APPENDIX F
LOCAL TRANSPORTATION ANALYSIS

Hexagon Transportation Consultants, Inc.

Memorandum

Date: January 28, 2019

To: Brian Lee, City of San Jose

From: Robert Del Rio, T.E.

Subject: 292 Stockton Avenue Hotel and Condominiums Local Transportation Analysis

Hexagon Transportation Consultants, Inc. has completed a Local Transportation Analysis (LTA) for the proposed 292 Stockton Avenue Hotel Development in Downtown San Jose. The currently vacant site is bounded by Stockton Avenue on the west, Julian Street on the north, Union Pacific Railroad right-of-way to the east, and a commercial/industrial building on the south. The project, as proposed, will consist of a 311-room hotel and 19 condominium units. A total of 194 parking stalls will be provided on-site within three below-ground parking levels. Automobile lift parking and tandem parking spaces are being proposed within the third below-ground parking level. Access to the project site will be provided by one two-way driveway located on Stockton Avenue.

The project site is located within the Downtown Growth Area Boundary, for which an Environmental Impact Report (EIR), *Downtown San Jose Strategy Plan 2040 (DTS 2040)*, has been completed and approved. With adoption of DTS 2040, this project is covered under DTS 2040 and no CEQA transportation analysis is required. The project, however, must perform an LTA to identify operational issues. This traffic analysis is intended to satisfy the City's request.

Scope of Study

The purpose of the LTA was to identify any potential operational issues that could occur as a result of the project and to recommend necessary improvements to ensure adequate access to the site is provided. Based on the proposed project size, location, and design characteristics, site-generated traffic was estimated. Vehicular site access was evaluated based on the proposed driveway locations. Truck access, including trash pickup and loading activities, was evaluated. Parking and on-site vehicular circulation also was analyzed. Lastly, bicycle and pedestrian access and circulation on adjacent roadways were evaluated.

Existing Conditions

This section describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project site is provided by State Route 87. Local site access is provided by Stockton Avenue, Julian Street, Santa Clara Street, and The Alameda. The SR-87 freeway and local roadways are described below.

SR 87 is primarily a six-lane freeway (four mixed-flow lanes and two HOV lanes) that is aligned in a north-south orientation within the project vicinity. SR 87 begins at its interchange with SR 85 and extends northward, terminating at its junction with US 101. SR 87 provides access to US 101 and I-280/I-680. Access to and from the site is provided via ramps at W. Julian Street.

Stockton Avenue is generally a two-lane north-south street that runs between the College Park Caltrain Station and The Alameda. Bike lanes are provided along both sides of Stockton Avenue along its entire extent. Stockton Avenue runs along the west project frontage and provides direct access to the project site. Parking is prohibited along the Stockton Street project frontage.

Julian Street is a two-lane east-west street between The Alameda and Montgomery Street then transitions to a four-lane street east of Montgomery Street. An interchange with SR-87 is located east of Almaden Boulevard. Julian Street runs along the north project frontage and project site access is provided via Stockton Avenue. Parking is prohibited along the Julian Street project frontage.

Santa Clara Street is an east-west four-lane street located south of the project site. It extends as West Santa Clara Street from First Street westward to Stockton Avenue where it transitions into The Alameda. East of First Street, it extends eastward as East Santa Clara Street to US-101 where it transitions into Alum Rock Avenue. Site access is provided via Stockton Avenue.

The Alameda (State Route 82) is generally a four-lane north-south arterial that runs from Santa Clara University to Stockton Avenue where it becomes Santa Clara Street. Site access is provided via Julian Street and Stockton Avenue.

Existing Bicycle and Pedestrian Facilities

Pedestrian facilities in the study area consist mostly of sidewalks along most of the surrounding streets, including the project frontage along Stockton Avenue. Between Stockton Avenue and Montgomery Street, a continuous sidewalk is available only along the north side of Julian Street. The sidewalk located along the north project frontage (south side of Julian Street) ends approximately 130 feet east of the Stockton Avenue/Julian Street intersection. Pedestrian push buttons and crosswalks are present along the east, north, and west legs of the Stockton Avenue/Julian Street intersection. Overall, the existing sidewalks have good connectivity and provide pedestrians with safe routes to the surrounding pedestrian destinations in the area. Existing pedestrian facilities are shown on Figure 1.

In the vicinity of the project site, bike lanes are found along the following roadways:

- Stockton Avenue
- Julian Street, west of Stockton Avenue
- Autumn Parkway
- Coleman Avenue, west of Santa Teresa Street
- Santa Clara Street, east of Stockton Avenue
- San Fernando Street
- Park Avenue
- Race Street, north of Park Avenue and south of San Carlos Street

Figure 1
Existing Pedestrian Facilities

Designated bike routes marked with shared bike lane pavement marking and/or signage are found along the following roadways:

- The Alameda, between Lenzen Avenue and Stockton Avenue
- St. John Street, east of the Guadalupe River Trail

The existing bicycle facilities are shown on Figure 2.

Guadalupe River Park Trail

The Guadalupe River multi-use trail system runs through the City of San Jose along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. The nearest access point to the Guadalupe River Trail is provided via a trailhead at the northeast corner of the Autumn Parkway and Julian Street intersection, approximately 300 feet east from the project site.

Ford GoBike Bike Share

The City of San Jose participates in the Ford GoBike bike share program that allows users to rent and return bicycles at various locations. Bike share bikes can only be rented and returned at designated stations throughout the downtown area. The nearest bike share station is located less than 800 feet west from the project site at the northeast corner of the Morrison Avenue/Julian Street intersection. An additional bikeshare station is located on The Alameda, 200 feet west of Stockton Avenue.

Existing Transit Services

Existing transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA, Caltrain, Altamont Commuter Express (ACE), and Amtrak. The project site is located approximately 0.35-mile from the Diridon Transit Center located on Cahill Street. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center. Figure 3 shows the existing transit facilities.

Bus Service

Existing bus services serving the vicinity of the project site are listed in Table 1, including their route descriptions and commute hour headways. The closest bus stops are located near the intersection of Stockton Avenue/The Alameda. Additional local and express bus routes make stops at the Diridon Transit Center where services to regional destinations are provided by VTA express bus routes 168, 181, and the Amtrak Highway 17 Express. VTA rapid bus route 522 stops at the SAP Center and provides service between Palo Alto and East San Jose with 12-minute headways.

The VTA also provides a shuttle service within the downtown area. The Downtown Area Shuttle (DASH) provides shuttle service from the Diridon Transit Center to San Jose State University, and the Paseo De San Antonio and Convention Center LRT stations via E. San Fernando and E. San Carlos Streets. The nearest DASH bus stop is located at the Diridon Transit Center.

VTA Light Rail Transit (LRT) Service

The Santa Clara Valley Transportation Authority (VTA) currently operates the 42.2-mile VTA light rail line system extending from south San Jose through downtown to the northern areas of San Jose, Santa Clara, Milpitas, Mountain View and Sunnyvale. The service operates nearly 24-hours a day with 15-minute headways during much of the day. The Mountain View–Winchester LRT line is accessible from the Diridon Transit Center located along Laurel Grove Lane approximately 0.5-mile south of the project site. A transfer point to the Alum Rock–Santa Teresa line is provided at the Convention Center station.

