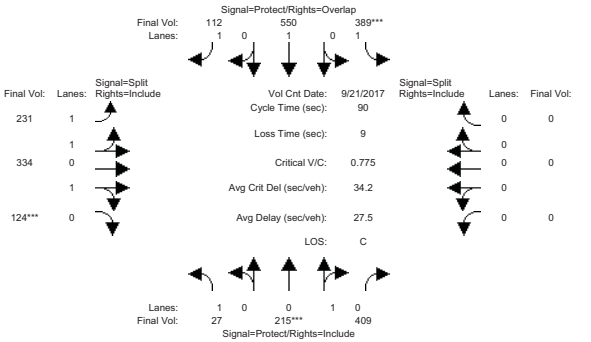
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 21 Sep 2017 << 4:00-5:00PM																
Base Vol:	6	215	409		389	550	91		210	328	112		0	0	0	
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:	6	215	409		389	550	91		210	328	112		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	6	215	409		389	550	91		210	328	112		0	0	0	
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:	6	215	409		389	550	91		210	328	112		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	215	409		389	550	91		210	328	112		0	0	0	
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:	6	215	409		389	550	91		210	328	112		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.95	0.95		0.92	1.00	0.92		0.92	0.98	0.95		0.92	1.00	0.92	
Lanes:	1.00	0.34	0.66		1.00	1.00	1.00		1.01	1.47	0.52		0.00	0.00	0.00	
Final Sat.:	1750	620	1180		1750	1900	1750		1760	2749	939		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.35	0.35		0.22	0.29	0.05		0.12	0.12	0.12		0.00	0.00	0.00	
Crit Moves:		****			****					****						
Green Time:	14.2	40.8	40.8		26.2	52.8	66.8		14.0	14.0	14.0		0.0	0.0	0.0	
Volume/Cap:	0.02	0.76	0.76		0.76	0.49	0.07		0.76	0.76	0.76		0.00	0.00	0.00	
Delay/Veh:	32.1	24.9	24.9		35.9	11.2	3.2		40.6	40.6	40.6		0.0	0.0	0.0	
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:	32.1	24.9	24.9		35.9	11.2	3.2		40.6	40.6	40.6		0.0	0.0	0.0	
LOS by Move:	C	C	C		D	B	A		D	D	D		A	A	A	
DesignQueue:	0	20	20		16	12	1		10	10	10		0	0	0	

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj PM

Intersection #7: SEVENTH/VIRGINIA



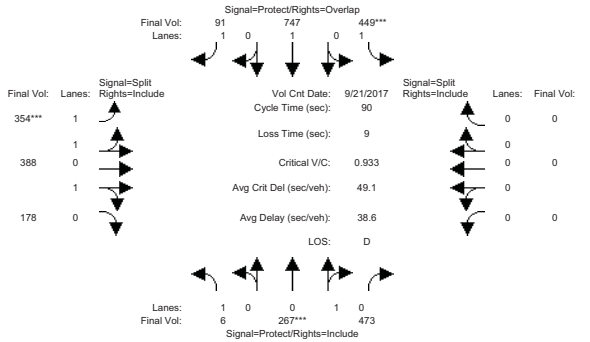
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 21 Sep 2017 << 4:00-5:00PM																
Base Vol:	6	215	409		389	550	91		210	328	112		0	0	0	
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:	6	215	409		389	550	91		210	328	112		0	0	0	
Added Vol:	21	0	0		0	0	21		21	6	12		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	27	215	409		389	550	112		231	334	124		0	0	0	
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:	27	215	409		389	550	112		231	334	124		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	27	215	409		389	550	112		231	334	124		0	0	0	
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:	27	215	409		389	550	112		231	334	124		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.95	0.95		0.92	1.00	0.92		0.92	0.95	0.95		0.92	1.00	0.92	
Lanes:	1.00	0.34	0.66		1.00	1.00	1.00		1.02	1.45	0.53		0.00	0.00	0.00	
Final Sat.:	1750	620	1180		1750	1900	1750		1793	2593	963		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.35	0.35		0.22	0.29	0.06		0.13	0.13	0.13		0.00	0.00	0.00	
Crit Moves:		****			****						****					
Green Time:	14.0	40.2	40.2		25.8	52.1	67.0		15.0	15.0	15.0		0.0	0.0	0.0	
Volume/Cap:	0.10	0.78	0.78		0.78	0.50	0.09		0.78	0.78	0.78		0.00	0.00	0.00	
Delay/Veh:	32.8	25.8	25.8		36.9	11.6	3.2		40.2	40.2	40.2		0.0	0.0	0.0	
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:	32.8	25.8	25.8		36.9	11.6	3.2		40.2	40.2	40.2		0.0	0.0	0.0	
LOS by Move:	C	C	C		D	B	A		D	D	D		A	A	A	
DesignQueue:	1	20	20		16	13	2		11	11	11		0	0	0	