Figure 2
Existing Bicycle Facilities

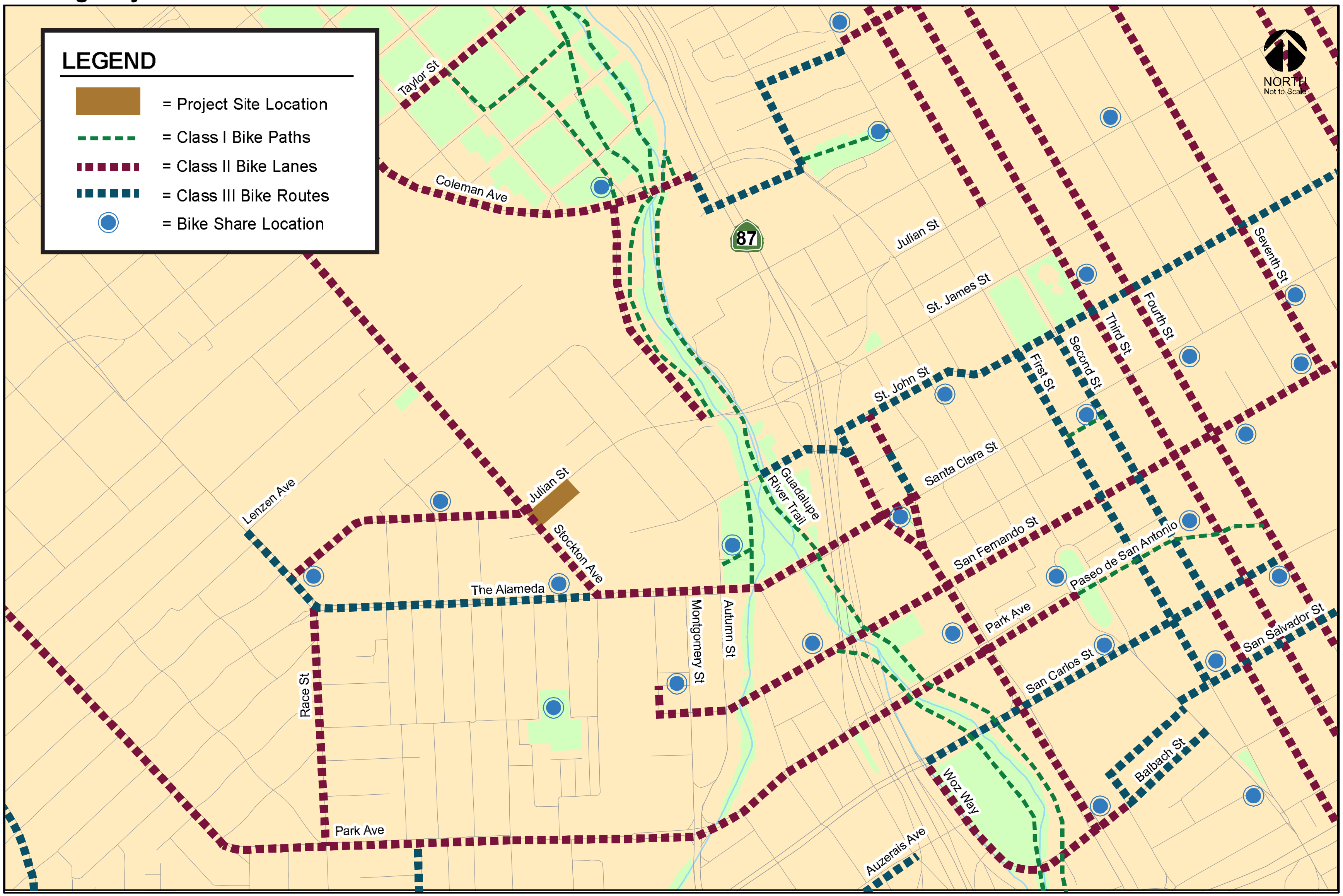


Figure 3
Existing Transit Facilities

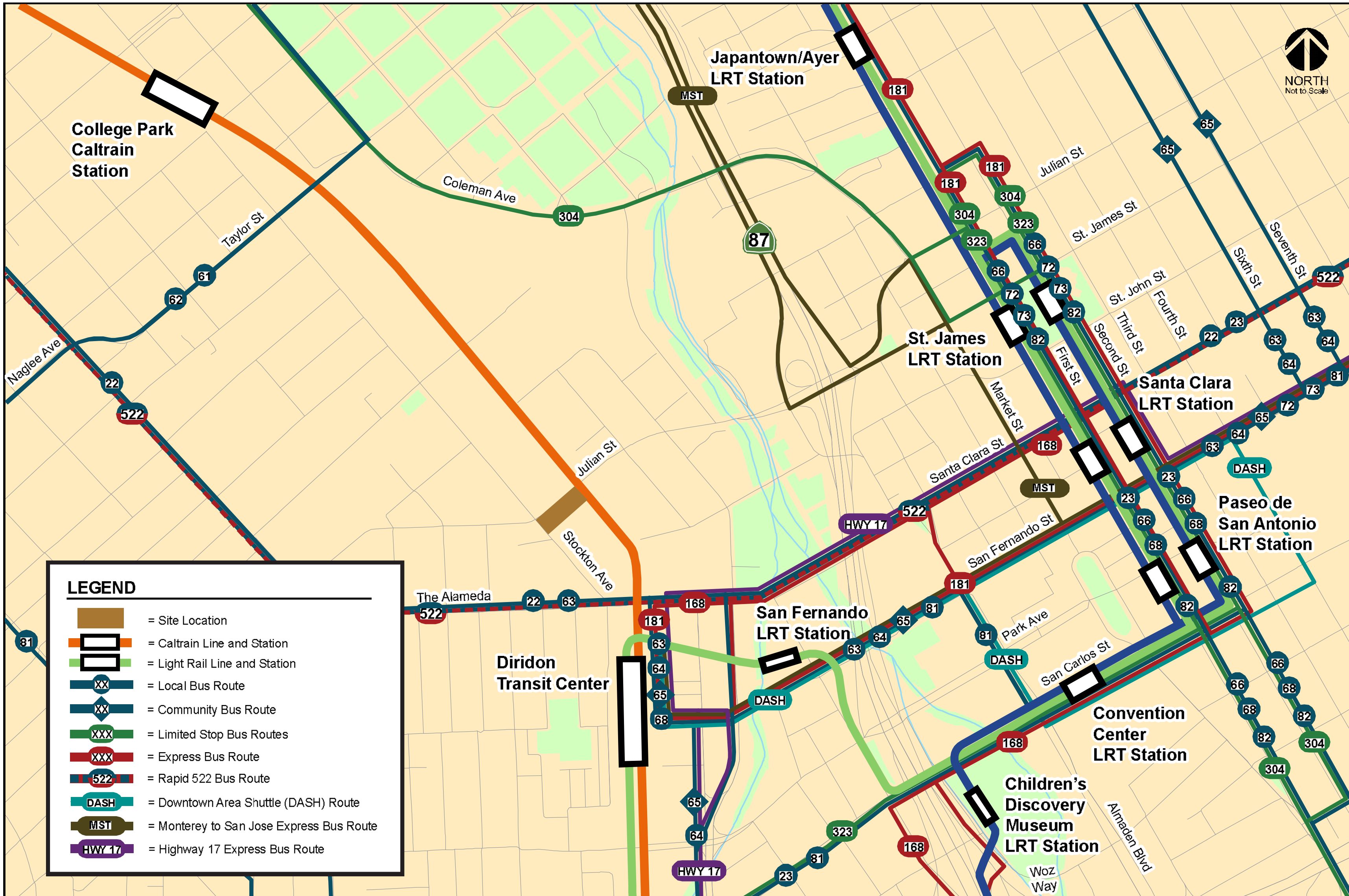


Table 1
Existing Bus Service Near the Project Site

Bus Route	Route Description	Hours of Operation	Headway[1]
Local Route 22	Palo Alto Transit Center to Eastridge Transit Center via El Camino	3:20 AM - 4:15 AM	15 min
Local Route 63	Almaden Expwy. & Camden to San Jose State University	6:15 AM - 10:24 PM	30 - 45 min
Local Route 64	Almaden LRT Station to McKee & White via Downtown San Jose	5:20 AM - 11:20 PM	12 - 30 min
Local Route 65	Kooser & Blossom Hill to 13th & Hedding	5:45 AM - 7:54 PM	45 - 55 min
Local Route 68	Gilroy Transit Center to San Jose Diridon Station	4:00 AM - 1:25 AM	15 - 20 min
Express Route 168	Gilroy Transit Center to San Jose Diridon Station	5:30 - 8:55 AM, 3:40 - 7:05 PM	20 - 30 min
Express Route 181	Fremont BART Station to San Jose Diridon Station	5:30 AM - 12:40 AM	15 min
Rapid Route 522	Palo Alto Transit Center to Eastridge Transit Center	4:40 AM - 11:45 PM	12 min
Hwy 17 Express	Downtown Santa Cruz / Scotts Valley to Downtown San Jose	4:40 AM - 11:40 PM	15 - 30 min
DASH (201)	Downtown Area Shuttle	6:35 AM - 9:30 PM	5 - 10 min

Notes:
[1] Approximate headways during peak commute periods.

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain, which currently operates 92 weekday trains that carry approximately 47,000 riders on an average weekday. The project site is located about 3/4-mile from the San Jose Diridon station. The Diridon station provides 581 parking spaces, as well as 16 bike racks, 48 bike lockers, and 27 Ford GoBike bike share docks. Trains stop frequently at the Diridon station between 4:28 AM and 10:30 PM in the northbound direction, and between 6:31 AM and 1:38 AM in the southbound direction. Caltrain provides passenger train service seven days a week and provides extended service to Morgan Hill and Gilroy during commute hours.

Altamont Commuter Express Service (ACE)

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

Amtrak Service

Amtrak provides daily commuter passenger train service along the 170-mile Capitol Corridor between the Sacramento region and the Bay Area, with stops in San Jose, Santa Clara, Fremont, Hayward, Oakland, Emeryville, Berkeley, Richmond, Martinez, Suisun City, Davis, Sacramento, Roseville, Rocklin, and Auburn. The Capitol Corridor trains stop at the San Jose Diridon Station eight times during the weekdays between approximately 7:38 AM and 11:55 PM in the westbound direction. In the eastbound direction, Amtrak stops at the Diridon Station seven times during the weekdays between 6:40 AM and 7:15 PM.

Project Trip Generation

The trip generation analysis estimates the number of external vehicle-trips generated by the proposed project. Baseline (or gross) vehicle-trips were estimated by using average vehicle-trip rates from the *ITE Trip Generation Manual, 10th Edition* for the Hotel and Multifamily Housing (Mid-Rise) land uses. Reductions to vehicle-trips account for the predicted vehicle mode share of the project, implementation of VMT strategies or site characteristics, and credit due to trips generated by an existing use on the project site.

Location-Based Adjustment

The location-based adjustment reflects the project's vehicle mode share based on the place type in which the project is located per the San Jose Travel Demand Model. The project's place type was obtained from the *San Jose VMT Evaluation Tool.* Based on the Tool, the project site is located within a designated urban low-transit area. Therefore, the baseline project trips were adjusted to reflect an urban low-transit mode share. Urban low-transit is characterized as an area with good accessibility, low vacancy, and middle-aged housing stock. Hotel and residential uses within urban low-transit areas have a vehicle mode share of 87 percent. Thus, a 13 percent reduction was applied to trips generated by the proposed project

Net Project Trip Generation

Based on the trip generation rates and reductions, it is estimated that the proposed project would generate 2,738 daily trips, with 134 trips (77 inbound and 57 outbound) occurring during the AM peak hour and 170 trips (87 inbound and 83 outbound) occurring during the PM peak hour. The trip generation estimates for the proposed project are shown in Table 2.

It should be noted that the proposed project is located within the Downtown Growth Area. The Downtown Growth Area land use designation is characterized by mixed land uses and high-rise buildings that create opportunities for multi-modal travel and strong transit demand. In addition, the availability of bicycle lanes and sidewalks throughout downtown and the project's proximity to major transit services will provide for and encourage the use of multi-modal travel options (bicycling and walking), and reduce the use of single-occupant automobile travel. Therefore, the estimates of trips to be generated by the proposed project as presented and evaluated within this study may represent an over-estimation of traffic and impacts associated with the proposed project. It is expected that the auto trips ultimately generated by the project would be less and any identified operational issues reduced with the use of the multi-modal transportation system within the Downtown area.

Project Trip Distribution and Trip Assignment

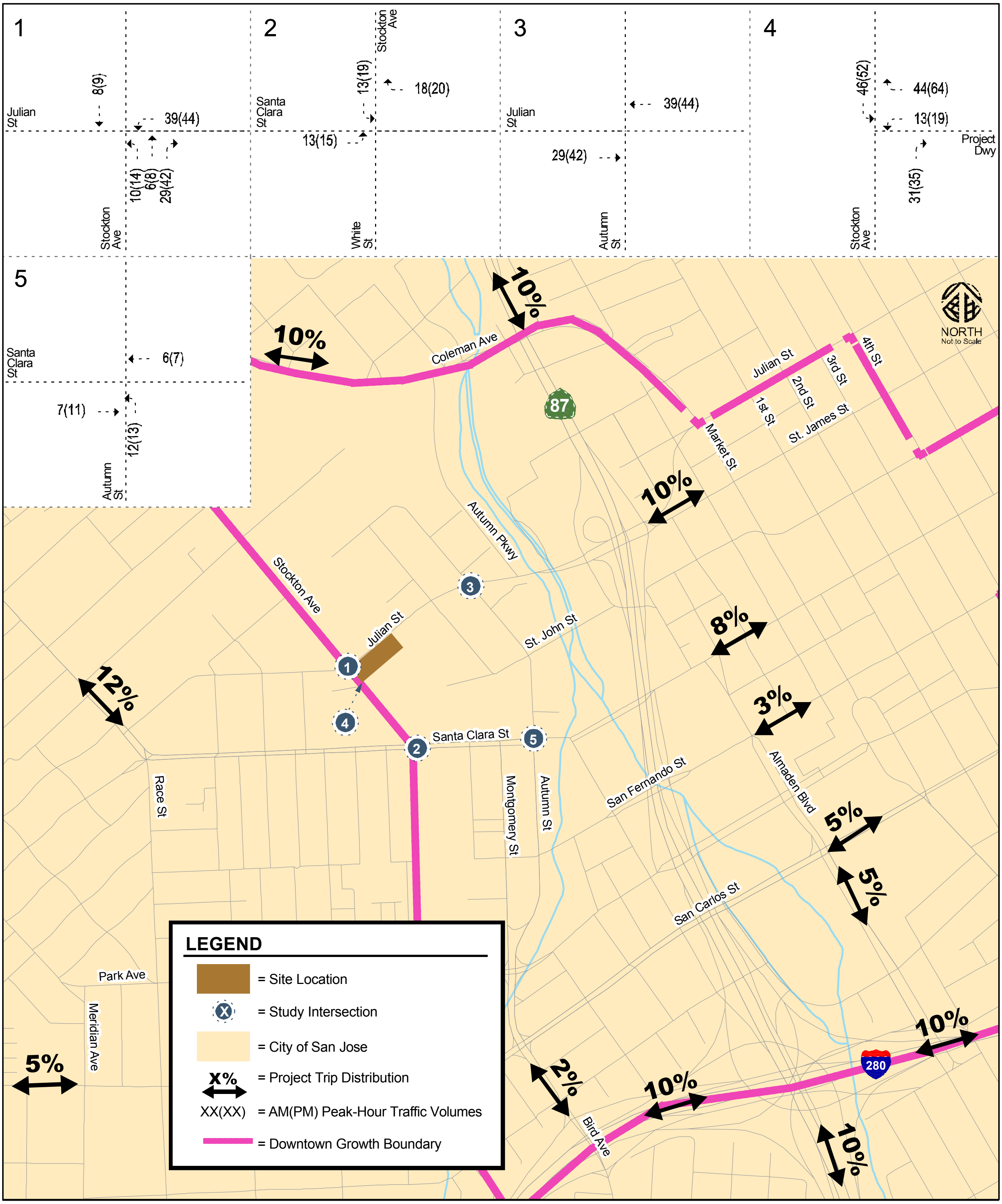
The trip distribution pattern for the project was based on previous traffic studies prepared for similar projects in downtown San Jose. The project trips were assigned to the roadway network based on the proposed project driveway locations, existing travel patterns in the area, freeway access, and the relative locations of complementary land uses. The project trip distribution patterns and trip assignments for the proposed hotel are shown on Figure 4. The trip assignment assumes that the project driveway would provide full-access from and to Stockton Avenue. However, as discussed later in this report, it is recommended that left-turns into and out of the project driveway be restricted from Stockton Avenue. It is likely that some guests of the proposed hotel will not be familiar with restrictions at the project driveway. Thus, guests arriving from Julian Street and southbound Stockton Avenue will need to continue south on Stockton Avenue past the project site to circulate back to the site via northbound Stockton Avenue. U-turns along Stockton Avenue will not be possible due to the limited roadway width and the presence of on-street parking on both sides of Stockton Avenue. Additionally, U-turns are not allowed at the intersection of Stockton Avenue with The Alameda/Santa Clara Street. Therefore, inbound guests originating from southbound Stockton Avenue will need to use surrounding local streets or parking lots to circulate back to northbound Stockton Avenue. A trip assignment with all inbound and outbound project trips utilizing northbound Stockton Avenue is provided later in this report.

Table 2
Project Trip Generation Estimates

		Trip		Daily		AM Peak Hour						PM Peak Hour					
	ITE Land	Reduction					Split		Trip				Split		Trip		
Land Use	Use Code	%	Size	Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Baseline Vehicle Trips																	
Hotel[1]	310		311 Rooms	8.36	2,600	0.47	59%	41%	86	60	146	0.60	51%	49%	95	92	187
Multifamily Housing (Mid-Rise)[1]	221		19 Dwelling Units	28.82	548	0.36	26%	74%	2	5	7	0.44	61%	39%	5	3	8
Sub-Total					*3,148*				*88*	*65*	*153*				*100*	*95*	*195*
Location-Based Adjustment																	
Urban Low Transit[2]		13%			-409				-11	-8	-19				-13	-12	-25
Net Project Trips					**2,738**				**77**	**57**	**134**				**87**	**83**	**170**

Notes:
[1] Source: ITE *Trip Generation Manual*, 10th Edition 2017
[2] Location-based vehicle mode share as shown in the San Jose *TIA Handbook*, March 2018 and determined using the City of San Jose VMT Evaluation Tool, May 2018.

Figure 4
Site Location, Study Intersections, Project Trip Distributions, and Project Trip Assignments



Vehicular Site Access and Circulation

A review of the project site plans was performed to determine if adequate site access and on-site circulation is provided and to identify any access issues that should be improved. This review is based on the site plans dated August 8, 2018 prepared by Architectural Dimensions, and in accordance with generally accepted traffic engineering standards and City of San Jose requirements. The street level site plan is shown on Figure 5. One two-way driveway will provide access to three below-ground parking levels and a truck loading space from Stockton Avenue.

Site Access

The project driveway providing two-way access to and from Stockton Avenue will be required to meet the City's minimum width of 26 feet for two-way driveways. The City typically requires parking structure entrances to be located at least 50 feet from the face of the curb in order to provide adequate stacking space for at least two inbound vehicles. However, inbound gates are not proposed at the project driveway. Therefore, queuing onto Stockton Avenue should not occur with the proposed on-site storage. The project trip assignment at the proposed project driveways are shown in Figure 5.

Sight Distance at the Driveway Serving the Project

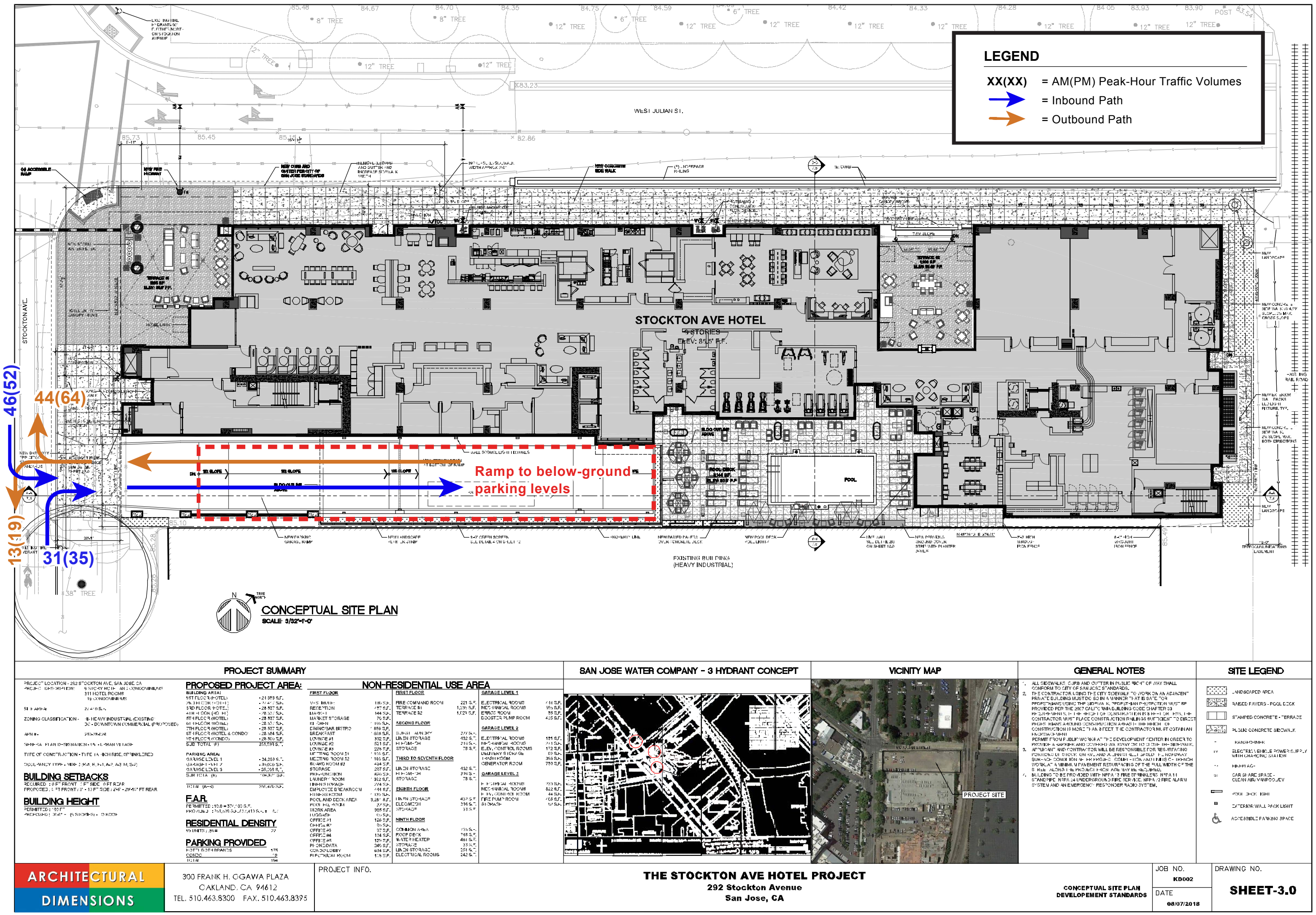
The driveways serving the project should be free and clear of obstructions, thereby ensuring that all exiting vehicles can see pedestrians on the sidewalk and vehicles travelling on Stockton Avenue. Adequate sight distance (sight distance triangles) should be provided at the driveway in accordance with Caltrans standards. Sight distance triangles should be measured approximately 10 feet back from the travelled way. Appropriate visible and/or audible warning signals should be provided at the project driveway to alert pedestrians and bicyclists of vehicles exiting the driveway.

Providing 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 Stockton Avenue, which has a speed limit of 30 miles per hour (mph), the Caltrans stopping sight distance is 200 feet. Thus, a driver must be able to see 200 feet south on Stockton Avenue when turning out of the project driveway to avoid a collision. Based on the proposed driveway location on Stockton Avenue, a clear line of sight of more than 500 feet is provided to the south. However, sight distance from the project driveway to the north will be restricted due to its close proximity to the Stockton Avenue/Julian Street intersection, that is located 65 feet to the north. It is not feasible to meet the Caltrans sight distance requirements to the north on Stockton Avenue. In addition, queued vehicles along northbound Stockton Avenue at the Julian Street traffic signal will restrict sight distance for left-turns out of the project driveway.

Driveway Operations

Access to the project driveway is constrained due to its proximity to the Stockton Avenue/Julian Street intersection, located only 65 feet north of the project driveway. There are currently no turn restrictions preventing left-turns from southbound Stockton Avenue into the project driveway. However, based on the results of the intersection queueing analysis (presented later in the report), the queue for the northbound left-turn movement on Stockton Avenue is projected to extend 75 feet south from the intersection and will extend past the proposed project driveway during both AM and PM peak hours. Therefore, it is likely that vehicles entering the project site will be inhibited by the northbound left-turn

Figure 5
Ground-Level Site Plan and Trips at Project Driveway



queue. This may result in the blockage of the southbound travel lane along Stockton Avenue and use of the bike lane as a bypass. Thus, inbound access should be restricted to right-turns only from northbound Stockton Avenue. Similarly, all outbound project traffic should be restricted to right-turns only onto northbound Stockton Avenue. Figure 6 shows the change in project trips at each study intersection due to right-in and right-out only restrictions at the project driveway. Figure 7 shows the resulting project trip assignment assuming right-in and right-out only restrictions at the project driveway.

Recommendation: It is recommended that the project driveway be restricted to right-turns in and out only and red-curbing along the project frontage on Stockton Avenue be maintained between the project driveway and Julian Street and 50 feet south of the project driveway adjacent to the existing fire hydrant. Additionally, appropriate visible and/or audible warning signals should be provided at the project driveway to alert pedestrians and bicyclists of vehicles exiting the project driveway.

Vehicular On-Site Circulation

The first below-ground parking level circulation plan is shown in Figure 8. All vehicles will enter the project driveway and proceed to a two-way drive aisle ramp to the first below-ground parking level. Vehicles may proceed down the drive aisle to access a two-way ramp to the second and third below-ground parking levels or turn left to access a valet station and parking stalls. Past the valet station, the drive aisle splits into two drive aisles; the drive aisle headed east provides access to parking spaces and terminates as a dead-end and the drive aisle headed west leads to a second two-way ramp to the second and third below-ground parking levels. All drive aisles within the parking levels are shown to provide two-way access. Two-way drive aisles will be required to provide a minimum of 26 feet to meet City standards.

Circulation through the three parking levels will not be continuous due to the presence of dead-end aisles. The third below-ground parking level will utilize stacked parking spaces and tandem parking spaces. Therefore, the third below-ground parking level should be restricted to the use of valets only. Given that valets will be familiar with the parking level and will not be circulating in search of available parking, the dead-end drive aisles within the third below-ground parking level should not be problematic.

Truck Site Access

Based on the City of San Jose off-street loading standard for hotel developments in the Downtown Area (20.70.440), the project is required to provide at least two off-street loading spaces. Residential uses of fifty units or fewer are not required to provide an off-street loading space per the City Code (20.70.435).

The site plan indicates that two loading spaces will be located on the second below-ground parking level. Therefore, the project will meet the requirement for the number off-street loading spaces. However, locating the loading area on a level other than street level is unconventional and will require limitations on the size of large trucks allowed to utilize the loading area. Restricted use of the loading area by large trucks may result in the use of Stockton Avenue for deliveries and blockage of bicycle and travel lanes. However, the City will not support a truck loading area along Stockton Avenue. Therefore, relocating the loading area to ground level adjacent to the parking garage entrance aisle should be considered.