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #7: SEVENTH/VIRGINIA



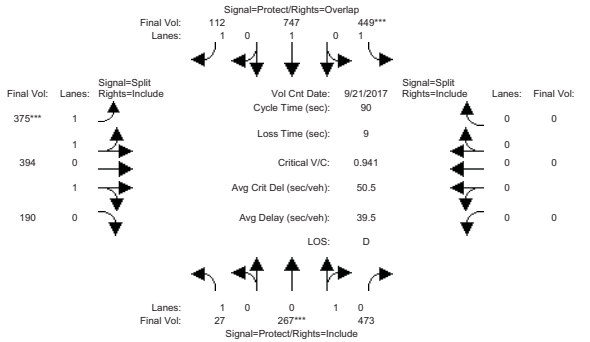
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 21 Sep 2017 << 4:00-5:00PM																
Base Vol:	6	215	409		389	550	91		210	328	112		0	0	0	
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:	6	215	409		389	550	91		210	328	112		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	0	52	64		60	197	0		144	60	66		0	0	0	
Initial Fut:	6	267	473		449	747	91		354	388	178		0	0	0	
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:	6	267	473		449	747	91		354	388	178		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	267	473		449	747	91		354	388	178		0	0	0	
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:	6	267	473		449	747	91		354	388	178		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.95	0.95		0.92	1.00	0.92		0.92	0.95	0.95		0.92	1.00	0.92	
Lanes:	1.00	0.36	0.64		1.00	1.00	1.00		1.17	1.26	0.57		0.00	0.00	0.00	
Final Sat.:	1750	649	1151		1750	1900	1750		2058	2256	1035		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.41	0.41		0.26	0.39	0.05		0.17	0.17	0.17		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green Time:	10.6	39.7	39.7		24.8	53.8	70.4		16.6	16.6	16.6		0.0	0.0	0.0	
Volume/Cap:	0.03	0.93	0.93		0.93	0.66	0.07		0.93	0.93	0.93		0.00	0.00	0.00	
Delay/Veh:	35.2	41.7	41.7		57.1	13.4	2.3		51.3	51.3	51.3		0.0	0.0	0.0	
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:	35.2	41.7	41.7		57.1	13.4	2.3		51.3	51.3	51.3		0.0	0.0	0.0	
LOS by Move:	D	D	D		E	B	A		D	D	D		A	A	A	
DesignQueue:	0	25	25		19	17	1		14	14	14		0	0	0	