The site plan indicates that a trash enclosure will be located adjacent to the loading space on the second below-ground parking level. However, garbage trucks will not enter the parking garage to access trash bins. The City will not support trash pick-up on Stockton Avenue. Placing trash bins on Stockton Avenue along the project frontage may impede traffic operations at the Stockton Avenue and Julian Street intersection. Therefore, it is recommended that an area for the storage of trash bins on

Figure 6
Project Trip Reassignment due to Driveway Restrictions

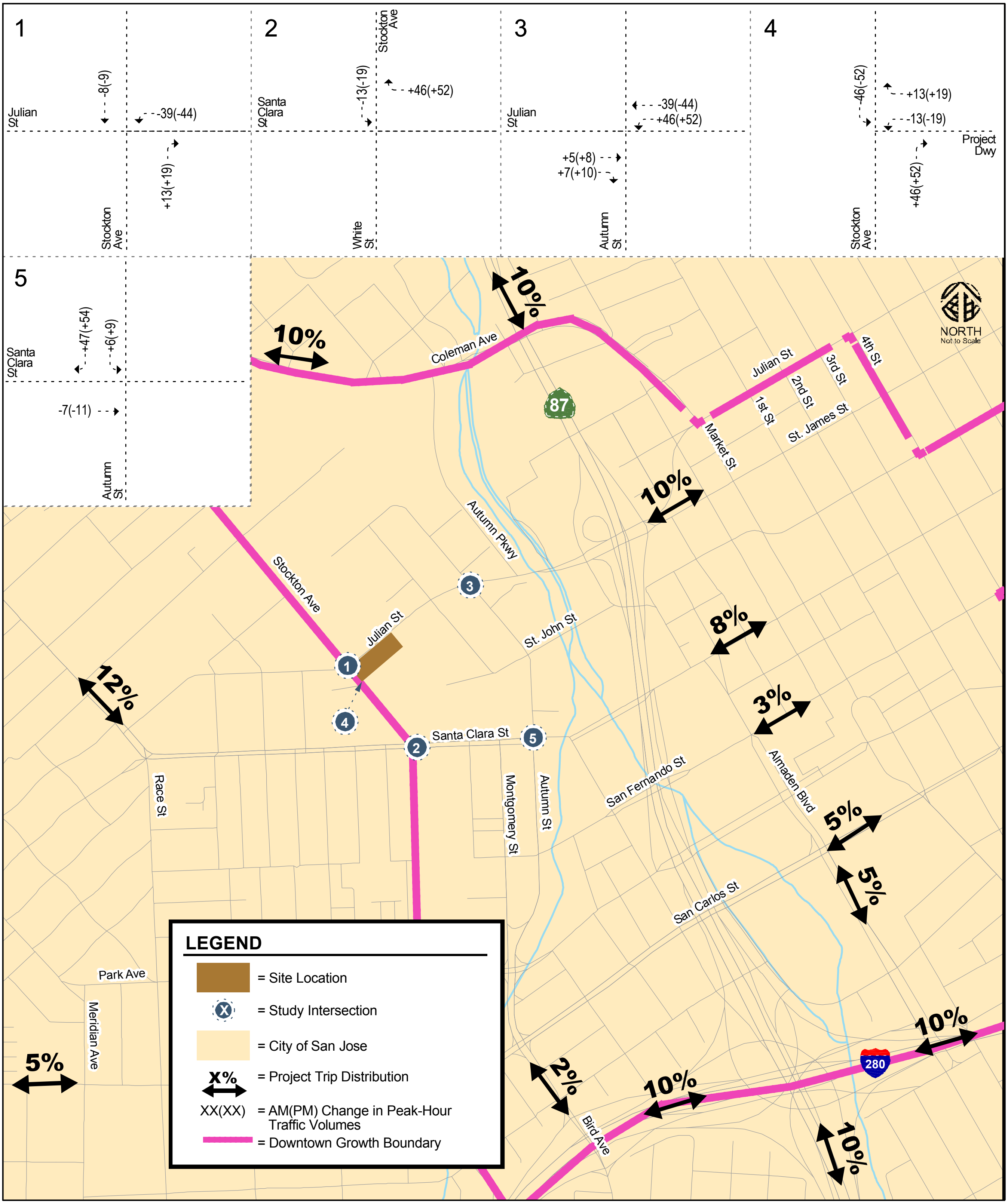


Figure 7
Project Trip Assignment with Driveway Restrictions

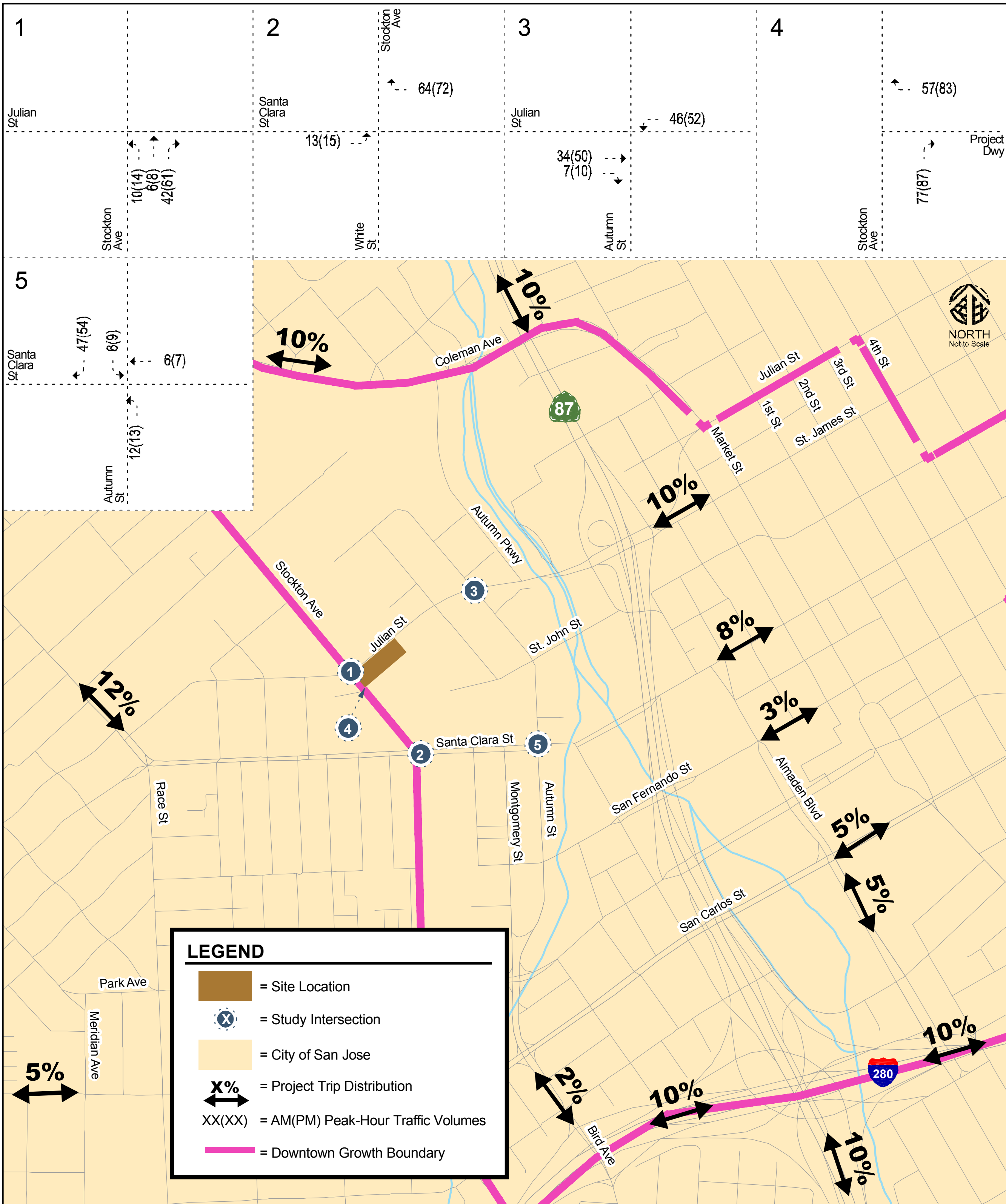
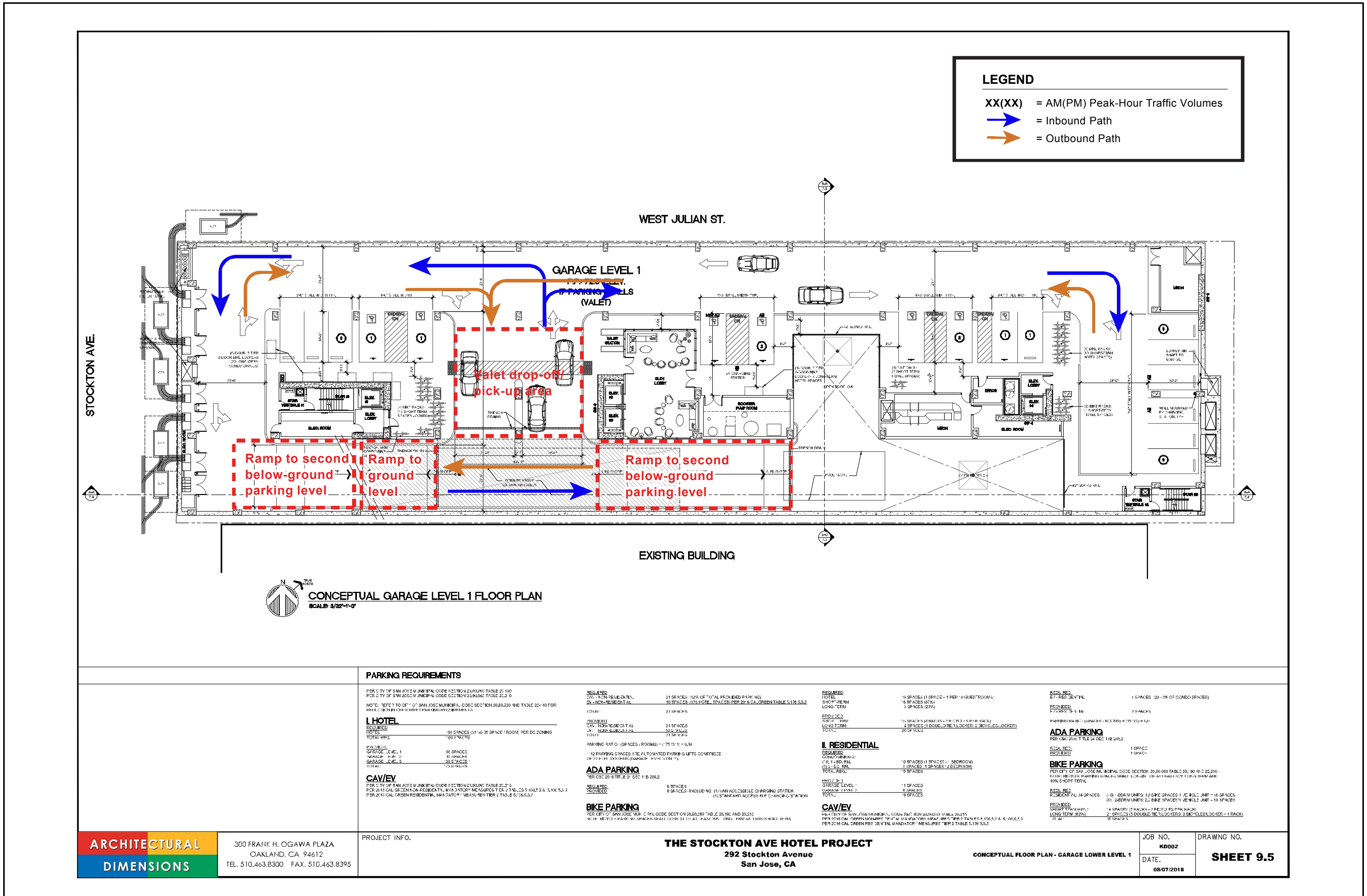


Figure 8
First Below-Ground Parking Level Site Plan



garbage service days be located adjacent to the parking garage entrance aisle for garbage pickup. However, City staff will ultimately determine the preferred placement of trash bins and pick-up procedures.

Pedestrian and Bicycle Access and Circulation

Pedestrian and Bicycle Circulation

The Downtown Streetscape Master Plan (DSMP) provides design guidelines for existing and future development for the purpose of enhancing the pedestrian experience in the Greater Downtown Area. Per the DSMP and shown in Figure 9, Stockton Avenue and Julian Street are designated Downtown Pedestrian Network Streets (DPNS), which are intended to support a high level of pedestrian activity as well as retail and transit connections. The DPNS streets provide a seamless network throughout the downtown that is safe and comfortable for pedestrians and connects all major downtown destinations.