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj PM

Intersection #7: SEVENTH/VIRGINIA



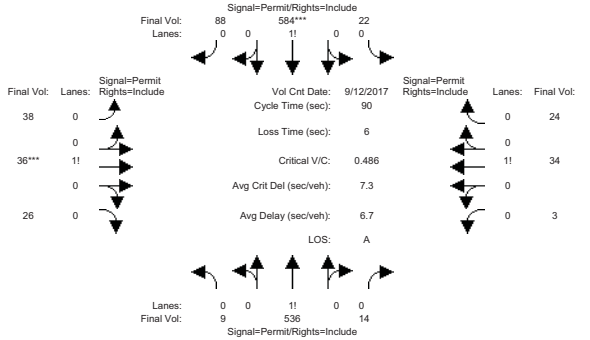
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10	10		7	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 21 Sep 2017 << 4:00-5:00PM																
Base Vol:	6	215	409		389	550	91		210	328	112		0	0	0	
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:	6	215	409		389	550	91		210	328	112		0	0	0	
Added Vol:	21	0	0		0	0	21		21	6	12		0	0	0	
ATI:	0	52	64		60	197	0		144	60	66		0	0	0	
Initial Fut:	27	267	473		449	747	112		375	394	190		0	0	0	
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:	27	267	473		449	747	112		375	394	190		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	27	267	473		449	747	112		375	394	190		0	0	0	
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:	27	267	473		449	747	112		375	394	190		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.95	0.95		0.92	1.00	0.92		0.92	0.95	0.95		0.92	1.00	0.92	
Lanes:	1.00	0.36	0.64		1.00	1.00	1.00		1.19	1.22	0.59		0.00	0.00	0.00	
Final Sat.:	1750	649	1151		1750	1900	1750		2092	2198	1060		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.41	0.41		0.26	0.39	0.06		0.18	0.18	0.18		0.00	0.00	0.00	
Crit Moves:		****			****				****							
Green Time:	10.5	39.3	39.3		24.5	53.3	70.5		17.1	17.1	17.1		0.0	0.0	0.0	
Volume/Cap:	0.13	0.94	0.94		0.94	0.66	0.08		0.94	0.94	0.94		0.00	0.00	0.00	
Delay/Veh:	35.9	43.4	43.4		59.0	13.8	2.3		51.9	51.9	51.9		0.0	0.0	0.0	
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:	35.9	43.4	43.4		59.0	13.8	2.3		51.9	51.9	51.9		0.0	0.0	0.0	
LOS by Move:	D	D	D		E	B	A		D	D	D		A	A	A	
DesignQueue:	1	25	25		19	17	1		14	14	14		0	0	0	

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #8: MARTHA/SEVENTH



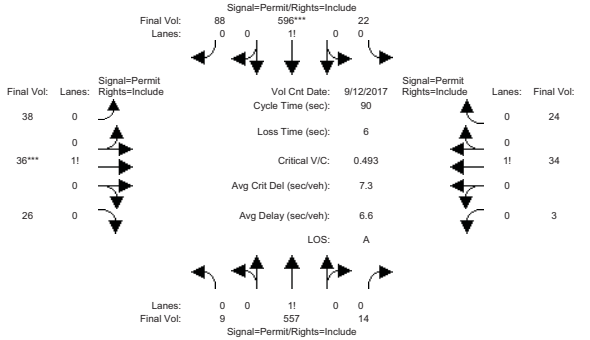
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 4:15-5:15PM												
Base Vol:	9	536	14	22	584	88	38	36	26	3	34	24
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	536	14	22	584	88	38	36	26	3	34	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	536	14	22	584	88	38	36	26	3	34	24
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	536	14	22	584	88	38	36	26	3	34	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	536	14	22	584	88	38	36	26	3	34	24
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	536	14	22	584	88	38	36	26	3	34	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.02	0.96	0.02	0.03	0.84	0.13	0.38	0.36	0.26	0.05	0.56	0.39
Final Sat.:	28	1678	44	55	1473	222	665	630	455	86	975	689
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.40	0.40	0.40	0.06	0.06	0.06	0.03	0.03	0.03
Crit Moves:					****			****				
Green Time:	73.4	73.4	73.4	73.4	73.4	73.4	10.6	10.6	10.6	10.6	10.6	10.6
Volume/Cap:	0.39	0.39	0.39	0.49	0.49	0.49	0.49	0.49	0.49	0.30	0.30	0.30
Delay/Veh:	2.4	2.4	2.4	2.8	2.8	2.8	39.0	39.0	39.0	37.1	37.1	37.1
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:	2.4	2.4	2.4	2.8	2.8	2.8	39.0	39.0	39.0	37.1	37.1	37.1
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
DesignQueue:	6	6	6	8	8	8	5	5	5	3	3	3