Design features of a DPNS create an attractive and safe pedestrian environment to promote walking as the primary travel mode. The DSMP policies state that vehicles crossing the sidewalk are often a safety hazard for pedestrians and measures should be taken within the design for any new project to minimize the number of curb cuts and driveways.

Pedestrian facilities in the study area consist mostly of sidewalks along all of the surrounding streets, including the project frontages along Stockton Avenue and Julian Street. However, a portion of the sidewalk along the north project frontage (Julian Street) is currently closed to the public, starting approximately 130 feet east of the Stockton Avenue/Julian Street intersection until the railroad right-of-way. The project proposes to reconstruct the sidewalk along its entire north project frontage. However, the sidewalk along the north project frontage will terminate at the eastern project boundary and will not provide access to the east side of the railroad right-of-way.

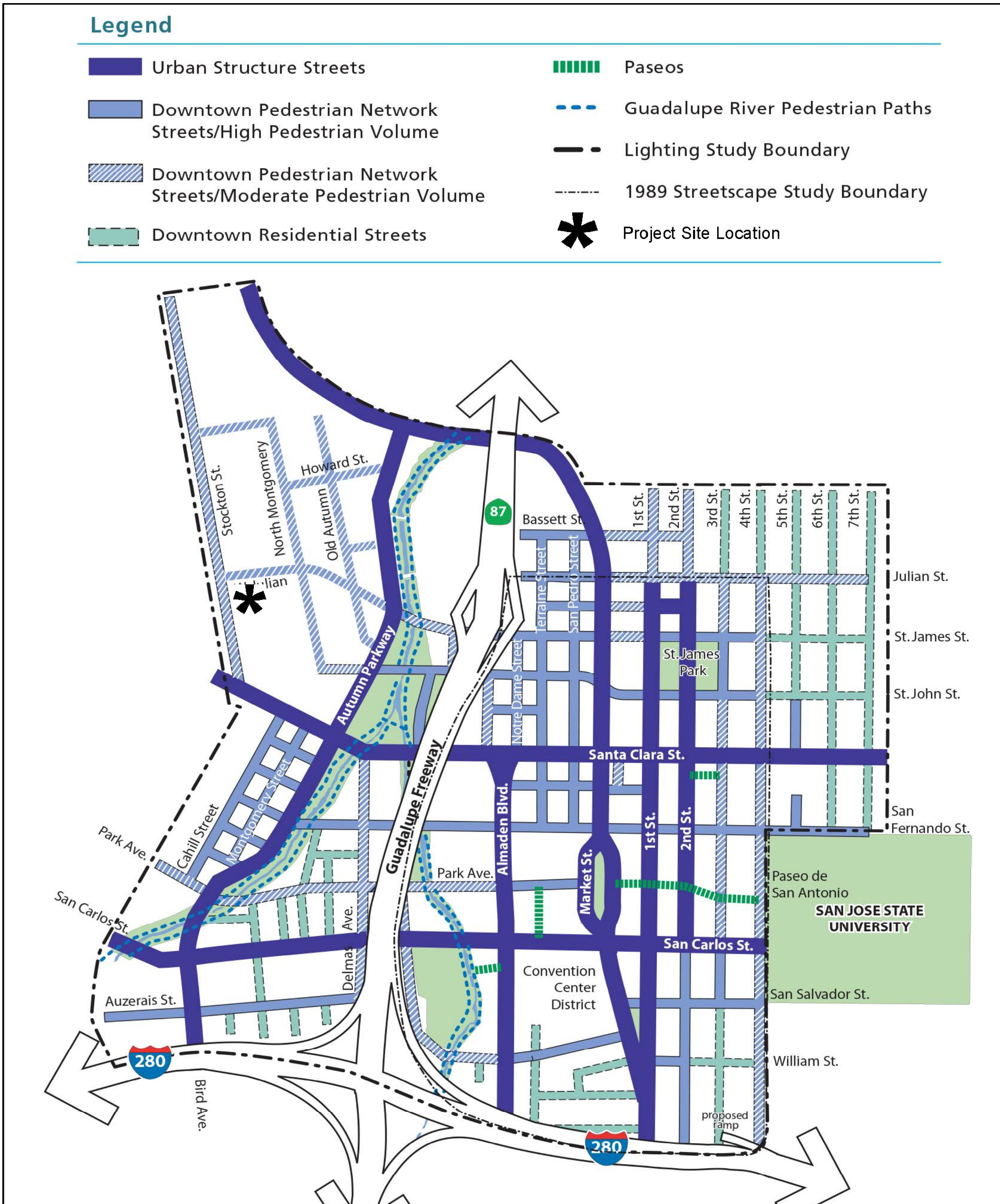
Pedestrian push buttons and crosswalks are present along the east, north, and west legs of the Stockton Avenue/Julian Street intersection. The addition of an east-west crosswalk on the south leg of the intersection would improve connectivity between the project and areas along the south side of Julian Street and along the west side of Stockton Avenue. There also are retail uses located along The Alameda that may be destinations for hotel guests. Proposed improvements at the Stockton Avenue/Julian Street intersection that are planned by the City of San Jose (discussed further below) include the installation of a crosswalk along the south leg of the intersection.

Additionally, few pedestrian destinations are located east of the railroad underpass along Julian Street. Pedestrian facilities from the project site to the downtown area east of SR-87 are already provided along Stockton Avenue and Santa Clara Street. Therefore, the sidewalk along the north side of Julian Street provides an adequate connection between the project site and areas east of the railroad right-of-way.

Sidewalks along the east side of Stockton Avenue and the north side of Santa Clara Street provide the most direct pedestrian route between the project site and the SAP Center. An alternative route is provided via sidewalks along the north side of Julian Street and the west side of Montgomery Street. Overall, the existing sidewalks have good connectivity and provide pedestrians with safe routes to the surrounding pedestrian destinations in the area, located primarily to the south and east of the project site.

Class II bicycle facilities (striped bike lanes) are provided along the west project frontage along Stockton Avenue and on Julian Street, west of Stockton Avenue. Bike lanes located along the extent of Stockton Avenue provide access to the College Park Caltrain station to the north and commercial areas

Figure 9
Downtown Pedestrian Street Network



Source: San Jose Downtown Streetscape Master Plan along The Alameda to the south. The Alameda, between Stockton Avenue and Lenzen Avenue, is a designated Class III bike route indicated by signage. Bike lanes on Santa Clara Street, east of Stockton Avenue, provide access to the SAP Center, Diridon Transit Center, and the downtown area east of SR-87. An additional route to areas east of SR-87 is available via St. John Street, east of the Guadalupe River Park Trail. The route consists of a designated Class III bikeway with "sharrow" or shared lane markings. The Guadalupe River Park Trail, a Class I pedestrian and bicycle trail, is accessible from the northeast corner of the Autumn Parkway and Julian Street intersection, approximately 300 feet east from the project site. The trail provide access to areas between Curtner Avenue to the south and Alviso to the north.

Currently, there are no bike lanes provided along Julian Street, east of Stockton Avenue. However, a new bike lane and bike route on Julian Street are proposed as part of improvements to the Stockton Avenue/Julian Street intersection, described below. In addition, Ford GoBike stations are provided throughout the downtown area. The nearest bike share station is located less than 800 feet west from the project site at the northeast corner of the Morrison Avenue/Julian Street intersection.

Stockton Avenue and Julian Street Intersection Improvements

Improvements to the Downtown pedestrian and bicycle networks are included as part of planned Stockton Avenue/Julian Street intersection improvements. The proposed improvements (shown in Figure 10) include widening Julian Street east of Stockton Avenue to allow for the installation of a bike lane along the westbound direction (north side) of Julian Street. Bike route "sharrows" would be installed on the eastbound travel lane. The proposed bike facilities would provide a more direct route between the project site and areas east of the Julian Street railroad underpass, including the Guadalupe River Park Trail. As discussed previously, proposed improvements to the pedestrian network include the addition of an east-west crosswalk along the south leg of the intersection. Additionally, the existing split-phased traffic signal operation at the eastbound and westbound approaches would be modified to a protected-only left-turn phasing, which allows for a protected east-west pedestrian phase. The proposed improvements will improve safety and connectivity of bicycle and pedestrian networks within the vicinity of the proposed hotel. Per the City of San Jose, the project will be required to re-align the curb along its Julian Street project frontage to conform to the plan line. Along with the Julian Street frontage improvements, the project also will be required to complete signal modifications that will include the relocation of the existing traffic signal pole at the southeast corner of the Stockton Avenue/Julian Street intersection.

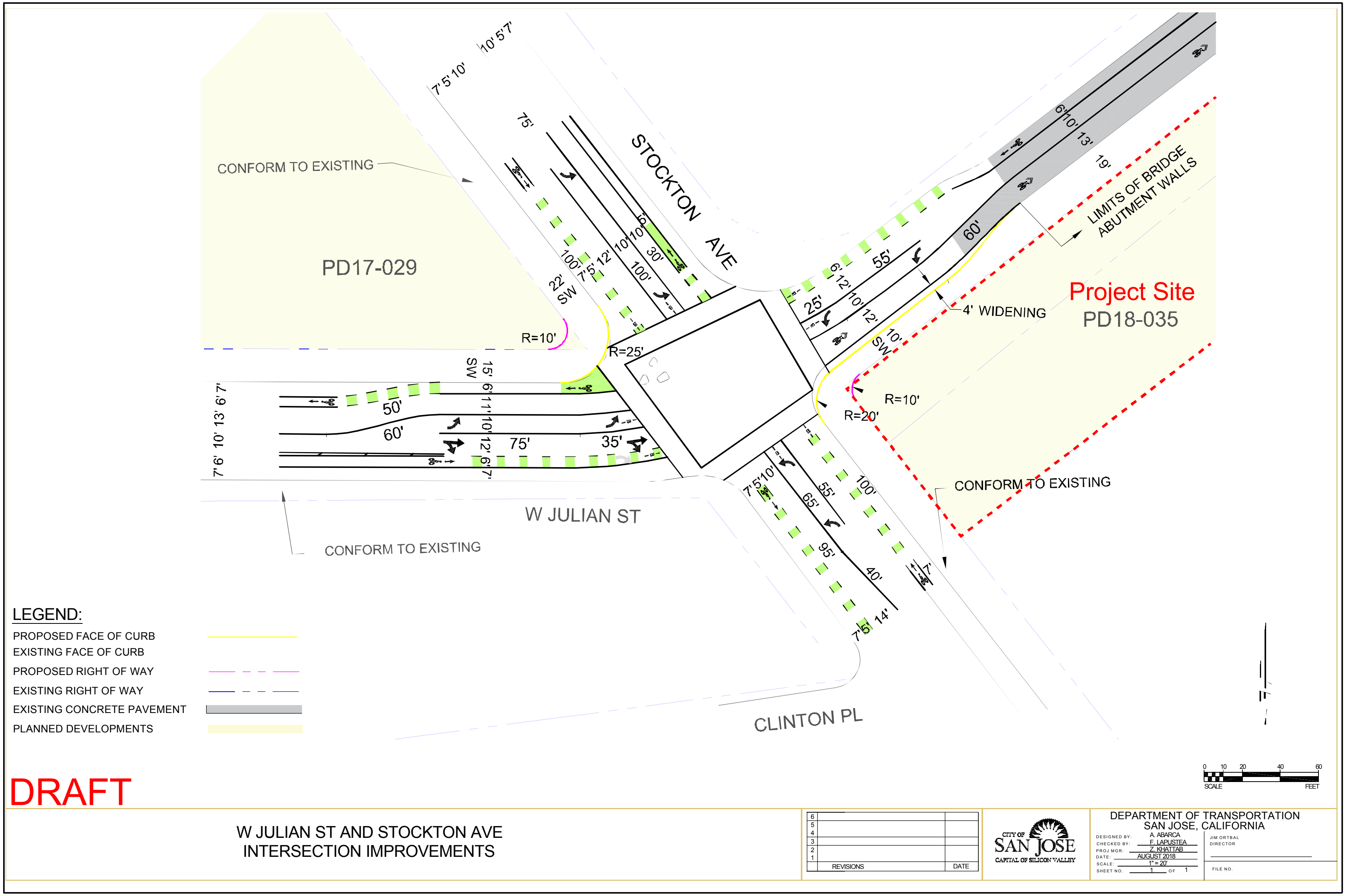
Transit Facilities

There are major transit services in the project area that will provide the opportunity for multi-modal travel to and from the project site. Connections between local and regional bus routes, light rail lines, and commuter rail lines are provided within the Diridon Transit Center, located approximately 0.35-mile from the project site. Transit services in the study area are provided by the Santa Clara Valley Transportation Authority VTA, Caltrain, Altamont Commuter Express (ACE), and Amtrak. The pedestrian and bicycle facilities located along streets adjacent to the project site provide access to major transit stations and provide for a balanced transportation system as outlined in the Envision 2040 General Plan goals and policies.