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj PM

Intersection #8: MARTHA/SEVENTH



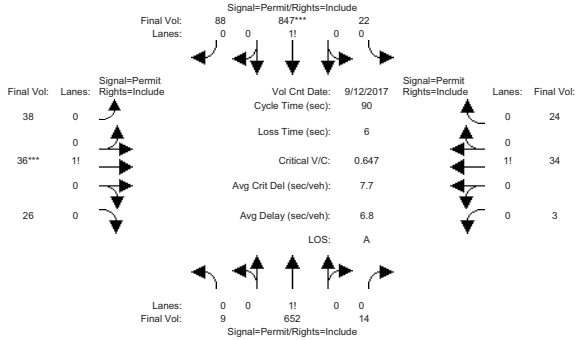
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 4:15-5:15PM												
Base Vol:	9	536	14	22	584	88	38	36	26	3	34	24
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	536	14	22	584	88	38	36	26	3	34	24
Added Vol:	0	21	0	0	12	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	557	14	22	596	88	38	36	26	3	34	24
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	557	14	22	596	88	38	36	26	3	34	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	557	14	22	596	88	38	36	26	3	34	24
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	557	14	22	596	88	38	36	26	3	34	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.02	0.96	0.02	0.03	0.85	0.12	0.38	0.36	0.26	0.05	0.56	0.39
Final Sat.:	27	1681	42	55	1477	218	665	630	455	86	975	689
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.40	0.40	0.40	0.06	0.06	0.06	0.03	0.03	0.03
Crit Moves:					****			****				
Green Time:	73.6	73.6	73.6	73.6	73.6	73.6	10.4	10.4	10.4	10.4	10.4	10.4
Volume/Cap:	0.41	0.41	0.41	0.49	0.49	0.49	0.49	0.49	0.49	0.30	0.30	0.30
Delay/Veh:	2.4	2.4	2.4	2.8	2.8	2.8	39.2	39.2	39.2	37.3	37.3	37.3
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:	2.4	2.4	2.4	2.8	2.8	2.8	39.2	39.2	39.2	37.3	37.3	37.3
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
DesignQueue:	6	6	6	8	8	8	5	5	5	3	3	3

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #8: MARTHA/SEVENTH



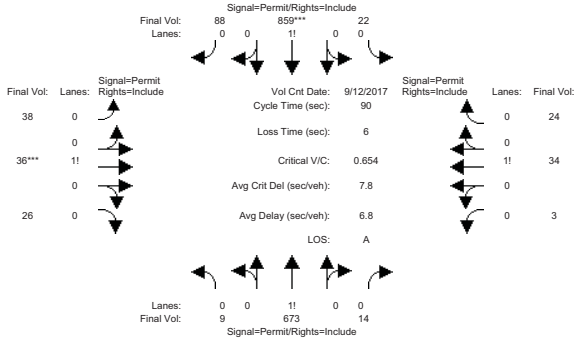
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 4:15-5:15PM												
Base Vol:	9	536	14	22	584	88	38	36	26	3	34	24
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	536	14	22	584	88	38	36	26	3	34	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI (interp:	0	116	0	0	263	0	0	0	0	0	0	0
Initial Fut:	9	652	14	22	847	88	38	36	26	3	34	24
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	652	14	22	847	88	38	36	26	3	34	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	652	14	22	847	88	38	36	26	3	34	24
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	652	14	22	847	88	38	36	26	3	34	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.01	0.97	0.02	0.02	0.89	0.09	0.38	0.36	0.26	0.05	0.56	0.39
Final Sat.:	23	1690	36	40	1549	161	665	630	455	86	975	689
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.55	0.55	0.55	0.06	0.06	0.06	0.03	0.03	0.03
Crit Moves:					****			****				
Green Time:	74.0	74.0	74.0	74.0	74.0	74.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.47	0.47	0.47	0.67	0.67	0.67	0.51	0.51	0.51	0.31	0.31	0.31
Delay/Veh:	2.6	2.6	2.6	4.3	4.3	4.3	40.1	40.1	40.1	37.8	37.8	37.8
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:	2.6	2.6	2.6	4.3	4.3	4.3	40.1	40.1	40.1	37.8	37.8	37.8
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
DesignQueue:	7	7	7	11	11	11	5	5	5	3	3	3

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj PM

Intersection #8: MARTHA/SEVENTH



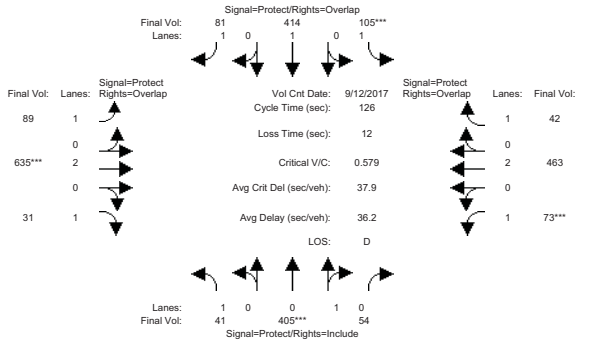
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 4:15-5:15PM												
Base Vol:	9	536	14	22	584	88	38	36	26	3	34	24
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	536	14	22	584	88	38	36	26	3	34	24
Added Vol:	0	21	0	0	12	0	0	0	0	0	0	0
ATI (interp:	0	116	0	0	263	0	0	0	0	0	0	0
Initial Fut:	9	673	14	22	859	88	38	36	26	3	34	24
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	673	14	22	859	88	38	36	26	3	34	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	673	14	22	859	88	38	36	26	3	34	24
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	673	14	22	859	88	38	36	26	3	34	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	0.01	0.97	0.02	0.02	0.89	0.09	0.38	0.36	0.26	0.05	0.56	0.39
Final Sat.:	23	1692	35	40	1551	159	665	630	455	86	975	689
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.55	0.55	0.55	0.06	0.06	0.06	0.03	0.03	0.03
Crit Moves:					****			****				
Green Time:	74.0	74.0	74.0	74.0	74.0	74.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.48	0.48	0.48	0.67	0.67	0.67	0.51	0.51	0.51	0.31	0.31	0.31
Delay/Veh:	2.6	2.6	2.6	4.5	4.5	4.5	40.1	40.1	40.1	37.8	37.8	37.8
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:	2.6	2.6	2.6	4.5	4.5	4.5	40.1	40.1	40.1	37.8	37.8	37.8
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
DesignQueue:	8	8	8	11	11	11	5	5	5	3	3	3

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #9: KEYES/SEVENTH



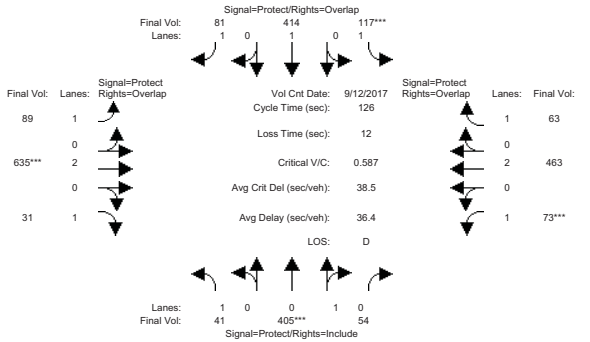
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 4:30-5:30PM												
Base Vol:	41	405	54	105	414	81	89	635	31	73	463	42
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:	41	405	54	105	414	81	89	635	31	73	463	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	405	54	105	414	81	89	635	31	73	463	42
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:	41	405	54	105	414	81	89	635	31	73	463	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	405	54	105	414	81	89	635	31	73	463	42
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:	41	405	54	105	414	81	89	635	31	73	463	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.88	0.12	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1588	212	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.06	0.22	0.05	0.05	0.17	0.02	0.04	0.12	0.02
Crit Moves:		****		****				****		****		
Green Time:	13.9	55.5	55.5	13.1	54.6	68.9	14.2	36.4	50.3	9.1	31.2	44.3
Volume/Cap:	0.21	0.58	0.58	0.58	0.50	0.08	0.45	0.58	0.04	0.58	0.49	0.07
Delay/Veh:	51.6	27.6	27.6	58.5	26.3	13.6	53.9	39.1	23.2	63.2	41.0	27.2
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:	51.6	27.6	27.6	58.5	26.3	13.6	53.9	39.1	23.2	63.2	41.0	27.2
LOS by Move:	D	C	C	E	C	B	D	D	C	E	D	C
DesignQueue:	3	20	20	7	17	3	6	17	1	5	13	2