Parking

Projects in the downtown area are located in close proximity to offices, recreation, and retail services, allowing individuals to satisfy their daily needs for work or shop near the hotel. The availability of bicycle lanes and sidewalks throughout downtown and the project's proximity to major transit services will

Figure 10
Proposed Improvements at the Stockton Avenue and Julian Street Intersection



provide for and encourage the use of multi-modal travel options (bicycling and walking) and reduce the use of single-occupant automobile travel and demand for on-site parking described below.

Vehicle Parking

According to the City of San Jose Downtown Zoning Regulations (Table 20-140), the project is required to provide 0.35 off-street vehicle parking space per hotel room and one off-street vehicle parking space per residential unit. Based on the City's off-street parking requirements, the project is required to provide a total of 128 off-street parking spaces.

The project proposes to provide a total of 194 on-site parking spaces: 175 spaces for the hotel component and 19 spaces for the residential component. Therefore, the proposed number of parking spaces will exceed the required parking per City requirements

Bicycle Parking

Based on the project's downtown location, it is likely that residents of the proposed residential units will be able to work in close proximity to the site or will be able to quickly access transit to reach their place of work. Additionally, guests of the proposed hotel will be visiting locations in close proximity to the site or will be able to quickly access transit to reach their destination. Therefore, the project is required to meet the City's Bicycle Parking requirements. The City Municipal Code (Table 20-190) requires one bicycle parking space plus one parking space per ten guest rooms; bicycle parking spaces for the hotel use shall consist of at least eighty percent short-term and at most twenty percent long-term spaces. For the condominium units, the City Municipal Code (Table 20-210) requires one bicycle parking space per four living units; bicycle parking spaces shall consist of at least sixty percent long-term and at most forty percent short-term spaces. Thus, the proposed project consisting of a 311-room hotel and 19 condominium units is required to provide a total of 38 bicycle parking spaces: 29 short-term bicycle parking spaces and 9 long-term bicycle parking spaces to meet the city standards.

Based on the site plan, bicycle parking will be located throughout the three below-ground parking levels and accessible from the west project frontage via the condominium and hotel lobbies. Additional access to the parking levels is provided via the sidewalk along the east project frontage and elevators within the hotel. The project is proposing space for the storage of 55 bicycles with 25 long-term bicycle parking spaces and 30 short-term bicycle parking spaces. Therefore, the proposed number of bicycle parking spaces will exceed the required parking per City requirements.

Vehicular Queuing Analysis

A vehicle queuing analysis was completed for high-demand movements at the study intersections. The study locations were selected based on the number of projected project trips at utilizing left-turning lanes at surrounding intersections. The vehicle queuing analysis was 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
$\lambda =$ 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 estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. The results of the queue analysis are summarized in Table 3.

The queuing analysis shows that the eastbound left-turn movement at the Stockton Avenue and The Alameda intersection currently experiences vehicular queue lengths that exceed the available storage capacity under existing conditions and would continue to do so under background conditions. The proposed project is projected to increase the queue for the eastbound left-turn movement by one vehicle during the AM and PM peak hours.

Providing additional queue storage capacity for the eastbound left-turn pocket would require the removal of a pedestrian crossing across The Alameda, west of its intersection with Bush Street. The removal and/or alteration of improvements intended to encourage the use of multi-modal travel to accommodate vehicular demand is not consistent with General Plan goals. Therefore, the extension of eastbound left-turn pocket at the intersection is not recommended.

Proposed improvements at the intersection of Stockton Avenue and Julian Street include the conversion of eastbound and westbound movements from the existing split phasing to protected left-turn phasing. Left-turn pockets previously accommodating both left-turning and through-movement traffic will be restricted to left-turning traffic only. Assuming that the existing cycle length and green times will be maintained, it is estimated that queues under background conditions would exceed the planned 80-foot westbound left-turn pocket during the AM and PM peak hours. Without driveway restrictions, the project will increase the westbound left-turn queues by one vehicle during both peak hours. With driveway restrictions, the project will not increase the westbound left-turn queue. Additionally, queueing at the northbound leg of the intersection will not be affected by modifications to eastbound and westbound legs of the intersection.

It is also important to note that the project's proximity to major transit services and bicycle facilities along Santa Clara Street/The Alameda and at the Diridon Transit Center will provide for and encourage the use of multi-modal travel options and reduce the use of single-occupant automobile travel. It is expected that the auto trips ultimately generated by the project would be less than those estimated within this study and the identified operational deficiencies (queues at intersections) reduced as development and the planned enhancement of the multi-modal transportation system progresses within the downtown area.

Transportation Demand Management

The project should establish single-occupant auto trip reduction measures, via a travel demand management (TDM) program, that result in the reduction of vehicular trips to the project site and reduce the operational issues identified. The TDM program should encourage multimodal travel and use of the extensive transit system and pedestrian/bicycle facilities in the downtown area to the maximum extent possible. The applicant/property owner should manage the TDM program to ensure residential tenant participation. An effective TDM program that includes several of the measures identified below can easily achieve a 25% percent reduction in vehicle trips that will result in a significant reduction of the projected operational issues.

However, the analysis contained in this report does not include reductions based on TDM measures. Therefore, the estimates of trips to be generated by the proposed project as presented and evaluated within this study may represent an over-estimation of traffic and impacts associated with the proposed

Table 3
Queuing Analysis Summary

	Stockton/ Julian				Stockton/ The Alameda		Autumn/ Julian	
Measurement	WBL AM	WBL PM	NBL AM	NBL PM	EBL AM	EBL PM	WBL AM	WBL PM
Existing Conditions								
Cycle/Delay[1] (sec)	95	95	95	95	120	120	56	56
Lanes	1	1	1	1	1	1	1	1
Volume (vph)	153	220	26	31	175	150	42	74
Volume (vphpl)	153	220	26	31	175	150	42	74
Avg. Queue (veh/ln.)	4	6	1	1	6	5	1	1
Avg. Queue[2] (ft./ln)	101	145	17	20	146	125	16	29
95th %. Queue (veh/ln.)	8	10	2	3	10	9	2	3
95th %. Queue (ft./ln)	200	250	50	75	250	225	50	75
Storage (ft./ ln.)	850	850	75	75	150	150	125	125
Adequate (Y/N)	YES	YES	YES	YES	**NO**	**NO**	YES	YES
Background Conditions								
Cycle/Delay[1] (sec)	95	95	95	95	120	120	56	56
Lanes	1	1	1	1	1	1	1	1
Volume (vph)	54	106	32	37	201	175	42	76
Volume (vphpl)	54	106	32	37	201	175	42	76
Avg. Queue (veh/ln.)	1	3	1	1	7	6	1	1
Avg. Queue[2] (ft./ln)	36	70	21	24	168	146	16	30
95th %. Queue (veh/ln.)	4	6	3	3	11	10	2	3
95th %. Queue (ft./ln)	100	150	75	75	275	250	50	75
Storage (ft./ ln.)	80	80	75	75	150	150	125	125
Adequate (Y/N)	**NO**	**NO**	YES	YES	**NO**	**NO**	YES	YES
Background Plus Project Conditions (No Driveway Restrictions)								
Cycle/Delay[1] (sec)	95	95	95	95	120	120	56	56
Lanes	1	1	1	1	1	1	1	1
Volume (vph)	93	150	42	51	214	190	42	76
Volume (vphpl)	93	150	42	51	214	190	42	76
Avg. Queue (veh/ln.)	2	4	1	1	7	6	1	1
Avg. Queue[2] (ft./ln)	61	99	28	34	178	158	16	30
95th %. Queue (veh/ln.)	5	7	3	3	12	11	2	3
95th %. Queue (ft./ln)	125	175	75	75	300	275	50	75
Storage (ft./ ln.)	80	80	75	75	150	150	125	125
Adequate (Y/N)	**NO**	**NO**	YES	YES	**NO**	**NO**	YES	YES
Background Plus Project Conditions (With Driveway Restrictions)								
Cycle/Delay[1] (sec)	95	95	95	95	120	120	56	56
Lanes	1	1	1	1	1	1	1	1
Volume (vph)	54	106	42	51	214	190	88	128
Volume (vphpl)	54	106	42	51	214	190	88	128
Avg. Queue (veh/ln.)	1	3	1	1	7	6	1	2
Avg. Queue[2] (ft./ln)	36	70	28	34	178	158	34	50
95th %. Queue (veh/ln.)	4	6	3	3	12	11	4	5
95th %. Queue (ft./ln)	100	150	75	75	300	275	100	125
Storage (ft./ ln.)	80	80	75	75	150	150	125	125
Adequate (Y/N)	**NO**	**NO**	YES	YES	**NO**	**NO**	YES	YES

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

project. Implementation of a TDM Program has the potential to greatly reduce project generated traffic and the identified operational issues. The project TDM program may include, but would not be limited to, the following, or alternative equivalent, elements to reduce vehicle trips:

- *Free Guest Shuttle Services* to destinations throughout Downtown San Jose and Mineta International Airport
- *Passenger loading zone* for taxis and car-sharing services
- *Shared on-site bicycles* for guest use
- *Eco Pass or Clipper Card* for all employees, providing free rides on Santa Clara County's local transit agency, the Santa Clara Valley Transportation Authority (VTA)
- *Centrally-Located Kiosks* with transit schedules, bike and transit maps, and other commute alternative information
- On-site TDM coordinator and services

Conclusions

The project, as proposed, will consist of a 311-room hotel and 19 condominium units. A total of 194 parking stalls will be provided on-site within three below-ground parking levels. Automobile lift parking and tandem parking spaces are being proposed within the third below-ground parking level. Access to the project site will be provided by one two-way driveway located on Stockton Avenue.

The project site is located within the Downtown Growth Area Boundary, for which an Environmental Impact Report (EIR), *Downtown San Jose Strategy Plan 2040 (DTS 2040)*, has been completed and approved. With adoption of DTS 2040, this project is covered under DTS 2040 and no CEQA transportation analysis is required.

The availability of bicycle lanes and sidewalks throughout downtown and the project's proximity to major transit services will provide for and encourage the use of multi-modal travel options (bicycling and walking) and reduce the use of single-occupant automobile travel. Therefore, the estimates of trips to be generated by the proposed project as presented and evaluated within this study may represent an over-estimation of traffic and impacts associated with the proposed project. It is expected that the auto trips ultimately generated by the project would be less and the identified operational issues reduced with the use of the multi-modal transportation system within the Downtown area.

A summary of the site access and circulation review along with recommended adjustments is provided below.

Recommendations

- The project driveway should be restricted to right-turns in and out only and red-curbing along the project frontage on Stockton Avenue be maintained between the project driveway and Julian Street and 50 feet south of the project driveway adjacent to the existing fire hydrant

- Provide a minimum width of 26 feet at the two-way project driveway and drive aisles.

- Appropriate visible and/or audible warning signals should be provided at the project driveway to alert pedestrians and bicyclists of vehicles exiting the garage.