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Exist + Proj PM

Intersection #9: KEYES/SEVENTH



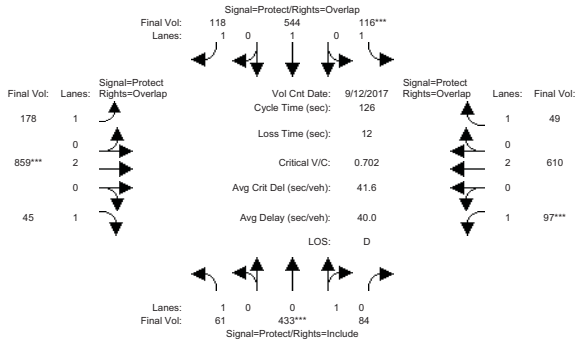
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 4:30-5:30PM												
Base Vol:	41	405	54	105	414	81	89	635	31	73	463	42
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:	41	405	54	105	414	81	89	635	31	73	463	42
Added Vol:	0	0	0	12	0	0	0	0	0	0	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	405	54	117	414	81	89	635	31	73	463	63
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:	41	405	54	117	414	81	89	635	31	73	463	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	405	54	117	414	81	89	635	31	73	463	63
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:	41	405	54	117	414	81	89	635	31	73	463	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.88	0.12	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1588	212	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.07	0.22	0.05	0.05	0.17	0.02	0.04	0.12	0.04
Crit Moves:		****		****				****		****		
Green Time:	14.0	54.8	54.8	14.4	55.1	69.1	14.0	35.9	49.9	9.0	30.8	45.2
Volume/Cap:	0.21	0.59	0.59	0.59	0.50	0.08	0.46	0.59	0.04	0.59	0.50	0.10
Delay/Veh:	51.5	28.2	28.2	57.5	26.0	13.5	54.1	39.5	23.4	63.8	41.4	27.0
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:	51.5	28.2	28.2	57.5	26.0	13.5	54.1	39.5	23.4	63.8	41.4	27.0
LOS by Move:	D	C	C	E	C	B	D	D	C	E	D	C
DesignQueue:	3	21	21	8	17	3	6	17	1	5	13	3

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

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

Intersection #9: KEYES/SEVENTH



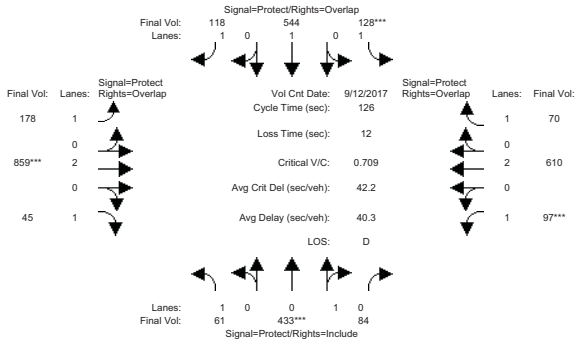
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 Sep 2017 << 4:30-5:30PM												
Base Vol:	41	405	54	105	414	81	89	635	31	73	463	42
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:	41	405	54	105	414	81	89	635	31	73	463	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	20	28	30	11	130	37	89	224	14	24	147	7
Initial Fut:	61	433	84	116	544	118	178	859	45	97	610	49
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:	61	433	84	116	544	118	178	859	45	97	610	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	433	84	116	544	118	178	859	45	97	610	49
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:	61	433	84	116	544	118	178	859	45	97	610	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.84	0.16	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1508	292	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.07	0.29	0.07	0.10	0.23	0.03	0.06	0.16	0.03
Crit Moves:		****		****				****		****		
Green Time:	10.3	51.6	51.6	11.9	53.2	72.8	19.6	40.6	50.9	10.0	30.9	42.8
Volume/Cap:	0.43	0.70	0.70	0.70	0.68	0.12	0.65	0.70	0.06	0.70	0.65	0.08
Delay/Veh:	57.1	33.9	33.9	68.0	31.9	12.1	55.6	39.3	23.0	71.5	44.4	28.3
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:	57.1	33.9	33.9	68.0	31.9	12.1	55.6	39.3	23.0	71.5	44.4	28.3
LOS by Move:	E	C	C	E	C	B	E	D	C	E	D	C
DesignQueue:	4	24	24	8	24	4	12	22	2	7	17	2