- Locating the loading zone on a level other than street level is unconventional and will require limitations on the size of large trucks allowed to utilize the loading area. Restricted use of the loading area by large trucks may result in the use of Stockton Avenue for deliveries and blockage of bicycle and travel lanes. However, the City will not support a truck loading area on

Stockton Avenue. Therefore, relocating the loading area to street level adjacent to the parking garage entrance aisle should be considered.

- The site plan indicates that a trash enclosure will be located adjacent to the loading space on the second below-ground parking level. However, garbage trucks will not enter the parking garage to access trash bins. The City will not support trash pick-up on Stockton Avenue. Placing trash bins on Stockton Avenue along the project frontage may impede traffic operations at the Stockton Avenue and Julian Street intersection. Therefore, it is recommended that an area for the storage of trash bins on garbage service days be located adjacent to the parking garage entrance aisle for garbage pickup. However, City staff will ultimately determine the preferred placement of trash bins and pick-up procedures.

- Per the City of San Jose, the project will be required to re-align the curb along its Julian Street project frontage to conform to the plan line. Along with the Julian Street frontage improvements, the project also will be required to complete signal modifications that will include the relocation of the existing traffic signal pole at the southeast corner of the Stockton Avenue/Julian Street intersection.

- The proposed east-west crosswalk along the south leg of the Stockton Avenue/Julian Street intersection would improve pedestrian connectivity between the project and retail uses along The Alameda.

292 Stockton Avenue Hotel and Condominiums Development LTA

Technical Appendices

January 28, 2019

Appendix A

Volumes Summary

Intersection Number: 1
Traffix Node Number: 3608
Intersection Name: Stockton Avenue and Julian Street
Peak Hour: AM
Count Date: 2/7/18

	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	**25**	**108**	**117**	**218**	**114**	**39**	**44**	**375**	**26**	**33**	**163**	**33**	**1295**
ATI	0	8	0	2	1	15	23	12	6	5	7	1	80
Background Conditions	**25**	**116**	**117**	**220**	**115**	**54**	**67**	**387**	**32**	**38**	**170**	**34**	**1375**
Proposed Project Trips	0	8	0	0	0	39	29	6	10	0	0	0	92
Background Plus Project Conditions	**25**	**124**	**117**	**220**	**115**	**93**	**96**	**393**	**42**	**38**	**170**	**34**	**1467**

Intersection Number: 2
Traffix Node Number: 3230
Intersection Name: Stockton Avenue and The Alameda
Peak Hour: AM
Count Date: 2/7/18

	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**	**1**	**85**	**344**	**701**	**0**	**3**	**1**	**1**	**3**	**359**	**175**	**1736**
ATI	44	0	18	90	201	0	0	0	0	0	38	26	417
Background Conditions	**107**	**1**	**103**	**434**	**902**	**0**	**3**	**1**	**1**	**3**	**397**	**201**	**2153**
Proposed Project Trips	0	0	13	18	0	0	0	0	0	0	0	13	44
Background Plus Project Conditions	**107**	**1**	**116**	**452**	**902**	**0**	**3**	**1**	**1**	**3**	**397**	**214**	**2197**

Intersection Number: 3
Traffix Node Number: 3263
Intersection Name: Autumn Street and Julian Street
Peak Hour: AM
Count Date: 10/5/17

	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	**4**	**2**	**15**	**42**	**270**	**42**	**131**	**13**	**51**	**9**	**291**	**6**	**876**
ATI	0	0	0	0	3	0	0	0	0	0	9	0	12
Background Conditions	**4**	**2**	**15**	**42**	**273**	**42**	**131**	**13**	**51**	**9**	**300**	**6**	**888**
Proposed Project Trips	0	0	0	0	39	0	0	0	0	0	29	0	68
Background Plus Project Conditions	**4**	**2**	**15**	**42**	**312**	**42**	**131**	**13**	**51**	**9**	**329**	**6**	**956**

Intersection Number: 4
Traffix Node Number: 100
Intersection Name: Stockton Avenue and Project Driveway
Peak Hour: AM
Count Date: 2/7/18

	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**	**180**	**0**	**0**	**0**	**0**	**0**	**445**	**0**	**0**	**0**	**0**	**625**
ATI	0	28	0	0	0	0	0	41	0	0	0	0	69
Background Conditions	**0**	**208**	**0**	**0**	**0**	**0**	**0**	**486**	**0**	**0**	**0**	**0**	**694**
Proposed Project Trips	0	0	46	44	0	13	31	0	0	0	0	0	134
Background Plus Project Conditions	**0**	**208**	**46**	**44**	**0**	**13**	**31**	**486**	**0**	**0**	**0**	**0**	**828**

Intersection Number: 1
Traffix Node Number: 3608
Intersection Name: Stockton Avenue and Julian Street
Peak Hour: PM
Count Date: 2/7/18

	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	**61**	**328**	**221**	**103**	**145**	**75**	**111**	**201**	**31**	**36**	**235**	**27**	**1574**
ATI	0	14	0	8	13	31	24	11	6	9	0	0	116
Background Conditions	**61**	**342**	**221**	**111**	**158**	**106**	**135**	**212**	**37**	**45**	**235**	**27**	**1690**
Proposed Project Trips	0	9	0	0	0	44	42	8	14	0	0	0	117
Background Plus Project Conditions	**61**	**351**	**221**	**111**	**158**	**150**	**177**	**220**	**51**	**45**	**235**	**27**	**1807**

Intersection Number: 2
Traffix Node Number: 3230
Intersection Name: Stockton Avenue and The Alameda
Peak Hour: PM
Count Date: 2/7/18

	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	**195**	**0**	**274**	**221**	**522**	**0**	**3**	**1**	**3**	**4**	**596**	**150**	**1969**
ATI	202	0	41	68	84	0	0	0	0	0	122	25	542
Background Conditions	**397**	**0**	**315**	**289**	**606**	**0**	**3**	**1**	**3**	**4**	**718**	**175**	**2511**
Proposed Project Trips	0	0	19	20	0	0	0	0	0	0	0	15	54
Background Plus Project Conditions	**397**	**0**	**334**	**309**	**606**	**0**	**3**	**1**	**3**	**4**	**718**	**190**	**2565**

Intersection Number: 3
Traffix Node Number: 3263
Intersection Name: Autumn Street and Julian Street
Peak Hour: PM
Count Date: 10/5/17

	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	**10**	**8**	**66**	**13**	**264**	**74**	**104**	**4**	**14**	**18**	**586**	**4**	**1165**
ATI	0	0	0	4	20	2	0	0	0	0	2	0	28
Background Conditions	**10**	**8**	**66**	**17**	**284**	**76**	**104**	**4**	**14**	**18**	**588**	**4**	**1193**
Proposed Project Trips	0	0	0	0	44	0	0	0	0	0	42	0	86
Background Plus Project Conditions	**10**	**8**	**66**	**17**	**328**	**76**	**104**	**4**	**14**	**18**	**630**	**4**	**1279**

Intersection Number: 4
Traffix Node Number: 100
Intersection Name: Stockton Avenue and Project Driveway
Peak Hour: PM
Count Date: 2/7/18

	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**	**439**	**0**	**0**	**0**	**0**	**0**	**343**	**0**	**0**	**0**	**0**	**782**
ATI	0	54	0	0	0	0	0	41	0	0	0	0	95
Background Conditions	**0**	**493**	**0**	**0**	**0**	**0**	**0**	**384**	**0**	**0**	**0**	**0**	**877**
Proposed Project Trips	0	0	52	64	0	19	35	0	0	0	0	0	170
Background Plus Project Conditions	**0**	**493**	**52**	**64**	**0**	**19**	**35**	**384**	**0**	**0**	**0**	**0**	**1047**