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

295 E. Virginia Street Residential
San Jose, CA
301 Studio Apartment Units

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Bkgrnd + Proj PM

Intersection #9: KEYES/SEVENTH



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	10	7	10	10	7	10	10	7	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: 12 Sep 2017 << 4:30-5:30PM												
Base Vol:	41	405	54	105	414	81	89	635	31	73	463	42
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:	41	405	54	105	414	81	89	635	31	73	463	42
Added Vol:	0	0	0	12	0	0	0	0	0	0	0	21
ATI:	20	28	30	11	130	37	89	224	14	24	147	7
Initial Fut:	61	433	84	128	544	118	178	859	45	97	610	70
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:	61	433	84	128	544	118	178	859	45	97	610	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	433	84	128	544	118	178	859	45	97	610	70
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:	61	433	84	128	544	118	178	859	45	97	610	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.84	0.16	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1508	292	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.07	0.29	0.07	0.10	0.23	0.03	0.06	0.16	0.04
Crit Moves:		****		****				****		****		
Green Time:	10.4	51.0	51.0	13.0	53.6	73.0	19.4	40.1	50.6	9.8	30.6	43.6
Volume/Cap:	0.42	0.71	0.71	0.71	0.67	0.12	0.66	0.71	0.06	0.71	0.66	0.12
Delay/Veh:	56.9	34.6	34.6	67.0	31.4	12.0	56.2	39.8	23.2	72.5	44.8	28.2
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:	56.9	34.6	34.6	67.0	31.4	12.0	56.2	39.8	23.2	72.5	44.8	28.2
LOS by Move:	E	C	C	E	C	B	E	D	C	E	D	C
DesignQueue:	4	25	25	9	24	4	12	22	2	7	17	4

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

Appendix E

Supplemental Traffic Analysis for the Project Alternative

Hexagon Transportation Consultants, Inc.

Memorandum

Date: April 16, 2018

To: Kristy Weis, David J. Powers & Associates

From: Brian Jackson

Subject: Supplemental Traffic Analysis for the 295 E. Virginia Street Senior Housing Project in San Jose, CA

Hexagon Transportation Consultants, Inc. completed a Transportation Impact Analysis (TIA) in October 2017 for a proposed residential development located at 295 E. Virginia Street in San Jose, California. The 1.23-acre project site is bordered by I-280 on the north, S. Seventh Street on the east, E. Virginia Street on the south, and S. Sixth Street on the west. The currently vacant site previously was occupied by AmeriGas (propane gas station).

The October 2017 traffic study analyzed a project consisting of 301 studio apartment units. The current project consists of 301 affordable senior housing units. This supplemental traffic analysis is intended to address the reduction in trip generation and reduced parking requirement as a result of changing the project from studio apartments to senior apartments. Vehicle access to the project site would still be provided via a single driveway on E. Virginia Street.

Project Trip Generation

Based on the trip generation estimates contained in the October 2017 traffic study, 301 studio apartment units were estimated to generate 151 net trips (30 inbound and 121 outbound) during the AM peak hour and 183 net trips (119 inbound and 64 outbound) during the PM peak hour (see Table 1).