Appendix B

Intersection Vehicle Queue Analysis

Stockton/Julian
WBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 4.0
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0176	0.0176	0
0.0712	0.0889	1
0.1438	0.2327	2
0.1935	0.4262	3
0.1953	0.6215	4
0.1577	0.7792	5
0.1061	0.8854	6
0.0612	0.9466	7
0.0309	0.9775	8
0.0139	0.9914	9
0.0056	0.9970	10
0.0021	0.9990	11
0.0007	0.9997	12
0.0002	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Julian
WBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 1.4
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2405	0.2405	0
0.3427	0.5832	1
0.2442	0.8274	2
0.1160	0.9434	3
0.0413	0.9847	4
0.0118	0.9965	5
0.0028	0.9993	6
0.0006	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Julian
WBL
AM
Background Plus Project Conditions (No Driveway Res
Avg. Queue Per Lane in Veh= 2.5
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0859	0.0859	0
0.2109	0.2968	1
0.2588	0.5556	2
0.2117	0.7673	3
0.1299	0.8972	4
0.0638	0.9610	5
0.0261	0.9870	6
0.0091	0.9962	7
0.0028	0.9990	8
0.0008	0.9998	9
0.0002	0.9999	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Julian
WBL
AM
Background Plus Project Conditions (With Driveway R
Avg. Queue Per Lane in Veh= 1.4
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2405	0.2405	0
0.3427	0.5832	1
0.2442	0.8274	2
0.1160	0.9434	3
0.0413	0.9847	4
0.0118	0.9965	5
0.0028	0.9993	6
0.0006	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Julian
WBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.8
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0030	0.0030	0
0.0175	0.0205	1
0.0507	0.0712	2
0.0982	0.1694	3
0.1425	0.3119	4
0.1655	0.4774	5
0.1601	0.6375	6
0.1328	0.7703	7
0.0964	0.8667	8
0.0622	0.9288	9
0.0361	0.9649	10
0.0190	0.9839	11
0.0092	0.9932	12
0.0041	0.9973	13
0.0017	0.9990	14
0.0007	0.9996	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Julian
WBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 2.8
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0610	0.0610	0
0.1706	0.2316	1
0.2386	0.4701	2
0.2224	0.6926	3
0.1556	0.8481	4
0.0870	0.9351	5
0.0406	0.9757	6
0.0162	0.9919	7
0.0057	0.9976	8
0.0018	0.9993	9
0.0005	0.9998	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Julian
WBL
PM
Background Plus Project Conditions (No Driveway Res
Avg. Queue Per Lane in Veh= 4.0
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0191	0.0191	0
0.0756	0.0947	1
0.1496	0.2443	2
0.1974	0.4417	3
0.1953	0.6370	4
0.1546	0.7916	5
0.1020	0.8936	6
0.0577	0.9513	7
0.0285	0.9799	8
0.0126	0.9924	9
0.0050	0.9974	10
0.0018	0.9992	11
0.0006	0.9998	12
0.0002	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Julian
WBL
PM
Background Plus Project Conditions (With Driveway R
Avg. Queue Per Lane in Veh= 2.8
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0610	0.0610	0
0.1706	0.2316	1
0.2386	0.4701	2
0.2224	0.6926	3
0.1556	0.8481	4
0.0870	0.9351	5
0.0406	0.9757	6
0.0162	0.9919	7
0.0057	0.9976	8
0.0018	0.9993	9
0.0005	0.9998	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Julian
NBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5035	0.5035	0
0.3455	0.8490	1
0.1185	0.9675	2
0.0271	0.9946	3
0.0046	0.9993	4
0.0006	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Julian
NBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.8
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4298	0.4298	0
0.3629	0.7927	1
0.1532	0.9460	2
0.0431	0.9891	3
0.0091	0.9982	4
0.0015	0.9998	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Julian
NBL
AM
Background Plus Project Conditions (No Driveway Res
Avg. Queue Per Lane in Veh= 1.1
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3301	0.3301	0
0.3659	0.6960	1
0.2028	0.8987	2
0.0749	0.9736	3
0.0208	0.9944	4
0.0046	0.9990	5
0.0008	0.9998	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Julian
NBL
AM
Background Plus Project Conditions (With Driveway R
Avg. Queue Per Lane in Veh= 1.1
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3301	0.3301	0
0.3659	0.6960	1
0.2028	0.8987	2
0.0749	0.9736	3
0.0208	0.9944	4
0.0046	0.9990	5
0.0008	0.9998	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Julian
NBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.8
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4413	0.4413	0
0.3610	0.8023	1
0.1477	0.9499	2
0.0403	0.9902	3
0.0082	0.9984	4
0.0013	0.9998	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Julian
NBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 1.0
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3767	0.3767	0
0.3678	0.7444	1
0.1795	0.9240	2
0.0584	0.9824	3
0.0143	0.9967	4
0.0028	0.9995	5
0.0005	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Julian
NBL
PM
Background Plus Project Conditions (No Driveway Res
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2603	0.2603	0
0.3504	0.6107	1
0.2358	0.8464	2
0.1058	0.9522	3
0.0356	0.9878	4
0.0096	0.9974	5
0.0021	0.9995	6
0.0004	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/Julian
NBL
PM
Background Plus Project Conditions (With Driveway R
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2603	0.2603	0
0.3504	0.6107	1
0.2358	0.8464	2
0.1058	0.9522	3
0.0356	0.9878	4
0.0096	0.9974	5
0.0021	0.9995	6
0.0004	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/The Alameda
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.8
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0029	0.0029	0
0.0171	0.0200	1
0.0498	0.0698	2
0.0969	0.1667	3
0.1413	0.3080	4
0.1648	0.4728	5
0.1602	0.6331	6
0.1335	0.7666	7
0.0974	0.8640	8
0.0631	0.9271	9
0.0368	0.9639	10
0.0195	0.9834	11
0.0095	0.9929	12
0.0043	0.9972	13
0.0018	0.9989	14
0.0007	0.9996	15
0.0003	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/The Alameda
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 6.7
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0012	0.0012	0
0.0082	0.0095	1
0.0276	0.0371	2
0.0617	0.0988	3
0.1034	0.2022	4
0.1385	0.3406	5
0.1546	0.4953	6
0.1480	0.6433	7
0.1240	0.7673	8
0.0923	0.8596	9
0.0618	0.9214	10
0.0377	0.9591	11
0.0210	0.9801	12
0.0108	0.9909	13
0.0052	0.9961	14
0.0023	0.9984	15
0.0010	0.9994	16
0.0004	0.9998	17
0.0001	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/The Alameda
EBL
AM
Background Plus Project Conditions (No Driveway Res
Avg. Queue Per Lane in Veh= 7.1
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0008	0.0008	0
0.0057	0.0065	1
0.0203	0.0268	2
0.0483	0.0751	3
0.0861	0.1612	4
0.1228	0.2840	5
0.1460	0.4300	6
0.1488	0.5789	7
0.1327	0.7115	8
0.1052	0.8167	9
0.0750	0.8917	10
0.0487	0.9404	11
0.0289	0.9693	12
0.0159	0.9852	13
0.0081	0.9933	14
0.0038	0.9971	15
0.0017	0.9988	16
0.0007	0.9996	17
0.0003	0.9998	18
0.0001	0.9999	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/The Alameda
EBL
AM
Background Plus Project Conditions (With Driveway R
Avg. Queue Per Lane in Veh= 7.1
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0008	0.0008	0
0.0057	0.0065	1
0.0203	0.0268	2
0.0483	0.0751	3
0.0861	0.1612	4
0.1228	0.2840	5
0.1460	0.4300	6
0.1488	0.5789	7
0.1327	0.7115	8
0.1052	0.8167	9
0.0750	0.8917	10
0.0487	0.9404	11
0.0289	0.9693	12
0.0159	0.9852	13
0.0081	0.9933	14
0.0038	0.9971	15
0.0017	0.9988	16
0.0007	0.9996	17
0.0003	0.9998	18
0.0001	0.9999	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/The Alameda
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 5.0
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0067	0.0067	0
0.0337	0.0404	1
0.0842	0.1247	2
0.1404	0.2650	3
0.1755	0.4405	4
0.1755	0.6160	5
0.1462	0.7622	6
0.1044	0.8666	7
0.0653	0.9319	8
0.0363	0.9682	9
0.0181	0.9863	10
0.0082	0.9945	11
0.0034	0.9980	12
0.0013	0.9993	13
0.0005	0.9998	14
0.0002	0.9999	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/The Alameda
EBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 5.8
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0029	0.0029	0
0.0171	0.0200	1
0.0498	0.0698	2
0.0969	0.1667	3
0.1413	0.3080	4
0.1648	0.4728	5
0.1602	0.6331	6
0.1335	0.7666	7
0.0974	0.8640	8
0.0631	0.9271	9
0.0368	0.9639	10
0.0195	0.9834	11
0.0095	0.9929	12
0.0043	0.9972	13
0.0018	0.9989	14
0.0007	0.9996	15
0.0003	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/The Alameda
EBL
PM
Background Plus Project Conditions (No Driveway Res
Avg. Queue Per Lane in Veh= 6.3
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0018	0.0018	0
0.0112	0.0130	1
0.0356	0.0486	2
0.0752	0.1238	3
0.1191	0.2429	4
0.1508	0.3937	5
0.1592	0.5529	6
0.1440	0.6970	7
0.1140	0.8110	8
0.0802	0.8912	9
0.0508	0.9420	10
0.0293	0.9713	11
0.0154	0.9867	12
0.0075	0.9943	13
0.0034	0.9977	14
0.0014	0.9991	15
0.0006	0.9997	16
0.0002	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Stockton/The Alameda
EBL
PM
Background Plus Project Conditions (With Driveway R
Avg. Queue Per Lane in Veh= 6.3
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0018	0.0018	0
0.0112	0.0130	1
0.0356	0.0486	2
0.0752	0.1238	3
0.1191	0.2429	4
0.1508	0.3937	5
0.1592	0.5529	6
0.1440	0.6970	7
0.1140	0.8110	8
0.0802	0.8912	9
0.0508	0.9420	10
0.0293	0.9713	11
0.0154	0.9867	12
0.0075	0.9943	13
0.0034	0.9977	14
0.0014	0.9991	15
0.0006	0.9997	16
0.0002	0.9999	17
0.0001	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Autumn/Julian
WBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5203	0.5203	0
0.3399	0.8602	1
0.1110	0.9713	2
0.0242	0.9955	3
0.0039	0.9994	4
0.0005	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Autumn/Julian
WBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5203	0.5203	0
0.3399	0.8602	1
0.1110	0.9713	2
0.0242	0.9955	3
0.0039	0.9994	4
0.0005	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Autumn/Julian
WBL
AM
Background Plus Project Conditions (No Driveway Res
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5203	0.5203	0
0.3399	0.8602	1
0.1110	0.9713	2
0.0242	0.9955	3
0.0039	0.9994	4
0.0005	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Autumn/Julian
WBL
AM
Background Plus Project Conditions (With Driveway R
Avg. Queue Per Lane in Veh= 1.4
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2544	0.2544	0
0.3482	0.6026	1
0.2383	0.8410	2
0.1088	0.9497	3
0.0372	0.9869	4
0.0102	0.9971	5
0.0023	0.9995	6
0.0005	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Autumn/Julian
WBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.2
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3163	0.3163	0
0.3641	0.6804	1
0.2095	0.8899	2
0.0804	0.9703	3
0.0231	0.9935	4
0.0053	0.9988	5
0.0010	0.9998	6
0.0002	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Autumn/Julian
WBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 1.2
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3066	0.3066	0
0.3625	0.6691	1
0.2143	0.8833	2
0.0844	0.9678	3
0.0250	0.9927	4
0.0059	0.9986	5
0.0012	0.9998	6
0.0002	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Autumn/Julian
WBL
PM
Background Plus Project Conditions (No Driveway Res
Avg. Queue Per Lane in Veh= 1.2
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3066	0.3066	0
0.3625	0.6691	1
0.2143	0.8833	2
0.0844	0.9678	3
0.0250	0.9927	4
0.0059	0.9986	5
0.0012	0.9998	6
0.0002	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Autumn/Julian
WBL
PM
Background Plus Project Conditions (With Driveway R
Avg. Queue Per Lane in Veh= 2.0
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1365	0.1365	0
0.2719	0.4084	1
0.2707	0.6791	2
0.1796	0.8587	3
0.0894	0.9481	4
0.0356	0.9838	5
0.0118	0.9956	6
0.0034	0.9989	7
0.0008	0.9998	8
0.0002	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Appendix C

San Jose VMT Evaluation Tool Output

CITY OF SAN JOSE VEHICLE MILES TRAVELED EVALUATION TOOL SUMMARY REPORT

PROJECT:

Name: 292 Stockton Hotel Development
Tool Version: 3/14/2018
Location: 292 Stockton Ave
Date: 8/20/2018
Parcel: 25928028
Parcel Type: Urban Low Transit

Proposed Parking: Vehicles: 0 Bicycles: 0

LAND USE:

Residential:		
Single Family	0	DU
Multi Family	19	DU
Subtotal	19	DU
Office:	0	KSF
Retail:	68.87	KSF
Industrial:	0	KSF

Percent of All Residential Units	
Extremely Low Income (≤ 30% MFI)	0 % Affordable
Very Low Income (> 30% MFI, ≤ 50% MFI)	0 % Affordable
Low Income (> 50% MFI, ≤ 80% MFI)	0 % Affordable

VMT REDUCTION STRATEGIES

Tier 1 - Project Characteristics

Increase Residential Density

Existing Density (DU/Residential Acres in half-mile buffer)	9
With Project Density (DU/Residential Acres in half-mile buffer)	9

Increase Development Diversity

Existing Activity Mix Index	0.92
With Project Activity Mix Index	0.92

Integrate Affordable and Below Market Rate

Extremely Low Income BMR units	0 %
Very Low Income BMR units	0 %
Low Income BMR units	0 %

Increase Employment Density

Existing Density (Jobs/Commercial Acres in half-mile buffer)	29
With Project Density (Jobs/Commercial Acres in half-mile buffer)	30

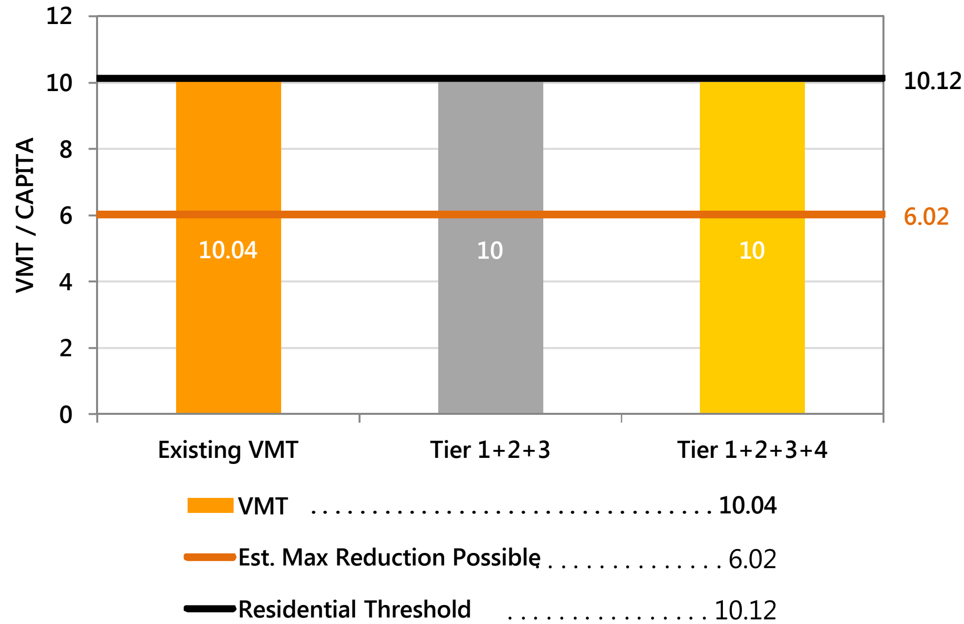
Tier 2 - Multimodal Infrastructure

Tier 3 - Parking

Tier 4 - TDM Programs

RESIDENTIAL ONLY

The tool estimates that the project would generate per capita VMT below the City's threshold.



EMPLOYMENT ONLY

The tool estimates that the project would generate per non-industrial worker VMT above the City's threshold.