Table 1
Trip Generation Estimates for Apartment

				AM Peak Hour				PM Peak Hour			
Land Use	Size	Daily Rate	Daily Trips	Pk-Hr Rate	In	Out	Total	Pk-Hr Rate	In	Out	Total
Apartments [1]	301 units	6.65	2,002	0.51	31	123	154	0.62	121	66	187
Transit Reduction [2]			(40)		(1)	(2)	(3)		(2)	(2)	(4)
Net New Trips:			**1,962**		**30**	**121**	**151**		**119**	**64**	**183**

Notes:
[1] Rates based on ITE Land Use Code 220 (Apartment), average rates used.
[2] A 2% transit reduction was applied, since the residential project site is located within 2,000 feet of a major bus stop. (Santa Clara VTA TIA Guidelines, October 2014)
Source: ITE *Trip Generation Manual*, 9th Edition, 2012.

In contrast, 301 senior housing units are estimated to generate 59 net trips (20 inbound and 39 outbound) during the AM peak hour and 73 net trips (40 inbound and 33 outbound) during the PM peak hour (see Table 2). This equates to 92 fewer AM peak hour trips and 110 fewer PM peak hour trips compared to standard apartment units. Thus, the currently proposed affordable senior housing development would have much less of a traffic impact on the surrounding roadway network than typical studio apartment units.

Table 2
Trip Generation Estimates for Senior Housing

				AM Peak Hour				PM Peak Hour			
Land Use	Size	Daily Rate	Daily Trips	Pk-Hr Rate	In	Out	Total	Pk-Hr Rate	In	Out	Total
Senior Housing [1]	301 units	3.44	1,035	0.20	20	40	60	0.25	41	34	75
Transit Reduction [2]			(21)		(0)	(1)	(1)		(1)	(1)	(2)
Net New Trips:			**1,014**		**20**	**39**	**59**		**40**	**33**	**73**

Notes:
[1] Rates based on ITE Land Use Code 252 (Senior Adult Housing - Attached), average rates used.
[2] A 2% transit reduction was applied, since the residential project site is located within 2,000 feet of a major bus stop. (Santa Clara VTA TIA Guidelines, October 2014)
Source: ITE *Trip Generation Manual*, 9th Edition, 2012.

Off-Street Parking Requirement for Senior Housing

On October 9, 2015 Assembly Bill 744 (AB 744) was signed by Governor Brown which prevents local jurisdictions from imposing vehicular parking requirements higher than those established by the legislation, upon the request of a developer, provided that the project includes enumerated percentages of affordable or senior housing and is located near designated public transit. As it relates to senior housing, AB 744 states that if the development is a for-rent housing development for individuals who are 62 years of age or older and the development complies with Sections 51.2 and 51.3 of the California Civil Code (these sections define accessible housing for senior citizens), the parking ratio shall not exceed 0.5 spaces per unit. It also states that the development must have either paratransit service or unobstructed access, within one-half mile, to fixed bus route service that operates at least eight times per day.

The study area is served by five local bus routes, with headways varying between approximately 15 minutes and 20 minutes. Local routes 25, 66, 68, 73 and 82 operate along First Street, Tenth Street, Eleventh Street, and Keyes Street/Willow Street/Story Road. All five local bus routes have stops within ½ mile of the project site. Thus, the transit requirement described above would be met.

Based on a parking ratio of 0.5 spaces per unit, 301 senior housing units would require 151 off-street parking spaces. Since the project is proposing to provide 153 parking spaces, this requirement would be met. Thus, additional parking reduction strategies, such as Transportation Demand Management (TDM) measures, would not be required to meet the parking requirement of the senior housing project.

Conclusions

The currently proposed affordable senior housing development would have less of a traffic impact on the surrounding roadway network than the previously proposed studio apartment units, and the project would meet the off-street parking requirement for senior housing per the State of California parking requirements (AB 744).